### Louisiana Traffic Records Data Report 2012

Produced by Helmut Schneider, PhD



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## NTRODUCTION

 The 2012 LOUISIANA TRAFFIC RECORDS DATA REPORT indicates the following occurrence rates for 2012:

- 652 fatal crashes
- 722 fatalities
- 72.5 thousand injuries
- 107.9 thousand property-damage-only crashes

These crashes resulted in

- a cost of \$5.6 billion dollars to the citizens of Louisiana an increase of 1.04% from 2011.
- a cost of \$1,922 for every licensed driver in Louisiana, an increase of 1.03% from 2011.

The main contributing factors to Louisiana's 2012 traffic fatalities were alcohol and a lowpercentage use of safety belts. The traffic-record data show the relationship of each contributing factor to fatalities:

- 41% of traffic fatalities were alcohol related.
- 55% of all drivers and 57% of passengers who died in a crash did not use a safety belt in cases where safety belt use is known.

The alcohol-related fatal crashes and fatalities data are estimated using a data mining algorithm developed at LSU. These results may deviate from results reported by FARS due to differences in the availability of data and model used to estimate the missing alcohol values.

Traffic reports received prior to November 5, 2013 form the basis of this report. Due to missing information and record errors, the table values may differ from the true values. Tables affected by these concerns contain relating comments.

The report was prepared by Helmut Schneider, Ph.D., Department of Information Systems and Decision Sciences, Louisiana State University, Baton Rouge, LA 70803, Ph. (225) 578-2516. The report is also available at the Internet site: http://datareports.lsu.edu.

#### COST ESTIMATES

 Cost estimates are based on a study conducted by NHTSA in 2000 "The Economic Impact of Motor Vehicle Crashes" (DOT HS 809446). The following table shows cost elements considered. This table serves as the basis for the cost estimates used for Louisiana crashes. The Louisiana crash report has three (severe, moderate, complaint) instead of 5 injury categories. Therefore, the cost for injuries used for Louisiana data are the average of two of the injury categories used in the study. Furthermore, the cost elements for the injury levels severe, moderate, and complaint were weighted by the frequency of occurrence in Louisiana to obtain a cost figure for injury. Finally, the costs were adjusted by the CPI to obtain costs for 2012. These costs are shown in the table below.

|        | <br>AGE COST<br>PERSON | INCLUDING LOSS OF<br>QUALITY OF LIFE |           |  |  |  |  |
|--------|------------------------|--------------------------------------|-----------|--|--|--|--|
| FATAL  | \$<br>1,299,686        | \$                                   | 4,477,296 |  |  |  |  |
| INJURY | \$<br>70,996           | \$                                   | 102,024   |  |  |  |  |
| PDO    | \$<br>3,368            | \$                                   | 3,368     |  |  |  |  |

Based on these costs, the average cost of the 2012 crashes for the State of Louisiana was \$5.6 billion and increased to \$11.12 billion if loss of quality of life is included. Various tables in the report will use the average cost per person rather than the cost, which includes the loss of quality of life.

#### OVERVIEW OF FATAL AND INJURY CRASHES

In 2012 there were:

- 652 fatal crashes which increased by 3.5% from 2011
- 722 persons killed which increased by 6.6% from 2011
- 44563 injury traffic crashes which increased by 2.8% from 2011
- 72478 injuries in traffic crashes which increased by 3% from 2011
- 107939 property-damage-only crashes which increased by 2.1% from 2011

#### Of the 722 fatalities:

- 121 were killed as pedestrians which increased by 30.1% from 2011.
- 457 were killed as drivers of vehicles which decreased by 2.4% from 2011.
- 78 were killed on motorcycles which decreased by 1.3% from 2011.
- 24 were killed on bicycles which increased by 50% from 2011.
- Louisiana's 2012 mileage fatality rate was 1.54 per 100 million miles traveled, increased by 6.07% from 2011.
- Louisiana's 2012 fatality rate was 15.69 per 100,000 population which increased by 6.02% from 2011.
- Louisiana's 2012 fatality rate was 24.67 per 100,000 licensed drivers.

#### MOTORCYCLES

- Motorcycle fatalities decreased by 1.3% from 2011 to 2012.
- Motorcycle injuries decreased by 5% from 2011 to 2012.
- There were 3.4 deaths of motorcycle drivers per 100 motorcycles in crashes for 2012 as compared to 3.5 in 2011.
- Helmet use in motorcycle crashes was 91% in 2012.

#### INTERSTATES

- Interstate fatal crashes increased by 8% from 2011 to 2012.
- Interstates account for 14% of the fatal crashes and 15% of the fatalities in 2012.
- Fatal crashes on elevated interstates decreased by 40% from 2011 to 2012.
- Injury crashes on elevated interstates increased by 14% from 2011 to 2012.

#### ALCOHOL

- In 2012, 296 ( 41% ) of traffic fatalities were estimated to be alcohol related.
- It is estimated that 8.2% of the 44563 injury crashes involved alcohol.
- Of the 107939 property-damage-only crashes an estimated 4.7% involved alcohol.

#### **OCCUPANT PROTECTION**

- 55% of drivers killed were not wearing a safety belt.
- 57% of passengers ages 5 and older who were killed were not wearing a safety belt.
- 71% of children ages 4 and younger who were killed were not properly seated in a child seat.
- There was 87% helmet usage associated with all 2138 motorcycle crashes (fatal, injury, and PDO crashes).

#### PEDESTRIANS

• Pedestrians accounted for 16.8% of all traffic fatalities which increased by 3.1 percentage points from 2011.

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### TRENDS

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#### Trends Summary

Section A deals with trends indicated by the 2012 crash data. Charts based on tables have corresponding table names with an additional designation letter. Vehicle miles traveled, population, registered vehicles, and licensed drivers represent the methods for normalization of the actual number of crashes, injuries and fatalities. All normalization methods present shortcomings. At this time, the number of licensed drivers provides the most reliable normalization of crash data in Louisiana.

#### CHANGES FROM 2011 TO 2012

- In 2012 there were 722 persons killed which increased by 6.6% from 2011.
- In 2012 there were 652 fatal crashes which increased by 3.5% from 2011.
- In 2012 there were 990 vehicles involved in fatal crashes which decreased by 2.9% from 2011.
- In 2012, Louisiana had 457 drivers killed in fatal crashes which decreased by 2.4% from 2011.
- In 2012 there were 72,478 persons injured which increased by 3% from 2011
- In 2012 there were 44,563 injury crashes which increased by 2.8% from 2011

#### Louisiana's 2012 fatality rates were:

- 1.54 deaths per 100 million miles traveled which increased by 6.07% from 2011.
- 15.69 deaths per 100,000 population which increased by 6.02% from 2011.
- 24.67 deaths per 100,000 licensed drivers which increased by 5.59% from 2011.

#### Louisiana's 2012 injury rates were:

- 155 injuries per 100 million miles traveled which increased by 2.5% from 2011.
- 1575 per 100,000 population which increased by 2% from 2011.
- 2476 injuries per 100,000 licensed drivers which increased by 2% from 2011.

#### PEDESTRIANS

- The 121 pedestrians killed in 2012 accounted for 16.8% of all traffic fatalities.
- The number of pedestrians killed in 2012 was 121, which increased by 30% from 2011.
- 1343 pedestrians were injured in 2012 which increased by 14% from 2011.

#### **BICYCLES AND MOTORCYCLES**

- In 2012, 24 persons were killed on bicycles which increased by 50% from 2011.
- There were 78 motorcycle fatalities in 2012 which decreased by 1.3% from 2011.
- Helmet use in motorcycle crashes was 91% in 2012 as compared to 91% in 2011.
- There were 1625 injuries in motorcycle crashes in 2012 which decreased by 5% from 2011.

#### OCCUPANT PROTECTION

- 55% of drivers killed were reported not wearing a safety belt
- 57% of all occupants (5 years and older) killed were not wearing a safety belt.

#### VEHICLE TYPE

- In Louisiana, large trucks (gross vehicle weight rating greater than 10,000 pounds) were involved in 14.4% of all fatal crashes in 2012, -0.7 percentage points change from 2011.
- 39.4% of persons killed in motor vehicles in 2012 were occupants (drivers or passengers) of passenger cars, 1.1 percentage points change from 2011.
- 37.4% of occupants killed (drivers or passengers) of vehicles were in light trucks , vans, or SUVs in 2012, -3.8 percentage points change from 2011.
- 3.3% of occupants killed were in large trucks in 2012, 2 percentage points change from 2011.

#### INTERSTATES

- The interstate fatal crashes increased by 8% from 2011 to 2012.
- The interstate fatalities increased by 15% from 2011 to 2012.
- Interstates accounted for 14% of the fatal crashes in 2012.
- Interstates accounted for 15% of the fatalities in 2012.
- The number of fatalities per 100 million miles traveled was 0.8 in 2012 compared to 1.5 for Louisiana as a whole.

#### ALCOHOL

- In 2012, 264 fatal crashes ( 40% ) were estimated to be alcohol related which remained the same from 2011.
- In 2012, 3632 injury crashes ( 8.2% ) were estimated to be alcohol related which increased by 0.7% from 2011.
- In 2012, 5040 PDO crashes ( 4.7% ) were estimated to be alcohol related which increased by 6.1% from 2011.

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#### **Table A1: Traffic Information Overview**

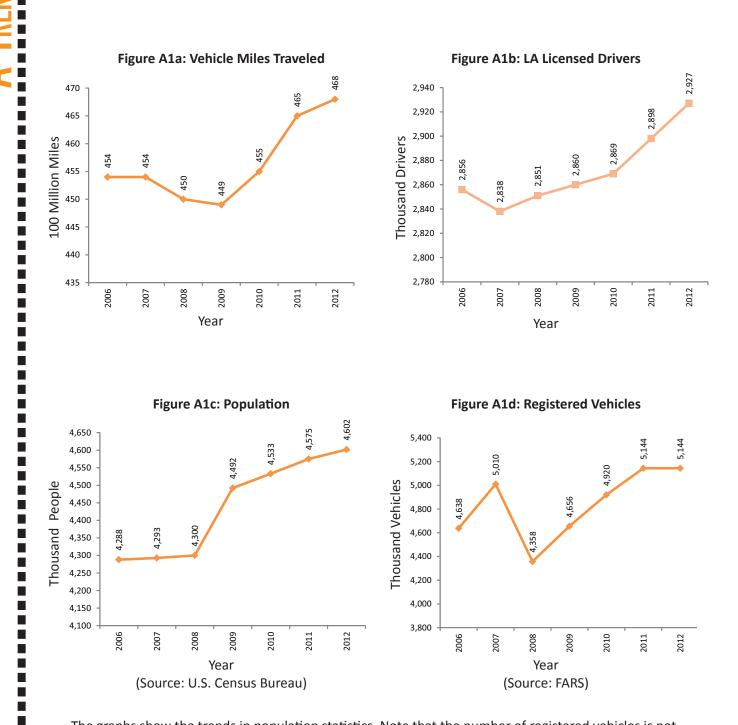
| PROPERTY<br>DAMAGE ONLY<br>CRASHES (1,000)         | 112.5 | 110.4 | 110.1 | 109.8 | 104.6 | 105.8 | 107.9 |            | 2.1%   | -2.3%  | -0.2%   |
|--|-------|-------|-------|-------|-------|-------|-------|------------|--------|--------|---------|
| NUMBER OF<br>VEHICLES INVOLVED<br>IN FATAL CRASHES | 1,385 | 1,363 | 1,215 | 1,096 | 977   | 1,020 | 066   |            | -2.9%  | -27.4% | -12.7%  |
| DRIVER<br>FATALITIES                               | 688   | 662   | 595   | 556   | 469   | 468   | 457   |            | -2.4%  | -31.0% | -16.9%  |
| FATALITIES   | 987   | 666   | 915   | 824   | 720   | 677   | 722   |            | 6.6%   | -27.3% | -12.6%  |
| FATAL<br>CRASHES                                   | 890   | 006   | 820   | 729   | 643   | 630   | 652   |            | 3.5%   | -27.6% | -12.4%  |
| ALL<br>INJURIES<br>(1,000)                         | 80.1  | 78.9  | 75.9  | 73.9  | 68.8  | 70.4  | 72.5  | DIFFERENCE | 3.0%   | -8.1%  | -1.5%   |
| INJURY<br>CRASHES<br>(1,000)                       | 48.8  | 48.1  | 46.5  | 45.3  | 42.5  | 43.3  | 44.6  | DIFF       | 2.8%   | -7.4%  | -1.3%   |
| REGISTERED<br>VEHICLES<br>(1,000)                  | 4,638 | 5,010 | 4,358 | 4,656 | 4,920 | 5,144 | 5,144 |            | 0.0%   | 2.7%   | 6.8%    |
| POPULATION<br>(1,000)                              | 4,288 | 4,293 | 4,300 | 4,492 | 4,533 | 4,575 | 4,602 |            | 0.6%   | 7.2%   | 3.7%    |
| LICENSED<br>DRIVERS<br>(1,000)                     | 2,856 | 2,838 | 2,851 | 2,860 | 2,869 | 2,898 | 2,927 |            | 1.0%   | 3.1%   | 2.2%    |
| VEHICLE MILES<br>TRAVELED (100<br>MILLION MILES)   | 454   | 454   | 450   | 449   | 455   | 465   | 468   |            | 0.5%   | 3.0%   | 2.9%    |
| YEAR   | 2006  | 2007  | 2008  | 2009  | 2010  | 2011  | 2012  |            | 1 YEAR | 5 YEAR | AVERAGE |

The Average difference is based on the last 5 years prior to the reporting year.

Table A1 shows the crashes, injuries, fatalities and property damage only crashes. Table A1 also shows various population statistics used to calculate crash rates and injury and fatality rates. The sources for these statistics are: Vehicle Miles Traveled (Source LA DOTD), LA Licensed Drivers (Source LA Office of Motor Vehicles), Population in Thousands (Source: Census), Registered Vehicles in Thousands (Source: FARS, not available at the time the booklet was orinted)

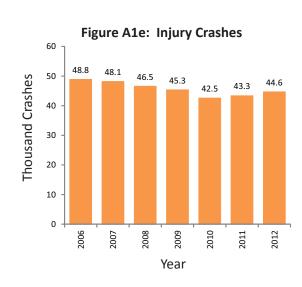
Note that the number of "all injuries" includes injuries in fatal and injury crashes.

Louisiana's population and the number of licensed drivers has returned to pre Katrina numbers, the vehicle miles traveled (VMT) has increased by 3% over the past 5 years. Note that the vehicle miles traveled on Louisiana's roads and highways is an estimate of the miles traveled by all motor vehicles traveling on Louisiana's roads. VMT is obtained by combining two estimates of (1) VMT of interstates, US highways and state roads and (2) VMT of local roads. The table also shows the number of crashes (accidents) on Louisiana's roads and highways, including fatal crashes, injury crashes and property damage only crashes as well as the count of fatalities and injuries.

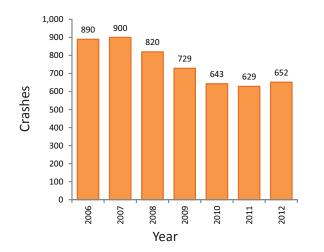


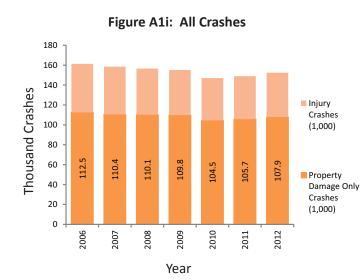
The graphs show the trends in population statistics. Note that the number of registered vehicles is not available at this time. Note that the vehicle miles traveled (VMT) is an estimate of the miles traveled by all motor vehicles traveling on Louisiana roads. VMT is obtained by combining two estimates of (1) VMT of interstates, US highways and state roads and (2) VMT of local roads.

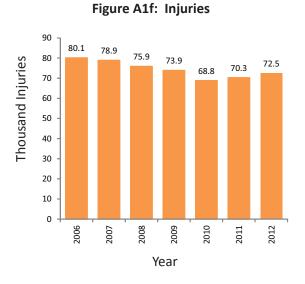
#### **Counts of Crashes, Injuries and Fatalities**



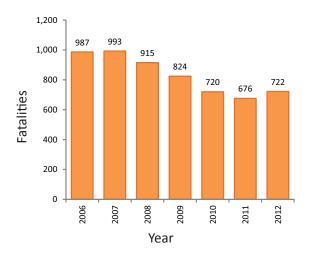












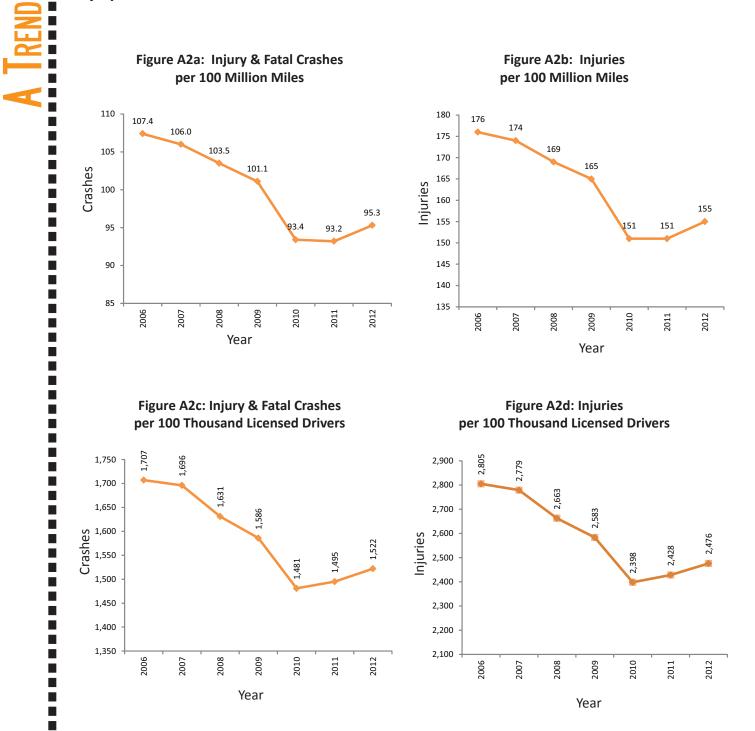
The graphs show the count of crashes, injuries and fatalities. However, the raw counts need to be interpreted with caution. Increases in the number of licensed drivers or VMT affect the number of crashes and fatalities.

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| US 100<br>MILLION MILES<br>TRAVELED<br>(FARS) |                            | 1.42  | 1.36  | 1.26  | 1.15  | 1.11  | 1.09  | 1.16  |            | 6.42%  | -14.71% | -2.85%  |
|---|----------------------------|-------|-------|-------|-------|-------|-------|-------|------------|--------|---------|---------|
| 100,000<br>REG.<br>VEHICLES                   |                            | 21.3  | 19.8  | 21.0  | 17.7  | 14.6  | 13.2  | 14.0  |            | 6.65%  | -29.18% | -18.68% |
| 100,000<br>POPULATION                         | FATALITY RATES             | 23.0  | 23.1  | 21.3  | 18.3  | 15.9  | 14.8  | 15.7  |            | 6.02%  | -32.17% | -16.04% |
| 100,000<br>LICENSED<br>DRIVERS                |                            | 34.6  | 35.0  | 32.1  | 28.8  | 25.1  | 23.4  | 24.7  |            | 5.59%  | -29.50% | -14.56% |
| 100<br>MILLION<br>MILES<br>TRAVELED           |                            | 2.17  | 2.19  | 2.03  | 1.84  | 1.58  | 1.46  | 1.54  |            | 6.07%  | -29.40% | -15.14% |
| 100,000<br>REG.<br>VEHICLES                   |                            | 1,727 | 1,574 | 1,742 | 1,587 | 1,398 | 1,368 | 1,409 |            | 3.02%  | -10.50% | -8.14%  |
| 100,000<br>POPULATION                         | INJURY RATES               | 1,868 | 1,837 | 1,766 | 1,645 | 1,518 | 1,538 | 1,575 |            | 2.41%  | -14.28% | -5.16%  |
| 100,000<br>LICENSED<br>DRIVERS                | INJURY                     | 2,805 | 2,779 | 2,663 | 2,583 | 2,398 | 2,428 | 2,476 |            | 2.00%  | -10.90% | -3.67%  |
| 100<br>MILLION<br>MILLS<br>TRAVELED           |                            | 176   | 174   | 169   | 165   | 151   | 151   | 155   | DIFFERENCE | 2.46%  | -10.77% | -4.31%  |
| 100,000 REG.<br>VEHICLES                      |                            | 19.2  | 18.0  | 18.8  | 15.7  | 13.1  | 12.2  | 12.7  | DIFFE      | 3.49%  | -29.44% | -18.49% |
| 100,000<br>POPULATION                         | CRASH RATES                | 20.8  | 21.0  | 19.1  | 16.2  | 14.2  | 13.8  | 14.2  |            | 2.88%  | -32.42% | -15.88% |
| 100,000<br>LICENSED<br>DRIVERS                | FATAL CRAS                 | 31.2  | 31.7  | 28.8  | 25.5  | 22.4  | 21.7  | 22.3  |            | 2.46%  | -29.75% | -14.40% |
| 100 MILLION<br>MILES<br>TRAVELED              |                            | 1.96  | 1.98  | 1.82  | 1.62  | 1.41  | 1.35  | 1.39  |            | 2.93%  | -29.65% | -14.98% |
| 100,000 REG.<br>VEHICLES                      |                            | 1,051 | 961   | 1,067 | 974   | 863   | 843   | 866   |            | 2.81%  | -9.85%  | -8.00%  |
| 100,000<br>POPULATION                         | INJURY & FATAL CRASH RATES | 1,137 | 1,121 | 1,082 | 1,010 | 937   | 947   | 968   |            | 2.20%  | -13.65% | -5.01%  |
| 100,000<br>LICENSED<br>DRIVERS                | INJURY & FATA              | 1,707 | 1,696 | 1,631 | 1,586 | 1,481 | 1,496 | 1,522 |            | 1.78%  | -10.25% | -3.52%  |
| 100<br>MILLION<br>MILES<br>TRAVELED           | -                          | 107.4 | 106.0 | 103.5 | 101.1 | 93.5  | 93.2  | 95.3  |            | 2.25%  | -10.12% | -4.17%  |
| YEAR  |                            | 2006  | 2007  | 2008  | 2009  | 2010  | 2011  | 2012  |            | 1 YEAR | 5 YEAR  | AVERAGE |
|   | _                          | _     | _     | _     | _     | _     | _     | _     | _          |        | _       | -       |

difference shows the percentage change of crash, injury and fatality rates in Louisiana from the past year to the present year. The five-year difference shows Table A2 shows the crash rates and injury and fatality rates. These rates are calculated by dividing the number of crashes, injuries and fatalities in Louisiana the percentage change of crash, injury and fatality rates in Louisiana from 5 years past to the present year; and the average shows the percentage change by the various population statistics. The rates allow to observe trends in crashes accounted for by changes in the population statistics. The one-year of crash, injury and fatality rates in Louisiana from the average of the last five years to the present year.

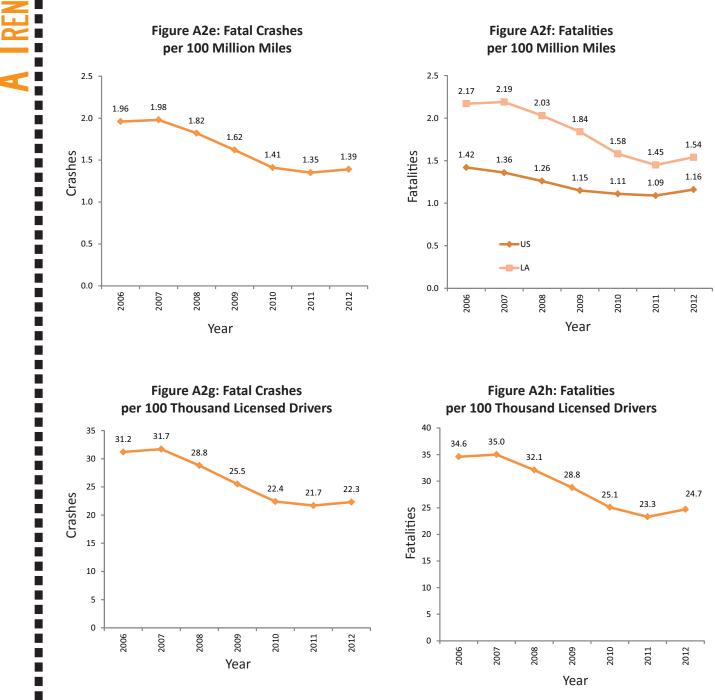
#### Table A2: Crash Rates by VMT, Licensed Drivers and Population



The graphs show trend charts of the injury crash rates and the injury rates.

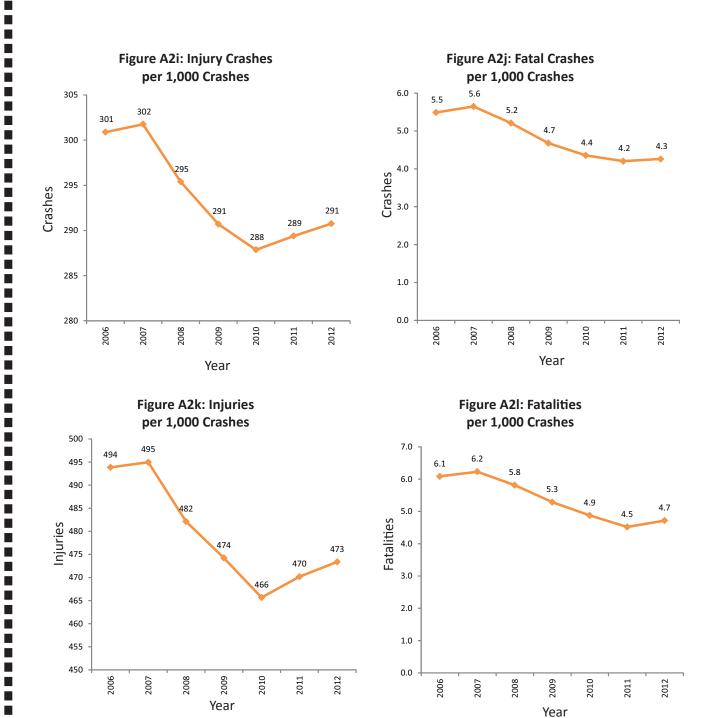


A10



The trend charts show the fatal crash rates and fatality rates based on the licensed drivers and the VMT. Figure A2f also shows the fatality rate for the nation as a comparison. Compared to the nation, Louisiana has a significantly higher number of fatalities per 100 million miles traveled over the past 5 years although the number is steadily moving closer to US number.

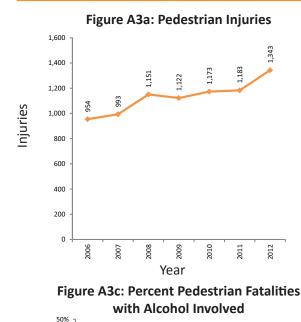




The number of injury and fatal crashes per 1,000 crashes in Louisiana and the number of injuries and fatalities per 1,000 crashes in Louisiana serve as a measure of how safety programs such as seat belt enforcement have been effective over time. As the percentage of occupants of vehicles wearing seat belts in Louisiana increases, the number of injuries per 1,000 crashes in Louisiana is expected to decrease. While the number of injuries per 1,000 crashes has declined in Louisiana by 4.4% compared to five years ago, the number of fatalities per 1,000 crashes has declined substantially by 24.2%.

#### **Table A3: Pedestrian Injuries and Fatalities**

|         | PEDES    | TRIAN      | ALCOHOL I  | NVOLVED | PENDING OR NOT TESTED |                          |                    |  |  |
|---------|----------|------------|------------|---------|-----------------------|--------------------------|--------------------|--|--|
| YEAR    | INJURIES | FATALITIES | FATALITIES | PERCENT | PENDING               | NOT TESTED OR<br>UNKNOWN | PERCENT<br>PENDING |  |  |
| 2006    | 954      | 99         | 37         | 37%     | 21                    | 36                       | 21%                |  |  |
| 2007    | 993      | 111        | 36         | 32%     | 20                    | 52                       | 18%                |  |  |
| 2008    | 1,151    | 110        | 38         | 35%     | 26                    | 48                       | 24%                |  |  |
| 2009    | 1,122    | 109        | 35         | 32%     | 23                    | 40                       | 21%                |  |  |
| 2010    | 1,173    | 79         | 28         | 35%     | 14                    | 29                       | 18%                |  |  |
| 2011    | 1,183    | 93         | 37         | 40%     | 17                    | 36                       | 18%                |  |  |
| 2012    | 1,343    | 121        | 53         | 44%     | 21                    | 43                       | 17%                |  |  |
|         |          |            | DIFFER     | ENCE    |                       |                          |                    |  |  |
| 1 YEAR  | 14%      | 30%        | 43%        | 4%      | 24%                   | 19%                      | -1%                |  |  |
| 5 YEAR  | 35%      | 9%         | 47%        | 11%     | 5%                    | -17%                     | -1%                |  |  |
| AVERAGE | 19%      | 21%        | 52%        | 9%      | 5%                    | 5%                       | -2%                |  |  |



35%

32%

32%

40%

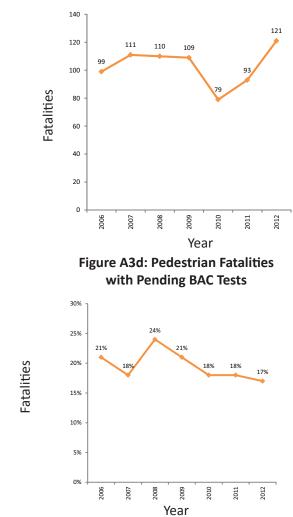
35%

2010

2011

2012





Alcohol involvement includes all cases where pedestrian fatalities had a positive BAC and cases where alcohol involvement was indicated by the investigating officer. For that reason the sum of the percentage of alcohol involved, pending and not tested cases is larger than 100%. The number of pedestrian fatalities in Louisiana has been about 100 over the past seven years but experienced a significant drop in 2010 before returning to the average in 2011. The number of pedestrian fatalities has reached an all-time high of 121 in 2012.

-

<sup>-</sup>atalities

45%

40%

35%

30%

25%

20%

15% 10%

> 5% 0%

2006

2007

2008

2009

Year

## TRENDS

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#### **Table A4: Traffic Crashes Involving Bicycles or Motorcycles**

|         |          |              | BICY        | CLES               |                             |
|---------|----------|--------------|-------------|--------------------|-----------------------------|
|         |          | FATALITIES   |             | INJURY             |                             |
| YEAR    | ALL      | ALCO<br>INVO |             | & FATAL<br>CRASHES | ALL CRASHES                 |
|         | # KILLED | # KILLED     | %<br>KILLED | # INJURED          | # OF BICYCLES<br>IN CRASHES |
| 2006    | 23       | 3            | 13%         | 561                | 725                         |
| 2007    | 23       | 7            | 30%         | 545                | 695                         |
| 2008    | 10       | 3            | 30%         | 637                | 785                         |
| 2009    | 12       | 3            | 25%         | 597                | 774                         |
| 2010    | 11       | 5            | 45%         | 600                | 760                         |
| 2011    | 16       | 5            | 31%         | 654                | 851                         |
| 2012    | 24       | 6            | 25%         | 696                | 913                         |
|         |          | DI           | FERENCE     |                    |                             |
| 1 YEAR  | 50.0%    | 20.0%        | -6.3%       | 6.4%               | 7.3%                        |
| 5 YEAR  | 4.3%     | -14.3%       | -5.4%       | 27.7%              | 31.4%                       |
| AVERAGE | 66.7%    | 30.4%        | -7.4%       | 14.7%              | 18.1%                       |

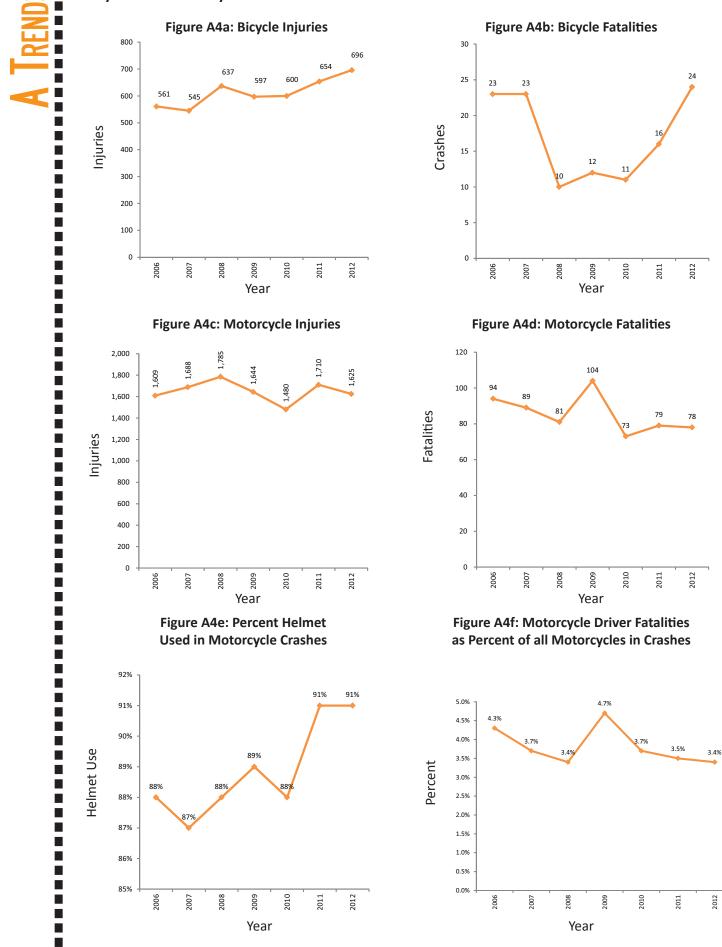
The two tables depicted left and below show the trend in bicycle and motorcycle fatalities and injuries in Louisiana. Note that the raw numbers of bicycle and motorcycle fatalities and injuries in Louisiana need to be interpreted with caution because of changes in traffic volume. Unfortunately, vehicle miles traveled, registered vehicles and licensed drivers are all poor predictors of bicycle or motorcycle crashes, injuries and fatalities in Louisiana One of the problems is that reliable estimates of vehicle miles traveled, registered vehicles and licensed drivers for motorcycles are difficult to obtain in Louisiana in particular and the US in general. Thus, to assess safety measures, such as the mandatory helmet law, the most useful measure is the percentage of motorcyclists killed in crashes.

While the number of persons injured in bicycle crashes in Louisiana has increased by 27.7% over the past 5 years, the number of fatalities in bicycle crashes has also increased by 4.3% over the past 5 years. In the past three years, the percentage of bicyclists killed as percent of bicycle crashes in Louisiana has increased from about 1.4% to 2.6%.

Over the past seven years, the number of motorcycle fatalities in Louisiana has been steadily decreasing with the exception of 2009. Much of this decrease in motorcycle fatalities in Louisiana is due to the change to a mandatory helmet law in Louisiana in the fall of 2004 had a significant effect on the percentage of fatalities in motorcycle crashes in Louisiana as can be seen from the last column in the table below. From 2000 to fall of 2004, on the average 4.5% of drivers were killed in motorcycle crashes on Louisiana roads and highways. From fall of 2004 to December of 2012 this percentage dropped to 3.4%. This 1.1 percentage point drop in the percentage of motorcycle drivers killed in Louisiana resulted in 120 lives saved since the enactment of the mandatory helmet law by the Louisiana legislators in fall of 2004. The number of injuries involving motorcycles decreased by more than 5% this year, while the number of fatalities also decreased by more than 1.3%. Much of this decrease can be attributed to the decrease in alcohol related fatalities which decreased by 7.7% from 2011 and decreased by 25% over the past 5 years.

|         |          |              |             |           |         | MOTORCYC           | LES                               |                               |                 |                                  |  |
|---------|----------|--------------|-------------|-----------|---------|--------------------|-----------------------------------|-------------------------------|-----------------|----------------------------------|--|
|         |          |              | FATALITIE   | S         |         | INJURY             |                                   |                               | DRIVER          |                                  |  |
| YEAR    | ALL      | ALCC<br>INVO |             | # DRIVERS | SINGLE  | & FATAL<br>CRASHES | FATAL, INJU                       | FATAL, INJURY AND PDO CRASHES |                 |                                  |  |
|         | # KILLED | # KILLED     | %<br>KILLED | KILLED    | VEHICLE | #<br>INJURED       | # OF<br>MOTORCYCLES<br>IN CRASHES | # OF ALL<br>OCCUPANTS         | % HELMUT<br>USE | PER 100<br>DRIVERS IN<br>CRASHES |  |
| 2006    | 94       | 29           | 31%         | 89        | 42      | 1,609              | 2,087                             | 2,552                         | 88%             | 4.3%                             |  |
| 2007    | 89       | 32           | 36%         | 78        | 41      | 1,688              | 2,132                             | 2,642                         | 87%             | 3.7%                             |  |
| 2008    | 81       | 29           | 36%         | 77        | 42      | 1,785              | 2,284                             | 2,842                         | 88%             | 3.4%                             |  |
| 2009    | 104      | 37           | 36%         | 101       | 46      | 1,644              | 2,166                             | 2,649                         | 89%             | 4.7%                             |  |
| 2010    | 73       | 24           | 33%         | 70        | 32      | 1,480              | 1,887                             | 2,312                         | 88%             | 3.7%                             |  |
| 2011    | 79       | 26           | 33%         | 75        | 35      | 1,711              | 2,166                             | 2,756                         | 91%             | 3.5%                             |  |
| 2012    | 78       | 24           | 31%         | 72        | 35      | 1,625              | 2,138                             | 2,663                         | 91%             | 3.4%                             |  |
|         |          |              |             |           | DIFF    | ERENCE             |                                   |                               |                 |                                  |  |
| 1 YEAR  | -1.3%    | -7.7%        | -2.1%       | -4.0%     | 0.0%    | -5.0%              | -1.3%                             | -3.4%                         | 0.1%            | -0.1%                            |  |
| 5 YEAR  | -12.4%   | -25.0%       | -5.2%       | -7.7%     | -14.6%  | -3.7%              | 0.3%                              | 0.8%                          | 4.1%            | -0.3%                            |  |
| AVERAGE | -8.5%    | -18.9%       | -3.9%       | -10.2%    | -10.7%  | -2.2%              | 0.5%                              | 0.9%                          | 2.2%            | -0.4%                            |  |

**Bicycles and Motorcycles** 



A14

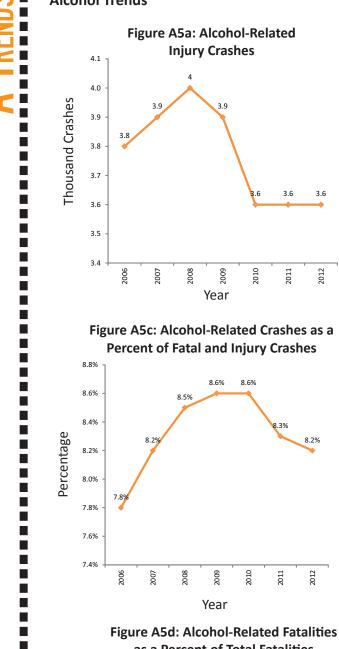
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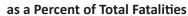
|                                      | PERCENT<br>ALCOHOL-<br>RELATED<br>CRASHES             | 5.6%  | 5.8%  | 6.2%  | 6.2%  | 6.0%  | 5.8%  | 5.8%  |            | 0.1%   | 0.1%   | -0.2%   |
|--------------------------------------|---|-------|-------|-------|-------|-------|-------|-------|------------|--------|--------|---------|
| ALL CRASHES                          | ALCOHOL-<br>RELATED<br>CRASHES<br>(1,000)             | 6     | 9.2   | 9.7   | 9.7   | 8.9   | 8.6   | 8.9   |            | 3.7%   | -3.1%  | -3.2%   |
|                                      | CRASHES<br>(1,000)                                    | 162.1 | 159.5 | 157.4 | 155.9 | 147.7 | 149.7 | 153.2 |            | 2.3%   | -4.0%  | -0.6%   |
| Y CRASHES                            | PERCENT<br>ALCOHOL-<br>RELATED<br>CRASHES             | 4.3%  | 4.4%  | 4.9%  | 4.9%  | 4.8%  | 4.5%  | 4.7%  |            | 0.2%   | 0.2%   | -0.0%   |
| PROPERTY-DAMAGE-ONLY CRASHES         | ALCOHOL-<br>RELATED<br>CRASHES<br>(1,000)             | 4.8   | 4.9   | 5.4   | 5.4   | 5.0   | 4.8   | 5.0   |            | 6.1%   | 3.0%   | -1.1%   |
| PROPERT                              | CRASHES<br>(1,000)                                    | 112.5 | 110.4 | 110.1 | 109.8 | 104.6 | 105.8 | 107.9 |            | 2.1%   | -2.3%  | -0.2%   |
| CRASHES                              | PERCENT<br>CRASHES                                    | 7.8%  | 8.2%  | 8.5%  | 8.6%  | 8.6%  | 8.3%  | 8.2%  |            | -0.2%  | -0.0%  | -0.3%   |
| ALCOHOL-RELATED INJURY CRASHES       | ALCOHOL-<br>RELATED<br>CRASHES<br>(1,000)             | 3.8   | 3.9   | 4     | 3.9   | 3.6   | 3.6   | 3.6   |            | 0.8%   | -7.7%  | -4.6%   |
| ALCOHOL-                             | CRASHES<br>(1,000)                                    | 48.8  | 48.1  | 46.5  | 45.3  | 42.5  | 43.3  | 44.6  | DIFFERENCE | 2.8%   | -7.4%  | -1.3%   |
| -ITIES                               | PERCENT<br>FATALITIES<br>(US)                         | 31%   | 31%   | 31%   | 32%   | 31%   | 31%   | 31%   |            | 0.0%   | 0.0%   | 0.0%    |
| ESTIMATED-ALCOHOL RELATED FATALITIES | PERCENT<br>FATALITIES<br>(LA)                         | 43%   | 45%   | 45%   | 46%   | 41%   | 41%   | 41%   |            | -0.1%  | -3.9%  | -2.7%   |
| MATED-ALCOHO                         | FATALITIES<br>PER 100<br>MILLION<br>MILES<br>TRAVELED | 0.94  | 0.98  | 0.92  | 0.84  | 0.65  | 0.60  | 0.63  |            | 3.5%   | -34.9% | -16.7%  |
| ESTI                                 | FATALITIES<br>(LA)                                    | 426   | 446   | 415   | 379   | 297   | 278   | 296   |            | 6.5%   | -33.6% | -18.5%  |
|                                      | PERCENT<br>ALCOHOL-<br>RELATED<br>CRASHES             | 43%   | 44%   | 46%   | 46%   | 42%   | 42%   | 40%   |            | -1.4%  | -3.8%  | -3.5%   |
| FATAL CRASHES                        | ALCOHOL-<br>RELATED<br>CRASHES                        | 384   | 399   | 375   | 335   | 271   | 264   | 264   |            | 0.0%   | -33.8% | -19.7%  |
|                                      | CRASHES   | 890   | 006   | 820   | 729   | 643   | 630   | 652   |            | 3.5%   | -27.6% | -12.4%  |
|                                      | YEAR  | 2006  | 2007  | 2008  | 2009  | 2010  | 2011  | 2012  |            | 1 YEAR | 5 YEAR | AVERAGE |

using a classification tree to estimate missing BAC test results. These results may deviate from results reported by Louisiana law-enforcement agencies or Table A5 shows the alcohol-related crashes by severity on Louisiana's roads and highways. The alcohol related fatal crashes and fatalities are estimated statistics published through FARS because of different estimation methods used.

#### Table A5: Alcohol-Related Crashes by Severity









The Figures A5a to A5d show the trend in alcoholrelated crashes.



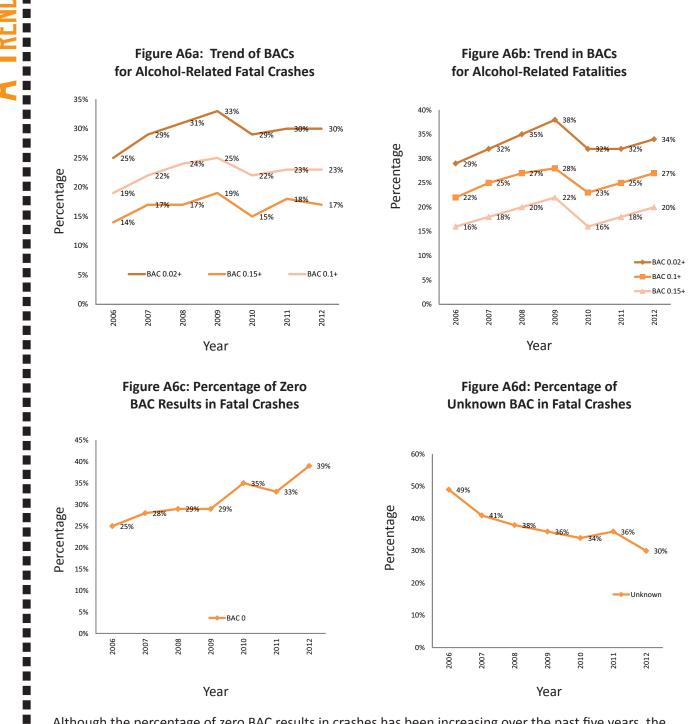
#### 49% 41% 38% 36% 34% 36% -12% 55% 46% 42% 40% 40% 39% -13% 32% 30% ~9--7% -7% %6-% UNKNOWN CRASHES -49% -14% -14% -32% 313 -48% -31% 411 436 373 266 220 226 194 188 341 291 254 245 210 17%22% 17%15%18%16%14%19%18%17% $^{-1\%}$ 16%20% 18%20% 1%2% %0 2% 2% % BAC 0.15+ CRASHES -20% -12% 149 140 25% -5% 123 137 112 140 166 160 158 115 16%112 101 133 97 %0 22% 25% 25% 24% 25% 23% 22% 27% 19% 22% 23% 28% 23% 27% % %0 1%%0 2% 2% 1%BAC 0.1+ CRASHES -24% -13% -21% 193 140 218 169 197 179 147 1%194 221 206 149 156 175 12% 149 -8% 2.3% 3.7% 4.1%3.2% 3.4% 1.9%3.8% 3.8% 3.9% 2.3% 2.8% 4.1%2.6% 2.9% % %0 1%1%%0 %0 1%DIFFERENCE - FATALITIES BAC 0.08 - 0.09 **DIFFERENCE - CRASHES** FATALITIES CRASHES CRASHES -14% 14%-23% 4% 29 14 26 35 30 26 23 28 15 24 25 171827 4% 7% 5.6% 5.1%7.2% 9.3% 4.7% 6.0% 8.0% 6.4% 3.7% 4.4% 6.1%7.2% 3.7% 4.9% -1% -1% $^{-1\%}$ -2% 1%1%% BAC 0.01 - 0.07 CRASHES -34% -42% -42% -36% 26% 39% 50 49 58 41 23 29 45 55 59 68 46 23 32 42 25% 29% 31% 33% 29% 30% 30% -1% 29% 32% 35% 38% 32% 32% 34% 2% %0 1%3% 1%% BAC 0.02+ CRASHES -23% -11% -25% -14% 259 256 290 224 238 188 188 194 254 290 276 205 199 224 13% 3% 28% 29% 29% 35% 33% 11%30% 33% 33% 36% 13%25% 26% 39% % 39% %9 8% 43% 7% 8% BAC 0 CRASHES 210 220 251 237 212 227 21% 12% 234 271 267 242 253 227 278 255 22% 3% 10% 2% AVERAGE AVERAGE 5 YEAR 1 YEAR 5 YEAR **1** YEAR YEAR 2006 2007 2008 2009 2010 2011 2012 2006 2007 2008 2009 2010 2011 2012

# of them. A BAC larger than zero is reported if one of the drivers had a positive BAC result regardless of whether or not all drivers were tested. Unknown BAC results include crashes where drivers either were not tested, refused testing, or where test results were pending. Because of the large number of Table A6 shows the highest BAC of drivers in fatal crashes. A BAC of zero is reported if all drivers have been tested and a zero BAC was reported for all unknown values no reliable trend in the known BAC values can be determined.

#### Table A6: Highest BAC of Drivers in Fatal Crashes

A17

#### **BAC Trends**



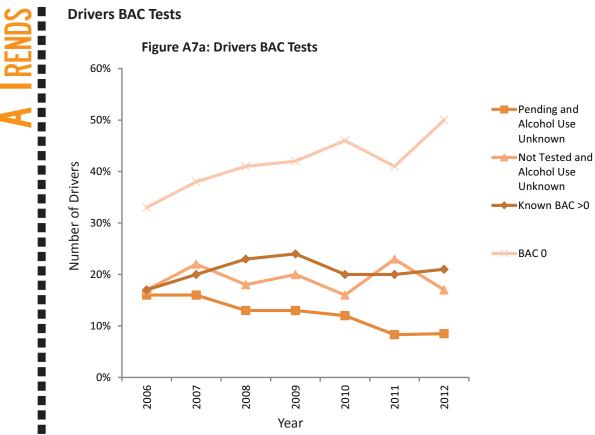
Although the percentage of zero BAC results in crashes has been increasing over the past five years, the percentage of positive BAC results has also been increasing with the exception of 2010 and 2012, which experienced a decrease in positive BAC results. This is due to a decrease in alcohol related crashes. The A6d trend chart for BAC shows that the percentage of unknown BAC values has been declining over the past five years. This is due to better reporting of BAC results

## **A** TRENDS

| TOTAL                                 | DRIVERS |             | 1,384 | 1,363 | 1,215 | 1,096 | 977  | 1,020 | 066  |                          | -2.9%  | -27.4% | -12.7%  |            | 688   | 662   | 595   | 556   | 469   | 468   | 457  |                            | -2%    | -31%   | -17%    |
|---------------------------------------|---------|-------------|-------|-------|-------|-------|------|-------|------|--------------------------|--------|--------|---------|------------|-------|-------|-------|-------|-------|-------|------|----------------------------|--------|--------|---------|
| FUSED                                 | %       |             | 0.4%  | 0.1%  | 0.1%  | 0.1%  | 0.0% | 0.1%  | 0.1% |                          | 0.0%   | 0.0%   | 0.0%    |            | 0.3%  | 0.0%  | 0.0%  | 0.0%  | 0.0%  | 0.0%  | 0.0% |                            | %0     | %0     | %0      |
| TEST REFUSED                          | DRIVERS |             | 5     | 1     | 1     | 1     | 0    | 1     | 1    |                          | 0.0%   | 0.0%   | 25.0%   |            | 2     | 0     | 0     | 0     | 0     | 0     | 0    |                            | %0     | %0     | %0      |
| 3AC >0                                | %       |             | 17%   | 20%   | 23%   | 24%   | 20%  | 20%   | 21%  |                          | 1.5%   | 0.5%   | -0.3%   |            | 25%   | 30%   | 30%   | 33%   | 29%   | 31%   | 31%  |                            | %0     | 2%     | 1%      |
| KNOWN BAC >0                          | DRIVERS |             | 239   | 279   | 274   | 259   | 198  | 199   | 208  |                          | 4.5%   | -25.4% | -14.0%  |            | 170   | 196   | 176   | 181   | 137   | 147   | 143  |                            | -3%    | -27%   | -15%    |
| NMO                                   | %       |             | 17.0% | 3.8%  | 4.7%  | 2.0%  | 6.3% | 8.0%  | 3.4% |                          | -4.6%  | -0.4%  | -1.5%   |            | 11.0% | 3.3%  | 4.2%  | 3.2%  | 6.2%  | 6.6%  | 4.4% | S                          | -2%    | 1%     | %0      |
| UNKNOWN                               | DRIVERS | IVERS       | 238   | 52    | 57    | 22    | 62   | 82    | 34   | ALL DRIVERS              | -58.5% | -34.6% | -38.2%  | ITIES      | 77    | 22    | 25    | 18    | 29    | 31    | 20   | ATAL DRIVER                | -35%   | %6-    | -20%    |
| ED AND<br>UNKNOWN                     | %       | ALL DRIVERS | 17%   | 22%   | 18%   | 20%   | 16%  | 23%   | 17%  | DIFFERENCE - ALL DRIVERS | -6.4%  | -5.0%  | -3.0%   | FATALITIES | 14.0% | 16.0% | 14.0% | 14.0% | 11.0% | 15.0% | 8.5% | DIFFERENCE - FATAL DRIVERS | -6%    | -8%    | -5%     |
| NOT TESTED AND<br>ALCOHOL USE UNKNOWN | DRIVERS |             | 233   | 295   | 217   | 220   | 156  | 235   | 165  |                          | -29.8% | -44.1% | -26.5%  |            | 98    | 108   | 82    | 77    | 52    | 68    | 39   |                            | -43%   | -64%   | -50%    |
| Ы                                     | %       |             | 16%   | 16%   | 13%   | 13%   | 12%  | 8%    | %6   |                          | 0.1%   | -7.1%  | -3.9%   |            | 23%   | 23%   | 22%   | 19%   | 18%   | 12%   | 12%  |                            | 1%     | -10%   | -6%     |
| PENDING AND ALCOHO<br>USE UNKNOWN     | DRIVERS |             | 215   | 213   | 164   | 137   | 116  | 86    | 84   |                          | -2.3%  | -60.6% | -41.3%  |            | 157   | 150   | 131   | 108   | 84    | 55    | 57   |                            | 4%     | -62%   | -46%    |
| 0                                     | %       |             | 33%   | 38%   | 41%   | 42%   | 46%  | 41%   | 50%  |                          | 9.4%   | 11.9%  | 8.8%    |            | 27%   | 28%   | 30%   | 31%   | 36%   | 36%   | 43%  |                            | 8%     | 15%    | 11%     |
| BAC 0                                 | DRIVERS |             | 455   | 523   | 502   | 455   | 445  | 417   | 498  |                          | 19.4%  | -4.8%  | 6.3%    |            | 184   | 186   | 181   | 170   | 167   | 167   | 198  |                            | 19%    | 6%     | 14%     |
| YEAR                                  |         |             | 2006  | 2007  | 2008  | 2009  | 2010 | 2011  | 2012 |                          | 1 YEAR | 5 YEAR | AVERAGE |            | 2006  | 2007  | 2008  | 2009  | 2010  | 2011  | 2012 |                            | 1 YEAR | 5 YEAR | AVERAGE |

Table 7 shows the number of drivers in fatal crashes tested for BAC, the number of drivers which had zero BAC, and the number of drivers for which BAC results are not available for various reasons such as pending, not tested, or test status unknown.

#### Table A7: Drivers of Unknown BAC in Fatal Crashes- Pending and Not Tested



The A7a-b trend charts show the percentages of pending BAC results, percentages of not tested drivers, and the percentages of known and unknown test results. The percentage of known BAC tests had been trending upwards from 2007 to 2009 but has since returned to a steady 20% for 2012.

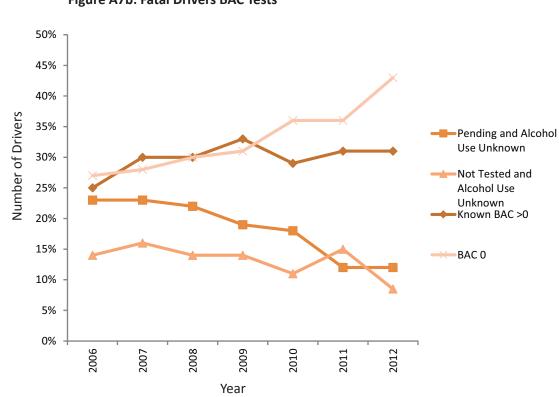


Figure A7b: Fatal Drivers BAC Tests

#### Table A8: Crash Rates for Drivers in Fatal and Injury Crashes Ages 15-24

|         |       |              |       |              | ALCOHOL INVOLVED |              |       |         |       |         |              |        |
|---------|-------|--------------|-------|--------------|------------------|--------------|-------|---------|-------|---------|--------------|--------|
| YEAR    | AGES  | AGES 15 - 17 |       | AGES 18 - 20 |                  | AGES 21 - 24 |       | 15 - 17 | AGES  | 18 - 20 | AGES 21 - 24 |        |
|         | FATAL | INJURY       | FATAL | INJURY       | FATAL            | INJURY       | FATAL | INJURY  | FATAL | INJURY  | FATAL        | INJURY |
| 2006    | 55    | 5,512        | 89    | 6,454        | 68               | 5,187        | 12    | 77      | 30    | 242     | 28           | 277    |
| 2007    | 58    | 5,059        | 91    | 6,348        | 77               | 5,249        | 8     | 95      | 29    | 239     | 29           | 294    |
| 2008    | 56    | 4,919        | 60    | 5,802        | 77               | 5,012        | 6     | 63      | 18    | 212     | 35           | 291    |
| 2009    | 21    | 1,816        | 61    | 5,432        | 59               | 5,102        | 3     | 13      | 20    | 163     | 27           | 267    |
| 2010    | 48    | 4,226        | 53    | 5,404        | 44               | 4,419        | 5     | 66      | 16    | 205     | 20           | 260    |
| 2011    | 43    | 4,144        | 47    | 5,151        | 45               | 4,499        | 9     | 70      | 11    | 182     | 17           | 248    |
| 2012    | 47    | 4,054        | 51    | 5,196        | 44               | 4,672        | 7     | 61      | 10    | 177     | 14           | 225    |
|         |       |              |       |              |                  | DIFFERENC    | E     |         |       |         |              |        |
| 1 YEAR  | 9%    | -2%          | 8%    | 1%           | -2%              | 4%           | -18%  | -12%    | -6%   | -3%     | -20%         | -9%    |
| 5 YEAR  | -19%  | -20%         | -44%  | -18%         | -42%             | -11%         | -9%   | -36%    | -66%  | -26%    | -53%         | -23%   |
| AVERAGE | 3%    | 1%           | -19%  | -8%          | -26%             | -4%          | 23%   | 0%      | -47%  | -12%    | -46%         | -17%   |

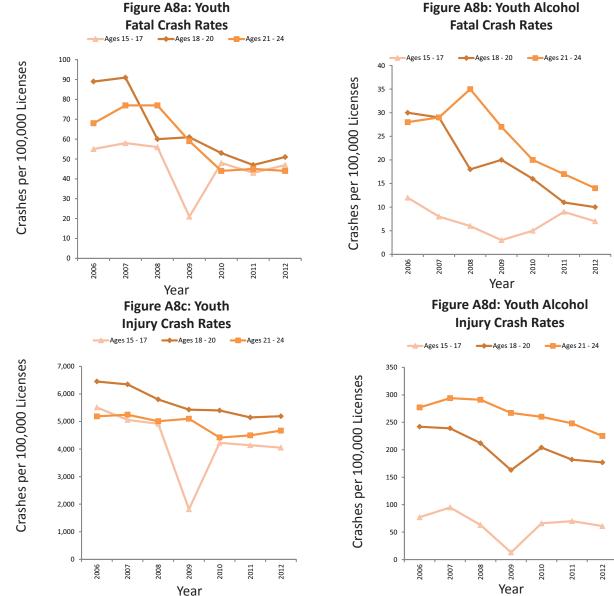
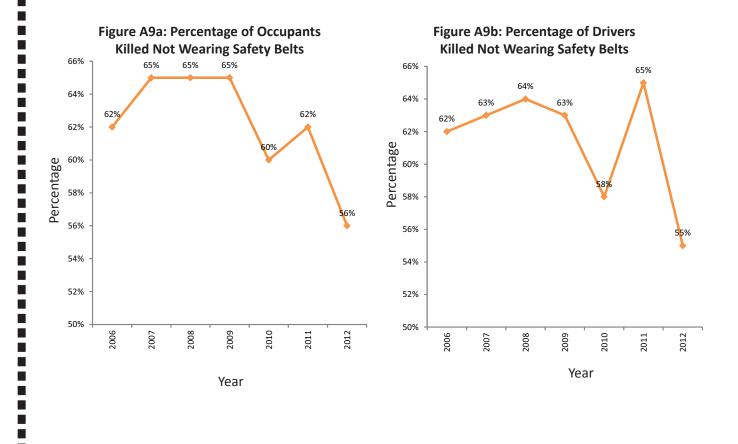


Table A8 and the trend charts show the crash rates (number of crashes of the age group per 100, 000 licensed drivers) and alcohol-involved crash rates of youths between 15 and 24 years of age. The alcohol-involved crash rate (A8b) of 18-24 year old drivers has been trending downward over the past five years.

#### Table A9: Safety Belt Use in Fatal Crashes

| YEAR    | CHILD RESTRAINT<br>USAGE UNDER AGE 5<br>(SURVEY) | SAFETY BELT<br>USAGE 5<br>AND OLDER<br>(SURVEY) | % OF CHILDREN<br>(BELOW 5) KILLED<br>NOT PROPERLY IN<br>CHILD SEAT | % OF DRIVERS<br>KILLED NOT<br>WEARING<br>SAFETY BELT | % OF PASSENGERS,<br>AGES 5 AND<br>OLDER, KILLED NOT<br>WEARING SAFETY<br>BELT | % OF ALL<br>OCCUPANTS<br>KILLED NOT<br>WEARING<br>SAFETY BELT |
|---------|--|---|--|--|---|---|
| 2006    | 86%  | 75%   | 40%  | 62%  | 63%   | 62%   |
| 2007    | 88%  | 75%   | 81%  | 63%  | 68%   | 65%   |
| 2008    | 95%  | 75%   | 63%  | 64%  | 68%   | 65%   |
| 2009    | 92%  | 75%   | 30%  | 63%  | 73%   | 65%   |
| 2010    | 92%  | 76%   | 58%  | 58%  | 65%   | 60%   |
| 2011    | 93%  | 78%   | 20%  | 65%  | 52%   | 62%   |
| 2012    |  | 79%   | 71%  | 55%  | 57%   | 56%   |
|         |  |   | DIFFERENCE   |  |   |   |
| 1 YEAR  |  | 2%  | 51%  | -10%   | 5%  | -6%   |
| 5 YEAR  |  | 4%  | -10%   | -8%  | -11%  | -9%   |
| AVERAGE |  | 4%  | 21%  | -8%  | -8%   | -8%   |

Not wearing safety belts is a major contributing factor for crashes that result in fatalities. Table A9 gives the percentage of drivers, passengers, and the total number of all occupants killed not wearing seat belts. It excludes fatalities with unknown seat belt use. A major factor in children under age 5 being killed in crashes is that child safety seats are not used or improperly used. The percentage of children killed not properly in a child seat increased by 51% this year. The percentage of all occupants killed not wearing a safety belt has decreased by 6% this year.

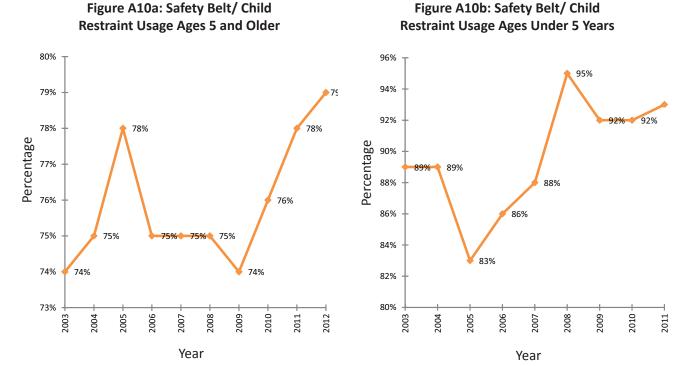


\* The survey for child restraint usage under age 5 was not conducted for 2012

#### Table A10: Safety Belt/ Child Restraint Usage Survey

| SAFETY BELT                                |      |      |      |      |      |      |      |      |      |      |  |
|--|------|------|------|------|------|------|------|------|------|------|--|
| REGION                                     | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 |  |
| 1  | 75%  | 73%  | 77%  | 71%  | 73%  | 68%  | 74%  | 77%  | 75%  | 81%  |  |
| 2  | 71%  | 72%  | 76%  | 74%  | 76%  | 79%  | 75%  | 73%  | 78%  | 74%  |  |
| 3  | 77%  | 81%  | 81%  | 79%  | 78%  | 89%  | 76%  | 78%  | 80%  | 80%  |  |
| 4  | 69%  | 74%  | 78%  | 78%  | 79%  | 79%  | 76%  | 73%  | 80%  | 84%  |  |
| 5  | 77%  | 77%  | 79%  | 73%  | 71%  | 73%  | 77%  | 72%  | 75%  | 86%  |  |
| 6  | 78%  | 76%  | 78%  | 71%  | 73%  | 72%  | 77%  | 75%  | 75%  | 73%  |  |
| 7  | 76%  | 77%  | 78%  | 78%  | 76%  | 73%  | 72%  | 79%  | 78%  | 80%  |  |
| 8  | 75%  | 74%  | 77%  | 73%  | 72%  | 70%  | 71%  | 76%  | 78%  | 62%  |  |
| LA   | 74%  | 75%  | 78%  | 75%  | 75%  | 75%  | 74%  | 76%  | 78%  | 79%  |  |
| CHILD RESTRAINED USAGE, AGES UNDER 5 YEARS |      |      |      |      |      |      |      |      |      |      |  |
|  | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 |  |
| 1  | 94%  | 94%  | 87%  | 84%  | 90%  | 97%  | 94%  | 94%  | 93%  |      |  |
| 2  | 92%  | 92%  | 86%  | 90%  | 85%  | 91%  | 95%  | 87%  | 96%  |      |  |
| 3  | 78%  | 78%  | 85%  | 89%  | 85%  | 95%  | 93%  | 85%  | 86%  |      |  |
| 4  | 91%  | 91%  | 73%  | 84%  | 87%  | 92%  | 93%  | 92%  | 91%  |      |  |
| 5  | 84%  | 84%  | 69%  | 81%  | 91%  | 96%  | 92%  | 95%  | 95%  |      |  |
| 6  | 87%  | 87%  | 80%  | 84%  | 90%  | 96%  | 89%  | 97%  | 97%  |      |  |
| 7  | 87%  | 87%  | 91%  | 89%  | 91%  | 96%  | 87%  | 95%  | 93%  |      |  |
| 8  | 81%  | 81%  | 84%  | 84%  | 88%  | 95%  | 89%  | 97%  | 95%  |      |  |
| LA   | 89%  | 89%  | 83%  | 86%  | 88%  | 95%  | 92%  | 92%  | 93%  |      |  |

The Louisiana safety belt survey shows that the front seat belt use for ages 5 and older has been between 74% and 78% over the past five years. For 2012, Louisiana drivers reached a 79% seatbelt usage.



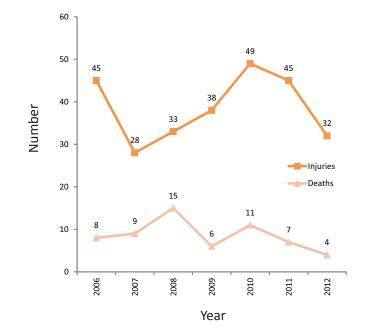
Surveys of seat belt use have been performed in the eight regions of Louisiana since 1986. The survey results displayed in Figure A10a show the safety belt use for ages 5 and above while Figure A10b shows the child restraint use for children under 5 years of age.

\*The survey for child restraint use for children under 5 was not conducted for 2012.

#### Table A11: Train Involvement in Crashes

| YEAR | FATAL CRASHES | DEATHS | INJURY CRASHES | INJURIES | PDO CRASHES |
|------|---------------|--------|----------------|----------|-------------|
| 2006 | 7             | 8      | 35             | 45       | 20          |
| 2007 | 8             | 9      | 22             | 28       | 24          |
| 2008 | 13            | 15     | 30             | 33       | 22          |
| 2009 | 4             | 6      | 24             | 38       | 21          |
| 2010 | 6             | 11     | 40             | 49       | 39          |
| 2011 | 7             | 7      | 31             | 45       | 33          |
| 2012 | 3             | 4      | 27             | 32       | 31          |

Figure A11a: Highway-Rail Crashes



The highway-rail injury crashes have been trending upwared in the four years prior to 2011. The fatalities in highway-rail crashes have been trending downwards over the past five years with increases in 2008 and 2010.

#### Table A12: Drivers and Occupants Killed by Vehicle Type

| Table A12: I | Table A12: Drivers and Occupants Killed by Vehicle Type |                        |                 |             |        |                               |  |  |  |  |  |  |  |
|--------------|---|------------------------|-----------------|-------------|--------|-------------------------------|--|--|--|--|--|--|--|
| YEAR         | PASSENGER CARS  | LIGHT TRUCK<br>AND VAN | LARGE<br>TRUCKS | MOTORCYCLES | BUSSES | OTHER VEHICLES<br>AND UNKNOWN |  |  |  |  |  |  |  |
|              | LA  |                        |                 |             |        |                               |  |  |  |  |  |  |  |
| 2006         | 42%   | 41%                    | 1.4%            | 11.0%       | 0.1%   | 4.4%                          |  |  |  |  |  |  |  |
| 2007         | 40%   | 42%                    | 3.5%            | 10.0%       | 0.1%   | 4.2%                          |  |  |  |  |  |  |  |
| 2008         | 41%   | 41%                    | 2.6%            | 10.0%       | 0.4%   | 4.1%                          |  |  |  |  |  |  |  |
| 2009         | 41%   | 40%                    | 1.3%            | 15.0%       | 0.0%   | 3.2%                          |  |  |  |  |  |  |  |
| 2010         | 36%   | 45%                    | 3.1%            | 11.0%       | 0.2%   | 3.9%                          |  |  |  |  |  |  |  |
| 2011         | 38%   | 41%                    | 1.4%            | 14.0%       | 0.9%   | 4.5%                          |  |  |  |  |  |  |  |
| 2012         | 39%   | 37%                    | 3.3%            | 13.0%       | 0.0%   | 6.8%                          |  |  |  |  |  |  |  |
|              |   |                        | DIFFERENCE      | E           |        |                               |  |  |  |  |  |  |  |
| 1 YEAR       | 1.1%  | -3.8%                  | 2.0%            | -0.7%       | -0.9%  | 2.4%                          |  |  |  |  |  |  |  |
| 5 YEAR       | -0.8%   | -4.4%                  | -0.2%           | 2.9%        | -0.1%  | 2.6%                          |  |  |  |  |  |  |  |
| AVERAGE      | 0.0%  | -4.5%                  | 1.0%            | 1.0%        | -0.3%  | 2.8%                          |  |  |  |  |  |  |  |

Table 12 shows the percentage of drivers and occupants killed by vehicle type.

#### Table A13a: Vehicle Type in Fatal and Injury Crashes

| YEAR               | PASSENGER<br>CARS | LIGHT TRUCK AND<br>VAN | LARGE<br>TRUCKS | MOTORCYCLES | BUSSES | OTHER VEHICLES AND<br>UNKNOWN |  |  |  |  |  |
|--------------------|-------------------|------------------------|-----------------|-------------|--------|-------------------------------|--|--|--|--|--|
|                    |                   |                        | F               | ATAL        |        |                               |  |  |  |  |  |
| 2006               | 37%               | 44%                    | 7.4%            | 6.7%        | 0.3%   | 4.6%                          |  |  |  |  |  |
| 2007               | 35%               | 44%                    | 9.2%            | 6.5%        | 0.4%   | 5.0%                          |  |  |  |  |  |
| 2008               | 37%               | 43%                    | 8.1%            | 7.1%        | 0.3%   | 4.3%                          |  |  |  |  |  |
| 2009               | 34%               | 45%                    | 6.8%            | 9.3%        | 0.4%   | 3.6%                          |  |  |  |  |  |
| 2010               | 33%               | 45%                    | 9.5%            | 7.8%        | 0.5%   | 4.0%                          |  |  |  |  |  |
| 2011               | 34%               | 44%                    | 8.3%            | 8.4%        | 1.0%   | 5.0%                          |  |  |  |  |  |
| 2012               | 34%               | 43%                    | 9.3%            | 7.5%        | 0.2%   | 6.1%                          |  |  |  |  |  |
| FATAL - DIFFERENCE |                   |                        |                 |             |        |                               |  |  |  |  |  |
| 1 YEAR             | 1%                | -1%                    | 1%              | -1%         | -1%    | 1%                            |  |  |  |  |  |
| 5 YEAR             | -1%               | -1%                    | 0%              | 1%          | 0%     | 1%                            |  |  |  |  |  |
| AVERAGE            | -1%               | -1%                    | 1%              | 0%          | 0%     | 2%                            |  |  |  |  |  |
|                    |                   |                        | 11              | IJURY       |        |                               |  |  |  |  |  |
| 2006               | 50%               | 41%                    | 3.4%            | 1.7%        | 0.3%   | 4.3%                          |  |  |  |  |  |
| 2007               | 49%               | 42%                    | 3.0%            | 1.7%        | 0.4%   | 4.0%                          |  |  |  |  |  |
| 2008               | 49%               | 42%                    | 3.1%            | 1.9%        | 0.4%   | 3.5%                          |  |  |  |  |  |
| 2009               | 49%               | 43%                    | 2.5%            | 1.8%        | 0.4%   | 3.0%                          |  |  |  |  |  |
| 2010               | 48%               | 44%                    | 2.8%            | 1.8%        | 0.4%   | 3.0%                          |  |  |  |  |  |
| 2011               | 48%               | 43%                    | 2.9%            | 2.0%        | 0.4%   | 3.2%                          |  |  |  |  |  |
| 2012               | 48%               | 44%                    | 2.8%            | 1.8%        | 0.4%   | 3.0%                          |  |  |  |  |  |
|                    |                   |                        | INJURY -        | DIFFERENCE  |        |                               |  |  |  |  |  |
| 1 YEAR             | -0.2%             | 0.5%                   | -0.1%           | -0.1%       | 0.0%   | -0.1%                         |  |  |  |  |  |
| 5 YEAR             | -1.2%             | 2.2%                   | -0.3%           | 0.1%        | 0.1%   | -0.9%                         |  |  |  |  |  |
| AVERAGE            | -0.7%             | 1.1%                   | -0.1%           | 0.0%        | 0.0%   | -0.3%                         |  |  |  |  |  |

There are two percentages that may be used when evaluating crashes by vehicle type, namely, the percent of type of vehicles involved in crashes (Table 13a) and the percent of fatalities by vehicle type (Table 12). For instance, in 2012, 39% of the driver and occupant fatalities occured in a car (A12) while cars made up only 34% of the vehicles involved in fatal crashes (A13a). Table A13b shows the percentage of fatal crashes involving a large truck or bus. While only 9.5% of the vehicles involved in fatal crashes are large trucks or busses (A13a), 14% of all fatal crashes involve a large truck or bus.

#### Table A13b: Large Trucks and Busses in Fatal and Injury Crashes

| YEAR    | LARGE TRUCKS AND<br>BUSSES IN FATAL<br>CRASHES | ALL FATAL<br>CRASHES | % OF LARGE<br>TRUCKS AND<br>BUSSES | LARGE TRUCKS<br>AND BUSSES IN<br>INJURY CRASHES | ALL INJURY<br>CRASHES | % OF LARGE<br>TRUCKS AND<br>BUSSES |
|---------|--|----------------------|------------------------------------|---|-----------------------|------------------------------------|
|         |  |                      | FATAL                              |   |                       |                                    |
| 2006    | 107  | 890                  | 12%                                | 3,485   | 48,764                | 7.1%                               |
| 2007    | 130  | 900                  | 14%                                | 3,095   | 48,144                | 6.4%                               |
| 2008    | 103  | 820                  | 13%                                | 3,024   | 46,521                | 6.5%                               |
| 2009    | 79   | 729                  | 11%                                | 2,547   | 45,348                | 5.6%                               |
| 2010    | 98   | 643                  | 15%                                | 2,583   | 42,483                | 6.1%                               |
| 2011    | 95   | 630                  | 15%                                | 2,693   | 43,346                | 6.2%                               |
| 2012    | 94   | 652                  | 14%                                | 2,721   | 44,563                | 6.1%                               |
|         |  |                      | FATAL DIFFERENCE                   |   |                       |                                    |
| 1 YEAR  | -1.1%  | 3.5%                 | -0.7%                              | 1.0%  | 2.8%                  | -0.1%                              |
| 5 YEAR  | -27.7%   | -27.6%               | 0.0%                               | -12.1%  | -7.4%                 | -0.3%                              |
| AVERAGE | -6.9%  | -12.4%               | 0.8%                               | -2.4%   | -1.3%                 | -0.1%                              |

#### Table A14: Fatal Crashes by Highway Type

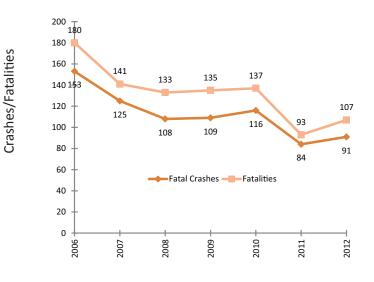
| Table A14: F | atal Crashes by | Highway Ty | pe            |                |           |               |
|--------------|-----------------|------------|---------------|----------------|-----------|---------------|
| YEAR         | INTERSTATE      | US HIGHWAY | STATE<br>ROAD | PARISH<br>ROAD | CITY ROAD | UNKNOWN/OTHER |
| 2006         | 17%             | 18%        | 46%           | 13%            | 6.2%      | 0.2%          |
| 2007         | 14%             | 18%        | 48%           | 12%            | 7.2%      | 0.0%          |
| 2008         | 13%             | 19%        | 48%           | 13%            | 7.2%      | 0.1%          |
| 2009         | 15%             | 16%        | 50%           | 12%            | 7.1%      | 0.0%          |
| 2010         | 18%             | 17%        | 48%           | 11%            | 5.9%      | 0.0%          |
| 2011         | 13%             | 19%        | 47%           | 13%            | 8.1%      | 0.0%          |
| 2012         | 14%             | 18%        | 51%           | 8.4%           | 8.9%      | 0.0%          |
|              |                 | DI         | FFERENCE      |                |           |               |
| 1 YEAR       | 0.6%            | -0.5%      | 3.5%          | -4.4%          | 0.8%      | 0.0%          |
| 5 YEAR       | 0.1%            | -0.3%      | 2.5%          | -3.9%          | 1.7%      | 0.0%          |
| AVERAGE      | -0.8%           | 0.3%       | 2.4%          | -3.7%          | 1.8%      | 0.0%          |

#### **Table A15: Interstate Fatal Crashes**

FATALITIES PER 100 FATAL YEAR FATALITIES MILLION MILES CRASHES TRAVELED 2006 153 180 1.44 2007 125 141 1.13 2008 108 133 1.06 2009 109 135 1.08 2010 118 140 1.12 84 93 0.74 2011 2012 91 107 0.85 DIFFERENCE 1 YEAR 8% 11% 15% 5 YEAR -27% -24% -25% AVERAGE -16% -17% -17%

Table 15 shows the number of interstate crashes and fatalities by year. The number of fatal interstate crashes has continued on a downward trend since 2006 with slight increases in 2010 and 2012.





Year

#### Table A16: Fatal Crashes by First Harmful Event

| Tal | ble A16: Fatal C | rashes by Fi            | rst Harmful Eve | nt              |                     |          |       |
|-----|------------------|-------------------------|-----------------|-----------------|---------------------|----------|-------|
|     | YEAR             | VEHICLE IN<br>TRANSPORT | NON MOTORIST    | FIXED<br>OBJECT | OBJECT NOT<br>FIXED | OVERTURN | OTHER |
|     | ·                |                         | LA              |                 |                     |          |       |
|     | 2006             | 83%                     | 7.1%            | 4.7%            | 1.2%                | 1.2%     | 2.9%  |
|     | 2007             | 84%                     | 7.3%            | 4.1%            | 1.4%                | 1.0%     | 2.1%  |
|     | 2008             | 84%                     | 7.7%            | 4.0%            | 1.2%                | 0.7%     | 2.2%  |
|     | 2009             | 83%                     | 8.2%            | 3.7%            | 2.6%                | 0.5%     | 1.6%  |
|     | 2010             | 83%                     | 7.7%            | 3.4%            | 2.7%                | 0.7%     | 2.9%  |
|     | 2011             | 82%                     | 9.0%            | 2.5%            | 1.7%                | 0.5%     | 4.2%  |
|     | 2012             | 81%                     | 13.0%           | 2.2%            | 1.1%                | 0.6%     | 2.2%  |
|     |                  |                         | DIFFEREN        | ICE             |                     |          |       |
|     | 1 YEAR           | -1%                     | 4%              | 0%              | -1%                 | 0%       | -2%   |
|     | 5 YEAR           | -3%                     | 5%              | -2%             | 0%                  | 0%       | 0%    |
|     | AVERAGE          | -2%                     | 5%              | -1%             | -1%                 | 0%       | 0%    |

#### Table A17: Rural Emergency Medical Services in Fatal Crashes

| YEAR   |        | RASH TO EMS<br>ICATION | ARRIVA | IFICATION TO<br>L ON CRASH<br>CENE |        |                    |        | ME OF CRASH TO<br>OSPITAL ARRIVAL |  |
|--------|--------|------------------------|--------|------------------------------------|--------|--------------------|--------|-----------------------------------|--|
|        | MEDIAN | PERCENT<br>UNKNOWN     | MEDIAN | PERCENT<br>UNKNOWN                 | MEDIAN | PERCENT<br>UNKNOWN | MEDIAN | PERCENT<br>UNKNOWN                |  |
| 2006   | 5      | 13%                    | 10     | 6.7%                               | 35     | 6.5%               | 50     | 0.5%                              |  |
| 2007   | 5      | 10%                    | 11     | 9.5%                               | 37     | 8.6%               | 56     | 1.4%                              |  |
| 2008   | 5      | 12%                    | 11     | 7.2%                               | 34     | 7.2%               | 52     | 1.5%                              |  |
| 2009   | 5      | 9%                     | 11     | 6.0%                               | 37     | 5.6%               | 56     | 0.8%                              |  |
| 2010   | 5      | 10%                    | 11     | 8.3%                               | 39     | 8.3%               | 56     | 2.9%                              |  |
| 2011   | 5      | 10%                    | 10     | 7.9%                               | 35     | 7.7%               | 53     | 2.1%                              |  |
| 2012   | 5      | 10%                    | 11     | 9.1%                               | 37     | 8.0%               | 56     | 1.1%                              |  |
|        |        |                        | DIF    | FERENCE                            |        |                    |        |                                   |  |
| 1 YEAR | 0.0%   | -0.3%                  | 10.0%  | 1.2%                               | 5.7%   | 0.3%               | 5.7%   | -1.0%                             |  |
| 3 YEAR | 0.0%   | 1.3%                   | 0.0%   | 3.2%                               | 0.0%   | 2.5%               | 0.0%   | 0.3%                              |  |

#### Table A18: Urban Emergency Medical Services in Fatal Crashes

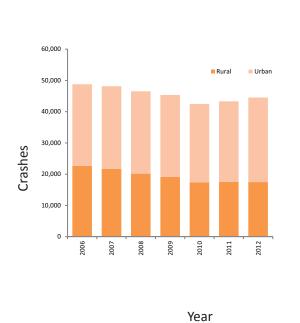
|        | TIME OF CRASH TO EMS<br>NOTIFICATION |                    |        |                    |        | EMS ARRIVAL AT CRASH<br>TO HOSPITAL ARRIVAL |        | TIME OF CRASH TO<br>HOSPITAL ARRIVAL |  |
|--------|--------------------------------------|--------------------|--------|--------------------|--------|---|--------|--------------------------------------|--|
|        | MEDIAN                               | PERCENT<br>UNKNOWN | MEDIAN | PERCENT<br>UNKNOWN | MEDIAN | PERCENT<br>UNKNOWN                          | MEDIAN | PERCENT<br>UNKNOWN                   |  |
| 2006   | 3                                    | 29%                | 6      | 6.1%               | 22     | 6.5%  | 30     | 0.0%                                 |  |
| 2007   | 2                                    | 24%                | 6      | 11.0%              | 21     | 11.0%                                       | 30     | 0.4%                                 |  |
| 2008   | 3                                    | 30%                | 6      | 11.0%              | 23     | 11.0%                                       | 33     | 0.0%                                 |  |
| 2009   | 2                                    | 23%                | 7      | 17.0%              | 24     | 16.0%                                       | 29     | 0.5%                                 |  |
| 2010   | 3                                    | 27%                | 6      | 14.0%              | 23     | 14.0%                                       | 31     | 1.1%                                 |  |
| 2011   | 2                                    | 23%                | 6      | 19.0%              | 23     | 18.0%                                       | 31     | 0.0%                                 |  |
| 2012   | 2                                    | 31%                | 7      | 12.0%              | 23     | 14.0%                                       | 33     | 0.0%                                 |  |
|        |                                      |                    | D      | IFFERENCE          |        |   |        |                                      |  |
| 1 YEAR | 0.0%                                 | 8.1%               | 16.7%  | -7.3%              | 0.0%   | -4.2%                                       | 6.5%   | 0.0%                                 |  |
| 3 YEAR | 0.0%                                 | 8.3%               | 0.0%   | -4.8%              | -4.2%  | -2.3%                                       | 13.8%  | -0.5%                                |  |

Table A17 gives the statistics of the emergency medical services for rural areas while Table 18 gives the same statistics for urban areas. The average time of crash to EMS notification in rural areas is much higher than for urban areas. These data show that in rural areas it takes about twice as long for a person to be delivered to the hospital than in urban areas. The time of crash to EMS notification need to be interpreted with caution because in many cases the EMS is at the crash scene before the police arrives. Thus all times are often estimated by the investigating officer.

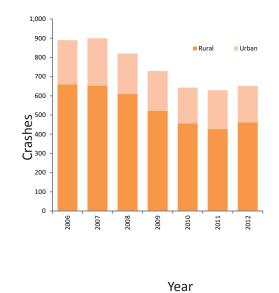
#### Table A19: Urban and Rural Crashes by Year

| YEAR    | 11     | NJURY CRASHE | S      | F     | ATAL CRASHES | S     |        |
|---------|--------|--------------|--------|-------|--------------|-------|--------|
| YEAR    | RURAL  | URBAN        | TOTAL  | RURAL | URBAN        | TOTAL | ALL    |
| 2006    | 22,639 | 26,125       | 48,764 | 659   | 231          | 890   | 49,654 |
| 2007    | 21,697 | 26,446       | 48,143 | 653   | 247          | 900   | 49,043 |
| 2008    | 20,183 | 26,338       | 46,521 | 610   | 210          | 820   | 47,341 |
| 2009    | 19,125 | 26,223       | 45,348 | 521   | 208          | 729   | 46,077 |
| 2010    | 17,390 | 25,093       | 42,483 | 456   | 187          | 643   | 43,126 |
| 2011    | 17,555 | 25,791       | 43,346 | 428   | 202          | 630   | 43,976 |
| 2012    | 17,464 | 27,099       | 44,563 | 461   | 191          | 652   | 45,215 |
|         |        |              | DIFFER | ENCE  |              |       |        |
| 1 YEAR  | -1%    | 5%           | 3%     | 8%    | -5%          | 3%    | 3%     |
| 5 YEAR  | -20%   | 2%           | -7%    | -29%  | -23%         | -28%  | -8%    |
| AVERAGE | -9%    | 4%           | -1%    | -14%  | -9%          | -12%  | -2%    |

Note: The table does not include crashes with missing information.







#### Figure A19b: Rural and Urban Fatal Crashes

Urban includes all incorporated cities. Because of urban sprawl, the distinction between rural and urban does not reflect the actual population density.

#### Table A20: Lane Closure to Open Time Comparison

|        | RURAL               | CRASHES            | URBAN               | CRASHES            | TOTAL               | CRASHES            |
|--------|---------------------|--------------------|---------------------|--------------------|---------------------|--------------------|
| YEAR   | MEDIAN<br>(MINUTES) | PERCENT<br>UNKNOWN | MEDIAN<br>(MINUTES) | PERCENT<br>UNKNOWN | MEDIAN<br>(MINUTES) | PERCENT<br>UNKNOWN |
| 2006   | 30                  | 26%                | 20                  | 35%                | 23                  | 26%                |
| 2007   | 31                  | 26%                | 21                  | 37%                | 25                  | 26%                |
| 2008   | 34                  | 27%                | 24                  | 40%                | 27                  | 27%                |
| 2009   | 34                  | 28%                | 24                  | 39%                | 27                  | 28%                |
| 2010   | 34                  | 28%                | 24                  | 40%                | 27                  | 28%                |
| 2011   | 34                  | 28%                | 24                  | 40%                | 27                  | 28%                |
| 2012   | 33                  | 26%                | 25                  | 42%                | 27                  | 26%                |
|        |                     | D                  | IFFERENCE           |                    |                     |                    |
| 1 YEAR | -2.9%               | -1.6%              | 4.2%                | 1.8%               | 0.0%                | -1.6%              |
| 3 YEAR | -2.9%               | -1.9%              | 4.2%                | 3.1%               | 0.0%                | -1.9%              |

#### Table A20b: Lane Closure to Open Time Comparison by Severity

|        | FATAL CRASHES       |                    | INJURY              | CRASHES            | PDO CI              | RASHES             | тот                 | TOTAL CRASHES      |  |
|--------|---------------------|--------------------|---------------------|--------------------|---------------------|--------------------|---------------------|--------------------|--|
| YEAR   | MEDIAN<br>(MINUTES) | PERCENT<br>UNKNOWN | MEDIAN<br>(MINUTES) | PERCENT<br>UNKNOWN | MEDIAN<br>(MINUTES) | PERCENT<br>UNKNOWN | MEDIAN<br>(MINUTES) | PERCENT<br>UNKNOWN |  |
| 2006   | 109                 | 3.5%               | 30                  | 23%                | 12                  | 40%                | 23                  | 26%                |  |
| 2007   | 110                 | 6.9%               | 31                  | 24%                | 14                  | 43%                | 25                  | 26%                |  |
| 2008   | 117                 | 11.0%              | 33                  | 26%                | 16                  | 45%                | 27                  | 27%                |  |
| 2009   | 110                 | 6.7%               | 32                  | 26%                | 17                  | 44%                | 27                  | 28%                |  |
| 2010   | 113                 | 5.9%               | 32                  | 26%                | 17                  | 45%                | 27                  | 28%                |  |
| 2011   | 115                 | 4.0%               | 33                  | 26%                | 18                  | 46%                | 27                  | 28%                |  |
| 2012   | 106                 | 2.6%               | 34                  | 28%                | 18                  | 48%                | 27                  | 26%                |  |
|        |                     |                    |                     | DIFFEREN           | ICE                 |                    |                     |                    |  |
| 1 YEAR | -7.8%               | -1.3%              | 3.0%                | 1.7%               | 0.0%                | 2.0%               | 0.0%                | -1.6%              |  |
| 3 YEAR | -3.6%               | -4.1%              | 6.3%                | 2.2%               | 5.9%                | 3.5%               | 0.0%                | -1.9%              |  |

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#### Table A21: Drivers' Licenses in Fatal Crashes

| YEAR | UNKNOWN | PARKED | HIT AND<br>RUN | OUT OF STATE<br>DRIVERS' LICENSES | LA DRIVERS'<br>LICENSE | ALL DRIVERS | % LA DRIVERS'<br>LICENSES |
|------|---------|--------|----------------|-----------------------------------|------------------------|-------------|---------------------------|
| 2006 | 107     | 15     | 48             | 170                               | 1,108                  | 1,385       | 80%                       |
| 2007 | 62      | 16     | 49             | 170                               | 1,081                  | 1,363       | 79%                       |
| 2008 | 68      | 13     | 39             | 136                               | 974                    | 1,215       | 80%                       |
| 2009 | 55      | 19     | 37             | 116                               | 885                    | 1,096       | 81%                       |
| 2010 | 33      | 16     | 28             | 122                               | 795                    | 977         | 81%                       |
| 2011 | 39      | 13     | 30             | 116                               | 835                    | 1,020       | 82%                       |
| 2012 | 26      | 12     | 41             | 118                               | 816                    | 990         | 82%                       |

Tables A21 shows that the hit-and-run fatal crashes are on a downward trend over the past few years with an increase in 2012. Note that the individual columns do not total to "All Drivers" because vehicles may have multiple characteristics.

#### Table A22: Hit-and-Run Crashes

| YEAR   | PDO     | INJURY | FATAL |
|--------|---------|--------|-------|
| 2006   | 15,259  | 3,367  | 48    |
| 2007   | 14,890  | 3,290  | 49    |
| 2008   | 15,133  | 3,278  | 39    |
| 2009   | 14,953  | 3,305  | 37    |
| 2010   | 13,793  | 2,986  | 28    |
| 2011   | 14,055  | 3,066  | 30    |
| 2012   | 14,601  | 3,203  | 41    |
|        | DIFFERE | NCE    |       |
| 1 YEAR | 4%      | 4%     | 37%   |

#### Table A23: Crash Clock

| FATALITIES OCCUR EVERY |                      |             |  |  |  |  |
|------------------------|----------------------|-------------|--|--|--|--|
| HOURS                  | MINUTES              | SECONDS     |  |  |  |  |
| 12                     | 9                    | 53          |  |  |  |  |
|                        | INJURIES OCCUR EVERY |             |  |  |  |  |
| HOURS                  | MINUTES              | SECONDS     |  |  |  |  |
| 0                      | 7                    | 16          |  |  |  |  |
| PROPERTY D             | AMAGE ONLY CRASHES C | OCCUR EVERY |  |  |  |  |
| HOURS                  | MINUTES              | SECONDS     |  |  |  |  |
| 0                      | 4                    | 52          |  |  |  |  |
|                        | CRASHES OCCUR EVERY  |             |  |  |  |  |
| HOURS                  | MINUTES              | SECONDS     |  |  |  |  |
| 0                      | 3                    | 26          |  |  |  |  |

#### Table A24: Interstate Crashes by Speed Limits

|         |        | FATAL                       |                                  |
|---------|--------|-----------------------------|----------------------------------|
| YEAR    | ALL    | RURAL-SPEED LIMIT<br>70 MPH | URBAN-SPEED LIMI<br>BELOW 70 MPH |
| 2006    | 153    | 133                         | 20                               |
| 2007    | 125    | 104                         | 21                               |
| 2008    | 108    | 95                          | 13                               |
| 2009    | 109    | 88                          | 21                               |
| 2010    | 118    | 96                          | 22                               |
| 2011    | 84     | 70                          | 14                               |
| 2012    | 91     | 76                          | 15                               |
|         |        | DIFFERENCE                  |                                  |
| 1 YEAR  | 8%     | 9%                          | 7%                               |
| 5 YEAR  | -27%   | -27%                        | -29%                             |
| AVERAGE | -16%   | -16%                        | -18%                             |
|         |        | INJURY                      |                                  |
| YEAR    | ALL    | RURAL-SPEED LIMIT<br>70 MPH | URBAN-SPEED LIMI<br>BELOW 70 MPH |
| 2006    | 5,564  | 3,540                       | 2,024                            |
| 2007    | 4,952  | 3,079                       | 1,873                            |
| 2008    | 4,816  | 3,083                       | 1,733                            |
| 2009    | 4,643  | 2,795                       | 1,848                            |
| 2010    | 4,213  | 2,641                       | 1,572                            |
| 2011    | 4,411  | 2,665                       | 1,746                            |
| 2012    | 4,553  | 2,863                       | 1,690                            |
|         |        | DIFFERENCE                  |                                  |
| 1 YEAR  | 3%     | 7%                          | -3%                              |
| 5 YEAR  | -8%    | -7%                         | -10%                             |
| AVERAGE | -1%    | 0%                          | -4%                              |
|         |        | PDO                         |                                  |
| YEAR    | ALL    | RURAL-SPEED LIMIT<br>70 MPH | URBAN-SPEED LIMI<br>BELOW 70 MPH |
| 2006    | 12,463 | 7,118                       | 5,345                            |
| 2007    | 11,086 | 6,252                       | 4,834                            |
| 2008    | 11,059 | 6,680                       | 4,379                            |
| 2009    | 11,070 | 6,289                       | 4,781                            |
| 2010    | 10,684 | 6,453                       | 4,231                            |
| 2011    | 10,977 | 6,525                       | 4,452                            |
| 2012    | 11,216 | 6,757                       | 4,459                            |
|         |        | DIFFERENCE                  |                                  |
| 1 YEAR  | 2%     | 4%                          | 0%                               |
| 5 YEAR  | 1%     | 8%                          | -8%                              |
| AVERAGE | 2%     | 5%                          | -2%                              |



## Table A25: Elevated Interstate Crashes

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| YEAR    | FATAL  | INJURY | PDO  |
|---------|--------|--------|------|
| 2006    | 5      | 393    | 663  |
| 2007    | 6      | 295    | 504  |
| 2008    | 4      | 254    | 509  |
| 2009    | 3      | 247    | 484  |
| 2010    | 4      | 216    | 459  |
| 2011    | 5      | 191    | 389  |
| 2012    | 3      | 217    | 419  |
|         | DIFFER | ENCE   |      |
| 1 YEAR  | -40%   | 14%    | 8%   |
| 5 YEAR  | -50%   | -26%   | -17% |
| AVERAGE | -32%   | -10%   | -11% |

#### Table A26: Fatal Crashes by Interstate

| TABLE A26: FATAL CRASHES BY INTERSTATE |       |                         |        |         |       |             |        |  |  |  |  |  |  |  |  |  |
|--|-------|-------------------------|--------|---------|-------|-------------|--------|--|--|--|--|--|--|--|--|--|
|  |       | INTERSTATE OTHER TOTALS |        |         |       |             |        |  |  |  |  |  |  |  |  |  |
| YEAR                                   | I-10  | I-12                    | I-20   | I-49    | I-55  | INTERSTATES | TOTALS |  |  |  |  |  |  |  |  |  |
| 2006                                   | 75    | 25                      | 18     | 16      | 4     | 15          | 153    |  |  |  |  |  |  |  |  |  |
| 2007                                   | 43    | 19                      | 27     | 17      | 5     | 14          | 125    |  |  |  |  |  |  |  |  |  |
| 2008                                   | 39    | 16                      | 23     | 16      | 7     | 7           | 108    |  |  |  |  |  |  |  |  |  |
| 2009                                   | 52    | 12                      | 13     | 14      | 7     | 11          | 109    |  |  |  |  |  |  |  |  |  |
| 2010                                   | 47    | 10                      | 24     | 10      | 10    | 17          | 118    |  |  |  |  |  |  |  |  |  |
| 2011                                   | 33    | 10                      | 15     | 11      | 8     | 7           | 84     |  |  |  |  |  |  |  |  |  |
| 2012                                   | 43    | 14                      | 9      | 12      | 8     | 5           | 91     |  |  |  |  |  |  |  |  |  |
|  |       |                         | DIF    | FERENCE |       |             |        |  |  |  |  |  |  |  |  |  |
| 1 YEAR                                 | 30.3% | 40.0%                   | -40.0% | 9.1%    | 0.0%  | -28.6%      | 8.3%   |  |  |  |  |  |  |  |  |  |
| 5 YEAR                                 | 0.0%  | -26.3%                  | -66.7% | -29.4%  | 60.0% | -64.3%      | -27.2% |  |  |  |  |  |  |  |  |  |
| AVERAGE                                | 0.5%  | 8.1%                    | -55.4% | -16.4%  |       |             |        |  |  |  |  |  |  |  |  |  |

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# FATAL CRASHES

|   | B3  | Summary  |
|---|-----|--|
|   | B4  | Table B1: Fatal Crashes and Fatalities by Parish               |
| K | B5  | Table B2: Fatal Crashes by Month                               |
|   | B6  | Table B3: Fatal Crashes by Day of Week                         |
|   | B7  | Table B4: Fatal Crashes by Time of Day                         |
|   | B8  | Table B5: Fatal Crashes and Persons Killed by Parish and Month |
|   | B10 | Table B6: Persons Killed by Age, Role and Gender               |

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#### Fatal Crashes Summary

Section B provides an overview of traffic fatalities in 2012. The charts show fatal crashes and traffic fatalities by parish, by month, by day of the week, and by the time of day. This section also presents fatalities by gender and role; i.e., driver, passenger or pedestrian.

- In 2012 there were 652 fatal crashes.
- In 2012 there were 722 persons killed.
- The likelihood of fatal crashes increases on weekends (Friday to Sunday) compared to the rest of the week.
- While Friday to Sunday accounts for about 42.9% of the time in a week, Friday to Sunday accounted for 50.3% of all fatal crashes in 2012.
- Fatal crashes are not equally distributed throughout the day. More fatal crashes occur during the late evening and early morning hours.
- In 2012, about 63.3% of all traffic fatalities were drivers; about 19.9% were passengers and about 16.8% were pedestrians.
- In 2012, 70.4% of all traffic fatalities were male and 29.6% were female.

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#### Table B1: Fatal Crashes & Fatalities by Parish

| PARISH           | FATAL |    | FATA | LITIES |       | PARISH               | FATAL |     | FATAI | LITIES |      |
|------------------|-------|----|------|--------|-------|----------------------|-------|-----|-------|--------|------|
| ANGH             | CRSH  | DR | PASS | PED    | TOTAL | TANJI                | CRSH  | DR  | PASS  | PED    | ΤΟΤΑ |
| Acadia           | 7     | 6  | 2    | 1      | 9     | Madison              | 1     | 1   | 0     | 0      | 1    |
| Allen            | 5     | 4  | 1    | 1      | 6     | Morehouse            | 6     | 3   | 1     | 3      | 7    |
| Ascension        | 17    | 11 | 7    | 3      | 21    | Natchitoches         | 8     | 5   | 2     | 1      | 8    |
| Assumption       | 4     | 3  | 1    | 0      | 4     | Orleans              | 28    | 15  | 6     | 7      | 28   |
| Avoyelles        | 5     | 2  | 1    | 2      | 5     | Ouachita             | 6     | 5   | 2     | 0      | 7    |
| Beauregard       | 3     | 2  | 1    | 0      | 3     | Plaquemines          | 3     | 3   | 0     | 0      | 3    |
| Bienville        | 4     | 3  | 1    | 0      | 4     | Pointe Coupee        | 5     | 3   | 3     | 0      | 6    |
| Bossier          | 11    | 7  | 4    | 1      | 12    | Rapides              | 20    | 16  | 1     | 5      | 22   |
| Caddo            | 32    | 23 | 7    | 5      | 35    | Red River            | 3     | 3   | 0     | 0      | 3    |
| Calcasieu        | 32    | 22 | 6    | 8      | 36    | Richland             | 2     | 2   | 1     | 0      | 3    |
| Caldwell         | 2     | 1  | 1    | 0      | 2     | Sabine               | 6     | 5   | 2     | 0      | 7    |
| Cameron          | 0     | 0  | 0    | 0      | 0     | St. Bernard          | 2     | 1   | 0     | 1      | 2    |
| Catahoula        | 9     | 9  | 3    | 0      | 12    | St. Charles          | 9     | 5   | 4     | 2      | 11   |
| Claiborne        | 3     | 2  | 2    | 0      | 4     | St. Helena           | 4     | 4   | 1     | 0      | 5    |
| Concordia        | 8     | 8  | 0    | 0      | 8     | St. James            | 10    | 8   | 1     | 2      | 11   |
| DeSoto           | 6     | 5  | 2    | 0      | 7     | St. John the Baptist | 10    | 8   | 5     | 2      | 15   |
| East Baton Rouge | 51    | 36 | 8    | 11     | 55    | St. Landry           | 19    | 12  | 4     | 6      | 22   |
| East Carroll     | 0     | 0  | 0    | 0      | 0     | St. Martin           | 11    | 5   | 3     | 3      | 11   |
| East Feliciana   | 8     | 6  | 8    | 0      | 14    | St. Mary             | 9     | 7   | 2     | 1      | 10   |
| Evangeline       | 9     | 5  | 3    | 2      | 10    | St. Tammany          | 24    | 18  | 4     | 4      | 26   |
| Franklin         | 2     | 2  | 0    | 0      | 2     | Tangipahoa           | 35    | 26  | 8     | 4      | 38   |
| Grant            | 6     | 4  | 2    | 0      | 6     | Tensas               | 1     | 1   | 0     | 0      | 1    |
| Iberia           | 8     | 4  | 1    | 3      | 8     | Terrebonne           | 17    | 10  | 5     | 4      | 19   |
| Iberville        | 9     | 7  | 3    | 1      | 11    | Union                | 9     | 7   | 3     | 1      | 11   |
| Jackson          | 2     | 2  | 0    | 0      | 2     | Vermilion            | 11    | 7   | 1     | 3      | 11   |
| Jefferson        | 27    | 12 | 2    | 14     | 28    | Vernon               | 11    | 8   | 2     | 3      | 13   |
| Jefferson Davis  | 6     | 4  | 3    | 0      | 7     | Washington           | 4     | 2   | 1     | 1      | 4    |
| Lafayette        | 27    | 23 | 2    | 4      | 29    | Webster              | 5     | 4   | 0     | 1      | 5    |
| Lafourche        | 18    | 14 | 4    | 1      | 19    | West Baton Rouge     | 10    | 5   | 0     | 5      | 10   |
| LaSalle          | 4     | 3  | 1    | 0      | 4     | West Carroll         | 4     | 3   | 1     | 0      | 4    |
| Lincoln          | 8     | 7  | 2    | 0      | 9     | West Feliciana       | 0     | 0   | 0     | 0      | 0    |
| Livingston       | 24    | 16 | 3    | 5      | 24    | Winn                 | 2     | 2   | 0     | 0      | 2    |
|                  |       |    |      |        |       | TOTAL                | 652   | 457 | 144   | 121    | 72   |

Note: DR - Driver Fatalities, PASS - Passenger Fatalities, PED - Pedestrian Fatalities, CRSH - Crashes

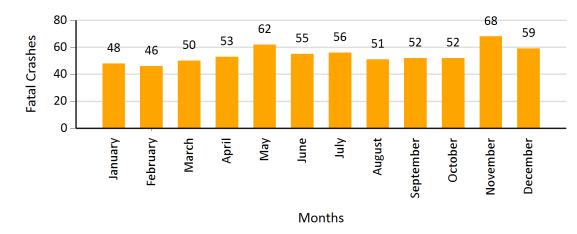
Table B1 gives a summary of all fatal crashes and fatalities by Parish. The table also describes the type of the fatality, whether it was a driver, occupant, or pedestrian. The Parishes are of different sizes, population, licensed drivers and vehicle miles traveled; therefore number of crashes needs to be adjusted for these Parish characteristics. Section D will have a detailed analysis of Parish data and Section L will have an analysis of the pedestrian fatality data by Parish adjusted for population. For more detailed information about each parish see D3.

#### Table B2: Fatal Crashes by Month

| MONTH     | FATAL<br>CRASHES | % OF FATAL<br>CRASHES |
|-----------|------------------|-----------------------|
| January   | 48               | 7.36%                 |
| February  | 46               | 7.06%                 |
| March     | 50               | 7.67%                 |
| April     | 53               | 8.13%                 |
| May       | 62               | 9.51%                 |
| June      | 55               | 8.44%                 |
| July      | 56               | 8.59%                 |
| August    | 51               | 7.82%                 |
| September | 52               | 7.98%                 |
| October   | 52               | 7.98%                 |
| November  | 68               | 10.43%                |
| December  | 59               | 9.05%                 |
| TOTAL     | 652              | 100%                  |

The number of fatal crashes varies from month to month. However, in order to draw valid conclusions, the number of days in a month and the number of weekends has to be taken into consideration. A detailed analysis is given in Section E.

Figure B2a: Fatal Crashes by Month





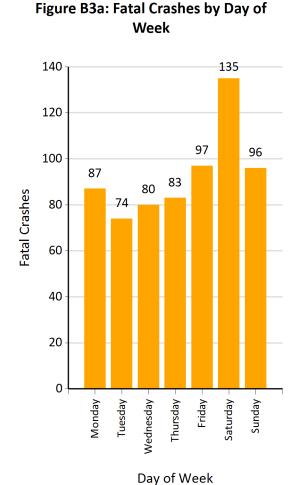
#### Figure B2b: Average Percent of Fatal Crashes by Month

F

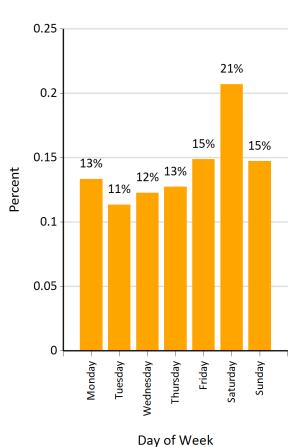
#### Table B3: Fatal Crashes by Day of Week

| DAY OF<br>WEEK | FATAL<br>CRASHES | % OF FATAL<br>CRASHES |
|----------------|------------------|-----------------------|
| Monday         | 87               | 13%                   |
| Tuesday        | 74               | 11%                   |
| Wednesday      | 80               | 12%                   |
| Thursday       | 83               | 13%                   |
| Friday         | 97               | 15%                   |
| Saturday       | 135              | 21%                   |
| Sunday         | 96               | 15%                   |

The number of fatal crashes on weekends is consistently higher than during the week. However, further analysis shows that the fatal crashes on the weekends occur mainly during evening and early morning hours, i.e., Friday to Saturday and Saturday to Sunday night. The early morning hours on Sunday account for the high number of crashes on Sunday.



#### Figure B3b: Percent of Fatal Crashes by Day of Week



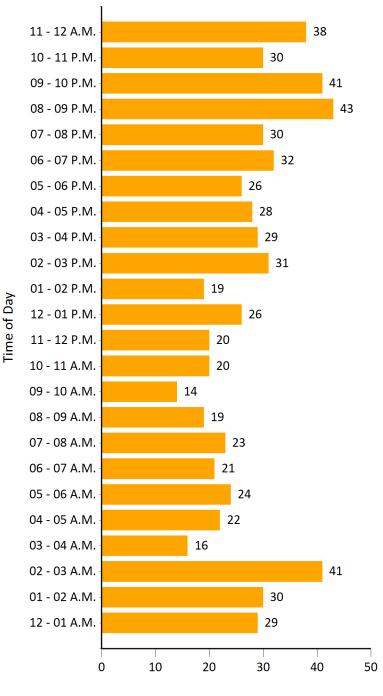
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#### Table B4: Fatal Crashes by Time of Day

| CRASH HOUR   | FATAL CRASHES |
|--------------|---------------|
| 12 - 01 A.M. | 29            |
| 01 - 02 A.M. | 30            |
| 02 - 03 A.M. | 41            |
| 03 - 04 A.M. | 16            |
| 04 - 05 A.M. | 22            |
| 05 - 06 A.M. | 24            |
| 06 - 07 A.M. | 21            |
| 07 - 08 A.M. | 23            |
| 08 - 09 A.M. | 19            |
| 09 - 10 A.M. | 14            |
| 10 - 11 A.M. | 20            |
| 11 - 12 P.M. | 20            |
| 12 - 01 P.M. | 26            |
| 01 - 02 P.M. | 19            |
| 02 - 03 P.M. | 31            |
| 03 - 04 P.M. | 29            |
| 04 - 05 P.M. | 28            |
| 05 - 06 P.M. | 26            |
| 06 - 07 P.M. | 32            |
| 07 - 08 P.M. | 30            |
| 08 - 09 P.M. | 43            |
| 09 - 10 P.M. | 41            |
| 10 - 11 P.M. | 30            |
| 11 - 12 A.M. | 38            |
| TOTAL        | 652           |

Figure B4a: Fatal Crashes by Time of Day



**Fatal Crashes** 

| B8 | Tab   | ole    | B5     | : F   | ata       | al C       | Cra       | sh         | es        | &       | Pe    | rsc          | ons       | Ki       | lle     | d k       | рy        | Ра        | ris    | h 8              | & N          | /lo            | ntł        | ו        |       |        |           |         |           |                 |           |           |         |         |            |         |
|----|-------|--------|--------|-------|-----------|------------|-----------|------------|-----------|---------|-------|--------------|-----------|----------|---------|-----------|-----------|-----------|--------|------------------|--------------|----------------|------------|----------|-------|--------|-----------|---------|-----------|-----------------|-----------|-----------|---------|---------|------------|---------|
|    | TOTAL | ш      | 6      | 9     | 21        | 4          | S         | m          | 4         | 12      | 35    | 0            | 36        | 7        | 0       | 12        | 4         | ∞         | 7      | 55               | 0            | 14             | 10         | 7        | 9     | ∞      | 11        | 7       | 28        | ~               | 29        | 19        | 4       | ი       | 24         |         |
| S  | 10    | υ      | 7      | S     | 17        | 4          | S         | m          | 4         | 11      | 32    | 0            | 32        | 2        | 0       | 6         | ŝ         | ∞         | 9      | 51               | 0            | ∞              | 6          | 2        | 9     | ∞      | 6         | 2       | 27        | 9               | 27        | 18        | 4       | ∞       | 24         |         |
|    | DEC   | ш      | 0      | -     | H         | 0          | 0         | 0          | 1         | 0       | £     | 0            | 1         | 0        | 0       | 0         | 0         | 2         | 1      | 4                | 0            | -              | 0          | 4        | 1     | 0      | 2         | 0       | 1         | 0               | 2         | 0         | 1       | 7       | 9          | 0       |
| 5  |       | υ      | 0      | ÷     | H         | 0          | 0         | 0          | ч         | 0       | ŝ     | 0            | ч         | 0        | 0       | 0         | 0         | 2         | ч      | æ                | 0            | -              | 0          | -        | H     | 0      |           | 0       | H         | 0               | 2         | 0         | Ч       | ÷       | 9          | 0       |
|    | NOV   | ш      | 0      | 0     | 0         | 0          | 1         | 0          | 0         | ч       | 7     | 0            | S         | 0        | 0       | 2         | 0         | 0         | 7      | 9                | 0            | 2              | 0          | Ч        | 0     | 0      | 1         | 0       | 2         | 0               | 9         | 4         | 1       | ÷       | 2          | 0       |
|    | ź     | υ      | 0      | 0     | 0         | 0          | 1         | 0          | 0         | -       | 1     | 0            | m         | 0        | 0       | 7         | 0         | 0         | 1      | S                | 0            | 2              | 0          | -        | 0     | 0      | 1         | 0       | 2         | 0               | 9         | 4         | 1       | -       | 2          | 0       |
|    | oct   | ш      | Ч      | 0     | ъ         | -          | 0         |            | Ч         |         | 0     | 0            | S         |          | 0       | 0         | 0         | 0         | 0      | Ч                | 0            |                | 0          | 0        | 0     | ч      | 0         | 0       | æ         | 0               |           |           | 0       | 0       | 2          | 0       |
|    | 0     | υ      | 1      | 0     | 4         | -          | 0         | -          | 1         | -       | 0     | 0            | S         | -        | 0       | 0         | 0         | 0         | 0      | -                | 0            | 1              | 0          | 0        | 0     | -      | 0         | 0       | ŝ         | 0               | 1         | -         | 0       | 0       | 2          | 0       |
|    | SEP   | ш      | 2      | 0     | m         |            | 0         | 0          | 0         | 2       |       | 0            | 2         | 0        | 0       | ч         |           |           | 0      | ∞                | 0            | 0              |            | 0        | H     | m      | 0         | 0       | S         | 0               | 0         | 7         | 0       | ₽       | 0          | 0       |
|    | S     | υ      | -      | 0     | 2         | -          | 0         | 0          | 0         | 2       | 1     | 0            | 2         | 0        | 0       | -         | 1         | -1        | 0      | 7                | 0            | 0              | 1          | 0        | -     | m      | 0         | 0       | ß         | 0               | 0         | 7         | 0       |         | 0          | 0       |
|    | AUG   | ш      | 2      | -     | 2         | 0          | 0         | 0          | 0         | 2       | 2     | 0            | m         | 0        | 0       | 2         | 0         | -         | 0      | 7                | 0            | 0              | 0          | 0        | 0     | 0      | 1         | 0       | 2         | -               | 2         | 2         | 0       | 0       | 2          | 0       |
|    | <     | υ      | 2      | -     | 2         | 0          | 0         | 0          | 0         | 2       | 2     | 0            | m         | 0        | 0       | 2         | 0         | -         | 0      | 7                | 0            | 0              | 0          | 0        | 0     | 0      | 1         | 0       | 2         | -               | 2         | 2         | 0       | 0       | 2          | 0       |
|    | JUL   | ш      | 0      | 0     | 0         |            | 0         | 0          |           | 2       | S     | 0            | m         | -        | 0       | 4         | ч         | 0         | 2      | 4                | 0            | -              | 4          | 0        | H     | 0      | 0         | 0       | 2         | -               | 2         | 2         | 0       |         | 2          | 0       |
|    |       | U      | 0      | 0     | 0         |            | 0         | 0          |           |         | 4     | 0            | m         | -        | 0       | 2         | ч         | 0         | ч      | 4                | 0            | -              | 4          | 0        | H     | 0      | 0         | 0       | 2         |                 | 2         | 7         | 0       |         | 2          | 0       |
|    | NUL   | ш      | -      | 0     | 2         | 0          | 1         | 0          | 0         | 0       | 4     | 0            | 1         | 0        | 0       | 0         | 0         | 0         | 1      | 4                | 0            | 0              | 0          | 0        | -     | -      | 1         | 2       | æ         | 0               | 2         | -         | 1       |         | -          | 0       |
|    |       | U      | 7      | 0     | 2         | 0          | 1         | 0          | 0         | 0       | 4     | 0            | 1         | 0        | 0       | 0         | 0         | 0         | 1      | 4                | 0            | 0              | 0          | 0        | -     | -      | 1         | 2       | ε         | 0               | 2         |           | 1       |         |            | 0       |
|    | MAY   | ш      | 0      | m     | 2         | 0          | 0         | 0          | 0         | 2       | £     | 0            | 4         | 0        | 0       | 0         | 2         |           |        | S                | 0            | 7              | 0          | 0        | 0     |        | 0         | 0       |           | 0               | m         | 0         | 0       |         |            |         |
|    | _     | U      | 0      | 2     | 2         | 0          | 0         | 0          | 0         | 2       | m     | 0            | 4         | 0        | 0       | 0         | 1         | -1        | 1      | S                | 0            | 1              | 0          | 0        | 0     | -      | 0         | 0       | 1         | 0               | m         | 0         | 0       | ₽       | -          |         |
|    | APR   | ш      | -      |       | -         | 0          | 1         | -          | 0         | 0       | ∞     | 0            | m         | 0        | 0       | -         | 0         | -1        | 1      | S                | 0            | 0              | 1          | 0        | -     | 0      | 0         | 0       | S         | 7               | S         | m         | 0       | 0       | -          | 0       |
|    |       | U      | 1      | ч     | -         | 0          | 1         | -          | 0         | 0       | 9     | 0            | 2         | 0        | 0       | -         | 0         | 7         | 1      | 4                | 0            | 0              | 1          | 0        | 1     | 0      | 0         | 0       | 4         | -               | m         | 2         | 0       | 0       | -          | 0       |
|    | MAR   | ш      | 0      | 0     |           | 0          | 0         | 0          | 0         |         | 2     | 0            | 2         | 0        | 0       | 0         | 0         | 0         | 0      | S                | 0            |                | 0          | 0        | H     | -      | 2         | 0       | 2         | 0               | m         |           | 1       | 7       | 2          | 0       |
|    |       | U      | 0      | 0     | -         | 0          | 0         | 0          | 0         | -       | 2     | 0            | 2         | 0        | 0       | 0         | 0         | 0         | 0      | S                | 0            | 1              | 0          | 0        | 1     | -      | 2         | 0       | 2         | 0               | m         | -         | 1       | 7       | 2          | 0       |
|    | FEB   | ш      | 0      | 0     | m         | -          | 2         | -          | 1         | 0       | 1     | 0            | 1         | 0        | 0       | 0         | 0         | 1         | 0      | 4                | 0            | 0              | 1          | 0        | 0     | -      | 1         | 0       | 0         | -               | 1         | -         | 0       | 0       | S          | 0       |
|    |       | U      | 0      | 0     | 2         | -          | 2         | -          | 1         | 0       | 1     | 0            | 1         | 0        | 0       | 0         | 0         | 7         | 0      | 4                | 0            | 0              | 1          | 0        | 0     | -      | 1         | 0       | 0         | 1               | 1         |           | 0       | 0       | S          | 0       |
|    | JAN   | ш      | 1      | 0     | 0         | 0          | 0         | 0          | 0         | -       | 5     | 0            | 9         | 0        | 0       | 2         | 0         | 1         | 0      | 2                | 0            | 1              | ŝ          | 0        | 0     | 0      | ŝ         | 0       | 2         | 2               | 2         | 2         | 0       | 0       | 0          | 0       |
|    |       | U      | 1      | 0     | 0         | 0          | 0         | 0          | 0         | 1       | 5     | 0            | 5         | 0        | 0       | -         | 0         | 1         | 0      | 2                | 0            | 1              | 2          | 0        | 0     | 0      | 2         | 0       | 2         | 2               | 2         | 2         | 0       | 0       | 0          | 0       |
|    |       | PARISH | Acadia | Allen | Ascension | Assumption | Avoyelles | Beauregard | Bienville | Bossier | Caddo | NOT REPORTED | Calcasieu | Caldwell | Cameron | Catahoula | Claiborne | Concordia | DeSoto | East Baton Rouge | East Carroll | East Feliciana | Evangeline | Franklin | Grant | Iberia | Iberville | Jackson | Jefferson | Jefferson Davis | Lafayette | Lafourche | LaSalle | Lincoln | Livingston | Madison |

Note: C - Fatal Crash, F - Fatality

#### Table B5: Fatal Crashes & Persons Killed by Parish & Month

| S            |  |
|--------------|--|
| S            |  |
| X            |  |
| 5            |  |
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| Tab         | Total Crashes & Persons Killed by Parish & Month         Row       28       8       28       8       28       8       28       8       27       11       < |              |         |          |             |               |         |           |          |        |             |             |            |           |                      | B9         |            |          |             |            |        |            |       |           |        |            |         |                  |              |                |      |              |              |
|-------------|--|--------------|---------|----------|-------------|---------------|---------|-----------|----------|--------|-------------|-------------|------------|-----------|----------------------|------------|------------|----------|-------------|------------|--------|------------|-------|-----------|--------|------------|---------|------------------|--------------|----------------|------|--------------|--------------|
| LAL         | ш  | 8            | 28      | 7        | 3           | 9             | 22      | 3         | ю        | 7      | 2           | 11          | S          | 11        | 15                   | 22         | 11         | 10       | 26          | 38         | 1      | 19         | 11    | 11        | 13     | 4          | 5       | 10               | 4            | 0              | 2    | 0            | 722          |
| -0 <u>-</u> | υ  | 8            | 28      | 9        | з           | S             | 20      | 3         | 2        | 9      | 2           | 6           | 4          | 10        | 10                   | 19         | 11         | 6        | 24          | 35         | 1      | 17         | 6     | 11        | 11     | 4          | S       | 10               | 4            | 0              | 2    | 0            | 652          |
| DEC         | ш  | 1            | 9       | 1        | 0           | 1             | 0       | 0         | 0        | 1      | 0           | 0           | 2          | 4         | 0                    | 1          | 0          | 0        | ŝ           | ŝ          | 0      | 2          | 2     | 1         | 0      | 0          | 1       | æ                | 1            | 0              | 0    | 0            | 64           |
| đ           | U  | 1            | 9       | 1        | 0           | 1             | 0       | 0         | 0        | 1      | 0           | 0           | 1          | 4         | 0                    | 1          | 0          | 0        | 2           | ŝ          | 0      | 2          | 2     | 1         | 0      | 0          | 1       | æ                | 1            | 0              | 0    | 0            | 59           |
| NOV         | ш  | 1            | 2       | æ        | 0           | 1             | 2       | 0         | ŝ        | 0      | 0           | 2           | 0          | 2         | 1                    | 2          | 4          | 2        | 1           | 4          | 0      | 1          | 0     | 1         | 0      | 0          | 1       | 1                | 0            | 0              | 0    | 0            | 73           |
| z           | υ  | 1            | 2       | 2        | 0           | 1             | 2       | 0         | 2        | 0      | 0           | 2           | 0          | 2         | 7                    | 2          | 4          | 2        | 7           | 4          | 0      | 1          | 0     | -         | 0      | 0          | -       | 1                | 0            | 0              | 0    | 0            | 68           |
| ост         | ш  | 0            | -       | 0        | 0           | 1             | 4       | 1         | 0        | 1      | 0           | 2           | 0          | 1         | 0                    | 4          | 2          | 2        | 0           | 2          | 0      | m          | -     | 1         | 2      | 0          | 0       | 2                | 0            | 0              | -    | 0            | 57           |
| 0           | U  | 0            |         | 0        | 0           | 1             | £       | 1         | 0        | -      | 0           | 1           | 0          | 1         | 0                    | m          | 7          | 2        | 0           | 2          | 0      | 2          |       | -         | 2      | 0          | 0       | 2                | 0            | 0              |      | 0            | 52           |
| SEP         | ш  | 2            | 7       | 0        | 0           | 0             | 1       | 0         | 0        | 0      | -           | ŝ           | 1          | 0         |                      | 2          | 7          | 2        | -           | 1          | 0      | -1         | 0     | 0         | 0      |            | 0       | 0                | 2            | 0              | 0    | 0            | 57           |
|             | U  | 2            | 2       | 0        | 0           | 0             | 1       | 0         | 0        | 0      | 7           | 2           | 1          | 0         | 7                    | 2          | -          | 1        | -           | 1          | 0      | 1          | 0     | 0         | 0      | 1          | 0       | 0                | 7            | 0              | 0    | 0            | 52           |
| AUG         | ш  | 0            |         | 1        | 0           | 0             | 0       | 0         | 0        | 0      | 0           | 0           | 0          | 0         | 0                    | 2          | 1          | 2        | m           | 2          | 1      | 0          | 0     | 2         |        | 0          | 2       | 0                | 7            | 0              | 0    | 0            | 51           |
|             | U  | 0            |         | 1        | 0           | 0             | 0       | 0         | 0        | 0      | 0           | 0           | 0          | 0         | 0                    | 2          | 1          | 2        | £           | 2          | 1      | 0          | 0     | 2         | 1      | 0          | 2       | 0                | 1            | 0              | 0    | 0            | 51           |
| זה          | ш  | 0            | ъ       | 0        | 0           | 0             | £       | 0         | 0        | ŝ      | 0           | 0           | 0          | 0         | 2                    | 0          | 0          | 1        | ŝ           | ŝ          | 0      | 0          | 1     | 1         | 0      | 0          | 0       | 0                | 0            | 0              | 0    |              | 62           |
|             | υ  | 0            | Ω       | 0        | 0           | 0             | ŝ       | 0         | 0        | 2      | 0           | 0           | 0          | 0         | 2                    | 0          | 0          | 1        | ŝ           | ŝ          | 0      | 0          | 1     | 1         | 0      | 0          | 0       | 0                | 0            | 0              | 0    |              | ) 56         |
| NUL         | ш  | 1            | 2       | 1        | 1           | 0             | 2       | 0         | 0        | 0      | 1           | 3           | 1          | 0         | 1                    | ŝ          | 0          | 0        | 4           | ŝ          | 0      | ŝ          | 0     | 0         | m      | 1          | 0       | 0                | 0            | 0              | 0    |              | 99           |
|             | с<br>г   | 1 1          | 4 2     | 0 1      | 1 1         | 0             | 2 2     | 0         | 0        | 0      | 0           | 0 3         |            | 0         |                      | 2 2        | 1 0        | 1 0      | 4 3         | 6 3        | 0      | 3          | 4 0   | 1 0       | 0 2    | -          | 0       | 0                | 0            | 0              | 0    |              | 77 55        |
| МАҮ         | L<br>U   | 1            | 4       | 0        | 1           | 0             | 1       | 0         | 0        | 0      | 0           | 0           | 1          | 1 2       | 1                    | 2          | 1          | 1        | 4           | 5          | 0      | 2          | 2     | 1         | 0      | 1          | 0       | 0                | 0            | 0              | 1    |              | 62 7         |
|             | ц  | 0            | 7       | 0        | 0           | 2 (           | с.<br>С |           | 0        |        |             |             | 0          | 0         |                      | 2          | 0          | 0        | 7<br>3      | 4          | 0      | с<br>Э     | -     | 0         | 0      | н<br>Т     | 0       | 0                | 0            | 0              | 0    | 0            | 65 6         |
| APR         | υ  | 0            | 0       | 0        | 0           | 1             | ŝ       | 0         | 0        | 1      | 0           | 1           | 0          | 0         | 7                    | 1          | 0          | 0        | ŝ           | ۔<br>ص     | 0      | m          | 7     | 0         | 0      | 1          | 0       | 0                | 0            | 0              | 0    | 0            | 53 6         |
|             | ш  | -            | 0       | 0        | 1           | 0             | 3       | -         | 0        | 1      | 0           | 0           | 0          | 0         | 0                    | 0          | 0          | 0        | -           | ъ          | 0      | 1          | 0     | ŝ         | 4      | 0          | -       | 1                | 0            | 0              | 0    | 0            | 50           |
| MAR         | υ  | 1            | 0       | 0        | 1           | 0             | 3       | 1         | 0        | 1      | 0           | 0           | 0          | 0         | 0                    | 0          | 0          | 0        | -           | 5          | 0      | 1          | 0     | e         | 4      | 0          | 1       | 1                | 0            | 0              | 0    | 0            | 50           |
|             | ш  | 1            | ŝ       | 1        | 0           | 1             | 2       | 0         | 0        | 0      | 0           | 0           | 0          | 1         | 7                    | 2          | 0          | 0        | 2           | 2          | 0      | 1          | 2     | 0         | 0      | 0          | 0       | 0                | 0            | 0              | 0    | 0            | 52           |
| FEB         | υ  | 1            | m       | 1        | 0           | 1             | 2       | 0         | 0        | 0      | 0           | 0           | 0          | 1         | 2                    | 2          | 0          | 0        | 2           | 2          | 0      | 1          | 2     | 0         | 0      | 0          | 0       | 0                | 0            | 0              | 0    | 0            | 46           |
|             | ш  | 0            | 2       | 0        | 0           | 0             | 0       | 1         | 0        | 0      | 0           | 0           | 0          | 1         | ц.                   | 2          | 2          | 0        | ц           | æ          | 0      | 1          | 0     | 1         | m      | 0          | 0       | ŝ                | 0            | 0              | 0    | 0            |              |
| JAN         | υ  | 0            | 2       | 0        | 0           | 0             | 0       | 1         | 0        | 0      | 0           | 0           | 0          | 1         | ц                    | 2          | 2          | 0        | ц           | 2          | 0      | 1          | 0     | 1         | 2      | 0          | 0       | ŝ                | 0            | 0              | 0    | 0            | 48<br>5 - 52 |
|             | PARISH   | Natchitoches | Orleans | Ouachita | Plaquemines | Pointe Coupee | Rapides | Red River | Richland | Sabine | St. Bernard | St. Charles | St. Helena | St. James | St. John the Baptist | St. Landry | St. Martin | St. Mary | St. Tammany | Tangipahoa | Tensas | Terrebonne | Union | Vermilion | Vernon | Washington | Webster | West Baton Rouge | West Carroll | West Feliciana | Winn | NOT REPORTED | TOTAL 48 54  |

Note: C - Fatal Crash, F - Fatality

#### Table B6: Persons Killed by Age, Role & Gender

| 31 |           |        |         |            | D      |          |         |           |         | - D   |        |         |       |
|----|-----------|--------|---------|------------|--------|----------|---------|-----------|---------|-------|--------|---------|-------|
|    |           |        |         |            | К      | OLE OF F | ATALITY | VICTIM BY | r GENDI | ΞK    |        |         |       |
|    |           | 0      | DRIVERS | <b>)</b> * | PA     | SSENGER  | RS      | PE        | DESTRIA | NS    | TOT    | AL FATA | LITES |
|    | AGE       | FEMALE | MALE    | TOTAL      | FEMALE | MALE     | TOTAL   | FEMALE    | MALE    | TOTAL | FEMALE | MALE    | TOTAL |
| 1  | 01-14     | 0      | 4       | 4          | 14     | 11       | 25      | 3         | 4       | 7     | 17     | 19      | 36    |
|    | 15-17     | 5      | 11      | 16         | 3      | 9        | 12      | 1         | 0       | 1     | 9      | 20      | 29    |
|    | 18-20     | 8      | 21      | 29         | 5      | 12       | 17      | 0         | 2       | 2     | 13     | 35      | 48    |
|    | 21-24     | 11     | 28      | 39         | 5      | 9        | 14      | 4         | 9       | 13    | 20     | 46      | 66    |
|    | 25-34     | 19     | 91      | 110        | 5      | 12       | 17      | 6         | 9       | 15    | 30     | 112     | 142   |
|    | 35-44     | 18     | 50      | 68         | 10     | 10       | 20      | 8         | 11      | 19    | 36     | 71      | 107   |
|    | 45-54     | 19     | 62      | 81         | 6      | 0        | 6       | 9         | 21      | 30    | 34     | 83      | 117   |
|    | 55-64     | 13     | 40      | 53         | 3      | 6        | 9       | 2         | 15      | 17    | 18     | 61      | 79    |
|    | 65-74     | 10     | 25      | 35         | 10     | 2        | 12      | 3         | 5       | 8     | 23     | 32      | 55    |
|    | 75-84     | 4      | 14      | 18         | 6      | 4        | 10      | 1         | 6       | 7     | 11     | 24      | 35    |
|    | 85-94     | 2      | 1       | 3          | 0      | 0        | 0       | 0         | 2       | 2     | 2      | 3       | 5     |
|    | 95 and up | 0      | 0       | 0          | 1      | 0        | 1       | 0         | 0       | 0     | 1      | 0       | 1     |
|    | Unknown   | 0      | 1       | 1          | 0      | 1        | 1       | 0         | 0       | 0     | 0      | 2       | 2     |
|    | TOTAL     | 109    | 348     | 457        | 68     | 76       | 144     | 37        | 84      | 121   | 214    | 508     | 722   |

Note: F - Female, M - Male, UNK - Unknown

\* Includes Pedalcycles

\* Total includes 2 fatalities where age was unknown.

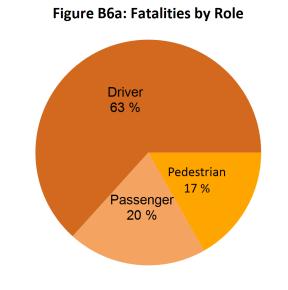


Figure B6b: Fatalities by Gender

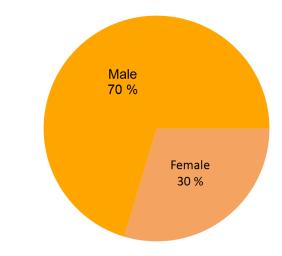


Figure B6a shows the distribution of all fatalities by role, i.e., driver, occupant, or pedestrian. Figure B6b displays the percent of all fatalities by gender.

B10

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# NJURY CRASHES

Summary

**C**3

**C**4

- Table C1: Injury Crashes and Injuries by Parish
- C5 Table C2: Injury Crashes by Month
- C6 Table C3: Injury Crashes by Day of Week
- C7 Table C4: Injury Crashes by Time of Day
- C8 Table C5: Injury Crashes and Persons Injured by Parish and Month
- C10 Table C6: Persons Injured by Age, Role and Gender

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#### Injury Crashes Summary

Section C provides an overview of traffic injuries in 2012. The charts also show crashes involving injuries and traffic injuries by Parish, by month, by day of the week, and by the time of day. In addition, Section C provides information regarding traffic injuries by gender and role; i.e., driver, passenger or pedestrian. Note that injuries in crashes also include injuries in fatal crashes.

- In 2012, of the 72478 people injured, 47331 were drivers.
- Approximately 65.3% of the injured persons in 2012 were drivers, 32.8% were passengers, and 1.9 were pedestrians.
- Males and females made up 48.3% and 51.7% of injured drivers, respectively. The remaining percentage is drivers with unknown gender.

#### Table C1: Injury Crashes & Injuries by Parish

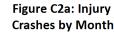
|                  | TOTAL INJURY |      | IN   | IJURIES |       |                      | TOTAL INJURY |       | IN    | IJURIES |   |
|------------------|--------------|------|------|---------|-------|----------------------|--------------|-------|-------|---------|---|
| PARISH           | CRASHES      | DR   | PASS | PED     | TOTAL | PARISH               | CRASHES      | DR    | PASS  | PED     |   |
| Acadia           | 521          | 560  | 326  | 17      | 903   | Madison              | 101          | 103   | 86    | 1       |   |
| Allen            | 135          | 143  | 55   | 3       | 201   | Morehouse            | 202          | 210   | 141   | 6       |   |
| Ascension        | 1197         | 1382 | 585  | 20      | 1987  | Natchitoches         | 427          | 455   | 256   | 15      |   |
| Assumption       | 198          | 215  | 97   | 7       | 319   | Orleans              | 5568         | 5920  | 3623  | 288     |   |
| Avoyelles        | 367          | 388  | 304  | 5       | 697   | Ouachita             | 1777         | 1888  | 1007  | 57      |   |
| Beauregard       | 221          | 239  | 93   | 1       | 333   | Plaquemines          | 162          | 185   | 55    | 1       |   |
| Bienville        | 108          | 105  | 68   | 2       | 175   | Pointe Coupee        | 158          | 193   | 137   | 2       |   |
| Bossier          | 1227         | 1289 | 508  | 25      | 1822  | Rapides              | 1502         | 1561  | 884   | 48      |   |
| Caddo            | 2372         | 2722 | 225  | 82      | 3029  | Red River            | 63           | 71    | 34    | 0       |   |
| NOT REPORTED     | 0            | 0    | 0    | 0       | 0     | Richland             | 91           | 98    | 77    | 0       |   |
| Calcasieu        | 2171         | 2323 | 1118 | 55      | 3496  | Sabine               | 131          | 150   | 78    | 0       |   |
| Caldwell         | 30           | 36   | 18   | 1       | 55    | St. Bernard          | 229          | 215   | 112   | 14      |   |
| Cameron          | 42           | 35   | 24   | 0       | 59    | St. Charles          | 433          | 474   | 199   | 11      |   |
| Catahoula        | 59           | 57   | 33   | 1       | 91    | St. Helena           | 69           | 70    | 44    | 2       |   |
| Claiborne        | 107          | 106  | 49   | 5       | 160   | St. James            | 211          | 228   | 89    | 7       |   |
| Concordia        | 120          | 136  | 70   | 2       | 208   | St. John the Baptist | 511          | 588   | 355   | 9       |   |
| DeSoto           | 207          | 225  | 113  | 4       | 342   | St. Landry           | 735          | 726   | 466   | 33      |   |
| East Baton Rouge | 5040         | 5372 | 2589 | 135     | 8096  | St. Martin           | 566          | 641   | 365   | 9       |   |
| East Carroll     | 21           | 25   | 22   | 0       | 47    | St. Mary             | 441          | 448   | 262   | 13      |   |
| East Feliciana   | 32           | 41   | 23   | 0       | 64    | St. Tammany          | 1542         | 1577  | 713   | 40      |   |
| Evangeline       | 272          | 278  | 194  | 13      | 485   | Tangipahoa           | 1140         | 1190  | 706   | 28      |   |
| Franklin         | 88           | 90   | 51   | 2       | 143   | Tensas               | 11           | 11    | 5     | 0       |   |
| Grant            | 84           | 91   | 41   | 3       | 135   | Terrebonne           | 1134         | 1175  | 734   | 33      |   |
| Iberia           | 671          | 676  | 383  | 25      | 1084  | Union                | 174          | 181   | 109   | 5       |   |
| Iberville        | 341          | 397  | 196  | 9       | 602   | Vermilion            | 460          | 479   | 263   | 17      |   |
| Jackson          | 21           | 24   | 10   | 0       | 34    | Vernon               | 366          | 397   | 185   | 1       |   |
| Jefferson        | 3975         | 4049 | 1959 | 130     | 6138  | Washington           | 296          | 295   | 105   | 18      |   |
| Jefferson Davis  | 298          | 308  | 172  | 6       | 486   | Webster              | 332          | 353   | 158   | 6       |   |
| Lafayette        | 2897         | 2981 | 1615 | 67      | 4663  | West Baton Rouge     | 379          | 468   | 240   | 7       |   |
| Lafourche        | 776          | 825  | 388  | 22      | 1235  | West Carroll         | 42           | 42    | 36    | 0       |   |
| LaSalle          | 82           | 90   | 45   | 0       | 135   | West Feliciana       | 46           | 55    | 30    | 0       |   |
| Lincoln          | 354          | 350  | 220  | 8       | 578   | Winn                 | 84           | 93    | 42    | 1       |   |
| Livingston       | 1146         | 1233 | 614  | 21      | 1868  | TOTAL                | 44563        | 47331 | 23804 | 1343    | ľ |

Note: Dr - Driver Injuries, Pass - Passenger Injuries, Ped - Pedestrian Injuries

Table C1 gives a summary of all injury crashes and injuries by Parish. The table also describes the type of the injury, whether it was a driver, occupant, or pedestrian. The Parishes are of different sizes, population, licensed drivers and vehicle miles traveled; therefore the number of crashes need to be adjusted for these Parish characteristics. Section D will have a detailed analysis of Parish data and Section L will have an analysis of the pedestrian injury data by Parish adjusted for population. For more detailed information about each parish see D3.

#### Table C2: Injury Crashes by Month

| MONTH     | INJURY<br>CRASHES | ALL CRASHES | INJURY CRASHES AS<br>PERCENT OF ALL<br>CRASHES | PERCENT OF INURY<br>CRASHES PER MONTH |
|-----------|-------------------|-------------|--|---------------------------------------|
| January   | 3,333             | 11,597      | 28.74%   | 7.48%                                 |
| February  | 3,549             | 12,508      | 28.37%   | 7.96%                                 |
| March     | 4,257             | 14,440      | 29.48%   | 9.55%                                 |
| April     | 3,926             | 12,990      | 30.22%   | 8.81%                                 |
| Мау       | 3,894             | 13,209      | 29.48%   | 8.74%                                 |
| June      | 3,664             | 12,221      | 29.98%   | 8.22%                                 |
| July      | 3,530             | 11,971      | 29.49%   | 7.92%                                 |
| August    | 3,669             | 12,669      | 28.96%   | 8.23%                                 |
| September | 3,764             | 13,162      | 28.60%   | 8.45%                                 |
| October   | 3,675             | 12,994      | 28.28%   | 8.25%                                 |
| November  | 3,650             | 12,815      | 28.48%   | 8.19%                                 |
| December  | 3,652             | 12,578      | 29.03%   | 8.20%                                 |
| TOTAL     | 44,563            | 153,154     |  | 100.00%                               |



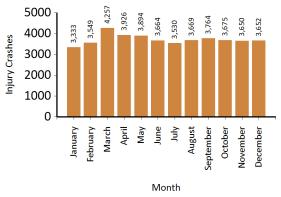


Figure C2c: Injury Crashes as Percent of All Crashes by Month

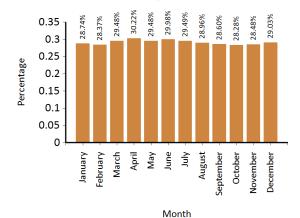


Figure C2b: Percent of Injury Crashes by Month

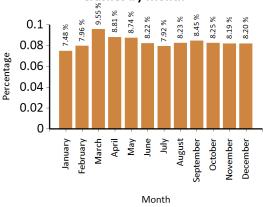
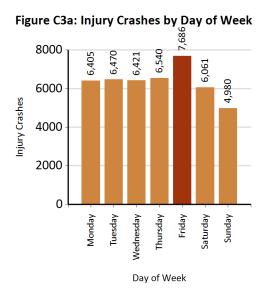


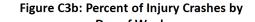
Figure C2b shows the percent of injury crashes on Louisiana roads and highways for each month of the year.

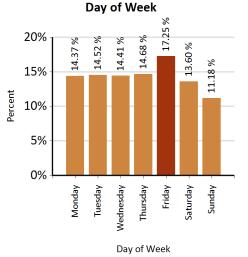
Figure C2c shows the percent of injury crashes by month as a percent of all crashes, i.e including PDO crashes. Some months may have a low number of injury crashes, but a relatively high percent when compared to all crashes in the month.

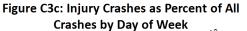
#### Table C3: Injury Crashes by Day of Week

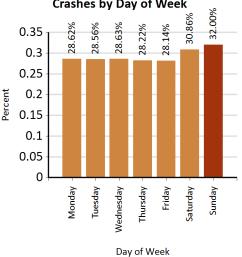
| DAY OF WEEK | INJURY CRASHES | ALL CRASHES | INJURY CRASHES AS<br>PERCENT OF ALL<br>CRASHES | PERCENT OF INJURY<br>CRASHES PER DAY OF<br>WEEK |
|-------------|----------------|-------------|--|---|
| Monday      | 6,405          | 22,377      | 28.62%   | 14.37%  |
| Tuesday     | 6,470          | 22,654      | 28.56%   | 14.52%  |
| Wednesday   | 6,421          | 22,425      | 28.63%   | 14.41%  |
| Thursday    | 6,540          | 23,178      | 28.22%   | 14.68%  |
| Friday      | 7,686          | 27,315      | 28.14%   | 17.25%  |
| Saturday    | 6,061          | 19,643      | 30.86%   | 13.60%  |
| Sunday      | 4,980          | 15,562      | 32.00%   | 11.18%  |
| TOTAL       | 44,563         | 153,154     |  | 100.00%   |







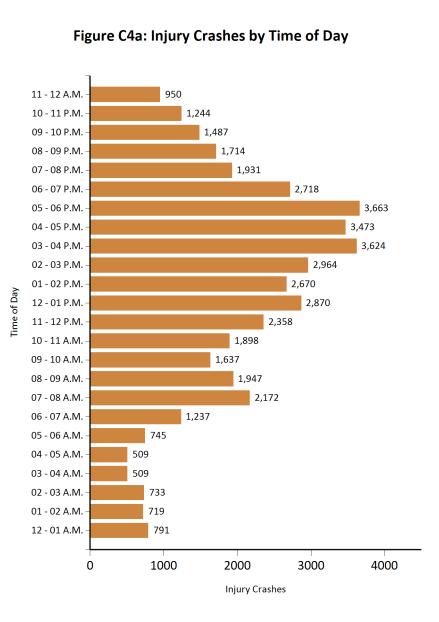




Although Fridays have most of the injury crashes, Saturdays and Sundays have the highest percent of injury crashes.

#### Table C4: Injury Crashes by Time of Day

| CRASH HOUR   | INJURY CRASHES |
|--------------|----------------|
|              |                |
| 12 - 01 A.M. | 791            |
| 01 - 02 A.M. | 719            |
| 02 - 03 A.M. | 733            |
| 03 - 04 A.M. | 509            |
| 04 - 05 A.M. | 509            |
| 05 - 06 A.M. | 745            |
| 06 - 07 A.M. | 1,237          |
| 07 - 08 A.M. | 2,172          |
| 08 - 09 A.M. | 1,947          |
| 09 - 10 A.M. | 1,637          |
| 10 - 11 A.M. | 1,898          |
| 11 - 12 P.M. | 2,358          |
| 12 - 01 P.M. | 2,870          |
| 01 - 02 P.M. | 2,670          |
| 02 - 03 P.M. | 2,964          |
| 03 - 04 P.M. | 3,624          |
| 04 - 05 P.M. | 3,473          |
| 05 - 06 P.M. | 3,663          |
| 06 - 07 P.M. | 2,718          |
| 07 - 08 P.M. | 1,931          |
| 08 - 09 P.M. | 1,714          |
| 09 - 10 P.M. | 1,487          |
| 10 - 11 P.M. | 1,244          |
| 11 - 12 A.M. | 950            |
| TOTAL        | 44,563         |
|              | ,              |



This table does not include crashes with unknown time. Injury crashes are not equally distributed during the day. The injury crashes show a consistent pattern over the years; namely, injury crashes occur most frequently between 11 a.m and 7p.m., with the exception being 7 a.m. to 8 a.m.

| 417631524332433333141314131413141314131413131314151415141514141414141414   | AY JUN CRSH   |
|--|---|
| 19         12         14         10         13<   | 38         94         53         75         46         72         49  |
| 183         59         1.1         283         1.26         1.38         1.24         2.39         1.31           13         31         31         31         31         31         31         31         31           13         31         31         31         31         31         31         31         31           13         313         141         133         133         31         31         31         31         31           13         313         131         132         131         32         13         31           13         133         131         131         131         131         131         31           13         131         131         131         131         131         131         31           133         131         131         131         131         131         131         131           134         13         131         131         131         131         131         131           134         13         131         131         131         131         131         131           134         131         131         131  | 28 9 12<br>267 100 120  |
| 3         6.4         3.4         1.05         3.4         3.6         3.4         3.6         3.7         3.6         3.7         3.6         3.7         3.6         3.7   | 3/         103         100         102         100         102         60         110         62           17         37         24         29         17         27         16 |
| 3         17         25         17         24         18         27         18         24         23           12         13         11         13         14         13         14         15         14         15            12         13         110         160         99         154         50         133         16         133         16         133         14         15         237           12         13         14         15         14         14         15         14         15         237           12         13         14         14         15         14         14         15         237           14         15         14         14         14         14         15         14         14           15         14  | 38         78         30         49         28         52   |
| 218111113141314131015310016099154591038611822312312312312312312312312312312312412512312312312312412121231251291241291241212121212141514141414131413141514314114141413141414141414141414141415143144141414141414141414141414141414151441414141414141414141414141414141415144141414141414141414141414141414141514 <td>37 19</td>   | 37 19   |
| 15311016099153153153153153153123123139138133133133133133133133133124134134134134134134134134134134125131313131313131313131415141414141414141313151513131313131313131613131313131313131316131313131313131313131613141314141414141413131713141314141414141413131313141314151414141414141414141414  | 14 6 15   |
| 229         109         288         108         203         108         203         108         203 <td>162 94 153 101</td>  | 162 94 153 101  |
| 286         175         283         201         329         160         17         282         2171           7         3         7         4         9         4         6         1         28         21         23           7         4         6         7         1         1         8         8         1         2         2         30           1         5         5         5         1         10         11         12         2         30           1         5         5         5         1         10         11         12         10         10           1         1         30         14         2         1         10         11         10         10           1         30         44         2         5         1         10         11         10         10           1         30         44         2         5         1         10         11         10         10           1         1         1         1         1         1         1         1         1         1         1         1         10         10   | 246 333 194 241 182 223 181   |
| 5         3         7         4         9         4         6         7         3         3           4         6         7         1         1         8         8         1         2         30           5         5         1         1         1         1         1         1         2         30           15         5         5         1   | 305 167   |
| 4         6         7         1         1         8         8         1         2         42           5         5         6         7         5         5         5         5         5         5         5         5           5         5         5         13         22         11         11         11         12         10         107           11         11         12         13         22         11         11         12         10         107           11         11         12         14         24         14   | 7 0 0 2 3 2 3 3   |
| 55676767667898171012101010165813221117111310101016513142416141013262071017304620446630443703406632072071730462044663044370340620207207173046204465470707020207182130462044650707020207192121212121212120207102121212121212121211021212121212121212111212121212121212121112121212121212121211121212121212121212112212121212121212121132121212121212121211421212121 <td>9</td>   | 9   |
| 5         8         9         8         17         10         12         10         10           11         12         13         13         13         13         13         13         13           11         13         13         13         13         13         13         13         13         13           11         13         14         13         14   | 7   |
| 16171313131313131331173014241314242424243117301453445340554504504713346204453417340554504504734246341247340554504507354234374037272727835555555553055573037843555555555555555757578435611111111111111111195555555555555555555594111111111111111111114155555555555555555551555555555555555555555165555555555555555555517555555555555555555551655555555555555  | 13  |
| 3117301424634620207712394620446693443703406642504073242620446693443703406642504073242511122132433553533232435511010101033435511111233435511111344454634635353543554633353543434633354346334635354346334633543463463335434634633343463463334346346333434634634634346346346343 <t< td=""><td>10</td></t<>  | 10  |
| 712         394         620         446         633         443         703         406         642         5040           7         3         4         2         5         1         1         1         2         24           7         3         4         2         5         1         4         2         5           3         2         4         2         5         1         4         2         2         2           3         2         4         4         2         5         3         5         3         3           4         12         12         4 <td>20 45</td>   | 20 45   |
| 5         3         4         2         5         1         1         1         2         2           3         2         4         8         1         8         1         4         2         2         2           3         2         4         8         1         4         2         32         32           13         21         30         5         10         10         10         10         20         32           14         7         12         5         10         10         10         10         34         34           15         48         5         15         10         10         10         10         34           16         11         1         1         1         1         1         10         10         34           16         31         31         34         34         34         34           16         31         31         32         34         34         34           17         31         32         34         34         34         34           16         31         34         34   | 841 453 729 443 692 418 703 365   |
| 3         2         4         3         1         4         3         3         3           33         21         30         9         15         10   | 1 2 7   |
| 38         21         30         51         25         25         30         57         272           14         7         12         5         10         10         10         10         10         88           12         6         8         5         7         7         14         10         15         84           12         6         8         55         55         7         7         14         10         84           14         15         55         55         55         55         55         54         341           14         11         1         1         1         1         1         1         1         1           15         315         315         315         315         315         317           16         11         11         11         11         11         11         11           16         315         315         315         315         317         317           17         11         11         11         11         11         11         11         114           16         315         315  |   |
| 14         7         12         5         10         10         13         20         88           2         6         8         5         7         7         14         10         15         84           9         8         67         62         115         48         75         55         99         671           98         48         67         55         55         25         99         54           47         35         56         35         46         36         35         39           60         11         1         1         2         2         39         37           61         31         23         46         35         25         39         37           61         31         23         46         34         37         397           61         31         23         46         24         37         289           62         41         37         24         37         37           63         41         31         46         23         37           64         32         33         46         37 </td <td>42 17 28</td>   | 42 17 28  |
| 2         6         8         7         7         14         10         55         54         67           98         48         67         62         115         48         75         55         99         671           98         48         67         62         115         48         75         55         99         671           1         1         1         1         2         25         46         37         24         341           60         11         1         2         2         35         35         357         357           61         310         236         469         346         347         376         375           62         326         440         347         347         347         376           63         310         241         341         347         376         357         354           64         326         441         347         347         367         354         354           64         326         326         326         326         354         354         354           64         32         356 </td <td>12 7 13</td>  | 12 7 13   |
| 98         67         62         115         64         75         55         54         67         67           7         35         56         55         55         55         55         55         54         54         54           7         35         56         35         46         35         55         35         34         34           7         37         29         44         35         59         35         37         37           6         326         326         440         326         505         325         37         387           4         37         286         469         469         241         37         28           4         37         286         450         241         37         28           4         1         1         1         4         4         5         37           4         37         28         41         37         46         37         37           4         1         1         1         4         4         5         47         47           4         37         47   | 9   |
| 4/7         55         56         75         46         37         341           0         1         1         1         1         2         2         34         341           0         1         1         1         1         2         2         34         341           10         1         1         1         2         2         3         3         3           10         316         316         316         316         316         317         317           14         30         316         316         316         316         317         317           14         31         316         316         317         316         317         317           14         317         316         317         317         317         317         317           14         31         317         317         317         317         317         317           14         31         317         317         317         317         317         317           14         31         317         317         317         317         317         314  | 88 66 101 56 98 59 97 55  |
| 0         1         1         1         1         1         2         3         4         21           45         326         482         299         446         326         505         325         493         3975           43         30         41         23         39         286         595         325         397         298           43         30         317         286         469         241         391         2397         2897           98         130         286         469         241         391         239         597         2897           98         13         60         91         80         141         70         139         776           98         13         60         91         80         237         697         357         354           940         35         60         133         100         151         97         144           941         10         16         133         100         151         97         201           941         10         10         13         100         151         16         101   | 56 32 59  |
| 526         326         482         299         446         326         505         325         433         337         337           433         30         41         23         39         28         51         23         37         288           433         30         41         23         39         23         37         289           98         137         286         469         241         391         233         351         2897           98         133         60         91         80         141         70         139         776           98         13         60         91         80         141         70         139         776           98         14         47         64         14         70         139         776           91         10         11         47         46         23         354         146           91         10         10         13         100         151         97         147           91         10         10         13         101         101         101         101           11         10  | 2   |
| 43         30         41         23         39         23         37         288           423         241         377         286         469         241         391         239         51         2897           98         137         286         469         241         391         233         51         2897           98         132         60         91         80         141         70         139         776           98         13         60         91         80         141         70         139         776           98         14         56         31         46         23         82         354           91         10         16         13         100         151         97         82           11         10         16         5         81         31         101         146         147           11         10         16         5         81         31         102         147         147           11         10         16         5         81         31         103         147         147           11         10 <t< td=""><td>550         345         525         348         564         348         536         317</td></t<>   | 550         345         525         348         564         348         536         317   |
| 423         241         377         286         469         241         391         233         515         2897           98         86         132         60         91         80         141         70         139         776           88         132         60         91         80         141         70         139         776           8         13         60         91         84         97         69         82           40         35         72         36         33         46         23         84         82           11         10         10         16         37         87         97         87           11         10         10         16         31         101         116         114           11         10         10         13         101         117         114         114           11         10         16         32         81         17         16         202         114           11         10         116         12         131         101         116         101         101         101           11 <td< td=""><td>37 19 30</td></td<>   | 37 19 30  |
| 98         812         60         91         80         141         70         139         776           8         1         1         1         6         11         4         6         13         776         776           8         1         1         1         6         11         4         6         12         82         776           40         35         72         36         373         46         23         354         82           110         120         135         130         137         167         376         376           111         10         10         15         37         46         37         354         354           111         10         10         13         100         151         170         356         357           111         10         10         13         101         176         356         357           111         10         10         13         131         137         136         356         357           112         113         113         113         113         114         358         356         3  |   |
| 8         1         1         6         11         6         11         4         6         12         82           40         35         72         36         59         33         46         23         354         82           151         82         125         91         133         100         151         97         134         146           11         10         16         5         81         133         100         151         97         146         147           11         10         16         5         81         31         160         151         165         101           11         10         10         15         134         135         137         147         147           12         134         135         136         137         136         137         137         137         137           134         155         134         135         137         136         137         137         137         137         137           134         155         134         135         135         136         137         137         137         137   | 103 53 80 64 104 58 97 56   |
| 40         57         72         56         53         46         23         46         23         55         55           151         82         125         91         133         100         151         97         146         146           111         10         16         5         8         3         10         151         97         146         10           111         10         16         5         8         3         6         3         6         30         101           111         10         10         10         13         13         17         16         202         101           111         10         12         32         13         1   | 14 6 10   |
| 151         82         125         91         133         100         151         97         134         1146           111         10         16         5         8         3         6         3         6         30         134         104           111         10         16         5         8         3         6         3         6         30         101         101           111         10         10         10         13         13         13         13         13         101  | 60 25   |
| 11         10         16         5         8         3         6         3         6         30         10         10           42         8         14         22         39         13         17         16         20         202           64         39         63         32         56         41         63         22         30         427           785         68         833         430         795         447         734         405         716         568           785         683         830         793         792         247         176         2568         77           784         165         289         134         902         247         176         2568         77           784         175         177         176         276         277         176         2568         77           785         176         176         276         277         176         266         177         167         177           785         176         276         176         276         276         276         276         176         176         166         167 <t< td=""><td>89 138</td></t<>   | 89 138  |
| 42         8         14         22         39         13         17         16         20         202           64         39         63         32         56         41         63         22         35         427           785         646         39         63         32         56         41         63         22         35         427           785         486         833         430         795         447         734         405         716         5568           234         155         136         132         192         152         247         176         2568           234         155         134         192         152         247         176         2568           234         156         134         192         157         167         177           234         156         157         157         156         165         167         167           205         16         23         16         23         16         23         162         156           205         16         23         113         193         105         20         23  | 23 15   |
| 64         39         63         32         56         41         63         22         35         427           785         486         833         430         795         447         734         405         716         5568           234         155         289         134         192         152         247         176         2568           234         155         177         16         23         134         192         177         23         177           234         156         134         192         152         247         176         232         177           20         177         16         23         7         15         23         162         177           20         16         23         16         23         16         23         162         16   | 36 11 21 23 40 21 45 16   |
| 785         486         833         430         795         447         734         405         716         5568           234         165         289         134         192         152         247         176         256         177           254         12         174         192         152         247         176         282         177           25         12         17         16         23         7         15         16         177           20         16         23         7         15         16         23         162           20         16         23         16         23         12         19         20         162           203         145         235         113         198         112         193         105         156           6         7         9         1         1         5         7         8         156           6         7         9         12         13         193         105         163           104         9         14         1         1         1         1         1         1         163 <tr< td=""><td>52 37 60</td></tr<>   | 52 37 60  |
| 7.0.         7.0. <th7.0.< th="">         7.0.         7.0.         <th7< td=""><td>500 865 511 963 470 856 4</td></th7<></th7.0.<> | 500 865 511 963 470 856 4   |
| 234         105         289         134         132         132         24         170         222         1/1           25         12         17         16         23         7         15         16         23         162           20         16         27         16         35         9         20         20         72         158           203         145         235         113         198         112         193         105         168         1502           6         7         9         1         1         5         7         8         150         1502           9         12         20         14         9         22         11         20         91         63   | 110 000 110 000 100 000 000 000 000 000   |
| 25         12         17         16         23         7         15         16         23           20         16         27         16         35         9         20         20         72           203         145         235         113         198         112         193         195         186         7           6         7         9         1         1         5         7         8         15         186           9         12         9         1         1         5         7         8         15         186           9         12         20         9         14         9         22         14         20         15         16         15         16         15         16         15         16         15         16         15         16         15         16         15         16         15         16         15         16         15         16         15         16         15         16         15         16         15         16         15         16         16         16         16         16         16         16         16         16 <t< td=""><td>T07 0CT C07 0FT 0F7 144</td></t<>   | T07 0CT C07 0FT 0F7 144   |
| 20         16         27         16         35         9         20         20         72           203         145         235         113         198         112         193         105         186           6         7         9         1         1         5         7         8         15           9         12         9         1         1         5         7         8         15           9         12         20         9         14         9         23         15         186  | 19 25 17 24 17 32   |
| 203         145         235         113         198         112         193         186         186           6         7         9         1         1         5         7         8         15         186           6         7         99         1         1         5         7         8         15         15           9         12         20         9         14         9         23         11         20  | 9 12 17 42 7 10   |
| 6         7         9         1         1         5         7         8         15           9         12         20         9         14         9         22         11         20   |   |
| 9         12         20         9         14         9         22         11         20  | 9<br>10<br>10   |
| 9 12 20 9 14 9 22 11 20  |   |
|  | 7 14  |

#### Table C5: Injury Crashes & Persons Injured by Parish and Month

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5

CINJURY CRA

|              | _      | ∞      | E.          | 4           | 9          | 4         | 2                    | 5          | 15         | m        | 30          | 24         | 10     | 42         | ъ     | <u>б</u>  | e      | ∞          | 7       | ъ                | 8            | 10             | 9    | 78      |
|--------------|--------|--------|-------------|-------------|------------|-----------|----------------------|------------|------------|----------|-------------|------------|--------|------------|-------|-----------|--------|------------|---------|------------------|--------------|----------------|------|---------|
| TOTAL        | П      | 1 228  | 9 341       | 3 684       | 116        | 1 324     | 1 952                | 5 1225     | 5 1015     | L 723    | 2 2330      | 0 1924     | 16     | 4 1942     | t 295 | 759       | 583    | 5 418      | 2 517   | 9 715            | 78           | 85             | 136  | 37777   |
|              | CRSH   | 131    | 229         | 433         | 69         | 211       | 511                  | 735        | 566        | 441      | 1542        | 1140       | 11     | 1134       | 174   | 460       | 366    | 296        | 332     | 379              | 42           | 46             | 84   | 0 11562 |
| DEC          | ΓN     | 17     | 38          | 57          | 4          | 38        | 82                   | 89         | 99         | 62       | 219         | 158        | 2      | 149        | 23    | 56        | 67     | 33         | 44      | 49               | 9            | 7              | 22   | 2000    |
|              | CRSH   | 11     | 27          | 38          | 4          | 18        | 47                   | 59         | 46         | 37       | 140         | 66         | -1     | 88         | 16    | 36        | 34     | 27         | 28      | 25               | 5            | m              | 6    | 2657    |
| NOV          | ĩ      | 11     | 29          | 53          | 8          | 18        | 88                   | 88         | 94         | 35       | 210         | 163        | 0      | 155        | 14    | 74        | 32     | 36         | 31      | 64               | 4            | 0              | 11   | E OUA   |
| 2            | CRSH   | 6      | 18          | 35          | 5          | 12        | 54                   | 55         | 58         | 20       | 136         | 98         | 0      | 92         | ∞     | 40        | 26     | 30         | 22      | 35               | Э            | 0              | 6    | 0100    |
| ост          | ſIJ    | 15     | 23          | 82          | 10         | 51        | 76                   | 112        | 92         | 73       | 184         | 164        | 0      | 163        | 38    | 57        | 52     | 22         | 40      | 70               | 9            | ß              | 12   | 1111    |
| U            | CRSH   | 10     | 17          | 50          | 8          | 29        | 45                   | 99         | 55         | 36       | 123         | 92         | 0      | 104        | 16    | 36        | 29     | 21         | 26      | 36               | 4            | 4              | 7    | 36.76   |
| SEP          | ٦      | 16     | 35          | 61          | 7          | 30        | 76                   | 79         | 65         | 40       | 183         | 146        | 1      | 214        | 27    | 89        | 53     | 42         | 38      | 56               | 2            | 12             | 80   | 000     |
| S            | CRSH   | 10     | 26          | 40          | 9          | 19        | 43                   | 53         | 45         | 27       | 121         | 66         | 1      | 114        | 17    | 49        | 34     | 25         | 28      | 30               | 1            | 4              | ∞    | 1220    |
| <del>ن</del> | ſN     | 14     | 32          | 59          | 10         | 16        | 71                   | 120        | 158        | 79       | 166         | 152        | 1      | 154        | 19    | 63        | 37     | 44         | 34      | 54               | з            | 11             | 17   | 2075    |
| AUG          | CRSH   | 10     | 21          | 38          | 7          | 12        | 34                   | 69         | 50         | 39       | 118         | 92         | 1      | 95         | 13    | 42        | 26     | 21         | 24      | 25               | з            | ъ              | 6    | 0000    |
|              | Ñ      | 26     | 21          | 68          | 11         | 23        | 97                   | 108        | 66         | 61       | 187         | 166        | 1      | 148        | 30    | 79        | 42     | 27         | 31      | 36               | 4            | 1              | 6    | C 7 0 C |
| JUL          | CRSH   | 10     | 13          | 39          | 4          | 18        | 48                   | 66         | 42         | 41       | 123         | 102        | 1      | 96         | 17    | 40        | 28     | 20         | 20      | 22               | з            | 1              | 7    |         |
| _            | Ñ      | 31     | 27          | 55          | 10         | 30        | 49                   | 113        | 85         | 67       | 229         | 143        | 2      | 131        | 26    | 64        | 49     | 26         | 44      | 49               | 7            | 8              | 10   |         |
| NUL          | CRSH   | 15     | 16          | 36          | 9          | 17        | 28                   | 69         | 49         | 43       | 142         | 83         | 1      | 79         | 17    | 40        | 32     | 20         | 25      | 24               | з            | 5              | 7    | 2004    |
| ~            | ΓN     | 13     | 33          | 62          | 17         | 19        | 81                   | 122        | 81         | 56       | 171         | 188        | 2      | 181        | 26    | 61        | 61     | 40         | 45      | 81               | 8            | 9              | 8    |         |
| MAY          | CRSH   | 11     | 21          | 35          | 8          | 14        | 39                   | 62         | 42         | 38       | 126         | 107        | 2      | 98         | 15    | 41        | 33     | 32         | 26      | 42               | 5            | 5              | 4    | 1000    |
|              | Ñ      | 23     | 35          | 53          | 13         | 23        | 80                   | 98         | 87         | 60       | 234         | 172        | ß      | 143        | 23    | 56        | 59     | 27         | 49      | 79               | 5            | 13             | 14   | 2002    |
| APR          | CRSH   | 12     | 25          | 30          | 5          | 18        | 45                   | 57         | 46         | 40       | 147         | 97         | ε      | 88         | 15    | 36        | 36     | 22         | 31      | 38               | з            | 7              | 10   | 2000    |
| ~            | Ñ      | 26     | 28          | 50          | 10         | 38        | 67                   | 98         | 102        | 75       | 197         | 170        | 0      | 171        | 26    | 54        | 45     | 47         | 54      | 56               | 15           | 1              | 11   | 2022    |
| MAR          | CRSH   | 13     | 17          | 37          | 9          | 28        | 42                   | 63         | 63         | 48       | 138         | 96         | 0      | 108        | 18    | 35        | 32     | 31         | 36      | 30               | 9            | 1              | 7    | 1757    |
|              | ΓN     | 26     | 25          | 42          | 4          | 26        | 94                   | 97         | 73         | 58       | 182         | 172        | 2      | 161        | 32    | 45        | 42     | 43         | 56      | 75               | 17           | 14             | 8    | 1077    |
| FEB          | CRSH   | 12     | 17          | 26          | 3          | 19        | 48                   | 56         | 44         | 38       | 116         | 95         | 1      | 86         | 16    | 29        | 30     | 25         | 30      | 46               | 5            | 7              | 4    | 2540    |
|              | ĩ      | 10     | 15          | 42          | 12         | 12        | 91                   | 101        | 46         | 57       | 168         | 130        | 0      | 172        | 11    | 61        | 44     | 31         | 51      | 46               | 1            | 7              | 9    | C 411   |
| JAN          | CRSH   | ∞      | 11          | 29          | 7          | 7         | 38                   | 60         | 26         | 34       | 112         | 80         | 0      | 86         | 9     | 36        | 26     | 22         | 36      | 26               | 1            | 4              | e    |         |
|              | PARISH | Sabine | St. Bernard | St. Charles | St. Helena | St. James | St. John the Baptist | St. Landry | St. Martin | St. Mary | St. Tammany | Tangipahoa | Tensas | Terrebonne | Union | Vermilion | Vernon | Washington | Webster | West Baton Rouge | West Carroll | West Feliciana | Winn | TOTAL   |

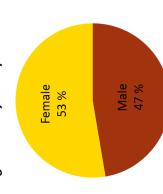
Note: CRSH - Injury Crash, I - Injury

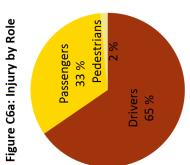
Crash data is from all injury crashes excluding fatalities. Injury data is for all injuries regardless of whether they occur in an injury or a fatal crash. the table entries do not include crashes with missing month or parish information.

#### -. . . n rick and Month

C INJURY CRASHES 

| Ia                                | ble           |       | у. г  | CI    | 501   | 15 1  | nju   | ree   | u u   | уА    | ge.   | , N   | JIE   | œ         | Ge      | nu    |
|-----------------------------------|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----------|---------|-------|
|                                   |               | TOTAL | 7720  | 4477  | 7419  | 8830  | 14706 | 10981 | 10142 | 6115  | 2917  | 1537  | 311   | 13        | 200     | 75368 |
|                                   | TOTAL INJURED | UNK   | 21    | 2     | 11    | 8     | 21    | 11    | 6     | 6     | 3     | 0     | 0     | 0         | 34      | 126   |
|                                   | TOTALI        | Σ     | 3683  | 1992  | 3466  | 4229  | 7100  | 5268  | 4797  | 2872  | 1287  | 674   | 142   | ъ         | 101     | 35616 |
|                                   |               | ш     | 4016  | 2483  | 3942  | 4593  | 7585  | 5702  | 5336  | 3237  | 1627  | 863   | 169   | ∞         | 65      | 39626 |
|                                   |               | TOTAL | 245   | 96    | 67    | 81    | 160   | 160   | 173   | 78    | 36    | 22    | 4     | 0         | 2       | 1124  |
|                                   | PEDESTRIAN    | UNK   | 2     | 0     | 2     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0         | 0       | 5     |
| SENDER                            | PEDES         | Σ     | 158   | 49    | 35    | 53    | 101   | 112   | 114   | 53    | 20    | 16    | 2     | 0         | 1       | 714   |
| ROLE OF INJURED PERSONS BY GENDER |               | ш     | 85    | 47    | 30    | 28    | 58    | 48    | 59    | 25    | 16    | 9     | 2     | 0         | 1       | 405   |
| <b>JURED PEI</b>                  |               | TOTAL | 7261  | 2426  | 2443  | 2423  | 3336  | 2214  | 1996  | 1169  | 679   | 442   | 113   | ∞         | 82      | 24592 |
| ROLE OF IN                        | PASSENGER     | UNK   | 17    | 1     | æ     | 3     | 9     | 4     | 2     | 2     | 1     | 0     | 0     | 0         | 3       | 42    |
|                                   | PASSE         | Σ     | 3358  | 970   | 1036  | 1083  | 1488  | 939   | 722   | 336   | 166   | 110   | 31    | ц         | 35      | 10275 |
|                                   |               | ш     | 3886  | 1455  | 1404  | 1337  | 1842  | 1271  | 1272  | 831   | 512   | 332   | 82    | 7         | 44      | 14275 |
|                                   |               | TOTAL | 214   | 1955  | 4909  | 6326  | 11210 | 8607  | 7973  | 4868  | 2202  | 1073  | 194   | ъ         | 116     | 49652 |
|                                   | 'ER           | UNK   | 2     | 1     | 9     | 5     | 14    | 7     | 7     | 4     | 2     | 0     | 0     | 0         | 31      | 79    |
|                                   | DRIVER        | Σ     | 167   | 973   | 2395  | 3093  | 5511  | 4217  | 3961  | 2483  | 1101  | 548   | 109   | 4         | 65      | 24627 |
|                                   |               | ш     | 45    | 981   | 2508  | 3228  | 5685  | 4383  | 4005  | 2381  | 1099  | 525   | 85    | ÷         | 20      | 24946 |
|                                   |               | AGE   | 01-14 | 15-17 | 18-20 | 21-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | 75-84 | 85-94 | 95 and up | Unknown | TOTAL |







#### **C10**

#### Table C6: Persons Injured by Age, Role & Gender

# HERE CRASHES OCCUR

D3 Summary

- D4 Table D1: Crashes by City and Parish
- D10 Table D2: Cost of Crashes by City and Parish (in Millions)
- D16 Table D3: Urban and Rural Crashes by Parish
- D17 Table D4: Parish Ranking
- D18 Table D5: Parishes Grouped by Number of Licensed Drivers
- D19 Table D6: Fatal and Injury Crashes by Highway Type
- D20 Table D7: Fatal and Injury Crashes by Intersection
- D21 Table D8: Cost Estimates of Crashes by Parish
- D22 Table D9: Crash Rates, Alcohol, Seatbelt Use, Intersection Crashes and Roadway Departures

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#### Where Crashes Occur

#### Summary

Section D deals with the location where the crashes occur categorized by parish, city, rural, and urban. We present the crashes by highway type and report the number of crashes on interstates. Grouping of parish data is by the size of the parish based on the number of licensed drivers. This section provides extensive information about fatalities and injuries and indicates whether they were alcohol-related or speed-related for each city that has a city code. The rural grouping for each parish includes areas per parish not having a city code. This "rural" grouping becomes less meaningful as suburbs continue to grow without city incorporation.

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D4

### Table D1: Crashes by City & Parish

| Netword <t< th=""><th></th><th></th><th></th><th>AL 001101</th><th></th><th>AL CO</th><th></th><th>41.00</th><th></th><th>41.000</th><th></th><th></th></t<>   |            |                |    | AL 001101 |      | AL CO |    | 41.00 |       | 41.000 |       |          |
|--|------------|----------------|----|-----------|------|-------|----|-------|-------|--------|-------|----------|
| cumcumcumcumcumcumcumcumcumcumAcatasGUMURY000  | PARISH     |                |    |           |      |       |    | 1     |       |        |       | ALC      |
| COUVER0100   |            |                |    |           |      |       |    | -     |       |        |       | 2        |
| AcadaINTHENVICIO00 <td></td> <td>CHURCH POINT</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td></td> <td></td> <td></td>   |            | CHURCH POINT   | 0  | 0         | 0    | 0     | 0  | 0     |       |        |       |          |
| AcidsOTAOOO </td <td></td> <td>CROWLEY</td> <td>0</td> <td>0</td> <td>140</td> <td>6</td> <td>0</td> <td>0</td> <td>235</td> <td>9</td> <td>371</td> <td>:</td>  |            | CROWLEY        | 0  | 0         | 140  | 6     | 0  | 0     | 235   | 9      | 371   | :        |
| MICHALYIAU00<  |            | ESTHERWOOD     | 0  | 0         | 5    | 0     | 0  | 0     | 7     | 0      | 7     |          |
| IntermativityIntermativityIntermativityIntermativityIntermativityIntermativityIntermativityIntermativityIntermativityAvailableIntermativityIntermativityIntermativityIntermativityIntermativityIntermativityIntermativityAcaisTOTALIntermativityIntermativityIntermativityIntermativityIntermativityIntermativityAcaisTOTALIntermativityIntermativityIntermativityIntermativityIntermativityIntermativityAcaisTOTALIntermativityIntermativityIntermativityIntermativityIntermativityIntermativityAllenIntermativityIntermativityIntermativityIntermativityIntermativityIntermativityIntermativityAllenTOTALIntermativityIntermativityIntermativityIntermativityIntermativityIntermativityAllenTOTALIntermativityIntermativityIntermativityIntermativityIntermativityIntermativityAllenTOTALIntermativityIntermativityIntermativityIntermativityIntermativityIntermativityAllenTOTALIntermativityIntermativityIntermativityIntermativityIntermativityAllenTOTALIntermativityIntermativityIntermativityIntermativityIntermativityAllenTOTALIntermativityIntermativityIntermativityIntermativityIntermativityAllen <td>Acadia</td> <td>ΙΟΤΑ</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td>   | Acadia     | ΙΟΤΑ           | 0  | 0         | 0    | 0     | 0  | 0     | 0     | 0      | 0     |          |
| MONSE00 <td></td> <td>MERMENTAL</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>3</td> <td></td>  |            | MERMENTAL      | 0  | 0         | 0    | 0     | 0  | 0     | 0     | 0      | 3     |          |
| BAYNE21121031109000 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td></td>   |            |                |    |           |      |       |    | -     |       |        |       |          |
| AcaioEunce000  |            |                |    | 8         |      |       |    |       |       |        |       |          |
| AcairNormalNormalNormalNormalNormalNormalNormalNormalEUZABETH00100   |            |                |    | -         |      |       |    | -     |       |        |       |          |
| RURAH06014000000100000110000KINDER000100   |            | EUNICE         |    | 0         | 0    | 0     |    |       | 0     |        | 3     |          |
| HUMBER0000100000100010403AleDABDAE11129311100<   | Acadia     | TOTAL          | 7  | 4         | 505  | 54    | 9  | 5     | 865   | 75     | 939   |          |
| MetherModel <th< td=""><td></td><td>RURAL</td><td>4</td><td>0</td><td>63</td><td>14</td><td>5</td><td>0</td><td>92</td><td>22</td><td>67</td><td></td></th<>  |            | RURAL          | 4  | 0         | 63   | 14    | 5  | 0     | 92    | 22     | 67    |          |
| AlieOutColif.11 <th< td=""><td></td><td>ELIZABETH</td><td>0</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td><td>1</td><td>0</td><td>0</td><td></td></th<>  |            | ELIZABETH      | 0  | 0         | 1    | 0     | 0  | 0     | 1     | 0      | 0     |          |
| AlieOutColif.11 <th< td=""><td></td><td>KINDER</td><td>0</td><td>0</td><td>29</td><td>3</td><td>0</td><td>0</td><td>44</td><td>3</td><td>33</td><td></td></th<>  |            | KINDER         | 0  | 0         | 29   | 3     | 0  | 0     | 44    | 3      | 33    |          |
| OBELINIDI  | Allen      |                |    | -         |      |       |    | -     |       |        |       |          |
| Retwit00 <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td>   |            |                |    |           | -    |       | -  |       |       |        |       |          |
| AkenOTALS139393061010100 </td <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td>-</td> <td></td>  |            |                |    | -         |      |       |    | -     |       |        | -     |          |
| Number1399310510107130131130131DOMUDSOMUL001310<   |            |                |    |           |      |       |    | -     |       |        |       |          |
| DOMALDSOMULE         0         0         93         6         0         0         159         107         174           GORNALS         4         122         23         4         1         185         107         135           Accension         TOTAL         17         100         116         135         21         11         198         127         23           Assumption         TOTAL         4         104         130         4         131         337         250           Assumption         TOTAL         4         104         130         4         0         35         5         2         357         251           Assumption         TOTAL         4         138         5         2         135         551         250           BURAL         5         2         138         5         13         250         131 <t< td=""><td>Allen</td><td>TOTAL</td><td>5</td><td>1</td><td>135</td><td>20</td><td>6</td><td>1</td><td>201</td><td>29</td><td>196</td><td></td></t<>   | Allen      | TOTAL          | 5  | 1         | 135  | 20    | 6  | 1     | 201   | 29     | 196   |          |
| Accession         GONZALS         4         1         2.22         2.12         4         1         3.81         2.77         694           SORENTO         0         101         110         110         120         120         121         120         120         123         123         123           Ascension         RURAL         4         1         134         30         4         1         130         4         1         130         2.73         2.73           Assengtion         TOTAL         4         1         381         5         2         355         6         0         0         4         10         35         6         0         0         2         2         355           BURAL         0         0         10         <   |            | RURAL          | 13 | 9         | 837  | 105   | 17 | 10    | 1407  | 158    | 1817  |          |
| GONZALES         4         1         242         21         4         1         0.81         27         664           SORENTO         0         244         30         0.0         374         380         73         238           Asumption         TOTA         4         194         0.0         0.0         0.0         1.0         315         57         250           Asumption         TOTAL         4         1.00         0.0 <td>A</td> <td>DONALDSONVILLE</td> <td>0</td> <td>0</td> <td>93</td> <td>6</td> <td>0</td> <td>0</td> <td>159</td> <td>10</td> <td>174</td> <td></td>   | A          | DONALDSONVILLE | 0  | 0         | 93   | 6     | 0  | 0     | 159   | 10     | 174   |          |
| AccensionOTOLOTOLOTO <td>Ascension</td> <td>GONZALES</td> <td>4</td> <td>1</td> <td>242</td> <td>21</td> <td>4</td> <td>1</td> <td>381</td> <td>27</td> <td>694</td> <td></td>  | Ascension  | GONZALES       | 4  | 1         | 242  | 21    | 4  | 1     | 381   | 27     | 694   |          |
| AccessionOTOM101101103101103 <td></td> <td>SOBBENTO</td> <td>0</td> <td>0</td> <td>24</td> <td>3</td> <td>0</td> <td>0</td> <td>37</td> <td>3</td> <td>53</td> <td></td>   |            | SOBBENTO       | 0  | 0         | 24   | 3     | 0  | 0     | 37    | 3      | 53    |          |
| SumptionNANOLEONVILE01194304113537265AssumptionInternal Conval41198304131987271AssumptionRURAL521873885235551.2250BURNER00101873885235545.245COTTONIORT000000000232418AvoyellesCOTTONIORT00  | Ascension  |                |    |           |      |       |    |       |       |        |       |          |
| Assumption         NAPPLEONULE         0         0         4         0         0         4         0         5           Assumption         TOTAL         4         0         1         188         30         4         1         181         37         271           RIRAL         5         2         187         38         5         2         355         511         250           BUNKE         0         0         35         66         0   | ASCENSION  |                |    |           |      |       |    |       |       |        |       | -        |
| AsxamptionIONACLEONULLE00400400400271AsxamptionRURAL521873885235565.1250BUNNER0012187388560065.2253COTTONPORT001211000121100121110<  | Assumption |                |    |           |      |       |    |       |       |        | 1     | <u> </u> |
| BRINAL         5         2         187         38         5         2         355         51         20           BUNNE         0         0         35         6         0         0         66         12         45           COTTONNORT         0         0         12         1         0 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>_</td><td></td><td></td><td></td><td></td><td></td></t<>   |            |                |    |           |      |       | _  |       |       |        |       |          |
| BUNHE         0         0.5         5         6         0.0         66         1.2         4.5           COTTONPORT         0         0         0.0  | Assumption | TOTAL          | 4  | 1         | 198  | 30    | 4  | 1     | 319   | 37     | 271   |          |
| BUNNE         0         0         35         6         0         06         12         13           AVOYEIES         COTTONPONT         0 <td></td> <td>RURAL</td> <td>5</td> <td>2</td> <td>187</td> <td>38</td> <td>5</td> <td>2</td> <td>355</td> <td>51</td> <td>250</td> <td></td>  |            | RURAL          | 5  | 2         | 187  | 38    | 5  | 2     | 355   | 51     | 250   |          |
| COTTONPORT00121002328EVERGREN000000000000000000000000000000000000000115151616000 <td< td=""><td>1</td><td>BUNKIE</td><td>0</td><td>0</td><td>35</td><td>6</td><td>0</td><td>0</td><td>66</td><td>12</td><td>45</td><td></td></td<>   | 1          | BUNKIE         | 0  | 0         | 35   | 6     | 0  | 0     | 66    | 12     | 45    |          |
| EVER. Provide and analysis         EVER. Provide and analysis         Provide analysis         Provide analysis         Provi |            | COTTONPORT     | 0  | 0         | 12   | 1     | 0  | 0     | 23    | 2      | 18    |          |
| Avoyelles         MHSSMER         0         0         0         0         0         0         0         0         1         0         0         1         1           MARSVILE         0         0         114         7         0         0         211         15           MOREAUVILE         0         0         0         2         1         0         0         17         10           PLAUCHEVILE         0         0         0         7         0         0         0         13         13           Avoyeles         TOTAL         5         2         37         73         514         5         2         67         79         514           Beauregard         TOTAL         5         10         111         6         0         0         12         11         1         11         133         12         73           Beauregard         TOTAL         3         1         22         12         3         12         73           Beauregard         TOTAL         4         12         13         12         73           Beauregard <tdtotal< td="">         4         12         14<!--</td--><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tdtotal<>   |            |                |    |           |      |       |    |       |       |        |       |          |
| Avoyelles         MANSURA         0         0         10         1         0         0         20         11         15           MARNSULE         0         0         114         7         0         0         211         12         165           MOREAU/ULE         0   |            |                |    |           |      |       |    | -     |       |        |       | -        |
| MARKSVILE         0         0         114         7         0         0         211         12         155           MOREAUVILE         0         0         2         1         0         0         5         1         7           PLAUCHEVILE         0  | Avoyelles  |                |    |           |      |       |    |       |       |        |       |          |
| MOREAUVILE         0         0         2         1         0         0         5         1         7           PLAUCHENTLE         0         13           Avoyelles         TOTAL         5         2         367         54         5         2         697         79         514           Beauregard         MCRAL         3         1         20         0         2         13         12         77           Beauregard         TOTAL         3         1         21         24         3         1         21         73         74         72           Beauregard         TOTAL         3         1         21         24         3         1         20         21         23         24           Beauregard         TOTAL         3         1         20         10  |            |                |    |           |      |       |    |       |       |        | -     | <u> </u> |
| PLAUCHEVILLE         0 <t< td=""><td></td><td>MARKSVILLE</td><td>0</td><td>0</td><td>114</td><td>7</td><td>0</td><td>0</td><td>211</td><td>12</td><td></td><td></td></t<>  |            | MARKSVILLE     | 0  | 0         | 114  | 7     | 0  | 0     | 211   | 12     |       |          |
| SIMMESPORT         0         0         7         0         0         0         17         0         13           Avogelies         TOTAL         5         2         367         54         5         2         657         79         514           Beauregard         RURAL         3         1         108         17         3         1         158         19         154           Beauregard         MERRYVILLE         0         0         21         1         60         0         173         7         277           Beauregard         TOTAL         3         1         221         24         3         1333         27         432           Beauregard         TOTAL         0   |            | MOREAUVILLE    | 0  | 0         | 2    | 1     | 0  | 0     | 5     | 1      | 7     |          |
| AvoyeliesTOTAL52367545269779514BeauregardRURAL31108173115819154BeauregardMERRYVILE000210002110DERIDDER00111660017377277BeauregardTOTAL3122124433113131273RURAL40001411000011131273ARCADIA000141000001011BRWTELEND00 <t< td=""><td></td><td>PLAUCHEVILLE</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td></td></t<>   |            | PLAUCHEVILLE   | 0  | 0         | 0    | 0     | 0  | 0     | 0     | 0      | 0     |          |
| Beauregard         RURAL         3         1         108         17         3         1         158         19         154           MERRVILE         0         0         2         1         0         0         2         1         1         1           DERIDOER         0         01         11         6         0         0         73         77         277           Beauregard         TOTAL         3         11         221         24         3         11         33         12         73           RURAL         4         2         87         9         4         2         133         12         73           ARCADIA         0   |            | SIMMESPORT     | 0  | 0         | 7    | 0     | 0  | 0     | 17    | 0      | 13    |          |
| Beauregard         RURAL         3         1         108         17         3         1         158         19         154           MERRVILE         0         0         2         1         0         0         2         1         0         0         2         1         1           DERIDOR         0         0         11         20         24         3         1         33         27         432           Beauregard         TOTAL         3         1         221         24         3         10         00         26         2         22           BEAURAL         4         2         87         9         4         20         133         12         73           ARCADIA         0   | Avovelles  | TOTAL          | 5  | 2         | 367  | 54    | 5  | 2     | 697   | 79     | 514   |          |
| Beauregard         MERRYVILLE         0         0         2         1         0         0         1         1           DERIDDER         0         0         1111         6         0         0         173         7         277           Beauregard         TOTAL         3         1         221         24         3         1         338         27         432           RURAL         4         2         87         9         44         2         133         12         73           ARCADIA         0         0         14         1         0         0         22         22           BISTCLAND         0 <td></td>  |            |                |    |           |      |       |    |       |       |        |       |          |
| DERIDDER         0         0         111         6         0         0         173         7         277           Beauregard         TOTAL         3         1         221         24         3         1         333         27         432           RURAL         4         2         87         9         4         2         133         12         73           RURAL         0         0         14         1         0         00         26         2         22           BIENVILLE         0   | Decuregard |                | -  |           |      |       |    |       |       |        |       |          |
| BeauregardTOTAL31221243133327432RURAL42879421331273ARCDIA001410026222BIENVILE000000001BRYCELAND00000000000CASTOR0000000000000JAMESTOWN000000000000000JAMESTOWN00 </td <td>веаигедаго</td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td></td> <td></td>  | веаигедаго |                |    | 1         |      |       |    | 1     |       |        |       |          |
| RURAL42879421331273ARCADIA0014100262222BIENVILLE0000000001010BRYCELAND0000000000000CASTOR000<  |            |                |    |           |      |       |    |       |       |        |       |          |
| ARCADIA0014100262222BIENVILLE000000000001BRYCELAND000  | Beauregard | TOTAL          | 3  | 1         | 221  | 24    | 3  | 1     | 333   | 27     | 432   |          |
| BIENVILLE00<   |            | RURAL          | 4  | 2         | 87   | 9     | 4  | 2     | 133   | 12     | 73    |          |
| BRYCELAND00<   |            | ARCADIA        | 0  | 0         | 14   | 1     | 0  | 0     | 26    | 2      | 22    |          |
| BRYCELAND00<   |            | BIENVILLE      | 0  | 0         | 0    | 0     | 0  | 0     | 0     | 0      | 1     |          |
| BienvilleCASTOR00000000000GIBSLAND0003000  |            |                |    |           |      |       |    |       |       |        |       |          |
| BienvilleGIBSLAND00030000000JAMESTOWN00 <t< td=""><td></td><td></td><td></td><td>-</td><td></td><td></td><td></td><td>-</td><td></td><td></td><td></td><td></td></t<>  |            |                |    | -         |      |       |    | -     |       |        |       |          |
| IAMESTOWN000000000000LUCKY000 <td< td=""><td>Diamiilla</td><td></td><td></td><td></td><td></td><td></td><td>-</td><td></td><td></td><td></td><td></td><td><u> </u></td></td<>  | Diamiilla  |                |    |           |      |       | -  |       |       |        |       | <u> </u> |
| LUCKY00  | ыепуше     |                |    |           |      |       |    | -     |       |        |       |          |
| MOUNT LEBANON000000000000RINGGOLD00010000101007SALINE00010000102BienvilleTOTAL421081004217514105RURAL90240300100346366416BENTON001610024130661BOSSIER CITY2091541120137666205HAUGHTON000110020122026SIREVEPORT0011000243328BossierTOTAL1101227412036556382RURAL1322373915236556382BELCHER004000433434GILLIAM00110001345365BELCHER000000001345345GRENWOOD202222026263IDA000000  |            |                | 1  |           |      |       | -  |       |       |        |       | <u> </u> |
| RINGGOLD00300101007SALINE00100001022BienvilleTOTAL4210810042175144105RURAL90240300100346366416BENTON0016100241161BOSSIER CITY20915411200336204204HAUGHTON001100031212121PLAIN DEALING00110002432215BOSSIERTOTAL00110002432216BAREVEPORT0011000243228BOSSIERTOTAL11012774120182210627BAREVEPORT001277412018221063332BELCHER001273915236556382BELCHER00000000134GREENWOOD200000013434GREENWOOD20000000 <td></td> <td>LUCKY</td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td>-</td> <td></td> <td>0</td> <td></td> <td></td>   |            | LUCKY          |    |           |      | 0     |    | -     |       | 0      |       |          |
| SALINE0010010102BienvilleTOTAL4210810042175144105RURAL90240300100346366416BENTON00161100241161BOSSIER CITY20915412013706662045HAUGHTON00110001320127PLAIN DEALING001100013820127PLAIN DEALING001100014382020BossierTOTAL110122774120018221062045BossierTOTAL11012277412001822106203BossierTOTAL11012277412001822106203BossierTOTAL11012277412001822106203BossierTOTAL1101227741200182106203BossierTOTAL11012277412001010203203BossierTOTAL01010101010101010101   |            | MOUNT LEBANON  | 0  | 0         | 0    | 0     | 0  | 0     | 0     | 0      | 0     |          |
| SALINE0010010102BienvilleTOTAL4210810042175144105RURAL90240300100346366416BENTON00161100241161BOSSIER CITY20915412013706662045HAUGHTON002800003820127PLAIN DEALING0011000012000121PLAIN DEALING001100002000127BossierTOTAL1101227741201822106203BussierTOTAL1101227741201822106203BussierTOTAL1101227741201822106233BussierTOTAL1101227741201822106233BussierBlancHarD001233915236556382BussierBlancHarD00000000014BussierBlancHarD00000000014 </td <td></td> <td>RINGGOLD</td> <td>0</td> <td>0</td> <td>3</td> <td>0</td> <td>0</td> <td>0</td> <td>10</td> <td>0</td> <td>7</td> <td></td>  |            | RINGGOLD       | 0  | 0         | 3    | 0     | 0  | 0     | 10    | 0      | 7     |          |
| BienvilleTOTAL4210810042175144105RURAL90240300100346366416BENTON001610024161BOSSIER CITY209154112013706662045HAUGHTON0028000380127PLAIN DEALING0011000243028BossierTOTAL0017200243028BossierTOTAL0011000243028BossierTOTAL11012774120243328BossierTOTAL1101277412018221062703BossierBIANCHARD1322373915236556382BELCHER1322373915236556382BLANCHARD00311000134GREENWOOD202222022222223656382GOLDAN000202000134343434<  |            |                | 0  | 0         |      | 0     | 0  | -     |       | 0      | -     |          |
| RURAL90240300100346366416BENTON001610024161BOSSIER CITY2091541201370662045HAUGHTON0028000380127PLAIN DEALING0011000243328BossierTOTAL00127741201821062703BossierTOTAL110122774412018221062703BossierTOTAL110122774412018221062703BossierTOTAL110122774412018221062703BossierTOTAL110122774412018221062703BossierBLANCHARD1322373915236556382BLANCHARD0003110000134Caddo1102222220241334BLANCHARD000222202622BLANCHARD000000000003Caddo<  | Bienville  |                |    |           |      |       |    |       |       |        |       |          |
| Besnon001610024161Bossier CITY2091541201370662045HAUGHTON0028000380127PLAIN DEALING001100020026SHREVEPORT0017200243328BossierTOTAL1101277412018221062703BossierTOTAL1101277412018221062703BossierTOTAL1101277412018221062703BossierTOTAL1101277412018221062703BossierTOTAL1101277412018221062703BossierTOTAL1101277412018221062703BossierBilanchard00132113714001516133Bilanchard001314001414141414Caddo10101010101010101414Bilanchard001010101010101014<  | Dictivitie |                |    |           |      |       |    |       |       |        | _     |          |
| BossierBossier CITY20915412013706662045HAUGHTON0028000380127PLAIN DEALING001100020026SHREVEPORT0017200243328BossierTOTAL1101277412018221062703BossierTOTAL110122774412018221062703BossierTOTAL11012774412018221062703BossierTOTAL11012774412018221062703BossierTOTAL11012774412018221062703BossierTOTAL11012774412018221062703BossierTOTAL13223739915236556382BossierBilanchard00031100134Bilanchard0001000134Bilanchard0002220122Caddo1000000000134B  |            |                |    |           |      |       |    |       |       |        |       | <u> </u> |
| Bossier         HAUGHTON         0         0         28         0         0         38         0         127           PLAIN DEALING         0         0         11         0         0         0         20         0         26           SHREVEPORT         0         0         17         2         0         0         24         3         28           Bossier         TOTAL         11         0         127         74         12         0         1822         106         2703           Bossier         TOTAL         11         0         127         74         12         0         122         106         2703           Bossier         RURAL         13         2         237         39         15         2         365         56         382           BELCHER         0         0         4         0         0         0         2         36         36         34         34           GILIAM         0         0         0         0         0         0         0         34         34           GREENWOOD         2         0         0         0         0         0  |            |                |    | 1         | 8    |       | -  | -     |       |        |       | <b>—</b> |
| HAUGHTON         0         0         28         0         0         38         0         127           PLAIN DEALING         0         0         11         0         0         0         20         0         26           SHREVEPORT         0         0         17         2         0         0         24         3         28           Bossier         TOTAL         11         0         127         74         12         0         1822         106         2703           RURAL         13         2         237         39         15         2         365         56         382           BELCHER         0         0         4         0         0         4         1         34           GRILIAM         0         0         1         1         0         0         4         34           GREENWOOD         2         0         0         0         0         0         0         0         1         34           IDA         0         0         0         0         0         0         0         0         3         34           IDA         0         0   | Bossier    |                |    |           |      |       |    | -     |       |        |       |          |
| SHREVEPORT         0         0         17         2         0         0         24         3         28           Bossier         TOTAL         11         0         127         74         12         0         1822         106         2703           Bossier         RURAL         13         2         237         399         15         2         365         56         382           BELCHER         0         0         4         0         0         0         48         1         34           BLANCHARD         0         0         31         1         0         0         48         1         34           GILLIAM         0         0         0         0         0         0         0         0         1         34           GREENWOOD         2         0         0         0         0         0         0         0         0         1         34           GREENWOOD         2         0         2         2         2         0         0         2         63           IDA         0         0         0         1         0         0         0         1<   | 5055.0     | HAUGHTON       | 0  | 0         | 28   | 0     | 0  | 0     | 38    | 0      | 127   |          |
| Bossier         TOTAL         11         0         127         74         12         0         1822         106         2703           RURAL         13         2         237         399         15         2         365         56         382           BELCHER         0         0         4         00         0         0         5         0         2           BLANCHARD         0         0         31         1         0         0         488         1         34           GILLIAM         0         0         0         0         0         0         0         1         34           GREENWOOD         2         0         2         2         2         0         26         2         63           HOSSTON         0         0         0         1         0         0         0         1         0         2         34         34           MOORINGSPORT         0         0         1         0         0         0         0         1         0         2         34         34           MOORINGSPORT         0         0         0         0         0 <t< td=""><td></td><td>PLAIN DEALING</td><td>0</td><td>0</td><td>11</td><td>0</td><td>0</td><td>0</td><td>20</td><td>0</td><td>26</td><td></td></t<>   |            | PLAIN DEALING  | 0  | 0         | 11   | 0     | 0  | 0     | 20    | 0      | 26    |          |
| Bossier         TOTAL         11         0         127         74         12         0         1822         106         2703           RURAL         13         2         237         39         15         2         365         56         382           BELCHER         0         0         4         0         0         0         5         0         2           BLANCHARD         0         0         31         1         0         0         48         1         34           GILLIAM         0         0         0         0         0         0         0         1         34           GREENWOOD         2         0         2         2         2         0         26         2         63           HOSSTON         0         0         0         2         2         0         26         2         63           HOSSTON         0         0         0         1         0         0         1         0         2         2         2         0         1         0         2         3           HOSSTON         0         0         0         1         0   |            | SHREVEPORT     | 0  | 0         | 17   | 2     | 0  | 0     | 24    | 3      | 28    |          |
| RURAL         13         2         237         39         15         2         365         56         382           BELCHER         0         0         4         0         0         0         5         0         2           BLANCHARD         0         0         31         1         0         0         48         1         34           GILLIAM         0         0         0         0         0         0         0         1         34           GREENWOOD         2         0         2         2         2         0         26         2         63           HOSSTON         0         0         0         1         0         0         7         0         2           IDA         0         0         1         0         0         0         1         0         2         2         0         1         0         2         63           HOSSTON         0         0         0         1         0         0         0         1         0         2         2         0         0         1         0         2         2         3         3         1 </td <td>Bossier</td> <td></td> <td>11</td> <td>0</td> <td>1227</td> <td>74</td> <td>12</td> <td>0</td> <td>1822</td> <td>106</td> <td>2703</td> <td></td>  | Bossier    |                | 11 | 0         | 1227 | 74    | 12 | 0     | 1822  | 106    | 2703  |          |
| BELCHER         0         0         4         0         0         0         5         0         2           BLANCHARD         0         0         31         1         0         0         48         1         34           GILLIAM         0         0         0         0         0         0         0         0         1         34           GREENWOOD         2         0         0         0         0         0         0         0         1         34           HOSSTON         0         0         0         0         0         0         0         0         1         34           MOORINGSPORT         0         0         0         0         0         0         0         1         34           OIL CITY         0         0         0         0         0         0         0         0         3         34  |            |                |    |           | -    |       |    |       |       |        |       |          |
| BLANCHARD         0         0         31         1         0         0         48         1         34           GILLIAM         0         0         0         0         0         0         0         0         10         11         34           GREENWOOD         2         0         0         0         0         0         0         0         1         10         10         10         11         10         10         10         10         11         10         11         10         11         10         11         10         11         10         11         10         11         10         11         10         11         10         11         10         11         10         11         10         11  |            |                | -  |           |      |       |    |       |       |        |       |          |
| GILLIAM         0         0         0         0         0         0         0         1           GREENWOOD         2         0         22         2         2         0         26         2         63           HOSSTON         0         0         0         1         0         0         7         0         2           IDA         0         0         1         0         0         0         1         0         2           MOORINGSPORT         0         0         0         0         0         0         0         1         0         2         3  |            |                |    | -         |      |       |    |       |       |        |       | <u> </u> |
| GREENWOOD         2         0         22         2         0         26         2         63           HOSSTON         0         0         2         0         0         0         7         0         2           IDA         0         0         1         0         0         0         1         0         2         0         0         1         0         2         2         0         0         0         2         2         0         0         0         2         0         0         0         0         2         2         0         0         0         2         0         0         0         2         2         0         0         0         2         2         0         0         0         2         2         0         0         2         0         2         2         2         2         3         2         2         2         3         2         2         2         3         2         3         2         3         3         3         3         3         3         3         3         3         3         3         3         3         3         3   |            |                | 1  |           | -    |       |    |       |       |        |       | <u> </u> |
| HOSSTON         0         0         2         0         0         7         0         2           IDA         0         0         1         0         0         0         1         0         2           MOORINGSPORT         0         0         0         0         0         0         0         1         0         2           OILCITY         0         0         0         0         0         0         0         0         2         3           RODESSA         0         0         0         0         0         0         0         3         3   |            | GILLIAM        | 0  | 0         | 0    | 0     | 0  | 0     | 0     | 0      | 1     |          |
| Caddo         IDA         0         0         1         0         0         1         0         2           MOORINGSPORT         0         0         0         0         0         0         0         0         1         0         2           OIL CITY         0         0         4         0         0         0         8         0         2           RODESSA         0         0         0         0         0         0         0         3  |            | GREENWOOD      | 2  | 0         | 22   | 2     | 2  | 0     | 26    | 2      | 63    |          |
| Caddo         IDA         0         0         1         0         0         1         0         2           MOORINGSPORT         0         0         0         0         0         0         0         0         1         0         2           OIL CITY         0         0         0         0         0         0         0         0         2           RODESSA         0         0         0         0         0         0         0         3  |            | HOSSTON        | 0  | 0         | 2    | 0     | 0  | 0     | 7     | 0      | 2     |          |
| MOORINGSPORT         0         0         0         0         0         0         0         1           OIL CITY         0         0         4         0         0         8         0         2           RODESSA         0         0         0         0         0         0         0         3  | Caddo      |                |    | -         |      |       |    |       |       |        |       |          |
| OIL CITY         0         0         4         0         0         8         0         2           RODESSA         0         0         0         0         0         0         0         3   |            |                |    |           |      |       | -  |       |       |        |       | <b>—</b> |
| RODESSA         0         0         0         0         0         0         0         3  |            |                |    |           |      |       |    | -     |       |        |       |          |
|  |            |                |    | 1         | -    |       | -  | 1     |       |        |       |          |
| VIVIAN 0 0 6 2 0 0 7 2 17  |            | RODESSA        | 0  | 0         | 0    | 0     | 0  | 0     | 0     | 0      | 3     |          |
|  |            | VIVIAN         | 0  | 0         | 6    | 2     | 0  | 0     | 7     | 2      | 17    |          |
| SHREVEPORT 17 5 2065 129 18 6 2562 154 6133  |            |                |    | -         | 2005 | 120   | 10 | 6     | 25.62 | 454    | 64.00 |          |

### Table D1: Crashes by City & Parish

|                  |                 |     | CRASHES |      | Y CRASHES |     | TALITIES |      | IJURIES | PROPERT |      |
|------------------|-----------------|-----|---------|------|-----------|-----|----------|------|---------|---------|------|
| PARISH           | CITY            | ALL | ALCOHOL | ALL  | ALCOHOL   | ALL | ALCOHOL  | ALL  | ALCOHOL | ALL     | ALCO |
|                  | RURAL           | 22  | 10      | 740  | 111       | 26  | 12       | 1171 | 163     | 1278    | 15   |
|                  | DE QUINCY       | 0   | 0       | 12   | 0         | 0   | 0        | 27   | 0       | 48      | 2    |
|                  | IOWA            | 1   | 1       | 20   | 1         | 1   | 1        | 34   | 1       | 43      | 1    |
| Calcasieu        | LAKE CHARLES    | 7   | 1       | 1147 | 53        | 7   | 1        | 1873 | 87      | 2521    | 7    |
|                  | SULPHUR         | 2   | 0       | 191  | 18        | 2   | 0        | 295  | 22      | 496     | 2    |
| 1                | VINTON          | 0   | 0       | 21   | 1         | 0   | 0        | 26   | 1       | 40      |      |
| 1                | WESTLAKE        | 0   | 0       | 40   | 4         | 0   | 0        | 70   | 4       | 138     |      |
| Calcasieu        | TOTAL           | 32  | 12      | 2171 | 188       | 36  | 14       | 3496 | 278     | 4564    | 2    |
| Calcasieu        |                 | 2   | 2       | 21/1 |           | 2   | 2        |      |         | 1       |      |
|                  | RURAL           |     |         |      | 10        |     |          | 37   | 16      | 26      |      |
| Caldwell         | CLARKS          | 0   | 0       | 0    | 0         | 0   | 0        | 0    | 0       | 1       |      |
|                  | COLUMBIA        | 0   | 0       | 5    | 0         | 0   | 0        | 11   | 0       | 6       |      |
|                  | GRAYSON         | 0   | 0       | 4    | 1         | 0   | 0        | 7    | 1       | 1       |      |
| Caldwell         | TOTAL           | 2   | 2       | 30   | 11        | 2   | 2        | 55   | 17      | 34      |      |
| Cameron          | RURAL           | 0   | 0       | 42   | 9         | 0   | 0        | 59   | 12      | 89      |      |
| Cameron          | TOTAL           | 0   | 0       | 42   | 9         | 0   | 0        | 59   | 12      | 89      |      |
|                  | RURAL           | 9   | 5       | 48   | 9         | 12  | 7        | 77   | 12      | 47      |      |
|                  | HARRISONBURG    | 0   | 0       | 0    | 0         | 0   | 0        | 0    | 0       | 0       |      |
| Catahoula        |                 |     |         |      |           |     | 0        |      |         |         | _    |
|                  | JONESVILLE      | 0   | 0       | 11   | 0         | 0   |          | 14   | 0       | 21      |      |
|                  | SICILY ISLAND   | 0   | 0       | 0    | 0         | 0   | 0        | 0    | 0       | 0       |      |
| Catahoula        | TOTAL           | 9   | 5       | 59   | 9         | 12  | 7        | 91   | 12      | 68      |      |
| l                | RURAL           | 3   | 1       | 75   | 10        | 4   | 1        | 116  | 15      | 77      |      |
| 1                | ATHENS          | 0   | 0       | 0    | 0         | 0   | 0        | 0    | 0       | 3       |      |
| 1                | HAYNESVILLE     | 0   | 0       | 10   | 1         | 0   | 0        | 14   | 1       | 10      |      |
| Claiborne        | HOMER           | 0   | 0       | 22   | 4         | 0   | 0        | 30   | 4       | 45      |      |
| ł                | LISBON          | 0   | 0       | 0    | 4<br>0    | 0   | 0        | 0    | 0       |         |      |
| ŀ                | JUNCTION CITY   | 0   | 0       | 0    | 0         | 0   | 0        | 0    | 0       | 0       |      |
| Claibanna        |                 |     |         | _    |           | _   |          |      |         |         |      |
| Claiborne        | TOTAL           | 3   | 1       | 107  | 15        | 4   | 1        | 160  | 20      | 135     |      |
|                  | RURAL           | 6   | 3       | 67   | 6         | 6   | 3        | 103  | 6       | 51      |      |
|                  | CLAYTON         | 0   | 0       | 1    | 0         | 0   | 0        | 1    | 0       | 1       |      |
| Concordia        | FERRIDAY        | 0   | 0       | 23   | 2         | 0   | 0        | 56   | 2       | 31      |      |
| [                | RIDGECREST      | 0   | 0       | 0    | 0         | 0   | 0        | 0    | 0       | 0       |      |
| 1                | VIDALIA         | 2   | 0       | 29   | 1         | 2   | 0        | 48   | 3       | 77      |      |
| Concordia        | TOTAL           | 8   | 3       | 120  | 9         | 8   | 3        | 208  | 11      | 160     |      |
|                  | RURAL           | 6   | 4       | 130  | 16        | 7   | 4        | 206  | 33      | 247     |      |
|                  | GRAND CANE      | 0   | 0       | 0    | 0         | 0   | 0        | 0    | 0       | 8       | -    |
|                  |                 |     |         |      |           |     |          |      |         |         |      |
| I                | KEACHI          | 0   | 0       | 0    | 0         | 0   | 0        | 0    | 0       | 2       |      |
|                  | LOGANSPORT      | 0   | 0       | 7    | 0         | 0   | 0        | 12   | 0       | 26      |      |
| DeSoto           | LONGSTREET      | 0   | 0       | 2    | 0         | 0   | 0        | 2    | 0       | 5       |      |
|                  | MANSFIELD       | 0   | 0       | 59   | 1         | 0   | 0        | 109  | 1       | 105     |      |
| [                | SOUTH MANSFIELD | 0   | 0       | 0    | 0         | 0   | 0        | 0    | 0       | 2       |      |
|                  | STANLEY         | 0   | 0       | 0    | 0         | 0   | 0        | 0    | 0       | 2       |      |
| 1                | STONEWALL       | 0   | 0       | 9    | 1         | 0   | 0        | 13   | 2       | 23      |      |
| DeSoto           | TOTAL           | 6   | 4       | 207  | 18        | 7   | 4        | 342  | 36      | 420     |      |
| Desoto           | RURAL           | 18  | 7       | 960  | 71        | 19  | 7        | 1533 | 126     | 3092    | 1    |
|                  |                 |     |         | 1    |           | 1   |          | 1    |         | 1       | _    |
| I                | BAKER           | 1   | 0       | 83   | 5         | 1   | 0        | 131  | 6       | 162     |      |
| East Baton Rouge | BATON ROUGE     | 31  | 14      | 3732 | 164       | 34  | 16       | 5973 | 272     | 12027   | 3    |
| L                | ZACHARY         | 1   | 0       | 180  | 7         | 1   | 0        | 290  | 13      | 317     |      |
|                  | CENTRAL CITY    | 0   | 0       | 83   | 5         | 0   | 0        | 166  | 5       | 213     |      |
| East Baton Rouge | TOTAL           | 51  | 21      | 5038 | 252       | 55  | 23       | 8093 | 422     | 15811   | 4    |
| - 1 - F          | RURAL           | 0   | 0       | 8    | 1         | 0   | 0        | 19   | 2       | 3       |      |
| East Carroll     | LAKE PROVIDENCE | 0   | 0       | 13   | 0         | 0   | 0        | 28   | 0       | 16      | _    |
| East Carroll     | TOTAL           | 0   | 0       | 21   | 1         | 0   | 0        | 47   | 2       | 19      |      |
| Lust Carroli     |                 |     |         |      |           |     |          |      |         |         |      |
|                  | RURAL           | 7   | 4       | 23   | 4         | 13  | 10       | 45   | 7       | 20      |      |
| . I              | CLINTON         | 1   | 0       | 7    | 1         | 1   | 0        | 14   | 1       | 6       |      |
| East Feliciana   | JACKSON         | 0   | 0       | 1    | 1         | 0   | 0        | 3    | 3       | 0       |      |
| Last i cholunia  | NORWOOD         | 0   | 0       | 0    | 0         | 0   | 0        | 0    | 0       | 0       |      |
| [                | SLAUGHTER       | 0   | 0       | 1    | 0         | 0   | 0        | 2    | 0       | 2       |      |
| 1                | WILSON          | 0   | 0       | 0    | 0         | 0   | 0        | 0    | 0       | 0       |      |
| East Feliciana   | TOTAL           | 8   | 4       | 32   | 6         | 14  | 10       | 64   | 11      | 28      |      |
|                  | RURAL           | 8   | 3       | 125  | 23        | 9   | 4        | 210  | 35      | 170     |      |
|                  |                 |     |         | 1    |           |     |          |      |         | 1       | -    |
|                  | BASILE          | 0   | 0       | 5    | 0         | 0   | 0        | 6    | 0       | 19      | _    |
| L L              | CHATAIGNIER     | 0   | 0       | 0    | 0         | 0   | 0        | 0    | 0       | 0       |      |
| Evangeline       | MAMOU           | 0   | 0       | 24   | 2         | 0   | 0        | 49   | 4       | 30      |      |
| [                | PINE PRAIRIE    | 0   | 0       | 1    | 0         | 0   | 0        | 1    | 0       | 1       |      |
| 1                | TURKEY CREEK    | 0   | 0       | 0    | 0         | 0   | 0        | 0    | 0       | 0       |      |
| 1                | VILLE PLATTE    | 1   | 1       | 117  | 10        | 1   | 1        | 219  | 21      | 277     |      |
| Evangeline       | TOTAL           | 9   | 4       | 272  | 35        | 10  | 5        | 485  | 60      | 497     |      |
| Evangenne        |                 | 2   |         | 45   | 6         | 2   | 0        |      | 11      |         |      |
|                  | RURAL           |     | 0       |      |           |     |          | 73   |         | 43      |      |
| . I              | BASKIN          | 0   | 0       | 2    | 1         | 0   | 0        | 2    | 1       | 4       |      |
| Franklin         | GILBERT         | 0   | 0       | 2    | 0         | 0   | 0        | 3    | 0       | 4       |      |
| [                | WINNSBORO       | 0   | 0       | 37   | 1         | 0   | 0        | 62   | 1       | 71      |      |
|                  | NAMEN ED        | 0   | 0       | 2    | 0         | 0   | 0        | 3    | 0       | 3       |      |
|                  | WISNER          | 0   | 0       | -    | -         | °   | Ű        |      | U       | 5       |      |

# Table D1: Crashes by City & Parish

|                      |  |  | CRASHES  |  | Y CRASHES  |   | ALITIES  |   | JURIES   | PROPERT  | _    |
|----------------------|--|--|--|--|--|---|--|---|--|--|------|
| PARISH               | CITY   | ALL  | ALCOHOL  | ALL  | ALCOHOL  | ALL   | ALCOHOL  | ALL   | ALCOHOL  | ALL  | ALCO |
|                      | RURAL  | 6  | 2  | 82   | 13   | 6   | 2  | 133   | 20   | 68   | 6    |
| [                    | COLFAX   | 0  | 0  | 0  | 0  | 0   | 0  | 0   | 0  | 0  | 0    |
|                      | DRY PRONG  | 0  | 0  | 0  | 0  | 0   | 0  | 0   | 0  | 0  | (    |
| Grant                | GEORGETOWN   | 0  | 0  | 0  | 0  | 0   | 0  | 0   | 0  | 0  | (    |
|                      | MONTGOMERY   | 0  | 0  | 2  | 0  | 0   | 0  | 2   | 0  | 5  |      |
|                      | POLLOCK  | 0  | 0  | 0  | 0  | 0   | 0  | 0   | 0  | 0  |      |
|                      | CREOLA   | 0  | 0  | 0  | 0  | 0   | 0  | 0   | 0  | 0  |      |
| Creat                |  |  |  |  |  |   |  |   |  |  |      |
| Grant                | TOTAL  | 6  | 2  | 84   | 13   | 6   | 2  | 135   | 20   | 73   |      |
|                      | RURAL  | 7  | 4  | 318  | 38   | 7   | 4  | 558   | 56   | 583  | (    |
|                      | JEANERETTE   | 0  | 0  | 18   | 0  | 0   | 0  | 24  | 0  | 42   |      |
| Iberia               | LOREAUVILLE  | 0  | 0  | 3  | 0  | 0   | 0  | 5   | 0  | 12   |      |
|                      | NEW IBERIA   | 1  | 0  | 331  | 17   | 1   | 0  | 496   | 18   | 1040   |      |
|                      | DELCAMBRE  | 0  | 0  | 1  | 1  | 0   | 0  | 1   | 1  | 2  |      |
| Iberia               | TOTAL  | 8  | 4  | 671  | 56   | 8   | 4  | 1084  | 75   | 1679   | 1    |
|                      | RURAL  | 5  | 2  | 84   | 17   | 6   | 3  | 157   | 29   | 96   |      |
|                      | GROSSE TETE  | 0  | 0  | 12   | 2  | 0   | 0  | 20  | 3  | 17   |      |
| ł                    | MARINGOUIN   | 0  | 0  | 1  | 0  | 0   | 0  | 1   | 0  | 10   |      |
|                      |  |  |  |  |  |   |  |   |  |  |      |
| Iberville            | PLAQUEMINE   | 2  | 0  | 159  | 10   | 2   | 0  | 290   | 12   | 223  |      |
|                      | ROSEDALE   | 1  | 0  | 4  | 0  | 1   | 0  | 5   | 0  | 7  |      |
|                      | WHITE CASTLE   | 0  | 0  | 18   | 1  | 0   | 0  | 30  | 1  | 20   |      |
|                      | ST. GABRIEL  | 1  | 0  | 63   | 1  | 2   | 0  | 99  | 1  | 70   |      |
| Iberville            | TOTAL  | 9  | 2  | 341  | 31   | 11  | 3  | 602   | 46   | 443  |      |
|                      | RURAL  | 1  | 1  | 17   | 5  | 1   | 1  | 27  | 8  | 12   |      |
| ł                    | CHATHAM  | 0  | 0  | 2  | 0  | 0   | 0  | 4   | 0  | 1  |      |
| ł                    | EAST HODGE   | 0  | 0  | 0  | 0  | 0   | 0  | 4   | 0  | 0  |      |
|                      |  | -  |  |  |  |   |  |   |  | -  |      |
| Jackson              | EROS   | 0  | 0  | 0  | 0  | 0   | 0  | 0   | 0  | 0  |      |
| l.                   | HODGE  | 0  | 0  | 0  | 0  | 0   | 0  | 0   | 0  | 1  |      |
|                      | JONESBORO  | 1  | 1  | 2  | 1  | 1   | 1  | 3   | 2  | 11   |      |
|                      | NORTH HODGE  | 0  | 0  | 0  | 0  | 0   | 0  | 0   | 0  | 0  |      |
| [                    | QUITMAN  | 0  | 0  | 0  | 0  | 0   | 0  | 0   | 0  | 0  |      |
| Jackson              | TOTAL  | 2  | 2  | 21   | 6  | 2   | 2  | 34  | 10   | 25   |      |
|                      | RURAL  | 24   | 12   | 3203   | 198  | 25  | 13   | 4969  | 320  | 9574   | 4    |
|                      | GRAND ISLE   | 0  | 0  | 7  | 0  | 0   | 0  | 8   | 0  | 17   |      |
|                      | GRETNA   | 0  | 0  | ,<br>171   | 8  | 0   | 0  | 280   | 14   | 496  |      |
| . "                  |  | -  |  |  |  |   |  |   |  | -  |      |
| Jefferson            | HARAHAN  | 1  | 1  | 27   | 3  | 1   | 1  | 34  | 3  | 107  |      |
|                      | JEAN LAFITTE   | 1  | 0  | 12   | 0  | 1   | 0  | 18  | 0  | 7  |      |
|                      | KENNER   | 1  | 0  | 494  | 30   | 1   | 0  | 734   | 39   | 1832   |      |
|                      | WESTWEGO   | 0  | 0  | 59   | 4  | 0   | 0  | 90  | 5  | 228  |      |
| Jefferson            | TOTAL  | 27   | 13   | 3973   | 243  | 28  | 14   | 6133  | 381  | 12261  | 5    |
|                      | RURAL  | 4  | 3  | 187  | 30   | 5   | 3  | 293   | 41   | 250  |      |
|                      | ELTON  | 0  | 0  | 3  | 0  | 0   | 0  | 3   | 0  | 10   |      |
|                      | FENTON   | 1  | 0  | 0  | 0  | 1   | 0  | 2   | 0  | 2  |      |
| Jefferson Davis      | JENNINGS   | 1  | 0  | 82   | 4  | 1   | 0  | 145   | 6  | 229  |      |
|                      |  | -  |  |  |  |   |  |   |  | -  |      |
|                      | LAKE ARTHUR  | 0  | 0  | 6  | 2  | 0   | 0  | 6   | 2  | 27   |      |
|                      | WELSH  | 0  | 0  | 19   | 1  | 0   | 0  | 33  | 1  | 18   |      |
| Jefferson Davis      | TOTAL  | 6  | 3  | 297  | 37   | 7   | 3  | 482   | 50   | 536  |      |
|                      | RURAL  | 10   | 7  | 440  | 61   | 10  | 7  | 736   | 102  | 929  | :    |
|                      | BROUSSARD  | 1  | 0  | 159  | 8  | 1   | 0  | 267   | 16   | 419  |      |
| 1                    | CARENCRO   | 1  | 0  | 86   | 6  | 1   | 0  | 125   | 9  | 209  |      |
| Lafayette            | DUSON  | 0  | 0  | 20   | 0  | 0   | 0  | 37  | 0  | 21   |      |
| ,                    | LAFAYETTE  | 15   | 8  | 2019   | 134  | 17  | 10   | 3203  | 236  | 5954   | 2    |
| ł                    | SCOTT  | 0  | 0  | 127  | 134  | 0   | 0  | 229   | 230  | 3934   | 4    |
| ł                    |  | -  |  |  |  |   |  |   |  | -  |      |
|                      | YOUNGSVILLE  | 0  | 0  | 44   | 7  | 0   | 0  | 60  | 8  | 138  |      |
| Lafayette            | TOTAL  | 27   | 15   | 2895   | 232  | 29  | 17   | 4657  | 393  | 7970   | 3    |
| l                    | RURAL  | 16   | 5  | 627  | 82   | 17  | 6  | 1028  | 127  | 1265   | 1    |
| Lafourche            | GOLDEN MEADOW  | 1  | 1  | 3  | 0  | 1   | 1  | 3   | 0  | 27   |      |
| Latourche            | LOCKPORT   | 1  | 0  | 16   | 1  | 1   | 0  | 24  | 1  | 36   |      |
|                      | TUROPAUN   | 0  | 0  | 129  | 9  | 0   | 0  | 178   | 11   | 480  |      |
| I                    | THIBODAUX  | 0  |  |  |  |   |  | 1233  | 139  | 1808   | 1    |
| Lafourche            |  |  | 6  | 775  | 92   | 19  |  |   |  |  |      |
| Lafourche            | TOTAL  | 18   | 6  | 775<br>58  | 92<br>10   | 19<br>4   | 7  |   |  | -  | _    |
| Lafourche            | TOTAL<br>RURAL   | 18<br>4  | 3  | 58   | 10   | 4   | 3  | 91  | 16   | 65   |      |
|                      | TOTAL<br>RURAL<br>JENA   | 18<br>4<br>0   | 3<br>0   | 58<br>21   | 10<br>2  | 4<br>0  | 3<br>0   | 91<br>38  | 16<br>2  | 65<br>23   |      |
| Lafourche<br>LaSalle | TOTAL<br>RURAL<br>JENA<br>OLLA   | 18<br>4<br>0<br>0  | 3<br>0<br>0  | 58<br>21<br>2  | 10<br>2<br>0   | 4<br>0<br>0   | 3<br>0<br>0  | 91<br>38<br>3   | 16<br>2<br>0   | 65<br>23<br>3  |      |
|                      | TOTAL<br>RURAL<br>JENA<br>OLLA<br>TULLOS   | 18           4           0           0           0           0   | 3<br>0   | 58<br>21   | 10<br>2<br>0<br>0  | 4<br>0  | 3<br>0<br>0<br>0   | 91<br>38<br>3<br>3  | 16<br>2<br>0<br>0  | 65<br>23<br>3<br>0   |      |
|                      | TOTAL<br>RURAL<br>JENA<br>OLLA   | 18<br>4<br>0<br>0  | 3<br>0<br>0  | 58<br>21<br>2  | 10<br>2<br>0   | 4<br>0<br>0   | 3<br>0<br>0  | 91<br>38<br>3   | 16<br>2<br>0   | 65<br>23<br>3  |      |
|                      | TOTAL<br>RURAL<br>JENA<br>OLLA<br>TULLOS   | 18           4           0           0           0           0   | 3<br>0<br>0<br>0   | 58<br>21<br>2<br>1   | 10<br>2<br>0<br>0  | 4<br>0<br>0<br>0  | 3<br>0<br>0<br>0   | 91<br>38<br>3<br>3  | 16<br>2<br>0<br>0  | 65<br>23<br>3<br>0   |      |
| LaSalle              | TOTAL<br>RURAL<br>JENA<br>OLLA<br>TULLOS<br>URANIA<br>TOTAL  | 18<br>4<br>0<br>0<br>0<br>0<br>0<br>4  | 3<br>0<br>0<br>0<br>0<br>0<br>3                          | 58<br>21<br>2<br>1<br>0<br>82                                      | 10<br>2<br>0<br>0<br>0<br>0<br>12                            | 4<br>0<br>0<br>0<br>0<br>4  | 3<br>0<br>0<br>0<br>0<br>0<br>3                          | 91<br>38<br>3<br>3<br>0<br>135                              | 16<br>2<br>0<br>0<br>0<br>0<br>18                            | 65<br>23<br>3<br>0<br>0<br>91  |      |
| LaSalle              | TOTAL<br>RURAL<br>JENA<br>OLLA<br>TULLOS<br>URANIA<br>TOTAL<br>RURAL   | 18       4       0       0       0       0       0       4       4   | 3<br>0<br>0<br>0<br>0<br>3<br>1                          | 58<br>21<br>2<br>1<br>0<br>82<br>93                                | 10<br>2<br>0<br>0<br>0<br>0<br>12<br>16                      | 4<br>0<br>0<br>0<br>0<br>4<br>5   | 3<br>0<br>0<br>0<br>0<br>3<br>1                          | 91<br>38<br>3<br>3<br>0<br>135<br>145                       | 16<br>2<br>0<br>0<br>0<br>18<br>24                           | 65<br>23<br>3<br>0<br>0<br>91<br>149   |      |
| LaSalle              | TOTAL<br>RURAL<br>JENA<br>OLLA<br>TULLOS<br>URANIA<br>TOTAL<br>RURAL<br>CHOUDRANT  | 18           4           0           0           0           0           4           4           4           0   | 3<br>0<br>0<br>0<br>0<br>3<br>1<br>0                     | 58<br>21<br>2<br>1<br>0<br>82<br>93<br>2                           | 10<br>2<br>0<br>0<br>0<br>12<br>16<br>1                      | 4<br>0<br>0<br>0<br>0<br>4<br>5<br>0                                    | 3<br>0<br>0<br>0<br>0<br>3<br>1<br>0                     | 91<br>38<br>3<br>0<br>135<br>145<br>2                       | 16<br>2<br>0<br>0<br>0<br>18<br>24<br>1                      | 65<br>23<br>3<br>0<br>91<br>149<br>10  |      |
| LaSalle              | TOTAL<br>RURAL<br>JENA<br>OLLA<br>TULLOS<br>URANIA<br>TOTAL<br>RURAL<br>CHOUDRANT<br>DUBACH                                    | 18           4           0           0           0           0           4           4           0           0   | 3<br>0<br>0<br>0<br>3<br>1<br>0<br>0<br>0                | 58<br>21<br>2<br>1<br>0<br>82<br>93<br>2<br>6                      | 10<br>2<br>0<br>0<br>12<br>16<br>1<br>0                      | 4<br>0<br>0<br>0<br>4<br>5<br>0<br>0                                    | 3<br>0<br>0<br>0<br>3<br>1<br>0<br>0                     | 91<br>38<br>3<br>3<br>0<br>135<br>145<br>2<br>9             | 16<br>2<br>0<br>0<br>18<br>24<br>1<br>0                      | 65<br>23<br>3<br>0<br>91<br>149<br>10<br>7   |      |
| LaSalle<br>LaSalle   | TOTAL<br>RURAL<br>JENA<br>OLLA<br>TULLOS<br>URANIA<br>TOTAL<br>RURAL<br>CHOUDRANT<br>DUBACH<br>GRAMBLING                       | 18       4       0       0       0       4       0       0       0       0       0       0       0       0       0   | 3<br>0<br>0<br>0<br>3<br>1<br>0<br>0<br>0<br>0           | 58<br>21<br>2<br>1<br>0<br>82<br>93<br>2<br>6<br>2                 | 10<br>2<br>0<br>0<br>12<br>16<br>1<br>0<br>0                 | 4<br>0<br>0<br>0<br>4<br>5<br>0<br>0<br>0<br>0                          | 3<br>0<br>0<br>3<br>1<br>0<br>0<br>0<br>0<br>0           | 91<br>38<br>3<br>0<br>135<br>145<br>2<br>9<br>4             | 16<br>2<br>0<br>0<br>18<br>24<br>1<br>0<br>0                 | 65<br>23<br>3<br>0<br>0<br>91<br>149<br>10<br>7<br>9   |      |
| LaSalle              | TOTAL<br>RURAL<br>JENA<br>OLLA<br>TULLOS<br>URANIA<br>TOTAL<br>RURAL<br>CHOUDRANT<br>DUBACH                                    | 18           4           0           0           0           0           4           4           0           0   | 3<br>0<br>0<br>0<br>3<br>1<br>0<br>0<br>0                | 58<br>21<br>2<br>1<br>0<br>82<br>93<br>2<br>6                      | 10<br>2<br>0<br>0<br>12<br>16<br>1<br>0                      | 4<br>0<br>0<br>0<br>4<br>5<br>0<br>0                                    | 3<br>0<br>0<br>0<br>3<br>1<br>0<br>0                     | 91<br>38<br>3<br>3<br>0<br>135<br>145<br>2<br>9             | 16<br>2<br>0<br>0<br>18<br>24<br>1<br>0                      | 65<br>23<br>3<br>0<br>91<br>149<br>10<br>7   |      |
| LaSalle<br>LaSalle   | TOTAL<br>RURAL<br>JENA<br>OLLA<br>TULLOS<br>URANIA<br>TOTAL<br>RURAL<br>CHOUDRANT<br>DUBACH<br>GRAMBLING                       | 18       4       0       0       0       4       0       0       0       0       0       0       0       0       0   | 3<br>0<br>0<br>0<br>3<br>1<br>0<br>0<br>0<br>0           | 58<br>21<br>2<br>1<br>0<br>82<br>93<br>2<br>6<br>2                 | 10<br>2<br>0<br>0<br>12<br>16<br>1<br>0<br>0                 | 4<br>0<br>0<br>0<br>4<br>5<br>0<br>0<br>0<br>0                          | 3<br>0<br>0<br>3<br>1<br>0<br>0<br>0<br>0<br>0           | 91<br>38<br>3<br>0<br>135<br>145<br>2<br>9<br>4             | 16<br>2<br>0<br>0<br>18<br>24<br>1<br>0<br>0                 | 65<br>23<br>3<br>0<br>0<br>91<br>149<br>10<br>7<br>9   |      |
| LaSalle<br>LaSalle   | TOTAL<br>RURAL<br>JENA<br>OLLA<br>TULLOS<br>URANIA<br>TOTAL<br>RURAL<br>CHOUDRANT<br>DUBACH<br>GRAMBLING<br>RUSTON             | 18           4           0           0           0           4           4           0           0           0           4           0           0           4           0           0           0           4   | 3<br>0<br>0<br>0<br>3<br>1<br>0<br>0<br>0<br>0<br>1      | 58<br>21<br>2<br>1<br>0<br>82<br>93<br>2<br>6<br>2<br>2<br>49      | 10<br>2<br>0<br>0<br>12<br>16<br>1<br>0<br>0<br>0<br>12      | 4<br>0<br>0<br>0<br>0<br>4<br>5<br>0<br>0<br>0<br>0<br>0<br>4           | 3<br>0<br>0<br>0<br>3<br>1<br>0<br>0<br>0<br>0<br>1      | 91<br>38<br>3<br>0<br>135<br>145<br>2<br>9<br>4<br>413      | 16<br>2<br>0<br>0<br>18<br>24<br>1<br>0<br>0<br>0<br>20      | 65<br>23<br>3<br>0<br>91<br>149<br>10<br>7<br>9<br>630   |      |
| LaSalle<br>LaSalle   | TOTAL<br>RURAL<br>JENA<br>OLLA<br>TULLOS<br>URANIA<br>TOTAL<br>RURAL<br>CHOUDRANT<br>DUBACH<br>GRAMBLING<br>RUSTON<br>SIMSBORO | 18           4           0           0           0           4           0           0           4           0           0           4           0           0           0           0           0           0           0           0           0           0           0           0 | 3<br>0<br>0<br>0<br>3<br>1<br>0<br>0<br>0<br>0<br>1<br>0 | 58<br>21<br>2<br>1<br>0<br>82<br>93<br>2<br>6<br>2<br>2<br>49<br>1 | 10<br>2<br>0<br>0<br>12<br>16<br>1<br>1<br>0<br>0<br>12<br>0 | 4<br>0<br>0<br>0<br>4<br>5<br>0<br>0<br>0<br>0<br>0<br>0<br>4<br>0<br>0 | 3<br>0<br>0<br>0<br>3<br>1<br>0<br>0<br>0<br>0<br>1<br>0 | 91<br>38<br>3<br>0<br>135<br>145<br>2<br>9<br>4<br>413<br>2 | 16<br>2<br>0<br>0<br>18<br>24<br>1<br>0<br>0<br>0<br>20<br>0 | 65           23           3           0           91           149           10           7           9           630           10 |      |

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# Table D1: Crashes by City & Parish

|               |                | FATAL | CRASHES | INJUR | Y CRASHES | FA  | TALITIES | IN   | JURIES  | PROPERT | Y DAMAGE |
|---------------|----------------|-------|---------|-------|-----------|-----|----------|------|---------|---------|----------|
| PARISH        | CITY           | ALL   | ALCOHOL | ALL   | ALCOHOL   | ALL | ALCOHOL  | ALL  | ALCOHOL | ALL     | ALCOH    |
|               | RURAL          | 18    | 7       | 607   | 73        | 18  | 7        | 987  | 123     | 1204    | 81       |
|               | ALBANY         | 0     | 0       | 20    | 2         | 0   | 0        | 26   | 4       | 35      | 3        |
|               | DENHAM SPRINGS | 2     | 1       | 325   | 21        | 2   | 1        | 531  | 32      | 948     | 32       |
|               | FR. SETTLEMENT | 1     | 1       | 1     | 1         | 1   | 1        | 2    | 2       | 3       | 0        |
| Livingston    | KILLIAN        | 0     | 0       | 0     | 0         | 0   | 0        | 0    | 0       | 3       | 0        |
| 0             | LIVINGSTON     | 0     | 0       | 31    | 4         | 0   | 0        | 50   | 6       | 48      | 1        |
|               | PORT VINCENT   | 0     | 0       | 3     | 2         | 0   | 0        | 4    | 3       | 3       | 0        |
|               | SPRINGFIELD    | 1     | 0       | 7     | 0         | 1   | 0        | 10   | 0       | 14      | 4        |
|               |                | -     |         |       |           |     |          |      | -       |         |          |
|               | WALKER         | 2     | 1       | 152   | 5         | 2   | 1        | 258  | 8       | 362     | 7        |
| Livingston    | TOTAL          | 24    | 10      | 1146  | 108       | 24  | 10       | 1868 | 178     | 2620    | 128      |
|               | RURAL          | 1     | 0       | 40    | 8         | 1   | 0        | 70   | 11      | 35      | 5        |
|               | DELTA          | 0     | 0       | 7     | 1         | 0   | 0        | 14   | 2       | 7       | 0        |
| Madison       | MOUND          | 0     | 0       | 1     | 1         | 0   | 0        | 1    | 1       | 2       | 1        |
|               | RICHMOND       | 0     | 0       | 2     | 1         | 0   | 0        | 2    | 1       | 1       | 0        |
|               | TALLULAH       | 0     | 0       | 51    | 1         | 0   | 0        | 103  | 1       | 88      | 3        |
| Madison       | TOTAL          | 1     | 0       | 101   | 12        | 1   | 0        | 190  | 16      | 133     | 9        |
|               | RURAL          | 3     | 2       | 51    | 4         | 3   | 2        | 81   | 5       | 54      | 7        |
|               | BASTROP        | 2     | 0       | 149   | 4         | 2   | 0        | 272  | 24      | 240     | , 9      |
|               |                | -     |         |       |           |     |          |      | -       |         |          |
| Morehouse     | BONITA         | 0     | 0       | 0     | 0         | 0   | 0        | 0    | 0       | 0       | 0        |
|               | COLLINSTON     | 0     | 0       | 0     | 0         | 0   | 0        | 0    | 0       | 2       | 0        |
|               | MER ROUGE      | 1     | 0       | 2     | 0         | 2   | 0        | 4    | 0       | 5       | 0        |
|               | OAK RIDGE      | 0     | 0       | 0     | 0         | 0   | 0        | 0    | 0       | 2       | 0        |
| Morehouse     | TOTAL          | 6     | 2       | 202   | 18        | 7   | 2        | 357  | 29      | 303     | 16       |
|               | RURAL          | 6     | 1       | 167   | 22        | 6   | 1        | 272  | 36      | 176     | 11       |
|               | ASHLAND        | 0     | 0       | 3     | 0         | 0   | 0        | 3    | 0       | 2       | 0        |
|               | CAMPTI         | 0     | 0       | 7     | 0         | 0   | 0        | 15   | 0       | 8       | 0        |
|               | CLARENCE       | 0     | 0       | 4     | 1         | 0   | 0        | 4    | 1       | 4       | 0        |
|               | GOLDONNA       | 0     | 0       | 0     | 0         | 0   | 0        | 0    | 0       | 2       | 1        |
| Natchitoches  |                | -     |         |       |           |     |          |      | -       |         |          |
|               | NATCHEZ        | 0     | 0       | 1     | 1         | 0   | 0        | 1    | 1       | 6       | 0        |
|               | NATCHITOCHES   | 2     | 0       | 245   | 17        | 2   | 0        | 431  | 23      | 618     | 24       |
|               | POWHATAN       | 0     | 0       | 0     | 0         | 0   | 0        | 0    | 0       | 0       | 0        |
|               | PROVENCAL      | 0     | 0       | 0     | 0         | 0   | 0        | 0    | 0       | 0       | 0        |
|               | ROBELINE       | 0     | 0       | 0     | 0         | 0   | 0        | 0    | 0       | 0       | 0        |
| Natchitoches  | TOTAL          | 8     | 1       | 427   | 41        | 8   | 1        | 726  | 61      | 816     | 36       |
|               | RURAL          | 0     | 0       | 40    | 6         | 0   | 0        | 61   | 9       | 125     | 7        |
| Orleans       | NEW ORLEANS    | 28    | 13      | 5507  | 380       | 28  | 13       | 9735 | 593     | 12846   | 56       |
| Orleans       | TOTAL          | 28    | 13      | 5547  | 386       | 28  | 13       | 9796 | 602     | 12971   | 572      |
| oneans        | RURAL          | 4     | 0       | 459   | 50        | 4   | 0        | 691  | 69      | 970     | 58       |
|               |                | -     |         |       |           |     |          |      | -       |         |          |
|               | MONROE         | 0     | 0       | 972   | 48        | 0   | 0        | 1764 | 84      | 1692    | 51       |
| Ouachita      | RICHWOOD       | 0     | 0       | 11    | 0         | 0   | 0        | 22   | 0       | 17      | 1        |
|               | STERLINGTON    | 0     | 0       | 14    | 1         | 0   | 0        | 21   | 1       | 27      | 0        |
|               | WEST MONROE    | 2     | 0       | 320   | 17        | 3   | 0        | 453  | 27      | 850     | 22       |
| Ouachita      | TOTAL          | 6     | 0       | 1776  | 116       | 7   | 0        | 2951 | 181     | 3556    | 13       |
| Plaquemines   | RURAL          | 3     | 2       | 160   | 14        | 3   | 2        | 238  | 20      | 362     | 10       |
| Plaquemines   | TOTAL          | 3     | 2       | 160   | 14        | 3   | 2        | 238  | 20      | 362     | 10       |
|               | RURAL          | 5     | 2       | 80    | 15        | 6   | 3        | 164  | 27      | 75      | 8        |
|               | FORDOCHE       | 0     | 0       | 1     | 0         | 0   | 0        | 3    | 0       | 2       | 0        |
| Deinte Counce |                | -     |         |       |           |     |          |      |         |         |          |
| Pointe Coupee |                | 0     | 0       | 14    | 0         | 0   | 0        | 22   | 0       | 22      | 1        |
|               | MORGANZA       | 0     | 0       | 3     | 0         | 0   | 0        | 3    | 0       | 14      | 1        |
|               | NEW ROADS      | 0     | 0       | 60    | 1         | 0   | 0        | 140  | 1       | 79      | 1        |
| Pointe Coupee | TOTAL          | 5     | 2       | 158   | 16        | 6   | 3        | 332  | 28      | 192     | 11       |
|               | RURAL          | 11    | 4       | 374   | 42        | 12  | 4        | 583  | 56      | 592     | 34       |
|               | ALEXANDRIA     | 6     | 2       | 858   | 46        | 6   | 2        | 1489 | 70      | 2236    | 70       |
|               | BALL           | 0     | 0       | 33    | 1         | 0   | 0        | 63   | 1       | 28      | 1        |
|               | BOYCE          | 0     | 0       | 1     | 1         | 0   | 0        | 2    | 2       | 2       | 1        |
|               | CHENEYVILLE    | 0     | 0       | 2     | 1         | 0   | 0        | 3    | 1       | 3       | 0        |
| Rapides       | FOREST HILL    | 0     | 0       | 3     | 0         | 0   | 0        | 9    | 0       | 5       | 0        |
| napides       | GLENMORA       | 1     | 0       | 1     | 0         | 1   | 0        | 1    | 0       | 5       | 1        |
|               | LECOMPTE       | 0     | 0       | 1     | 0         | 0   | 0        | 1    | 0       | 0       | 0        |
|               |                | -     |         |       |           |     |          |      |         |         |          |
|               | MCNARY         | 0     | 0       | 0     | 0         | 0   | 0        | 0    | 0       | 0       | 0        |
|               | PINEVILLE      | 2     | 0       | 227   | 9         | 3   | 0        | 339  | 26      | 381     | 7        |
|               | WOODWORTH      | 0     | 0       | 2     | 1         | 0   | 0        | 3    | 2       | 6       | 0        |
| Rapides       | TOTAL          | 20    | 6       | 1502  | 101       | 22  | 6        | 2493 | 158     | 3258    | 11       |
|               | RURAL          | 3     | 0       | 55    | 9         | 3   | 0        | 86   | 18      | 72      | 9        |
|               | COUSHATTA      | 0     | 0       | 8     | 1         | 0   | 0        | 19   | 4       | 18      | 0        |
| Red River     | EDGEFIELD      | 0     | 0       | 0     | 0         | 0   | 0        | 0    | 0       | 0       | 0        |
| neu nivei     |                | 0     | 0       | 0     | 0         |     |          |      |         |         |          |
|               | HALL SUMMIT    | -     | -       |       |           | 0   | 0        | 0    | 0       | 0       | 0        |
|               | MARTIN         | 0     | 0       | 0     | 0         | 0   | 0        | 0    | 0       | 0       | 0        |
| Red River     | TOTAL          | 3     | 0       | 63    | 10        | 3   | 0        | 105  | 22      | 90      | 9        |
|               | RURAL          | 2     | 1       | 64    | 5         | 3   | 1        | 120  | 5       | 91      | 12       |
|               | DELHI          | 0     | 0       | 11    | 0         | 0   | 0        | 27   | 0       | 22      | 0        |
|               |                |       | 0       | 1     | 0         | 0   | 0        | 1    | 0       | 3       | 0        |
| Richland      | MANGHAM        | 0     | 0       | 1     | 0         | U   | 0        | -    |         | 5       | v        |
| Richland      | RAYVILLE       | 0     | 0       | 15    | 0         | 0   | 0        | 27   | 0       | 37      | 3        |

D8

# Table D1: Crashes by City & Parish

| PARISH               | CITY            | ALL    | CRASHES<br>ALCOHOL | ALL  | Y CRASHES<br>ALCOHOL | ALL    | ALCOHOL | ALL  | IJURIES<br>ALCOHOL | PROPERT<br>ALL |
|----------------------|-----------------|--------|--------------------|------|----------------------|--------|---------|------|--------------------|----------------|
| PANJII               | RURAL           | 6      | 2                  | 98   | 17                   | 7      | 2       | 164  | 25                 | 96             |
|                      | CONVERSE        | 0      | 0                  |      | 1/                   | 0      | 0       | 104  | 1                  | 1              |
|                      | FISHER          | 0      | 0                  | 1    | 0                    | 0      | 0       | 2    | 1                  | 0              |
|                      |                 |        |                    |      |                      |        |         |      | 8                  |                |
| Sabine               | FLORIEN         | 0      | 0                  | 0    | 0                    | 0      | 0       | 0    | 0                  | 1              |
|                      | MANY            | 0      | 0                  | 13   | 0                    | 0      | 0       | 25   | 0                  | 52             |
|                      | NOBLE           | 0      | 0                  | 0    | 0                    | 0      | 0       | 0    | 0                  | 0              |
|                      | PLEASANT HILL   | 0      | 0                  | 0    | 0                    | 0      | 0       | 0    | 0                  | 0              |
|                      | ZWOLLE          | 0      | 0                  | 17   | 2                    | 0      | 0       | 36   | 5                  | 20             |
| Sabine               | TOTAL           | 6      | 2                  | 131  | 20                   | 7      | 2       | 228  | 31                 | 169            |
| St. Bernard          | RURAL           | 2      | 0                  | 228  | 18                   | 2      | 0       | 340  | 24                 | 806            |
| St. Bernard          | TOTAL           | 2      | 0                  | 228  | 18                   | 2      | 0       | 340  | 24                 | 806            |
| St. Charles          | RURAL           | 9      | 5                  | 430  | 42                   | 11     | 5       | 678  | 64                 | 1213           |
| St. Charles          | TOTAL           | 9      | 5                  | 430  | 42                   | 11     | 5       | 678  | 64                 | 1213           |
|                      | RURAL           | 4      | 4                  | 63   | 11                   | 5      | 5       | 105  | 18                 | 100            |
| St. Helena           | GREENSBURG      | 0      | 0                  | 4    | 1                    | 0      | 0       | 9    | 3                  | 3              |
| St. Helena           | MONTPELIER      | 0      | 0                  | 2    | 1                    | 0      | 0       | 2    | 1                  | 1              |
| St. Holono           | TOTAL           | 4      | 4                  | 69   | 13                   | 5      | 5       |      | 22                 | 104            |
| St. Helena           |                 |        | -                  |      |                      | _      |         | 116  | -                  |                |
|                      | RURAL           | 8      | 2                  | 156  | 15                   | 9      | 2       | 252  | 23                 | 320            |
| St. James            | GRAMERCY        | 2      | 0                  | 50   | 4                    | 2      | 0       | 66   | 5                  | 84             |
|                      | LUTCHER         | 0      | 0                  | 5    | 0                    | 0      | 0       | 6    | 0                  | 31             |
| St. James            | TOTAL           | 10     | 2                  | 211  | 19                   | 11     | 2       | 324  | 28                 | 435            |
| St. John the Baptist | RURAL           | 10     | 7                  | 509  | 48                   | 15     | 11      | 950  | 85                 | 991            |
| St. John the Baptist | TOTAL           | 10     | 7                  | 509  | 48                   | 15     | 11      | 950  | 85                 | 991            |
|                      | RURAL           | 14     | 6                  | 346  | 47                   | 17     | 8       | 596  | 65                 | 544            |
| 1                    | CANKTON         | 1      | 1                  | 1    | 1                    | 1      | 1       | 1    | 1                  | 0              |
|                      | GRAND COTEAU    | 0      | 0                  | 1    | 0                    | 0      | 0       | 1    | 0                  | 2              |
|                      | KROTZ SPRINGS   | 0      | 0                  | 0    | 0                    | 0      | 0       | 0    | 0                  | 1              |
|                      | LEONVILLE       | 0      | 0                  | 3    | 0                    | 0      | 0       | 5    | 0                  | 6              |
|                      | MELVILLE        | 0      | 0                  | 0    | 0                    | 0      | 0       | 0    | 0                  | 0              |
| St. Landry           | OPELOUSAS       | 3      | 3                  | 246  | 14                   | 3      | 3       | 392  | 27                 | 725            |
| St. Landry           | PALMETTO        | 0      | 0                  | 0    | 0                    | 0      | 0       | 0    | 0                  | 0              |
|                      | PORT BARRE      | 0      | 0                  | 6    | 0                    | 0      | 0       | 7    | 0                  | 17             |
|                      | SUNSET          | 0      | 0                  | 23   | 2                    | 0      | 0       | 40   | 9                  | 31             |
|                      |                 |        | -                  | -    | 0                    | 0      |         | -    | -                  |                |
|                      | WASHINGTON      | 0      | 0                  | 1    |                      |        | 0       | 1    | 0                  | 11             |
|                      | ARNAUDVILLE     | 0      | 0                  | 1    | 1                    | 0      | 0       | 1    | 1                  | 1              |
|                      | EUNICE          | 1      | 0                  | 107  | 11                   | 1      | 0       | 181  | 13                 | 219            |
| St. Landry           | TOTAL           | 19     | 10                 | 735  | 76                   | 22     | 12      | 1225 | 116                | 1557           |
|                      | RURAL           | 8      | 2                  | 368  | 59                   | 8      | 2       | 618  | 93                 | 598            |
|                      | BREAUX BRIDGE   | 1      | 0                  | 105  | 7                    | 1      | 0       | 178  | 13                 | 305            |
| St. Martin           | HENDERSON       | 1      | 0                  | 20   | 1                    | 1      | 0       | 34   | 4                  | 39             |
| St. Warth            | PARKS           | 0      | 0                  | 1    | 0                    | 0      | 0       | 1    | 0                  | 1              |
|                      | ST. MARTINVILLE | 1      | 0                  | 50   | 2                    | 1      | 0       | 146  | 3                  | 125            |
|                      | ARNAUDVILLE     | 0      | 0                  | 0    | 0                    | 0      | 0       | 0    | 0                  | 2              |
| St. Martin           | TOTAL           | 11     | 2                  | 544  | 69                   | 11     | 2       | 977  | 113                | 1070           |
|                      | RURAL           | 6      | 3                  | 237  | 28                   | 6      | 3       | 427  | 39                 | 357            |
|                      | BALWIN          | 0      | 0                  | 3    | 0                    | 0      | 0       | 6    | 0                  | 4              |
|                      | BERWICK         | 0      | 0                  | 29   | 3                    | 0      | 0       | 42   | 3                  | 68             |
| St. Mary             | FRANKLIN        | 0      | 0                  | 27   | 1                    | 0      | 0       | 38   | 1                  | 87             |
|                      | MORGAN CITY     | 2      | 0                  | 121  | 11                   | 2      | 0       | 172  | 15                 | 331            |
|                      | PATTERSON       | 1      | 0                  | 24   | 1                    | 2      | 0       | 38   | 2                  | 30             |
| St. Mary             | TOTAL           | 9      | 3                  | 441  | 44                   | 10     | 3       | 723  | 60                 | 877            |
| St. Wary             | RURAL           | 22     | 6                  | 843  | 82                   | 24     | 6       | 1300 | 122                | 2693           |
|                      |                 | 1      | 1                  |      |                      |        |         | -    | 1                  | -              |
|                      | ABITA SPRINGS   | 0      | 0                  | 13   | 1                    | 0      | 0       | 22   | 1                  | 27             |
|                      | COVINGTON       | 0      | 0                  | 144  | 5                    | 0      | 0       | 216  | 5                  | 493            |
| a. =                 | FOLSOM          | 0      | 0                  | 5    | 1                    | 0      | 0       | 6    | 1                  | 27             |
| St. Tammany          | MADISONVILLE    | 0      | 0                  | 6    | 0                    | 0      | 0       | 8    | 0                  | 26             |
| l l                  | MANDEVILLE      | 1      | 0                  | 157  | 6                    | 1      | 0       | 226  | 7                  | 490            |
| l l                  | PEARL RIVER     | 0      | 0                  | 39   | 0                    | 0      | 0       | 65   | 0                  | 59             |
|                      | SLIDELL         | 1      | 0                  | 332  | 20                   | 1      | 0       | 482  | 25                 | 965            |
|                      | SUN             | 0      | 0                  | 2    | 0                    | 0      | 0       | 3    | 0                  | 1              |
| St. Tammany          | TOTAL           | 24     | 6                  | 1541 | 115                  | 26     | 6       | 2328 | 161                | 4781           |
|                      | RURAL           | 30     | 11                 | 548  | 61                   | 33     | 12      | 884  | 102                | 1268           |
| 1                    | AMITE           | 0      | 0                  | 51   | 1                    | 0      | 0       | 81   | 2                  | 140            |
| 1                    | HAMMOND         | 5      | 1                  | 416  | 10                   | 5      | 1       | 749  | 16                 | 1027           |
|                      | INDEPENDENCE    | 0      | 0                  | 20   | 3                    | 0      | 0       | 25   | 5                  | 29             |
| Tangipahoa           | KENTWOOD        | 0      | 0                  | 14   | 0                    | 0      | 0       | 23   | 0                  | 43             |
| Bipariou             | PONCHATOULA     | 0      | 0                  | 83   | 4                    | 0      | 0       | 152  | 9                  | 168            |
|                      | ROSELAND        | 0      | 0                  | 2    | 4                    | 0      | 0       | 2    | 9                  | 9              |
|                      |                 |        |                    |      |                      |        |         | -    | -                  | -              |
|                      | TANGIPAHOA      | 0      | 0                  | 3    | 0                    | 0      | 0       | 4    | 0                  | 5              |
|                      | TICKFAW         | 0      | 0                  | 3    | 1                    | 0      | 0       | 3    | 1                  | 11             |
|                      |                 |        |                    | 1140 | 80                   | 38     | 13      | 1924 | 135                | 2700           |
| Tangipahoa           | TOTAL           | 35     | 12                 | _    |                      |        | H .     | 1    | -                  |                |
| Tangipahoa           | RURAL           | 1      | 1                  | 8    | 1                    | 1      | 1       | 11   | 1                  | 4              |
|                      |                 | 1<br>0 | -                  | _    |                      | 1<br>0 | 0       | 5    | 2                  |                |
| Tangipahoa<br>Tensas | RURAL           | 1      | 1                  | 8    | 1                    |        |         |      |                    | 4              |

# Table D1: Crashes by City & Parish

|                  |                  |     | CRASHES |         | Y CRASHES |     | TALITIES |      | JURIES  |      | Y DAMAGI |
|------------------|------------------|-----|---------|---------|-----------|-----|----------|------|---------|------|----------|
| PARISH           | CITY             | ALL | ALCOHOL | ALL     | ALCOHOL   | ALL | ALCOHOL  | ALL  | ALCOHOL | ALL  | ALCO     |
| Terrebonne       | RURAL            | 14  | 9       | 777     | 78        | 15  | 10       | 1385 | 159     | 1713 | 109      |
|                  | HOUMA            | 3   | 1       | 357     | 25        | 4   | 2        | 557  | 38      | 1041 | 52       |
| Terrebonne       | TOTAL            | 17  | 10      | 1134    | 103       | 19  | 12       | 1942 | 197     | 2754 | 16       |
|                  | RURAL            | 9   | 4       | 109     | 14        | 11  | 4        | 170  | 22      | 169  | 15       |
|                  | BERNICE          | 0   | 0       | 5       | 0         | 0   | 0        | 8    | 0       | 5    | C        |
|                  | FARMERVILLE      | 0   | 0       | 55      | 2         | 0   | 0        | 106  | 4       | 44   | (        |
| Union            | LILLIE           | 0   | 0       | 0       | 0         | 0   | 0        | 0    | 0       | 2    |          |
| Union            | MARION           | 0   | 0       | 2       | 1         | 0   | 0        | 2    | 1       | 5    |          |
|                  | SPEARSVILLE      | 0   | 0       | 2       | 0         | 0   | 0        | 6    | 0       | 0    |          |
|                  | DOWNSVILLE       | 0   | 0       | 0       | 0         | 0   | 0        | 0    | 0       | 1    |          |
|                  | JUNCTION CITY    | 0   | 0       | 1       | 1         | 0   | 0        | 3    | 3       | 1    |          |
| Union            | TOTAL            | 9   | 4       | 174     | 18        | 11  | 4        | 295  | 30      | 227  | 1        |
|                  | RURAL            | 8   | 5       | 239     | 59        | 8   | 5        | 382  | 89      | 477  |          |
|                  | ABBEVILLE        | 2   | 2       | 159     | 11        | 2   | 2        | 264  | 24      | 320  |          |
|                  | ERATH            | 0   | 0       | 23      | 1         | 0   | 0        | 46   | 2       | 36   |          |
| Vermilion        | GUEYDAN          | 0   | 0       | 23      | 0         | 0   | 0        | 2    | 0       | 14   |          |
| verminon         |                  | -   | 1       | -       |           | 0   | 0        | -    |         | 77   |          |
|                  | KAPLAN           | 0   | 0       | 30      | 0         |     |          | 49   | 0       | -    |          |
|                  | MAURICE          | 1   | 0       | 4       | 1         | 1   | 0        | 7    | 1       | 31   |          |
|                  | DELCAMBRE        | 0   | 0       | 3       | 0         | 0   | 0        | 9    | 0       | 7    |          |
| Vermilion        | TOTAL            | 11  | 7       | 460     | 72        | 11  | 7        | 759  | 116     | 962  |          |
|                  | RURAL            | 9   | 3       | 220     | 40        | 10  | 3        | 362  | 60      | 213  |          |
|                  | ANACOCO          | 0   | 0       | 1       | 0         | 0   | 0        | 1    | 0       | 1    |          |
|                  | HORNBECK         | 0   | 0       | 0       | 0         | 0   | 0        | 0    | 0       | 0    |          |
| Vorner           | LEESVILLE        | 0   | 0       | 131     | 4         | 0   | 0        | 201  | 4       | 280  |          |
| Vernon           | NEWLLANO         | 0   | 0       | 6       | 1         | 0   | 0        | 6    | 1       | 26   |          |
|                  | ROSEPINE         | 1   | 0       | 8       | 1         | 1   | 0        | 12   | 2       | 13   |          |
|                  | SIMPSON          | 1   | 0       | 0       | 0         | 2   | 0        | 1    | 0       | 1    |          |
|                  | DE RIDDER        | 0   | 0       | 0       | 0         | 0   | 0        | 0    | 0       | 0    |          |
| Vernon           | TOTAL            | 11  | 3       | 366     | 46        | 13  | 3        | 583  | 67      | 534  |          |
| (Childh          | RURAL            | 3   | 2       | 145     | 29        | 3   | 2        | 211  | 35      | 154  |          |
|                  | ANGIE            | 0   | 0       | 2       | 1         | 0   | 0        | 3    | 1       | 3    |          |
| Machington       | BOGALUSA         | 1   | 0       | 2<br>99 | 6         | 1   | 0        | 137  | 6       | 257  |          |
| Washington       | FRANKLINTON      | 0   | 0       | 49      | 6         | 0   | 0        | 64   |         | 72   |          |
|                  |                  | -   |         |         |           |     |          | -    | 6       | -    |          |
|                  | VARNADO          | 0   | 0       | 1       | 0         | 0   | 0        | 3    | 0       | 2    |          |
| Washington       | TOTAL            | 4   | 2       | 296     | 42        | 4   | 2        | 418  | 48      | 488  | 3        |
|                  | RURAL            | 3   | 1       | 72      | 17        | 3   | 1        | 97   | 20      | 62   |          |
|                  | COTTON VALLEY    | 0   | 0       | 0       | 0         | 0   | 0        | 0    | 0       | 1    |          |
|                  | CULLEN           | 0   | 0       | 4       | 0         | 0   | 0        | 5    | 0       | 6    |          |
|                  | DIXIE INN        | 0   | 0       | 4       | 0         | 0   | 0        | 6    | 0       | 11   |          |
|                  | DOYLINE          | 0   | 0       | 8       | 0         | 0   | 0        | 10   | 0       | 5    |          |
| 14/-h-+          | DUBBERLY         | 0   | 0       | 1       | 0         | 0   | 0        | 1    | 0       | 4    |          |
| Webster          | HEFLIN           | 0   | 0       | 2       | 0         | 0   | 0        | 2    | 0       | 3    |          |
|                  | MINDEN           | 2   | 0       | 183     | 13        | 2   | 0        | 307  | 24      | 373  | :        |
|                  | SAREPTA          | 0   | 0       | 4       | 0         | 0   | 0        | 9    | 0       | 6    |          |
|                  | SHONGALOO        | 0   | 0       | 4       | 0         | 0   | 0        | 4    | 0       | 5    |          |
|                  | SIBLEY           | 0   | 0       | 6       | 1         | 0   | 0        | 10   | 1       | 14   |          |
|                  | SPRINGHILL       | 0   | 0       | 44      | 5         | 0   | 0        | 66   | 7       | 79   |          |
| Mohster          |                  |     |         |         |           |     |          |      |         |      | _        |
| Webster          | TOTAL            | 5   | 1       | 332     | 36        | 5   | 1        | 517  | 52      | 569  |          |
|                  | RURAL            | 10  | 8       | 269     | 24        | 10  | 8        | 513  | 35      | 460  |          |
| West Baton Rouge | ADDIS            | 0   | 0       | 22      | 3         | 0   | 0        | 36   | 5       | 48   |          |
|                  | BRUSLY           | 0   | 0       | 12      | 1         | 0   | 0        | 24   | 1       | 41   |          |
|                  | PORT ALLEN       | 0   | 0       | 76      | 2         | 0   | 0        | 142  | 2       | 173  |          |
| West Baton Rouge | TOTAL            | 10  | 8       | 379     | 30        | 10  | 8        | 715  | 43      | 722  |          |
|                  | RURAL            | 4   | 1       | 33      | 5         | 4   | 1        | 61   | 6       | 20   |          |
|                  | EPPS             | 0   | 0       | 0       | 0         | 0   | 0        | 0    | 0       | 0    |          |
| W                | FOREST           | 0   | 0       | 0       | 0         | 0   | 0        | 0    | 0       | 0    |          |
| West Carroll     | KILBOURNE        | 0   | 0       | 0       | 0         | 0   | 0        | 0    | 0       | 0    |          |
|                  | OAK GROVE        | 0   | 0       | 9       | 0         | 0   | 0        | 17   | 0       | 9    |          |
|                  | PIONEER          | 0   | 0       | 0       | 0         | 0   | 0        | 0    | 0       | 0    |          |
| West Carroll     | TOTAL            | 4   | 1       | 42      | 5         | 4   | 1        | 78   | 6       | 29   |          |
| West Carroll     | RURAL            | 4   | 0       | 39      | 6         | 4   | 0        | 78   | 10      | 81   |          |
| West Feliciana   |                  |     |         | -       |           |     |          | -    |         | -    |          |
|                  | ST. FRANCISVILLE | 0   | 0       | 7       | 2         | 0   | 0        | 12   | 3       | 9    |          |
| West Feliciana   | TOTAL            | 0   | 0       | 46      | 8         | 0   | 0        | 85   | 13      | 90   |          |
|                  | RURAL            | 1   | 1       | 47      | 6         | 1   | 1        | 70   | 9       | 43   |          |
|                  | ATLANTA          | 0   | 0       | 1       | 0         | 0   | 0        | 1    | 0       | 0    |          |
| Winn             | CALVIN           | 0   | 0       | 0       | 0         | 0   | 0        | 0    | 0       | 0    |          |
| vviiiii          | DODSON           | 0   | 0       | 2       | 0         | 0   | 0        | 4    | 0       | 1    |          |
|                  | SIKES            | 0   | 0       | 0       | 0         | 0   | 0        | 0    | 0       | 0    |          |
|                  | WINNFIELD        | 1   | 0       | 34      | 2         | 1   | 0        | 61   | 3       | 62   |          |
|                  |                  |     |         |         |           |     |          |      |         |      |          |

Note: 

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Shreveport is in Bossier and Caddo Parishes.

The sum of the cities and "Rural" does not add up to the total in many parishes because of the possible missing "City Codes." ٠

• Fatal alcohol crashes are estimated.

|     |            | t of Crashes by City                                  | U.F.                             |                                  |                                  | 101137                  |                         |                                  |                         |                         |
|-----|------------|---|----------------------------------|----------------------------------|----------------------------------|-------------------------|-------------------------|----------------------------------|-------------------------|-------------------------|
|     |            |   | FAT                              | TALITIES                         | IN.                              | JURIES                  | PROPERT                 | Y DAMAGE ONLY                    | ALL                     | CRASHES                 |
|     | PARISH     | CITY  | ALL                              | ALCOHOL                          | ALL                              | ALCOHOL                 | ALL                     | ALCOHOL                          | ALL                     | ALCOHO                  |
|     |            | RURAL   | \$7.8                            | \$5.2                            | \$25.8                           | \$3.8                   | \$1.3                   | \$0.1                            | \$33.7                  | \$9.0                   |
|     |            | CHURCH POINT  | \$0.0                            | \$0.0                            | \$0.0                            | \$0.0                   | \$0.0                   | \$0.0                            | \$0.0                   | \$0.0                   |
|     |            | CROWLEY   | \$0.0                            | \$0.0                            | \$16.7                           | \$0.6                   | \$1.2                   | \$0.1                            | \$16.7                  | \$0.7                   |
|     |            | ESTHERWOOD  | \$0.0                            | \$0.0                            | \$0.5                            | \$0.0                   | \$0.0                   | \$0.0                            | \$0.5                   | \$0.0                   |
| -   | Acadia     | IOTA  | \$0.0                            | \$0.0                            | \$0.0                            | \$0.0                   | \$0.0                   | \$0.0                            | \$0.0                   | \$0.0                   |
|     |            | MERMENTAU   | \$0.0                            | \$0.0                            | \$0.0                            | \$0.0                   | \$0.0                   | \$0.0                            | \$0.0                   | \$0.0                   |
| יבר |            | MORSE   | \$0.0                            | \$0.0                            | \$0.0                            | \$0.0                   | \$0.0                   | \$0.0                            | \$0.0                   | \$0.0                   |
|     |            | RAYNE   | \$3.9                            | \$1.3                            | \$18.4                           | \$0.9                   | \$0.6                   | \$0.0                            | \$22.3                  | \$2.2                   |
|     |            | EUNICE  | \$0.0                            | \$0.0                            | \$0.0                            | \$0.0                   | \$0.0                   | \$0.0                            | \$0.0                   | \$0.0                   |
|     | Acadia     | TOTAL   | \$11.7                           | \$6.5                            | \$61.4                           | \$5.3                   | \$3.2                   | \$0.2                            | \$76.2                  | \$12.0                  |
|     |            | RURAL   | \$6.5                            | \$0.0                            | \$6.5                            | \$1.6                   | \$0.2                   | \$0.0                            | \$13.1                  | \$1.6                   |
|     |            | ELIZABETH   | \$0.0                            | \$0.0                            | \$0.1                            | \$0.0                   | \$0.0                   | \$0.0                            | \$0.1                   | \$0.0                   |
|     |            | KINDER  | \$0.0                            | \$0.0                            | \$3.1                            | \$0.2                   | \$0.1                   | \$0.0                            | \$3.1                   | \$0.2                   |
|     | Allen      | OAKDALE   | \$1.3                            | \$1.3                            | \$4.3                            | \$0.3                   | \$0.3                   | \$0.0                            | \$5.6                   | \$1.6                   |
|     |            | OBERLIN   | \$0.0                            | \$0.0                            | \$0.1                            | \$0.0                   | \$0.0                   | \$0.0                            | \$0.1                   | \$0.0                   |
|     |            | REEVES  | \$0.0                            | \$0.0                            | \$0.1                            | \$0.0                   | \$0.0                   | \$0.0                            | \$0.1                   | \$0.0                   |
|     | Allen      | TOTAL   | \$7.8                            | \$1.3                            | \$14.3                           | \$2.1                   | \$0.7                   | \$0.1                            | \$22.7                  | \$3.4                   |
|     | , inclu    | RURAL   | \$22.1                           | \$13.0                           | \$99.8                           | \$11.2                  | \$6.1                   | \$0.4                            | \$122.3                 | \$24.6                  |
|     |            | DONALDSONVILLE  | \$0.0                            | \$0.0                            | \$11.3                           | \$0.7                   | \$0.6                   | \$0.0                            | \$11.3                  | \$0.7                   |
|     | Ascension  | GONZALES  | \$0.0<br>\$5.2                   | \$1.3                            | \$27.0                           | \$1.9                   | \$0.0<br>\$2.3          | \$0.0<br>\$0.1                   | \$32.3                  | \$3.3                   |
|     |            | SORRENTO  | \$0.0                            | \$0.0                            | \$2.6                            | \$0.2                   | \$0.2                   | \$0.0                            | \$2.6                   | \$0.2                   |
|     | Accordian  |   | \$27.3                           | \$14.3                           | \$140.7                          | \$14.0                  | \$9.2<br>\$9.2          | \$0.0<br>\$0.5                   | \$177.2                 | \$28.8                  |
|     | Ascension  | TOTAL   | -                                |                                  | \$140.7                          |                         |                         |                                  |                         |                         |
|     | Assumption |   | \$5.2                            | \$1.3                            |                                  | \$2.6                   | \$0.9                   | \$0.1                            | \$27.6                  | \$4.0                   |
|     |            | NAPOLEONVILLE   | \$0.0                            | \$0.0                            | \$0.3                            | \$0.0                   | \$0.0                   | \$0.0                            | \$0.3                   | \$0.0                   |
|     | Assumption | TOTAL   | \$5.2                            | \$1.3                            | \$22.6                           | \$2.6                   | \$0.9                   | \$0.1                            | \$28.7                  | \$4.0                   |
|     |            | RURAL   | \$6.5                            | \$2.6                            | \$25.2                           | \$3.6                   | \$0.8                   | \$0.1                            | \$31.8                  | \$6.3                   |
|     |            | BUNKIE  | \$0.0                            | \$0.0                            | \$4.7                            | \$0.9                   | \$0.2                   | \$0.0                            | \$4.7                   | \$0.9                   |
|     |            | COTTONPORT  | \$0.0                            | \$0.0                            | \$1.6                            | \$0.1                   | \$0.1                   | \$0.0                            | \$1.6                   | \$0.2                   |
|     |            | EVERGREEN   | \$0.0                            | \$0.0                            | \$0.0                            | \$0.0                   | \$0.0                   | \$0.0                            | \$0.0                   | \$0.0                   |
|     | Avoyelles  | HESSMER   | \$0.0                            | \$0.0                            | \$0.0                            | \$0.0                   | \$0.0                   | \$0.0                            | \$0.0                   | \$0.0                   |
|     | ,          | MANSURA   | \$0.0                            | \$0.0                            | \$1.4                            | \$0.1                   | \$0.1                   | \$0.0                            | \$1.4                   | \$0.1                   |
|     |            | MARKSVILLE  | \$0.0                            | \$0.0                            | \$15.0                           | \$0.9                   | \$0.6                   | \$0.0                            | \$15.0                  | \$0.9                   |
|     |            | MOREAUVILLE   | \$0.0                            | \$0.0                            | \$0.4                            | \$0.1                   | \$0.0                   | \$0.0                            | \$0.4                   | \$0.1                   |
|     |            | PLAUCHEVILLE  | \$0.0                            | \$0.0                            | \$0.0                            | \$0.0                   | \$0.0                   | \$0.0                            | \$0.0                   | \$0.0                   |
|     |            | SIMMESPORT  | \$0.0                            | \$0.0                            | \$1.2                            | \$0.0                   | \$0.0                   | \$0.0                            | \$1.2                   | \$0.0                   |
|     | Avoyelles  | TOTAL   | \$6.5                            | \$2.6                            | \$49.4                           | \$5.6                   | \$1.7                   | \$0.1                            | \$57.7                  | \$8.3                   |
|     |            | RURAL   | \$3.9                            | \$1.3                            | \$11.2                           | \$1.3                   | \$0.5                   | \$0.0                            | \$15.1                  | \$2.7                   |
|     | Beauregard | MERRYVILLE  | \$0.0                            | \$0.0                            | \$0.1                            | \$0.1                   | \$0.0                   | \$0.0                            | \$0.1                   | \$0.1                   |
|     |            | DERIDDER  | \$0.0                            | \$0.0                            | \$12.3                           | \$0.5                   | \$0.9                   | \$0.0                            | \$12.3                  | \$0.5                   |
|     | Beauregard | TOTAL   | \$3.9                            | \$1.3                            | \$23.6                           | \$1.9                   | \$1.5                   | \$0.1                            | \$29.0                  | \$3.3                   |
|     |            | RURAL   | \$5.2                            | \$2.6                            | \$9.4                            | \$0.9                   | \$0.2                   | \$0.0                            | \$14.6                  | \$3.5                   |
|     |            | ARCADIA   | \$0.0                            | \$0.0                            | \$1.8                            | \$0.1                   | \$0.1                   | \$0.0                            | \$1.9                   | \$0.1                   |
|     |            | BIENVILLE   | \$0.0                            | \$0.0                            | \$0.0                            | \$0.0                   | \$0.0                   | \$0.0                            | \$0.0                   | \$0.0                   |
|     |            | BRYCELAND   | \$0.0                            | \$0.0                            | \$0.0                            | \$0.0                   | \$0.0                   | \$0.0                            | \$0.0                   | \$0.0                   |
|     |            | CASTOR  | \$0.0                            | \$0.0                            | \$0.0                            | \$0.0                   | \$0.0                   | \$0.0                            | \$0.0                   | \$0.0                   |
|     | Bienville  | GIBSLAND  | \$0.0                            | \$0.0                            | \$0.4                            | \$0.0                   | \$0.0                   | \$0.0                            | \$0.4                   | \$0.0                   |
|     |            | JAMESTOWN   | \$0.0                            | \$0.0                            | \$0.0                            | \$0.0                   | \$0.0                   | \$0.0                            | \$0.0                   | \$0.0                   |
|     |            | LUCKY   | \$0.0                            | \$0.0                            | \$0.0                            | \$0.0                   | \$0.0                   | \$0.0                            | \$0.0                   | \$0.0                   |
|     |            | MOUNT LEBANON   | \$0.0                            | \$0.0                            | \$0.0                            | \$0.0                   | \$0.0                   | \$0.0                            | \$0.0                   | \$0.0                   |
|     |            | RINGGOLD  | \$0.0                            | \$0.0                            | \$0.7                            | \$0.0                   | \$0.0                   | \$0.0                            | \$0.7                   | \$0.0                   |
|     |            | SALINE  | \$0.0                            | \$0.0                            | \$0.1                            | \$0.0                   | \$0.0                   | \$0.0                            | \$0.1                   | \$0.0                   |
|     | Bienville  | TOTAL   | \$5.2                            | \$2.6                            | \$12.4                           | \$1.0                   | \$0.4                   | \$0.0                            | \$18.0                  | \$3.6                   |
|     |            | RURAL   | \$13.0                           | \$0.0                            | \$24.5                           | \$2.6                   | \$1.4                   | \$0.1                            | \$37.7                  | \$2.7                   |
|     |            | BENTON  | \$0.0                            | \$0.0                            | \$1.7                            | \$0.1                   | \$0.2                   | \$0.0                            | \$1.7                   | \$0.1                   |
|     |            | BOSSIER CITY  | \$2.6                            | \$0.0                            | \$97.2                           | \$4.7                   | \$6.9                   | \$0.2                            | \$99.9                  | \$4.9                   |
|     | Bossier    | HAUGHTON  | \$0.0                            | \$0.0                            | \$2.7                            | \$0.0                   | \$0.4                   | \$0.0                            | \$2.7                   | \$0.0                   |
|     |            | PLAIN DEALING   | \$0.0                            | \$0.0                            | \$1.4                            | \$0.0                   | \$0.1                   | \$0.0                            | \$1.4                   | \$0.0                   |
|     |            | SHREVEPORT  | \$0.0                            | \$0.0                            | \$1.7                            | \$0.2                   | \$0.1                   | \$0.0                            | \$1.7                   | \$0.2                   |
|     | Bossier    | TOTAL   | \$15.6                           | \$0.0                            | \$129.2                          | \$7.5                   | \$9.1                   | \$0.3                            | \$153.9                 | \$7.9                   |
|     |            | RURAL   | \$19.5                           | \$2.6                            | \$25.9                           | \$4.0                   | \$1.3                   | \$0.1                            | \$45.5                  | \$6.7                   |
|     |            | BELCHER   | \$0.0                            | \$0.0                            | \$0.4                            | \$4.0<br>\$0.0          | \$0.0                   | \$0.0                            | \$0.4                   | \$0.0                   |
|     |            | BLANCHARD   | \$0.0                            | \$0.0                            | \$3.4                            | \$0.0<br>\$0.1          | \$0.0<br>\$0.1          | \$0.0<br>\$0.0                   | \$3.4                   | \$0.1                   |
|     |            | GILLIAM   | \$0.0                            | \$0.0<br>\$0.0                   | \$5.4<br>\$0.0                   | \$0.1<br>\$0.0          | \$0.1<br>\$0.0          | \$0.0<br>\$0.0                   | \$3.4<br>\$0.0          | \$0.1                   |
|     |            | GILLIAIVI   |                                  |                                  |                                  |                         | -                       |                                  |                         |                         |
|     |            | CREENINGOOD   | \$2.6                            | \$0.0                            | \$1.8<br>\$0.5                   | \$0.1                   | \$0.2                   | \$0.0                            | \$4.5                   | \$0.1                   |
|     |            | GREENWOOD   | ć0.0                             |                                  |                                  | \$0.0                   | \$0.0                   | \$0.0                            | \$0.5                   | \$0.0                   |
|     | Caddo      | HOSSTON   | \$0.0                            | \$0.0                            | -                                | 60 C                    | ćc c                    |                                  | 60.1                    | ćo -                    |
|     | Caddo      | HOSSTON<br>IDA  | \$0.0                            | \$0.0                            | \$0.1                            | \$0.0                   | \$0.0                   | \$0.0                            | \$0.1                   | \$0.0                   |
|     | Caddo      | HOSSTON<br>IDA<br>MOORINGSPORT                        | \$0.0<br>\$0.0                   | \$0.0<br>\$0.0                   | \$0.1<br>\$0.0                   | \$0.0                   | \$0.0                   | \$0.0<br>\$0.0                   | \$0.0                   | \$0.0                   |
|     | Caddo      | HOSSTON<br>IDA<br>MOORINGSPORT<br>OIL CITY            | \$0.0<br>\$0.0<br>\$0.0          | \$0.0<br>\$0.0<br>\$0.0          | \$0.1<br>\$0.0<br>\$0.6          | \$0.0<br>\$0.0          | \$0.0<br>\$0.0          | \$0.0<br>\$0.0<br>\$0.0          | \$0.0<br>\$0.6          | \$0.0<br>\$0.0          |
|     | Caddo      | HOSSTON<br>IDA<br>MOORINGSPORT<br>OIL CITY<br>RODESSA | \$0.0<br>\$0.0<br>\$0.0<br>\$0.0 | \$0.0<br>\$0.0<br>\$0.0<br>\$0.0 | \$0.1<br>\$0.0<br>\$0.6<br>\$0.0 | \$0.0<br>\$0.0<br>\$0.0 | \$0.0<br>\$0.0<br>\$0.0 | \$0.0<br>\$0.0<br>\$0.0<br>\$0.0 | \$0.0<br>\$0.6<br>\$0.0 | \$0.0<br>\$0.0<br>\$0.0 |
|     | Caddo      | HOSSTON<br>IDA<br>MOORINGSPORT<br>OIL CITY            | \$0.0<br>\$0.0<br>\$0.0          | \$0.0<br>\$0.0<br>\$0.0          | \$0.1<br>\$0.0<br>\$0.6          | \$0.0<br>\$0.0          | \$0.0<br>\$0.0          | \$0.0<br>\$0.0<br>\$0.0          | \$0.0<br>\$0.6          | \$0.0<br>\$0.0          |

D10

| DADICH           |                 |                 | ALITIES         |                 | JURIES          |                | Y DAMAGE ONLY  |                  | L CRASHES     |
|------------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------------|----------------|------------------|---------------|
| PARISH           | CITY<br>RURAL   | ALL             | ALCOHOL         | ALL             | ALCOHOL         | ALL            | ALCOHOL        | ALL<br>\$117.4   | ALCO          |
| -                | DE QUINCY       | \$33.8<br>\$0.0 | \$15.6<br>\$0.0 | \$83.1<br>\$1.9 | \$11.6<br>\$0.0 | \$4.3<br>\$0.2 | \$0.5<br>\$0.0 | \$117.4<br>\$1.9 | \$27.<br>\$0. |
| ŀ                | IOWA            | \$0.0           | \$0.0<br>\$1.3  | \$2.4           | \$0.0           | \$0.2<br>\$0.1 | \$0.0<br>\$0.0 | \$1.5            | \$0.<br>\$1.  |
| Calcasieu        | LAKE CHARLES    | \$9.1           | \$1.3           | \$132.9         | \$6.2           | \$8.5          | \$0.0<br>\$0.2 | \$142.2          | \$7.          |
| Calcasieu        | SULPHUR         | \$2.6           | \$0.0           | \$20.9          | \$1.6           | \$8.5<br>\$1.7 | \$0.2          | \$23.6           | \$1.          |
| E E              | VINTON          | \$0.0           | \$0.0           | \$1.8           | \$0.1           | \$0.1          | \$0.0          | \$1.9            | \$0.          |
|                  | WESTLAKE        | \$0.0           | \$0.0           | \$5.0           | \$0.3           | \$0.5          | \$0.0          | \$5.0            | \$0.          |
| Calcasieu        | TOTAL           | \$46.8          | \$18.2          | \$248.0         | \$19.7          | \$15.4         | \$0.9          | \$310.1          | \$38          |
|                  | RURAL           | \$2.6           | \$2.6           | \$2.6           | \$1.1           | \$0.1          | \$0.0          | \$5.2            | \$3           |
| F                | CLARKS          | \$0.0           | \$0.0           | \$0.0           | \$0.0           | \$0.0          | \$0.0          | \$0.0            | \$0           |
| Caldwell         | COLUMBIA        | \$0.0           | \$0.0           | \$0.8           | \$0.0           | \$0.0          | \$0.0          | \$0.8            | \$0           |
| F                | GRAYSON         | \$0.0           | \$0.0           | \$0.5           | \$0.1           | \$0.0          | \$0.0          | \$0.5            | \$0           |
| Caldwell         | TOTAL           | \$2.6           | \$2.6           | \$3.9           | \$1.2           | \$0.1          | \$0.0          | \$6.6            | \$3           |
| Cameron          | RURAL           | \$0.0           | \$0.0           | \$4.2           | \$0.9           | \$0.3          | \$0.0          | \$4.2            | \$0           |
| Cameron          | TOTAL           | \$0.0           | \$0.0           | \$4.2           | \$0.9           | \$0.3          | \$0.0          | \$4.5            | \$0           |
|                  | RURAL           | \$15.6          | \$9.1           | \$5.5           | \$0.9           | \$0.2          | \$0.0          | \$21.1           | \$10          |
| - F              | HARRISONBURG    | \$0.0           | \$0.0           | \$0.0           | \$0.0           | \$0.0          | \$0.0          | \$0.0            | \$0           |
| Catahoula        | JONESVILLE      | \$0.0           | \$0.0           | \$1.0           | \$0.0           | \$0.1          | \$0.0          | \$1.0            | \$0           |
| F                | SICILY ISLAND   | \$0.0           | \$0.0           | \$0.0           | \$0.0           | \$0.0          | \$0.0          | \$0.0            | \$0           |
| Catahoula        | TOTAL           | \$15.6          | \$9.1           | \$6.5           | \$0.9           | \$0.2          | \$0.0          | \$22.3           | \$10          |
| Cutanoalu        | RURAL           | \$15.0          | \$1.3           | \$8.2           | \$1.1           | \$0.3          | \$0.0<br>\$0.0 | \$13.5           | \$2           |
| ŀ                | ATHENS          | \$0.0           | \$0.0           | \$0.0           | \$0.0           | \$0.3<br>\$0.0 | \$0.0<br>\$0.0 | \$13.5<br>\$0.0  | \$2<br>\$0    |
| F                | HAYNESVILLE     | \$0.0           | \$0.0<br>\$0.0  | \$0.0<br>\$1.0  | \$0.0           | \$0.0          | \$0.0<br>\$0.0 | \$0.0<br>\$1.0   | \$0<br>\$0    |
| Claiborne        | HOMER           | \$0.0           | \$0.0<br>\$0.0  | \$1.0<br>\$2.1  | \$0.1           | \$0.0<br>\$0.2 | \$0.0<br>\$0.0 | \$1.0<br>\$2.1   | \$0<br>\$0    |
| ŀ                | LISBON          | \$0.0           | \$0.0<br>\$0.0  | \$0.0           | \$0.5<br>\$0.0  | \$0.2          | \$0.0<br>\$0.0 | \$2.1<br>\$0.0   | \$C<br>\$C    |
| ŀ                | JUNCTION CITY   | \$0.0           | \$0.0<br>\$0.0  | \$0.0<br>\$0.0  | \$0.0<br>\$0.0  | \$0.0          | \$0.0<br>\$0.0 | \$0.0<br>\$0.0   | \$0<br>\$0    |
| Claiborne        | TOTAL           | \$5.2           |                 |                 | \$1.4           | \$0.5          | \$0.0          | \$0.0<br>\$17.0  | \$2           |
| Claiborne        |                 |                 | \$1.3           | \$11.3          |                 |                |                |                  |               |
| ŀ                | RURAL           | \$7.8           | \$3.9           | \$7.3           | \$0.4           | \$0.2          | \$0.0          | \$15.1           | \$4<br>¢0     |
| ·                | CLAYTON         | \$0.0           | \$0.0           | \$0.1           | \$0.0           | \$0.0          | \$0.0          | \$0.1            | \$0           |
| Concordia        | FERRIDAY        | \$0.0           | \$0.0           | \$4.0           | \$0.1           | \$0.1          | \$0.0          | \$4.0            | \$0           |
|                  | RIDGECREST      | \$0.0           | \$0.0           | \$0.0           | \$0.0           | \$0.0          | \$0.0          | \$0.0            | \$0           |
|                  | VIDALIA         | \$2.6           | \$0.0           | \$3.4           | \$0.2           | \$0.3          | \$0.0          | \$6.0            | \$0           |
| Concordia        | TOTAL           | \$10.4          | \$3.9           | \$14.8          | \$0.8           | \$0.5          | \$0.0          | \$25.7           | \$4           |
|                  | RURAL           | \$9.1           | \$5.2           | \$14.6          | \$2.3           | \$0.8          | \$0.1          | \$23.8           | \$7           |
|                  | GRAND CANE      | \$0.0           | \$0.0           | \$0.0           | \$0.0           | \$0.0          | \$0.0          | \$0.0            | \$0           |
|                  | KEACHI          | \$0.0           | \$0.0           | \$0.0           | \$0.0           | \$0.0          | \$0.0          | \$0.0            | \$0           |
| •                | LOGANSPORT      | \$0.0           | \$0.0           | \$0.9           | \$0.0           | \$0.1          | \$0.0          | \$0.9            | \$0           |
| DeSoto           | LONGSTREET      | \$0.0           | \$0.0           | \$0.1           | \$0.0           | \$0.0          | \$0.0          | \$0.1            | \$0           |
|                  | MANSFIELD       | \$0.0           | \$0.0           | \$7.7           | \$0.1           | \$0.4          | \$0.0          | \$7.7            | \$0           |
|                  | SOUTH MANSFIELD | \$0.0           | \$0.0           | \$0.0           | \$0.0           | \$0.0          | \$0.0          | \$0.0            | \$0           |
|                  | STANLEY         | \$0.0           | \$0.0           | \$0.0           | \$0.0           | \$0.0          | \$0.0          | \$0.0            | \$0           |
|                  | STONEWALL       | \$0.0           | \$0.0           | \$0.9           | \$0.1           | \$0.1          | \$0.0          | \$0.9            | \$0           |
| DeSoto           | TOTAL           | \$9.1           | \$5.2           | \$24.3          | \$2.6           | \$1.4          | \$0.1          | \$34.8           | \$7           |
|                  | RURAL           | \$24.7          | \$9.1           | \$108.7         | \$8.9           | \$10.4         | \$0.3          | \$133.8          | \$1           |
|                  | BAKER           | \$1.3           | \$0.0           | \$9.3           | \$0.4           | \$0.5          | \$0.0          | \$10.6           | \$0           |
| East Baton Rouge | BATON ROUGE     | \$44.2          | \$20.8          | \$423.7         | \$19.3          | \$40.5         | \$1.2          | \$469.1          | \$4:          |
|                  | ZACHARY         | \$1.3           | \$0.0           | \$20.6          | \$0.9           | \$1.1          | \$0.0          | \$21.9           | \$0<br>¢0     |
|                  | CENTRAL CITY    | \$0.0           | \$0.0           | \$11.8          | \$0.4           | \$0.7          | \$0.0          | \$11.8           | \$0           |
| East Baton Rouge | TOTAL           | \$71.5          | \$29.9          | \$574.0         | \$29.9          | \$53.3         | \$1.6          | \$698.8          | \$6           |
| East Carroll     | RURAL           | \$0.0           | \$0.0           | \$1.3           | \$0.1           | \$0.0          | \$0.0          | \$1.4            | \$0           |
|                  | LAKE PROVIDENCE | \$0.0           | \$0.0           | \$2.0           | \$0.0           | \$0.1          | \$0.0          | \$2.0            | \$0           |
| East Carroll     | TOTAL           | \$0.0           | \$0.0           | \$3.3           | \$0.1           | \$0.1          | \$0.0          | \$3.4            | \$0           |
|                  | RURAL           | \$16.9          | \$13.0          | \$3.2           | \$0.5           | \$0.1          | \$0.0          | \$20.1           | \$1           |
|                  | CLINTON         | \$1.3           | \$0.0           | \$1.0           | \$0.1           | \$0.0          | \$0.0          | \$2.3            | \$0<br>¢0     |
| East Feliciana   | JACKSON         | \$0.0           | \$0.0           | \$0.2           | \$0.2           | \$0.0          | \$0.0          | \$0.2            | \$0           |
|                  | NORWOOD         | \$0.0           | \$0.0           | \$0.0           | \$0.0           | \$0.0          | \$0.0          | \$0.0            | \$0           |
|                  | SLAUGHTER       | \$0.0           | \$0.0           | \$0.1           | \$0.0           | \$0.0          | \$0.0          | \$0.1            | \$0           |
|                  | WILSON          | \$0.0           | \$0.0           | \$0.0           | \$0.0           | \$0.0          | \$0.0          | \$0.0            | \$0           |
| East Feliciana   | TOTAL           | \$18.2          | \$13.0          | \$4.5           | \$0.8           | \$0.1          | \$0.0          | \$22.8           | \$1           |
|                  | RURAL           | \$11.7          | \$5.2           | \$14.9          | \$2.5           | \$0.6          | \$0.1          | \$26.7           | \$7           |
|                  | BASILE          | \$0.0           | \$0.0           | \$0.4           | \$0.0           | \$0.1          | \$0.0          | \$0.4            | \$0           |
|                  | CHATAIGNIER     | \$0.0           | \$0.0           | \$0.0           | \$0.0           | \$0.0          | \$0.0          | \$0.0            | \$0<br>¢0     |
| Evangeline       | MAMOU           | \$0.0           | \$0.0           | \$3.5           | \$0.3           | \$0.1          | \$0.0          | \$3.5            | \$0<br>¢0     |
|                  | PINE PRAIRIE    | \$0.0           | \$0.0           | \$0.1           | \$0.0           | \$0.0          | \$0.0          | \$0.1            | \$0<br>¢0     |
| ŀ                | TURKEY CREEK    | \$0.0           | \$0.0           | \$0.0           | \$0.0           | \$0.0          | \$0.0          | \$0.0            | \$0           |
|                  | VILLE PLATTE    | \$1.3           | \$1.3           | \$15.5          | \$1.5           | \$0.9          | \$0.0          | \$16.9           | \$2           |
| Evangeline       | TOTAL           | \$13.0          | \$6.5           | \$34.4          | \$4.3           | \$1.7          | \$0.2          | \$49.1           | \$1           |
| ŀ                | RURAL           | \$2.6           | \$0.0           | \$5.2           | \$0.8           | \$0.1          | \$0.0          | \$7.8            | \$0           |
| k                | BASKIN          | \$0.0           | \$0.0           | \$0.1           | \$0.1           | \$0.0          | \$0.0          | \$0.1            | \$0           |
| Franklin         | GILBERT         | \$0.0           | \$0.0           | \$0.2           | \$0.0           | \$0.0          | \$0.0          | \$0.2            | \$0           |
|                  | WINNSBORO       | \$0.0           | \$0.0           | \$4.4           | \$0.1           | \$0.2          | \$0.0          | \$4.4            | \$0           |
| - P              | WISNER          | \$0.0           | \$0.0           | \$0.2           | \$0.0           | \$0.0          | \$0.0          | \$0.2            | \$0           |

| PARISH  |  | FAT   | ALITIES   | IN   | JURIES   | PROPERT   | Y DAMAGE ONLY  | ALI   | CRASHES  |
|---|--|---|---|--|--|---|--|---|--|
|   | CITY   | ALL   | ALCOHOL   | ALL  | ALCOHOL  | ALL   | ALCOHOL  | ALL   | ALCOH  |
|   | RURAL  | \$7.8   | \$2.6   | \$9.4  | \$1.4  | \$0.2   | \$0.0  | \$17.3  | \$4.0  |
|   | COLFAX   | \$0.0   | \$0.0   | \$0.0  | \$0.0  | \$0.0   | \$0.0  | \$0.0   | \$0.0  |
|   | DRY PRONG  | \$0.0   | \$0.0   | \$0.0  | \$0.0  | \$0.0   | \$0.0  | \$0.0   | \$0.0  |
| Grant   | GEORGETOWN   | \$0.0   | \$0.0   | \$0.0  | \$0.0  | \$0.0   | \$0.0  | \$0.0   | \$0.0  |
| -   | POLLOCK  | \$0.0<br>\$0.0  | \$0.0<br>\$0.0  | \$0.1<br>\$0.0   | \$0.0<br>\$0.0   | \$0.0<br>\$0.0  | \$0.0<br>\$0.0   | \$0.1<br>\$0.0  | \$0.0<br>\$0.0   |
| H   | CREOLA   | \$0.0<br>\$0.0  | \$0.0   | \$0.0<br>\$0.0   | \$0.0<br>\$0.0   | \$0.0<br>\$0.0  | \$0.0  | \$0.0<br>\$0.0  | \$0.0  |
| Grant   | TOTAL  | \$0.8<br>\$7.8  | \$2.6   | \$9.6  | \$1.4  | \$0.2   | \$0.0  | \$17.6  | \$4.0  |
|   | RURAL  | \$9.1   | \$5.2   | \$39.6   | \$4.0  | \$2.0   | \$0.2  | \$48.9  | \$9.4  |
|   | JEANERETTE   | \$0.0   | \$0.0   | \$1.7  | \$0.0  | \$0.1   | \$0.0  | \$1.7   | \$0.0  |
| Iberia  | LOREAUVILLE  | \$0.0   | \$0.0   | \$0.4  | \$0.0  | \$0.0   | \$0.0  | \$0.4   | \$0.   |
| I [   | NEW IBERIA   | \$1.3   | \$0.0   | \$35.2   | \$1.3  | \$3.5   | \$0.1  | \$36.6  | \$1.4  |
|   | DELCAMBRE  | \$0.0   | \$0.0   | \$0.1  | \$0.1  | \$0.0   | \$0.0  | \$0.1   | \$0.   |
| Iberia  | TOTAL  | \$10.4  | \$5.2   | \$76.9   | \$5.3  | \$5.7   | \$0.4  | \$92.9  | \$10   |
|   | RURAL  | \$7.8   | \$3.9   | \$11.1   | \$2.1  | \$0.3   | \$0.0  | \$19.0  | \$6.0  |
|   | GROSSE TETE  | \$0.0   | \$0.0   | \$1.4  | \$0.2  | \$0.1   | \$0.0  | \$1.4   | \$0.   |
| <b>.</b>                                      | MARINGOUIN   | \$0.0   | \$0.0   | \$0.1  | \$0.0  | \$0.0   | \$0.0  | \$0.1   | \$0.   |
| Iberville                                     | PLAQUEMINE   | \$2.6   | \$0.0   | \$20.6   | \$0.9  | \$0.8   | \$0.0  | \$23.2  | \$0.   |
| H   | ROSEDALE<br>WHITE CASTLE   | \$1.3   | \$0.0   | \$0.4  | \$0.0  | \$0.0   | \$0.0  | \$1.7   | \$0.   |
|   | ST. GABRIEL  | \$0.0<br>\$2.6  | \$0.0<br>\$0.0  | \$2.1<br>\$7.0   | \$0.1<br>\$0.1   | \$0.1<br>\$0.2  | \$0.0<br>\$0.0   | \$2.1<br>\$9.6  | \$0.<br>\$0.   |
| Iberville                                     | TOTAL  | \$14.3  | \$3.9   | \$42.7   | \$3.3  | \$1.5   | \$0.1  | \$58.5  | \$0.<br>\$7.   |
| iberville                                     | RURAL  | \$1.3   | \$1.3   | \$1.9  | \$0.6  | \$0.0   | \$0.0  | \$3.2   | \$1.   |
| F   | CHATHAM  | \$0.0   | \$0.0   | \$0.3  | \$0.0<br>\$0.0   | \$0.0<br>\$0.0  | \$0.0  | \$0.3   | \$0.   |
|   | EAST HODGE   | \$0.0   | \$0.0   | \$0.0  | \$0.0  | \$0.0   | \$0.0  | \$0.0   | \$0.   |
|   | EROS   | \$0.0   | \$0.0   | \$0.0  | \$0.0  | \$0.0   | \$0.0  | \$0.0   | \$0.   |
| Jackson                                       | HODGE  | \$0.0   | \$0.0   | \$0.0  | \$0.0  | \$0.0   | \$0.0  | \$0.0   | \$0.   |
|   | JONESBORO  | \$1.3   | \$1.3   | \$0.2  | \$0.1  | \$0.0   | \$0.0  | \$1.5   | \$1.   |
|   | NORTH HODGE  | \$0.0   | \$0.0   | \$0.0  | \$0.0  | \$0.0   | \$0.0  | \$0.0   | \$0.   |
|   | QUITMAN  | \$0.0   | \$0.0   | \$0.0  | \$0.0  | \$0.0   | \$0.0  | \$0.0   | \$0.   |
| Jackson                                       | TOTAL  | \$2.6   | \$2.6   | \$2.4  | \$0.7  | \$0.1   | \$0.0  | \$5.1   | \$3.   |
|   | RURAL  | \$32.5  | \$16.9  | \$352.4  | \$22.7   | \$32.2  | \$1.5  | \$386.4   | \$41   |
| L L   | GRAND ISLE   | \$0.0   | \$0.0   | \$0.6  | \$0.0  | \$0.1   | \$0.0  | \$0.6   | \$0.   |
|   | GRETNA   | \$0.0   | \$0.0   | \$19.9   | \$1.0  | \$1.7   | \$0.0  | \$19.9  | \$1.   |
| Jefferson                                     | HARAHAN  | \$1.3   | \$1.3   | \$2.4  | \$0.2  | \$0.4   | \$0.0  | \$3.7   | \$1.   |
|   | JEAN LAFITTE<br>KENNER   | \$1.3<br>\$1.3  | \$0.0<br>\$0.0  | \$1.3<br>\$52.1  | \$0.0<br>\$2.8   | \$0.0<br>\$6.2  | \$0.0<br>\$0.2   | \$2.6   | \$0.   |
| I F   | WESTWEGO   | \$1.5<br>\$0.0  | \$0.0<br>\$0.0  | \$52.1<br>\$6.4  | \$2.8<br>\$0.4   | \$0.2<br>\$0.8  | \$0.2<br>\$0.0   | \$53.6<br>\$6.4   | \$3.0<br>\$0.4   |
| Jefferson                                     | TOTAL  | \$36.4  | \$18.2  | \$435.0  | \$27.0   | \$41.3  | \$1.8  | \$512.7   | \$47   |
| Jenerson                                      | RURAL  | \$6.5   | \$3.9   | \$20.8   | \$2.9  | \$0.8   | \$0.1  | \$27.3  | \$6.   |
|   | ELTON  | \$0.0   | \$0.0   | \$0.2  | \$0.0  | \$0.0   | \$0.0  | \$0.2   | \$0.   |
|   | FENTON   | \$1.3   | \$0.0   | \$0.1  | \$0.0  | \$0.0   | \$0.0  | \$1.4   | \$0.   |
| Jefferson Davis                               | JENNINGS   | \$1.3   | \$0.0   | \$10.3   | \$0.4  | \$0.8   | \$0.0  | \$11.6  | \$0.   |
|   | LAKE ARTHUR  | \$0.0   | \$0.0   | \$0.4  | \$0.1  | \$0.1   | \$0.0  | \$0.4   | \$0.   |
|   | WELSH  | \$0.0   | \$0.0   | \$2.3  | \$0.1  | \$0.1   | \$0.0  | 44.4  |  |
| Jefferson Davis                               |  |   |   |  |  |   |  | \$2.3   | \$0.   |
| Jenerson Davis                                | TOTAL  | \$9.1   | \$3.9   | \$34.2   | \$3.5  | \$1.8   | \$0.1  | \$2.3<br>\$45.1   |  |
| Serverson Davis                               | TOTAL<br>RURAL   | \$9.1<br>\$13.0   | \$3.9<br>\$9.1  | \$34.2<br>\$52.2   | \$3.5<br>\$7.2   | \$1.8<br>\$3.1  | \$0.1<br>\$0.3   |   | \$7.   |
|   |  | _   |   |  |  |   |  | \$45.1  | \$7.<br>\$16   |
|   | RURAL<br>BROUSSARD<br>CARENCRO   | \$13.0<br>\$1.3<br>\$1.3  | \$9.1<br>\$0.0<br>\$0.0   | \$52.2<br>\$18.9<br>\$8.9  | \$7.2<br>\$1.1<br>\$0.6  | \$3.1<br>\$1.4<br>\$0.7   | \$0.3<br>\$0.0<br>\$0.0  | \$45.1<br>\$65.5<br>\$20.3<br>\$10.2  | \$7.<br>\$16<br>\$1.<br>\$0.   |
| Lafayette                                     | RURAL<br>BROUSSARD<br>CARENCRO<br>DUSON  | \$13.0<br>\$1.3<br>\$1.3<br>\$0.0   | \$9.1<br>\$0.0<br>\$0.0<br>\$0.0  | \$52.2<br>\$18.9<br>\$8.9<br>\$2.6   | \$7.2<br>\$1.1<br>\$0.6<br>\$0.0   | \$3.1<br>\$1.4<br>\$0.7<br>\$0.1  | \$0.3<br>\$0.0<br>\$0.0<br>\$0.0   | \$45.1<br>\$65.5<br>\$20.3<br>\$10.2<br>\$2.6   | \$7.<br>\$16<br>\$1.<br>\$0.<br>\$0.   |
| -   | RURAL<br>BROUSSARD<br>CARENCRO<br>DUSON<br>LAFAYETTE   | \$13.0<br>\$1.3<br>\$1.3<br>\$0.0<br>\$22.1   | \$9.1<br>\$0.0<br>\$0.0<br>\$0.0<br>\$13.0  | \$52.2<br>\$18.9<br>\$8.9<br>\$2.6<br>\$227.2  | \$7.2<br>\$1.1<br>\$0.6<br>\$0.0<br>\$16.7   | \$3.1<br>\$1.4<br>\$0.7<br>\$0.1<br>\$20.1  | \$0.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.7  | \$45.1<br>\$65.5<br>\$20.3<br>\$10.2<br>\$2.6<br>\$250.0  | \$7.<br>\$16<br>\$1.<br>\$0.<br>\$0.<br>\$30   |
| -   | RURAL<br>BROUSSARD<br>CARENCRO<br>DUSON<br>LAFAYETTE<br>SCOTT  | \$13.0<br>\$1.3<br>\$1.3<br>\$0.0<br>\$22.1<br>\$0.0  | \$9.1<br>\$0.0<br>\$0.0<br>\$0.0<br>\$13.0<br>\$0.0   | \$52.2<br>\$18.9<br>\$8.9<br>\$2.6<br>\$227.2<br>\$16.2  | \$7.2<br>\$1.1<br>\$0.6<br>\$0.0<br>\$16.7<br>\$1.6  | \$3.1<br>\$1.4<br>\$0.7<br>\$0.1<br>\$20.1<br>\$1.0   | \$0.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.7<br>\$0.1   | \$45.1<br>\$65.5<br>\$20.3<br>\$10.2<br>\$2.6<br>\$250.0<br>\$16.3  | \$7.<br>\$16<br>\$1.<br>\$0.<br>\$0.<br>\$30<br>\$30<br>\$1.   |
| Lafayette                                     | RURAL<br>BROUSSARD<br>CARENCRO<br>DUSON<br>LAFAYETTE<br>SCOTT<br>YOUNGSVILLE   | \$13.0<br>\$1.3<br>\$1.3<br>\$0.0<br>\$22.1<br>\$0.0<br>\$0.0   | \$9.1<br>\$0.0<br>\$0.0<br>\$0.0<br>\$13.0<br>\$0.0<br>\$0.0<br>\$0.0   | \$52.2<br>\$18.9<br>\$2.6<br>\$227.2<br>\$16.2<br>\$4.3  | \$7.2<br>\$1.1<br>\$0.6<br>\$0.0<br>\$16.7<br>\$1.6<br>\$0.6   | \$3.1<br>\$1.4<br>\$0.7<br>\$0.1<br>\$20.1<br>\$1.0<br>\$0.5  | \$0.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.7<br>\$0.1<br>\$0.0  | \$45.1<br>\$65.5<br>\$20.3<br>\$10.2<br>\$2.6<br>\$250.0<br>\$16.3<br>\$4.3   | \$7.<br>\$16<br>\$1.<br>\$0.<br>\$30<br>\$30<br>\$1.<br>\$0.   |
| -   | RURAL<br>BROUSSARD<br>CARENCRO<br>DUSON<br>LAFAYETTE<br>SCOTT<br>YOUNGSVILLE<br>TOTAL  | \$13.0<br>\$1.3<br>\$0.0<br>\$22.1<br>\$0.0<br>\$0.0<br>\$37.7  | \$9.1<br>\$0.0<br>\$0.0<br>\$13.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$22.1  | \$52.2<br>\$18.9<br>\$2.6<br>\$227.2<br>\$16.2<br>\$4.3<br><b>\$330.3</b>  | \$7.2<br>\$1.1<br>\$0.6<br>\$0.0<br>\$16.7<br>\$1.6<br>\$0.6<br><b>\$</b> 27.9   | \$3.1<br>\$1.4<br>\$0.7<br>\$0.1<br>\$20.1<br>\$1.0<br>\$0.5<br>\$26.8  | \$0.3<br>\$0.0<br>\$0.0<br>\$0.7<br>\$0.1<br>\$0.0<br><b>\$1.2</b>   | \$45.1<br>\$65.5<br>\$20.3<br>\$10.2<br>\$2.6<br>\$250.0<br>\$16.3<br>\$4.3<br>\$394.9  | \$7.<br>\$16<br>\$1.<br>\$0.<br>\$30<br>\$30<br>\$1.<br>\$0.<br>\$51   |
| Lafayette                                     | RURAL<br>BROUSSARD<br>CARENCRO<br>DUSON<br>LAFAYETTE<br>SCOTT<br>YOUNGSVILLE<br>TOTAL<br>RURAL   | \$13.0<br>\$1.3<br>\$0.0<br>\$22.1<br>\$0.0<br>\$0.0<br>\$37.7<br>\$22.1  | \$9.1<br>\$0.0<br>\$0.0<br>\$13.0<br>\$0.0<br>\$0.0<br>\$0.0<br><b>\$22.1</b><br>\$7.8  | \$52.2<br>\$18.9<br>\$2.6<br>\$227.2<br>\$16.2<br>\$4.3<br><b>\$330.3</b><br>\$72.9  | \$7.2<br>\$1.1<br>\$0.6<br>\$0.0<br>\$16.7<br>\$1.6<br>\$0.6<br><b>\$27.9</b><br>\$9.0   | \$3.1<br>\$1.4<br>\$0.7<br>\$0.1<br>\$20.1<br>\$1.0<br>\$0.5<br><b>\$26.8</b><br>\$4.3  | \$0.3<br>\$0.0<br>\$0.0<br>\$0.7<br>\$0.1<br>\$0.0<br>\$1.2<br>\$0.3   | \$45.1<br>\$65.5<br>\$20.3<br>\$10.2<br>\$2.6<br>\$250.0<br>\$16.3<br>\$4.3<br>\$4.3<br><b>\$394.9</b><br>\$95.4  | \$7.<br>\$16<br>\$1.<br>\$0.<br>\$30<br>\$30<br>\$1.<br>\$0.<br>\$51<br>\$17   |
| Lafayette                                     | RURAL<br>BROUSSARD<br>CARENCRO<br>DUSON<br>LAFAYETTE<br>SCOTT<br>YOUNGSVILE<br>TOTAL<br>RURAL<br>GOLDEN MEADOW   | \$13.0<br>\$1.3<br>\$0.0<br>\$22.1<br>\$0.0<br>\$0.0<br>\$37.7<br>\$22.1<br>\$1.3   | \$9.1<br>\$0.0<br>\$0.0<br>\$13.0<br>\$0.0<br>\$0.0<br>\$0.0<br><b>\$22.1</b><br>\$7.8<br>\$1.3   | \$52.2<br>\$18.9<br>\$2.6<br>\$227.2<br>\$16.2<br>\$4.3<br>\$330.3<br>\$72.9<br>\$0.2  | \$7.2<br>\$1.1<br>\$0.6<br>\$0.0<br>\$16.7<br>\$1.6<br>\$0.6<br><b>\$27.9</b><br>\$9.0<br>\$0.0  | \$3.1<br>\$1.4<br>\$0.7<br>\$0.1<br>\$20.1<br>\$1.0<br>\$0.5<br><b>\$26.8</b><br>\$4.3<br>\$0.1   | \$0.3<br>\$0.0<br>\$0.0<br>\$0.7<br>\$0.1<br>\$0.0<br><b>\$1.2</b><br>\$0.3<br>\$0.0   | \$45.1<br>\$65.5<br>\$20.3<br>\$10.2<br>\$2.6<br>\$250.0<br>\$16.3<br>\$4.3<br>\$394.9<br>\$95.4<br>\$1.5   | \$7.<br>\$16<br>\$1.<br>\$0.<br>\$30<br>\$1.<br>\$0.<br>\$1.<br>\$1.<br>\$1.<br>\$1.<br>\$1.<br>\$1.<br>\$1.<br>\$1.<br>\$1.<br>\$1  |
| Lafayette                                     | RURAL<br>BROUSSARD<br>CARENCRO<br>DUSON<br>LAFAYETTE<br>SCOTT<br>YOUNGSVILLE<br>TOTAL<br>RURAL<br>GOLDEN MEADOW<br>LOCKPORT  | \$13.0<br>\$1.3<br>\$1.3<br>\$0.0<br>\$22.1<br>\$0.0<br>\$0.0<br><b>\$37.7</b><br>\$22.1<br>\$1.3<br>\$1.3  | \$9.1<br>\$0.0<br>\$0.0<br>\$13.0<br>\$0.0<br>\$0.0<br>\$22.1<br>\$7.8<br>\$1.3<br>\$0.0  | \$52.2<br>\$18.9<br>\$2.6<br>\$227.2<br>\$16.2<br>\$4.3<br>\$330.3<br>\$72.9<br>\$0.2<br>\$1.7   | \$7.2<br>\$1.1<br>\$0.6<br>\$0.0<br>\$16.7<br>\$1.6<br>\$0.6<br><b>\$27.9</b><br>\$9.0<br>\$0.0<br>\$0.0<br>\$0.1  | \$3.1<br>\$1.4<br>\$0.7<br>\$0.1<br>\$20.1<br>\$1.0<br>\$0.5<br><b>\$26.8</b><br>\$4.3<br>\$0.1<br>\$0.1  | \$0.3<br>\$0.0<br>\$0.0<br>\$0.7<br>\$0.1<br>\$0.0<br><b>\$1.2</b><br>\$0.3<br>\$0.0<br>\$0.0<br>\$0.0   | \$45.1<br>\$65.5<br>\$20.3<br>\$10.2<br>\$2.6<br>\$250.0<br>\$16.3<br>\$4.3<br><b>\$394.9</b><br>\$95.4<br>\$1.5<br>\$3.0   | \$7.<br>\$16<br>\$1.<br>\$0.<br>\$30<br>\$1.<br>\$0.<br>\$1.<br>\$1.<br>\$17<br>\$11<br>\$1.<br>\$0.   |
| Lafayette<br>Lafayette<br>Lafourche           | RURAL<br>BROUSSARD<br>CARENCRO<br>DUSON<br>LAFAYETTE<br>SCOTT<br>YOUNGSVILLE<br>TOTAL<br>RURAL<br>GOLDEN MEADOW<br>LOCKPORT<br>THIBODAUX   | \$13.0<br>\$1.3<br>\$1.3<br>\$0.0<br>\$22.1<br>\$0.0<br>\$30.0<br>\$37.7<br>\$22.1<br>\$1.3<br>\$1.3<br>\$0.0   | \$9.1<br>\$0.0<br>\$0.0<br>\$13.0<br>\$0.0<br>\$0.0<br>\$22.1<br>\$7.8<br>\$1.3<br>\$0.0<br>\$0.0<br>\$0.0  | \$52.2<br>\$18.9<br>\$2.6<br>\$227.2<br>\$16.2<br>\$4.3<br>\$330.3<br>\$72.9<br>\$0.2<br>\$1.7<br>\$12.6   | \$7.2<br>\$1.1<br>\$0.6<br>\$0.0<br>\$16.7<br>\$1.6<br>\$0.6<br><b>\$27.9</b><br>\$9.0<br>\$0.0<br>\$0.0<br>\$0.1<br>\$0.8   | \$3.1<br>\$1.4<br>\$0.7<br>\$20.1<br>\$20.1<br>\$1.0<br>\$0.5<br><b>\$26.8</b><br>\$4.3<br>\$0.1<br>\$0.1<br>\$1.6  | \$0.3<br>\$0.0<br>\$0.0<br>\$0.7<br>\$0.1<br>\$0.0<br><b>\$1.2</b><br>\$0.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0  | \$45.1<br>\$65.5<br>\$20.3<br>\$10.2<br>\$2.6<br>\$250.0<br>\$16.3<br>\$4.3<br>\$4.3<br>\$394.9<br>\$95.4<br>\$1.5<br>\$3.0<br>\$12.7   | \$7.<br>\$16<br>\$1.<br>\$0.<br>\$30<br>\$1.<br>\$0.<br>\$51<br>\$17<br>\$1.<br>\$0.<br>\$51<br>\$17<br>\$1.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.   |
| Lafayette                                     | RURAL<br>BROUSSARD<br>CARENCRO<br>DUSON<br>LAFAYETTE<br>SCOTT<br>YOUNGSVILLE<br>TOTAL<br>RURAL<br>GOLDEN MEADOW<br>LOCKPORT  | \$13.0<br>\$1.3<br>\$1.3<br>\$0.0<br>\$22.1<br>\$0.0<br>\$0.0<br><b>\$37.7</b><br>\$22.1<br>\$1.3<br>\$1.3  | \$9.1<br>\$0.0<br>\$0.0<br>\$13.0<br>\$0.0<br>\$0.0<br>\$22.1<br>\$7.8<br>\$1.3<br>\$0.0  | \$52.2<br>\$18.9<br>\$2.6<br>\$227.2<br>\$16.2<br>\$4.3<br>\$330.3<br>\$72.9<br>\$0.2<br>\$1.7   | \$7.2<br>\$1.1<br>\$0.6<br>\$0.0<br>\$16.7<br>\$1.6<br>\$0.6<br><b>\$27.9</b><br>\$9.0<br>\$0.0<br>\$0.0<br>\$0.1  | \$3.1<br>\$1.4<br>\$0.7<br>\$0.1<br>\$20.1<br>\$1.0<br>\$0.5<br><b>\$26.8</b><br>\$4.3<br>\$0.1<br>\$0.1  | \$0.3<br>\$0.0<br>\$0.0<br>\$0.7<br>\$0.1<br>\$0.0<br><b>\$1.2</b><br>\$0.3<br>\$0.0<br>\$0.0<br>\$0.0   | \$45.1<br>\$65.5<br>\$20.3<br>\$10.2<br>\$2.6<br>\$250.0<br>\$16.3<br>\$4.3<br><b>\$394.9</b><br>\$95.4<br>\$1.5<br>\$3.0   | \$7.<br>\$16<br>\$1.<br>\$0.<br>\$30<br>\$1.<br>\$0.<br>\$1.<br>\$1.<br>\$0.<br>\$51<br>\$1.7<br>\$1.<br>\$0.<br>\$0.<br>\$1.7<br>\$1.<br>\$1.7<br>\$1.6<br>\$1.7<br>\$1.6<br>\$1.7<br>\$1.6<br>\$1.7<br>\$1.6<br>\$1.7<br>\$1.6<br>\$1.7<br>\$1.6<br>\$1.7<br>\$1.6<br>\$1.7<br>\$1.6<br>\$1.7<br>\$1.6<br>\$1.7<br>\$1.6<br>\$1.7<br>\$1.6<br>\$1.7<br>\$1.6<br>\$1.7<br>\$1.6<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1.7<br>\$1. |
| Lafayette<br>Lafayette<br>Lafourche           | RURAL<br>BROUSSARD<br>CARENCRO<br>DUSON<br>LAFAYETTE<br>SCOTT<br>YOUNGSVILLE<br>TOTAL<br>RURAL<br>GOLDEN MEADOW<br>LOCKPORT<br>THIBODAUX<br>TOTAL  | \$13.0<br>\$1.3<br>\$1.3<br>\$0.0<br>\$22.1<br>\$0.0<br>\$0.0<br>\$37.7<br>\$22.1<br>\$1.3<br>\$1.3<br>\$0.0<br>\$24.7  | \$9.1<br>\$0.0<br>\$0.0<br>\$13.0<br>\$0.0<br>\$0.0<br>\$22.1<br>\$7.8<br>\$1.3<br>\$0.0<br>\$0.0<br>\$2.1<br>\$7.8<br>\$1.3<br>\$0.0<br>\$0.0<br>\$2.1   | \$52.2<br>\$18.9<br>\$8.9<br>\$2.6<br>\$227.2<br>\$16.2<br>\$4.3<br>\$330.3<br>\$72.9<br>\$0.2<br>\$1.7<br>\$12.6<br>\$87.5  | \$7.2<br>\$1.1<br>\$0.6<br>\$0.0<br>\$16.7<br>\$1.6<br>\$0.6<br>\$27.9<br>\$9.0<br>\$0.0<br>\$0.1<br>\$0.8<br>\$9.9  | \$3.1<br>\$1.4<br>\$0.7<br>\$0.1<br>\$20.1<br>\$1.0<br>\$0.5<br><b>\$26.8</b><br>\$4.3<br>\$0.1<br>\$0.1<br>\$1.6<br><b>\$6.1</b>   | \$0.3<br>\$0.0<br>\$0.0<br>\$0.7<br>\$0.1<br>\$0.0<br>\$1.2<br>\$0.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.1<br>\$0.4  | \$45.1<br>\$65.5<br>\$20.3<br>\$10.2<br>\$2.6<br>\$250.0<br>\$16.3<br>\$4.3<br>\$4.3<br>\$394.9<br>\$95.4<br>\$1.5<br>\$3.0<br>\$12.7<br>\$118.2  | \$7.<br>\$16<br>\$1.<br>\$0.<br>\$30<br>\$1.<br>\$17<br>\$1.<br>\$0.<br>\$0.<br>\$51<br>\$17<br>\$1.<br>\$0.<br>\$0.<br>\$30<br>\$17<br>\$1.<br>\$0.<br>\$0.<br>\$30<br>\$1.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0  |
| Lafayette<br>Lafayette<br>Lafourche           | RURAL<br>BROUSSARD<br>CARENCRO<br>DUSON<br>LAFAYETTE<br>SCOTT<br>YOUNGSVILLE<br>TOTAL<br>RURAL<br>GOLDEN MEADOW<br>LOCKPORT<br>THIBODAUX<br>TOTAL<br>RURAL   | \$13.0<br>\$1.3<br>\$1.3<br>\$0.0<br>\$22.1<br>\$0.0<br>\$37.7<br>\$22.1<br>\$1.3<br>\$1.3<br>\$0.0<br>\$24.7<br>\$5.2  | \$9.1<br>\$0.0<br>\$0.0<br>\$13.0<br>\$0.0<br>\$0.0<br>\$22.1<br>\$7.8<br>\$1.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$3.9  | \$52.2<br>\$18.9<br>\$2.6<br>\$227.2<br>\$16.2<br>\$4.3<br>\$330.3<br>\$72.9<br>\$0.2<br>\$1.7<br>\$12.6<br>\$87.5<br>\$6.5  | \$7.2<br>\$1.1<br>\$0.6<br>\$0.0<br>\$16.7<br>\$1.6<br>\$0.6<br>\$27.9<br>\$9.0<br>\$0.0<br>\$0.1<br>\$0.8<br>\$9.9<br>\$1.1   | \$3.1<br>\$1.4<br>\$0.7<br>\$0.1<br>\$20.1<br>\$1.0<br>\$0.5<br><b>\$26.8</b><br>\$4.3<br>\$0.1<br>\$0.1<br>\$1.6<br><b>\$6.1</b><br>\$0.2  | \$0.3<br>\$0.0<br>\$0.0<br>\$0.7<br>\$0.1<br>\$0.0<br>\$1.2<br>\$0.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.1<br>\$0.4<br>\$0.0   | \$45.1<br>\$65.5<br>\$20.3<br>\$10.2<br>\$2.6<br>\$250.0<br>\$16.3<br>\$4.3<br>\$394.9<br>\$95.4<br>\$1.5<br>\$3.0<br>\$12.7<br>\$118.2<br>\$11.7   | \$7.<br>\$16<br>\$1.<br>\$0.<br>\$30<br>\$1.<br>\$1.<br>\$1.<br>\$1.<br>\$1.<br>\$0.<br>\$17<br>\$1.<br>\$0.<br>\$51<br>\$17<br>\$1.<br>\$0.<br>\$30<br>\$19<br>\$55<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.   |
| Lafayette                                     | RURAL<br>BROUSSARD<br>CARENCRO<br>DUSON<br>LAFAYETTE<br>SCOTT<br>YOUNGSVILLE<br>TOTAL<br>RURAL<br>GOLDEN MEADOW<br>LOCKPORT<br>THIBODAUX<br>TOTAL<br>RURAL<br>BURAL<br>JENA  | \$13.0<br>\$1.3<br>\$1.3<br>\$0.0<br>\$22.1<br>\$0.0<br>\$37.7<br>\$22.1<br>\$1.3<br>\$1.3<br>\$1.3<br>\$1.3<br>\$1.3<br>\$2.0<br>\$24.7<br>\$5.2<br>\$0.0  | \$9.1<br>\$0.0<br>\$0.0<br>\$13.0<br>\$0.0<br>\$0.0<br>\$22.1<br>\$7.8<br>\$1.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$20.0<br>\$3.9<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0 | \$52.2<br>\$18.9<br>\$2.6<br>\$227.2<br>\$16.2<br>\$4.3<br>\$330.3<br>\$72.9<br>\$0.2<br>\$1.7<br>\$12.6<br>\$87.5<br>\$6.5<br>\$2.7   | \$7.2<br>\$1.1<br>\$0.6<br>\$0.0<br>\$16.7<br>\$1.6<br>\$0.6<br><b>\$27.9</b><br>\$9.0<br>\$0.0<br>\$0.0<br>\$0.1<br>\$0.8<br><b>\$9.9</b><br>\$1.1<br>\$0.1   | \$3.1<br>\$1.4<br>\$0.7<br>\$0.1<br>\$20.1<br>\$1.0<br>\$0.5<br><b>\$26.8</b><br>\$4.3<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.2<br>\$0.2   | \$0.3<br>\$0.0<br>\$0.0<br>\$0.7<br>\$0.1<br>\$0.0<br><b>\$1.2</b><br>\$0.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.1<br><b>\$0.4</b><br>\$0.0   | \$45.1<br>\$65.5<br>\$20.3<br>\$10.2<br>\$2.6<br>\$250.0<br>\$16.3<br>\$4.3<br>\$394.9<br>\$95.4<br>\$1.5<br>\$33.0<br>\$12.7<br>\$118.2<br>\$11.7<br>\$2.7   | \$7.<br>\$16<br>\$1.<br>\$0.<br>\$30<br>\$1.<br>\$0.<br>\$51<br>\$17<br>\$1.<br>\$0.<br>\$0.<br>\$51<br>\$17<br>\$1.<br>\$0.<br>\$51<br>\$51<br>\$51<br>\$51<br>\$51<br>\$51<br>\$51<br>\$51   |
| Lafayette Lafayette Lafourche Lafourche       | RURAL<br>BROUSSARD<br>CARENCRO<br>DUSON<br>LAFAYETTE<br>SCOTT<br>YOUNGSVILLE<br>TOTAL<br>RURAL<br>GOLDEN MEADOW<br>LOCKPORT<br>THIBODAUX<br>TOTAL<br>RURAL<br>JENA<br>OLLA   | \$13.0<br>\$1.3<br>\$1.3<br>\$0.0<br>\$22.1<br>\$0.0<br>\$37.7<br>\$22.1<br>\$1.3<br>\$1.3<br>\$1.3<br>\$0.0<br><b>\$24.7</b><br>\$5.2<br>\$0.0<br>\$0.0  | \$9.1<br>\$0.0<br>\$0.0<br>\$13.0<br>\$0.0<br>\$0.0<br>\$22.1<br>\$7.8<br>\$1.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$9.1<br>\$3.9<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0  | \$52.2<br>\$18.9<br>\$2.6<br>\$227.2<br>\$16.2<br>\$4.3<br>\$330.3<br>\$72.9<br>\$0.2<br>\$1.7<br>\$12.6<br>\$87.5<br>\$6.5<br>\$2.7<br>\$0.2  | \$7.2<br>\$1.1<br>\$0.6<br>\$0.0<br>\$16.7<br>\$1.6<br>\$0.6<br><b>\$27.9</b><br>\$9.0<br>\$0.0<br>\$0.1<br>\$0.8<br><b>\$9.9</b><br>\$1.1<br>\$0.8<br><b>\$9.9</b><br>\$1.1<br>\$0.1  | \$3.1<br>\$1.4<br>\$0.7<br>\$0.1<br>\$20.1<br>\$1.0<br>\$0.5<br><b>\$26.8</b><br>\$4.3<br>\$0.1<br>\$1.6<br><b>\$6.1</b><br>\$0.2<br>\$0.1<br>\$0.0   | \$0.3<br>\$0.0<br>\$0.0<br>\$0.7<br>\$0.1<br>\$0.0<br>\$1.2<br>\$0.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.1<br>\$0.4<br>\$0.4<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0  | \$45.1<br>\$65.5<br>\$20.3<br>\$10.2<br>\$250.0<br>\$16.3<br>\$4.3<br>\$4.3<br>\$394.9<br>\$95.4<br>\$1.5<br>\$3.0<br>\$12.7<br>\$118.2<br>\$11.7<br>\$2.7<br>\$0.2   | \$7.<br>\$16<br>\$1.<br>\$0.<br>\$30<br>\$1.<br>\$0.<br>\$1.<br>\$0.<br>\$51<br>\$17<br>\$1.<br>\$0.<br>\$51<br>\$17<br>\$1.<br>\$0.<br>\$55<br>\$1.<br>\$0.<br>\$55<br>\$1.<br>\$0.<br>\$55<br>\$1.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0  |
| Lafayette Lafayette Lafourche Lafourche       | RURAL<br>BROUSSARD<br>CARENCRO<br>DUSON<br>LAFAYETTE<br>SCOTT<br>YOUNGSVILE<br>TOTAL<br>RURAL<br>GOLDEN MEADOW<br>LOCKPORT<br>THIBODAUX<br>TOTAL<br>RURAL<br>JENA<br>OLLA<br>TULLOS  | \$13.0<br>\$1.3<br>\$1.3<br>\$0.0<br>\$22.1<br>\$0.0<br>\$0.0<br>\$37.7<br>\$22.1<br>\$1.3<br>\$1.3<br>\$1.3<br>\$0.0<br><b>\$24.7</b><br>\$5.2<br>\$0.0<br>\$25.0<br>\$0.0<br>\$0.0<br>\$0.0   | \$9.1<br>\$0.0<br>\$0.0<br>\$13.0<br>\$0.0<br>\$0.0<br>\$22.1<br>\$7.8<br>\$1.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0   | \$52.2<br>\$18.9<br>\$2.6<br>\$227.2<br>\$16.2<br>\$4.3<br>\$330.3<br>\$72.9<br>\$0.2<br>\$1.7<br>\$12.6<br><b>\$87.5</b><br>\$2.7<br>\$0.2<br>\$0.2   | \$7.2<br>\$1.1<br>\$0.6<br>\$0.0<br>\$16.7<br>\$1.6<br>\$0.6<br><b>\$27.9</b><br>\$9.0<br>\$0.0<br>\$0.1<br>\$0.8<br><b>\$9.9</b><br>\$1.1<br>\$0.8<br><b>\$9.9</b><br>\$1.1<br>\$0.1<br>\$0.0<br>\$0.0  | \$3.1<br>\$1.4<br>\$0.7<br>\$0.1<br>\$20.1<br>\$1.0<br>\$0.5<br><b>\$26.8</b><br>\$4.3<br>\$0.1<br>\$1.6<br><b>\$6.1</b><br>\$0.2<br>\$0.1<br>\$0.0<br>\$0.0  | \$0.3<br>\$0.0<br>\$0.0<br>\$0.7<br>\$0.1<br>\$0.0<br>\$1.2<br>\$0.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.1<br>\$0.4<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0   | \$45.1<br>\$65.5<br>\$20.3<br>\$10.2<br>\$2.6<br>\$250.0<br>\$16.3<br>\$4.3<br>\$4.3<br>\$4.3<br>\$4.3<br>\$4.3<br>\$4.3<br>\$4.3<br>\$4  | \$7.<br>\$16<br>\$1.<br>\$0.<br>\$30<br>\$1.<br>\$0.<br>\$1.<br>\$0.<br>\$51<br>\$17<br>\$1.<br>\$0.<br>\$0.<br>\$51<br>\$17<br>\$1.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0  |
| Lafayette Lafayette Lafourche LaSalle         | RURAL<br>BROUSSARD<br>CARENCRO<br>DUSON<br>LAFAYETTE<br>SCOTT<br>YOUNGSVILLE<br>TOTAL<br>RURAL<br>GOLDEN MEADOW<br>LOCKPORT<br>THIBODAUX<br>TOTAL<br>RURAL<br>JENA<br>OLLA<br>TULLOS<br>URANIA   | \$13.0<br>\$1.3<br>\$1.3<br>\$0.0<br>\$22.1<br>\$0.0<br>\$22.1<br>\$0.0<br>\$37.7<br>\$22.1<br>\$1.3<br>\$1.3<br>\$1.3<br>\$1.3<br>\$0.0<br><b>\$24.7</b><br>\$5.2<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0                         | \$9.1<br>\$0.0<br>\$0.0<br>\$13.0<br>\$0.0<br>\$0.0<br>\$22.1<br>\$7.8<br>\$1.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$9.1<br>\$3.9<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0  | \$52.2<br>\$18.9<br>\$2.6<br>\$227.2<br>\$16.2<br>\$4.3<br>\$330.3<br>\$72.9<br>\$0.2<br>\$1.7<br>\$12.6<br>\$87.5<br>\$6.5<br>\$2.7<br>\$0.2<br>\$0.2<br>\$0.2  | \$7.2<br>\$1.1<br>\$0.6<br>\$0.0<br>\$16.7<br>\$1.6<br>\$0.6<br><b>\$27.9</b><br>\$9.0<br>\$0.0<br>\$0.1<br>\$0.8<br><b>\$9.9</b><br>\$1.1<br>\$0.8<br><b>\$9.9</b><br>\$1.1<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0  | \$3.1<br>\$1.4<br>\$0.7<br>\$0.1<br>\$20.1<br>\$1.0<br>\$0.5<br><b>\$26.8</b><br>\$4.3<br>\$0.1<br>\$1.6<br><b>\$6.1</b><br>\$0.2<br>\$0.1<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0  | \$0.3<br>\$0.0<br>\$0.0<br>\$0.7<br>\$0.1<br>\$0.0<br><b>\$1.2</b><br>\$0.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0   | \$45.1<br>\$65.5<br>\$20.3<br>\$10.2<br>\$2.6<br>\$250.0<br>\$16.3<br>\$4.3<br>\$4.3<br>\$394.9<br>\$95.4<br>\$1.5<br>\$3.0<br>\$12.7<br>\$112.7<br>\$112.7<br>\$112.7<br>\$12.7<br>\$0.2<br>\$0.2<br>\$0.2   | \$7.<br>\$16<br>\$1.<br>\$0.<br>\$30<br>\$30<br>\$1.<br>\$0.<br>\$51<br>\$17<br>\$1.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0  |
| Lafayette Lafayette Lafourche LaSalle         | RURAL<br>BROUSSARD<br>CARENCRO<br>DUSON<br>LAFAYETTE<br>SCOTT<br>YOUNGSVILLE<br>TOTAL<br>RURAL<br>GOLDEN MEADOW<br>LOCKPORT<br>THIBODAUX<br>TOTAL<br>RURAL<br>JENA<br>OLLA<br>TULLOS<br>URANIA<br>TOTAL<br>RURAL<br>CHOUDRANT                                    | \$13.0<br>\$1.3<br>\$0.0<br>\$22.1<br>\$0.0<br>\$37.7<br>\$22.1<br>\$1.3<br>\$1.3<br>\$0.0<br>\$24.7<br>\$5.2<br>\$0.0<br>\$20.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$5.0<br>\$0.0  | \$9.1<br>\$0.0<br>\$0.0<br>\$13.0<br>\$0.0<br>\$0.0<br>\$22.1<br>\$7.8<br>\$1.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$3.9<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0           | \$52.2<br>\$18.9<br>\$2.6<br>\$227.2<br>\$16.2<br>\$3303<br>\$72.9<br>\$0.2<br>\$1.7<br>\$0.2<br>\$1.7<br>\$12.6<br><b>\$87.5</b><br>\$2.7<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2   | \$7.2<br>\$1.1<br>\$0.6<br>\$0.0<br>\$16.7<br>\$1.6<br>\$0.6<br>\$27.9<br>\$5.0<br>\$0.0<br>\$0.1<br>\$0.8<br>\$9.9<br>\$1.1<br>\$0.1<br>\$0.1<br>\$0.0<br>\$0.0<br>\$0.0<br>\$1.1<br>\$0.0<br>\$0.0<br>\$1.1<br>\$0.6<br>\$2.0<br>\$1.1<br>\$0.6<br>\$2.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0      | \$3.1<br>\$1.4<br>\$0.7<br>\$0.1<br>\$20.1<br>\$1.0<br>\$26.8<br>\$4.3<br>\$0.1<br>\$0.1<br>\$1.6<br>\$6.1<br>\$0.2<br>\$0.1<br>\$0.2<br>\$0.1<br>\$0.2<br>\$0.1<br>\$0.2<br>\$0.1<br>\$0.2<br>\$0.1<br>\$0.2<br>\$0.1<br>\$0.2<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.5<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1  | \$0.3<br>\$0.0<br>\$0.0<br>\$0.7<br>\$0.1<br>\$0.0<br>\$1.2<br>\$0.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0  | \$45.1<br>\$65.5<br>\$20.3<br>\$10.2<br>\$2.6<br>\$250.0<br>\$16.3<br>\$4.3<br>\$334.9<br>\$95.4<br>\$1.5<br>\$3.0<br>\$12.7<br>\$118.2<br>\$11.7<br>\$2.7<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2  | \$77<br>\$16<br>\$11.<br>\$00.<br>\$300<br>\$11.<br>\$00.<br>\$177<br>\$11.<br>\$00.<br>\$00.<br>\$00.<br>\$199<br>\$55.<br>\$00.<br>\$00.<br>\$00.<br>\$00.<br>\$177<br>\$17.<br>\$17.<br>\$10.<br>\$00.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$17.<br>\$1       |
| Lafayette Lafayette Lafourche LaSalle         | RURAL<br>BROUSSARD<br>CARENCRO<br>DUSON<br>LAFAYETTE<br>SCOTT<br>YOUNGSVILLE<br>TOTAL<br>RURAL<br>GOLDEN MEADOW<br>LOCKPORT<br>THIBODAUX<br>TOTAL<br>RURAL<br>JENA<br>OLLA<br>TULLOS<br>URANIA<br>TOTAL<br>RURAL<br>CHOUDRANT<br>DUBACH                          | \$13.0<br>\$1.3<br>\$0.0<br>\$22.1<br>\$0.0<br>\$37.7<br>\$22.1<br>\$1.3<br>\$1.3<br>\$0.0<br>\$24.7<br>\$5.2<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$5.0<br>\$0.0<br>\$0  | \$9.1<br>\$0.0<br>\$0.0<br>\$13.0<br>\$0.0<br>\$0.0<br>\$22.1<br>\$7.8<br>\$1.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$9.1<br>\$3.9<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0  | \$52.2<br>\$18.9<br>\$2.6<br>\$227.2<br>\$16.2<br>\$4.3<br>\$72.9<br>\$0.2<br>\$1.7<br>\$12.6<br>\$87.5<br>\$2.7<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$1.7<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2 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\$3.1<br>\$1.4<br>\$0.7<br>\$0.1<br>\$20.1<br>\$1.0<br>\$26.8<br>\$26.8<br>\$4.3<br>\$0.1<br>\$0.1<br>\$1.6<br>\$6.1<br>\$0.2<br>\$0.1<br>\$0.2<br>\$0.1<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0. | \$0.3         \$0.0         \$0.0         \$0.0         \$0.0         \$0.1         \$0.0         \$1.2         \$0.3         \$0.0         \$0.1         \$0.0         \$0.1         \$0.0         \$0.1         \$0.4         \$0.0  | \$45.1<br>\$65.5<br>\$20.3<br>\$10.2<br>\$250.0<br>\$16.3<br>\$4.3<br>\$394.9<br>\$95.4<br>\$1.5<br>\$3.0<br>\$12.7<br>\$118.2<br>\$11.7<br>\$2.7<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2 | \$7.<br>\$16<br>\$1.<br>\$0.<br>\$30<br>\$1.<br>\$1.<br>\$1.<br>\$0.<br>\$51<br>\$17<br>\$1.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0  |
| Lafayette Lafayette Lafourche LaSalle         | RURAL<br>BROUSSARD<br>CARENCRO<br>DUSON<br>LAFAYETTE<br>SCOTT<br>YOUNGSVILE<br>TOTAL<br>RURAL<br>GOLDEN MEADOW<br>LOCKPORT<br>THIBODAUX<br>TOTAL<br>RURAL<br>JENA<br>OLLA<br>TULLOS<br>URANIA<br>TOTAL<br>RURAL<br>CHOUDRANT<br>DUBACH<br>GRAMBLING              | \$13.0<br>\$1.3<br>\$1.3<br>\$0.0<br>\$22.1<br>\$0.0<br>\$0.0<br>\$0.0<br>\$37.7<br>\$22.1<br>\$1.3<br>\$1.3<br>\$1.3<br>\$1.3<br>\$0.0<br><b>\$24.7</b><br>\$5.2<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0 | \$9.1<br>\$0.0<br>\$0.0<br>\$13.0<br>\$0.0<br>\$0.0<br>\$22.1<br>\$7.8<br>\$1.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0   | \$52.2<br>\$18.9<br>\$2.6<br>\$22.7<br>\$16.2<br>\$4.3<br>\$330.3<br>\$72.9<br>\$0.2<br>\$1.7<br>\$12.6<br><b>\$87.5</b><br>\$6.5<br>\$2.7<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.0<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5<br>\$0.5                    | \$7.2<br>\$1.1<br>\$0.6<br>\$0.0<br>\$16.7<br>\$1.6<br>\$0.6<br><b>\$27.9</b><br>\$9.0<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.8<br>\$9.9<br>\$1.1<br>\$0.1<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0   | \$3.1<br>\$1.4<br>\$0.7<br>\$0.1<br>\$1.0<br>\$0.5<br><b>\$26.8</b><br>\$4.3<br>\$0.1<br>\$1.6<br>\$6.1<br>\$0.1<br>\$1.6<br>\$6.2<br>\$0.1<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0  | \$0.3<br>\$0.0<br>\$0.0<br>\$0.7<br>\$0.1<br>\$0.0<br>\$1.2<br>\$0.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0  | \$45.1<br>\$65.5<br>\$20.3<br>\$10.2<br>\$250.0<br>\$16.3<br>\$4.3<br>\$394.9<br>\$95.4<br>\$1.5<br>\$3.0<br>\$12.7<br>\$118.2<br>\$11.7<br>\$2.7<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.5<br>\$16.3<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$0.2<br>\$0.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$0.2<br>\$0.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$0.2<br>\$0.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1.5<br>\$1. | \$7.<br>\$16<br>\$1.<br>\$0.<br>\$30<br>\$1.<br>\$0.<br>\$51<br>\$1.<br>\$0.<br>\$51<br>\$1.<br>\$0.<br>\$0.<br>\$51<br>\$1.<br>\$0.<br>\$0.<br>\$51<br>\$1.<br>\$0.<br>\$0.<br>\$51<br>\$1.<br>\$0.<br>\$0.<br>\$51<br>\$1.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$51<br>\$1.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0  |
| Lafayette Lafayette Lafourche LaSalle LaSalle | RURAL<br>BROUSSARD<br>CARENCRO<br>DUSON<br>LAFAYETTE<br>SCOTT<br>YOUNGSVILE<br>TOTAL<br>RURAL<br>GOLDEN MEADOW<br>LOCKPORT<br>THIBODAUX<br>TOTAL<br>RURAL<br>JENA<br>OLLA<br>TULLOS<br>URANIA<br>TOLA<br>RURAL<br>CHOUDRANT<br>DUBACH<br>GRAMBLING<br>RUSTON     | \$13.0<br>\$1.3<br>\$1.3<br>\$0.0<br>\$22.1<br>\$0.0<br>\$22.1<br>\$1.3<br>\$22.1<br>\$1.3<br>\$1.3<br>\$1.3<br>\$0.0<br><b>\$22.7</b><br>\$5.2<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0                   | \$9.1<br>\$0.0<br>\$0.0<br>\$13.0<br>\$0.0<br>\$0.0<br>\$22.1<br>\$7.8<br>\$1.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0   | \$52.2<br>\$18.9<br>\$2.6<br>\$22.7<br>\$16.2<br>\$4.3<br>\$30.3<br>\$72.9<br>\$0.2<br>\$1.7<br>\$12.6<br>\$8.5<br>\$6.5<br>\$2.7<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2  | \$7.2<br>\$1.1<br>\$0.6<br>\$0.0<br>\$16.7<br>\$1.6<br>\$0.6<br><b>\$27.9</b><br>\$9.0<br>\$0.0<br>\$0.0<br>\$0.1<br>\$0.8<br><b>\$9.9</b><br>\$1.1<br>\$0.8<br><b>\$9.9</b><br>\$1.1<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0   | \$3.1<br>\$1.4<br>\$0.7<br>\$0.1<br>\$1.0<br>\$0.5<br><b>\$26.8</b><br>\$4.3<br>\$0.1<br>\$1.6<br><b>\$6.1</b><br>\$0.1<br>\$1.6<br><b>\$6.1</b><br>\$0.2<br>\$0.2<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0  | \$0.3<br>\$0.0<br>\$0.0<br>\$0.7<br>\$0.1<br>\$0.0<br>\$1.2<br>\$0.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0  | \$45.1           \$65.5           \$20.3           \$10.2           \$25.0           \$25.0           \$10.3           \$4.3           \$43.3           \$394.9           \$95.4           \$1.5           \$3.0           \$12.7           \$118.2           \$11.7           \$2.7           \$0.2           \$0.2           \$0.2           \$0.2           \$0.2           \$0.2           \$0.0           \$15.1           \$0.6           \$0.3           \$34.6  | \$7.<br>\$16<br>\$1.<br>\$0.<br>\$30<br>\$1.<br>\$0.<br>\$51<br>\$17<br>\$1.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0.<br>\$0  |
| Lafayette Lafayette Lafourche LaSalle LaSalle | RURAL<br>BROUSSARD<br>CARENCRO<br>DUSON<br>LAFAYETTE<br>SCOTT<br>YOUNGSVILLE<br>TOTAL<br>RURAL<br>GOLDEN MEADOW<br>LOCKPORT<br>THIBODAUX<br>TOTAL<br>RURAL<br>JENA<br>OLLA<br>TULLOS<br>URANIA<br>TULLOS<br>URANIA<br>CHOUDRANT<br>DUBACH<br>GRAMBLING<br>RUSTON | \$13.0<br>\$1.3<br>\$1.3<br>\$0.0<br>\$22.1<br>\$0.0<br>\$22.1<br>\$1.3<br>\$22.1<br>\$1.3<br>\$1.3<br>\$1.3<br>\$1.3<br>\$0.0<br>\$24.7<br>\$5.2<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$5.2<br>\$0.0<br>\$0.0<br>\$5.2<br>\$0.0      | \$9.1<br>\$0.0<br>\$0.0<br>\$13.0<br>\$0.0<br>\$0.0<br>\$22.1<br>\$7.8<br>\$1.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$9.1<br>\$3.9<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0  | \$52.2<br>\$18.9<br>\$2.6<br>\$227.2<br>\$16.2<br>\$4.3<br>\$72.9<br>\$0.2<br>\$1.7<br>\$12.6<br><b>\$87.5</b><br>\$6.5<br>\$2.7<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.0<br><b>\$9.6</b><br>\$10.3<br>\$0.1<br>\$0.6<br>\$0.3<br>\$29.3   | \$7.2<br>\$1.1<br>\$0.6<br>\$0.0<br>\$16.7<br>\$1.6<br>\$0.6<br><b>\$27.9</b><br>\$9.0<br>\$0.0<br>\$0.1<br>\$0.8<br><b>\$9.9</b><br>\$1.1<br>\$0.1<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.1<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0 | \$3.1<br>\$1.4<br>\$0.7<br>\$0.1<br>\$20.1<br>\$1.0<br>\$0.5<br><b>\$26.8</b><br>\$4.3<br>\$0.1<br>\$0.1<br>\$1.6<br><b>\$6.1</b><br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.  | \$0.3<br>\$0.0<br>\$0.0<br>\$0.7<br>\$0.1<br>\$0.0<br><b>\$1.2</b><br>\$0.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0 | \$45.1           \$65.5           \$20.3           \$10.2           \$2.6           \$20.3           \$10.2           \$2.6           \$20.3           \$10.2           \$2.6           \$20.3           \$10.2           \$2.6           \$20.3           \$10.2           \$2.6           \$2.6           \$2.6           \$34.9           \$95.4           \$1.5           \$3.0           \$12.7           \$11.7           \$2.7           \$0.2           \$0.2           \$0.2           \$0.2           \$0.2           \$0.2           \$0.2           \$0.2           \$0.0           \$15.1           \$16.8           \$0.1           \$0.6           \$0.3           \$34.6           \$0.1  | \$7.3<br>\$16.<br>\$1.1<br>\$0.0<br>\$30.<br>\$1.1<br>\$0.0<br>\$511<br>\$17.<br>\$1.1<br>\$0.0<br>\$19.<br>\$5.5<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.  |
| Lafayette Lafayette Lafourche LaSalle LaSalle | RURAL<br>BROUSSARD<br>CARENCRO<br>DUSON<br>LAFAYETTE<br>SCOTT<br>YOUNGSVILE<br>TOTAL<br>RURAL<br>GOLDEN MEADOW<br>LOCKPORT<br>THIBODAUX<br>TOTAL<br>RURAL<br>JENA<br>OLLA<br>TULLOS<br>URANIA<br>TOLA<br>RURAL<br>CHOUDRANT<br>DUBACH<br>GRAMBLING<br>RUSTON     | \$13.0<br>\$1.3<br>\$1.3<br>\$0.0<br>\$22.1<br>\$0.0<br>\$22.1<br>\$1.3<br>\$22.1<br>\$1.3<br>\$1.3<br>\$1.3<br>\$0.0<br><b>\$22.7</b><br>\$5.2<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0                   | \$9.1<br>\$0.0<br>\$0.0<br>\$13.0<br>\$0.0<br>\$0.0<br>\$22.1<br>\$7.8<br>\$1.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0   | \$52.2<br>\$18.9<br>\$2.6<br>\$22.7<br>\$16.2<br>\$4.3<br>\$30.3<br>\$72.9<br>\$0.2<br>\$1.7<br>\$12.6<br>\$8.5<br>\$6.5<br>\$2.7<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2<br>\$0.2  | \$7.2<br>\$1.1<br>\$0.6<br>\$0.0<br>\$16.7<br>\$1.6<br>\$0.6<br><b>\$27.9</b><br>\$9.0<br>\$0.0<br>\$0.0<br>\$0.1<br>\$0.8<br><b>\$9.9</b><br>\$1.1<br>\$0.8<br><b>\$9.9</b><br>\$1.1<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0   | \$3.1<br>\$1.4<br>\$0.7<br>\$0.1<br>\$1.0<br>\$0.5<br><b>\$26.8</b><br>\$4.3<br>\$0.1<br>\$1.6<br><b>\$6.1</b><br>\$0.1<br>\$1.6<br><b>\$6.1</b><br>\$0.2<br>\$0.2<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0  | \$0.3<br>\$0.0<br>\$0.0<br>\$0.7<br>\$0.1<br>\$0.0<br>\$1.2<br>\$0.3<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0  | \$45.1           \$65.5           \$20.3           \$10.2           \$25.0           \$250.0           \$16.3           \$4.3           \$394.9           \$95.4           \$1.5           \$3.0           \$12.7           \$118.2           \$11.7           \$2.7           \$0.2           \$0.2           \$0.2           \$0.2           \$0.2           \$0.2           \$0.1           \$15.1           \$0.6           \$0.3           \$34.6  | \$0.1<br>\$7.5<br>\$1.2<br>\$0.0<br>\$300<br>\$300<br>\$1.1<br>\$0.0<br>\$51.<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.1<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$0.0<br>\$      |

|               |                          |                | ALITIES        |                 | JURIES          |                | Y DAMAGE ONLY  |                 | CRASHES      |
|---------------|--------------------------|----------------|----------------|-----------------|-----------------|----------------|----------------|-----------------|--------------|
| PARISH        | CITY                     | ALL            | ALCOHOL        | ALL             | ALCOHOL         | ALL            | ALCOHOL        | ALL             | ALCO         |
|               | RURAL                    | \$23.4         | \$9.1          | \$70.0          | \$8.7           | \$4.1          | \$0.3          | \$93.7          | \$18         |
|               | ALBANY<br>DENHAM SPRINGS | \$0.0<br>\$2.6 | \$0.0<br>\$1.3 | \$1.8<br>\$37.7 | \$0.3<br>\$2.3  | \$0.1<br>\$3.2 | \$0.0<br>\$0.1 | \$1.9<br>\$40.4 | \$0.<br>\$3. |
|               | FR. SETTLEMENT           | \$2.6          | \$1.3<br>\$1.3 | \$57.7<br>\$0.1 | \$2.5<br>\$0.1  | \$3.2<br>\$0.0 | \$0.1          | \$40.4<br>\$1.4 | \$5.<br>\$1. |
| livingston    | KILLIAN                  | \$0.0          | \$0.0          | \$0.1<br>\$0.0  | \$0.1<br>\$0.0  | \$0.0<br>\$0.0 | \$0.0          | \$0.0           | \$0.         |
| Livingston    | LIVINGSTON               | \$0.0          | \$0.0<br>\$0.0 | \$0.0<br>\$3.5  | \$0.0<br>\$0.4  | \$0.0<br>\$0.2 | \$0.0          | \$0.0<br>\$3.5  | \$0.<br>\$0. |
|               | PORT VINCENT             | \$0.0<br>\$0.0 | \$0.0<br>\$0.0 | \$3.5<br>\$0.3  | \$0.4<br>\$0.2  | \$0.2<br>\$0.0 | \$0.0<br>\$0.0 | \$3.5<br>\$0.3  | \$0.<br>\$0. |
|               | SPRINGFIELD              |                | \$0.0<br>\$0.0 | \$0.3<br>\$0.7  | \$0.2<br>\$0.0  | \$0.0<br>\$0.0 | \$0.0<br>\$0.0 | \$0.5<br>\$2.0  | \$0<br>\$0   |
|               |                          | \$1.3          | -              |                 |                 |                |                |                 |              |
| 11. Surveyore | WALKER                   | \$2.6          | \$1.3          | \$18.3          | \$0.6           | \$1.2          | \$0.0          | \$20.9          | \$1          |
| Livingston    | TOTAL                    | \$31.2         | \$13.0         | \$132.5         | \$12.6          | \$8.8          | \$0.4          | \$172.5         | \$26         |
|               | RURAL                    | \$1.3          | \$0.0          | \$5.0           | \$0.8           | \$0.1          | \$0.0          | \$6.3           | \$0          |
| h da akia an  | DELTA                    | \$0.0          | \$0.0          | \$1.0           | \$0.1           | \$0.0          | \$0.0          | \$1.0           | \$0<br>¢0    |
| Madison       | MOUND                    | \$0.0          | \$0.0          | \$0.1           | \$0.1           | \$0.0          | \$0.0          | \$0.1           | \$0          |
|               | RICHMOND                 | \$0.0          | \$0.0          | \$0.1           | \$0.1           | \$0.0          | \$0.0          | \$0.1           | \$0          |
|               | TALLULAH                 | \$0.0          | \$0.0          | \$7.3           | \$0.1           | \$0.3          | \$0.0          | \$7.3           | \$0          |
| Madison       | TOTAL                    | \$1.3          | \$0.0          | \$13.5          | \$1.1           | \$0.4          | \$0.0          | \$15.2          | \$1          |
|               | RURAL                    | \$3.9          | \$2.6          | \$5.7           | \$0.4           | \$0.2          | \$0.0          | \$9.7           | \$3          |
|               | BASTROP                  | \$2.6          | \$0.0          | \$19.3          | \$1.7           | \$0.8          | \$0.0          | \$21.9          | \$1          |
| Morehouse     | BONITA                   | \$0.0          | \$0.0          | \$0.0           | \$0.0           | \$0.0          | \$0.0          | \$0.0           | \$0          |
|               | COLLINSTON               | \$0.0          | \$0.0          | \$0.0           | \$0.0           | \$0.0          | \$0.0          | \$0.0           | \$0          |
| . I           | MER ROUGE                | \$2.6          | \$0.0          | \$0.3           | \$0.0           | \$0.0          | \$0.0          | \$2.9           | \$0          |
|               | OAK RIDGE                | \$0.0          | \$0.0          | \$0.0           | \$0.0           | \$0.0          | \$0.0          | \$0.0           | \$0          |
| Morehouse     | TOTAL                    | \$9.1          | \$2.6          | \$25.3          | \$2.1           | \$1.0          | \$0.1          | \$35.4          | \$4          |
| Т             | RURAL                    | \$7.8          | \$1.3          | \$19.3          | \$2.6           | \$0.6          | \$0.0          | \$27.1          | \$3          |
| [             | ASHLAND                  | \$0.0          | \$0.0          | \$0.2           | \$0.0           | \$0.0          | \$0.0          | \$0.2           | \$0          |
|               | CAMPTI                   | \$0.0          | \$0.0          | \$1.1           | \$0.0           | \$0.0          | \$0.0          | \$1.1           | \$0          |
|               | CLARENCE                 | \$0.0          | \$0.0          | \$0.3           | \$0.1           | \$0.0          | \$0.0          | \$0.3           | \$0          |
| Natchitoches  | GOLDONNA                 | \$0.0          | \$0.0          | \$0.0           | \$0.0           | \$0.0          | \$0.0          | \$0.0           | \$0          |
| Natchitoches  | NATCHEZ                  | \$0.0          | \$0.0          | \$0.1           | \$0.1           | \$0.0          | \$0.0          | \$0.1           | \$0          |
| [             | NATCHITOCHES             | \$2.6          | \$0.0          | \$30.6          | \$1.6           | \$2.1          | \$0.1          | \$33.3          | \$1          |
| [             | POWHATAN                 | \$0.0          | \$0.0          | \$0.0           | \$0.0           | \$0.0          | \$0.0          | \$0.0           | \$0          |
|               | PROVENCAL                | \$0.0          | \$0.0          | \$0.0           | \$0.0           | \$0.0          | \$0.0          | \$0.0           | \$0          |
|               | ROBELINE                 | \$0.0          | \$0.0          | \$0.0           | \$0.0           | \$0.0          | \$0.0          | \$0.0           | \$0          |
| Natchitoches  | TOTAL                    | \$10.4         | \$1.3          | \$51.5          | \$4.3           | \$2.7          | \$0.1          | \$64.6          | \$5          |
|               | RURAL                    | \$0.0          | \$0.0          | \$4.3           | \$0.6           | \$0.4          | \$0.0          | \$4.4           | \$0          |
| Orleans       | NEW ORLEANS              | \$36.4         | \$16.9         | \$690.5         | \$42.1          | \$43.3         | \$1.9          | \$728.8         | \$6          |
| Orleans       | TOTAL                    | \$36.4         | \$16.9         | \$694.8         | \$42.7          | \$43.7         | \$1.9          | \$774.9         | \$6          |
|               | RURAL                    | \$5.2          | \$0.0          | \$49.0          | \$4.9           | \$3.3          | \$0.2          | \$54.4          | \$5          |
|               | MONROE                   | \$0.0          | \$0.0          | \$125.1         | \$6.0           | \$5.7          | \$0.2          | \$125.3         | \$6          |
| Ouachita      | RICHWOOD                 | \$0.0          | \$0.0          | \$1.6           | \$0.0           | \$0.1          | \$0.0          | \$1.6           | \$0          |
| t i           | STERLINGTON              | \$0.0          | \$0.0          | \$1.5           | \$0.1           | \$0.1          | \$0.0          | \$1.5           | \$0          |
| 1             | WEST MONROE              | \$3.9          | \$0.0          | \$32.1          | \$1.9           | \$2.9          | \$0.1          | \$36.1          | \$2          |
| Ouachita      | TOTAL                    | \$9.1          | \$0.0          | \$209.3         | \$12.8          | \$12.0         | \$0.4          | \$230.4         | \$1          |
| Plaquemines   | RURAL                    | \$3.9          | \$2.6          | \$16.9          | \$1.4           | \$1.2          | \$0.0          | \$20.8          | \$4          |
| Plaquemines   | TOTAL                    | \$3.9          | \$2.6          | \$16.9          | \$1.4           | \$1.2          | \$0.0          | \$22.0          | \$4          |
|               | RURAL                    | \$7.8          | \$3.9          | \$11.6          | \$1.9           | \$0.3          | \$0.0          | \$19.5          | \$5          |
| 1             | FORDOCHE                 | \$0.0          | \$0.0          | \$0.2           | \$0.0           | \$0.0          | \$0.0          | \$0.2           | \$0          |
| Pointe Coupee | LIVONIA                  | \$0.0          | \$0.0          | \$1.6           | \$0.0           | \$0.1          | \$0.0          | \$1.6           | \$0          |
|               | MORGANZA                 | \$0.0          | \$0.0          | \$0.2           | \$0.0           | \$0.0          | \$0.0          | \$0.2           | \$0          |
| ł             | NEW ROADS                | \$0.0          | \$0.0          | \$9.9           | \$0.1           | \$0.3          | \$0.0          | \$9.9           | \$0          |
| Pointe Coupee | TOTAL                    | \$7.8          | \$3.9          | \$23.5          | \$2.0           | \$0.6          | \$0.0          | \$32.0          | \$5          |
| cante coupee  | RURAL                    | \$15.6         | \$5.2          | \$41.4          | \$4.0           | \$2.0          | \$0.1          | \$57.1          | \$9          |
| ł             | ALEXANDRIA               | \$13.0         | \$2.6          | \$105.6         | \$4.0<br>\$5.0  | \$2.0<br>\$7.5 | \$0.2          | \$113.6         | \$7          |
| ł             | BALL                     | \$0.0          | \$0.0          | \$4.5           | \$0.1           | \$0.1          | \$0.0          | \$4.5           | \$(          |
| ł             | BOYCE                    | \$0.0          | \$0.0<br>\$0.0 | \$0.1           | \$0.1<br>\$0.1  | \$0.0          | \$0.0          | \$0.1           | \$(          |
| ł             | CHENEYVILLE              | \$0.0          | \$0.0<br>\$0.0 | \$0.2           | \$0.1<br>\$0.1  | \$0.0          | \$0.0          | \$0.2           | \$(          |
| Rapides       | FOREST HILL              | \$0.0          | \$0.0<br>\$0.0 | \$0.6           | \$0.1<br>\$0.0  | \$0.0          | \$0.0          | \$0.6           | \$0          |
|               | GLENMORA                 | \$1.3          | \$0.0<br>\$0.0 | \$0.0<br>\$0.1  | \$0.0<br>\$0.0  | \$0.0          | \$0.0          | \$1.4           | \$0          |
| ł             | LECOMPTE                 | \$0.0          | \$0.0<br>\$0.0 | \$0.1<br>\$0.1  | \$0.0<br>\$0.0  | \$0.0          | \$0.0          | \$0.1           | \$0          |
| ł             | MCNARY                   | \$0.0          | \$0.0          | \$0.0           | \$0.0           | \$0.0          | \$0.0          | \$0.0           | \$0          |
| ł             | PINEVILLE                | \$3.9          | \$0.0          | \$24.0          | \$1.8           | \$1.3          | \$0.0          | \$28.0          | \$1          |
| ł             | WOODWORTH                | \$0.0          | \$0.0<br>\$0.0 | \$0.2           | \$0.1           | \$0.0          | \$0.0          | \$28.0          | \$0          |
| Rapides       | TOTAL                    | \$28.6         | \$7.8          | \$176.8         | \$0.1<br>\$11.2 | \$11.0         | \$0.4          | \$216.4         | \$1          |
| nopiaco       | RURAL                    | \$3.9          | \$0.0          | \$6.1           | \$1.3           | \$0.2          | \$0.0          | \$10.0          | \$1          |
| ŀ             | COUSHATTA                | \$0.0          | \$0.0<br>\$0.0 | \$0.1<br>\$1.3  | \$1.3<br>\$0.3  | \$0.2<br>\$0.1 | \$0.0          | \$1.3           | \$0          |
| Rod River     |                          |                | 1              |                 |                 | 1              |                |                 |              |
| Red River     | EDGEFIELD                | \$0.0          | \$0.0          | \$0.0           | \$0.0           | \$0.0          | \$0.0          | \$0.0           | \$0<br>¢0    |
|               | HALL SUMMIT              | \$0.0          | \$0.0          | \$0.0           | \$0.0           | \$0.0          | \$0.0          | \$0.0           | \$0<br>\$0   |
| Ded Diver     | MARTIN                   | \$0.0          | \$0.0          | \$0.0           | \$0.0           | \$0.0          | \$0.0          | \$0.0           | \$0          |
| Red River     | TOTAL                    | \$3.9          | \$0.0          | \$7.4           | \$1.6           | \$0.3          | \$0.0          | \$11.6          | \$1          |
|               | RURAL                    | \$3.9          | \$1.3          | \$8.5           | \$0.4           | \$0.3          | \$0.0          | \$12.5          | \$1          |
| Richland      | DELHI                    | \$0.0          | \$0.0          | \$1.9           | \$0.0           | \$0.1          | \$0.0          | \$1.9           | \$0          |
|               | RAYVILLE                 | \$0.0<br>\$0.0 | \$0.0          | \$0.1           | \$0.0           | \$0.0          | \$0.0          | \$0.1           | \$0          |
|               |                          |                | \$0.0          | \$1.9           | \$0.0           | \$0.1          | \$0.0          | \$1.9           | \$0          |

|                      |                         | FAT             | ALITIES        | IN                        | JURIES         | PROPERT        | Y DAMAGE ONLY  | AL              | L CRASHE   |
|----------------------|-------------------------|-----------------|----------------|---------------------------|----------------|----------------|----------------|-----------------|------------|
| PARISH               | CITY                    | ALL             | ALCOHOL        | ALL                       | ALCOHOL        | ALL            | ALCOHOL        | ALL             | ALCO       |
|                      | RURAL                   | \$9.1           | \$2.6          | \$11.6                    | \$1.8          | \$0.3          | \$0.0          | \$20.8          | \$4        |
|                      | CONVERSE                | \$0.0           | \$0.0          | \$0.1                     | \$0.1          | \$0.0          | \$0.0          | \$0.1           | \$0        |
|                      | FISHER                  | \$0.0           | \$0.0          | \$0.1                     | \$0.0          | \$0.0          | \$0.0          | \$0.1           | \$0        |
| Sabine               | FLORIEN                 | \$0.0           | \$0.0          | \$0.0                     | \$0.0          | \$0.0          | \$0.0          | \$0.0           | \$0        |
| Sabille              | MANY                    | \$0.0           | \$0.0          | \$1.8                     | \$0.0          | \$0.2          | \$0.0          | \$1.8           | \$0        |
|                      | NOBLE                   | \$0.0           | \$0.0          | \$0.0                     | \$0.0          | \$0.0          | \$0.0          | \$0.0           | \$0        |
| L                    | PLEASANT HILL           | \$0.0           | \$0.0          | \$0.0                     | \$0.0          | \$0.0          | \$0.0          | \$0.0           | \$0        |
|                      | ZWOLLE                  | \$0.0           | \$0.0          | \$2.6                     | \$0.4          | \$0.1          | \$0.0          | \$2.6           | \$0        |
| Sabine               | TOTAL                   | \$9.1           | \$2.6          | \$16.2                    | \$2.2          | \$0.6          | \$0.0          | \$25.8          | \$4<br>\$4 |
| St. Bernard          | RURAL                   | \$2.6           | \$0.0          | \$24.1                    | \$1.7          | \$2.7          | \$0.2          | \$26.9          | \$1        |
| St. Bernard          | TOTAL                   | \$2.6           | \$0.0          | \$24.1                    | \$1.7          | \$2.7          | \$0.2          | \$29.4          | \$3        |
| St. Charles          | RURAL                   | \$14.3          | \$6.5          | \$48.1                    | \$4.5          | \$4.1          | \$0.3          | \$62.7          | \$1        |
| St. Charles          | TOTAL                   | \$14.3          | \$6.5          | \$48.1                    | \$4.5          | \$4.1          | \$0.3          | \$66.5          | \$1        |
| L                    | RURAL                   | \$6.5           | \$6.5          | \$7.4                     | \$1.3          | \$0.3          | \$0.0          | \$14.0          | \$         |
| St. Helena           | GREENSBURG              | \$0.0           | \$0.0          | \$0.6                     | \$0.2          | \$0.0          | \$0.0          | \$0.6           | \$0        |
|                      | MONTPELIER              | \$0.0           | \$0.0          | \$0.1                     | \$0.1          | \$0.0          | \$0.0          | \$0.1           | \$0        |
| St. Helena           | TOTAL                   | \$6.5           | \$6.5          | \$8.2                     | \$1.6          | \$0.4          | \$0.0          | \$15.1          | \$         |
|                      | RURAL                   | \$11.7          | \$2.6          | \$17.9                    | \$1.6          | \$1.1          | \$0.1          | \$29.6          | \$         |
| St. James            | GRAMERCY                | \$2.6           | \$0.0          | \$4.7                     | \$0.4          | \$0.3          | \$0.0          | \$7.3           | \$         |
|                      | LUTCHER                 | \$0.0           | \$0.0          | \$0.4                     | \$0.0          | \$0.1          | \$0.0          | \$0.4           | \$0        |
| St. James            | TOTAL                   | \$14.3          | \$2.6          | \$23.0                    | \$2.0          | \$1.5          | \$0.1          | \$38.7          | \$         |
| St. John the Baptist | RURAL                   | \$19.5          | \$14.3         | \$67.4                    | \$6.0          | \$3.3          | \$0.2          | \$87.1          | \$2        |
| St. John the Baptist | TOTAL                   | \$19.5          | \$14.3         | \$67.4                    | \$6.0          | \$3.3          | \$0.2          | \$90.2          | \$2        |
| L                    | RURAL                   | \$22.1          | \$10.4         | \$42.3                    | \$4.6          | \$1.8          | \$0.2          | \$64.6          | \$1        |
| F                    | CANKTON                 | \$1.3           | \$1.3          | \$0.1                     | \$0.1          | \$0.0          | \$0.0          | \$1.4           | \$         |
|                      | GRAND COTEAU            | \$0.0           | \$0.0          | \$0.1                     | \$0.0          | \$0.0          | \$0.0          | \$0.1           | \$         |
|                      | KROTZ SPRINGS           | \$0.0           | \$0.0          | \$0.0                     | \$0.0          | \$0.0          | \$0.0          | \$0.0           | \$         |
|                      | LEONVILLE               | \$0.0           | \$0.0          | \$0.4                     | \$0.0          | \$0.0          | \$0.0          | \$0.4           | \$         |
| Ch. Laurdau          | MELVILLE                | \$0.0           | \$0.0          | \$0.0                     | \$0.0          | \$0.0          | \$0.0          | \$0.0           | \$<br>\$   |
| St. Landry           | OPELOUSAS<br>PALMETTO   | \$3.9<br>\$0.0  | \$3.9<br>\$0.0 | \$27.8<br>\$0.0           | \$1.9<br>\$0.0 | \$2.4<br>\$0.0 | \$0.1<br>\$0.0 | \$31.8<br>\$0.0 | ş<br>Ş     |
|                      | PORT BARRE              | \$0.0<br>\$0.0  | \$0.0          | \$0.0<br>\$0.5            | \$0.0<br>\$0.0 | \$0.0<br>\$0.1 | \$0.0          | \$0.5           | \$         |
|                      | SUNSET                  | \$0.0<br>\$0.0  | \$0.0<br>\$0.0 | \$2.8                     | \$0.6          | \$0.1          | \$0.0<br>\$0.0 | \$2.8           | \$         |
|                      | WASHINGTON              | \$0.0<br>\$0.0  | \$0.0<br>\$0.0 | \$0.1                     | \$0.0<br>\$0.0 | \$0.0          | \$0.0          | \$0.1           | Ś          |
| -                    | ARNAUDVILLE             | \$0.0<br>\$0.0  | \$0.0          | \$0.1                     | \$0.0<br>\$0.1 | \$0.0          | \$0.0          | \$0.1           | \$         |
|                      | EUNICE                  | \$1.3           | \$0.0          | \$12.8                    | \$0.9          | \$0.7          | \$0.1          | \$14.2          | \$         |
| St. Landry           | TOTAL                   | \$28.6          | \$15.6         | \$86.9                    | \$8.2          | \$5.2          | \$0.4          | \$120.7         | \$2        |
|                      | RURAL                   | \$10.4          | \$2.6          | \$43.8                    | \$6.6          | \$2.0          | \$0.1          | \$54.4          | \$         |
|                      | BREAUX BRIDGE           | \$1.3           | \$0.0          | \$12.6                    | \$0.9          | \$1.0          | \$0.0          | \$13.9          | Ś          |
|                      | HENDERSON               | \$1.3           | \$0.0          | \$2.4                     | \$0.3          | \$0.1          | \$0.0          | \$3.7           | \$         |
| St. Martin           | PARKS                   | \$0.0           | \$0.0          | \$0.1                     | \$0.0          | \$0.0          | \$0.0          | \$0.1           | Ş          |
|                      | ST. MARTINVILLE         | \$1.3           | \$0.0          | \$10.4                    | \$0.2          | \$0.4          | \$0.0          | \$11.7          | \$         |
|                      | ARNAUDVILLE             | \$0.0           | \$0.0          | \$0.0                     | \$0.0          | \$0.0          | \$0.0          | \$0.0           | \$         |
| St. Martin           | TOTAL                   | \$14.3          | \$2.6          | \$69.3                    | \$8.0          | \$3.6          | \$0.2          | \$87.2          | \$:        |
|                      | RURAL                   | \$7.8           | \$3.9          | \$30.3                    | \$2.8          | \$1.2          | \$0.1          | \$38.2          | \$         |
|                      | BALWIN                  | \$0.0           | \$0.0          | \$0.4                     | \$0.0          | \$0.0          | \$0.0          | \$0.4           | \$         |
| Ch. Marri            | BERWICK                 | \$0.0           | \$0.0          | \$3.0                     | \$0.2          | \$0.2          | \$0.0          | \$3.0           | \$         |
| St. Mary             | FRANKLIN                | \$0.0           | \$0.0          | \$2.7                     | \$0.1          | \$0.3          | \$0.0          | \$2.7           | \$         |
|                      | MORGAN CITY             | \$2.6           | \$0.0          | \$12.2                    | \$1.1          | \$1.1          | \$0.1          | \$14.9          | \$         |
| C                    | PATTERSON               | \$2.6           | \$0.0          | \$2.7                     | \$0.1          | \$0.1          | \$0.0          | \$5.3           | \$         |
| St. Mary             | TOTAL                   | \$13.0          | \$3.9          | \$51.3                    | \$4.3          | \$3.0          | \$0.2          | \$67.2          | \$         |
|                      | RURAL                   | \$31.2          | \$7.8          | \$92.2                    | \$8.7          | \$9.1          | \$0.5          | \$123.9         | \$:        |
|                      | ABITA SPRINGS           | \$0.0           | \$0.0          | \$1.6                     | \$0.1          | \$0.1          | \$0.0          | \$1.6           | \$         |
|                      | COVINGTON               | \$0.0           | \$0.0          | \$15.3                    | \$0.4          | \$1.7          | \$0.1          | \$15.4          | \$         |
| L                    | FOLSOM                  | \$0.0           | \$0.0          | \$0.4                     | \$0.1          | \$0.1          | \$0.0          | \$0.4           | \$         |
| St. Tammany          | MADISONVILLE            | \$0.0           | \$0.0          | \$0.6                     | \$0.0          | \$0.1          | \$0.0          | \$0.6           | \$         |
| L                    | MANDEVILLE              | \$1.3           | \$0.0          | \$16.0                    | \$0.5          | \$1.7          | \$0.0          | \$17.4          | \$         |
| L .                  | PEARL RIVER             | \$0.0           | \$0.0          | \$4.6                     | \$0.0          | \$0.2          | \$0.0          | \$4.6           | \$         |
| ⊢                    | SLIDELL                 | \$1.3           | \$0.0          | \$34.2                    | \$1.8          | \$3.3          | \$0.1          | \$35.6          | \$         |
|                      | SUN                     | \$0.0           | \$0.0          | \$0.2                     | \$0.0          | \$0.0          | \$0.0          | \$0.2           | \$         |
| St. Tammany          | TOTAL                   | \$33.8          | \$7.8          | \$165.1                   | \$11.4         | \$16.1         | \$0.7          | \$215.0         | \$:        |
| ⊢                    | RURAL                   | \$42.9          | \$15.6         | \$62.7                    | \$7.2          | \$4.3          | \$0.3          | \$105.9         | \$2        |
|                      | AMITE                   | \$0.0           | \$0.0          | \$5.7<br>¢52.1            | \$0.1          | \$0.5          | \$0.0          | \$5.8           | \$         |
| - F                  | HAMMOND<br>INDEPENDENCE | \$6.5<br>\$0.0  | \$1.3<br>\$0.0 | \$53.1<br>\$1.8           | \$1.1<br>\$0.4 | \$3.5<br>\$0.1 | \$0.1<br>\$0.0 | \$59.7<br>\$1.8 | \$<br>\$   |
| Tangipahoa           | KENTWOOD                | \$0.0<br>\$0.0  | \$0.0<br>\$0.0 | \$1.8<br>\$1.7            | \$0.4<br>\$0.0 | \$0.1<br>\$0.1 | \$0.0<br>\$0.0 | \$1.8<br>\$1.7  | \$<br>\$   |
| rangipanua           | PONCHATOULA             | \$0.0<br>\$0.0  | \$0.0<br>\$0.0 | \$1.7<br>\$10.8           | \$0.0<br>\$0.6 | \$0.1<br>\$0.6 | \$0.0<br>\$0.0 | \$1.7<br>\$10.8 | \$         |
| ⊢                    | ROSELAND                | \$0.0<br>\$0.0  | \$0.0<br>\$0.0 | \$10.8<br>\$0.1           | \$0.6<br>\$0.0 | \$0.6<br>\$0.0 | \$0.0<br>\$0.0 | \$10.8<br>\$0.1 | \$         |
| - F                  | TANGIPAHOA              | \$0.0<br>\$0.0  | \$0.0<br>\$0.0 | \$0.1<br>\$0.3            | \$0.0<br>\$0.0 | \$0.0<br>\$0.0 | \$0.0<br>\$0.0 | \$0.1<br>\$0.3  | \$         |
|                      | TICKFAW                 | \$0.0<br>\$0.0  | \$0.0<br>\$0.0 | \$0.3<br>\$0.2            | \$0.0<br>\$0.1 | \$0.0<br>\$0.0 | \$0.0<br>\$0.0 | \$0.3<br>\$0.2  | \$         |
| Tanginahaa           | TOTAL                   | \$49.4          | \$0.0          | \$136.5                   | \$0.1<br>\$9.6 | _              | \$0.0<br>\$0.4 | \$194.9         | \$:<br>\$: |
| Tangipahoa           | RURAL                   | \$49.4<br>\$1.3 | \$16.9         | \$136.5                   | \$9.6<br>\$0.1 | \$9.1<br>\$0.0 | \$0.4          | \$194.9         |            |
|                      | NEWELLTON               | \$1.3<br>\$0.0  | \$1.3<br>\$0.0 | \$0.8<br>\$0.4            | \$0.1<br>\$0.1 | \$0.0<br>\$0.0 | \$0.0<br>\$0.0 | \$2.1<br>\$0.4  | \$<br>\$   |
| Tensas               | ST. JOSEPH              | \$0.0<br>\$0.0  | \$0.0<br>\$0.0 | \$0.4<br>\$0.0            | \$0.1<br>\$0.0 | \$0.0<br>\$0.0 | \$0.0<br>\$0.0 | \$0.4<br>\$0.0  | ş<br>Ş     |
|                      | WATERPROOF              | \$0.0<br>\$0.0  | \$0.0<br>\$0.0 | \$0.0<br>\$0.0            | \$0.0<br>\$0.0 | \$0.0<br>\$0.0 | \$0.0<br>\$0.0 | \$0.0<br>\$0.0  | ş<br>Ş     |
|                      |                         |                 |                | <ul> <li>.3U.U</li> </ul> | JU.U           | 30.0           |                |                 |            |

D14

|                  |                  |        | TALITIES       |                | JURIES         |                | Y DAMAGE ONLY  |                 | L CRASHES  |
|------------------|------------------|--------|----------------|----------------|----------------|----------------|----------------|-----------------|------------|
| PARISH           | CITY             | ALL    | ALCOHOL        | ALL            | ALCOHOL        | ALL            | ALCOHOL        | ALL             | ALCO       |
| Terrebonne       | RURAL            | \$19.5 | \$13.0         | \$98.2         | \$11.3         | \$5.8          | \$0.4          | \$118.1         | \$24       |
|                  | HOUMA            | \$5.2  | \$2.6          | \$39.5         | \$2.7          | \$3.5          | \$0.2          | \$44.9          | \$5.       |
| Terrebonne       | TOTAL            | \$24.7 | \$15.6         | \$137.7        | \$14.0         | \$9.3          | \$0.5          | \$171.7         | \$30       |
|                  | RURAL            | \$14.3 | \$5.2          | \$12.1         | \$1.6          | \$0.6          | \$0.1          | \$26.4          | \$6.       |
|                  | BERNICE          | \$0.0  | \$0.0          | \$0.6          | \$0.0          | \$0.0          | \$0.0          | \$0.6           | \$0.       |
|                  | FARMERVILLE      | \$0.0  | \$0.0          | \$7.5          | \$0.3          | \$0.1          | \$0.0          | \$7.5           | \$0.       |
| Union            | LILLIE           | \$0.0  | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0           | \$0        |
| Union            | MARION           | \$0.0  | \$0.0          | \$0.1          | \$0.1          | \$0.0          | \$0.0          | \$0.1           | \$0        |
|                  | SPEARSVILLE      | \$0.0  | \$0.0          | \$0.4          | \$0.0          | \$0.0          | \$0.0          | \$0.4           | \$0        |
|                  | DOWNSVILLE       | \$0.0  | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0           | \$0        |
|                  | JUNCTION CITY    | \$0.0  | \$0.0          | \$0.2          | \$0.2          | \$0.0          | \$0.0          | \$0.2           | \$0        |
| Union            | TOTAL            | \$14.3 | \$5.2          | \$20.9         | \$2.1          | \$0.8          | \$0.1          | \$36.0          | \$7        |
|                  | RURAL            | \$10.4 | \$6.5          | \$27.1         | \$6.3          | \$1.6          | \$0.2          | \$37.7          | \$1        |
|                  | ABBEVILLE        | \$2.6  | \$2.6          | \$18.7         | \$1.7          | \$1.0          | \$0.0          | \$21.4          | \$4        |
|                  | ERATH            | \$2.0  | \$2.0<br>\$0.0 | \$3.3          | \$0.1          | \$0.1          | \$0.0          | \$3.3           | \$0<br>\$0 |
| Vermilion        | GUEYDAN          | \$0.0  | \$0.0<br>\$0.0 | \$0.1          | \$0.1          | \$0.1<br>\$0.0 | \$0.0<br>\$0.0 | \$0.1           | \$0        |
| verminon         |                  |        |                |                |                |                |                |                 | -          |
|                  | KAPLAN           | \$0.0  | \$0.0          | \$3.5          | \$0.0          | \$0.3          | \$0.0          | \$3.5           | \$0        |
|                  | MAURICE          | \$1.3  | \$0.0          | \$0.5          | \$0.1          | \$0.1          | \$0.0          | \$1.8           | \$0        |
|                  | DELCAMBRE        | \$0.0  | \$0.0          | \$0.6          | \$0.0          | \$0.0          | \$0.0          | \$0.6           | \$0        |
| Vermilion        | TOTAL            | \$14.3 | \$9.1          | \$53.8         | \$8.2          | \$3.2          | \$0.3          | \$71.4          | \$1        |
| L                | RURAL            | \$13.0 | \$3.9          | \$25.7         | \$4.3          | \$0.7          | \$0.1          | \$38.8          | \$8        |
|                  | ANACOCO          | \$0.0  | \$0.0          | \$0.1          | \$0.0          | \$0.0          | \$0.0          | \$0.1           | \$0        |
|                  | HORNBECK         | \$0.0  | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0           | \$0        |
| Verner           | LEESVILLE        | \$0.0  | \$0.0          | \$14.3         | \$0.3          | \$0.9          | \$0.1          | \$14.3          | \$0        |
| Vernon           | NEWLLANO         | \$0.0  | \$0.0          | \$0.4          | \$0.1          | \$0.1          | \$0.0          | \$0.4           | \$0        |
|                  | ROSEPINE         | \$1.3  | \$0.0          | \$0.9          | \$0.1          | \$0.0          | \$0.0          | \$2.2           | \$0        |
|                  | SIMPSON          | \$2.6  | \$0.0          | \$0.1          | \$0.0          | \$0.0          | \$0.0          | \$2.7           | \$0        |
|                  | DE RIDDER        | \$0.0  | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0           | \$0        |
| Vernon           | TOTAL            | \$16.9 | \$3.9          | \$41.4         | \$4.8          | \$1.8          | \$0.2          | \$60.0          | \$8        |
| venion           | RURAL            | \$3.9  | \$2.6          | \$15.0         | \$2.5          | \$0.5          | \$0.2<br>\$0.1 | \$18.9          | \$5        |
|                  |                  |        |                |                |                |                |                | _               | -          |
|                  | ANGIE            | \$0.0  | \$0.0          | \$0.2          | \$0.1          | \$0.0          | \$0.0          | \$0.2           | \$0        |
| Washington       | BOGALUSA         | \$1.3  | \$0.0          | \$9.7          | \$0.4          | \$0.9          | \$0.0          | \$11.1          | \$0        |
|                  | FRANKLINTON      | \$0.0  | \$0.0          | \$4.5          | \$0.4          | \$0.2          | \$0.0          | \$4.5           | \$0        |
|                  | VARNADO          | \$0.0  | \$0.0          | \$0.2          | \$0.0          | \$0.0          | \$0.0          | \$0.2           | \$0        |
| Washington       | TOTAL            | \$5.2  | \$2.6          | \$29.6         | \$3.4          | \$1.6          | \$0.1          | \$36.5          | \$e        |
|                  | RURAL            | \$3.9  | \$1.3          | \$6.9          | \$1.4          | \$0.2          | \$0.0          | \$10.8          | \$2        |
|                  | COTTON VALLEY    | \$0.0  | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0           | \$0        |
|                  | CULLEN           | \$0.0  | \$0.0          | \$0.4          | \$0.0          | \$0.0          | \$0.0          | \$0.4           | \$0        |
|                  | DIXIE INN        | \$0.0  | \$0.0          | \$0.4          | \$0.0          | \$0.0          | \$0.0          | \$0.4           | \$0        |
|                  | DOYLINE          | \$0.0  | \$0.0          | \$0.7          | \$0.0          | \$0.0          | \$0.0          | \$0.7           | \$0        |
|                  | DUBBERLY         | \$0.0  | \$0.0          | \$0.1          | \$0.0          | \$0.0          | \$0.0          | \$0.1           | \$0        |
| Webster          | HEFLIN           | \$0.0  | \$0.0          | \$0.1          | \$0.0          | \$0.0          | \$0.0          | \$0.1           | \$0        |
| - F              | MINDEN           | \$2.6  | \$0.0<br>\$0.0 | \$21.8         | \$0.0<br>\$1.7 | \$0.0<br>\$1.3 | \$0.1          | \$24.4          | \$1        |
|                  | SAREPTA          | \$2.0  | \$0.0<br>\$0.0 | \$0.6          | \$0.0          | \$1.5<br>\$0.0 | \$0.1          | \$24.4<br>\$0.6 | \$0        |
| - F              | SHONGALOO        | \$0.0  | \$0.0<br>\$0.0 | \$0.8<br>\$0.3 | \$0.0<br>\$0.0 | \$0.0<br>\$0.0 | \$0.0<br>\$0.0 | \$0.8<br>\$0.3  | \$C<br>\$C |
| - F              | SIBLEY           |        |                |                | \$0.0          | -              |                | -               |            |
|                  |                  | \$0.0  | \$0.0          | \$0.7          |                | \$0.0          | \$0.0          | \$0.7           | \$0<br>¢0  |
|                  | SPRINGHILL       | \$0.0  | \$0.0          | \$4.7          | \$0.5          | \$0.3          | \$0.0          | \$4.7           | \$0        |
| Webster          | TOTAL            | \$6.5  | \$1.3          | \$36.7         | \$3.7          | \$1.9          | \$0.1          | \$45.1          | \$5        |
| L                | RURAL            | \$13.0 | \$10.4         | \$36.4         | \$2.5          | \$1.5          | \$0.1          | \$49.5          | \$1        |
| West Baton Rouge | ADDIS            | \$0.0  | \$0.0          | \$2.6          | \$0.4          | \$0.2          | \$0.0          | \$2.6           | \$0        |
|                  | BRUSLY           | \$0.0  | \$0.0          | \$1.7          | \$0.1          | \$0.1          | \$0.0          | \$1.7           | \$0        |
|                  | PORT ALLEN       | \$0.0  | \$0.0          | \$10.1         | \$0.1          | \$0.6          | \$0.0          | \$10.1          | \$0        |
| West Baton Rouge | TOTAL            | \$13.0 | \$10.4         | \$50.7         | \$3.0          | \$2.4          | \$0.1          | \$66.1          | \$1        |
|                  | RURAL            | \$5.2  | \$1.3          | \$4.3          | \$0.4          | \$0.1          | \$0.0          | \$9.5           | \$1        |
|                  | EPPS             | \$0.0  | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0           | \$0        |
|                  | FOREST           | \$0.0  | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0           | \$0        |
| West Carroll     | KILBOURNE        | \$0.0  | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0           | \$C<br>\$C |
| - F              | OAK GROVE        | \$0.0  | \$0.0          | \$1.2          | \$0.0          | \$0.0          | \$0.0          | \$1.2           | \$C        |
|                  | PIONEER          | \$0.0  | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0           | \$0        |
| West Carroll     | TOTAL            | \$5.2  | \$1.3          | \$5.5          | \$0.4          | \$0.1          | \$0.0          | \$10.8          | \$1        |
| west carroli     | RURAL            | \$5.2  | \$0.0          | \$5.2          | \$0.4<br>\$0.7 | \$0.1          | \$0.0<br>\$0.0 | \$10.8          | \$1<br>\$0 |
| West Feliciana   |                  |        |                |                |                | -              |                | -               |            |
|                  | ST. FRANCISVILLE | \$0.0  | \$0.0          | \$0.9          | \$0.2          | \$0.0          | \$0.0          | \$0.9           | \$0        |
| West Feliciana   | TOTAL            | \$0.0  | \$0.0          | \$6.0          | \$0.9          | \$0.3          | \$0.0          | \$6.3           | \$0        |
|                  | RURAL            | \$1.3  | \$1.3          | \$5.0          | \$0.6          | \$0.1          | \$0.0          | \$6.3           | \$2        |
|                  | ATLANTA          | \$0.0  | \$0.0          | \$0.1          | \$0.0          | \$0.0          | \$0.0          | \$0.1           | \$0        |
| 14/:             | CALVIN           | \$0.0  | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0           | \$0        |
| Winn             | DODSON           | \$0.0  | \$0.0          | \$0.3          | \$0.0          | \$0.0          | \$0.0          | \$0.3           | \$0        |
|                  | SIKES            | \$0.0  | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0           | \$0        |
|                  | WINNFIELD        | \$1.3  | \$0.0          | \$4.3          | \$0.2          | \$0.2          | \$0.0          | \$5.6           | \$0        |
|                  |                  |        |                |                | \$0.9          |                | \$0.0          | 100 A. 100 A.   | \$2        |

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Shreveport is in Bossier and Caddo Parishes.

• The sum of the cities and "Rural" does not add up to the total in many parishes because of the possible missing "City Codes."

• Fatal alcohol crashes are estimated.

HERE

#### Table D3: Urban and Rural Crashes by Parish

| PARISH                     | FAT    | AL CRASI | HES     | CHANGE FROM<br>LAST YEAR | IN         | JURY CRAS   | HES          | CHANGE FROM<br>LAST YEAR | PROPI       | ERTY DAMA  | GE ONLY     | CHANGE FROM<br>LAST YEAR | CHAI<br>FROM<br>YEA |
|----------------------------|--------|----------|---------|--------------------------|------------|-------------|--------------|--------------------------|-------------|------------|-------------|--------------------------|---------------------|
|                            | R      | U        | Т       | NUMBER                   | R          | U           | Т            | %                        | R           | U          | Т           | %                        | Al                  |
| ACADIA                     | 5      | 2        | 7       | -9                       | 237        | 268         | 505          | -13%                     | 388         | 551        | 939         | 6%                       | -2                  |
| ALLEN                      | 4      | 1        | 5       | 3                        | 63         | 72          | 135          | -9%                      | 67          | 129        | 196         | -3%                      | -5                  |
| ASCENSION                  | 13     | 4        | 17      | 2                        | 837        | 359         | 1196         | 5%                       | 1817        | 921        | 2738        | 11%                      | 99                  |
| ASSUMPTION                 | 4      | 0        | 4       | -4                       | 194        | 4           | 198          | 25%                      | 266         | 5          | 271         | 11%                      | 15                  |
| AVOYELLES                  | 5      | 0        | 5       | -5                       | 187        | 180         | 367          | -12%                     | 250         | 264        | 514         | -4%                      | -89                 |
| BEAUREGARD                 | 3      | 0        | 3       | -5                       | 108        | 113         | 221          | -14%                     | 154         | 278        | 432         | 1%                       | -59                 |
| BIENVILLE                  | 4<br>9 | 0<br>2   | 4<br>11 | 1<br>3                   | 87<br>240  | 21          | 108          | 35%                      | 73<br>416   | 32<br>2287 | 105<br>2703 | 1%                       | 16                  |
| BOSSIER<br>CADDO           | 13     | 19       | 32      | -4                       | 240        | 987<br>2135 | 1227<br>2372 | 4%<br>-15%               | 382         | 6260       | 6642        | -1%<br>-10%              | 09                  |
| CALCASIEU                  | 22     | 19       | 32      | -4                       | 740        | 1431        | 2372         | 17%                      | 1278        | 3286       | 4564        | 8%                       | 11                  |
| CALDWELL                   | 2      | 0        | 2       | 14                       | 21         | 9           | 30           | -19%                     | 26          | 8          | 34          | 3%                       | -10                 |
| CAMERON                    | 0      | 0        | 0       |                          | 42         | 0           | 42           | 27%                      | 89          | 0          | 89          | 35%                      | 31                  |
| CATAHOULA                  | 9      | 0        | 9       | 9                        | 48         | 11          | 59           | 9%                       | 47          | 21         | 68          | 55%                      | 39                  |
| CLAIBORNE                  | 3      | 0        | 3       | 0                        | 75         | 32          | 107          | 16%                      | 77          | 58         | 135         | 0%                       | 79                  |
| CONCORDIA                  | 6      | 2        | 8       | 4                        | 67         | 53          | 120          | 5%                       | 51          | 109        | 160         | -10%                     | -3                  |
| DE SOTO                    | 6      | 0        | 6       | -2                       | 130        | 77          | 207          | -24%                     | 247         | 173        | 420         | -34%                     | -31                 |
| EAST BATON ROUGE           | 18     | 33       | 51      | 5                        | 960        | 4078        | 5038         | 7%                       | 3092        | 12719      | 15811       | 2%                       | 39                  |
| EAST CARROLL               | 0      | 0        | 0       | 0                        | 8          | 13          | 21           | -63%                     | 3           | 16         | 19          | -65%                     | -64                 |
| EAST FELICIANA             | 7      | 1        | 8       | 6                        | 23         | 9           | 32           | -22%                     | 20          | 8          | 28          | -45%                     | -28                 |
| EVANGELINE                 | 8      | 1        | 9       | 4                        | 125        | 147         | 272          | 1%                       | 170         | 327        | 497         | 4%                       | 39                  |
| FRANKLIN                   | 2      | 0        | 2       | -2                       | 45         | 43          | 88           | 1%                       | 43          | 82         | 125         | 39%                      | 19                  |
| GRANT                      | 6      | 0        | 6       | 1                        | 82         | 2           | 84           | -28%                     | 68          | 5          | 73          | 20%                      | -10                 |
| IBERIA                     | 7      | 1        | 8       | -8                       | 318        | 353         | 671          | 2%                       | 583         | 1096       | 1679        | -6%                      | -4                  |
| IBERVILLE                  | 5      | 4        | 9       | 0                        | 84         | 257         | 341          | -1%                      | 96          | 347        | 443         | -11%                     | -7                  |
| JACKSON                    | 1      | 1        | 2       | 1                        | 17         | 4           | 21           | -59%                     | 12          | 13         | 25          | -56%                     | -56                 |
| JEFFERSON                  | 24     | 3        | 27      | 9                        | 3203       | 770         | 3973         | 3%                       | 9574        | 2687       | 12261       | -0%                      | 19                  |
| JEFFERSON DAVIS            | 4      | 2        | 6       | 0                        | 187        | 110         | 297          | -1%                      | 250         | 286        | 536         | 2%                       | 09                  |
| LAFAYETTE                  | 10     | 17       | 27      | 5                        | 440        | 2455        | 2895         | 6%                       | 929         | 7041       | 7970        | 7%                       | 79                  |
| LAFOURCHE                  | 16     | 2        | 18      | 2                        | 627        | 148         | 775          | 5%                       | 1265        | 543        | 1808        | 6%                       | 69                  |
| LASALLE                    | 4      | 0        | 4       | 0                        | 58         | 24          | 82           | 6%                       | 65          | 26         | 91          | -4%                      | 19                  |
| LINCOLN                    | 4      | 4        | 8       | -2                       | 93         | 261         | 354          | -11%                     | 149         | 666        | 815         | 0%                       | -4                  |
| LIVINGSTON                 | 18     | 6        | 24      | 2                        | 607        | 539         | 1146         | 6%                       | 1204        | 1416       | 2620        | 2%                       | 39                  |
| MADISON                    | 1      | 0        | 1       | -3                       | 40         | 61          | 101          | 33%                      | 35          | 98         | 133         | -21%                     | -5                  |
| MOREHOUSE                  | 3      | 3        | 6       | -2                       | 51         | 151         | 202          | 6%                       | 54          | 249        | 303         | 7%                       | 69                  |
| NATCHITOCHES               | 6      | 2        | 8       | -3                       | 167        | 260         | 427          | 6%                       | 176         | 640        | 816         | -3%                      | -0                  |
| ORLEANS                    | 0      | 28       | 28      | -4                       | 40         | 5507        | 5547         | 5%                       | 125         | 12846      | 12971       | -1%                      | 19                  |
| OUACHITA                   | 4      | 2        | 6       | -15                      | 459        | 1317        | 1776         | 13%                      | 970         | 2586       | 3556        | 7%                       | 99                  |
| PLAQUEMINES                | 3      | 0        | 3       | 0                        | 160        | 0           | 160          | -4%                      | 362         | 0          | 362         | 5%                       | 29                  |
| POINTE COUPEE              | 5      | 0        | 5       | 0                        | 80         | 78          | 158          | -28%                     | 75          | 117        | 192         | -23%                     | -25                 |
| RAPIDES                    | 11     | 9        | 20      | -4                       | 374        | 1128        | 1502         | -3%                      | 592         | 2666       | 3258        | 7%                       | 49                  |
| RED RIVER                  | 3      | 0        | 3       | 1                        | 55         | 8           | 63           | -5%                      | 72          | 18         | 90          | 73%                      | 30                  |
| RICHLAND<br>SABINE         | 2      | 0        | 2       | -3<br>-3                 | 64<br>98   | 27<br>33    | 91<br>131    | 32%<br>-10%              | 91<br>96    | 62<br>73   | 153<br>169  | 24%<br>4%                | 25                  |
|                            |        |          | 6       |                          |            | -           |              | -10%                     |             |            |             |                          | -3                  |
| ST. BERNARD<br>ST. CHARLES | 2<br>9 | 0        | 2       | -2                       | 228<br>430 | 0           | 228<br>430   | 1%                       | 806<br>1213 | 0          | 806<br>1213 | -7%<br>6%                | -5                  |
| ST. HELENA                 | 9<br>4 | 0        | 9<br>4  | 0                        | 63         | 6           | 430<br>69    | -5%                      | 1213        | 4          | 1213        | 17%                      | 79                  |
| ST. JAMES                  | 8      | 2        | 4       | 8                        | 156        | 55          | 211          | -5%                      | 320         | 4          | 435         | 18%                      | 17                  |
| ST. JOHN                   | 10     | 0        | 10      | °<br>7                   | 509        | 0           | 509          | 26%                      | 991         | 0          | 435<br>991  | 9%                       | 17                  |
| ST. LANDRY                 | 10     | 5        | 10      | -5                       | 346        | 389         | 735          | -5%                      | 544         | 1013       | 1557        | -1%                      | -2                  |
| ST. MARTIN                 | 8      | 3        | 11      | 1                        | 368        | 176         | 544          | 14%                      | 598         | 472        | 1070        | 14%                      | 14                  |
| ST. MARY                   | 6      | 3        | 9       | 0                        | 237        | 204         | 441          | 7%                       | 357         | 520        | 877         | 11%                      | 10                  |
| ST. TAMMANY                | 22     | 2        | 24      | -3                       | 843        | 698         | 1541         | 6%                       | 2693        | 2088       | 4781        | 11%                      | 10                  |
| ТАНСІРАНОА                 | 30     | 5        | 35      | 14                       | 548        | 592         | 1140         | 0%                       | 1268        | 1432       | 2700        | 5%                       | 49                  |
| TENSAS                     | 1      | 0        | 1       | 14                       | 8          | 3           | 1140         | 22%                      | 4           | 3          | 7           | -65%                     | -34                 |
| TERREBONNE                 | 14     | 3        | 17      | 6                        | 777        | 357         | 1134         | 0%                       | 1713        | 1041       | 2754        | 9%                       | 6                   |
| UNION                      | 9      | 0        | 9       | 4                        | 109        | 65          | 174          | 60%                      | 169         | 58         | 22734       | 54%                      | 57                  |
| VERMILION                  | 8      | 3        | 11      | 0                        | 239        | 221         | 460          | -6%                      | 477         | 485        | 962         | 6%                       | 2                   |
| VERNON                     | 9      | 2        | 11      | -2                       | 220        | 146         | 366          | 7%                       | 213         | 321        | 534         | 5%                       | 6                   |
| WASHINGTON                 | 3      | 1        | 4       | -5                       | 145        | 151         | 296          | -6%                      | 154         | 334        | 488         | -1%                      | -4                  |
| WEBSTER                    | 3      | 2        | 5       | -2                       | 72         | 260         | 332          | 6%                       | 62          | 507        | 569         | -12%                     | -7                  |
| WEST BATON ROUGE           | 10     | 0        | 10      | 6                        | 269        | 110         | 379          | 1%                       | 460         | 262        | 722         | 1%                       | 2                   |
| WEST CARROLL               | 4      | 0        | 4       | 1                        | 33         | 9           | 42           | 8%                       | 20          | 9          | 29          | -3%                      | 4                   |
| WEST FELICIANA             | 0      | 0        | 0       | _                        | 39         | 7           | 46           | -27%                     | 81          | 9          | 90          | -17%                     | -2:                 |
| WINN                       | 1      | 1        | 2       | 0                        | 47         | 37          | 84           | -18%                     | 43          | 63         | 106         | -12%                     | -14                 |
|                            |        | ÷ .      | -       | L V                      |            | 5,          | 44485        | 3%                       | 38085       | 69751      | 107836      | -270                     | 29                  |

Note: R - Rural, U - Urban, T - Total

 This table does not include crashes with missing parish or rural/urban information.

This table shows a comparison of this year's number of crashes to last year's number of crashes. However, increases and decreases in number of crashes may be caused by changes in reporting of crashes from local agencies.

# **WHERE**

**Table D4: Parish Ranking** 

#### PER 100,000 DRIVERS PER 100 MILLION MILES TRAVELED 1,000 100 MIL INJ PARISH INI FTL CRSH FTL LICENSED INJ RANK RANK RANK RANK FTL INJ FTL CRSH VMT DRIVERS CRSH CRSH INJ FTL CRSH CRSH INJ FTL Acadia 1 318 1,197 1,987 1,609 Ascension Assumptior 1,470 Avoyelles 1.391 Beauregard Bienville 1,118 Bossie 1,227 ,82 1.604 Caddo 2,372 3,029 1,485 Calcasieu 2,171 3,496 1,601 Caldwell 1,352 Cameron Catahoula 1,233 Claiborne Concordia 1,131 DeSoto East Baton Rouge 5,040 8.096 1.900 East Carroll Fast Feliciana Δ Evangeline 1,249 Franklin Grant Iberia 1,084 1,355 1,733 Iberville Jackson Jefferson 3,975 6,138 1.383 Jefferson Davis 1,433 2,897 1,882 4,663 Lafayette Lafourche 1,235 1,252 LaSa Lincoln 1,307 1,146 1,332 Livingston 1,868 1.841 Madison 1,108 Morehouse Natchitoches 1,773 5,568 3,030 Orleans 9,831 Ouachita 1.777 2.952 1.813 1,036 Plaquemines Pointe Coupee 1,061 Rapides 1.502 2.493 1.694 Red River 1.124 Richland Sabine St. Bernard St. Charles 1.170 St. Hel 1,466 1,411 St. James St. John the Baptist 1,768 1.198 St. Landry 1.225 St. Martin 1,755 St. Mary 1.211 St. Tamma 1,542 2,330 1,140 1,924 1,439 Tangipahoa Tensas 1.134 1.474 Terrebonne 1.942 Union 1,074 Vermilion 1,199 1,542 Vernon Washington 1.000 1,143 Webster West Baton Rouge 2,292 West Carroll West Feliciana Winn

Note: INJ CRASH - Injury Crashes, INJ - Injuries, FTL CRSH - Fatal Crashes, FTL - Fatalities, VMT - Vehicle Miles Traveled, MIL - Million

#### D18

#### Table D5: Parishes Grouped by Number of Licensed Drivers

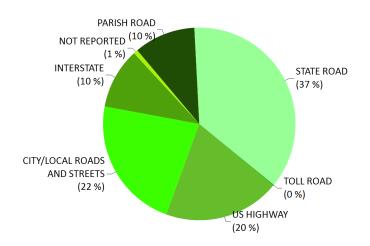
| Table D5: Pa  | FTL & INJ                         | Gioup                               |                       |                        | 1,000                 | 100                      |                                | ER 100,00                   |                   |                    | DED 1                | 100 MILLIO               |                    |
|---|-----------------------------------|-------------------------------------|-----------------------|------------------------|-----------------------|--------------------------|--------------------------------|-----------------------------|-------------------|--------------------|----------------------|--------------------------|--------------------|
| PARISH  | CRSH                              | INJ                                 | FTL CRSH              | FTL                    | LICENSED<br>DRIVERS   | MIL VMT                  | INJ<br>CRSH                    | FTL<br>CRSH                 | RANK<br>INJ       | RANK<br>FTL        |                      | FTL CRSH                 |                    |
| Jefferson   | 4,002                             | 6,138                               | 27                    | 28                     | ES WITH LICEN         | 22.0                     | 1,383                          | 9.4                         | 6                 | 7                  | 181                  | 1.2                      | 2                  |
| East Baton Rouge  | 4,002<br>5,091                    | 8,096                               | 51                    | 55                     | 265                   | 36.2                     | 1,585                          | 9.4<br>19.2                 | 2                 | 3                  | 139                  | 1.2                      | 4                  |
| Orleans   | 5,596                             | 9,831                               | 28                    | 28                     | 184                   | 22.5                     | 3,030                          | 15.2                        | 1                 | 5                  | 247                  | 1.4                      | 4                  |
| St. Tammany   | 1,566                             | 2,330                               | 28                    | 26                     | 184                   | 26.8                     | 881                            | 13.2                        | 7                 | 6                  | 57                   | 0.9                      | 7                  |
| Caddo   | -                                 |                                     |                       | 35                     | 1/3                   | 23.2                     |                                | 20.0                        |                   | 2                  | 102                  |                          | 6                  |
|   | 2,404<br>2,924                    | 3,029                               | 32                    |                        |                       |                          | 1,485                          |                             | 5                 | 4                  | 102                  | 1.4<br>1.3               |                    |
| Lafayette<br>Calcasieu  | 2,924                             | 4,663                               | 27                    | 29<br>36               | 154<br>136            | 20.1<br>20.6             | 1,882                          | 17.5<br>23.6                | 3<br>4            | 4                  | 144                  | 1.5                      | 3<br>5             |
|   |                                   | 3,496                               | 32                    |                        |                       |                          | 1,601                          |                             |                   |                    |                      | -                        |                    |
| Driver Average  | 3,398                             | 5,369                               | 32                    | 34                     | 194                   | 24.5                     | 1,732                          | 16.2                        | 0                 | 0                  | 137                  | 1.3                      | 0                  |
| Quarkita  | 4 700                             | 2.052                               | C C                   |                        | WITH LICENSI          |                          |                                |                             | -                 | 0                  | 110                  | 0.4                      |                    |
| Ouachita  | 1,783                             | 2,952                               | 6                     | 7                      | 98                    | 15.1                     | 1,813                          | 6.1                         | 1                 | 9                  | 118                  | 0.4                      | 1                  |
| Rapides   | 1,522                             | 2,493                               | 20                    | 22                     | 89                    | 14.6                     | 1,694                          | 22.6                        | 2                 | 6                  | 103                  | 1.4                      | 3                  |
| Livingston  | 1,170                             | 1,868                               | 24                    | 24                     | 86                    | 14.5                     | 1,332                          | 27.9                        | 7                 | 4                  | 79                   | 1.7                      | 6                  |
| Tangipahoa  | 1,175                             | 1,924                               | 35                    | 38                     | 79                    | 16.9                     | 1,439                          | 44.2                        | 6                 | 1                  | 67                   | 2.1                      | 9                  |
| Terrebonne  | 1,151                             | 1,942                               | 17                    | 19                     | 77                    | 10.1                     | 1,474                          | 22.1                        | 5                 | 7                  | 113                  | 1.7                      | 2                  |
| Bossier   | 1,238                             | 1,822                               | 11                    | 12                     | 77                    | 12.5                     | 1,604                          | 14.4                        | 4                 | 8                  | 99                   | 0.9                      | 4                  |
| Ascension   | 1,214                             | 1,987                               | 17                    | 21                     | 74                    | 13.5                     | 1,609                          | 22.9                        | 3                 | 5                  | 89                   | 1.3                      | 5                  |
| Lafourche   | 794                               | 1,235                               | 18                    | 19                     | 62                    | 11.0                     | 1,252                          | 29.0                        | 8                 | 3                  | 71                   | 1.6                      | 8                  |
| St. Landry  | 754                               | 1,225                               | 19                    | 22                     | 61                    | 10.3                     | 1,198                          | 31.0                        | 9                 | 2                  | 72                   | 1.9                      | 7                  |
| Driver Average  | 1,200                             | 1,939                               | 19                    | 20                     | 78                    | 13.1                     | 1,512                          | 23.8                        | 0                 | 0                  | 90                   | 1.4                      | 0                  |
|   |                                   |                                     |                       |                        | S WITH LICENS         |                          | 1                              | T                           |                   |                    |                      |                          |                    |
| Iberia  | 679                               | 1,084                               | 8                     | 8                      | 50                    | 7.5                      | 1,355                          | 16.2                        | 7                 | 14                 | 90                   | 1.1                      | 2                  |
| Acadia  | 528                               | 903                                 | 7                     | 9                      | 40                    | 8.6                      | 1,318                          | 17.7                        | 8                 | 12                 | 60                   | 0.8                      | 13                 |
| Vermilion   | 471                               | 759                                 | 11                    | 11                     | 38                    | 4.9                      | 1,199                          | 28.7                        | 12                | 8                  | 93                   | 2.2                      | 1                  |
| St. Charles   | 442                               | 684                                 | 9                     | 11                     | 37                    | 9.1                      | 1,170                          | 24.3                        | 13                | 10                 | 48                   | 1.0                      | 17                 |
| St. Mary  | 450                               | 723                                 | 9                     | 10                     | 36                    | 5.4                      | 1,211                          | 24.7                        | 11                | 9                  | 82                   | 1.7                      | 4                  |
| St. Martin  | 577                               | 1,015                               | 11                    | 11                     | 32                    | 7.8                      | 1,755                          | 34.1                        | 3                 | 4                  | 72                   | 1.4                      | 9                  |
| Washington  | 300                               | 418                                 | 4                     | 4                      | 30                    | 4.2                      | 1,000                          | 13.5                        | 15                | 15                 | 71                   | 1.0                      | 10                 |
| Webster   | 337                               | 517                                 | 5                     | 5                      | 29                    | 5.8                      | 1,143                          | 17.2                        | 14                | 13                 | 58                   | 0.9                      | 14                 |
| St. John the Baptist  | 521                               | 952                                 | 10                    | 15                     | 29                    | 6.4                      | 1,768                          | 34.6                        | 2                 | 3                  | 79                   | 1.6                      | 6                  |
| Lincoln   | 362                               | 578                                 | 8                     | 9                      | 27                    | 6.2                      | 1,307                          | 29.5                        | 9                 | 6                  | 57                   | 1.3                      | 15                 |
| Avoyelles   | 372                               | 697                                 | 5                     | 5                      | 26                    | 4.1                      | 1,391                          | 19.0                        | 6                 | 11                 | 90                   | 1.2                      | 3                  |
| Beauregard  | 224                               | 333                                 | 3                     | 3                      | 26                    | 3.6                      | 841                            | 11.4                        | 17                | 16                 | 61                   | 0.8                      | 12                 |
| Natchitoches  | 435                               | 726                                 | 8                     | 8                      | 24                    | 6.6                      | 1,773                          | 33.2                        | 1                 | 5                  | 65                   | 1.2                      | 11                 |
| Vernon  | 377                               | 583                                 | 11                    | 13                     | 24                    | 4.6                      | 1,542                          | 46.3                        | 4                 | 1                  | 79                   | 2.4                      | 7                  |
| St. Bernard   | 231                               | 341                                 | 2                     | 2                      | 24                    | 2.9                      | 967                            | 8.4                         | 16                | 17                 | 80                   | 0.7                      | 5                  |
| Evangeline  | 281                               | 485                                 | 9                     | 10                     | 24                    | 3.5                      | 1,249                          | 41.3                        | 10                | 2                  | 79                   | 2.6                      | 8                  |
| Jefferson Davis   | 304                               | 486                                 | 6                     | 7                      | 21                    | 6.0                      | 1,433                          | 28.8                        | 5                 | 7                  | 50                   | 1.0                      | 16                 |
| Driver Average  | 405                               | 664                                 | 7                     | 8                      | 30                    | 5.7                      | 1,315                          | 24.5                        | 0                 | 0                  | 70                   | 1.3                      | 0                  |
| Differ Average  | 405                               | 004                                 | ,                     |                        | S WITH LICENS         |                          |                                |                             |                   | Ū                  | 70                   | 1.5                      |                    |
| Iberville   | 350                               | 602                                 | 9                     | 11                     | 20                    | 5.3                      | 1,733                          | 45.7                        | 2                 | 6                  | 64                   | 1.7                      | 4                  |
| DeSoto  | 213                               | 342                                 | 6                     | 7                      | 18                    | 6.8                      | 1,131                          | 32.8                        | 5                 | 12                 | 31                   | 0.9                      | 14                 |
| Morehouse   | 208                               | 357                                 | 6                     | 7                      | 18                    | 2.6                      | 1,108                          | 32.9                        | 6                 | 11                 | 79                   | 2.3                      | 1                  |
| West Baton Rouge  | 389                               | 715                                 | 10                    | 10                     | 10                    | 6.2                      | 2,292                          | 60.5                        | 1                 | 3                  | 61                   | 1.6                      | 5                  |
| Union   | 183                               | 295                                 | 9                     | 10                     | 16                    | 2.5                      | 1,074                          | 55.5                        | 7                 | 5                  | 70                   | 3.6                      | 3                  |
| Sabine  | 185                               | 295                                 | 9                     | 7                      | 16                    | 2.5                      | 830                            | 38.0                        | 12                | 8                  | 47                   | 2.2                      | 5<br>11            |
|   | 137                               | 228                                 | 3                     | 3                      | 16                    | 3.3                      | 1,036                          | 38.0<br>19.2                | 9                 | 8<br>14            | 47                   | 0.9                      | 9                  |
| Plaquemines<br>St. James  | 221                               | 324                                 | 3<br>10               | 3<br>11                | 16                    | 4.0                      | 1,036                          | 19.2<br>66.9                | 9                 | 14                 | 49<br>53             | 2.5                      | 9<br>6             |
|   |                                   |                                     |                       |                        |                       |                          | <u> </u>                       |                             |                   | _                  |                      |                          |                    |
| Pointe Coupee   | 163<br>40                         | 332                                 | 5<br>°                | 6                      | 15                    | 3.2                      | 1,061                          | 33.6                        | 8                 | 10                 | 49                   | 1.6                      | 10                 |
| East Feliciana  |                                   | 64                                  | 8                     | 14                     | 14                    | 2.3                      | 223                            | 55.6                        | 16                | 4                  | 14                   | 3.4                      | 16                 |
| Grant   | 90                                | 135                                 | 6                     | 6                      | 14                    | 2.3                      | 593                            | 42.4                        | 15                | 7                  | 37                   | 2.6                      | 13                 |
| Allen   | 140                               | 201                                 | 5                     | 6                      | 14                    | 2.7                      | 973                            | 36.0                        | 10                | 9                  | 51                   | 1.9                      | 7                  |
| Assumption  | 202                               | 319                                 | 4                     | 4                      | 13                    | 2.8                      | 1,470                          | 29.7                        | 3                 | 13                 | 71                   | 1.4                      | 2                  |
| Richland  | 93                                | 175                                 | 2                     | 3                      | 13                    | 4.0                      | 676                            | 14.9                        | 14                | 17                 | 23                   | 0.5                      | 15                 |
| Franklin  | 90                                | 143                                 | 2                     | 2                      | 13                    | 2.1                      | 681                            | 15.5                        | 13                | 16                 | 43                   | 1.0                      | 12                 |
| Concordia   | 128                               | 208                                 | 8                     | 8                      | 13                    | 2.4                      | 947                            | 63.1                        | 11                | 2                  | 50                   | 3.3                      | 8                  |
| Jackson   | 23                                | 34                                  | 2                     | 2                      | 12                    | 1.9                      | 182                            | 17.4                        | 17                | 15                 | 11                   | 1.1                      | 17                 |
| Driver Average  | 167                               | 277                                 | 6                     | 7                      | 15                    | 3.4                      | 1,065                          | 39.3                        | 0                 | 0                  | 48                   | 1.8                      | 0                  |
|   | 0.6                               | 105                                 |                       |                        | HES WITH LICI         |                          |                                | 1                           | _                 | -                  |                      |                          | -                  |
| LaSalle   | 86                                | 135                                 | 4                     | 4                      | 10                    | 1.5                      | 846                            | 41.3                        | 8                 | 6                  | 56                   | 2.7                      | 2                  |
| Bienville   | 112                               | 175                                 | 4                     | 4                      | 10                    | 3.4                      | 1,118                          | 41.4                        | 6                 | 5                  | 32                   | 1.2                      | 9                  |
| Claiborne   | 110                               | 160                                 | 3                     | 4                      | 9                     | 1.8                      | 1,233                          | 34.6                        | 4                 | 7                  | 60                   | 1.7                      | 1                  |
|   | 86                                | 136                                 | 2                     | 2                      | 9                     | 2.2                      | 970                            | 23.1                        | 7                 | 10                 | 39                   | 0.9                      | 6                  |
| Winn  | 46                                | 78                                  | 4                     | 4                      | 8                     | 1.0                      | 536                            | 51.0                        | 12                | 4                  | 42                   | 4.0                      | 5                  |
|   |                                   | 55                                  | 2                     | 2                      | 7                     | 1.5                      | 406                            | 27.1                        | 13                | 9                  | 21                   | 1.4                      | 13                 |
| Winn  | 32                                |                                     |                       |                        | 7                     | 1.4                      | 627                            | 0.0                         | 10                | 12                 | 34                   | 0.0                      | 8                  |
| Winn<br>West Carroll  | 32<br>46                          | 85                                  | 0                     | 0                      | 7                     |                          |                                |                             |                   | 1                  |                      |                          | 4                  |
| Winn<br>West Carroll<br>Caldwell  |                                   |                                     | 0<br>9                | 0<br>12                | 7                     | 1.3                      | 807                            | 123.0                       | 9                 | 1                  | 46                   | 7.0                      | -4                 |
| Winn<br>West Carroll<br>Caldwell<br>West Feliciana  | 46                                | 85                                  |                       |                        |                       | 1.3<br>1.8               | 807<br>1,124                   | 123.0<br>53.5               | 9<br>5            | 3                  | 46<br>35             | 7.0                      | 7                  |
| Winn<br>West Carroll<br>Caldwell<br>West Feliciana<br>Catahoula   | 46<br>68                          | 85<br>91                            | 9                     | 12                     | 7                     |                          |                                |                             |                   |                    |                      |                          |                    |
| Winn<br>West Carroll<br>Caldwell<br>West Feliciana<br>Catahoula<br>Red River  | 46<br>68<br>66                    | 85<br>91<br>105                     | 9<br>3                | 12<br>3                | 7<br>6                | 1.8                      | 1,124                          | 53.5                        | 5                 | 3                  | 35                   | 1.7                      | 7                  |
| Winn<br>West Carroll<br>Caldwell<br>West Feliciana<br>Catahoula<br>Red River<br>Madison                               | 46<br>68<br>66<br>102             | 85<br>91<br>105<br>190              | 9<br>3<br>1           | 12<br>3<br>1           | 7<br>6<br>5           | 1.8<br>4.0               | 1,124<br>1,841                 | 53.5<br>18.2                | 5                 | 3<br>11            | 35<br>25             | 1.7<br>0.3               | 7<br>12            |
| Winn<br>West Carroll<br>Caldwell<br>West Feliciana<br>Catahoula<br>Red River<br>Madison<br>St. Helena                 | 46<br>68<br>66<br>102<br>73       | 85<br>91<br>105<br>190<br>116       | 9<br>3<br>1<br>4      | 12<br>3<br>1<br>5      | 7<br>6<br>5<br>5      | 1.8<br>4.0<br>1.2        | 1,124<br>1,841<br>1,466        | 53.5<br>18.2<br>85.0        | 5<br>1<br>2       | 3<br>11<br>2       | 35<br>25<br>56       | 1.7<br>0.3<br>3.2        | 7<br>12<br>3       |
| Winn<br>West Carroll<br>Caldwell<br>West Feliciana<br>Catahoula<br>Red River<br>Madison<br>St. Helena<br>East Carroll | 46<br>68<br>66<br>102<br>73<br>21 | 85<br>91<br>105<br>190<br>116<br>47 | 9<br>3<br>1<br>4<br>0 | 12<br>3<br>1<br>5<br>0 | 7<br>6<br>5<br>5<br>4 | 1.8<br>4.0<br>1.2<br>0.8 | 1,124<br>1,841<br>1,466<br>572 | 53.5<br>18.2<br>85.0<br>0.0 | 5<br>1<br>2<br>11 | 3<br>11<br>2<br>12 | 35<br>25<br>56<br>28 | 1.7<br>0.3<br>3.2<br>0.0 | 7<br>12<br>3<br>11 |

Note: FTL & INJ CRSH - Fatal & Injury Crashes, INJ - Injuries, INJ CRSH - Injury Crash, FTL CRSH - Fatal Crashes, FTL - Fatalities, VMT - Vehicle Miles
 Traveled. MIL - Million

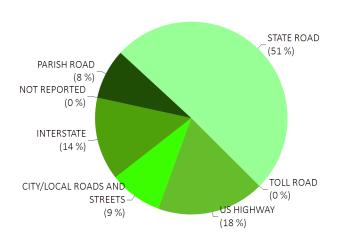
#### Table D6: Fatal & Injury Crashes by Highway Type

| HIGHWAY TYPE                 | INJURY<br>CRASHES | FATAL<br>CRASHES | INJURY CRASHES &<br>FATAL CRASHES | % FATAL |
|------------------------------|-------------------|------------------|-----------------------------------|---------|
| INTERSTATE                   | 4,553             | 91               | 4,644                             | 2.0%    |
| US HIGHWAY                   | 8,708             | 118              | 8,826                             | 1.3%    |
| STATE ROAD                   | 16,367            | 330              | 16,697                            | 2.0%    |
| PARISH ROAD                  | 4,602             | 55               | 4,657                             | 1.2%    |
| CITY/LOCAL ROADS AND STREETS | 9,962             | 58               | 10,020                            | 0.6%    |
| OTHER OR NOT STATED          | 0                 | 0                | 0                                 | 0.0%    |
| TOLL ROAD                    | 46                | 0                | 46                                | 0.0%    |
| NOT REPORTED                 | 325               | 0                | 325                               | 0.0%    |
| All                          | 44,563            | 652              | 45,215                            | 1.4%    |

#### Figure D6a: Injury Crashes by Highway Type







The pie charts show the percentage of injury and fatal crashes. Note that only the major road types are labeled.

#### Table D7: Fatal & Injury Crashes by Intersection

|                     | INJURY<br>CRASHES | FATAL<br>CRASHES | TOTAL<br>CRASHES | % FATAL<br>CRASHES |
|---------------------|-------------------|------------------|------------------|--------------------|
| NOT AT INTERSECTION | 27,006            | 512              | 27,518           | 1.9%               |
| AT INTERSECTION     | 17,557            | 140              | 17,697           | 0.8%               |
| TOTAL               | 44,563            | 652              | 45,215           | 1.4%               |

Of all inury crashes, 39% ocured within 100 feet on an intersection in 2012. However, only 21% of fatal crashes occured within 100 feet of an intersection.

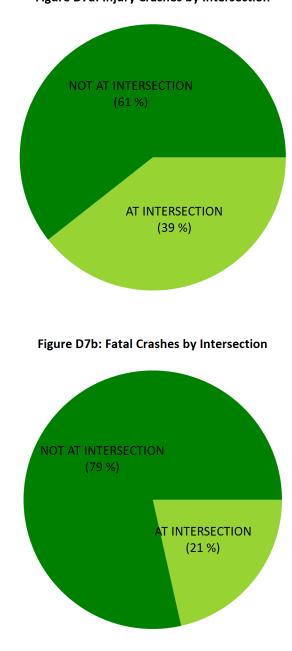


Figure D7a: Injury Crashes by Intersection

### Table D8: Cost Estimates of Crashes by Parish

| 1.1.1 |  |
|-------|--|
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|                               |             | FAT      | AL              |                | INJU           | RY                 |                | PDO            | TOTAL                                 |                  | ALL                         | L             |  |
|-------------------------------|-------------|----------|-----------------|----------------|----------------|--------------------|----------------|----------------|---------------------------------------|------------------|-----------------------------|---------------|--|
| PARISH                        | FTL<br>CRSH | FTL      | COSTS (MIL. \$) | CRSH           | INJ            | COSTS<br>(MIL. \$) | CRSH           | COSTS          | TOTAL COST (MIL. \$)                  | RANK OF<br>TOTAL | COST PER LICENSED<br>DRIVER | RANK OF LIC I |  |
|                               |             |          | 100             |                |                | ISHES WITH LIC     |                |                |                                       |                  |                             | -             |  |
| Jefferson<br>East Baton Rouge | 27          | 28       | \$36            | 3,975          | 6,138          | \$435              | 36938          | \$124<br>\$162 | \$596                                 | 3                | \$2,074                     | 5             |  |
| Orleans                       | 51<br>28    | 55<br>28 | \$71<br>\$36    | 5,040<br>5,568 | 8,096<br>9,831 | \$574<br>\$697     | 47961<br>33517 | \$162<br>\$113 | \$807<br>\$847                        | 1                | \$3,044<br>\$4,607          | 1             |  |
| St. Tammany                   | 28          | 28       | \$36<br>\$34    | 1,542          | 2,330          | \$165              | 14669          | \$115<br>\$49  | \$248                                 | 7                | \$1,419                     | 7             |  |
| Caddo                         | 32          | 35       | \$34<br>\$45    | 2,372          | 3,029          | \$215              | 13458          | \$49<br>\$45   | \$306                                 | 6                | \$1,914                     | 6             |  |
| Lafayette                     | 27          | 29       | \$43<br>\$38    | 2,372          | 4,663          | \$331              | 25694          | \$43<br>\$87   | \$455                                 | 4                | \$2,955                     | 3             |  |
| Calcasieu                     | 32          | 36       | \$38<br>\$47    | 2,857          | 3,496          | \$248              | 14675          | \$49           | \$344                                 | 5                | \$2,539                     | 4             |  |
| Driver Average                | 32          | 34       | \$44            | 3,366          | 5,369          | \$381              | 26702          | \$90           | \$515                                 |                  | \$2,648                     | 4             |  |
| Driver Average                | 52          | 54       |                 | 3,300          |                | IES WITH LICEN     |                |                | · · · · · · · · · · · · · · · · · · · |                  | 92,040                      | ·             |  |
| Ouachita                      | 6           | 7        | \$9             | 1,777          | 2,952          | \$209              | 11801          | \$40           | \$258                                 | 1                | \$2,635                     | 4             |  |
| Rapides                       | 20          | 22       | \$29            | 1,502          | 2,493          | \$177              | 10853          | \$37           | \$242                                 | 2                | \$2,729                     | 1             |  |
| Livingston                    | 24          | 24       | \$31            | 1,146          | 1,868          | \$132              | 8141           | \$27           | \$191                                 | 6                | \$2,221                     | 7             |  |
| Tangipahoa                    | 35          | 38       | \$49            | 1,140          | 1,924          | \$136              | 8395           | \$28           | \$214                                 | 3                | \$2,704                     | 2             |  |
| Terrebonne                    | 17          | 19       | \$25            | 1,134          | 1,942          | \$138              | 9042           | \$30           | \$193                                 | 5                | \$2,507                     | 5             |  |
| Bossier                       | 11          | 12       | \$16            | 1,227          | 1,822          | \$129              | 8472           | \$29           | \$173                                 | 7                | \$2,266                     | 6             |  |
| Ascension                     | 17          | 21       | \$27            | 1,197          | 1,987          | \$141              | 8477           | \$29           | \$197                                 | 4                | \$2,645                     | 3             |  |
| Lafourche                     | 18          | 19       | \$25            | 776            | 1,235          | \$88               | 5491           | \$18           | \$131                                 | 9                | \$2,111                     | 9             |  |
| St. Landry                    | 19          | 22       | \$29            | 735            | 1,225          | \$87               | 4676           | \$16           | \$131                                 | 8                | \$2,139                     | 8             |  |
| Driver Average                | 19          | 20       | \$27            | 1,182          | 1,939          | \$138              | 8372           | \$28           | \$192                                 |                  | \$2,461                     |               |  |
|                               |             |          |                 |                |                | HES WITH LICEN     |                |                |                                       |                  |                             |               |  |
| Iberia                        | 8           | 8        | \$10            | 671            | 1,084          | \$77               | 5004           | \$17           | \$104                                 | 1                | \$2,104                     | 10            |  |
| Acadia                        | 7           | 9        | \$12            | 521            | 903            | \$64               | 2927           | \$10           | \$86                                  | 4                | \$2,165                     | 9             |  |
| Vermilion                     | 11          | 11       | \$14            | 460            | 759            | \$54               | 2415           | \$8            | \$76                                  | 5                | \$1,987                     | 13            |  |
| St. Charles                   | 9           | 11       | \$14            | 433            | 684            | \$49               | 3455           | \$12           | \$74                                  | 6                | \$2,012                     | 11            |  |
| St. Mary                      | 9           | 10       | \$13            | 441            | 723            | \$51               | 2435           | \$8            | \$72                                  | 7                | \$1,990                     | 12            |  |
| St. Martin                    | 11          | 11       | \$14            | 566            | 1,015          | \$72               | 3230           | \$11           | \$97                                  | 2                | \$3,013                     | 2             |  |
| Washington                    | 4           | 4        | \$5             | 296            | 418            | \$30               | 1519           | \$5            | \$40                                  | 15               | \$1,350                     | 16            |  |
| Webster                       | 5           | 5        | \$6             | 332            | 517            | \$37               | 1661           | \$6            | \$49                                  | 14               | \$1,679                     | 14            |  |
| St. John the Baptist          | 10          | 15       | \$19            | 511            | 952            | \$68               | 2860           | \$10           | \$97                                  | 3                | \$3,345                     | 1             |  |
| Lincoln                       | 8           | 9        | \$12            | 354            | 578            | \$41               | 2496           | \$8            | \$61                                  | 11               | \$2,256                     | 8             |  |
| Avoyelles                     | 5           | 5        | \$6             | 367            | 697            | \$49               | 1748           | \$6            | \$62                                  | 10               | \$2,343                     | 7             |  |
| Beauregard                    | 3           | 3        | \$4             | 221            | 333            | \$24               | 1288           | \$4            | \$32                                  | 17               | \$1,213                     | 17            |  |
| Natchitoches                  | 8           | 8        | \$10            | 427            | 726            | \$51               | 2267           | \$8            | \$70                                  | 8                | \$2,886                     | 3             |  |
| Vernon                        | 11          | 13       | \$17            | 366            | 583            | \$41               | 1710           | \$6            | \$64                                  | 9                | \$2,696                     | 4             |  |
| St. Bernard                   | 2           | 2        | \$3             | 229            | 341            | \$24               | 2227           | \$8            | \$34                                  | 16               | \$1,448                     | 15            |  |
| Evangeline                    | 9           | 10       | \$13            | 272            | 485            | \$34               | 1591           | \$5            | \$53                                  | 12               | \$2,423                     | 5             |  |
| Jefferson Davis               | 6           | 7        | \$9             | 298            | 486            | \$34               | 1618           | \$5            | \$49                                  | 13               | \$2,357                     | 6             |  |
| Driver Average                | 7           | 8        | \$11            | 398            | 664            | \$47               | 2379           | \$8            | \$66                                  |                  | \$2,177                     |               |  |
|                               |             | -        | _               |                | PARIS          | HES WITH LICEN     | SED DRIVI      | ERS BETWEEN :  | 10,000-20,000                         |                  | _                           |               |  |
| Iberville                     | 9           | 11       | \$14            | 341            | 602            | \$43               | 1388           | \$5            | \$62                                  | 2                | \$3,133                     | 2             |  |
| DeSoto                        | 6           | 7        | \$9             | 207            | 342            | \$24               | 1052           | \$4            | \$37                                  | 6                | \$2,016                     | 9             |  |
| Morehouse                     | 6           | 7        | \$9             | 202            | 357            | \$25               | 1067           | \$4            | \$38                                  | 4                | \$2,086                     | 8             |  |
| West Baton Rouge              | 10          | 10       | \$13            | 379            | 715            | \$51               | 2184           | \$7            | \$71                                  | 1                | \$4,298                     | 1             |  |
| Union                         | 9           | 11       | \$14            | 174            | 295            | \$21               | 563            | \$2            | \$37                                  | 5                | \$2,291                     | 4             |  |
| Sabine                        | 6           | 7        | \$9             | 131            | 228            | \$16               | 449            | \$2            | \$27                                  | 10               | \$1,697                     | 11            |  |
| Plaquemines                   | 3           | 3        | \$4             | 162            | 241            | \$17               | 993            | \$3            | \$24                                  | 11               | \$1,556                     | 13            |  |
| St. James                     | 10          | 11       | \$14            | 211            | 324            | \$23               | 1258           | \$4            | \$42                                  | 3                | \$2,776                     | 3             |  |
| Pointe Coupee                 | 5           | 6        | \$8             | 158            | 332            | \$24               | 563            | \$2            | \$33                                  | 7                | \$2,233                     | 6             |  |
| East Feliciana                | 8           | 14       | \$18            | 32             | 64             | \$5                | 55             | \$0            | \$23                                  | 13               | \$1,594                     | 12            |  |
| Grant                         | 6           | 6        | \$8             | 84             | 135            | \$10               | 230            | \$1            | \$18                                  | 14               | \$1,282                     | 15            |  |
| Allen                         | 5           | 6        | \$8             | 135            | 201            | \$14               | 571            | \$2            | \$24                                  | 12               | \$1,729                     | 10            |  |
| Assumption                    | 4           | 4        | \$5             | 198            | 319            | \$23               | 770            | \$3            | \$30                                  | 8                | \$2,259                     | 5             |  |
| Richland                      | 2           | 3        | \$4             | 91             | 175            | \$12               | 425            | \$1            | \$18                                  | 15               | \$1,318                     | 14            |  |
| Franklin                      | 2           | 2        | \$3             | 88             | 143            | \$10               | 391            | \$1            | \$14                                  | 16               | \$1,087                     | 16            |  |
| Concordia                     | 8           | 8        | \$10            | 120            | 208            | \$15               | 489            | \$2            | \$27                                  | 9                | \$2,114                     | 7             |  |
| Jackson                       | 2           | 2        | \$3             | 21             | 34             | \$2                | 62             | \$0            | \$5                                   | 17               | \$453                       | 17            |  |
| Driver Average                | 6           | 7        | \$9             | 161            | 277            | \$20               | 736            | \$2            | \$31                                  |                  | \$2,065                     |               |  |
|                               |             |          |                 |                |                | RISHES WITH LI     |                | 7              |                                       |                  |                             |               |  |
| LaSalle                       | 4           | 4        | \$5             | 82             | 135            | \$10               | 287            | \$1            | \$16                                  | 5                | \$1,625                     | 7             |  |
| Bienville                     | 4           | 4        | \$5             | 108            | 175            | \$12               | 254            | \$1            | \$18                                  | 2                | \$1,912                     | 6             |  |
| Claiborne                     | 3           | 4        | \$5             | 107            | 160            | \$11               | 339            | \$1            | \$18                                  | 3                | \$2,038                     | 5             |  |
| Winn                          | 2           | 2        | \$3             | 84             | 136            | \$10               | 294            | \$1            | \$13                                  | 7                | \$1,528                     | 9             |  |
| West Carroll                  | 4           | 4        | \$5             | 42             | 78             | \$6                | 151            | \$1            | \$11                                  | 9                | \$1,433                     | 10            |  |
| Caldwell                      | 2           | 2        | \$3             | 30             | 55             | \$4                | 109            | \$0            | \$7                                   | 10               | \$930                       | 12            |  |
| West Feliciana                | 0           | 0        | \$0             | 46             | 85             | \$6                | 196            | \$1            | \$7                                   | 11               | \$912                       | 13            |  |
| Catahoula                     | 9           | 12       | \$16            | 59             | 91             | \$6                | 179            | \$1            | \$23                                  | 1                | \$3,097                     | 2             |  |
| Red River                     | 3           | 3        | \$4             | 63             | 105            | \$7                | 187            | \$1            | \$12                                  | 8                | \$2,136                     | 4             |  |
| Madison                       | 1           | 1        | \$1             | 101            | 190            | \$13               | 466            | \$2            | \$16                                  | 4                | \$2,979                     | 3             |  |
| St. Helena                    | 4           | 5        | \$6             | 69             | 116            | \$8                | 271            | \$1            | \$16                                  | 6                | \$3,322                     | 1             |  |
| East Carroll                  | 0           | 0        | \$0             | 21             | 47             | \$3                | 55             | \$0            | \$4                                   | 13               | \$959                       | 11            |  |
| Cameron                       | 0           | 0        | \$0             | 42             | 59             | \$4                | 229            | \$1            | \$5                                   | 12               | \$1,596                     | 8             |  |
| -                             | 1           | 1        | \$1             | 11             | 16             | \$1                | 18             | \$0            | \$2                                   | 14               | \$826                       | 14            |  |
| Tensas                        | -           | 3        | \$4             |                |                | \$7                |                | \$1            |                                       |                  |                             |               |  |

Note: CRSH - Crashes, INJ - Injuries, FTL - Fatalities, PDO - Property Damage Only, LIC DR - Licensed Driver

# Table D9: Crash Rates, Alcohol, Seatbelt Use, Intersection Crashes & Roadway Departures

**D** WHERF

| PARISH   | CRSH  | CRSH<br>RATE  | FTL  | FTL<br>RATE   | ALCOHOL<br>RELATED<br>FTL   | % ALCOHOL<br>RELATED<br>FTL   | NO SEAT-<br>BELT FTL  | (WEARING & NOT<br>WEARING)<br>SEATBELT FTL                                  | % NOT<br>WEARING<br>SEATBELT FTL   | INTERSEC-<br>TION CRSH  | % INTERSEC-<br>TION CRSH   | ROADWAY<br>DEPARTURE<br>CRSH  | % ROA<br>WAY E<br>PARTU<br>CRSH  |
|--|---|---|--|---|---|---|---|---|--|---|--|---|--|
| Acadia   | 1,477   | 170.9   | 9  | 1.0   | 5   | 55.6  | 2   | 3   | 66.7   | 414   | 28.0   | 420   | 28.4   |
| Allen  | 337   | 127.2   | 6  | 2.3   | 1   | 16.7  | 3   | 5   | 60.0   | 105   | 31.2   | 130   | 38.6   |
| Ascension  | 3,955   | 293.4   | 21   | 1.6   | 11  | 52.4  | 9   | 14  | 64.3   | 1,079   | 27.3   | 811   | 20.5   |
| Assumption   | 473   | 169.5   | 4  | 1.4   | 1   | 25.0  | 1   | 3   | 33.3   | 105   | 22.2   | 189   | 40.0   |
| Avoyelles  | 886   | 216.1   | 5  | 1.2   | 2   | 40.0  | 2   | 3   | 66.7   | 257   | 29.0   | 293   | 33.1   |
| Beauregard   | 657   | 181.5   | 3  | 0.8   | 1   | 33.3  | 0   | 2   | 0.0  | 203   | 30.9   | 153   | 23.3   |
| Bienville  | 217   | 64.0  | 4  | 1.2   | 2   | 50.0  | 3   | 4   | 75.0   | 31  | 14.3   | 128   | 59.0   |
| Bossier  | 3,941   | 316.5   | 12   | 1.0   | 0   | 0.0   | 1   | 8   | 12.5   | 1,662   | 42.2   | 615   | 15.6   |
| Caddo  | 9,046   | 389.7   | 35   | 1.5   | 8   | 22.9  | 6   | 19  | 31.6   | 6,579   | 72.7   | 1,183   | 13.3   |
| Calcasieu  | 6,767   | 328.2   | 36   | 1.7   | 14  | 38.9  | 10  | 19  | 52.6   | 2,193   | 32.4   | 1,273   | 18.  |
| Caldwell   | 66  | 45.2  | 2  | 1.4   | 2   | 100.0   | 2   | 2   | 100.0  | 19  | 28.8   | 15  | 22.  |
| Cameron  | 133   | 97.8  | 0  | 0.0   | 0   | 0.0   | 0   | 0   | 0.0  | 20  | 15.0   | 76  | 57.  |
| Catahoula  | 136   | 106.3   | 12   | 9.4   | 7   | 58.3  | 7   | 9   | 77.8   | 22  | 16.2   | 75  | 55.  |
| Claiborne  | 245   | 136.9   | 4  | 2.2   | 1   | 25.0  | 0   | 4   | 0.0  | 62  | 25.3   | 94  | 38.  |
| Concordia  | 288   | 119.0   | 8  | 3.3   | 3   | 37.5  | 4   | 6   | 66.7   | 95<br>144   | 33.0   | 69<br>249   | 24.  |
| DeSoto   | 633<br>20.004   | 93.6  | -  | 1.0   |   | 57.1  | -   |   | 85.7   |   | 22.7   |   | <b>39</b> .<br>9.4   |
| East Baton Rouge<br>East Carroll   | 20,904<br>40  | 577.0<br>53.3   | 55<br>0  | 1.5<br>0.0  | 23<br>0   | 41.8<br>0.0   | 16<br>0   | 30<br>0   | 53.3<br>0.0  | 7,083<br>8  | 33.9<br>20.0   | 1,966<br>9  | 22.  |
| East Feliciana   | 68  | 29.2  | 14   | 6.0   | 10  | 71.4  | 8   | 12  | 66.7   | 13  | 19.1   | 37  | 54.  |
| Evangeline   | 778   | 225.5   | 14   | 2.9   | 5   | 50.0  | 5   | 8   | 62.5   | 228   | 29.3   | 209   | 26.  |
| Franklin   | 215   | 104.4   | 2  | 1.0   | 0   | 0.0   | 1   | 2   | 50.0   | 71  | 33.0   | 74  | 34.  |
| Grant  | 163   | 70.9  | 6  | 2.6   | 2   | 33.3  | 4   | 5   | 80.0   | 29  | 17.8   | 100   | 61.  |
| Iberia   | 2,358   | 315.2   | 8  | 1.1   | 4   | 50.0  | 1   | 1   | 100.0  | 1,072   | 45.5   | 476   | 20.  |
| Iberville  | 793   | 149.6   | 11   | 2.1   | 3   | 27.3  | 5   | 7   | 71.4   | 271   | 34.2   | 190   | 24.  |
| Jackson  | 48  | 25.9  | 2  | 1.1   | 2   | 100.0   | 0   | 1   | 0.0  | 15  | 31.3   | 22  | 45.  |
| Jefferson  | 16,276  | 740.8   | 28   | 1.3   | 14  | 50.0  | 6   | 9   | 66.7   | 4,643   | 28.5   | 1,294   | 8.   |
| Jefferson Davis  | 840   | 140.7   | 7  | 1.2   | 3   | 42.9  | 4   | 7   | 57.1   | 290   | 34.5   | 256   | 30.  |
| Lafayette  | 10,897  | 543.2   | 29   | 1.4   | 17  | 58.6  | 8   | 20  | 40.0   | 4,043   | 37.1   | 1,169   | 10.  |
| Lafourche  | 2,602   | 237.4   | 19   | 1.7   | 7   | 36.8  | 5   | 12  | 41.7   | 643   | 24.7   | 672   | 25.  |
| LaSalle  | 177   | 120.4   | 4  | 2.7   | 3   | 75.0  | 4   | 4   | 100.0  | 42  | 23.7   | 79  | 44.  |
| Lincoln  | 1,177   | 190.5   | 9  | 1.5   | 2   | 22.2  | 4   | 6   | 66.7   | 512   | 43.5   | 268   | 22.  |
| Livingston   | 3,790   | 261.0   | 24   | 1.7   | 10  | 41.7  | 11  | 16  | 68.8   | 990   | 26.1   | 895   | 23.  |
| Madison  | 235   | 59.2  | 1  | 0.3   | 0   | 0.0   | 0   | 0   | 0.0  | 86  | 36.6   | 58  | 24.  |
| Morehouse  | 511   | 199.6   | 7  | 2.7   | 2   | 28.6  | 2   | 4   | 50.0   | 193   | 37.8   | 107   | 20.  |
| Natchitoches   | 1,251   | 190.1   | 8  | 1.2   | 1   | 12.5  | 3   | 7   | 42.9   | 329   | 26.3   | 353   | 28.  |
| Orleans  | 18,583  | 825.5   | 28   | 1.2   | 13  | 46.4  | 6   | 10  | 60.0   | 9,237   | 49.7   | 1,636   | 8.8  |
| Ouachita   | 5,340   | 354.3   | 7  | 0.5   | 0   | 0.0   | 0   | 3   | 0.0  | 2,269   | 42.5   | 780   | 14.  |
| Plaquemines  | 530   | 161.6   | 3  | 0.9   | 2   | 66.7<br>50.0  | 2   | 3   | 66.7   | 146   | 27.5<br>21.3   | 110<br>109  | 20.<br>30.   |
| Pointe Coupee  | 356<br>4,780  | 110.9<br>327.6  | 6<br>22  | 1.9<br>1.5  | 3<br>6  | 27.3  | 2   | 6<br>13   | 33.3<br>53.8   | 76<br>2,428   | 50.8   | 771   | 16.  |
| Rapides<br>Red River   | 4,780   | 86.7  | 3  | 1.7   | 0   | 0.0   | 1   | 3   | 33.3   | 2,428   | 16.0   | 78  | 50.  |
| Richland   | 246   | 60.9  | 3  | 0.7   | 1   | 33.3  | 1   | 2   | 50.0   | 50  | 20.3   | 104   | 42.  |
| Sabine   | 309   | 111.2   | 7  | 2.5   | 2   | 28.6  | 2   | 3   | 66.7   | 71  | 23.0   | 133   | 43.  |
| St. Bernard  | 1,038   | 361.7   | 2  | 0.7   | 0   | 0.0   | 0   | 0   | 0.0  | 461   | 44.4   | 135   | 13.  |
| St. Charles  | 1,658   | 183.2   | 11   | 1.2   | 5   | 45.5  | 5   | 9   | 55.6   | 535   | 32.3   | 400   | 24.  |
| St. Helena   | 178   | 143.5   | 5  | 4.0   | 5   | 100.0   | 4   | 5   | 80.0   | 33  | 18.5   | 78  | 43.  |
|  |   |   |  |   |   |   |   |   |  |   |  |   |  |
| St. James  | 657   | 164.7   | 11   | 2.8   | 2   | 18.2  | 2   | 7   | 28.6   | 191   | 29.1   | 214   | -  |
| St. James<br>St. John the Baptist  | 657<br>1,514  | 164.7<br>235.5  | 11<br>15   | 2.8<br>2.3  | 2<br>11   | 18.2<br>73.3  | 2<br>4  | 7<br>7  |  | 191<br>400  | 29.1<br>26.4   | 214<br>315  | 32.  |
|  |   |   |  |   |   |   |   |   | 28.6   |   |  |   | 32.<br>20.   |
| St. John the Baptist   | 1,514   | 235.5   | 15   | 2.3   | 11  | 73.3  | 4   | 7   | 28.6<br>57.1   | 400   | 26.4   | 315   | 32.<br>20.<br>24.  |
| St. John the Baptist<br>St. Landry   | 1,514<br>2,311<br>1,679<br>1,327  | 235.5<br>225.0<br>214.7<br>247.1  | 15<br>22<br>11<br>10   | 2.3<br>2.1<br>1.4<br>1.9  | 11<br>12<br>2<br>3  | 73.3<br>54.5<br>18.2<br>30.0  | 4<br>4<br>7<br>5  | 7<br>11<br>7<br>6   | 28.6<br>57.1<br>36.4<br>100.0<br>83.3  | 400<br>606<br>434<br>471  | 26.4<br>26.2<br>25.8<br>35.5   | 315<br>559<br>504<br>346  | 32.<br>20.<br>24.<br>30.<br>26.  |
| St. John the Baptist<br>St. Landry<br>St. Martin   | 1,514<br>2,311<br>1,679<br>1,327<br>6,347   | 235.5<br>225.0<br>214.7   | 15<br>22<br>11   | 2.3<br>2.1<br>1.4<br>1.9<br>1.0   | 11<br>12<br>2   | 73.3<br>54.5<br>18.2  | 4<br>4<br>7<br>5<br>7   | 7<br>11<br>7  | 28.6<br>57.1<br>36.4<br>100.0  | 400<br>606<br>434   | 26.4<br>26.2<br>25.8   | 315<br>559<br>504   | 32.<br>20.<br>24.<br>30.<br>26.<br>18.   |
| St. John the Baptist<br>St. Landry<br>St. Martin<br>St. Mary<br>St. Tammany<br>Tangipahoa  | 1,514<br>2,311<br>1,679<br>1,327<br>6,347<br>3,875  | 235.5<br>225.0<br>214.7<br>247.1<br>236.7<br>229.2  | 15<br>22<br>11<br>10<br>26<br>38   | 2.3<br>2.1<br>1.4<br>1.9<br>1.0<br>2.2  | 11<br>12<br>2<br>3<br>6<br>13   | 73.3<br>54.5<br>18.2<br>30.0<br>23.1<br>34.2  | 4<br>4<br>7<br>5<br>7<br>15   | 7<br>11<br>7<br>6<br>18<br>24   | 28.6<br>57.1<br>36.4<br>100.0<br>83.3<br>38.9<br>62.5  | 400<br>606<br>434<br>471<br>2,002<br>1,054  | 26.4<br>26.2<br>25.8<br>35.5<br>31.5<br>27.2   | 315<br>559<br>504<br>346<br>1,175<br>925  | 32.<br>20.<br>24.<br>30.<br>26.<br>18.<br>23.  |
| St. John the Baptist<br>St. Landry<br>St. Martin<br>St. Mary<br>St. Tammany<br>Tangipahoa<br>Tensas  | 1,514<br>2,311<br>1,679<br>1,327<br>6,347<br>3,875<br>19  | 235.5<br>225.0<br>214.7<br>247.1<br>236.7<br>229.2<br>24.7  | 15<br>22<br>11<br>10<br>26<br>38<br>1  | 2.3<br>2.1<br>1.4<br>1.9<br>1.0<br>2.2<br>1.3   | 11<br>12<br>2<br>3<br>6<br>13<br>1  | 73.3<br>54.5<br>18.2<br>30.0<br>23.1<br>34.2<br>100.0   | 4<br>4<br>7<br>5<br>7<br>15<br>1  | 7<br>11<br>7<br>6<br>18<br>24<br>1  | 28.6<br>57.1<br>36.4<br>100.0<br>83.3<br>38.9<br>62.5<br>100.0   | 400<br>606<br>434<br>471<br>2,002<br>1,054<br>4   | 26.4<br>26.2<br>25.8<br>35.5<br>31.5<br>27.2<br>21.1   | 315<br>559<br>504<br>346<br>1,175<br>925<br>12  | 32.<br>20.<br>24.<br>30.<br>26.<br>18.<br>23.<br>63.   |
| St. John the Baptist<br>St. Landry<br>St. Martin<br>St. Mary<br>St. Tammany<br>Tangipahoa<br>Tensas<br>Terrebonne  | 1,514<br>2,311<br>1,679<br>1,327<br>6,347<br>3,875<br>19<br>3,906   | 235.5<br>225.0<br>214.7<br>247.1<br>236.7<br>229.2<br>24.7<br>387.5   | 15<br>22<br>11<br>10<br>26<br>38<br>1<br>19  | 2.3<br>2.1<br>1.4<br>1.9<br>1.0<br>2.2<br>1.3<br>1.9  | 11<br>12<br>2<br>3<br>6<br>13<br>1<br>12  | 73.3<br>54.5<br>18.2<br>30.0<br>23.1<br>34.2<br>100.0<br>63.2   | 4<br>7<br>5<br>7<br>15<br>1<br>6  | 7<br>11<br>7<br>6<br>18<br>24<br>1<br>10                                    | 28.6<br>57.1<br>36.4<br>100.0<br>83.3<br>38.9<br>62.5<br>100.0<br>60.0   | 400<br>606<br>434<br>471<br>2,002<br>1,054<br>4<br>900  | 26.4<br>26.2<br>25.8<br>35.5<br>31.5<br>27.2<br>21.1<br>23.0   | 315           559           504           346           1,175           925           12           621  | 322<br>200<br>244<br>300<br>266<br>188<br>233<br>633<br>155  |
| St. John the Baptist<br>St. Landry<br>St. Martin<br>St. Mary<br>St. Tammany<br>Tangipahoa<br>Tensas<br>Terrebonne<br>Union   | 1,514<br>2,311<br>1,679<br>1,327<br>6,347<br>3,875<br>19<br>3,906<br>410  | 235.5<br>225.0<br>214.7<br>247.1<br>236.7<br>229.2<br>24.7<br>387.5<br>164.0  | 15<br>22<br>11<br>10<br>26<br>38<br>1<br>19<br>11  | 2.3<br>2.1<br>1.4<br>1.9<br>1.0<br>2.2<br>1.3<br>1.9<br>4.4   | 11<br>12<br>2<br>3<br>6<br>13<br>1<br>12<br>4   | 73.3<br>54.5<br>18.2<br>30.0<br>23.1<br>34.2<br>100.0<br>63.2<br>36.4   | 4<br>7<br>5<br>7<br>15<br>1<br>6<br>2   | 7<br>11<br>7<br>6<br>18<br>24<br>1<br>10<br>6                               | 28.6<br>57.1<br>36.4<br>100.0<br>83.3<br>38.9<br>62.5<br>100.0<br>60.0<br>33.3   | 400<br>606<br>434<br>471<br>2,002<br>1,054<br>4<br>900<br>92  | 26.4<br>26.2<br>25.8<br>35.5<br>31.5<br>27.2<br>21.1<br>23.0<br>22.4   | 315           559           504           346           1,175           925           12           621           170  | 322<br>200<br>244<br>300<br>265<br>188<br>233<br>633<br>155<br>411   |
| St. Jahn the Baptist<br>St. Landry<br>St. Martin<br>St. Mary<br>St. Tammany<br>Tangipahoa<br>Tensas<br>Terrebonne<br>Union<br>Vermilion  | 1,514<br>2,311<br>1,679<br>1,327<br>6,347<br>3,875<br>19<br>3,906<br>410<br>1,433                                     | 235.5<br>225.0<br>214.7<br>236.7<br>229.2<br>24.7<br>387.5<br>164.0<br>291.3  | 15<br>22<br>11<br>10<br>26<br>38<br>1<br>19<br>19<br>11<br>11                            | 2.3<br>2.1<br>1.4<br>1.9<br>1.0<br>2.2<br>1.3<br>1.9<br>4.4<br>2.2                                    | 11<br>12<br>2<br>3<br>6<br>13<br>1<br>1<br>12<br>4<br>7   | 73.3<br>54.5<br>18.2<br>30.0<br>23.1<br>34.2<br>100.0<br>63.2<br>36.4<br>63.6   | 4<br>4<br>7<br>5<br>7<br>15<br>1<br>6<br>2<br>4                               | 7<br>11<br>7<br>6<br>18<br>24<br>1<br>10<br>6<br>7                          | 28.6<br>57.1<br>36.4<br>100.0<br>83.3<br>38.9<br>62.5<br>100.0<br>60.0<br>33.3<br>57.1   | 400<br>606<br>434<br>471<br>2,002<br>1,054<br>4<br>900<br>92<br>394                                   | 26.4<br>26.2<br>25.8<br>35.5<br>31.5<br>27.2<br>21.1<br>23.0<br>22.4<br>27.5                                 | 315           559           504           346           1,175           925           12           621           170           546  | 322<br>200<br>244<br>300<br>266<br>188<br>233<br>633<br>155<br>411<br>388  |
| St. John the Baptise<br>St. Landry<br>St. Martin<br>St. Mary<br>St. Tammany<br>Tangipahoa<br>Tangipahoa<br>Tensas<br>Terrebonne<br>Union<br>Vermilion  | 1,514<br>2,311<br>1,679<br>1,327<br>6,347<br>3,875<br>19<br>3,906<br>410<br>1,433<br>912                              | 235.5<br>225.0<br>214.7<br>247.1<br>236.7<br>229.2<br>24.7<br>387.5<br>164.0<br>291.3<br>197.0                            | 15<br>22<br>11<br>10<br>26<br>38<br>1<br>19<br>11<br>11<br>11<br>13                      | 2.3<br>2.1<br>1.4<br>1.9<br>1.0<br>2.2<br>1.3<br>1.9<br>4.4<br>2.2<br>2.8                             | 11<br>12<br>2<br>3<br>6<br>13<br>1<br>12<br>4<br>7<br>3   | 73.3<br>54.5<br>18.2<br>30.0<br>23.1<br>34.2<br>100.0<br>63.2<br>36.4<br>63.6<br>23.1                                 | 4<br>7<br>5<br>7<br>15<br>1<br>6<br>2<br>4<br>6                               | 7<br>11<br>7<br>6<br>18<br>24<br>1<br>10<br>6<br>7<br>9                     | 28.6<br>57.1<br>36.4<br>100.0<br>83.3<br>38.9<br>62.5<br>100.0<br>60.0<br>33.3<br>57.1<br>66.7                                 | 400<br>606<br>434<br>471<br>2,002<br>1,054<br>4<br>900<br>92<br>394<br>286                            | 26.4<br>26.2<br>25.8<br>35.5<br>27.2<br>21.1<br>23.0<br>22.4<br>27.5<br>31.4                                 | 315<br>559<br>504<br>1,175<br>925<br>12<br>621<br>170<br>546<br>275   | 322<br>200<br>244<br>300<br>266<br>188<br>233<br>633<br>633<br>155<br>411<br>388<br>300                                    |
| St. Jahn the Baptise<br>St. Jandry<br>St. Mary<br>St. Tammany<br>Tangipahoa<br>Tensas<br>Terrebonne<br>Union<br>Vermilion<br>Vermon<br>Washington  | 1,514<br>2,311<br>1,679<br>1,327<br>6,347<br>3,875<br>19<br>3,906<br>410<br>1,433<br>912<br>788                       | 235.5<br>225.0<br>214.7<br>247.1<br>229.2<br>229.2<br>24.7<br>387.5<br>164.0<br>291.3<br>197.0<br>188.1                   | 15<br>22<br>11<br>10<br>26<br>38<br>1<br>19<br>11<br>11<br>11<br>11<br>13<br>4           | 2.3<br>2.1<br>1.4<br>1.9<br>1.0<br>2.2<br>1.3<br>1.9<br>4.4<br>2.2<br>2.8<br>1.0                      | 11<br>12<br>2<br>3<br>6<br>13<br>1<br>12<br>4<br>7<br>3<br>2  | 73.3<br>54.5<br>18.2<br>30.0<br>23.1<br>34.2<br>100.0<br>63.2<br>36.4<br>63.6<br>23.1<br>50.0                         | 4<br>7<br>5<br>7<br>15<br>1<br>6<br>2<br>4<br>6<br>2                          | 7<br>11<br>7<br>6<br>18<br>24<br>1<br>10<br>6<br>7<br>9<br>3                | 28.6<br>57.1<br>36.4<br>100.0<br>83.3<br>38.9<br>62.5<br>100.0<br>60.0<br>33.3<br>57.1<br>66.7<br>66.7                         | 400<br>606<br>434<br>471<br>2,002<br>1,054<br>4<br>900<br>92<br>394<br>286<br>262                     | 26.4<br>26.2<br>25.8<br>35.5<br>27.2<br>21.1<br>23.0<br>22.4<br>27.5<br>31.4<br>33.2                         | 315           559           504           346           1,175           925           12           621           170           546           275           276  | 322<br>200<br>244<br>300<br>266<br>188<br>233<br>633<br>155<br>411<br>388<br>300<br>355                                    |
| St. John the Baptise<br>St. Landry<br>St. Martin<br>St. Mary<br>St. Tammany<br>Tangipahoa<br>Tangipahoa<br>Ternebonne<br>Union<br>Vermilion<br>Vermilion<br>Vernon<br>Washington                                 | 1,514<br>2,311<br>1,679<br>1,327<br>6,347<br>3,875<br>19<br>3,906<br>410<br>1,433<br>912<br>788<br>906                | 235.5<br>225.0<br>214.7<br>247.1<br>236.7<br>229.2<br>24.7<br>387.5<br>164.0<br>291.3<br>197.0<br>188.1<br>157.6          | 15<br>22<br>11<br>10<br>26<br>38<br>1<br>19<br>11<br>11<br>11<br>13<br>4<br>5            | 2.3<br>2.1<br>1.4<br>1.9<br>1.0<br>2.2<br>1.3<br>1.9<br>4.4<br>2.2<br>2.8<br>1.0<br>0.9               | 11           12           2           3           6           13           1           12           4           7           3           2           1                         | 73.3<br>54.5<br>18.2<br>30.0<br>23.1<br>34.2<br>100.0<br>63.2<br>36.4<br>63.6<br>23.1<br>50.0<br>20.0                 | 4<br>7<br>5<br>7<br>15<br>1<br>6<br>2<br>4<br>6<br>2<br>1                     | 7<br>11<br>7<br>6<br>18<br>24<br>1<br>10<br>6<br>7<br>9<br>3<br>2           | 28.6<br>57.1<br>36.4<br>100.0<br>83.3<br>38.9<br>62.5<br>100.0<br>60.0<br>33.3<br>57.1<br>66.7<br>66.7<br>66.7<br>50.0         | 400<br>606<br>434<br>471<br>2,002<br>1,054<br>4<br>900<br>92<br>394<br>286<br>262<br>339              | 26.4<br>26.2<br>25.8<br>35.5<br>27.2<br>21.1<br>23.0<br>22.4<br>27.5<br>31.4<br>33.2<br>37.4                 | 315           559           504           346           1,175           925           12           621           170           546           275           276           230                            | 32.<br>20.<br>24.<br>30.<br>26.<br>18.<br>23.<br>63.<br>15.<br>41.<br>38.<br>30.<br>35.<br>25.                             |
| St. John the Baptise<br>St. Landry<br>St. Mary<br>St. Mary<br>Tangipahoa<br>Tensas<br>Terrebonne<br>Union<br>Vermilion<br>Vermilion<br>Vermon<br>Washington<br>Webster<br>West Baton Rouge                       | 1,514<br>2,311<br>1,679<br>1,327<br>6,347<br>3,875<br>19<br>3,906<br>410<br>1,433<br>912<br>788<br>906<br>1,112       | 235.5<br>225.0<br>214.7<br>247.1<br>236.7<br>229.2<br>24.7<br>387.5<br>164.0<br>291.3<br>197.0<br>188.1<br>157.6<br>179.4 | 15<br>22<br>11<br>10<br>26<br>38<br>1<br>19<br>11<br>11<br>11<br>13<br>4<br>5<br>10      | 2.3<br>2.1<br>1.4<br>1.9<br>1.0<br>2.2<br>1.3<br>1.9<br>4.4<br>2.2<br>2.8<br>1.0<br>0.9<br>1.6        | 11           12           2           3           6           13           1           12           4           7           3           2           1           8             | 73.3<br>54.5<br>18.2<br>30.0<br>23.1<br>34.2<br>100.0<br>63.2<br>36.4<br>63.6<br>23.1<br>50.0<br>20.0<br>80.0         | 4<br>4<br>7<br>5<br>7<br>15<br>1<br>6<br>2<br>4<br>6<br>2<br>1<br>2<br>1<br>2 | 7<br>11<br>7<br>6<br>18<br>24<br>1<br>10<br>6<br>7<br>9<br>3<br>3<br>2<br>4 | 28.6<br>57.1<br>36.4<br>100.0<br>83.3<br>38.9<br>62.5<br>100.0<br>60.0<br>33.3<br>57.1<br>66.7<br>66.7<br>66.7<br>50.0         | 400<br>606<br>434<br>471<br>2,002<br>1,054<br>4<br>900<br>92<br>394<br>286<br>262<br>339<br>345       | 26.4<br>26.2<br>25.8<br>35.5<br>27.2<br>21.1<br>23.0<br>22.4<br>27.5<br>31.4<br>33.2<br>37.4<br>31.0         | 315           559           504           346           1,175           925           12           621           170           546           275           276           230           235              | 32.<br>20.<br>24.<br>30.<br>26.<br>18.<br>23.<br>63.<br>15.<br>41.<br>38.<br>30.<br>35.<br>25.<br>21.                      |
| St. John the Baptisel<br>St. Landry<br>St. Martin<br>St. Mary<br>Tangipahoa<br>Tensas<br>Terrebonne<br>Union<br>Vermilion<br>Vermilion<br>Vermilion<br>Weshington<br>Webster<br>West Baton Rouge<br>West Carroll | 1,514<br>2,311<br>1,679<br>1,327<br>6,347<br>3,875<br>19<br>3,906<br>410<br>1,433<br>912<br>788<br>906<br>1,112<br>75 | 235.5<br>225.0<br>214.7<br>247.1<br>229.2<br>24.7<br>387.5<br>164.0<br>291.3<br>197.0<br>188.1<br>157.6<br>179.4<br>75.0  | 15<br>22<br>11<br>10<br>26<br>38<br>1<br>19<br>11<br>11<br>11<br>13<br>4<br>5<br>10<br>4 | 2.3<br>2.1<br>1.4<br>1.9<br>1.0<br>2.2<br>1.3<br>1.9<br>4.4<br>2.2<br>2.8<br>1.0<br>0.9<br>1.6<br>4.0 | 11           12           2           3           6           13           1           12           4           7           3           2           1           8           1 | 73.3<br>54.5<br>18.2<br>30.0<br>23.1<br>34.2<br>100.0<br>63.2<br>36.4<br>63.6<br>23.1<br>50.0<br>20.0<br>80.0<br>25.0 | 4<br>4<br>7<br>5<br>7<br>15<br>1<br>6<br>2<br>4<br>6<br>2<br>1<br>2<br>3      | 7<br>11<br>7<br>6<br>18<br>24<br>1<br>10<br>6<br>7<br>9<br>3<br>2<br>4<br>3 | 28.6<br>57.1<br>36.4<br>100.0<br>83.3<br>38.9<br>62.5<br>100.0<br>60.0<br>33.3<br>57.1<br>66.7<br>66.7<br>66.7<br>50.0<br>50.0 | 400<br>606<br>434<br>471<br>2,002<br>1,054<br>4<br>900<br>92<br>394<br>286<br>262<br>339<br>345<br>24 | 26.4<br>26.2<br>25.8<br>35.5<br>27.2<br>21.1<br>23.0<br>22.4<br>27.5<br>31.4<br>33.2<br>37.4<br>31.0<br>32.0 | 315           559           504           346           1,175           925           12           621           170           546           275           276           230           235           34 | 32.<br>20.<br>24.<br>30.<br>26.<br>18.<br>23.<br>63.<br>63.<br>15.<br>41.<br>38.<br>30.<br>35.<br>25.<br>21.<br>45.        |
| St. John the Baptise<br>St. Landry<br>St. Mary<br>St. Mary<br>Tangipahoa<br>Tensas<br>Terrebonne<br>Union<br>Vermilion<br>Vermilion<br>Vermon<br>Washington<br>Webster<br>West Baton Rouge                       | 1,514<br>2,311<br>1,679<br>1,327<br>6,347<br>3,875<br>19<br>3,906<br>410<br>1,433<br>912<br>788<br>906<br>1,112       | 235.5<br>225.0<br>214.7<br>247.1<br>236.7<br>229.2<br>24.7<br>387.5<br>164.0<br>291.3<br>197.0<br>188.1<br>157.6<br>179.4 | 15<br>22<br>11<br>10<br>26<br>38<br>1<br>19<br>11<br>11<br>11<br>13<br>4<br>5<br>10      | 2.3<br>2.1<br>1.4<br>1.9<br>1.0<br>2.2<br>1.3<br>1.9<br>4.4<br>2.2<br>2.8<br>1.0<br>0.9<br>1.6        | 11           12           2           3           6           13           1           12           4           7           3           2           1           8             | 73.3<br>54.5<br>18.2<br>30.0<br>23.1<br>34.2<br>100.0<br>63.2<br>36.4<br>63.6<br>23.1<br>50.0<br>20.0<br>80.0         | 4<br>4<br>7<br>5<br>7<br>15<br>1<br>6<br>2<br>4<br>6<br>2<br>1<br>2<br>1<br>2 | 7<br>11<br>7<br>6<br>18<br>24<br>1<br>10<br>6<br>7<br>9<br>3<br>3<br>2<br>4 | 28.6<br>57.1<br>36.4<br>100.0<br>83.3<br>38.9<br>62.5<br>100.0<br>60.0<br>33.3<br>57.1<br>66.7<br>66.7<br>66.7<br>50.0         | 400<br>606<br>434<br>471<br>2,002<br>1,054<br>4<br>900<br>92<br>394<br>286<br>262<br>339<br>345       | 26.4<br>26.2<br>25.8<br>35.5<br>27.2<br>21.1<br>23.0<br>22.4<br>27.5<br>31.4<br>33.2<br>37.4<br>31.0         | 315           559           504           346           1,175           925           12           621           170           546           275           276           230           235              | 32.<br>32.<br>20.<br>24.<br>30.<br>26.<br>18.<br>23.<br>63.<br>15.<br>41.<br>38.<br>30.<br>35.<br>21.<br>45.<br>45.<br>37. |

Note: CRSH - Crashes, INJ - Injuries, FTL - Fatalities, PDO - Property Damage Only

# WHEN CRASHES OCCUR

- E3 Summary
- E4 Table E1: Crashes by Month
- E5 Table E2: Crashes by Day of Week
- E6 Table E3: Crashes by Time of Day
- E7 Table E4: Injury and Fatal Crashes During Holiday Periods
- **E7** Table E4a: Crashes and Fatal Crashes per 100 Hours During Holiday Periods
- **E8** Table E5: Crashes by Time of Day and Day of Week

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#### When Crashes Occur Summary

Crashes do not occur uniformly over time. This section deals with the analysis of the traffic crashes with respect to the month of the year, the day of the week, and the time of the day.

#### MONTH OF THE YEAR

• When interpreting the number of crashes by month, we have to keep in mind that the number of crashes depends not only on the number of days per month but also on the number of weekends in a month. An average number of fatal crashes may be estimated based on the number of days and weekends in a month.

#### DAY OF WEEK

- Injury crashes are lowest on weekends. Fatal crashes are highest on weekends.
- In 2012 about 50.3% of all fatal crashes occurred on the three days of weekends: Friday to Sunday.

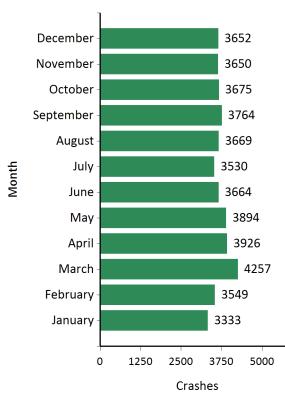
#### TIME OF DAY

- Injury crashes are highest during afternoon rush hour traffic.
- Fatal crashes occur more frequently in the evening and early morning hours.
- Rush hour has the lowest fatality percentage.
- Evening and early morning hours have a higher percent of fatalities.
- Injury crashes occur primarily during rush hour on Monday to Friday.
- Fatal crashes tend to occur more frequently on the weekends in the evening and early morning hours.
- Fatal crashes are not a fixed percentage of all crashes. Thus, reducing the total number of crashes does not necessarily reduce the number of fatalities.

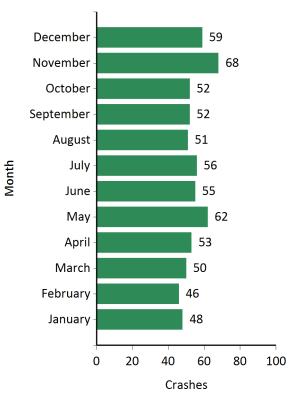
#### Table E1: Crashes by Month

|           | INJURY | CRASHES | FATAL | CRASHES |
|-----------|--------|---------|-------|---------|
| MONTH     | TOTAL  | PER DAY | TOTAL | PER DAY |
| January   | 3,333  | 108     | 48    | 1.5     |
| February  | 3,549  | 122     | 46    | 1.6     |
| March     | 4,257  | 137     | 50    | 1.6     |
| April     | 3,926  | 131     | 53    | 1.8     |
| May       | 3,894  | 126     | 62    | 2.0     |
| June      | 3,664  | 122     | 55    | 1.8     |
| July      | 3,530  | 114     | 56    | 1.8     |
| August    | 3,669  | 118     | 51    | 1.6     |
| September | 3,764  | 125     | 52    | 1.7     |
| October   | 3,675  | 119     | 52    | 1.7     |
| November  | 3,650  | 122     | 68    | 2.3     |
| December  | 3,652  | 118     | 59    | 1.9     |
| TOTAL     | 44,563 | 122     | 652   | 1.8     |

Note: The table does not include crashes with missing date information.



#### Figure E1a: Injury Crashes by Month



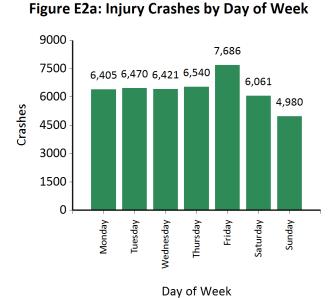
#### Figure E1b: Fatal Crashes by Month

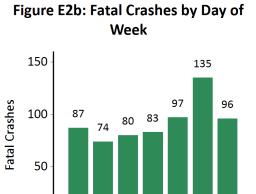
E4

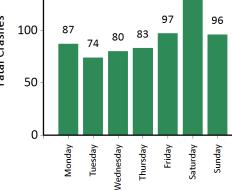
#### Table E2: Crashes by Day of Week

|             | INJURY | CRASHES | FATAL C | CRASHES |
|-------------|--------|---------|---------|---------|
| DAY OF WEEK | TOTAL  | PERCENT | TOTAL   | PERCENT |
| Monday      | 6,405  | 14%     | 87      | 13%     |
| Tuesday     | 6,470  | 15%     | 74      | 11%     |
| Wednesday   | 6,421  | 14%     | 80      | 12%     |
| Thursday    | 6,540  | 15%     | 83      | 13%     |
| Friday      | 7,686  | 17%     | 97      | 15%     |
| Saturday    | 6,061  | 14%     | 135     | 21%     |
| Sunday      | 4,980  | 11%     | 96      | 15%     |
| TOTAL       | 44,563 | 100%    | 652     | 100%    |

While injury crashes are lowest on Sundays, fatal crashes are highest on the weekends. Most of these fatal crashes on Sundays occur during the early morning hours between 12 AM to 3 AM.







Day of Week

#### Table E3:Crashes by Time of Day

|     |              | asiles by         | Time of          | Da          |
|-----|--------------|-------------------|------------------|-------------|
| ĮEN | TIME OF DAY  | INJURY<br>CRASHES | FATAL<br>CRASHES |             |
| 5   | 12 - 01 A.M. | 791               | 29               |             |
|     | 01 - 02 A.M. | 719               | 30               |             |
|     | 02 - 03 A.M. | 733               | 41               |             |
|     | 03 - 04 A.M. | 509               | 16               |             |
|     | 04 - 05 A.M. | 509               | 22               |             |
|     | 05 - 06 A.M. | 745               | 24               |             |
|     | 06 - 07 A.M. | 1,237             | 21               |             |
|     | 07 - 08 A.M. | 2,172             | 23               |             |
|     | 08 - 09 A.M. | 1,947             | 19               |             |
|     | 09 - 10 A.M. | 1,637             | 14               |             |
|     | 10 - 11 A.M. | 1,898             | 20               |             |
| =   | 11 - 12 P.M. | 2,358             | 20               |             |
|     | 12 - 01 P.M. | 2,870             | 26               | ay          |
|     | 01 - 02 P.M. | 2,670             | 19               | lime of Day |
|     | 02 - 03 P.M. | 2,964             | 31               | ime         |
|     | 03 - 04 P.M. | 3,624             | 29               |             |
|     | 04 - 05 P.M. | 3,473             | 28               |             |
|     | 05 - 06 P.M. | 3,663             | 26               |             |
|     | 06 - 07 P.M. | 2,718             | 32               |             |
|     | 07 - 08 P.M. | 1,931             | 30               |             |
|     | 08 - 09 P.M. | 1,714             | 43               |             |
|     | 09 - 10 P.M. | 1,487             | 41               |             |
|     | 10 - 11 P.M. | 1,244             | 30               |             |
|     | 11 - 12 A.M. | 950               | 38               |             |
|     | TOTAL        | 44,563            | 652              |             |
|     |              |                   |                  |             |

Note: the table does not include injury crashes with missing information.

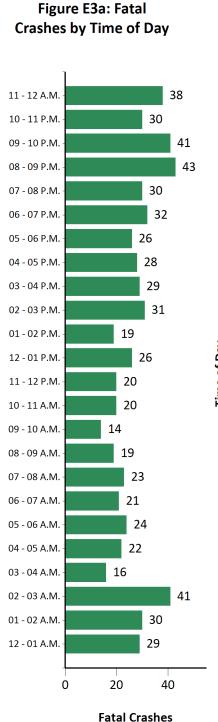
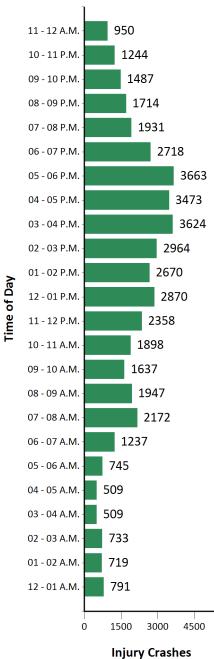


Figure E3b: Injury Crashes by Time of Day



Injury crashes are highest during afternoon rush hours.

### Table E4: Injury and Fatal Crashes During Holiday Periods

|                 |          | CRA      | SHES    | DE  | ATHS    | INJU | RIES    |
|-----------------|----------|----------|---------|-----|---------|------|---------|
| Holiday         | Dates    | FTL &INJ | ALC INV | ALL | ALC INV | ALL  | ALC INV |
|                 | ALL      | 536      | 66      | 10  | 0       | 952  | 115     |
|                 | Feb - 17 | 48       | 6       | 2   | 0       | 100  | 19      |
| Mandi Cuaa      | Feb - 18 | 144      | 15      | 3   | 0       | 236  | 20      |
| Mardi Gras      | Feb - 19 | 110      | 20      | 0   | 0       | 186  | 29      |
|                 | Feb - 20 | 111      | 5       | 2   | 0       | 178  | 9       |
|                 | Feb - 21 | 123      | 20      | 3   | 0       | 252  | 38      |
|                 | ALL      | 295      | 48      | 11  | 6       | 492  | 55      |
|                 | May - 25 | 30       | 6       | 1   | 1       | 48   | 5       |
| Memorial Day    | May - 26 | 101      | 19      | 3   | 1       | 164  | 21      |
|                 | May - 27 | 82       | 13      | 4   | 3       | 137  | 13      |
|                 | May - 28 | 82       | 10      | 3   | 1       | 143  | 16      |
|                 | ALL      | 132      | 27      | 3   | 3       | 207  | 38      |
| July 4th        | Jul - 03 | 28       | 7       | 0   | 0       | 36   | 8       |
|                 | Jul - 04 | 104      | 20      | 3   | 3       | 171  | 30      |
|                 | ALL      | 331      | 37      | 7   | 1       | 569  | 57      |
|                 | Aug - 31 | 34       | 7       | 0   | 0       | 64   | 9       |
| Labor Day       | Sep - 01 | 104      | 12      | 0   | 0       | 165  | 15      |
|                 | Sep - 02 | 103      | 11      | 3   | 1       | 185  | 15      |
|                 | Sep - 03 | 90       | 7       | 4   | 0       | 155  | 18      |
|                 | ALL      | 168      | 7       | 1   | 1       | 266  | 7       |
| Halloween       | Oct - 30 | 30       | 1       | 0   | 0       | 38   | 1       |
|                 | Oct - 31 | 138      | 6       | 1   | 1       | 228  | 6       |
|                 | ALL      | 407      | 68      | 13  | 5       | 666  | 106     |
|                 | Nov - 21 | 38       | 6       | 2   | 1       | 64   | 10      |
| The alteriation | Nov - 22 | 91       | 15      | 5   | 3       | 143  | 21      |
| Thanksgiving    | Nov - 23 | 97       | 16      | 1   | 0       | 149  | 25      |
|                 | Nov - 24 | 94       | 15      | 5   | 1       | 156  | 21      |
|                 | Nov - 25 | 87       | 16      | 0   | 0       | 154  | 29      |
|                 | ALL      | 428      | 52      | 5   | 3       | 728  | 78      |
|                 | Dec - 21 | 42       | 8       | 1   | 1       | 67   | 11      |
| Christmas       | Dec - 22 | 118      | 17      | 4   | 2       | 198  | 26      |
| Christinas      | Dec - 23 | 78       | 12      | 0   | 0       | 133  | 19      |
|                 | Dec - 24 | 102      | 6       | 0   | 0       | 175  | 10      |
|                 | Dec - 25 | 88       | 9       | 0   | 0       | 155  | 12      |
|                 | ALL      | 370      | 51      | 7   | 5       | 593  | 76      |
|                 | Dec - 28 | 30       | 4       | 0   | 0       | 36   | 6       |
| New Year Eve    | Dec - 29 | 76       | 7       | 2   | 1       | 133  | 7       |
| New rear Eve    | Dec - 30 | 79       | 15      | 3   | 2       | 142  | 30      |
|                 | Dec - 31 | 91       | 6       | 1   | 1       | 134  | 9       |
|                 | Jan - 01 | 94       | 19      | 1   | 1       | 148  | 24      |

Note: FTL - Fatal, INJ - Injury, ALC INV - Alcohol Involved The table does not include crashes with missing information.

#### Table E4a: Crashes and Fatal Crashes per 100 Hours During Holiday Periods

|              |           | CRASHES |       |     | DEATHS  |       |     | INJURIES |       |  |  |  |
|--------------|-----------|---------|-------|-----|---------|-------|-----|----------|-------|--|--|--|
| Holiday      | FTL & INJ | ALC INV | % ALC | ALL | ALC INV | % ALC | ALL | ALC INV  | % ALC |  |  |  |
| Mardi Gras   | 525       | 65      | 12%   | 10  | 0       | 0%    | 933 | 113      | 12%   |  |  |  |
| Memorial     | 378       | 62      | 16%   | 14  | 8       | 55%   | 631 | 71       | 11%   |  |  |  |
| July 4th     | 440       | 90      | 20%   | 10  | 10      | 100%  | 690 | 127      | 18%   |  |  |  |
| Labor Day    | 424       | 47      | 11%   | 9   | 1       | 14%   | 729 | 73       | 10%   |  |  |  |
| Halloween    | 560       | 23      | 4%    | 3   | 3       | 100%  | 887 | 23       | 3%    |  |  |  |
| Thanksgiving | 399       | 67      | 17%   | 13  | 5       | 38%   | 653 | 104      | 16%   |  |  |  |
| Christmas    | 420       | 51      | 12%   | 5   | 3       | 60%   | 714 | 76       | 11%   |  |  |  |
| New Year     | 363       | 50      | 14%   | 7   | 5       | 71%   | 581 | 75       | 13%   |  |  |  |

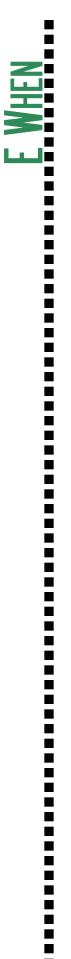
Note: FTL - Fatal, INJ - Injury, ALC INV - Alcohol Involved, % ALC - Percent Alcohol Involved

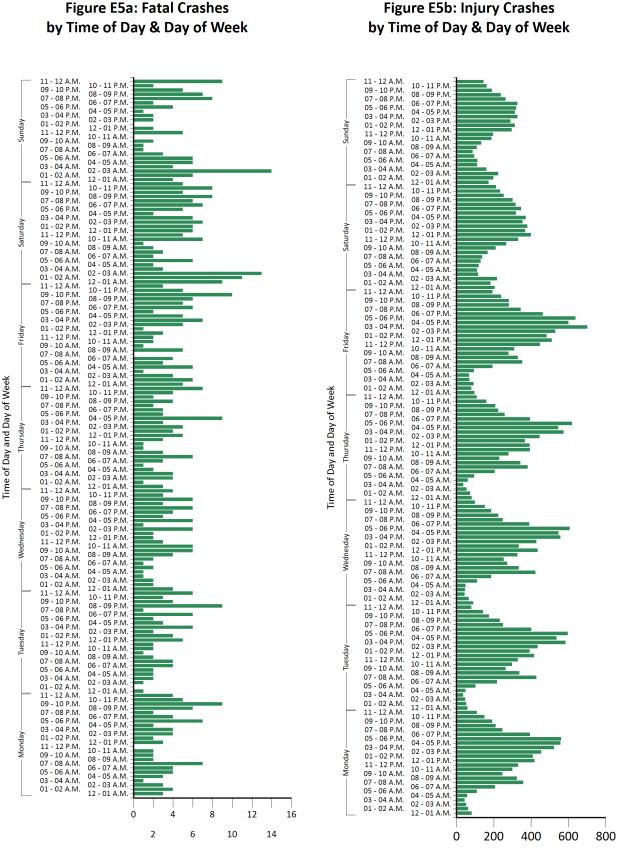
|      |           |             | -            |              |              |              | •            |              |              | -            |              |              | -            |              |              |              |              |              |              |              |              |              |              |              |              |              |         |        |
|------|-----------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------|--------|
| WHEN |           | тот         | 820          | 749          | 774          | 525          | 531          | 769          | 1258         | 2195         | 1966         | 1651         | 1918         | 2378         | 2896         | 2689         | 2995         | 3653         | 3501         | 3689         | 2750         | 1961         | 1757         | 1528         | 1274         | 988          | 0       | 45,215 |
| MH   | TOTAL     | Z           | 791          | 719          | 733          | 509          | 509          | 745          | 1237         | 2172         | 1947         | 1637         | 1898         | 2358         | 2870         | 2670         | 2964         | 3624         | 3473         | 3663         | 2718         | 1931         | 1714         | 1487         | 1244         | 950          | 0       | 44,563 |
| LLL  |           | Ę           | 29           | 30           | 41           | 16           | 22           | 24           | 21           | 23           | 19           | 14           | 20           | 20           | 26           | 19           | 31           | 29           | 28           | 26           | 32           | 30           | 43           | 41           | 30           | 38           | 0       | 652    |
|      |           | тот         | 177          | 204          | 238          | 165          | 118          | 119          | 66           | 89           | 110          | 135          | 188          | 202          | 299          | 313          | 291          | 330          | 314          | 325          | 329          | 272          | 245          | 195          | 164          | 155          | 0       | 5,076  |
|      | SUNDAY    | Z           | 173          | 198          | 224          | 161          | 112          | 113          | 96           | 88           | 109          | 133          | 188          | 197          | 297          | 313          | 289          | 328          | 313          | 321          | 327          | 264          | 238          | 190          | 162          | 146          | 0       | 4,980  |
|      |           | Ę           | 4            | 9            | 14           | 4            | 9            | 9            | з            | 1            | 1            | 2            | 0            | 5            | 2            | 0            | 2            | 2            | 1            | 4            | 2            | 8            | 7            | S            | 2            | 6            | 0       | 96     |
|      | ∎ ∧       | тот         | 215          | 195          | 231          | 119          | 114          | 126          | 132          | 141          | 170          | 212          | 274          | 336          | 406          | 374          | 387          | 361          | 374          | 324          | 354          | 323          | 310          | 258          | 243          | 217          | 0       | 6,196  |
|      | SATURDAY  | Ē           | 206          | 184          | 218          | 116          | 112          | 120          | 130          | 138          | 168          | 211          | 267          | 331          | 400          | 368          | 380          | 355          | 372          | 319          | 347          | 317          | 302          | 253          | 235          | 212          | 0       | 6,061  |
|      | Ś         | Ę           | 6            | 11           | 13           | з            | 2            | 9            | 2            | 3            | 2            | 1            | 7            | 2            | 9            | 9            | 7            | 9            | 2            | 2            | 7            | 9            | ∞            | 2            | 8            | 5            | 0       | 135    |
|      |           | тот         | 103          | 86           | 97           | 71           | 74           | 97           | 197          | 353          | 335          | 281          | 313          | 449          | 514          | 485          | 535          | 708          | 606          | 641          | 469          | 350          | 287          | 291          | 245          | 196          | 0       | 7,783  |
|      | FRIDAY    | R           | 98           | 80           | 93           | 70           | 68           | 94           | 193          | 353          | 330          | 280          | 311          | 447          | 511          | 484          | 530          | 701          | 601          | 639          | 463          | 345          | 281          | 281          | 240          | 193          | 0       | 7,686  |
|      |           | FT          | 5            | 9            | 4            | 1            | 9            | з            | 4            | 0            | 5            | 1            | 2            | 2            | 3            | 1            | 5            | 7            | 5            | 2            | 9            | 5            | 9            | 10           | 5            | 3            | 0       | 97     |
|      | A         | тот         | 85           | 75           | 58           | 41           | 63           | 96           | 209          | 389          | 346          | 230          | 281          | 398          | 397          | 371          | 451          | 577          | 555          | 622          | 397          | 261          | 229          | 211          | 165          | 116          | 0       | 6,623  |
|      | THURSDAY  | Z           | 82           | 74           | 54           | 37           | 61           | 95           | 206          | 383          | 343          | 229          | 280          | 395          | 392          | 367          | 446          | 574          | 546          | 619          | 394          | 259          | 225          | 209          | 161          | 109          | 0       | 6,540  |
|      |           | FT          | 3            | 1            | 4            | 4            | 2            | 1            | 3            | 9            | 3            | 1            | 1            | 3            | 5            | 4            | 5            | 3            | 6            | 3            | з            | 2            | 4            | 2            | 4            | 7            | 0       | 83     |
|      | DAY       | тот         | 95           | 68           | 46           | 47           | 50           | 113          | 188          | 426          | 339          | 279          | 260          | 330          | 437          | 337          | 435          | 559          | 553          | 610          | 395          | 254          | 228          | 193          | 155          | 104          | 0       | 6,501  |
|      | WEDNESDAY | Z           | 91           | 66           | 44           | 46           | 49           | 111          | 187          | 424          | 335          | 273          | 254          | 327          | 435          | 335          | 429          | 558          | 547          | 607          | 391          | 248          | 225          | 187          | 152          | 100          | 0       | 6,421  |
|      | <b>≥</b>  | Ę           | 4            | 2            | 2            | 1            | 1            | 2            | 1            | 2            | 4            | 9            | 9            | 3            | 2            | 2            | 9            | 1            | 9            | ю            | 4            | 9            | 3            | 9            | З            | 4            | 0       | 80     |
|      | }         | тот         | 60           | 53           | 48           | 37           | 51           | 105          | 222          | 432          | 340          | 265          | 300          | 332          | 421          | 397          | 438          | 591          | 540          | 599          | 408          | 252          | 242          | 179          | 146          | 86           | 0       | 6,544  |
|      | TUESDAY   | Z           | 59           | 53           | 47           | 35           | 49           | 103          | 218          | 428          | 338          | 264          | 298          | 330          | 416          | 393          | 436          | 585          | 537          | 597          | 402          | 251          | 233          | 175          | 143          | 80           | 0       | 6,470  |
|      |           | FTL         | 1            | 0            | 1            | 2            | 2            | 2            | 4            | 4            | 2            | 1            | 2            | 2            | S            | 4            | 2            | 9            | ю            | 2            | 9            | 1            | 6            | 4            | 3            | 9            | 0       | 74     |
|      |           | тот         | 85           | 68           | 56           | 45           | 61           | 113          | 211          | 365          | 326          | 249          | 302          | 331          | 422          | 412          | 458          | 527          | 559          | 568          | 398          | 249          | 216          | 201          | 156          | 114          | 0       | 6,492  |
|      | MONDAY    | Z           | 82           | 64           | 53           | 44           | 58           | 109          | 207          | 358          | 324          | 247          | 300          | 331          | 419          | 410          | 454          | 523          | 557          | 561          | 394          | 247          | 210          | 192          | 151          | 110          | 0       | 6,405  |
|      |           | Ę           | З            | 4            | 3            | 1            | ю            | 4            | 4            | 7            | 2            | 2            | 2            | 0            | 3            | 2            | 4            | 4            | 2            | 7            | 4            | 2            | 9            | 6            | ß            | 4            | 0       | 87     |
|      |           | TIME OF DAY | 12 - 01 A.M. | 01 - 02 A.M. | 02 - 03 A.M. | 03 - 04 A.M. | 04 - 05 A.M. | 05 - 06 A.M. | 06 - 07 A.M. | 07 - 08 A.M. | 08 - 09 A.M. | 09 - 10 A.M. | 10 - 11 A.M. | 11 - 12 P.M. | 12 - 01 P.M. | 01 - 02 P.M. | 02 - 03 P.M. | 03 - 04 P.M. | 04 - 05 P.M. | 05 - 06 P.M. | 06 - 07 P.M. | 07 - 08 P.M. | 08 - 09 P.M. | 09 - 10 P.M. | 10 - 11 P.M. | 11 - 12 A.M. | Unknown | TOTAL  |

Note: FLTL - Fatal Crashes, INJ - Injury Crashes, TOT - Total Crashes The table does not include injury crashes with missing information.

**Table E5: Crashes by Time of Day & Day of Week** 

E8





Crashes

Crashes

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# **TYPES OF CRASHES**

| F3 | Summary   |
|----|---|
| F4 | Table F1: Crashes by Weather Conditions                               |
| F5 | Table F2: Crashes by Road Surface Conditions                          |
| F6 | Table F3: Crashes by Roadway Conditions                               |
| F7 | Table F4: Vehicles in Injury and Fatal Crashes by Most Harmful Events |
| F8 | Table F5: Injury and Fatal Crashes                                    |
| F8 | Table F6: Drivers Involved in Crashes by Distraction                  |

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#### Crash Types Summary

Roadway and weather factors may affect the number and severity of crashes. This section analyzes the type of crashes with respect to weather conditions, road conditions, and the type of collision.

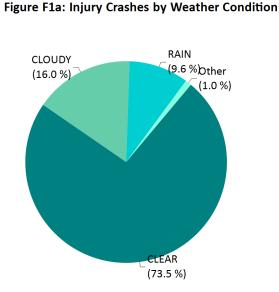
#### ROAD CONDITIONS

- 96% of the injury crashes had no reported road defects in 2012.
- 93% of the fatal crashes had no reported road defects in 2012.
- In 0.9% of the injury crashes, a construction or repair was reported.
- In 0.9% of all fatal crashes, a construction or repair was reported.

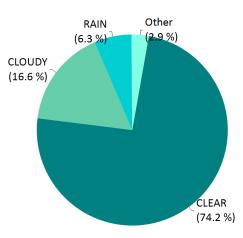
#### **Table F1: Crashes by Weather Conditions**

| WEATHER CONDITIONS             | INJURY<br>CRASHES | FATAL<br>CRASHES | FATAL AND<br>INJURY CRASHES | % FATAL |
|--------------------------------|-------------------|------------------|-----------------------------|---------|
| CLEAR                          | 32,731            | 483              | 33,214                      | 1.45%   |
| CLOUDY                         | 7,108             | 108              | 7,216                       | 1.50%   |
| RAIN                           | 4,256             | 41               | 4,297                       | 0.95%   |
| FOG/SMOKE                      | 334               | 15               | 349                         | 4.30%   |
| SLEET/HAIL                     | 3                 | 0                | 3                           | 0.00%   |
| SNOW                           | 2                 | 0                | 2                           | 0.00%   |
| SEVERE CROSSWIND               | 15                | 0                | 15                          | 0.00%   |
| BLOWING SAND, SOIL, DIRT, SNOW | 3                 | 1                | 4                           | 25.00%  |
| UNKNOWN                        | 54                | 3                | 57                          | 5.26%   |
| OTHER                          | 35                | 1                | 36                          | 2.78%   |
| NOT REPORTED                   | 22                | 0                | 22                          | 0       |
| TOTAL                          | 44,563            | 652              | 45,215                      | 1.44%   |

Weather conditions are not a distinguishing factor between injury and fatal crashes. The fact that most crashes occur when the weather is clear may be just a reflection of the number of days in the year which have clear weather conditions. However, there is an indication that fog leads to higher percentage of fatal crashes relative to all crashes (injury and fatal) while rain leads to a lower than average percentage of fatal crashes.



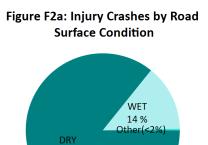




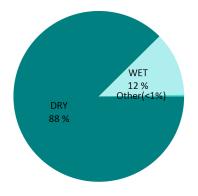
|             | ROAD SURFACE CONDITION                           | INJURY CRSH      | FATAL CRSH       | FTL & INJ CRSH |
|-------------|--|------------------|------------------|----------------|
|             | NOT REPORTED                                     | 49               | 0                | 49             |
|             | CONCRETE   | 13,954           | 121              | 14,075         |
|             | BLACK TOP  | 23,951           | 444              | 24,395         |
|             | BRICK  | 32               | 0                | 32             |
| DRY         | GRAVEL   | 147              | 3                | 150            |
|             | DIRT   | 28               | 2                | 30             |
|             | UNKNOWN  | 5                | 0                | 5              |
|             | OTHER  | 32               | 1                | 33             |
|             | TOTAL  | 38,198           | 571              | 38,769         |
|             | NOT REPORTED                                     | 8                | 0                | 8              |
|             | CONCRETE   | 2,078            | 9                | 2,087          |
|             |  | 4,077            | 70               |                |
|             | BLACK TOP  |                  |                  | 4,147          |
| E.          | BRICK  | 5                | 0                | 5              |
| WET         | GRAVEL   | 17               | 0                | 17             |
|             | DIRT   | 3                | 0                | 3              |
|             | UNKNOWN  | 0                | 0                | 0              |
|             | OTHER  | 4                | 0                | 4              |
|             | TOTAL  | 6,192            | 79               | 6,271          |
|             | NOT REPORTED                                     | 0                | 0                | 0              |
|             | CONCRETE   | 4                | 0                | 4              |
| $\tau$      | BLACK TOP  | 4                | 0                | 4              |
| SNOW/SLUSH  | BRICK  | 0                | 0                | 0              |
| v/SL        | GRAVEL   | 0                | 0                | 0              |
| ð           | DIRT   | 0                | 0                | 0              |
| S           | UNKNOWN  | 0                | 0                | 0              |
|             | OTHER  | 0                | 0                | 0              |
|             | TOTAL  | 8                | 0                | 8              |
| _           | NOT REPORTED                                     | 0                | 0                | 0              |
|             | CONCRETE   | 11               | 0                | 11             |
|             | BLACK TOP  | 16               | 0                | 16             |
|             | BRICK  | 0                | 0                | 0              |
| CE          | GRAVEL   | 2                | 0                | 2              |
| 2           |  |                  |                  |                |
|             | DIRT   | 0                | 0                | 0              |
|             | UNKNOWN  | 0                | 0                | 0              |
|             | OTHER  | 0                | 0                | 0              |
|             | TOTAL  | 29               | 0                | 29             |
|             | NOT REPORTED                                     | 0                | 0                | 0              |
|             | CONCRETE   | 11               | 0                | 11             |
| Ł           | BLACK TOP  | 29               | 0                | 29             |
| INA         | BRICK  | 0                | 0                | 0              |
| CONTAMINANT | GRAVEL   | 3                | 0                | 3              |
| NO          | DIRT   | 2                | 0                | 2              |
| 0           | UNKNOWN  | 0                | 0                | 0              |
|             | OTHER  | 1                | 0                | 1              |
|             | TOTAL  | 46               | 0                | 46             |
|             | NOT REPORTED                                     | 0                | 0                | 0              |
|             | CONCRETE   | 17               | 1                | 18             |
|             | BLACK TOP  | 22               | 1                | 23             |
| ş           | BRICK  | 0                | 0                | 0              |
| UNKNOWN     | GRAVEL   | 0                | 0                | 0              |
| UNK         | DIRT   | 0                | 0                | 0              |
|             | UNKNOWN  | 14               | 0                | 14             |
|             | OTHER  | 2                | 0                | 2              |
|             | TOTAL  | 55               | 2                | 57             |
|             | NOT REPORTED                                     | 0                | 0                | 0              |
|             | NOTKEPOKIED                                      |                  |                  | 1              |
|             |  | 1                | 0                |                |
|             | CONCRETE   |                  |                  | 5              |
|             | CONCRETE<br>BLACK TOP                            | 5                | 0                | 5              |
| HER         | CONCRETE<br>BLACK TOP<br>BRICK                   | 5                | 0                | 0              |
| OTHER       | CONCRETE<br>BLACK TOP<br>BRICK<br>GRAVEL         | 5<br>0<br>1      | 0 0 0 0          | 0<br>1         |
| OTHER       | CONCRETE<br>BLACK TOP<br>BRICK<br>GRAVEL<br>DIRT | 5<br>0<br>1<br>0 | 0<br>0<br>0<br>0 | 0<br>1<br>0    |
| OTHER       | CONCRETE<br>BLACK TOP<br>BRICK<br>GRAVEL         | 5<br>0<br>1      | 0 0 0 0          | 0<br>1         |

#### Table F2: Crashes by Road Surface Conditions



86 %

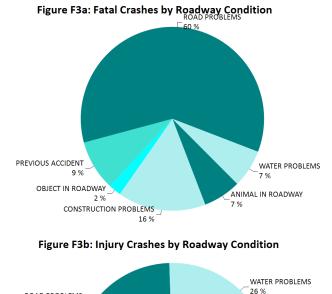
#### Figure F2b: Fatal Crashes by Road Surface Condition

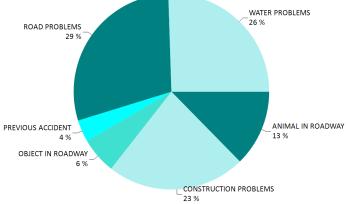


#### Table F3: Crashes by Roadway Conditions

| ROADWAY CONDITION          | INJURY<br>CRASHES | FATAL<br>CRASHES | TOTAL<br>CRASHES | % INJURY | %<br>FATAL |
|----------------------------|-------------------|------------------|------------------|----------|------------|
| NO ABNORMALITIES           | 42,656            | 607              | 43,263           | 95.81%   | 93.10%     |
| SHOULDER ABNORMALITY       | 130               | 5                | 135              | 0.29%    | 0.77%      |
| HOLES                      | 38                | 0                | 38               | 0.09%    | 0.00%      |
| DEEP RUTS                  | 27                | 0                | 27               | 0.06%    | 0.00%      |
| BUMPS                      | 105               | 1                | 106              | 0.24%    | 0.15%      |
| LOOSE SURFACE MATERIAL     | 110               | 2                | 112              | 0.25%    | 0.31%      |
| CONSTRUCTION, REPAIR       | 411               | 6                | 417              | 0.92%    | 0.92%      |
| OVERHEAD CLEARANCE LIMITED | 5                 | 0                | 5                | 0.01%    | 0.00%      |
| CONSTRUCTION - NO WARNING  | 12                | 1                | 13               | 0.03%    | 0.15%      |
| PREVIOUS CRASH             | 68                | 4                | 72               | 0.15%    | 0.61%      |
| WATER ON ROADWAY           | 476               | 3                | 479              | 1.07%    | 0.46%      |
| ANIMAL IN ROADWAY          | 236               | 3                | 239              | 0.53%    | 0.46%      |
| OBJECT IN ROADWAY          | 112               | 1                | 113              | 0.25%    | 0.15%      |
| OTHER                      | 136               | 19               | 155              | 0.31%    | 2.91%      |
| NOT REPORTED               | 41                | 0                | 41               | 100.00%  | 0.00%      |
| TOTAL                      | 44,563            | 652              | 45,215           | 100.00%  | 100.00%    |

Table F3 shows reported road defects for injury and fatal crashes.





#### **F6**

#### Table F4: Vehicles in Injury & Fatal Crashes by Most Harmful Events

| HARMUL EVENTS   | INJURY<br>VEHICLES | FATAL<br>VEHICLES | ALL<br>VEHICLES | % INJURY<br>VEHICLES | % FATAL<br>VEHICLES |
|---|--------------------|-------------------|-----------------|----------------------|---------------------|
| ANIMAL  | 177                | 0                 | 177             | 0.21%                | 0.00%               |
| BRIDGE OVERHEAD STRUCTURE   | 19                 | 0                 | 19              | 0.02%                | 0.00%               |
| BRIDGE PIER OR SUPPORT  | 27                 | 0                 | 27              | 0.03%                | 0.00%               |
| BRIDGE RAIL   | 368                | 2                 | 370             | 0.43%                | 0.20%               |
| CARGO/EQUIPMENT LOSS OR SHIFT   | 32                 | 0                 | 32              | 0.04%                | 0.00%               |
| CONCRETE TRAFFIC SUPPORT  | 260                | 5                 | 265             | 0.31%                | 0.51%               |
| CROSSED MEDIAN/CENTERLINE   | 147                | 2                 | 149             | 0.17%                | 0.20%               |
| CULVERT   | 530                | 15                | 545             | 0.62%                | 1.52%               |
| CURB  | 130                | 4                 | 134             | 0.15%                | 0.40%               |
| DITCH   | 1,113              | 5                 | 1,118           | 1.31%                | 0.51%               |
| DOWNHILL RUNAWAY  | 5                  | 0                 | 5               | 0.01%                | 0.00%               |
| EMBANKMENT  | 270                | 9                 | 279             | 0.32%                | 0.91%               |
| EQUIPMENT FAILURE (BLOWN TIRE, BRAKE FAILURE, ETC.)                             | 51                 | 0                 | 51              | 0.06%                | 0.00%               |
| FELL/JUMPED FROM MOTOR VEHICLE  | 135                | 7                 | 142             | 0.16%                | 0.71%               |
| FENCE   | 153                | 1                 | 154             | 0.18%                | 0.10%               |
| FIRE/EXPLOSION  | 39                 | 13                | 52              | 0.05%                | 1.31%               |
| GUARDRAIL END   | 37                 | 1                 | 38              | 0.04%                | 0.10%               |
| GUARDRAIL FACE  | 223                | 3                 | 226             | 0.26%                | 0.30%               |
| IMMERSION   | 34                 | 7                 | 41              | 0.04%                | 0.71%               |
| IMPACT ATTENUATOR/CRASH CUSHION   | 54                 | 1                 | 55              | 0.06%                | 0.10%               |
| JACKKNIFE   | 20                 | 0                 | 20              | 0.02%                | 0.00%               |
| MAILBOX   | 51                 | 0                 | 51              | 0.06%                | 0.00%               |
| MOTOR VEHICLE IN TRANSPORT  | 68,906             | 526               | 69,432          | 81.08%               | 53.13%              |
| NOT REPORTED  | 3,075              | 6                 | 3,081           | 3.62%                | 0.61%               |
| OTHER FIXED OBJECT (WALL, BUILDING, TUNNEL, ETC.)                               | 345                | 4                 | 349             | 0.41%                | 0.40%               |
| OTHER NON-COLLISION   | 273                | 1                 | 274             | 0.32%                | 0.10%               |
| OTHER NON-FIXED OBJECT  | 254                | 4                 | 258             | 0.30%                | 0.40%               |
| OTHER POST, POLE, OR SUPPORT  | 151                | 1                 | 152             | 0.18%                | 0.10%               |
| OTHER TRAFFIC BARRIER   | 41                 | 1                 | 42              | 0.05%                | 0.10%               |
| OVERTURN/ROLLOVER   | 2,294              | 106               | 2,400           | 2.70%                | 10.71%              |
| PARKED MOTOR VEHICLE  | 819                | 13                | 832             | 0.96%                | 1.31%               |
| PEDALCYCLE  | 482                | 20                | 502             | 0.57%                | 2.02%               |
| PEDESTRIAN  | 825                | 111               | 936             | 0.97%                | 11.21%              |
| RAILWAY VEHICLE (TRAIN, ENGINE)   | 29                 | 3                 | 32              | 0.03%                | 0.30%               |
| RAN OFF ROAD LEFT   | 106                | 0                 | 106             | 0.12%                | 0.00%               |
| RAN OFF ROAD RIGHT  | 182                | 0                 | 182             | 0.21%                | 0.00%               |
| SEPARATION OF UNITS IN TRANSPORT  | 5                  | 2                 | 7               | 0.01%                | 0.20%               |
| STRUCK BY FALLING, SHIFTING CARGO OR ANYTHING SET IN<br>MOTION BY MOTOR VEHICLE | 106                | 1                 | 107             | 0.12%                | 0.10%               |
| THROWN OR FALLING OBJECT  | 56                 | 1                 | 57              | 0.07%                | 0.10%               |
| TRAFFIC SIGN SUPPORT  | 101                | 3                 | 104             | 0.12%                | 0.30%               |
| TRAFFIC SIGNAL SUPPORT  | 33                 | 1                 | 34              | 0.04%                | 0.10%               |
| TREE (STANDING)   | 1,645              | 82                | 1,727           | 1.94%                | 8.28%               |
| UNKNOWN   | 578                | 12                | 590             | 0.68%                | 1.21%               |
| UTILITY POLE/LIGHT SUPPORT  | 787                | 17                | 804             | 0.93%                | 1.72%               |
| WORK ZONE/MAINTENANCE EQUIPMENT   | 18                 | 0                 | 18              | 0.02%                | 0.00%               |
| TOTAL   | 84,986             | 990               | 85,976          | 100.00%              | 100.00%             |

#### **Table F5: Injury & Fatal Crashes** PDO TTL INJ & % INJ FTL % COLLISION TYPE CRSH CRSH CRSH FTL CRSH INJ FTL HEAD-ON 74 2.24% 11.35% 999 1,972 3,045 **LEFT TURN - ANGLE** 1,021 5 2.29% 0.77% 2,277 3,303 LEFT TURN - OPPOSITE DIRECTION 2,395 21 5,901 5.37% 3.22% 3,485 2 **LEFT TURN - SAME DIRECTION** 670 2,664 3,336 1.50% 0.31% NON-COLLISION WITH MOTOR VEHICLE 9,948 384 16,935 27,267 22.32% 58.90% NOT REPORTED 4 0 0.01% 0.00% 17 21 OTHER 1,672 15 6,659 8,346 3.75% 2.30% REAR END 15,752 58 38,860 54,670 35.35% 8.90% **RIGHT ANGLE** 8,358 22,221 18.76% 77 13,786 11.81% **RIGHT TURN - OPPOSITE DIRECTION** 216 1 742 959 0.48% 0.15% **RIGHT TURN - SAME DIRECTION** 0 2,008 1.07% 0.00% 475 2,483 SIDESWIPE - OPPOSITE DIRECTION 639 6 2,512 3,157 1.43% 0.92% SIDESWIPE - SAME DIRECTION 2,414 9 16,022 18,445 5.42% 1.38%

Note: INJ - Injury, FTL - Fatal, PDO - Property Damage Only, CRSH - Crashes, TTL - Total

Table F5 shows the injury and fatal crashes by type of collision. Over half of the fatal crashes were non-collision (i.e., one car crashes).

44,563

652

107,939

153,154

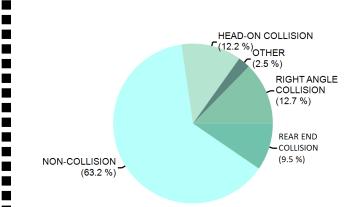


Figure F5a: Fatal Crashes by Collision Type

TOTAL



100.00%

100.00%

%

PDO

1.83%

2.11%

3.23%

2.47%

15.69%

0.02%

6.17%

36.00%

12.77%

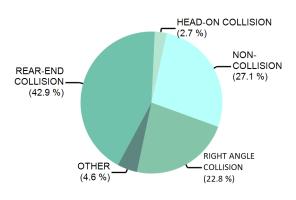
0.69%

1.86%

2.33%

14.84%

100.00%



#### Table F6: Drivers Involved in Crashes by Distraction

| DRIVER DISTRACTION DESCRIPTION | FATAL | INJURY | PDO     | TOTAL   |
|--------------------------------|-------|--------|---------|---------|
| CELL PHONE                     | 12    | 772    | 1,432   | 1,444   |
| NOT DISTRACTED                 | 485   | 62,171 | 148,713 | 149,198 |
| NOT REPORTED                   | 0     | 4      | 26      | 26      |
| OTHER ELECTRONIC DEVICE        | 0     | 214    | 407     | 407     |
| OTHER INSIDE THE VEHICLE       | 14    | 2,483  | 4,718   | 4,732   |
| OTHER OUTSIDE THE VEHICLE      | 14    | 1,931  | 4,636   | 4,650   |
| UNKNOWN                        | 465   | 17,411 | 44,734  | 45,199  |
| TOTAL                          | 990   | 84,986 | 204,666 | 205,656 |

# RIVERS

G3 Summary

G4

- Table G1: Licensed Drivers in Louisiana
- G5 Table G2: Drivers in Crashes by Age
- G6 Table G3: Driver Fatalities by Age
- G7 Table G4: Crashes by Age and Gender
- G8 Table G5: Driver Fatality Rate by Age and Gender
- G9 Table G6: Urban and Rural Driver Fatalities by Age and Gender
- G10 Table G7: Violations in Crashes
- G11 Table G8: Comparison of Violations in Crashes
- G12 Table G9: Violations in Crashes by Age Range

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#### Summary

Three main elements affecting the number of crashes per year are driver, roadway, and vehicle type. Section G presents driver information and data and Sections F and H present roadway conditions and vehicle statistics respectively. No matter what the roadway condition, weather condition, or vehicle condition, the driver can greatly influence traffic safety by driving not only without impairment at the appropriate speed but also defensively. This means that we understand that other drivers will make errors and that we adjust our driving behavior appropriately.

The drivers may be divided into three different groups: youths (15-24), middle-aged drivers (25-54), and seniors (55 and above). The young drivers and the senior drivers stand out among all drivers with respect to crash rates. Young drivers represent the least experienced drivers and show an inclination for audacious driving behaviors. Due to the application of different laws and observed driving behaviors across the age range of 15-24, the youth group is subdivided into three age categories: 15-17, 18-20, and 21-24. The "beginners" age group, 15-17, has a high injury crash rate with few alcohol-related crashes. The age group 18-20 consistently has one of the highest fatal crash rates and one of the highest alcohol-related crash rates over the years.

We further divide the middle-aged drivers, 25-54, into 10-year age groups. This allows for a comparison to national statistics. The age group 25-34 represents a special concern due to high alcohol-related crash rates. Senior drivers (55 and above) experience driving difficulties related to deteriorating physical abilities and also are more likely to die in a crash than younger drivers.

This section presents the number of drivers involved in fatal and injury crashes by age and gender as well as the number of drivers killed or injured in crashes by age and gender. Due to missing information, such as gender or age of drivers, the tables may differ in the number of drivers. Note the difference between "fatal crash rate" and "fatality rate" of drivers. We base the fatal crash rate on all drivers in fatal crashes and the fatality rate only on the drivers killed.

#### AGE OF DRIVER

- In 2012 there were 990 drivers in fatal crashes, 457 of whom were killed in the crash.
- The age group 18-20 had 4.8% of licensed drivers, but this age group made up 7.2% of drivers involved in fatal crashes.
- For comparison, the age group 35-44 represents 16.3% of licensed drivers in 2012 and 16.1% of drivers in fatal crashes.

#### DRIVER FATALITIES

- In 2012, 457 drivers died in fatal crashes.
- The fatality rate of drivers was 16 fatalities per 100,000 licensed drivers.
- In general, the fatality rates of drivers decline with age, but increased considerably for seniors.
- While only about 4.8% of licensed drivers are of ages 18 to 20, this age group accounted for 6.3% of all driver fatalities in 2012.

#### DRIVER'S GENDER IN FATAL CRASHES

- In 2012, the fatal crash rate of male drivers in the 18-20-year-old age group was several times higher than the fatal crash rate of female drivers of the same age group, i.e. 67 compared to 33.
- In 2012, on the average, 16 out of 100,000 licensed female drivers were involved in fatal crashes.
- In 2012, on the average, 51 out of 100,000 licensed male drivers were involved in fatal crashes.

#### AGE AND GENDER AMONG DRIVER FATALITIES

- Of the 457 driver fatalities in 2012, 348 were male and 109 were female.
- The fatality rate of male drivers is significantly higher than the fatality rate of female drivers. For instance, in 2012 the fatality rate of male drivers in the 18-20-year-old age group was 29 versus 12.
- While 76.1% of all driver fatalities were male in 2012, only 48.05% of all licensed drivers were male.

#### VIOLATIONS

• 61% of all drivers involved in fatal crashes had a violation.

|  |  | Table G | 61: Licensed | Drivers in | Louisiana |
|--|--|---------|--------------|------------|-----------|
|--|--|---------|--------------|------------|-----------|

| 8 |           | LIC       | ENSED DRIVE | RS        |        | PERCENTAGE |         | CUMULATIVE |
|---|-----------|-----------|-------------|-----------|--------|------------|---------|------------|
|   | AGE       | MALE      | FEMALE      | TOTAL     | MALE   | FEMALE     | TOTAL   | PERCENTAGE |
|   | 15-17     | 34,394    | 33,930      | 68,324    | 1.17%  | 1.16%      | 2.33%   | 2.33%      |
|   | 18-20     | 71,194    | 69,132      | 140,326   | 2.43%  | 2.36%      | 4.78%   | 7.11%      |
|   | 21-24     | 101,477   | 107,593     | 209,070   | 3.46%  | 3.67%      | 7.12%   | 14.24%     |
|   | 25-34     | 254,851   | 277,843     | 532,694   | 8.69%  | 9.47%      | 18.15%  | 32.39%     |
|   | 35-44     | 229,888   | 248,721     | 478,609   | 7.83%  | 8.48%      | 16.31%  | 48.70%     |
|   | 45-54     | 262,865   | 284,937     | 547,802   | 8.96%  | 9.71%      | 18.67%  | 67.37%     |
|   | 55-64     | 239,073   | 256,902     | 495,975   | 8.15%  | 8.76%      | 16.90%  | 84.27%     |
|   | 65-74     | 138,557   | 153,036     | 291,593   | 4.72%  | 5.22%      | 9.94%   | 94.21%     |
|   | 75-84     | 62,725    | 74,368      | 137,093   | 2.14%  | 2.53%      | 4.67%   | 98.88%     |
|   | 85-94     | 14,582    | 17,605      | 32,187    | 0.50%  | 0.60%      | 1.10%   | 99.98%     |
|   | 95 and up | 320       | 342         | 662       | 0.01%  | 0.01%      | 0.02%   | 100.00%    |
|   | TOTAL     | 1,409,926 | 1,524,409   | 2,934,335 | 48.05% | 51.95%     | 100.00% |            |

Figure G1a: Licensed Drivers in Louisiana

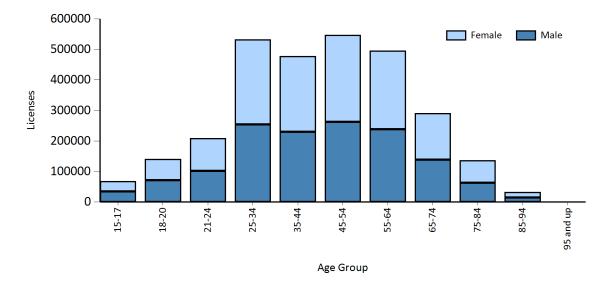


Figure G1 shows the distribution of the number of licensed drivers by age and gender.

#### Table G2: Drivers in Crashes by Age

| AGE OF    | LICENSED  | PERCENT<br>OF    |                                | FATAL ONLY                                   |                        | 11                              | NJURY ONLY                                       |                         | тоти                         | AL: FATAL &                                   | INJURY                             |
|-----------|-----------|------------------|--------------------------------|--|------------------------|---------------------------------|--|-------------------------|------------------------------|---|------------------------------------|
| DRIVER    | DRIVERS   | TOTAL<br>DRIVERS | DRIVERS<br>IN FATAL<br>CRAHSES | % OF TOTAL<br>DRIVERS IN<br>FATAL<br>CRASHES | FATAL<br>CRASH<br>RATE | DRIVERS<br>IN INJURY<br>CRASHES | % OF<br>TOTAL<br>DRIVERS<br>IN INJURY<br>CRASHES | INJURY<br>CRASH<br>RATE | DRIVERS<br>IN ALL<br>CRASHES | % OF<br>TOTAL<br>DRIVERS<br>IN ALL<br>CRASHES | FATAL &<br>INJURY<br>CRASH<br>RATE |
| 01-14     | 0         | 0.0%             | 4                              | 0.4%   | 0                      | 189                             | 0.2%   | 0                       | 193                          | 0.2%  | 0                                  |
| 15-17     | 68,324    | 2.3%             | 32                             | 3.2%   | 47                     | 2,770                           | 3.3%   | 4,054                   | 2,802                        | 3.3%  | 4,101                              |
| 18-20     | 140,326   | 4.8%             | 71                             | 7.2%   | 51                     | 7,291                           | 8.6%   | 5,196                   | 7,362                        | 8.6%  | 5,246                              |
| 21-24     | 209,070   | 7.1%             | 93                             | 9.4%   | 44                     | 9,768                           | 11.5%  | 4,672                   | 9,861                        | 11.5%   | 4,717                              |
| 25-34     | 532,694   | 18.2%            | 231                            | 23.3%  | 43                     | 19,519                          | 23.0%  | 3,664                   | 19,750                       | 23.0%   | 3,708                              |
| 35-44     | 478,609   | 16.3%            | 159                            | 16.1%  | 33                     | 13,585                          | 16.0%  | 2,838                   | 13,744                       | 16.0%   | 2,872                              |
| 45-54     | 547,802   | 18.7%            | 158                            | 16.0%  | 29                     | 12,682                          | 14.9%  | 2,315                   | 12,840                       | 14.9%   | 2,344                              |
| 55-64     | 495,975   | 16.9%            | 103                            | 10.4%  | 21                     | 9,161                           | 10.8%  | 1,847                   | 9,264                        | 10.8%   | 1,868                              |
| 65-74     | 291,593   | 9.9%             | 67                             | 6.8%   | 23                     | 4,300                           | 5.1%   | 1,475                   | 4,367                        | 5.1%  | 1,498                              |
| 75-84     | 137,093   | 4.7%             | 35                             | 3.5%   | 26                     | 1,754                           | 2.1%   | 1,279                   | 1,789                        | 2.1%  | 1,305                              |
| 85-94     | 32,187    | 1.1%             | 4                              | 0.4%   | 12                     | 428                             | 0.5%   | 1,330                   | 432                          | 0.5%  | 1,342                              |
| 95 and up | 662       | 0.0%             | 0                              | 0.0%   | 0                      | 10                              | 0.0%   | 1,511                   | 10                           | 0.0%  | 1,511                              |
| Unknown   | 0         | 0.0%             | 33                             | 3.3%   | 0                      | 3,527                           | 4.2%   | 0                       | 3,560                        | 4.1%  | 0                                  |
| ALL       | 2,934,335 | 100.0%           | 990                            | 100.0%                                       | 34                     | 84,986                          | 100.0%   | 2,896                   | 85,976                       | 100.0%  | 2,930                              |

Youths' involvement in fatal crashes is consistently much higher than expected every year. Table G2 also shows the number of drivers in fatal crashes per 100,000 licensed drivers. Figures G2a and G2b depict these crash rates for fatal and injury crashes.

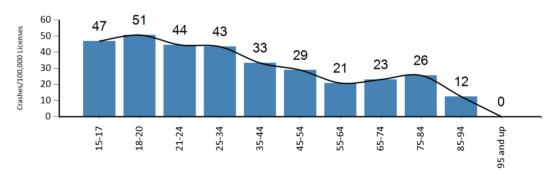


Figure G2a: Fatal Crash Rate by Age

Age of Drivers



#### Figure G2b: Injury Crash Rate by Age

Age of Drivers

#### **Table G3: Driver Fatalities Age**

| AGE OF<br>DRIVER | LICENSED<br>DRIVERS | % OF TOTAL<br>DRIVERS | DRIVER<br>FATALITIES | DRIVER FATALITIES AS<br>% OF TOTAL DRIVERS | FATALITY<br>RATE |
|------------------|---------------------|-----------------------|----------------------|--|------------------|
| 01-14            | 0                   | 0.0%                  | 4                    | 0.9%                                       | 0                |
| 15-17            | 68,324              | 2.3%                  | 16                   | 3.5%                                       | 23               |
| 18-20            | 140,326             | 4.8%                  | 29                   | 6.3%                                       | 21               |
| 21-24            | 209,070             | 7.1%                  | 39                   | 8.5%                                       | 19               |
| 25-34            | 532,694             | 18.2%                 | 110                  | 24.1%                                      | 21               |
| 35-44            | 478,609             | 16.3%                 | 68                   | 14.9%                                      | 14               |
| 45-54            | 547,802             | 18.7%                 | 81                   | 17.7%                                      | 15               |
| 55-64            | 495,975             | 16.9%                 | 53                   | 11.6%                                      | 11               |
| 65-74            | 291,593             | 9.9%                  | 35                   | 7.7%                                       | 12               |
| 75-84            | 137,093             | 4.7%                  | 18                   | 3.9%                                       | 13               |
| 85-94            | 32,187              | 1.1%                  | 3                    | 0.7%                                       | 9                |
| 95 and up        | 662                 | 0.0%                  | 0                    | 0.0%                                       | 0                |
| Unknown          | 0                   | 0.0%                  | 1                    | 0.2%                                       | 0                |
| ALL              | 2,934,335           | 100.0%                | 457                  | 100.0%                                     | 16               |

Table G3 shows the age distribution and the number of driver fatalities per 100,000 drivers. The fatality rate is highest for 15-17-yearold drivers. The fatality rates of drivers decline with age and increase for seniors. The higher fatality rates of senior drivers are due to the fact that a relatively higher percentage of senior drivers do not survive a crash.

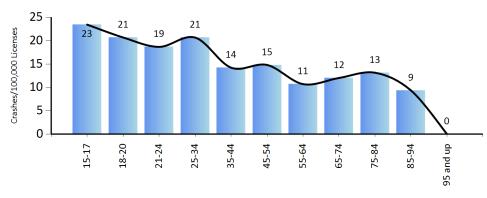
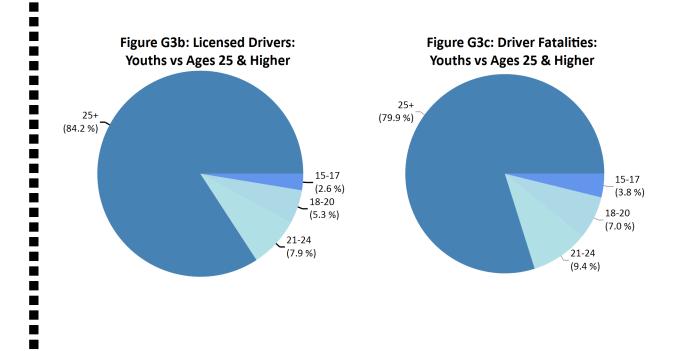


Figure G3a: Fatality Rate of Drivers by Age

Age of Drivers



**G**6

**G DRIVERS** 

#### Table G4: Crashes by Age & Gender

4,201 5,371

MALE

0

NJURY

**ATE** 

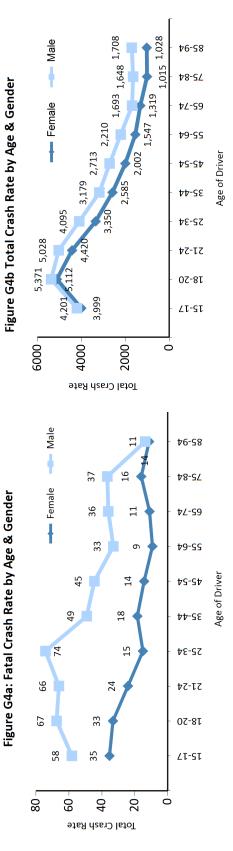
5,028 4,095 3,179 2,713 2,713 2,713 2,713 1,693 1,693 1,648 1,708 2,813

| FEMALE | 0   | 3,999  | 5,112   | 4,420  | 3,350   | 2,585   | 2,002   | 1,547   | 1,319  | 1,015  | 1,028   | 292   | 0   | 2,506   |
|--------|---|--|---|--|---|---|---|---|--|--|---|---|---|---|
| TOTAL  | 193   | 2,802  | 7,358   | 9,858  | 19,744  | 13,738  | 12,837  | 9,258   | 4,365  | 1,789  | 430   | 10  | 507   | 82,891  |
| MALE   | 151   | 1,445  | 3,824   | 5,102  | 10,435  | 7,309   | 7,132   | 5,283   | 2,346  | 1,034  | 249   | 6   | 364   | 44,684  |
| FEMALE | 42  | 1,357  | 3,534   | 4,756  | 9,309   | 6,429   | 5,705   | 3,975   | 2,019  | 755  | 181   | 1   | 143   | 38,207  |
| TOTAL  | 189   | 2,770  | 7,287   | 9,765  | 19,513  | 13,579  | 12,679  | 9,155   | 4,298  | 1,754  | 426   | 10  | 505   | 81,932  |
| MALE   | 147   | 1,425  | 3,776   | 5,035  | 10,246  | 7,196   | 7,015   | 5,204   | 2,296  | 1,011  | 247   | 6   | 362   | 43,970  |
| FEMALE | 42  | 1,345  | 3,511   | 4,730  | 9,267   | 6,383   | 5,664   | 3,951   | 2,002  | 743  | 179   | 1   | 143   | 37,962  |
| MALE   | 0   | 58   | 67  | 66   | 74  | 49  | 45  | 33  | 36   | 37   | 14  | 0   | 0   | 51  |
| FEMALE | 0   | 35   | 33  | 24   | 15  | 18  | 14  | 6   | 11   | 16   | 11  | 0   | 0   | 16  |
| TOTAL  | 4   | 32   | 71  | 93   | 231   | 159   | 158   | 103   | 67   | 35   | 4   | 0   | 2   | 959   |
| MALE   | 4   | 20   | 48  | 67   | 189   | 113   | 117   | 79  | 50   | 23   | 2   | 0   | 2   | 714   |
| FEMALE | 0   | 12   | 23  | 26   | 42  | 46  | 41  | 24  | 17   | 12   | 2   | 0   | 0   | 245   |
| MALE   | 0   | 34,394   | 71,194  | 101,477  | 254,851   | 229,888   | 262,865   | 239,073   | 138,557  | 62,725   | 14,582  | 320   | 0   | 1,409,926   |
| FEMALE | 0   | 33,930   | 69,132  | 107,593  | 277,843   | 248,721   | 284,937   | 256,902   | 153,036  | 74,368   | 17,605  | 342   | 0   | 1,524,409   |
| DRIVER | 01-14   | 15-17  | 18-20   | 21-24  | 25-34   | 35-44   | 45-54   | 55-64   | 65-74  | 75-84  | 85-94   | 95 and up   | Unknown   | ALL   |
|        | FEMALE MALE FEMALE MALE TOTAL FEMALE MALE FEMALE MALE TOTAL FEMALE MALE TOTAL | FEMALE         MALE         FEMALE         MALE         TOTAL         FEMALE         MALE         TOTAL         MALE         TOTAL         TOTAL           0         0         0         0         4         4         0         0         42         147         189         42         131         133 | FEMALE         MALE         FEMALE         MALE         FEMALE         MALE         FEMALE         MALE         TOTAL         MALE         TOTAL         TOTAL           0         0         0         0         4         4         0         0         4         139         1345         1345 </td <td>FEMALE         MALE         FEMALE         FEMALE         FEMALE         FEMALE         FEMALE         MALE         TOTAL         MALE         TOTAL         TOTAL</td> <td>FEMALE         MALE         FEMALE         MALE         TOTAI         TOTAI           1         0.0         0         0         0         42         147         189         42         133         134         1345         13433         1343         1343</td> <td>FEMALE         MALE         FEMALE         MALE         FEMALE         MALE         FEMALE         MALE         FEMALE         MALE         MALE</td> <td>FEMALE         MALE         FEMALE         FEMALE         FEMALE         FEMALE         FEMALE         MALE         TOTAL         TOTAL</td> <td>FEMALE         MALE         FEMALE         MALE         FEMALE         MALE         FEMALE         MALE         FEMALE         MALE         MALE</td> <td>FEMALE         MALE         FEMALE         FEMALE         FEMALE         FEMALE         FEMALE         MALE         MALE         TOTAL           1         0.0         0         4         2         4         0         0         42         147         189         42         133           1         33930         34,394         12         20         32         35         142         153         143         133           1         33930         34,394         12         20         32         55         135         142         143         133           1         69,132         11,14         23         32         55         135         145         143</td> <td>FEMMLE         MALE         FEMMLE         FEMMLE         FEMMLE         FEMMLE         FEMMLE         MALE         MALE         TOTAL         MALE         TOTAL         MALE         TOTAL           7         0.0         0         0         0         0         0         0         143</td> <td>FEMMLE         MALE         FEMMLE         MALE         FEMMLE         MALE         FEMMLE         MALE         MALE</td> <td>FEMAUE         MAUE         FEMAUE         MAUE         FEMAUE         MAUE         FEMAUE         MAUE         FEMAUE         MAUE         FEMAUE         MAUE         MAUE</td> <td>FEMALEMALEFEMALE&lt;</td> <td>FEMALEMALEFEMALEMALEFEMALEMALEFEMALEMALEFEMALEMALEFEMALEMALEFEMALEMALEFEMALEMALEFEMALEMALEFEMALEMALEMALEMALEFEMALEMALEMALEFEMAL</td> | FEMALE         MALE         FEMALE         FEMALE         FEMALE         FEMALE         FEMALE         MALE         TOTAL         MALE         TOTAL         TOTAL | FEMALE         MALE         TOTAI         TOTAI           1         0.0         0         0         0         42         147         189         42         133         134         1345         13433         1343         1343 | FEMALE         MALE         FEMALE         MALE         FEMALE         MALE         FEMALE         MALE         FEMALE         MALE         MALE | FEMALE         MALE         FEMALE         FEMALE         FEMALE         FEMALE         FEMALE         MALE         TOTAL         TOTAL | FEMALE         MALE         FEMALE         MALE         FEMALE         MALE         FEMALE         MALE         FEMALE         MALE         MALE | FEMALE         MALE         FEMALE         FEMALE         FEMALE         FEMALE         FEMALE         MALE         MALE         TOTAL           1         0.0         0         4         2         4         0         0         42         147         189         42         133           1         33930         34,394         12         20         32         35         142         153         143         133           1         33930         34,394         12         20         32         55         135         142         143         133           1         69,132         11,14         23         32         55         135         145         143 | FEMMLE         MALE         FEMMLE         FEMMLE         FEMMLE         FEMMLE         FEMMLE         MALE         MALE         TOTAL         MALE         TOTAL         MALE         TOTAL           7         0.0         0         0         0         0         0         0         143 | FEMMLE         MALE         FEMMLE         MALE         FEMMLE         MALE         FEMMLE         MALE         MALE | FEMAUE         MAUE         FEMAUE         MAUE         FEMAUE         MAUE         FEMAUE         MAUE         FEMAUE         MAUE         FEMAUE         MAUE         MAUE | FEMALEMALEFEMALE< | FEMALEMALEFEMALEMALEFEMALEMALEFEMALEMALEFEMALEMALEFEMALEMALEFEMALEMALEFEMALEMALEFEMALEMALEFEMALEMALEMALEMALEFEMALEMALEMALEFEMAL |

Table 4 shows the involvement in fatal crashes by gender. The fatal crash rate (crashes per 100,000 licensed drivers) of male drivers is significantly higher than the crash rates of female drivers. For instance, the fatal crash rate of male drivers in the 25-34 year-old age group is over 3 times the fatal crash rate of female drivers of the same age group. The difference for injury crashes are smaller, although male driver crash rates are higher than female crash rates for all age groups.



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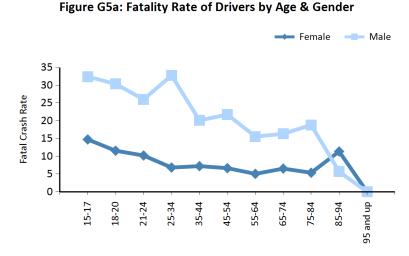


G8

#### Table G5: Driver Fatality Rate by Age & Gender

|               | LICENSE   | D DRIVERS | DRIV   | /ER FATALIT | IES   | DRIVER FA | TALITY RATE |
|---------------|-----------|-----------|--------|-------------|-------|-----------|-------------|
| AGE OF DRIVER | FEMALE    | MALE      | FEMALE | MALE        | TOTAL | FEMALE    | MALE        |
| 01-14         | 0         | 0         | 0      | 4           | 4     | 0.00      | 0.00        |
| 15-17         | 33,930    | 34,394    | 5      | 11          | 16    | 14.74     | 31.98       |
| 18-20         | 69,132    | 71,194    | 8      | 21          | 29    | 11.57     | 29.50       |
| 21-24         | 107,593   | 101,477   | 11     | 28          | 39    | 10.22     | 27.59       |
| 25-34         | 277,843   | 254,851   | 19     | 91          | 110   | 6.84      | 35.71       |
| 35-44         | 248,721   | 229,888   | 18     | 50          | 68    | 7.24      | 21.75       |
| 45-54         | 284,937   | 262,865   | 19     | 62          | 81    | 6.67      | 23.59       |
| 55-64         | 256,902   | 239,073   | 13     | 40          | 53    | 5.06      | 16.73       |
| 65-74         | 153,036   | 138,557   | 10     | 25          | 35    | 6.53      | 18.04       |
| 75-84         | 74,368    | 62,725    | 4      | 14          | 18    | 5.38      | 22.32       |
| 85-94         | 17,605    | 14,582    | 2      | 1           | 3     | 11.36     | 6.86        |
| 95 and up     | 342       | 320       | 0      | 0           | 0     | 0.00      | 0.00        |
| Unknown       | 0         | 0         | 0      | 1           | 1     | 0.00      | 0.00        |
| TOTAL         | 1,524,409 | 1,409,926 | 109    | 348         | 457   | 7.15      | 24.68       |

Note: The "Female" and "Male" drivers are less than the "Total" drivers because of unknown gender in some crashes.

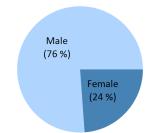


(fatalities per 100,000 licenced drivers) of drivers by gender and age. Figure G5a displays these fatality rates. These rates account for the differences in licensed drivers for each age group. However, the rate does not account for differences in vehicle miles travelled for different age groups. We can observe that the fatality rate of male drivers is significantly higher than the fatality rate of female drivers. For instance, the fatality rate of male drivers in the 25-34 year-old age group is five times higher than the fatality rate of female drivers of the same age group.

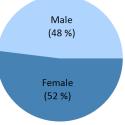
Table G5 indicates the fatality rates

Age of Driver

#### Figure G5b: Licensed Fatalities by Gender







#### Table G6: Urban & Rural Driver Fatalities by Age & Gender

| AGE OF    |        | RURAL |       |        | URBAN |       |
|-----------|--------|-------|-------|--------|-------|-------|
| DRIVER    | FEMALE | MALE  | TOTAL | FEMALE | MALE  | TOTAL |
| 01-14     | 0      | 3     | 3     | 0      | 1     | 1     |
| 15-17     | 5      | 9     | 14    | 0      | 2     | 2     |
| 18-20     | 7      | 19    | 26    | 1      | 2     | 3     |
| 21-24     | 6      | 23    | 29    | 5      | 5     | 10    |
| 25-34     | 14     | 63    | 77    | 5      | 28    | 33    |
| 35-44     | 15     | 39    | 54    | 3      | 11    | 14    |
| 45-54     | 14     | 51    | 65    | 5      | 11    | 16    |
| 55-64     | 10     | 26    | 36    | 3      | 14    | 17    |
| 65-74     | 7      | 18    | 25    | 3      | 7     | 10    |
| 75-84     | 2      | 7     | 9     | 2      | 7     | 9     |
| 85-94     | 1      | 0     | 1     | 1      | 1     | 2     |
| 95 and up | 0      | 0     | 0     | 0      | 0     | 0     |
| Unknown   | 0      | 1     | 1     | 0      | 0     | 0     |
| TOTAL     | 81     | 259   | 340   | 28     | 89    | 117   |

Note: Total does not include drivers with missing Rural/Urban information.

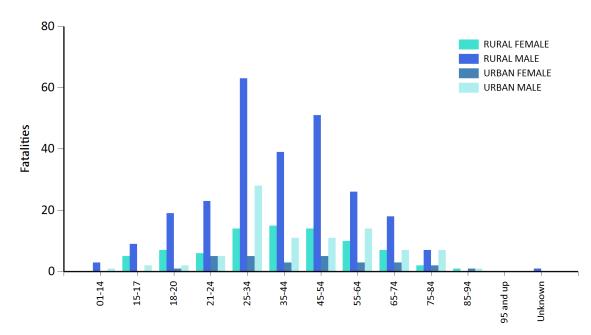


Figure G6a: Urban & Rural Fatalities by Age & Gender

Age Of Drivers

#### Table G7: Violations in Crashes

|                                 | PROP<br>DAMAG<br>CRAS | E ONLY  | INJURY ( | CRASHES | FATAL C | RASHES  | TOTAL   | CRASHES |
|---------------------------------|-----------------------|---------|----------|---------|---------|---------|---------|---------|
| VIOLATIONS                      | DRIVERS               | PERCENT | DRIVERS  | PERCENT | DRIVERS | PERCENT | DRIVERS | PERCENT |
| CARELESS OPERATION              | 31,109                | 29%     | 15,166   | 34%     | 207     | 34%     | 46,482  | 30%     |
| CUT CORNER ON LEFT TURN         | 437                   | 0%      | 77       | 0%      | 1       | 0%      | 515     | 0%      |
| CUTTING IN, IMPROPER PASSING    | 2,955                 | 3%      | 653      | 1%      | 11      | 2%      | 3,619   | 2%      |
| DISREGARDED TRAFFIC CONTROL     | 3,289                 | 3%      | 2,430    | 5%      | 17      | 3%      | 5,736   | 4%      |
| DRIVER CONDITION                | 2,538                 | 2%      | 1,855    | 4%      | 64      | 11%     | 4,457   | 3%      |
| DRIVING LEFT OF CENTER          | 1,065                 | 1%      | 511      | 1%      | 42      | 7%      | 1,618   | 1%      |
| EXCEEDING SAFE SPEED LIMIT      | 481                   | 0%      | 307      | 1%      | 15      | 2%      | 803     | 1%      |
| EXCEEDING STATED SPEED LIMIT    | 179                   | 0%      | 200      | 0%      | 15      | 2%      | 394     | 0%      |
| FAILED TO DIM HEADLIGHTS        | 19                    | 0%      | 10       | 0%      | 0       | 0%      | 29      | 0%      |
| FAILED TO SET OUT FLAGS, FLARES | 30                    | 0%      | 8        | 0%      | 0       | 0%      | 38      | 0%      |
| FAILURE TO SIGNAL               | 106                   | 0%      | 32       | 0%      | 1       | 0%      | 139     | 0%      |
| FAILURE TO YIELD                | 17,125                | 16%     | 8,477    | 19%     | 57      | 9%      | 25,659  | 17%     |
| FOLLOWING TOO CLOSELY           | 16,468                | 15%     | 6,255    | 14%     | 4       | 1%      | 22,727  | 15%     |
| IMPROPER BACKING                | 4,778                 | 4%      | 386      | 1%      | 1       | 0%      | 5,165   | 3%      |
| IMPROPER PARKING                | 769                   | 1%      | 114      | 0%      | 1       | 0%      | 884     | 1%      |
| IMPROPER STARTING               | 375                   | 0%      | 95       | 0%      | 0       | 0%      | 470     | 0%      |
| MADE WIDE RIGHT TURN            | 419                   | 0%      | 97       | 0%      | 0       | 0%      | 516     | 0%      |
| OTHER                           | 10,675                | 10%     | 3,567    | 8%      | 64      | 11%     | 14,306  | 9%      |
| OTHER IMPROPER TURNING          | 1,856                 | 2%      | 599      | 1%      | 6       | 1%      | 2,461   | 2%      |
| TURNED FROM WRONG LANE          | 1,179                 | 1%      | 317      | 1%      | 0       | 0%      | 1,496   | 1%      |
| UNKNOWN                         | 11,123                | 10%     | 3,236    | 7%      | 92      | 15%     | 14,451  | 9%      |
| VEHICLE CONDITION               | 776                   | 1%      | 354      | 1%      | 5       | 1%      | 1,135   | 1%      |
| TOTAL VIOLATIONS                | 107,751               | 100%    | 44,746   | 100%    | 603     | 100%    | 153,100 | 100%    |
| NO VIOLATIONS                   | 95,207                | 98%     | 39,762   | 99%     | 382     | 99%     | 135,351 | 98%     |
| NOT REPORTED                    | 1,708                 | 2%      | 478      | 1%      | 5       | 1%      | 2,191   | 2%      |
| TOTAL                           | 204,666               | 100%    | 84,986   | 100%    | 990     | 100%    | 290,642 | 100%    |

Table G7 presents the violation in crashes sorted by frequency of occurence. It is important to note that the percentage of violations are based on vehicles and not on crashes.

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|                  | Tabl                         | e G    | i8:                | Cor                     | npa                          | aris                        | son              | of                     | Vic                        | olat                         | ion                      | s in                            | ı Cr              | ash              | nes                   |                  |                  |                   |                      |        |                        |                        |         |                   |                  |               |              |        |
|------------------|------------------------------|--------|--------------------|-------------------------|------------------------------|-----------------------------|------------------|------------------------|----------------------------|------------------------------|--------------------------|---------------------------------|-------------------|------------------|-----------------------|------------------|------------------|-------------------|----------------------|--------|------------------------|------------------------|---------|-------------------|------------------|---------------|--------------|--------|
| <b>G DRIVERS</b> |                              | % DIFF | 5.09%              | 16.52%                  | -1.36%                       | 4.44%                       | -5.39%           | -0.49%                 | -13.84%                    | -10.05%                      | -6.45%                   | -15.56%                         | 2.96%             | 1.49%            | 1.02%                 | 4.58%            | -7.14%           | 18.69%            | 5.52%                | 2.24%  | 4.32%                  | -2.86%                 | 4.56%   | 3.84%             | 2.67%            | %00:0         | %00:0        | 2.44%  |
| DR               | TOTAL CRASHES                | 2011   | 44230              | 442                     | 3669                         | 5492                        | 4711             | 1626                   | 932                        | 438                          | 31                       | 45                              | 135               | 25282            | 22497                 | 4939             | 952              | 396               | 489                  | 13993  | 2359                   | 1540                   | 13821   | 1093              | 149112           | 0             | 0            | 283719 |
|                  |                              | 2012   | 46482              | 515                     | 3619                         | 5736                        | 4457             | 1618                   | 803                        | 394                          | 29                       | 38                              | 139               | 25659            | 22727                 | 5165             | 884              | 470               | 516                  | 14306  | 2461                   | 1496                   | 14451   | 1135              | 153100           | 135351        | 2191         | 290642 |
|                  |                              | % DIFF | -3.27%             | 0.00%                   | 266.67%                      | -15.00%                     | 60.00%           | -14.29%                | 7.14%                      | -40.00%                      | 0.00%                    | 0.00%                           | 0.00%             | -19.72%          | 100.00%               | 0.00%            | 0.00%            | 0.00%             | 0.00%                | 16.36% | -25.00%                | 0.00%                  | -12.38% | 0.00%             | -1.47%           | -4.26%        | -44.44%      | -2.94% |
|                  | FATAL CRASHES                | 2011   | 214                | 0                       | 3                            | 20                          | 40               | 49                     | 14                         | 25                           | 0                        | 0                               | 0                 | 71               | 2                     | 0                | 1                | 0                 | 0                    | 55     | 8                      | 0                      | 105     | 5                 | 612              | 399           | 6            | 1020   |
|                  |                              | 2012   | 207                | 1                       | 11                           | 17                          | 64               | 42                     | 15                         | 15                           | 0                        | 0                               | 1                 | 57               | 4                     | 1                | 1                | 0                 | 0                    | 64     | 9                      | 0                      | 92      | 5                 | 603              | 382           | ъ            | 066    |
|                  |                              | % DIFF | 3.13%              | 13.24%                  | -3.69%                       | 3.85%                       | -4.63%           | -5.89%                 | -6.69%                     | -1.96%                       | 0.00%                    | -57.89%                         | 10.34%            | 4.19%            | 3.61%                 | 9.66%            | -19.15%          | 15.85%            | 76.36%               | 1.39%  | 8.32%                  | -9.94%                 | 7.29%   | 4.73%             | 2.98%            | 3.74%         | -8.60%       | 3.26%  |
|                  | NJURY CRASHES                | 2011   | 14705              | 68                      | 678                          | 2340                        | 1945             | 543                    | 329                        | 204                          | 10                       | 19                              | 29                | 8136             | 6037                  | 352              | 141              | 82                | 55                   | 3518   | 553                    | 352                    | 3016    | 338               | 43450            | 38329         | 523          | 82302  |
|                  | =                            | 2012   | 15166              | 77                      | 653                          | 2430                        | 1855             | 511                    | 307                        | 200                          | 10                       | 8                               | 32                | 8477             | 6255                  | 386              | 114              | 95                | 97                   | 3567   | 599                    | 317                    | 3236    | 354               | 44746            | 39762         | 478          | 84986  |
|                  | Y CRASHES                    | % DIFF | 6.13%              | 16.84%                  | -1.10%                       | 5.01%                       | -6.90%           | 3.00%                  | -18.34%                    | -14.35%                      | -9.52%                   | 15.38%                          | 0.00%             | 0.29%            | 0.06%                 | 4.16%            | -5.06%           | 19.43%            | -3.46%               | 2.45%  | 3.23%                  | -0.76%                 | 3.95%   | 3.47%             | 2.57%            | 1.90%         | -10.72%      | 2.13%  |
|                  | PROPERTY DAMAGE ONLY CRASHES | 2011   | 29311              | 374                     | 2988                         | 3132                        | 2726             | 1034                   | 589                        | 209                          | 21                       | 26                              | 106               | 17075            | 16458                 | 4587             | 810              | 314               | 434                  | 10420  | 1798                   | 1188                   | 10700   | 750               | 105050           | 93434         | 1913         | 200397 |
|                  | PROPERTY                     | 2012   | 31109              | 437                     | 2955                         | 3289                        | 2538             | 1065                   | 481                        | 179                          | 19                       | 30                              | 106               | 17125            | 16468                 | 4778             | 769              | 375               | 419                  | 10675  | 1856                   | 1179                   | 11123   | 776               | 107751           | 95207         | 1708         | 204666 |
|                  |                              |        | CARELESS OPERATION | CUT CORNER ON LEFT TURN | CUTTING IN, IMPROPER PASSING | DISREGARDED TRAFFIC CONTROL | DRIVER CONDITION | DRIVING LEFT OF CENTER | EXCEEDING SAFE SPEED LIMIT | EXCEEDING STATED SPEED LIMIT | FAILED TO DIM HEADLIGHTS | FAILED TO SET OUT FLAGS, FLARES | FAILURE TO SIGNAL | FAILURE TO YIELD | FOLLOWING TOO CLOSELY | IMPROPER BACKING | IMPROPER PARKING | IMPROPER STARTING | MADE WIDE RIGHT TURN | OTHER  | OTHER IMPROPER TURNING | TURNED FROM WRONG LANE | UNKNOWN | VEHICLE CONDITION | TOTAL VIOLATIONS | NO VIOLATIONS | NOT REPORTED | TOTAL  |

Note: % DIFF - Percent Difference

G11

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### VEHICLES

Summary

H3

H6

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- H4 Table H1: Vehicles Involved in Crashes by Vehicle Type
  - Table H2: Vehicles in Crashes by Vehicle Type and Roadway Type
- H7 Table H3: Vehicles in Crashes by Vehicle Type and Highway Type
- H8 Table H4: Commercial Trucks and Buses in Crashes by Parish
- H9 Table H5: Fatalities by Vehicle Type
- H10 Table H6: Bicycle Crashes
- H11 Table H7a: Motorcycle Fatalities by Parish
- H12 Table H7b: Bicycle Fatalities by Parish
- H13 Table H8: Train, Truck and Bus Crashes by Parish

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#### Vehicles

#### Summary

This section describes the vehicle type and the roadway type where crashes occur. The number of vehicles involved in crashes forms the basis of analysis. A crash may involve one or more vehicles. Note that the large truck involvement in crashes mentioned in this section includes all single unit trucks and trucks with trailers as indicated on the crash report. This number is larger than the number of truck crashes reported on the Uniform Truck/Bus Crash Form (UTB) (Now known as Commercial Motor Vehicle or CMV). The Federal government receives a report of the latter number of crashes.

Rural areas tend to have a higher percentage of vehicles involved in fatal crashes, while urban areas have a higher percentage of vehicles involved in injury and property damage crashes.

#### **VEHICLES IN CRASHES**

• In 2012, there were 990 vehicles in fatal crashes, 84986 vehicles in injury crashes and 204666 vehicles in property-damage-only crashes. Thus on the average about 10% of all licensed drivers were in a crash in 2012.

#### TYPE OF CAR

- In 2012, 48.1% of the vehicles involved in injury crashes were passenger cars, while only 34% of the vehicles involved in fatal crashes were passenger cars.
- 21.5% of the vehicles in injury crashes were pick-up trucks, but 25.5% of the vehicles involved in fatal crashes were pick-up trucks.
- 2.8% of the vehicles in injury crashes were large trucks (single unit trucks and trucks with trailers) or busses, but 9.3% of the vehicles involved in fatal crashes were large trucks or busses.
- However, based on the percent of crashes rather than vehicles, 14% of fatal crashes involved single unit trucks, trucks with trailers or a bus in 2012 (see Table A13b).

#### INTERSTATES

- About 15.1% of all passenger cars involved in fatal crashes were in crashes on interstates in 2012.
- About 32.6% of large truck-involvement (single unit trucks and trucks with trailers) in fatal crashes occurred on interstates in 2012.

#### PARISHES

- On the average, 14% of the fatal crashes involved large trucks or busses in 2012.
- However, for some parishes, a very high percentage of fatal crashes involved large trucks.

#### OTHER VEHICLES TYPES

- There were 911 bicycles involved in crashes in 2012 with 24 fatalities.
- 2 child/children under the age of 12 was/were killed on bicycle(s) in 2012.
- 2138 motorcycles were involved in crashes in 2012 and 78 of the occupants of motorcycles were killed.
- In 2012, there were 32 injuries and 4 deaths reported involving a train.

**H VEHICLES** 

| Та     | ble H1:                 | Ve            | hi                   | cle     | s lı                         | nvo        | olv        | ed               | in                | Cra        | asł                               | nes                           | by                             | ۷                                      | eh            | icle          | e T                  | ур           | e       |                |            |         |              | _       |
|--------|-------------------------|---------------|----------------------|---------|------------------------------|------------|------------|------------------|-------------------|------------|-----------------------------------|-------------------------------|--------------------------------|--|---------------|---------------|----------------------|--------------|---------|----------------|------------|---------|--------------|---------|
|        | % OF<br>TOTAL           | 47.83%        | 21.88%               | 3.84%   | 0.48%                        | 0.74%      | 0.31%      | 0.04%            | 0.14%             | 0.27%      | 0.06%                             | 0.17%                         | 0.72%                          | 0.42%                                  | 0.23%         | 0.55%         | 1.16%                | 0.02%        | 18.65%  | 0.05%          | 0.04%      | 0.91%   | 1.47%        | 100.00% |
| TOTAL  | % OF<br>VEHICLE<br>TYPE | 100.00%       | 100.00%              | 100.00% | 100.00%                      | 100.00%    | 100.00%    | 100.00%          | 100.00%           | 100.00%    | 100.00%                           | 100.00%                       | 100.00%                        | 100.00%                                | 100.00%       | 100.00%       | 100.00%              | 100.00%      | 100.00% | 100.00%        | 100.00%    | 100.00% | 100.00%      | 100.00% |
|        | NUMBER                  | 139,020       | 63,592               | 11,173  | 1,399                        | 2,138      | 911        | 129              | 407               | 785        | 175                               | 504                           | 2,099                          | 1,218                                  | 662           | 1,593         | 3,385                | 55           | 54,194  | 153            | 119        | 2,653   | 4,278        | 290,642 |
|        | % OF<br>TOTAL           | 47.78%        | 22.01%               | 3.82%   | 0.51%                        | 0.24%      | 0.10%      | 0.02%            | 0.14%             | 0.28%      | 0.06%                             | 0.19%                         | 0.77%                          | 0.44%                                  | 0.23%         | 0.58%         | 1.19%                | 0.02%        | 18.78%  | 0.05%          | 0.05%      | 1.09%   | 1.67%        | 100.00% |
| PDO    | % OF<br>VEHICLE<br>TYPE | 70.35%        | 70.83%               | 70.05%  | 73.91%                       | 23.43%     | 21.41%     | 37.21%           | 70.02%            | 74.27%     | 74.29%                            | 75.60%                        | 74.61%                         | 73.15%                                 | 69.79%        | 74.33%        | 71.79%               | 61.82%       | 70.91%  | 63.40%         | 78.99%     | 84.32%  | 79.78%       | 70.42%  |
|        | NUMBER                  | 97,798        | 45,045               | 7,827   | 1,034                        | 501        | 195        | 48               | 285               | 583        | 130                               | 381                           | 1,566                          | 891                                    | 462           | 1,184         | 2,430                | 34           | 38,431  | 97             | 94         | 2,237   | 3,413        | 204,666 |
|        | % OF<br>TOTAL           | 48.11%        | 21.53%               | 3.91%   | 0.41%                        | 1.84%      | 0.81%      | 0.08%            | 0.14%             | 0.24%      | 0.05%                             | 0.14%                         | 0.61%                          | 0.38%                                  | 0.22%         | 0.48%         | 1.06%                | 0.02%        | 18.37%  | 0.07%          | 0.03%      | 0.48%   | 1.02%        | 100.00% |
| INJURY | % OF<br>VEHICLE<br>TYPE | 29.41%        | 28.77%               | 29.75%  | 24.87%                       | 73.11%     | 75.85%     | 55.04%           | 29.48%            | 25.61%     | 25.14%                            | 24.40%                        | 24.77%                         | 26.44%                                 | 28.70%        | 25.36%        | 26.53%               | 34.55%       | 28.81%  | 36.60%         | 21.01%     | 15.53%  | 20.17%       | 29.24%  |
|        | NUMBER                  | 40,885        | 18,295               | 3,324   | 348                          | 1,563      | 691        | 71               | 120               | 201        | 44                                | 123                           | 520                            | 322                                    | 190           | 404           | 898                  | 19           | 15,612  | 56             | 25         | 412     | 863          | 84,986  |
|        | % OF<br>TOTAL           | 34.04%        | 25.45%               | 2.22%   | 1.72%                        | 7.47%      | 2.53%      | 1.01%            | 0.20%             | 0.10%      | 0.10%                             | 0.00%                         | 1.31%                          | 0.51%                                  | 1.01%         | 0.51%         | 5.76%                | 0.20%        | 15.25%  | 0.00%          | 0.00%      | 0.40%   | 0.20%        | 100.00% |
| FATAL  | % OF<br>VEHICLE<br>TYPE | 0.24%         | 0.40%                | 0.20%   | 1.22%                        | 3.46%      | 2.74%      | 7.75%            | 0.49%             | 0.13%      | 0.57%                             | 0.00%                         | 0.62%                          | 0.41%                                  | 1.51%         | 0.31%         | 1.68%                | 3.64%        | 0.28%   | 0.00%          | 0.00%      | 0.15%   | 0.05%        | 0.34%   |
|        | NUMBER                  | 337           | 252                  | 22      | 17                           | 74         | 25         | 10               | 2                 | 1          | 1                                 | 0                             | 13                             | 5                                      | 10            | 5             | 57                   | 2            | 151     | 0              | 0          | 4       | 2            | 066     |
|        | VEHICLE TYPE            | PASSENGER CAR | LIGHT TRUCK / PICKUP | VAN     | CAR/TRUCK/VAN WITH / TRAILER | MOTORCYCLE | PEDALCYCLE | OFF-ROAD VEHICLE | EMERGENCY VEHICLE | SCHOOL BUS | BUS WITH SEATS FOR 9-15 OCCUPANTS | BUS WITH SEATS FOR 16 OR MORE | SINGLE UNIT TRUCK WITH 2 AXLES | SINGLE UNIT TRUCK WITH 3 AXLES OR MORE | TRUCK/TRAILER | TRUCK/TRACTOR | TRACTOR SEMI-TRAILER | TRUCK DOUBLE | SUV     | FARM EQUIPMENT | MOTOR HOME | OTHER   | NOT REPORTED | TOTAL   |

Note: VEH - Vehicle, PDO - Property Damage Only

#### H4

#### Figure H1a: Fatal Crashes by Vehicle Type

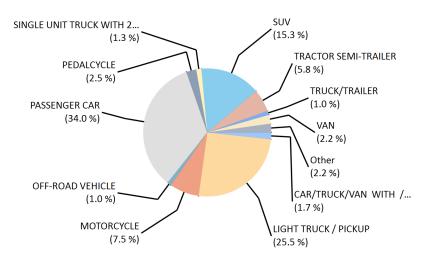


Figure H1b: Injury Crashes by Vehicle Type

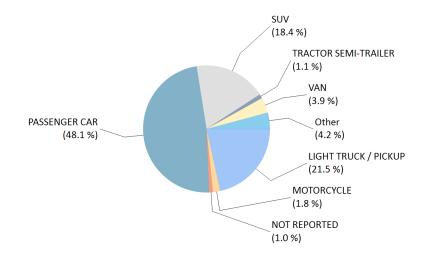
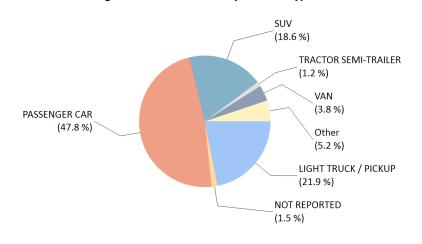


Figure H1c: All Crashes by Vehicle Type



|                 | Ē, | Ia                |
|-----------------|----|-------------------|
| <b>VEHICLES</b> |    | TOTAL             |
| H               |    | OTHER OR UNKNOWN  |
|                 |    | TWO WAY PHYSICAL  |
|                 |    | TWO WAY PHYSICAL  |
|                 |    | TWO WAY UNDIVIDED |
|                 |    | ONE WAY STREET OR |
|                 |    |                   |

| Tabl                               | еп  | 2: V          | enie                 | cies  | In                           | Cra        | sne        | s dy             | / ٧               | enic       | ет                                | ype                           | 2 64                           | ROa                                    | aaw           | ay            | тур                  | e            |        |                |            |       |              |                    |
|------------------------------------|-----|---------------|----------------------|-------|------------------------------|------------|------------|------------------|-------------------|------------|-----------------------------------|-------------------------------|--------------------------------|--|---------------|---------------|----------------------|--------------|--------|----------------|------------|-------|--------------|--------------------|
|                                    | PDO | 97,766        | 45,025               | 7,824 | 1,035                        | 501        | 195        | 48               | 284               | 584        | 130                               | 379                           | 1,562                          | 890                                    | 462           | 1,183         | 2,429                | 34           | 38,410 | 97             | 94         | 2,245 | 3,424        | 204,601            |
| TOTAL                              | ſNI | 40,873        | 18,288               | 3,321 | 348                          | 1,561      | 692        | 71               | 120               | 201        | 44                                | 123                           | 519                            | 321                                    | 190           | 404           | 868                  | 19           | 15,598 | 56             | 25         | 413   | 864          | 84,949             |
|                                    | FTL | 337           | 252                  | 22    | 17                           | 74         | 25         | 10               | 2                 | 1          | 1                                 | 0                             | 13                             | S                                      | 10            | 5             | 57                   | 2            | 151    | 0              | 0          | 4     | 2            | 066                |
| NWON                               | PDO | 1,100         | 395                  | 66    | 10                           | 1          | ю          | 1                | æ                 | 6          | 0                                 | 4                             | 13                             | 7                                      | 4             | 15            | 24                   | 0            | 386    | 2              | 2          | 97    | 160          | 2,335              |
| OTHER OR UNKNOWN                   | ſNI | 391           | 118                  | 27    | 1                            | 10         | 13         | 1                | 3                 | 2          | 0                                 | 0                             | 1                              | 0                                      | 2             | 5             | 8                    | 0            | 137    | 0              | 0          | 4     | 29           | 752                |
| OTHER                              | FTL | 1             | 2                    | 0     | 0                            | 0          | 0          | 0                | 0                 | 0          | 0                                 | 0                             | 0                              | 0                                      | 0             | 0             | 0                    | 0            | 2      | 0              | 0          | 0     | 0            | ъ                  |
| SICAL                              | PDO | 4,727         | 2,130                | 399   | 70                           | 16         | S          | 1                | 11                | 19         | 1                                 | 18                            | 86                             | 88                                     | 63            | 103           | 259                  | 3            | 1,956  | 1              | 8          | 56    | 133          | 10,153             |
| TWO WAY PHYSICAL<br>BARRIER        | ſNI | 2,143         | 891                  | 172   | 18                           | 57         | 6          | 1                | 6                 | 6          | 1                                 | 5                             | 32                             | 21                                     | 17            | 37            | 95                   | 3            | 911    | 0              | 1          | 21    | 52           | 4,505              |
| TWO                                | FTL | 18            | 7                    | 1     | œ                            | 1          | 0          | 0                | 0                 | 0          | 0                                 | 0                             | 2                              | 0                                      | 0             | 0             | 4                    | 1            | 8      | 0              | 0          | 0     | 0            | 45                 |
| SICAL                              | PDO | 26,861        | 11,115               | 2,281 | 303                          | 128        | 51         | 7                | 72                | 102        | 38                                | 123                           | 429                            | 274                                    | 172           | 342           | 930                  | 18           | 11,040 | 8              | 35         | 396   | 804          | 55,529             |
| TWO WAY PHYSICAL<br>SEPARATION     | ĪNI | 11,347        | 4,723                | 1,028 | 87                           | 346        | 166        | 3                | 32                | 37         | 7                                 | 51                            | 153                            | 113                                    | 85            | 152           | 370                  | 6            | 4,560  | 7              | 14         | 103   | 271          | 23,664             |
| TWO<br>S                           | FTL | 96            | 57                   | 9     | 4                            | 19         | 5          | 0                | 0                 | 0          | 0                                 | 0                             | 4                              | 1                                      | 5             | 2             | 24                   | 1            | 41     | 0              | 0          | 1     | 1            | 267                |
| DIVIDED<br>REET                    | PDO | 54,018        | 27,089               | 4,042 | 596                          | 283        | 97         | 34               | 158               | 397        | 62                                | 156                           | 770                            | 396                                    | 182           | 527           | 921                  | 11           | 20,612 | 82             | 40         | 1,420 | 1,603        | 113,496            |
| VO WAY UNDIVIDED<br>ROAD OR STREET | ſNI | 22,798        | 11,079               | 1,726 | 212                          | 971        | 395        | 62               | 65                | 132        | 33                                | 50                            | 257                            | 152                                    | 75            | 138           | 343                  | 9            | 8,385  | 46             | 8          | 231   | 320          | 47,484             |
| TWO<br>R(                          | FTL | 211           | 179                  | 15    | 10                           | 51         | 19         | 10               | 2                 | 1          | 1                                 | 0                             | 7                              | 4                                      | 3             | 3             | 28                   | 0            | 91     | 0              | 0          | 2     | 1            | 638                |
| ET OR                              | PDO | 11,060        | 4,296                | 1,003 | 56                           | 73         | 39         | 5                | 40                | 57         | 29                                | 78                            | 264                            | 125                                    | 41            | 196           | 295                  | 2            | 4,416  | 4              | 6          | 276   | 724          | 23,088             |
| ONE WAY STREET OR<br>ROAD          | ſNI | 4,194         | 1,477                | 368   | 30                           | 177        | 109        | 4                | 11                | 21         | 3                                 | 17                            | 76                             | 35                                     | 11            | 72            | 82                   | 1            | 1,605  | 3              | 2          | 54    | 192          | 8,544              |
| ONE \                              | FTL | 11            | 7                    | 0     | 0                            | 3          | 1          | 0                | 0                 | 0          | 0                                 | 0                             | 0                              | 0                                      | 2             | 0             | 1                    | 0            | 6      | 0              | 0          | 1     | 0            | 35                 |
| VEHICLE TYPE                       |     | PASSENGER CAR | LIGHT TRUCK / PICKUP | VAN   | CAR/TRUCK/VAN WITH / TRAILER | MOTORCYCLE | PEDALCYCLE | OFF-ROAD VEHICLE | EMERGENCY VEHICLE | SCHOOL BUS | BUS WITH SEATS FOR 9-15 OCCUPANTS | BUS WITH SEATS FOR 16 OR MORE | SINGLE UNIT TRUCK WITH 2 AXLES | SINGLE UNIT TRUCK WITH 3 AXLES OR MORE | TRUCK/TRAILER | TRUCK/TRACTOR | TRACTOR SEMI-TRAILER | TRUCK DOUBLE | SUV    | FARM EQUIPMENT | MOTOR HOME | отнек | NOT REPORTED | TOTAL BY ROAD TYPE |

Note: FTL - Fatal Crash, INJ - Injury Crash, PDO - Property Damage Only Crash

#### H6

#### Table H2: Vehicles in Crashes by Vehicle Type & Roadway Type

H VEHICLES

|   | 4   | INTERSTATE | TE     |     | US HIGHWAY | ИАҮ    |     | STATE RC | ROAD   | 4  | PARISH ROAD |        | CITY O<br>AN | CITY OR LOCAL ROADS<br>AND STREETS | ROADS<br>FS | TO | TOLL ROAD |     | OTHEF<br>ST | OTHER OR NOT<br>STATED | μ         | TOTAL    | LAL        |     |
|---|-----|------------|--------|-----|------------|--------|-----|----------|--------|----|-------------|--------|--------------|------------------------------------|-------------|----|-----------|-----|-------------|------------------------|-----------|----------|------------|-----|
| VEHICLE TYPE                              | Ę   | Ñ          | PDO    | FTL | Z          | PDO    | Ē   | Ñ        | PDO    | Ē  | R           | PDO    | Ę            | ī                                  | PDO         | Ę  | Ĩ         | PDO | -<br>H      | IN PI                  | PDO FTI   | IN]      | PDO        | 0   |
| PASSENGER CAR                             | 51  | 4,046      | 9,546  | 67  | 8,617      | 18,177 | 166 | 14,294   | 31,278 | 16 | 3,507       | 10,183 | 37 1         | 10,119                             | 27,832      | 0  | 32        | 105 | 0 2         | 270 6                  | 677 337   | 7 40,885 | 85 97,798  | 98  |
| LIGHT TRUCK / PICKUP                      | 29  | 1,708      | 4,349  | 38  | 3,944      | 8,633  | 149 | 7,679    | 16,908 | 25 | 1,689       | 5,065  | 11           | 3,150                              | 9,771       | 0  | 23        | 52  | 0           | 102 20                 | 267 252   | 2 18,295 | 95 45,045  | 45  |
| VAN                                       | 2   | 347        | 768    | 7   | 740        | 1,470  | 8   | 1,093    | 2,378  | 2  | 321         | 902    | 3            | 794                                | 2,250       | 0  | 2         | 7   | 0           | 27 5                   | 52 22     | 2 3,324  | 24 7,827   | 7   |
| CAR/TRUCK/VAN WITH / TRAILER              | 4   | 47         | 172    | 1   | 88         | 203    | 12  | 158      | 445    | 0  | 23          | 91     | 0            | 30                                 | 117         | 0  | 0         | 1   | 0           | 2                      | 5 17      | 7 348    | 3 1,034    | 34  |
| MOTORCYCLE                                | 6   | 157        | 47     | 6   | 270        | 93     | 38  | 637      | 159    | 8  | 190         | 44     | 10           | 294                                | 155         | 0  | 1         | 1   | 0           | 14                     | 2 74      | t 1,563  | 33 501     | H   |
| PEDALCYCLE                                | 0   | 9          | 3      | 9   | 92         | 23     | 15  | 160      | 29     | 4  | 68          | 17     | 0            | 355                                | 117         | 0  | 0         | 0   | 0           | 10                     | 6 25      | 5 691    | 1 195      | ю   |
| OFF-ROAD VEHICLE                          | 0   | 1          | 5      | 0   | 4          | 0      | 4   | 29       | 6      | 5  | 27          | 10     | 7            | 6                                  | 23          | 0  | 0         | 0   | 0           | н<br>Т                 | 1 10      | 0 71     | 48         |     |
| EMERGENCY VEHICLE                         | 0   | 13         | 19     | 1   | 27         | 40     | 0   | 38       | 84     | 0  | 10          | 42     | 1            | 31                                 | 94          | 0  | 0         | 0   | 0           | 1                      | 6 2       | 120      | ) 285      | -   |
| SCHOOL BUS                                | 0   | 8          | 18     | 0   | 23         | 57     | 1   | 68       | 132    | 0  | 39          | 124    | 0            | 61                                 | 249         | 0  | 0         | 1   | 0           | 2                      | 2 1       | 201      | 1 583      | ~   |
| BUS WITH SEATS FOR 9-15<br>OCCUPANTS      | 0   | 1          | 3      | 0   | 8          | 23     | 1   | 11       | 24     | 0  | 4           | 13     | 0            | 20                                 | 65          | 0  | 0         | 0   | 0           | 0                      | 2 1       | 44       | . 130      | 0   |
| BUS WITH SEATS FOR 16 OR<br>MORE          | 0   | 6          | 13     | 0   | 26         | 61     | 0   | 22       | 59     | 0  | 9           | 26     | 0            | 59                                 | 215         | 0  | 0         | 0   | 0           |                        | 7 0       | 123      | 3 381      |     |
| SINGLE UNIT TRUCK WITH 2<br>AXLES         | 4   | 70         | 148    | 4   | 121        | 301    | 4   | 188      | 400    | 0  | 36          | 200    | 1<br>1       | 100                                | 500         | 0  | 0         | 2   | 0           | 5 1                    | 15 13     | 3 520    | 0 1,566    | 99  |
| SINGLE UNIT TRUCK WITH 3<br>AXLES OR MORE | 1   | 48         | 96     | 0   | 77         | 221    | 4   | 114      | 262    | 0  | 26          | 105    | 0            | 56                                 | 202         | 0  | 0         | 1   | 0           | 1                      | 4 5       | 322      | 2 891      | -   |
| TRUCK/TRAILER                             | S   | 66         | 168    | 2   | 48         | 81     | з   | 64       | 150    | 0  | 5           | 22     | 0            | 7                                  | 39          | 0  | 0         | 0   | 0           | 0                      | 2 10      | 190      | ) 462      |     |
| TRUCK/TRACTOR                             | 0   | 125        | 279    | 2   | 84         | 247    | з   | 98       | 296    | 0  | 17          | 76     | 0            | 76                                 | 274         | 0  | 2         | 0   | 0           | 2 1                    | 12 5      | 404      | 4 1,184    | 34  |
| TRACTOR SEMI-TRAILER                      | 18  | 313        | 801    | 16  | 207        | 545    | 22  | 290      | 632    | 1  | 24          | 173    | 0            | 63                                 | 265         | 0  | 0         | 2   | 0           | 1                      | 12 57     | 7 898    | 3 2,430    | ő   |
| TRUCK DOUBLE                              | 2   | 6          | 16     | 0   | 5          | 6      | 0   | 4        | 5      | 0  | 0           | ю      | 0            | 1                                  | 1           | 0  | 0         | 0   | 0           | 0                      | 0 2       | 19       | 34         |     |
| SUV                                       | 30  | 1,626      | 3,884  | 34  | 3,306      | 7,232  | 65  | 5,578    | 12,343 | 7  | 1,493       | 4,468  | 15           | 3,480                              | 10,211      | 0  | 28        | 35  | 0           | 101 2!                 | 258 151   | 1 15,612 | 12 38,431  | 31  |
| FARM EQUIPMENT                            | 0   | 1          | 2      | 0   | 11         | 9      | 0   | 30       | 48     | 0  | 6           | 27     | 0            | 4                                  | 14          | 0  | 0         | 0   | 0           | Ъ                      | 0         | 56       | 97         |     |
| MOTOR HOME                                | 0   | ∞          | 30     | 0   | 9          | 6      | 0   | 8        | 24     | 0  | 0           | 7      | 0            | œ                                  | 23          | 0  | 0         | 0   | 0           | 0                      | 1 0       | 25       | 94         |     |
| OTHER                                     | 0   | 34         | 76     | 1   | 51         | 170    | 2   | 97       | 267    | 0  | 66          | 856    | 1            | 126                                | 835         | 0  | 0         | 1   | 0           | 5 3                    | 32 4      | 412      | 2,237      | 37  |
| NOT REPORTED                              | 0   | 114        | 314    | 0   | 129        | 405    | 1   | 128      | 467    | 0  | 56          | 204    | 1            | 397                                | 1,893       | 0  | 0         | 1   | 0           | 39 1.                  | 129 2     | 863      | 3,413      | 3   |
| TOTAL BY ROAD TYPE                        | 155 | 8,757      | 20,757 | 188 | 17,884     | 38,006 | 498 | 30,788   | 66,399 | 68 | 7,649       | 22,658 | 81 1         | 19,235                             | 55,145      | 0  | 88        | 209 | 0           | 585 1,4                | 1,492 990 | 0 84,986 | 86 204,666 | 999 |
|   |     |            |        |     |            |        |     |          |        |    |             |        |              |                                    |             |    |           |     |             |                        |           |          |            |     |

Table H3: Vehicles in Crashes by Vehicle Type & Highway Type

Note: FTL - Fatal Crash, INJ - Injury Crash, PDO - Property Damage Only Crash

H7

|                      | NUMBI | ER OF TRUC | KS/BUSES II | NVOLVED |               | CRA              | SHES, FATALITIE | s, & injuries     | 5        |              |
|----------------------|-------|------------|-------------|---------|---------------|------------------|-----------------|-------------------|----------|--------------|
| PARISH               | ALL   | FATAL      | INJURY      | PDO     | TOTAL CRASHES | FATAL<br>CRASHES | FATALITIES      | INJURY<br>CRASHES | INJURIES | PDC<br>CRASI |
| Acadia               | 77    | 1          | 49          | 27      | 71            | 1                | 1               | 44                | 77       | 26           |
| Allen                | 18    | 0          | 9           | 9       | 17            | 0                | 0               | 8                 | 9        | 9            |
| Ascension            | 97    | 2          | 50          | 45      | 95            | 2                | 2               | 49                | 95       | 44           |
| Assumption           | 21    | 1          | 12          | 8       | 21            | 1                | 1               | 12                | 33       | 8            |
| Avoyelles            | 21    | 0          | 14          | 7       | 19            | 0                | 0               | 12                | 70       | 7            |
| Beauregard           | 34    | 1          | 20          | 13      | 34            | 1                | 1               | 20                | 28       | 13           |
| Bienville            | 23    | 2          | 13          | 8       | 21            | 1                | 1               | 12                | 17       | 8            |
| Bossier              | 118   | 1          | 74          | 43      | 113           | 1                | 2               | 69                | 110      | 43           |
| Caddo                | 149   | 9          | 91          | 49      | 138           | 7                | 7               | 85                | 135      | 46           |
| Calcasieu            | 224   | 5          | 135         | 84      | 203           | 4                | 4               | 121               | 191      | 78           |
| Caldwell             | 8     | 0          | 3           | 5       | 7             | 0                | 0               | 3                 | 5        | 4            |
| Cameron              | 5     | 0          | 4           | 1       | 5             | 0                | 0               | 4                 | 4        | 1            |
| Catahoula            | 8     | 2          | 4           | 2       | 7             | 2                | 2               | 3                 | 3        | 2            |
| Claiborne            | 13    | 1          | 8           | 4       | 13            | 1                | 1               | 8                 | 10       | 4            |
| Concordia            | 18    | 0          | 11          | 7       | 17            | 0                | 0               | 10                | 12       | 7            |
| DeSoto               | 65    | 3          | 31          | 31      | 61            | 3                | 4               | 29                | 46       | 29           |
| East Baton Rouge     | 358   | 4          | 204         | 150     | 333           | 4                | 5               | 191               | 352      | 13           |
| East Carroll         | 3     | 0          | 2           | 1       | 3             | 0                | 0               | 2                 | 3        | 1            |
| East Feliciana       | 7     | 0          | 5           | 2       | 6             | 0                | 0               | 4                 | 4        | 2            |
| Evangeline           | 16    | 1          | 9           | 6       | 16            | 1                | 1               | 9                 | 18       | 6            |
| Franklin             | 7     | 0          | 0           | 7       | 7             | 0                | 0               | 0                 | 0        | 7            |
| Grant                | 8     | 0          | 4           | 4       | 8             | 0                | 0               | 4                 | 5        | 4            |
| Iberia               | 53    | 3          | 26          | 24      | 47            | 2                | 2               | 26                | 56       | 19           |
| Iberville            | 48    | 2          | 29          | 17      | 43            | 1                | 1               | 26                | 42       | 16           |
| Jackson              | 8     | 0          | 4           | 4       | 7             | 0                | 0               | 4                 | 4        | 3            |
| Jefferson            | 222   | 3          | 125         | 94      | 212           | 3                | 3               | 121               | 245      | 88           |
| Jefferson Davis      | 65    | 4          | 31          | 30      | 57            | 3                | 3               | 27                | 35       | 27           |
| Lafayette            | 220   | 2          | 125         | 93      | 202           | 2                | 2               | 117               | 201      | 83           |
| Lafourche            | 128   | 4          | 70          | 54      | 122           | 3                | 4               | 68                | 148      | 51           |
| LaSalle              | 12    | 1          | 8           | 3       | 12            | 1                | 1               | 8                 | 17       | 3            |
| Lincoln              | 42    | 1          | 21          | 20      | 41            | 1                | 2               | 20                | 32       | 20           |
| Livingston           | 110   | 1          | 65          | 44      | 101           | 1                | 1               | 58                | 104      | 42           |
| Madison              | 24    | 0          | 13          | 11      | 22            | 0                | 0               | 11                | 38       | 11           |
| Morehouse            | 14    | 2          | 8           | 4       | 14            | 2                | 2               | 8                 | 19       | 4            |
| Natchitoches         | 33    | 2          | 17          | 14      | 32            | 1                | 1               | 17                | 25       | 14           |
| Orleans              | 304   | 1          | 209         | 94      | 292           | 1                | 1               | 199               | 551      | 92           |
| Ouachita             | 129   | 2          | 72          | 55      | 124           | 2                | 2               | 70                | 140      | 52           |
| Plaquemines          | 21    | 3          | 11          | 7       | 19            | 3                | 3               | 11                | 14       | 5            |
| Pointe Coupee        | 28    | 0          | 23          | 5       | 25            | 0                | 0               | 20                | 39       | 5            |
| Rapides              | 123   | 1          | 72          | 50      | 117           | 1                | 1               | 69                | 164      | 47           |
| Red River            | 20    | 1          | 7           | 12      | 19            | 1                | 1               | 7                 | 11       | 11           |
| Richland             | 21    | 0          | 9           | 12      | 20            | 0                | 0               | 9                 | 15       | 11           |
| Sabine               | 18    | 0          | 10          | 8       | 18            | 0                | 0               | 10                | 13       | 8            |
| St. Bernard          | 16    | 0          | 10          | 5       | 15            | 0                | 0               | 10                | 12       | 5            |
| St. Charles          | 60    | 1          | 36          | 23      | 59            | 1                | 2               | 35                | 56       | 23           |
| St. Helena           | 15    | 0          | 8           | 7       | 14            | 0                | 0               | 7                 | 15       | 7            |
| St. James            | 33    | 5          | 18          | 10      | 30            | 4                | 4               | 16                | 31       | 10           |
| St. John the Baptist | 55    | 3          | 35          | 10      | 51            | 3                | 8               | 32                | 132      | 16           |
| St. Landry           | 68    | 2          | 39          | 27      | 65            | 2                | 2               | 38                | 71       | 25           |
| St. Martin           | 76    | 3          | 33          | 40      | 66            | 2                | 2               | 28                | 51       | 36           |
| St. Mary             | 53    | 2          | 38          | 13      | 50            | 2                | 3               | 37                | 80       | 11           |
| St. Tammany          | 146   | 5          | 66          | 75      | 131           | 5                | 6               | 58                | 97       | 68           |
| Tangipahoa           | 140   | 5          | 57          | 60      | 131           | 4                | 5               | 58                | 97       | 58           |
| Tensas               | 0     | 0          | 0           | 0       | 0             | 4<br>0           | 0               | 0                 | 98       | 0            |
|                      | 83    | 1          | 43          | 39      | 80            | 1                | 1               | 40                | 70       | 39           |
| Terrebonne<br>Union  | 18    | 3          | 43          | 39      | 80<br>18      | 3                | 5               | 40                | 21       | 8            |
|                      |       |            |             |         |               |                  |                 |                   |          |              |
| Vermilion            | 35    | 2          | 19          | 14      | 35            | 2                | 2               | 19                | 27       | 14           |
| Vernon               | 40    | 4          | 24          | 12      | 37            | 3                | 5               | 23                | 34       | 1:           |
| Washington           | 22    | 0          | 14          | 8       | 22            | 0                | 0               | 14                | 27       | 8            |
| Webster              | 35    | 2          | 13          | 20      | 32            | 2                | 2               | 12                | 16       | 18           |
| West Baton Rouge     | 84    | 0          | 61          | 23      | 77            | 0                | 0               | 56                | 96       | 21           |
| West Carroll         | 7     | 2          | 3           | 2       | 7             | 2                | 2               | 3                 | 13       | 2            |
| West Feliciana       | 9     | 0          | 6           | 3       | 7             | 0                | 0               | 4                 | 9        | 3            |
| Winn                 | 19    | 0          | 14          | 5       | 17            | 0                | 0               | 13                | 20       | 4            |
| TOTAL                | 3937  | 106        | 2252        | 1579    | 3690          | 93               | 111             | 2111              | 4117     | 148          |

Note: PDO = Property Damage Only

Table H4 depicts all motor carrier crashes which involve a fatality, a tow, or an injury transported to a medical facility.

#### Table H5: Fatalities by Vehicle Type

| VEHICLE TYPE                           | DRIVERS | PASSENGERS | DRIVER &<br>PASSENGER<br>FATALITIES |
|--|---------|------------|-------------------------------------|
| PASSENGER CAR                          | 164     | 73         | 237                                 |
| LIGHT TRUCK / PICKUP                   | 103     | 30         | 133                                 |
| VAN                                    | 8       | 5          | 13                                  |
| CAR/TRUCK/VAN WITH / TRAILER           | 2       | 1          | 3                                   |
| MOTORCYCLE                             | 72      | 6          | 78                                  |
| PEDALCYCLE                             | 24      | 0          | 24                                  |
| OFF-ROAD VEHICLE                       | 9       | 4          | 13                                  |
| EMERGENCY VEHICLE                      | 0       | 0          | 0                                   |
| SCHOOL BUS                             | 0       | 0          | 0                                   |
| BUS WITH SEATS FOR 9-15 OCCUPANTS      | 0       | 0          | 0                                   |
| BUS WITH SEATS FOR 16 OR MORE          | 0       | 0          | 0                                   |
| SINGLE UNIT TRUCK WITH 2 AXLES         | 3       | 1          | 4                                   |
| SINGLE UNIT TRUCK WITH 3 AXLES OR MORE | 2       | 0          | 2                                   |
| TRUCK/TRAILER                          | 3       | 0          | 3                                   |
| TRUCK/TRACTOR                          | 1       | 0          | 1                                   |
| TRACTOR SEMI-TRAILER                   | 8       | 2          | 10                                  |
| TRUCK DOUBLE                           | 0       | 0          | 0                                   |
| SUV                                    | 57      | 22         | 79                                  |
| FARM EQUIPMENT                         | 0       | 0          | 0                                   |
| MOTOR HOME                             | 0       | 0          | 0                                   |
| OTHER                                  | 1       | 0          | 1                                   |
| NOT REPORTED                           | 0       | 0          | 0                                   |
| TOTAL                                  | 457     | 144        | 601                                 |

Table H6: Bicycle Crashes

|    |           | ele elastics |       |            |              |
|----|-----------|--------------|-------|------------|--------------|
|    | AGE       | ALL          | FATAL | CUM. % ALL | CUM. % FATAL |
|    | 1         | 0            | 0     | 0.00%      | 0.00%        |
| ¥∎ | 2         | 0            | 0     | 0.00%      | 0.00%        |
| Ē. | 3         | 3            | 1     | 0.33%      | 4.17%        |
|    | 4         | 0            | 0     | 0.33%      | 4.17%        |
|    | 5         | 4            | 0     | 0.77%      | 4.17%        |
|    | 6         | 5            | 0     | 1.32%      | 4.17%        |
|    | 7         | 8            | 0     | 2.20%      | 4.17%        |
|    | 8         | 11           | 0     | 3.40%      | 4.17%        |
|    | 9         | 16           | 0     | 5.16%      | 4.17%        |
|    | 10        | 11           | 1     | 6.37%      | 8.33%        |
|    | 11        | 15           | 0     | 8.01%      | 8.33%        |
|    | 12        | 19           | 1     | 10.10%     | 12.50%       |
|    | 13        | 15           | 0     | 11.75%     | 12.50%       |
|    | 14        | 23           | 1     | 14.27%     | 16.67%       |
|    | 15        | 20           | 1     | 16.47%     | 20.83%       |
|    | 16        | 10           | 0     | 17.56%     | 20.83%       |
|    | 17        | 13           | 1     | 18.99%     | 25.00%       |
|    | 18        | 18           | 1     | 20.97%     | 29.17%       |
|    | 19        | 20           | 0     | 23.16%     | 29.17%       |
|    | 20        | 18           | 1     | 25.14%     | 33.33%       |
|    | 21-24     | 74           | 1     | 33.26%     | 37.50%       |
|    | 25-34     | 147          | 2     | 49.40%     | 45.83%       |
|    | 35-44     | 106          | 0     | 61.03%     | 45.83%       |
|    | 45-54     | 153          | 6     | 77.83%     | 70.83%       |
|    | 55-64     | 116          | 4     | 90.56%     | 87.50%       |
|    | 65-74     | 18           | 0     | 92.54%     | 87.50%       |
|    | 75-84     | 6            | 3     | 93.19%     | 100.00%      |
|    | 85-94     | 0            | 0     | 93.19%     | 100.00%      |
|    | 95 and up | 0            | 0     | 93.19%     | 100.00%      |
|    | Unknown   | 62           | 0     | 100.00%    | 100.00%      |
|    | TOTAL     | 911          | 24    | 100.00%    | 100.00%      |
|    |           |              |       |            |              |

Note: CUM - Cumulative

 All includes fatal, injury, and non-injury crashes. Note that the number of fatalites may be different from the number of crashes.

H10

# H VEHICLES

#### Table H7a: Motorcycle Fatalities by Parish

|                      |                     |                  |                |             |                    |                   | OTORCYCLE<br>ALCOHOL |              | 0/ ALCO          |
|----------------------|---------------------|------------------|----------------|-------------|--------------------|-------------------|----------------------|--------------|------------------|
| PARISH               | LICENSED<br>DRIVERS | FATAL<br>CRASHES | FATALITIES     | CRASHES     | ALCOHOL<br>CRASHES | ALL<br>FATALITIES | INVOLVED             | ALL INJURIES | % ALCO<br>INVOLV |
|                      |                     |                  |                |             |                    |                   | FATALITIES           |              | FATALI           |
|                      |                     | PAF              | RISHES WITH LI | CENSED DRIV | ERS MORE THA       | N 100,000         |                      |              |                  |
| Jefferson            | 287,392             | 27               | 28             | 138         | 11                 | 3                 | 2                    | 105          | 66.79            |
| East Baton Rouge     | 265,215             | 51               | 55             | 193         | 7                  | 7                 | 1                    | 143          | 14.39            |
| Orleans              | 183,756             | 28               | 28             | 284         | 7                  | 7                 | 2                    | 175          | 28.6             |
| St. Tammany          | 175,100             | 24               | 26             | 101         | 5                  | 1                 | 0                    | 79           | 0.0%             |
| Caddo                | 159,702             | 32               | 35             | 101         | 8                  | - 7               | 2                    | 69           | 28.65            |
|                      |                     |                  |                |             |                    |                   |                      |              |                  |
| Lafayette            | 153,961             | 27               | 29             | 143         | 8                  | 4                 | 0                    | 104          | 0.0%             |
| Calcasieu            | 135,575             | 32               | 36             | 123         | 15                 | 7                 | 5                    | 92           | 71.49            |
| Driver Average       | 194,386             | 31.6             | 33.9           | 155.6       | 8.7                | 5.1               | 1.7                  | 109.6        | 33.39            |
|                      |                     |                  |                |             | RS BETWEEN 50,     |                   | -                    |              |                  |
| Ouachita             | 98,013              | 6                | 7              | 76          | 3                  | 3                 | 0                    | 63           | 0.0%             |
| Rapides              | 88,672              | 20               | 22             | 78          | 5                  | 1                 | 1                    | 68           | 100.0            |
| Livingston           | 86,061              | 24               | 24             | 64          | 6                  | 1                 | 0                    | 50           | 0.0%             |
| Tangipahoa           | 79,204              | 35               | 38             | 78          | 5                  | 6                 | 1                    | 62           | 16.79            |
| Terrebonne           | 76,946              | 17               | 19             | 82          | 8                  | 4                 | 1                    | 65           | 25.09            |
| Bossier              | 76,510              | 11               | 13             | 66          | 4                  | 1                 | 0                    | 58           | 0.0%             |
|                      | 1                   |                  |                |             |                    |                   |                      |              |                  |
| Ascension            | 74,393              | 17               | 21             | 53          | 6                  | 0                 | 0                    | 41           | 0.0%             |
| Lafourche            | 61,967              | 18               | 19             | 48          | 4                  | 3                 | 1                    | 36           | 33.39            |
| St. Landry           | 61,353              | 19               | 22             | 26          | 2                  | 4                 | 1                    | 17           | 25.09            |
| Driver Average       | 78,124              | 18.6             | 20.4           | 63.4        | 4.8                | 2.6               | 0.6                  | 51.1         | 21.79            |
|                      |                     | PARIS            | HES WITH LICI  | ENSED DRIVE | RS BETWEEN 20      | ,000-50,000       |                      |              |                  |
| Iberia               | 49,506              | 8                | 8              | 29          | 7                  | 1                 | 0                    | 20           | 0.0%             |
| Acadia               | 39,533              | 7                | 9              | 23          | 3                  | 4                 | 1                    | 19           | 25.09            |
|                      | , i                 |                  |                |             |                    |                   |                      |              |                  |
| Vermilion            | 38,379              | 11               | 11             | 27          | 4                  | 1                 | 0                    | 24           | 0.0%             |
| St. Charles          | 36,996              | 9                | 11             | 20          | 1                  | 0                 | 0                    | 15           | 0.0%             |
| St. Mary             | 36,426              | 9                | 10             | 26          | 2                  | 2                 | 0                    | 23           | 0.0%             |
| St. Martin           | 32,245              | 11               | 11             | 28          | 0                  | 0                 | 0                    | 23           | 0.0%             |
| Washington           | 29,602              | 4                | 4              | 15          | 1                  | 0                 | 0                    | 13           | 0.0%             |
| Webster              | 29,045              | 5                | 5              | 10          | 2                  | 1                 | 1                    | 6            | 100.0            |
|                      | 1                   |                  |                |             |                    |                   |                      |              |                  |
| St. John the Baptist | 28,897              | 10               | 15             | 22          | 6                  | 2                 | 2                    | 14           | 100.0            |
| Lincoln              | 27,084              | 8                | 9              | 13          | 1                  | 1                 | 0                    | 8            | 0.0%             |
| Avoyelles            | 26,381              | 5                | 5              | 12          | 2                  | 0                 | 0                    | 11           | 0.0%             |
| Beauregard           | 26,273              | 3                | 3              | 17          | 1                  | 1                 | 1                    | 15           | 100.0            |
| Natchitoches         | 24,088              | 8                | 8              | 13          | 3                  | 0                 | 0                    | 13           | 0.0%             |
| Vernon               | 23,741              | 11               | 13             | 23          | 1                  | 0                 | 0                    | 21           | 0.0%             |
| St. Bernard          | 23,679              | 2                | 2              | 21          | 0                  | 0                 | 0                    | 18           | 0.0%             |
|                      |                     |                  |                |             |                    |                   |                      |              |                  |
| Evangeline           | 21,769              | 9                | 10             | 7           | 0                  | 0                 | 0                    | 4            | 0.0%             |
| Jefferson Davis      | 20,801              | 6                | 7              | 19          | 2                  | 0                 | 0                    | 18           | 0.0%             |
| Driver Average       | 30,261              | 7.4              | 8.3            | 19.4        | 2.1                | 0.8               | 0.3                  | 15.6         | 38.59            |
|                      | 10.000              | T                | 1              |             | RS BETWEEN 10      |                   | 0                    | 10           |                  |
| Iberville            | 19,682              | 9                | 11             | 15          | 1                  | 1                 | 0                    | 13           | 0.0%             |
| DeSoto               | 18,301              | 6                | 7              | 11          | 0                  | 0                 | 0                    | 9            | 0.0%             |
| Morehouse            | 18,223              | 6                | 7              | 1           | 0                  | 0                 | 0                    | 1            | 0.0%             |
| West Baton Rouge     | 16,536              | 10               | 10             | 14          | 0                  | 0                 | 0                    | 10           | 0.0%             |
| Union                | 16,204              | 9                | 11             | 8           | 0                  | 0                 | 0                    | 8            | 0.0%             |
| Sabine               | 15,780              | 6                | 7              | 12          | 1                  | 1                 | 0                    | 11           | 0.0%             |
|                      |                     | 3                | 3              | 7           | 2                  | 0                 | 0                    | 7            | 0.0%             |
| Plaquemines          | 15,638              |                  |                |             |                    |                   |                      |              |                  |
| St. James            | 14,954              | 10               | 11             | 6           | 1                  | 0                 | 0                    | 4            | 0.0%             |
| Pointe Coupee        | 14,888              | 5                | 6              | 6           | 1                  | 0                 | 0                    | 6            | 0.0%             |
| East Feliciana       | 14,382              | 8                | 14             | 4           | 1                  | 2                 | 0                    | 5            | 0.0%             |
| Grant                | 14,161              | 6                | 6              | 8           | 0                  | 1                 | 0                    | 7            | 0.0%             |
| Allen                | 13,871              | 5                | 6              | 3           | 0                  | 0                 | 0                    | 3            | 0.0%             |
| Assumption           | 13,467              | 4                | 4              | 6           | 0                  | 0                 | 0                    | 6            | 0.0%             |
| Richland             | 13,463              | 2                | 3              | 2           | 1                  | 0                 | 0                    | 1            | 0.0%             |
|                      |                     |                  |                |             |                    |                   |                      |              |                  |
| Franklin             | 12,931              | 2                | 2              | 2           | 0                  | 0                 | 0                    | 1            | 0.0%             |
| Concordia            | 12,675              | 8                | 8              | 3           | 0                  | 0                 | 0                    | 2            | 0.0%             |
| Jackson              | 11,525              | 2                | 2              | 1           | 0                  | 0                 | 0                    | 1            | 0.0%             |
| Driver Average       | 15,099              | 5.9              | 6.9            | 6.4         | 0.5                | 0.3               | 0.0                  | 5.6          | 0.0%             |
|                      |                     | P/               |                |             | IVERS LESS THAI    | N 10,000          |                      |              |                  |
| LaSalle              | 9689                | 4                | 4              | 0           | 0                  | 0                 | 0                    | 0            | 0.0%             |
| Bienville            | 9660                | 4                | 4              | 5           | <u> </u>           | 0                 | 0                    | 6            | 0.0%             |
|                      |                     |                  |                |             |                    |                   |                      |              |                  |
| Claiborne            | 8678                | 3                | 4              | 5           | 1                  | 0                 | 0                    | 5            | 0.0%             |
| Winn                 | 8664                | 2                | 2              | 4           | 1                  | 0                 | 0                    | 3            | 0.0%             |
| West Carroll         | 7841                | 4                | 4              | 1           | 0                  | 0                 | 0                    | 1            | 0.0%             |
| Caldwell             | 7385                | 2                | 2              | 0           | 0                  | 0                 | 0                    | 0            | 0.0%             |
| West Feliciana       | 7336                | 0                | 0              | 1           | 0                  | 0                 | 0                    | 2            | 0.0%             |
|                      |                     | 1                |                |             |                    |                   |                      |              |                  |
| Catahoula            | 7315                | 9                | 12             | 3           | 0                  | 0                 | 0                    | 3            | 0.0%             |
| Red River            | 5607                | 3                | 3              | 5           | 0                  | 0                 | 0                    | 4            | 0.0%             |
| Madison              | 5487                | 1                | 1              | 8           | 2                  | 1                 | 0                    | 6            | 0.0%             |
| St. Helena           | 4707                | 4                | 5              | 0           | 0                  | 0                 | 0                    | 0            | 0.0%             |
| East Carroll         | 3669                | 0                | 0              | 0           | 0                  | 0                 | 0                    | 0            | 0.0%             |
|                      | 3106                | 0                | 0              | 7           | 0                  | 0                 | 0                    | 8            | 0.0%             |
| Camoron              |                     | U                | U              | /           | U                  |                   |                      | 0            | 0.0%             |
| Cameron<br>Tensas    | 3019                | 1                | 1              | 0           | 0                  | 0                 | 0                    | 0            | 0.0%             |

#### Table H7b: Bicycle Fatalities by Parish

|  |  | ALL                             |                             |                            |                            | IV                         | IOTORCYCLE                        |                            |                            |
|--|--|---------------------------------|-----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------------|----------------------------|----------------------------|
| PARISH   | LICENSED<br>DRIVERS                                  | FATAL<br>CRASHES                | FATALITIES                  | CRASHES                    | ALCOHOL<br>CRASHES         | ALL<br>FATALITIES          | ALCOHOL<br>INVOLVED<br>FATALITIES | ALL INJURIES               | % ALC<br>INVO<br>FATA      |
|  |  |                                 | Parishes With               | Licensed Driv              | ers More Than 1            | 100000                     |                                   |                            |                            |
| Jefferson  | 287,392  | 27                              | 28                          | 100                        | 5                          | 1                          | 0                                 | 87                         | 0.                         |
| East Baton Rouge   | 265,215  | 51                              | 55                          | 94                         | 5                          | 5                          | 2                                 | 57                         | 40                         |
| Orleans  | 183,756  | 28                              | 28                          | 284                        | 13                         | 1                          | 0                                 | 203                        | 0.                         |
| St. Tammany  | 175,100  | 23                              | 26                          | 204                        | 1                          | 1                          | 0                                 | 17                         | 0.                         |
|  |  |                                 |                             | -                          |                            | 0                          |                                   |                            | 0.                         |
| Caddo  | 159,702  | 32                              | 35                          | 21                         | 1                          |                            | 0                                 | 14                         |                            |
| Lafayette  | 153,961  | 27                              | 29                          | 64                         | 1                          | 0                          | 0                                 | 54                         | 0.                         |
| Calcasieu  | 135,575  | 32                              | 36                          | 46                         | 3                          | 1                          | 0                                 | 37                         | 0.                         |
| Driver Average   | 194,386  | 31.6                            | 33.9                        | 90.0                       | 4.1                        | 1.3                        | 0.3                               | 67.0                       | 22                         |
|  |  | Pa                              | rishes With Lic             | ensed Driver               | s Between 5000             | 0-100000                   |                                   |                            |                            |
| Ouachita   | 98,013   | 6                               | 7                           | 20                         | 1                          | 0                          | 0                                 | 15                         | 0.                         |
| Rapides  | 88,672   | 20                              | 22                          | 20                         | 4                          | 1                          | 0                                 | 14                         | 0.                         |
| Livingston   | 86,061   | 24                              | 24                          | 13                         | 0                          | 1                          | 0                                 | 9                          | 0.                         |
| Tangipahoa   | 79,204   | 35                              | 38                          | 20                         | 3                          | 2                          | 2                                 | 16                         | 100                        |
| Terrebonne   | 76,946   | 17                              | 19                          | 16                         | 2                          | 1                          | 0                                 | 14                         | 0.                         |
| Bossier  | 76,510   | 11                              | 12                          | 11                         | 0                          | 2                          | 0                                 | 8                          | 0.                         |
| Ascension  | 74,393   | 17                              | 21                          | 8                          | 0                          | 0                          | 0                                 | 8                          | 0.                         |
| Lafourche  | 61,967   | 17                              | 19                          | 15                         | 1                          | 2                          | 1                                 | 11                         | 50                         |
|  |  |                                 |                             | <u>.</u>                   |                            | ÷                          |                                   |                            |                            |
| St. Landry   | 61,353   | 19                              | 22                          | 23                         | 3                          | 1                          | 0                                 | 18                         | 0.                         |
| Driver Average   | 78,124   | 18.6                            | 20.4                        | 18.6                       | 1.6                        | 1.1                        | 0.3                               | 12.6                       | 30                         |
|  |  |                                 |                             |                            | s Between 2000             |                            |                                   |                            |                            |
| Iberia   | 49,506   | 8                               | 8                           | 26                         | 1                          | 1                          | 0                                 | 22                         | 0.                         |
| Acadia   | 39,533   | 7                               | 9                           | 7                          | 2                          | 0                          | 0                                 | 6                          | 0.                         |
| Vermilion  | 38,379   | 11                              | 11                          | 8                          | 0                          | 0                          | 0                                 | 7                          | 0.                         |
| St. Charles  | 36,996   | 9                               | 11                          | 3                          | 0                          | 0                          | 0                                 | 3                          | 0.                         |
| St. Mary   | 36,426   | 9                               | 10                          | 9                          | 0                          | 0                          | 0                                 | 6                          | 0.                         |
| St. Martin   | 32,245   | 11                              | 11                          | 6                          | 1                          | 0                          | 0                                 | 6                          | 0.                         |
| Washington   | 29,602   | 4                               | 4                           | 1                          | 0                          | 0                          | 0                                 | 1                          | 0.                         |
|  |  |                                 | 1                           | 10<br>10                   |                            | -                          |                                   | ÷                          |                            |
| Webster  | 29,045   | 5                               | 5                           | 4                          | 1                          | 0                          | 0                                 | 4                          | 0.                         |
| St. John the Baptist   | 28,897   | 10                              | 15                          | 10                         | 3                          | 3                          | 1                                 | 6                          | 33                         |
| Lincoln  | 27,084   | 8                               | 9                           | 5                          | 0                          | 0                          | 0                                 | 4                          | 0.                         |
| Avoyelles  | 26,381   | 5                               | 5                           | 2                          | 0                          | 0                          | 0                                 | 2                          | 0.                         |
| Beauregard   | 26,273   | 3                               | 3                           | 1                          | 0                          | 0                          | 0                                 | 0                          | 0.                         |
| Natchitoches   | 24,088   | 8                               | 8                           | 9                          | 0                          | 0                          | 0                                 | 10                         | 0.                         |
| Vernon   | 23,741   | 11                              | 13                          | 3                          | 0                          | 0                          | 0                                 | 3                          | 0.                         |
| St. Bernard  | 23,679   | 2                               | 2                           | 9                          | 1                          | 0                          | 0                                 | 9                          | 0.                         |
| Evangeline   | 21,769   | 9                               | 10                          | 2                          | 0                          | 0                          | 0                                 | 2                          | 0.                         |
| Jefferson Davis  | 20,801   | 6                               | 7                           | 2                          | 0                          | 0                          | 0                                 | 1                          | 0.                         |
| Driver Average   | 30,261   | 7.4                             | 8.3                         | 6.3                        | 0.5                        | 0.2                        | 0.1                               | 5.4                        | 25                         |
| Driver Average   | 30,201   |                                 |                             |                            | s Between 1000             |                            | 0.1                               | 5.4                        | 23                         |
| Iberville  | 19,682   | 9                               | T.                          |                            | 0                          | 0                          | 0                                 | 2                          | 0.                         |
|  |  |                                 | 11                          | 3                          |                            |                            |                                   |                            |                            |
| DeSoto   | 18,301   | 6                               | 7                           | 5                          | 0                          | 0                          | 0                                 | 3                          | 0.                         |
| Morehouse  | 18,223   | 6                               | 7                           | 2                          | 0                          | 0                          | 0                                 | 1                          | 0.                         |
| West Baton Rouge   | 16,536   | 10                              | 10                          | 0                          | 0                          | 0                          | 0                                 | 0                          | 0.                         |
| Union  | 16,204   | 9                               | 11                          | 1                          | 0                          | 0                          | 0                                 | 0                          | 0.                         |
| Sabine   | 15,780   | 6                               | 7                           | 0                          | 0                          | 0                          | 0                                 | 0                          | 0.                         |
| Plaquemines  | 15,638   | 3                               | 3                           | 2                          | 0                          | 0                          | 0                                 | 2                          | 0.                         |
| St. James  | 14,954   | 10                              | 11                          | 2                          | 0                          | 0                          | 0                                 | 0                          | 0.                         |
| Pointe Coupee  | 14,888   | 5                               | 6                           | 2                          | 0                          | 0                          | 0                                 | 2                          | 0.                         |
| East Feliciana   | 14,382   | 8                               | 14                          | 0                          | 0                          | 0                          | 0                                 | 0                          | 0.                         |
| Grant  | 14,161   | 6                               | 6                           | 0                          | 0                          | 0                          | 0                                 | 0                          | 0.                         |
| Allen  | 13,871   | 5                               | 6                           | 2                          | 0                          | 0                          | 0                                 | 2                          | 0.                         |
|  |  | 4                               | 4                           | 2                          |                            | 0                          |                                   | 2                          |                            |
| Assumption   | 13,467   |                                 | -                           |                            | 0                          |                            | 0                                 |                            | 0.                         |
| Richland   | 13,463   | 2                               | 3                           | 1                          | 0                          | 0                          | 0                                 | 1                          | 0.                         |
| Franklin   | 12,931   | 2                               | 2                           | 0                          | 0                          | 0                          | 0                                 | 0                          | 0.                         |
| Concordia  | 12,675   | 8                               | 8                           | 1                          | 0                          | 1                          | 0                                 | 0                          | 0.                         |
| Jackson  | 11,525   | 2                               | 2                           | 0                          | 0                          | 0                          | 0                                 | 0                          | 0.                         |
| Driver Average   | 15,099   | 5.9                             | 6.9                         | 1.4                        | 0.0                        | 0.1                        | 0.0                               | 0.9                        | 0.                         |
|  |  |                                 | Parishes With               | h Licensed Dri             | ivers Less Than 1          | L0000                      |                                   |                            |                            |
| LaSalle  | 9689   | 4                               | 4                           | 0                          | 0                          | 0                          | 0                                 | 0                          | 0.                         |
| Bienville  | 9660   | 4                               | 4                           | 1                          | 0                          | 0                          | 0                                 | 1                          | 0.                         |
|  | 8678   | 3                               | 4                           | 0                          | 0                          | 0                          | 0                                 | 0                          | 0.                         |
|  | 8664   | 2                               | 2                           | 1                          | 0                          | 0                          | 0                                 | 1                          | 0.                         |
| Claiborne  | 0004   |                                 | -                           |                            |                            |                            |                                   |                            |                            |
| Claiborne<br>Winn  | 70 44  |                                 | 4                           | 0                          | 0                          | 0                          | 0                                 | 0                          | 0.                         |
| Claiborne<br>Winn<br>West Carroll  | 7841   | 4                               | -                           |                            |                            | 0                          | 0                                 | 0                          | 0.                         |
| Claiborne<br>Winn<br>West Carroll<br>Caldwell  | 7385   | 2                               | 2                           | 0                          | 0                          | -                          |                                   | -                          |                            |
| Claiborne<br>Winn<br>West Carroll  |  |                                 | 2<br>0                      | 0                          | 0                          | 0                          | 0                                 | 0                          |                            |
| Claiborne<br>Winn<br>West Carroll<br>Caldwell  | 7385   | 2                               | -                           |                            |                            | -                          |                                   | -                          |                            |
| Claiborne<br>Winn<br>West Carroll<br>Caldwell<br>West Feliciana  | 7385<br>7336   | 2<br>0                          | 0                           | 0                          | 0                          | 0                          | 0                                 | 0                          | 0.                         |
| Claiborne<br>Winn<br>West Carroll<br>Caldwell<br>West Feliciana<br>Catahoula<br>Red River  | 7385<br>7336<br>7315<br>5607                         | 2<br>0<br>9                     | 0<br>12                     | 0<br>1                     | 0<br>0                     | 0<br>0                     | 0<br>0<br>0                       | 0<br>1                     | 0.<br>0.                   |
| Claiborne<br>Winn<br>West Carroll<br>Caldwell<br>West Feliciana<br>Catahoula<br>Red River<br>Madison                               | 7385<br>7336<br>7315<br>5607<br>5487                 | 2<br>0<br>9<br>3<br>1           | 0<br>12<br>3<br>1           | 0<br>1<br>0<br>0           | 0<br>0<br>0<br>0           | 0<br>0<br>0<br>0           | 0<br>0<br>0<br>0                  | 0<br>1<br>0<br>0           | 0.<br>0.<br>0.             |
| Claiborne<br>Winn<br>West Carroll<br>Caldwell<br>West Feliciana<br>Catahoula<br>Red River<br>Madison<br>St. Helena                 | 7385<br>7336<br>7315<br>5607<br>5487<br>4707         | 2<br>0<br>9<br>3<br>1<br>4      | 0<br>12<br>3<br>1<br>5      | 0<br>1<br>0<br>0<br>1      | 0<br>0<br>0<br>0<br>0      | 0<br>0<br>0<br>0<br>0      | 0<br>0<br>0<br>0<br>0             | 0<br>1<br>0<br>0<br>1      | 0.<br>0.<br>0.<br>0.       |
| Claiborne<br>Winn<br>West Carroll<br>Caldwell<br>West Feliciana<br>Catahoula<br>Red River<br>Madison<br>St. Helena<br>East Carroll | 7385<br>7336<br>7315<br>5607<br>5487<br>4707<br>3669 | 2<br>0<br>9<br>3<br>1<br>4<br>0 | 0<br>12<br>3<br>1<br>5<br>0 | 0<br>1<br>0<br>0<br>1<br>0 | 0<br>0<br>0<br>0<br>0<br>0 | 0<br>0<br>0<br>0<br>0<br>0 | 0<br>0<br>0<br>0<br>0             | 0<br>1<br>0<br>0<br>1<br>0 | 0.<br>0.<br>0.<br>0.<br>0. |
| Claiborne<br>Winn<br>West Carroll<br>Caldwell<br>West Feliciana<br>Catahoula<br>Red River<br>Madison<br>St. Helena                 | 7385<br>7336<br>7315<br>5607<br>5487<br>4707         | 2<br>0<br>9<br>3<br>1<br>4      | 0<br>12<br>3<br>1<br>5      | 0<br>1<br>0<br>0<br>1      | 0<br>0<br>0<br>0<br>0      | 0<br>0<br>0<br>0<br>0      | 0<br>0<br>0<br>0<br>0             | 0<br>1<br>0<br>0<br>1      | 0.<br>0.<br>0.<br>0.       |

## H VEHICLES

#### Table H8: Train, Truck & Bus Crashes by Parish

| PARISH                     | LICENSED DRIVERS |                  | TRAIN             |            | LARGE TR | UCKS & BUSES |
|----------------------------|------------------|------------------|-------------------|------------|----------|--------------|
| FANISH                     |                  | CRASHES          | INJURIES          | FATALITIES | INJURIES | FATALITIES   |
|                            | PARISHES V       | VITH LICENSED DE | RIVERS MORE THAN  | 100,000    |          |              |
| Jefferson                  | 287,392          | 6                | 1                 | 0          | 106      | 2            |
| East Baton Rouge           | 265,215          | 5                | 0                 | 0          | 111      | 3            |
| Orleans                    | 183,756          | 0                | 0                 | 0          | 203      | 0            |
| St. Tammany                | 175,100          | 0                | 0                 | 0          | 30       | 1            |
| Caddo                      | 159,702          | 2                | 2                 | 0          | 56       | 0            |
| Lafayette                  | 153,961          | 2                | 0                 | 0          | 55       | 0            |
| Calcasieu                  | 135,575          | 3                | 2                 | 0          | 42       | 0            |
| Average                    | 194,386          | 2.6              | 0.7               | 0.0        | 86.1     | 0.9          |
|                            |                  | TH LICENSED DRIV | VER BETWEEN 50,00 | 0-100,000  |          |              |
| Ouachita                   | 98,013           | 4                | 3                 | 0          | 34       | 0            |
| Rapides                    | 88,672           | 1                | 0                 | 0          | 26       | 0            |
| Livingston                 | 86,061           | 2                | 0                 | 1          | 33       | 0            |
| Tangipahoa                 | 79,204           | 0                | 0                 | 0          | 28       | 2            |
| Terrebonne                 | 76,946           | 0                | 0                 | 0          | 19       | 0            |
| Bossier                    | 76,510           | 3                | 2                 | 0          | 28       | 0            |
| Ascension                  | 74,393           | 2                | 1                 | 0          | 25       | 1            |
| Lafourche                  | 61,967           | 0                | 0                 | 0          | 24       | 0            |
| St. Landry                 | 61,353           | 2                | 1                 | 0          | 14       | 0            |
| Average                    | 78,124           | 1.6              | 0.8               | 0.1        | 25.7     | 0.3          |
|                            |                  | 1                | VER BETWEEN 20,00 |            |          |              |
| Iberia                     | 49,506           | 7                | 3                 | 0          | 14       | 0            |
| Acadia                     | 39,533           | 0                | 0                 | 0          | 15       | 0            |
| Vermilion                  | 38,379           | 1                | 0                 | 0          | 11       | 1            |
| St. Charles                | 36,996           | 1                | 0                 | 0          | 19       | 1            |
| St. Mary                   | 36,426           | 1                | 0                 | 1          | 12       | 0            |
| St. Martin                 | 32,245           | 1                | 1                 | 0          | 12       | 0            |
| Washington                 | 29,602           | 0                | 0                 | 0          | 3        | 0            |
| Webster                    | 29,045           | 0                | 0                 | 0          | 1        | 0            |
| St. John the Baptist       | 28,897           | 3                | 3                 | 0          | 16       | 2            |
| Lincoln                    | 27,084           | 1                | 0                 | 0          | 5        | 0            |
| Avoyelles                  | 26,381           | 0                | 0                 | 0          | 8        | 0            |
| Beauregard                 | 26,273           | 1                | 0                 | 0          | 5        | 0            |
| Natchitoches               | 24,088           | 1                | 0                 | 0          | 9        | 0            |
| Vernon                     | 23,741           | 0                | 0                 | 0          | 7        | 0            |
| St. Bernard                | 23,679           | 0                | 0                 | 0          | 3        | 0            |
| Evangeline                 | 21,769           | 0                | 0                 | 0          | 6        | 1            |
| Jefferson Davis            | 20,801           | 0                | 0                 | 0          | 5        | 1            |
| Average                    | 30,261           | 1.0              | 0.4               | 0.1        | 8.9      | 0.4          |
| the empilie                |                  | 1                | VER BETWEEN 10,00 |            | 0        | ٥            |
| Iberville                  | 19,682<br>18,301 | 1                | 0                 | 0<br>0     | 8<br>6   | 0            |
| DeSoto<br>Morehouse        | 18,301           | 2                | 0                 | 1          | 4        | 0            |
| West Baton Rouge           | 16,536           | 3                | 3                 | 0          | 21       | 0            |
| Union                      | 16,204           | 0                | 0                 | 0          | 1        | 1            |
| Sabine                     |                  | 1                | 1                 | 0          | 3        | 0            |
|                            | 15,780           | 0                | 0                 | 0          | 7        | 0            |
| Plaquemines<br>St. James   | 15,638<br>14,954 | 0                | 1                 | 0          | 7        | 0            |
| St. James<br>Pointe Coupee | 14,954           | 0                | 0                 | 0          | 9        | 0            |
| East Feliciana             | 14,888           | 0                | 0                 | 0          | 1        | 0            |
| Grant                      | 14,382           | 1                | 1                 | 0          | 1        | 0            |
| Allen                      | 13,871           | 0                | 0                 | 0          | 2        | 0            |
| Assumption                 | 13,467           | 0                | 0                 | 0          | 4        | 1            |
| Richland                   | 13,463           | 0                | 0                 | 0          | 4        | 0            |
| Franklin                   | 12,931           | 0                | 0                 | 0          | 0        | 0            |
| Concordia                  | 12,675           | 0                | 0                 | 0          | 1        | 0            |
| Jackson                    | 11,525           | 0                | 0                 | 0          | 0        | 0            |
| Average                    | 15,099           | 0.7              | 0.5               | 0.1        | 4.5      | 0.2          |
|                            |                  |                  | DRIVERS LESS THAN |            | 1.5      | 0.2          |
| LaSalle                    | 9689             | 0                | 0                 | 0          | 3        | 0            |
| Bienville                  | 9660             | 0                | 0                 | 0          | 2        | 0            |
| Claiborne                  | 8678             | 0                | 0                 | 0          | 2        | 0            |
| Winn                       | 8664             | 0                | 0                 | 0          | 2        | 0            |
| West Carroll               | 7841             | 0                | 0                 | 0          | 2        | 0            |
| Caldwell                   | 7385             | 0                | 0                 | 0          | 0        | 0            |
| West Feliciana             | 7336             | 0                | 0                 | 0          | 3        | 0            |
| Catahoula                  | 7315             | 0                | 0                 | 0          | 1        | 2            |
| Red River                  | 5607             | 0                | 0                 | 0          | 1        | 0            |
| Madison                    | 5487             | 0                | 0                 | 0          | 2        | 0            |
| St. Helena                 | 4707             | 0                | 0                 | 0          | 3        | 0            |
| East Carroll               | 3669             | 0                | 0                 | 0          | 2        | 0            |
| Cameron                    | 3106             | 0                | 0                 | 0          | 2        | 0            |
| Tensas                     | 3019             | 0                | 0                 | 0          | 0        | 0            |
|                            |                  |                  |                   |            |          |              |

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## STATE AND OCAL

#### Summary

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LA

- Table I1: Crash Rates, Alcohol, Seatbelt Use, Intersection Crashes and Roadway Departures at State Highways
- Table I2: Crash Rates, Alcohol, Seatbelt Use, Intersection Crashes and Roadway Departures on Local Roads
- Table I3: Crashes in State Owned Construction Zones
- 17 Table I3a: Crashes in State Owned Construction Zones (within 3 miles)
- 18 Table 15: Intersection Crashes by Parish
- 19 Table 16: Driver Distraction Crashes by Parish

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#### State and Local

#### Summary

Section I provides crash information by state and local routes. In 2012 state owned interstates/ highways had

- 83% of the vehicle miles traveled.
- 63% of all crashes.
- 83% of all fatal crashes.
- 66% of all injury crashes.

#### Table I1: Crash Rates, Alcohol, Seatbelt Use, Intersection Crashes & **Roadway Departures at State Highways**

| PARISH                      | #<br>CRASHES | CRASH<br>RATE  | #<br>FATAL-<br>ITIES | FATAL-<br>ITY<br>RATE | # ALCOHOL<br>RELATED<br>FATAL<br>-ITIES | % ALCOHOL<br>RELATED<br>FATALITY | # NOT<br>WEARING<br>SEATBELT<br>FATALITIES | # (WEARING &<br>NOT WEARING)<br>SEATBELT<br>FATALITIES | % NOT<br>WEARING<br>SEATBELT<br>FATALITY | # INTER-<br>SECTION<br>CRASHES | % INTER-<br>SECTION<br>CRAHSES | #<br>ROADWAY<br>DEPARTURE<br>CRASHES | %<br>ROADWAY<br>DEPARTURE<br>CRASHES | # SERIOUS<br>INJURY<br>CRASHES | SERI<br>INJI<br>RA |
|-----------------------------|--------------|----------------|----------------------|-----------------------|---|----------------------------------|--|--|--|--------------------------------|--------------------------------|--------------------------------------|--------------------------------------|--------------------------------|--------------------|
| Caddo                       | 5420         | 287            | 22                   | 1.2                   | 2                                       | PA<br>9.1                        | RISHES WITH L<br>3                         | ICENSED DRIVERS N<br>12                                | 10RE THAN 100<br>25.0                    | ,000<br>3887                   | 71.7                           | 631                                  | 11.6                                 | 422                            | 22                 |
| Calcasieu                   | 3868         | 287            | 22                   | 1.2                   | 9                                       | 32.1                             | 9  | 12   | 56.3                                     | 1076                           | 27.8                           | 610                                  | 11.6                                 | 232                            | 13                 |
| East Baton Rouge            | 13194        | 455            | 35                   | 1.2                   | 12                                      | 34.3                             | 6  | 18   | 33.3                                     | 4122                           | 31.2                           | 1050                                 | 8.0                                  | 700                            | 2                  |
| Jefferson                   | 7402         | 523            | 19                   | 1.3                   | 10                                      | 52.6                             | 5  | 6  | 83.3                                     | 1955                           | 26.4                           | 626                                  | 8.5                                  | 251                            | 1                  |
| Lafayette                   | 7330         | 462            | 21                   | 1.3                   | 12                                      | 57.1                             | 7  | 15   | 46.7                                     | 2696                           | 36.8                           | 523                                  | 7.1                                  | 476                            | 3                  |
| Orleans                     | 5381         | 307            | 17                   | 1.0                   | 9                                       | 52.9                             | 4  | 6  | 66.7                                     | 1991                           | 37.0                           | 678                                  | 12.6                                 | 476                            | 2                  |
| St. Tammany                 | 4923         | 223            | 25                   | 1.1                   | 5                                       | 20.0                             | 7  | 17   | 41.2                                     | 1531                           | 31.1                           | 813                                  | 16.5                                 | 221                            | 1                  |
|                             |              | -              |                      | _                     | -                                       | -                                | -  | NSED DRIVERS BETV                                      | -  |                                |                                | -                                    |                                      |                                |                    |
| Ascension<br>Bossier        | 3494<br>2999 | 305<br>289     | 20<br>9              | 1.7<br>0.9            | 10<br>0                                 | 50.0<br>0.0                      | 8  | 13<br>8  | 61.5<br>12.5                             | 942<br>1360                    | 27.0<br>45.3                   | 681<br>362                           | 19.5<br>12.1                         | 206<br>336                     | :                  |
| Lafourche                   | 2999         | 289            | 19                   | 2.0                   | 7                                       | 36.8                             | 5  | 12   | 41.7                                     | 475                            | 45.5<br>22.7                   | 589                                  | 28.2                                 | 77                             |                    |
| Livingston                  | 3302         | 271            | 23                   | 1.9                   | 9                                       | 39.1                             | 10   | 15   | 66.7                                     | 895                            | 27.1                           | 653                                  | 19.8                                 | 282                            |                    |
| Ouachita                    | 3679         | 297            | 6                    | 0.5                   | 0                                       | 0.0                              | 0  | 2  | 0.0                                      | 1585                           | 43.1                           | 427                                  | 11.6                                 | 254                            |                    |
| Rapides                     | 3191         | 262            | 17                   | 1.4                   | 5                                       | 29.4                             | 7  | 13   | 53.8                                     | 1602                           | 50.2                           | 453                                  | 14.2                                 | 210                            |                    |
| St. Landry                  | 1769         | 206            | 21                   | 2.4                   | 12                                      | 57.1                             | 4  | 11   | 36.4                                     | 447                            | 25.3                           | 428                                  | 24.2                                 | 118                            | <u> </u>           |
| Tangipahoa<br>Terrebonne    | 2814<br>3044 | 191<br>381     | 32<br>16             | 2.2<br>2.0            | 9<br>11                                 | 28.1<br>68.8                     | 12<br>6                                    | 20<br>10   | 60.0<br>60.0                             | 719<br>666                     | 25.6<br>21.9                   | 633<br>433                           | 22.5<br>14.2                         | 122<br>70                      |                    |
| Terrebonne                  | 5011         | 501            | 10                   | 2.0                   |   |                                  |  | ENSED DRIVERS BET                                      |  |                                | 21.5                           | 455                                  | 2112                                 | 70                             |                    |
| Acadia                      | 875          | 116            | 7                    | 0.9                   | 5                                       | 71.4                             | 2  | 3  | 66.7                                     | 175                            | 20.0                           | 296                                  | 33.8                                 | 68                             |                    |
| Avoyelles                   | 631          | 187            | 4                    | 1.2                   | 2                                       | 50.0                             | 1  | 2  | 50.0                                     | 188                            | 29.8                           | 216                                  | 34.2                                 | 54                             |                    |
| Beauregard                  | 541          | 186            | 3                    | 1.0                   | 1                                       | 33.3                             | 0  | 2  | 0.0                                      | 172                            | 31.8                           | 106                                  | 19.6                                 | 35                             |                    |
| Evangeline                  | 418          | 146            | 9                    | 3.2                   | 5                                       | 55.6                             | 4  | 7  | 57.1                                     | 101                            | 24.2                           | 167                                  | 40.0                                 | 31                             |                    |
| Iberia                      | 1478         | 241            | 5                    | 0.8                   | 2                                       | 40.0                             | 0  | 0  | 0.0                                      | 691                            | 46.8                           | 269                                  | 18.2                                 | 103                            |                    |
| Jefferson Davis             | 640          | 118            | 7                    | 1.3                   | 3                                       | 42.9                             | 4  | 7  | 57.1                                     | 221                            | 34.5                           | 199                                  | 31.1                                 | 52                             |                    |
| Lincoln                     | 917          | 169            | 9                    | 1.7                   | 2                                       | 22.2                             | 4  | 6  | 66.7                                     | 403                            | 43.9                           | 193                                  | 21.0                                 | 76                             |                    |
| Natchitoches<br>St. Bernard | 957<br>785   | 161<br>352     | 7                    | 1.2<br>0.4            | 0                                       | 0.0                              | 2  | 6<br>0   | 33.3<br>0.0                              | 232<br>385                     | 24.2<br>49.0                   | 258<br>93                            | 27.0<br>11.8                         | 91<br>35                       |                    |
| St. Charles                 | 1363         | 169            | 11                   | 1.4                   | 5                                       | 45.5                             | 5  | 9  | 55.6                                     | 447                            | 32.8                           | 295                                  | 21.6                                 | 66                             |                    |
| St. John the Baptist        | 1232         | 218            | 15                   | 2.7                   | 11                                      | 73.3                             | 4  | 7  | 57.1                                     | 335                            | 27.2                           | 267                                  | 21.0                                 | 79                             |                    |
| St. Martin                  | 1367         | 197            | 10                   | 1.4                   | 2                                       | 20.0                             | 6  | 6  | 100.0                                    | 362                            | 26.5                           | 359                                  | 26.3                                 | 103                            |                    |
| St. Mary                    | 865          | 197            | 8                    | 1.8                   | 2                                       | 25.0                             | 4  | 5  | 80.0                                     | 287                            | 33.2                           | 239                                  | 27.6                                 | 111                            |                    |
| Vermilion                   | 877          | 227            | 10                   | 2.6                   | 6                                       | 60.0                             | 3  | 6  | 50.0                                     | 233                            | 26.6                           | 276                                  | 31.5                                 | 59                             |                    |
| Vernon                      | 696          | 175            | 11                   | 2.8                   | 2                                       | 18.2                             | 5  | 7  | 71.4                                     | 246                            | 35.3                           | 163                                  | 23.4                                 | 71                             |                    |
| Washington                  | 514          | 152            | 3                    | 0.9                   | 1                                       | 33.3                             | 1  | 2  | 50.0                                     | 164                            | 31.9                           | 185                                  | 36.0                                 | 50                             |                    |
| Webster                     | 640          | 129            | 5                    | 1.0                   | 1                                       | 20.0                             | 1  | 2  | 50.0                                     | 242                            | 37.8                           | 139                                  | 21.7                                 | 80                             |                    |
| Aller                       | 402          | 04.0           | 6                    | 2.6                   |   |                                  | 1  | ENSED DRIVERS BET                                      |  | 1                              | 26.0                           | 50                                   | 20.0                                 | 24                             |                    |
| Allen                       | 193<br>430   | 84.9<br>177.6  | 6<br>4               | 2.6<br>1.7            | 1                                       | 16.7<br>25.0                     | 3  | 5  | 60.0<br>33.3                             | 71<br>95                       | 36.8<br>22.1                   | 59<br>174                            | 30.6<br>40.5                         | 24<br>38                       |                    |
| Assumption<br>Concordia     | 243          | 117.0          | 8                    | 3.9                   | 1                                       | 37.5                             | 1 4  | 6  | 66.7                                     | 95<br>80                       | 32.9                           | 62                                   | 25.5                                 | 25                             |                    |
| DeSoto                      | 485          | 77.4           | 6                    | 1.0                   | 3                                       | 50.0                             | 4<br>5                                     | 6  | 83.3                                     | 116                            | 23.9                           | 185                                  | 38.1                                 | 44                             |                    |
| East Feliciana              | 62           | 32.0           | 13                   | 6.7                   | 10                                      | 76.9                             | 8  | 12   | 66.7                                     | 9                              | 14.5                           | 36                                   | 58.1                                 | 14                             | -                  |
| Franklin                    | 105          | 61.6           | 2                    | 1.2                   | 0                                       | 0.0                              | 1  | 2  | 50.0                                     | 23                             | 21.9                           | 49                                   | 46.7                                 | 17                             |                    |
| Grant                       | 103          | 64.3           | 4                    | 2.1                   | 1                                       | 25.0                             | 3  | 3  | 100.0                                    | 26                             | 21.5                           | 71                                   | 57.7                                 | 19                             |                    |
| Iberville                   | 628          | 131.9          | 10                   | 2.1                   | 3                                       | 30.0                             | 5  | 7  | 71.4                                     | 20                             | 32.5                           | 154                                  | 24.5                                 | 79                             |                    |
| Jackson                     | 36           | 23.5           | 2                    | 1.3                   | 2                                       | 100.0                            | 0  | 1  | 0.0                                      | 11                             | 30.6                           | 19                                   | 52.8                                 | 8                              |                    |
| Morehouse                   | 351          | 170.1          | 6                    | 2.9                   | 2                                       | 33.3                             | 2  | 4  | 50.0                                     | 132                            | 37.6                           | 66                                   | 18.8                                 | 22                             |                    |
| Plaquemines                 | 459          | 160.7          | 3                    | 1.1                   | 2                                       | 66.7                             | 2  | 3  | 66.7                                     | 132                            | 27.7                           | 92                                   | 20.0                                 | 63                             |                    |
| Pointe Coupee               | 258          | 91.8           | 6                    | 2.1                   | 3                                       | 50.0                             | 2  | 6  | 33.3                                     | 53                             | 20.5                           | 96                                   | 37.2                                 | 47                             |                    |
| Richland                    | 226          | 61.4           | 3                    | 0.8                   | 1                                       | 33.3                             | 1  | 2  | 50.0                                     | 48                             | 21.2                           | 94                                   | 41.6                                 | 21                             |                    |
| Sabine                      | 227          | 96.4           | 7                    | 3.0                   | 2                                       | 28.6                             | 2  | 3  | 66.7                                     | 56                             | 24.7                           | 96                                   | 42.3                                 | 34                             |                    |
| St. James                   | 584          | 162.8          | 11                   | 3.1                   | 2                                       | 18.2                             | 2  | 7  | 28.6                                     | 180                            | 30.8                           | 202                                  | 34.6                                 | 36                             |                    |
| Union                       | 290          | 140.8          | 9                    | 4.4                   | 3                                       | 33.3                             | 1  | 5  | 20.0                                     | 66                             | 22.8                           | 95                                   | 32.8                                 | 47                             |                    |
| West Baton Rouge            | 1001         | 174.0          | 10                   | 1.7                   | 8                                       | 80.0                             | 2  | 4  | 50.0                                     | 308                            | 30.8                           | 213                                  | 21.3                                 | 94                             |                    |
|                             |              |                |                      |                       |   | P.                               | ARISHES WITH                               | LICENSED DRIVERS                                       | LESS THAN 10,0                           | 000                            |                                |                                      |                                      |                                |                    |
| Bienville                   | 182          | 58.2           | 4                    | 1.3                   | 2                                       | 50.0                             | 3  | 4  | 75.0                                     | 23                             | 12.6                           | 109                                  | 59.9                                 | 31                             |                    |
| Caldwell                    | 62           | 49.4           | 2                    | 1.6                   | 2                                       | 100.0                            | 2  | 2  | 100.0                                    | 18                             | 29.0                           | 15                                   | 24.2                                 | 13                             |                    |
| Cameron                     | 99           | 77.9           | 0                    | 0.0                   | 0                                       | 0.0                              | 0  | 0  | 0.0                                      | 16                             | 16.2                           | 55                                   | 55.6                                 | 15                             |                    |
| Catahoula<br>Claiborne      | 114<br>156   | 105.8<br>100.2 | 9<br>3               | 8.4<br>1.9            | 6<br>0                                  | 66.7<br>0.0                      | 7  | 9  | 77.8<br>0.0                              | 19<br>34                       | 16.7<br>21.8                   | 60<br>61                             | 52.6<br>39.1                         | 15<br>22                       |                    |
| East Carroll                | 156          | 26.2           | 3                    | 1.9<br>0.0            | 0                                       | 0.0                              | 0  | 3  | 0.0                                      | 34                             | 21.8<br>11.8                   | 61<br>7                              | 39.1<br>41.2                         | 22                             |                    |
| LaSalle                     | 149          | 123.9          | 3                    | 2.5                   | 3                                       | 100.0                            | 3  | 3  | 100.0                                    | 37                             | 24.8                           | 59                                   | 39.6                                 | 24                             |                    |
| Madison                     | 177          | 46.4           | 1                    | 0.3                   | 0                                       | 0.0                              | 0  | 0  | 0.0                                      | 59                             | 33.3                           | 50                                   | 28.2                                 | 26                             |                    |
| Red River                   | 130          | 79.0           | 3                    | 1.8                   | 0                                       | 0.0                              | 1  | 3  | 33.3                                     | 23                             | 17.7                           | 61                                   | 46.9                                 | 12                             |                    |
| St. Helena                  | 150          | 135.4          | 5                    | 4.5                   | 5                                       | 100.0                            | 4  | 5  | 80.0                                     | 22                             | 14.7                           | 68                                   | 45.3                                 | 12                             |                    |
| Tensas                      | 19           | 27.5           | 1                    | 1.4                   | 1                                       | 100.0                            | 1  | 1  | 100.0                                    | 4                              | 21.1                           | 12                                   | 63.2                                 | 8                              |                    |
| West Carroll                | 64           | 81.4           | 4                    | 5.1                   | 1                                       | 25.0                             | 3  | 3  | 100.0                                    | 19                             | 29.7                           | 29                                   | 45.3                                 | 11                             |                    |
| West Feliciana              | 109          | 92.9           | 0                    | 0.0                   | 0                                       | 0.0                              | 0  | 0  | 0.0                                      | 36                             | 33.0                           | 50                                   | 45.9                                 | 14                             |                    |
| Winn                        | 145          | 75.2           | 2                    | 1.0                   | 1                                       | 50.0                             | 1  | 1  | 100.0                                    | 45                             | 31.0                           | 57                                   | 39.3                                 | 27                             |                    |
|                             |              |                |                      |                       |   |                                  |  | STATEWIDE  |  |                                |                                |                                      |                                      |                                |                    |

#### Table I2: Crash Rates, Alcohol, Seatbelt Use, Intersection Crashes & Roadway Departures on Local Roads

| PARISH   | #<br>CRASHES   | CRASH<br>RATE   | #<br>FATAL-<br>ITIES  | FATAL-<br>ITY<br>RATE  | #<br>ALCOHOL<br>RELATED<br>FALACIES  | % ALCOHOL<br>RELATED<br>FATALITIES  | # NOT<br>WEARING<br>SEATBELT<br>FATALITIES   | # (WEARING &<br>NOT<br>WEARING)<br>SEATBELT<br>FATALITIES<br>PRIVERS MORE THA                    | % NOT<br>WEARING<br>SEATBELT<br>FATALITY                                    | # INTER-<br>SECTION<br>CRASHES   | % INTER-<br>SECTION<br>CRASHES  | #<br>ROADWAY<br>DEPARTURE<br>CRASHES  | %<br>ROADWAY<br>DEPARTURE<br>CRASHES  | # SERIOUS<br>INJURY<br>CRASHES  | SE<br>IN<br>F |
|--|--|---|---|--|--|---|--|--|---|--|---|---|---|---|---------------|
| Caddo  | 3609   | 191.4   | 13  | 0.7  | 6  | 46.2  | 3  | 7  | 42.9  | 2681   | 74.3  | 549   | 15.2  | 259   | Г             |
| Calcasieu  | 2885   | 170.4   | 8   | 0.5  | 5  | 62.5  | 1  | 3  | 33.3  | 1115   | 38.6  | 660   | 22.9  | 235   | ⊢             |
| East Baton Rouge   | 7708   | 265.7   | 20  | 0.7  | 11   | 55.0  | 10   | 12   | 83.3  | 2960   | 38.4  | 916   | 11.9  | 427   | ┢             |
|  |  |   | 9   |  | 4  |   |  |  |   |  |   |   |   |   | ┢             |
| Jefferson  | 8711   | 615.9   |   | 0.6  |  | 44.4  | 1  | 3  | 33.3  | 2673   | 30.7  | 635   | 7.3   | 352   | ┢             |
| Lafayette  | 3540   | 223.1   | 8   | 0.5  | 5  | 62.5  | 1  | 5  | 20.0  | 1339   | 37.8  | 640   | 18.1  | 225   | ┢             |
| Orleans  | 12607  | 720.0   | 11  | 0.6  | 4  | 36.4  | 2  | 4  | 50.0  | 6994   | 55.5  | 909   | 7.2   | 968   | ╄             |
| Orleans<br>St. Tammany<br>Ascension<br>Bossier<br>Lafourche<br>Livingston<br>Ouachita  | 1323   | 60.0  | 1   | 0.0  | 1  | 100.0   | 0  | 1  | 0.0   | 462  | 34.9  | 329   | 24.9  | 115   | L             |
| Ascension  | 447  | 39.0  | 1   | 0.1  | 1  | 100.0   | 1  | /ERS BETWEEN 50,0  | 100.0   | 134  | 30.0  | 126   | 28.2  | 35  | -             |
| Bossier  | 930  | 89.7  | 3   | 0.1  | 0  | 0.0   | 0  | 0  | 0.0   | 300  | 32.3  | 251   | 27.0  | 93  | t             |
| Lafourche  | 505  | 54.5  | 0   | 0.0  | 0  | 0.0   | 0  | 0  | 0.0   | 168  | 33.3  | 81  | 16.0  | 27  | t             |
| Livingston   | 456  | 37.5  | 1   | 0.1  | 1  | 100.0   | 1  | 1  | 100.0   | 86   | 18.9  | 228   | 50.0  | 64  | Γ             |
|  | 1638   | 132.1   | 1   | 0.1  | 0  | 0.0   | 0  | 1  | 0.0   | 678  | 41.4  | 345   | 21.1  | 142   | ┢             |
| Rapides  | 1589   | 130.5   | 5   | 0.4  | 1  | 20.0  | 0  | 0  | 0.0   | 826  | 52.0  | 318   | 20.0  | 77  | ┝             |
| St. Landry<br>Tangipahoa   | 536<br>1026  | 62.3<br>69.6  | 1   | 0.1  | 0  | 0.0   | 0  | 0  | 0.0<br>75.0   | 158<br>325   | 29.5<br>31.7  | 128<br>280  | 23.9<br>27.3  | 33<br>103   | ┢             |
| Terrebonne   | 824  | 103.2   | 3   | 0.4  | 1  | 33.3  | 0  | 0  | 0.0   | 224  | 27.2  | 174   | 21.1  | 43  | t             |
|  | -  |   |   |  |  | PARISHES WIT  | H LICENSED DRI   | VERS BETWEEN 20,   | 000 - 50,000  |  |   |   | _   |   |               |
| Acadia   | 571  | 75.5  | 2   | 0.3  | 0  | 0.0   | 0  | 0  | 0.0   | 227  | 39.8  | 118   | 20.7  | 39  | Ĺ             |
| Avoyelles  | 252  | 74.5  | 1   | 0.3  | 0  | 0.0   | 1  | 1  | 100.0   | 69   | 27.4  | 77  | 30.6  | 10  | ┡             |
| Beauregard<br>Evangeline   | 116<br>332   | 40.0<br>116.3   | 0   | 0.0<br>0.4   | 0  | 0.0   | 0  | 0  | 0.0   | 31<br>123  | 26.7<br>37.0  | 47<br>39  | 40.5<br>11.7  | 18<br>21  | ┢             |
| Iberia   | 865  | 141.2   | 3   | 0.4  | 2  | 66.7  | 1  | 1  | 100.0   | 376  | 43.5  | 203   | 23.5  | 47  | t             |
| Jefferson Davis  | 193  | 35.7  | 0   | 0.0  | 0  | 0.0   | 0  | 0  | 0.0   | 64   | 33.2  | 57  | 29.5  | 13  | T             |
| Lincoln  | 254  | 46.7  | 0   | 0.0  | 0  | 0.0   | 0  | 0  | 0.0   | 108  | 42.5  | 74  | 29.1  | 19  | L             |
| Natchitoches   | 293  | 49.4  | 1   | 0.2  | 1  | 100.0   | 1  | 1  | 100.0   | 97   | 33.1  | 95  | 32.4  | 19  | ₽             |
| St. Bernard<br>St. Charles   | 244<br>295   | 109.5<br>36.7   | 1   | 0.4  | 0  | 0.0   | 0  | 0  | 0.0   | 76<br>88   | 31.1<br>29.8  | 46<br>105   | 18.9<br>35.6  | 12<br>10  | ╋             |
| St. John the Baptist   | 295  | 48.9  | 0   | 0.0  | 0  | 0.0   | 0  | 0  | 0.0   | 65   | 23.6  | 46  | 16.7  | 6   | t             |
| St. Martin   | 303  | 43.6  | 1   | 0.1  | 0  | 0.0   | 1  | 1  | 100.0   | 72   | 23.8  | 139   | 45.9  | 28  | t             |
| St. Mary   | 456  | 104.1   | 2   | 0.5  | 1  | 50.0  | 1  | 1  | 100.0   | 182  | 39.9  | 107   | 23.5  | 39  | Γ             |
| Vermilion  | 547  | 141.3   | 1   | 0.3  | 1  | 100.0   | 1  | 1  | 100.0   | 160  | 29.3  | 269   | 49.2  | 60  | L             |
| Vernon   | 213  | 53.5  | 2   | 0.5  | 1  | 50.0  | 1  | 2  | 50.0  | 39   | 18.3  | 111   | 52.1  | 15  | ╄             |
| Washington<br>Webster  | 267<br>262   | 79.0<br>52.8  | 1   | 0.3  | 1  | 100.0<br>0.0  | 1  | 1  | 100.0<br>0.0  | 96<br>97   | 36.0<br>37.0  | 87<br>90  | 32.6<br>34.4  | 38<br>29  | ┢             |
|  |  |   |   |  |  |   |  | VERS BETWEEN 10,   |   |  |   |   |   |   |               |
| Allen  | 137  | 60.3  | 0   | 0.0  | 0  | 0.0   | 0  | 0  | 0.0   | 34   | 24.8  | 68  | 49.6  |   | Г             |
|  |  |   |   | 0.0  | 0  | 0.0   |  |  | 0.0   |  | 23.3  | 10  |   | 21  |               |
| Assumption   | 43   | 17.8  | 0   | 0.0  |  |   | 0  | 0  |   | 10   |   | 15  | 34.9  | 5   | F             |
| Assumption<br>Concordia<br>DeSoto  | 43<br>42<br>146  | 17.8<br>20.2<br>23.3  | 0   | 0.0  | 0  | 0.0   | 0<br>0<br>1  | 0<br>0<br>1  | 0.0   | 10<br>14<br>27   | 23.3<br>33.3<br>18.5  | 7 64  | 34.9<br>16.7<br>43.8  |   | F             |
| Concordia  | 42   | 20.2  | 0   | 0.0  | 0  | 0.0   | 0  | 0  | 0.0   | 14   | 33.3  | 7   | 16.7  | 5<br>3  | F             |
| Concordia<br>DeSoto<br>East Feliciana<br>Franklin  | 42<br>146<br>6<br>107  | 20.2<br>23.3<br>3.1<br>62.8   | 0<br>1<br>1<br>0  | 0.0<br>0.2<br>0.5<br>0.0   | 0<br>1<br>0<br>0   | 0.0<br>100.0<br>0.0<br>0.0  | 0<br>1<br>0<br>0   | 0<br>1<br>0<br>0   | 0.0<br>100.0<br>0.0<br>0.0  | 14<br>27<br>4<br>47  | 33.3<br>18.5<br>66.7<br>43.9  | 7<br>64<br>1<br>24  | 16.7<br>43.8<br>16.7<br>22.4  | 5<br>3<br>12<br>1<br>20   | Ē             |
| Concordia<br>DeSoto<br>East Feliciana<br>Franklin<br>Grant   | 42<br>146<br>6<br>107<br>39  | 20.2<br>23.3<br>3.1<br>62.8<br>20.4   | 0<br>1<br>1<br>0<br>2   | 0.0<br>0.2<br>0.5<br>0.0<br>1.0  | 0<br>1<br>0<br>0<br>1  | 0.0<br>100.0<br>0.0<br>0.0<br>50.0  | 0<br>1<br>0<br>0<br>1  | 0<br>1<br>0<br>0<br>2  | 0.0<br>100.0<br>0.0<br>50.0   | 14<br>27<br>4<br>47<br>3   | 33.3<br>18.5<br>66.7<br>43.9<br>7.7   | 7<br>64<br>1<br>24<br>29  | 16.7<br>43.8<br>16.7<br>22.4<br>74.4  | 5<br>3<br>12<br>1<br>20<br>6  |               |
| Concordia<br>DeSoto<br>East Feliciana<br>Franklin  | 42<br>146<br>6<br>107  | 20.2<br>23.3<br>3.1<br>62.8   | 0<br>1<br>1<br>0  | 0.0<br>0.2<br>0.5<br>0.0   | 0<br>1<br>0<br>0   | 0.0<br>100.0<br>0.0<br>0.0  | 0<br>1<br>0<br>0   | 0<br>1<br>0<br>0   | 0.0<br>100.0<br>0.0<br>0.0  | 14<br>27<br>4<br>47  | 33.3<br>18.5<br>66.7<br>43.9  | 7<br>64<br>1<br>24  | 16.7<br>43.8<br>16.7<br>22.4  | 5<br>3<br>12<br>1<br>20   |               |
| Concordia<br>DeSoto<br>East Feliciana<br>Franklin<br>Grant<br>Iberville  | 42<br>146<br>6<br>107<br>39<br>159   | 20.2<br>23.3<br>3.1<br>62.8<br>20.4<br>33.4   | 0<br>1<br>1<br>0<br>2<br>1  | 0.0<br>0.2<br>0.5<br>0.0<br>1.0<br>0.2   | 0<br>1<br>0<br>0<br>1<br>0   | 0.0<br>100.0<br>0.0<br>50.0<br>0.0  | 0<br>1<br>0<br>0<br>1<br>0   | 0<br>1<br>0<br>2<br>0  | 0.0<br>100.0<br>0.0<br>50.0<br>0.0  | 14<br>27<br>4<br>47<br>3<br>66   | 33.3<br>18.5<br>66.7<br>43.9<br>7.7<br>41.5   | 7<br>64<br>1<br>24<br>29<br>32  | 16.7<br>43.8<br>16.7<br>22.4<br>74.4<br>20.1  | 5<br>3<br>12<br>1<br>20<br>6<br>16  |               |
| Concordia<br>DeSoto<br>East Feliciana<br>Franklin<br>Grant<br>Iberville<br>Jackson<br>Morehouse<br>Plaquemines   | 42<br>146<br>6<br>107<br>39<br>159<br>12<br>155<br>71  | 20.2<br>23.3<br>3.1<br>62.8<br>20.4<br>33.4<br>7.8<br>75.1<br>24.9  | 0<br>1<br>0<br>2<br>1<br>0<br>1<br>0  | 0.0<br>0.2<br>0.5<br>0.0<br>1.0<br>0.2<br>0.0<br>0.5<br>0.0  | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0  | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0              | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0   | 0<br>1<br>0<br>2<br>0<br>0<br>0<br>0<br>0<br>0   | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0              | 14<br>27<br>4<br>47<br>3<br>66<br>4<br>59<br>19  | 33.3<br>18.5<br>66.7<br>43.9<br>7.7<br>41.5<br>33.3<br>38.1<br>26.8   | 7<br>64<br>1<br>24<br>29<br>32<br>3<br>41<br>18   | 16.7<br>43.8<br>16.7<br>22.4<br>74.4<br>20.1<br>25.0<br>26.5<br>25.4  | 5<br>3<br>12<br>1<br>20<br>6<br>16<br>1<br>4<br>6   |               |
| Concordia<br>DeSoto<br>East Feliciana<br>Franklin<br>Grant<br>Iberville<br>Jackson<br>Morehouse<br>Plaquemines<br>Pointe Coupee  | 42<br>146<br>6<br>107<br>39<br>159<br>12<br>155<br>71<br>90  | 20.2<br>23.3<br>3.1<br>62.8<br>20.4<br>33.4<br>7.8<br>75.1<br>24.9<br>32.0  | 0<br>1<br>0<br>2<br>1<br>0<br>1<br>0<br>0   | 0.0<br>0.2<br>0.5<br>0.0<br>1.0<br>0.2<br>0.0<br>0.5<br>0.0<br>0.0   | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0       | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | 0<br>1<br>0<br>2<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0. | 14<br>27<br>4<br>47<br>3<br>66<br>4<br>59<br>19<br>22  | 33.3<br>18.5<br>66.7<br>43.9<br>7.7<br>41.5<br>33.3<br>38.1<br>26.8<br>24.4   | 7<br>64<br>1<br>24<br>29<br>32<br>3<br>41<br>18<br>12   | 16.7<br>43.8<br>16.7<br>22.4<br>74.4<br>20.1<br>25.0<br>26.5<br>25.4<br>13.3  | 5<br>3<br>12<br>1<br>20<br>6<br>16<br>1<br>4<br>6<br>8  |               |
| Concordia<br>DeSoto<br>East Feliciana<br>Franklin<br>Grant<br>Iberville<br>Jackson<br>Morehouse<br>Plaquemines   | 42<br>146<br>6<br>107<br>39<br>159<br>12<br>155<br>71  | 20.2<br>23.3<br>3.1<br>62.8<br>20.4<br>33.4<br>7.8<br>75.1<br>24.9  | 0<br>1<br>0<br>2<br>1<br>0<br>1<br>0  | 0.0<br>0.2<br>0.5<br>0.0<br>1.0<br>0.2<br>0.0<br>0.5<br>0.0  | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0  | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0              | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0   | 0<br>1<br>0<br>2<br>0<br>0<br>0<br>0<br>0<br>0   | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0              | 14<br>27<br>4<br>47<br>3<br>66<br>4<br>59<br>19  | 33.3<br>18.5<br>66.7<br>43.9<br>7.7<br>41.5<br>33.3<br>38.1<br>26.8   | 7<br>64<br>1<br>24<br>29<br>32<br>3<br>41<br>18   | 16.7<br>43.8<br>16.7<br>22.4<br>74.4<br>20.1<br>25.0<br>26.5<br>25.4  | 5<br>3<br>12<br>1<br>20<br>6<br>16<br>1<br>4<br>6   |               |
| Concordia<br>DeSoto<br>East Feliciana<br>Franklin<br>Grant<br>Iberville<br>Jackson<br>Morehouse<br>Plaquemines<br>Plaquemines<br>Pointe Coupee<br>Richland   | 42<br>146<br>6<br>107<br>39<br>159<br>12<br>155<br>71<br>90<br>19  | 20.2<br>23.3<br>3.1<br>62.8<br>20.4<br>33.4<br>7.8<br>75.1<br>24.9<br>32.0<br>5.2   | 0<br>1<br>1<br>0<br>2<br>1<br>0<br>1<br>0<br>0<br>0<br>0  | 0.0<br>0.2<br>0.5<br>0.0<br>1.0<br>0.2<br>0.0<br>0.5<br>0.0<br>0.0<br>0.0  | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0. | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | 0<br>1<br>0<br>2<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                               | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0. | 14<br>27<br>4<br>47<br>3<br>66<br>4<br>59<br>19<br>22<br>2   | 33.3           18.5           66.7           43.9           7.7           41.5           33.3           38.1           26.8           24.4           10.5   | 7<br>64<br>1<br>24<br>29<br>32<br>3<br>41<br>18<br>12<br>10   | 16.7<br>43.8<br>16.7<br>22.4<br>74.4<br>20.1<br>25.0<br>26.5<br>25.4<br>13.3<br>52.6  | 5<br>3<br>12<br>1<br>20<br>6<br>16<br>1<br>6<br>4<br>6<br>8<br>7  |               |
| Concordia<br>DeSoto<br>East Feliciana<br>Franklin<br>Grant<br>Iberville<br>Jackson<br>Morehouse<br>Plaquemines<br>Pointe Coupee<br>Richland<br>Ski James<br>St. James<br>Union   | 42<br>146<br>6<br>107<br>39<br>159<br>12<br>155<br>71<br>90<br>19<br>78<br>71<br>118   | 20.2<br>23.3<br>3.1<br>62.8<br>20.4<br>33.4<br>7.5.1<br>24.9<br>32.0<br>5.2<br>33.1<br>19.8<br>57.3   | 0<br>1<br>1<br>2<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>2                          | 0.0<br>0.2<br>0.5<br>0.0<br>1.0<br>0.2<br>0.0<br>0.5<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0               | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>1  | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0. | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>1                                    | 0<br>1<br>0<br>2<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>1                     | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0. | 14<br>27<br>4<br>47<br>3<br>66<br>4<br>59<br>19<br>22<br>2<br>2<br>13<br>11<br>26  | 33.3           18.5           66.7           43.9           7.7           41.5           33.3           38.1           26.8           22.4           10.5           16.7           15.5           22.0  | 7<br>64<br>1<br>24<br>29<br>32<br>3<br>41<br>18<br>12<br>10<br>37<br>12<br>74   | 16.7<br>43.8<br>16.7<br>22.4<br>74.4<br>20.1<br>25.0<br>26.5<br>25.4<br>13.3<br>52.6<br>47.4<br>16.9<br>62.7  | 5<br>3<br>12<br>1<br>20<br>6<br>16<br>1<br>4<br>6<br>8<br>7<br>9<br>2<br>31   |               |
| Concordia<br>DeSoto<br>East Feliciana<br>Franklin<br>Grant<br>Iberville<br>Jackson<br>Morehouse<br>Plaquemines<br>Pointe Coupee<br>Richland<br>Sabine<br>St. James   | 42<br>146<br>6<br>107<br>39<br>159<br>12<br>155<br>71<br>90<br>19<br>78<br>71  | 20.2<br>23.3<br>3.1<br>62.8<br>20.4<br>33.4<br>7.8<br>75.1<br>24.9<br>32.0<br>5.2<br>33.1<br>19.8   | 0<br>1<br>2<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                                    | 0.0<br>0.2<br>0.5<br>0.0<br>1.0<br>0.2<br>0.0<br>0.5<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0                      | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0. | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                               | 0<br>1<br>0<br>2<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0.0<br>100.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.         | 14<br>27<br>4<br>47<br>3<br>66<br>4<br>59<br>19<br>22<br>2<br>2<br>13<br>11  | 33.3           18.5           66.7           43.9           7.7           41.5           33.3           38.1           26.8           24.4           10.5           16.7           15.5   | 7<br>64<br>1<br>24<br>29<br>32<br>3<br>41<br>18<br>12<br>10<br>37<br>12   | 16.7<br>43.8<br>16.7<br>22.4<br>74.4<br>20.1<br>25.0<br>26.5<br>25.4<br>13.3<br>52.6<br>47.4<br>16.9  | 5<br>3<br>12<br>1<br>20<br>6<br>16<br>1<br>4<br>6<br>8<br>7<br>9<br>2   |               |
| Concordia<br>DeSoto<br>East Feliciana<br>Franklin<br>Grant<br>Iberville<br>Jackson<br>Morehouse<br>Plaquemines<br>Plaquemines<br>Plaquemines<br>Plointe Coupee<br>Richland<br>Sabine<br>St. James<br>Union<br>West Baton Rouge   | 42<br>146<br>6<br>107<br>39<br>159<br>12<br>155<br>71<br>90<br>19<br>78<br>71<br>118   | 20.2<br>23.3<br>3.1<br>62.8<br>20.4<br>33.4<br>7.8<br>75.1<br>24.9<br>32.0<br>5.2<br>33.1<br>19.8<br>57.3<br>19.1   | 0<br>1<br>1<br>2<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>2                          | 0.0<br>0.2<br>0.5<br>0.0<br>1.0<br>0.2<br>0.0<br>0.5<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0               | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>1  | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0. | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                               | 0<br>1<br>0<br>2<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>1                     | 0.0<br>100.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.         | 14<br>27<br>4<br>47<br>3<br>66<br>4<br>59<br>19<br>22<br>2<br>2<br>13<br>11<br>26  | 33.3<br>18.5<br>66.7<br>43.9<br>7.7<br>41.5<br>33.3<br>38.1<br>26.8<br>24.4<br>10.5<br>16.7<br>15.5<br>22.0<br>33.6   | 7<br>64<br>1<br>24<br>29<br>32<br>3<br>41<br>18<br>12<br>10<br>37<br>12<br>74   | 16.7<br>43.8<br>16.7<br>22.4<br>74.4<br>20.1<br>25.0<br>26.5<br>25.4<br>13.3<br>52.6<br>47.4<br>16.9<br>62.7<br>20.0  | 5<br>3<br>12<br>1<br>20<br>6<br>16<br>1<br>4<br>6<br>8<br>7<br>9<br>2<br>31   |               |
| Concordia<br>DeSoto<br>East Feliciana<br>Franklin<br>Grant<br>Iberville<br>Jackson<br>Morehouse<br>Plaquemines<br>Pointe Coupee<br>Richland<br>Ski James<br>St. James<br>Union   | 42<br>146<br>6<br>107<br>39<br>159<br>12<br>155<br>71<br>90<br>19<br>78<br>71<br>118<br>110  | 20.2<br>23.3<br>3.1<br>62.8<br>20.4<br>33.4<br>7.5.1<br>24.9<br>32.0<br>5.2<br>33.1<br>19.8<br>57.3   | 0<br>1<br>1<br>0<br>2<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | 0.0<br>0.2<br>0.5<br>0.0<br>1.0<br>0.2<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0                        | 0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0. | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                               | 0<br>1<br>0<br>2<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0. | 14<br>27<br>4<br>47<br>3<br>66<br>4<br>59<br>19<br>22<br>2<br>13<br>11<br>26<br>37   | 33.3           18.5           66.7           43.9           7.7           41.5           33.3           38.1           26.8           22.4           10.5           16.7           15.5           22.0  | 7<br>64<br>1<br>29<br>32<br>3<br>41<br>18<br>12<br>10<br>37<br>12<br>74<br>22   | 16.7<br>43.8<br>16.7<br>22.4<br>74.4<br>20.1<br>25.0<br>26.5<br>25.4<br>13.3<br>52.6<br>47.4<br>16.9<br>62.7  | 5<br>3<br>12<br>20<br>6<br>16<br>1<br>4<br>6<br>8<br>7<br>9<br>2<br>31<br>7   |               |
| Concordia<br>DeSoto<br>East Peliciana<br>Franklin<br>Grant<br>Iberville<br>Jackson<br>Morehouse<br>Plaquemines<br>Plaquemines<br>Plointe Coupee<br>Richland<br>Sabine<br>St. James<br>Union<br>West Baton Rouge<br>Bienville   | 42<br>146<br>6<br>107<br>39<br>159<br>12<br>155<br>71<br>155<br>71<br>90<br>19<br>78<br>71<br>90<br>19<br>78<br>71<br>118<br>34  | 20.2<br>23.3<br>3.1<br>62.8<br>20.4<br>33.4<br>7.8<br>75.1<br>24.9<br>32.0<br>5.2<br>33.1<br>19.8<br>57.3<br>19.1   | 0<br>1<br>1<br>0<br>2<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>2<br>0<br>0                          | 0.0<br>0.2<br>0.5<br>0.0<br>1.0<br>0.2<br>0.0<br>0.5<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0               | 0<br>1<br>0<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0. | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | 0<br>1<br>0<br>2<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0. | 14<br>27<br>4<br>47<br>3<br>66<br>66<br>4<br>59<br>19<br>22<br>2<br>2<br>13<br>11<br>26<br>37  | 33.3<br>18.5<br>66.7<br>43.9<br>7.7<br>41.5<br>33.3<br>38.1<br>26.8<br>24.4<br>10.5<br>16.7<br>15.5<br>16.7<br>22.0<br>33.6   | 7<br>64<br>1<br>29<br>32<br>3<br>41<br>18<br>12<br>10<br>37<br>12<br>74<br>22   | 16.7<br>43.8<br>16.7<br>22.4<br>74.4<br>20.1<br>25.0<br>26.5<br>25.4<br>13.3<br>52.6<br>47.4<br>16.9<br>62.7<br>20.0  | 5<br>3<br>12<br>20<br>6<br>16<br>1<br>4<br>6<br>8<br>8<br>7<br>9<br>2<br>31<br>7<br>7<br>3  |               |
| Concordia<br>Deŝoto<br>East Feliciana<br>Franklin<br>Grant<br>Iberville<br>Jackson<br>Morehouse<br>Plaquemines<br>Pointe Coupee<br>Richland<br>Sabine<br>St. James<br>Union<br>West Baton Rouge<br>Bienville<br>Caldwell<br>Cameron<br>Catahoula   | 42<br>146<br>6<br>107<br>39<br>159<br>12<br>155<br>71<br>90<br>19<br>78<br>71<br>118<br>110<br>******************************  | 20.2<br>23.3<br>3.1<br>62.8<br>20.4<br>33.4<br>7.8<br>75.1<br>24.9<br>32.0<br>5.2<br>33.1<br>19.8<br>57.3<br>19.1<br>10.9<br>3.2<br>26.8<br>20.4  | 0<br>1<br>1<br>0<br>2<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0.0<br>0.2<br>0.5<br>0.0<br>1.0<br>0.2<br>0.0<br>0.5<br>0.0<br>0.0<br>0.0<br>0.0<br>1.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0 | 0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0. | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | 0<br>1<br>0<br>2<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0              | 14<br>27<br>4<br>47<br>3<br>66<br>4<br>59<br>19<br>22<br>2<br>2<br>13<br>11<br>26<br>37<br>8<br>8<br>1<br>1<br>4<br>3  | 33.3           18.5           66.7           43.9           7.7           41.5           33.3           38.1           26.8           24.4           10.5           16.7           15.7           22.0           33.6           22.5           11.8           13.6  | 7<br>64<br>1<br>29<br>32<br>3<br>41<br>18<br>12<br>10<br>37<br>12<br>74<br>22<br>19<br>0<br>21  | 16.7<br>43.8<br>16.7<br>22.4<br>74.4<br>20.1<br>25.0<br>26.5<br>25.4<br>13.3<br>52.6<br>47.4<br>16.9<br>62.7<br>20.0<br>55.9<br>0.0<br>61.8<br>68.2   | 5<br>3<br>12<br>20<br>6<br>16<br>1<br>4<br>6<br>8<br>7<br>7<br>9<br>2<br>2<br>31<br>7<br>7<br>7<br>7<br>9<br>0<br>0<br>6<br>2   |               |
| Concordia<br>DeSoto<br>East Feliciana<br>Franklin<br>Grant<br>Iberville<br>Jackson<br>Morehouse<br>Plaquemines<br>Pointe Coupee<br>Richland<br>Sabine<br>St. James<br>Union<br>West Baton Rouge<br>Bierville<br>Caldwell<br>Catahoula<br>Claiborne   | 42<br>146<br>6<br>107<br>39<br>159<br>12<br>155<br>71<br>90<br>19<br>78<br>71<br>118<br>110<br>34<br>34<br>34<br>22<br>85  | 20.2<br>23.3<br>3.1<br>62.8<br>20.4<br>33.4<br>7.8<br>75.1<br>24.9<br>32.0<br>5.2<br>33.1<br>19.8<br>57.3<br>19.1<br>10.9<br>3.2<br>26.8<br>20.4<br>54.6  | 0<br>1<br>1<br>2<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | 0.0<br>0.2<br>0.5<br>0.0<br>0.0<br>0.2<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0                                    | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0. | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>1<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>1<br>0<br>2<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0              | 14<br>27<br>4<br>3<br>66<br>4<br>59<br>19<br>22<br>2<br>2<br>13<br>11<br>26<br>37<br>8<br>8<br>1<br>1<br>4<br>4<br>3<br>26   | 33.3           18.5           66.7           43.9           7.7           41.5           33.3           38.1           26.8           24.4           10.5           16.7           15.5           22.0           33.6           22.5           25.5           25.0           11.8           13.6           30.6   | 7<br>64<br>1<br>29<br>32<br>3<br>41<br>18<br>12<br>10<br>37<br>12<br>74<br>22<br>19<br>0<br>21<br>15<br>33  | 16.7<br>43.8<br>16.7<br>22.4<br>74.4<br>20.1<br>25.0<br>26.5<br>25.4<br>13.3<br>52.6<br>47.4<br>16.9<br>62.7<br>20.0<br>55.9<br>0.0<br>61.8<br>68.2<br>38.8   | 5<br>3<br>12<br>20<br>6<br>16<br>1<br>6<br>4<br>6<br>8<br>7<br>9<br>2<br>31<br>7<br>7<br>7<br>9<br>0<br>6<br>6<br>2<br>14   |               |
| Concordia<br>DeSoto<br>East Feliciana<br>Franklin<br>Grant<br>Iberville<br>Jackson<br>Morehouse<br>Plaquemines<br>Plaquemines<br>Plaquemines<br>Plointe Coupee<br>Richland<br>Sabine<br>St. James<br>Union<br>West Baton Rouge<br>Bienville<br>Caldwell<br>Canteron<br>Cataboula<br>Claiborne<br>East Carroll  | 42<br>146<br>6<br>107<br>39<br>159<br>12<br>155<br>71<br>2<br>90<br>19<br>78<br>71<br>18<br>118<br>110<br>34<br>4<br>34<br>22<br>85<br>18                                  | 20.2<br>23.3<br>3.1<br>62.8<br>20.4<br>33.4<br>7.8<br>75.1<br>24.9<br>32.0<br>5.2<br>33.1<br>19.8<br>57.3<br>19.1<br>10.9<br>3.2<br>26.8<br>20.4<br>54.6<br>20.4  | 0<br>1<br>1<br>2<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | 0.0<br>0.2<br>0.5<br>0.0<br>1.0<br>0.2<br>0.0<br>0.5<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0               | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>1<br>1<br>0<br>0<br>1<br>1<br>0<br>0<br>1<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0. | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>1<br>0<br>2<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0              | 14<br>27<br>4<br>47<br>3<br>66<br>4<br>59<br>19<br>22<br>2<br>2<br>13<br>11<br>26<br>37<br>8<br>1<br>4<br>3<br>26<br>5<br>5  | 33.3           18.5           66.7           43.9           7.7           41.5           33.3           38.1           26.8           24.4           10.5           16.7           15.5           22.0           33.6           22.5           25.0           13.6           30.6           27.8  | 7<br>64<br>1<br>29<br>32<br>3<br>41<br>18<br>12<br>10<br>37<br>12<br>74<br>22<br>74<br>22<br>74<br>22<br>74<br>22<br>74<br>22<br>74<br>22<br>74<br>22<br>74<br>22<br>74<br>22<br>74<br>22<br>74<br>22<br>74<br>22<br>74<br>74<br>74<br>74<br>74<br>74<br>74<br>74<br>74<br>74<br>75<br>74<br>75<br>76<br>76<br>76<br>76<br>76<br>76<br>76<br>76<br>76<br>76<br>76<br>76<br>76 | 16.7<br>43.8<br>16.7<br>22.4<br>74.4<br>20.1<br>25.0<br>26.5<br>26.5<br>25.4<br>13.3<br>52.6<br>47.4<br>16.9<br>62.7<br>20.0<br>55.9<br>0.0<br>61.8<br>68.2<br>38.8<br>11.1                                 | 5<br>3<br>12<br>20<br>6<br>16<br>1<br>6<br>8<br>7<br>9<br>2<br>31<br>7<br>7<br>3<br>0<br>6<br>2<br>2<br>31<br>7<br>7  |               |
| Concordia<br>DeSoto<br>East Feliciana<br>Franklin<br>Grant<br>Iberville<br>Jackson<br>Morehouse<br>Plaquemines<br>Pointe Coupee<br>Richland<br>Sabine<br>St. James<br>Union<br>West Baton Rouge<br>Bierville<br>Caldwell<br>Catahoula<br>Claiborne   | 42<br>146<br>6<br>107<br>39<br>159<br>12<br>155<br>71<br>90<br>19<br>78<br>71<br>118<br>110<br>34<br>34<br>34<br>22<br>85  | 20.2<br>23.3<br>3.1<br>62.8<br>20.4<br>33.4<br>7.8<br>75.1<br>24.9<br>32.0<br>5.2<br>33.1<br>19.8<br>57.3<br>19.1<br>10.9<br>3.2<br>26.8<br>20.4<br>54.6  | 0<br>1<br>1<br>2<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | 0.0<br>0.2<br>0.5<br>0.0<br>0.0<br>0.2<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0                                    | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0. | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>1<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>1<br>0<br>2<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0              | 14<br>27<br>4<br>3<br>66<br>4<br>59<br>19<br>22<br>2<br>2<br>13<br>11<br>26<br>37<br>8<br>8<br>1<br>1<br>4<br>4<br>3<br>26   | 33.3           18.5           66.7           43.9           7.7           41.5           33.3           38.1           26.8           24.4           10.5           16.7           15.5           22.0           33.6           22.5           25.5           25.0           11.8           13.6           30.6   | 7<br>64<br>1<br>29<br>32<br>3<br>41<br>18<br>12<br>10<br>37<br>12<br>74<br>22<br>19<br>0<br>21<br>15<br>33  | 16.7<br>43.8<br>16.7<br>22.4<br>74.4<br>20.1<br>25.0<br>26.5<br>25.4<br>13.3<br>52.6<br>47.4<br>16.9<br>62.7<br>20.0<br>55.9<br>0.0<br>61.8<br>68.2<br>38.8   | 5<br>3<br>12<br>20<br>6<br>16<br>1<br>6<br>4<br>6<br>8<br>7<br>9<br>2<br>31<br>7<br>7<br>7<br>9<br>0<br>6<br>6<br>2<br>14   |               |
| Concordia<br>DeSoto<br>East Peliciana<br>Franklin<br>Grant<br>Iberville<br>Jackson<br>Morehouse<br>Plaquemines<br>Plaquemines<br>Plointe Coupee<br>Richland<br>Sabine<br>St. James<br>Union<br>West Baton Rouge<br>West Baton Rouge<br>Bienville<br>Caldwell<br>Cadewell<br>Catahoula<br>Claiborne<br>East Carroll<br>LaSalle  | 42<br>146<br>6<br>107<br>39<br>159<br>12<br>155<br>71<br>90<br>19<br>78<br>71<br>90<br>19<br>78<br>71<br>118<br>110<br>34<br>4<br>34<br>34<br>22<br>85<br>18<br>27         | 20.2<br>23.3<br>3.1<br>62.8<br>7.8<br>75.1<br>24.9<br>32.0<br>5.2<br>33.1<br>19.8<br>57.3<br>57.3<br>19.8<br>57.3<br>19.8<br>57.3<br>19.1<br>10.9<br>3.2<br>26.8<br>20.4<br>26.4<br>20.4  | 0<br>1<br>1<br>0<br>2<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0.0<br>0.2<br>0.5<br>0.0<br>1.0<br>0.2<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0                        | 0<br>1<br>0<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0. | 0<br>1<br>0<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | 0<br>1<br>0<br>2<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0              | 14<br>27<br>4<br>3<br>66<br>4<br>59<br>19<br>22<br>2<br>2<br>13<br>11<br>26<br>37<br>8<br>1<br>1<br>4<br>3<br>26<br>5<br>5<br>5  | 33.3           18.5           66.7           43.9           7.7           41.5           33.3           38.1           26.8           24.4           10.5           16.7           15.5           22.0           33.6           23.5           25.0           11.8           13.6.6           27.8           18.5   | 7<br>64<br>1<br>29<br>32<br>3<br>41<br>18<br>12<br>10<br>37<br>12<br>74<br>22<br>74<br>22<br>9<br>0<br>21<br>15<br>33<br>2<br>2<br>19   | 16.7<br>43.8<br>16.7<br>22.4<br>74.4<br>20.1<br>25.0<br>26.5<br>25.4<br>13.3<br>52.6<br>47.4<br>16.9<br>62.7<br>20.0<br>55.9<br>0.0<br>61.8<br>68.2<br>38.8<br>11.1<br>70.4                                 | 5<br>3<br>12<br>20<br>6<br>16<br>1<br>4<br>6<br>8<br>7<br>9<br>2<br>31<br>7<br>7<br>3<br>10<br>7<br>7<br>2<br>31<br>7<br>7<br>14<br>1<br>1<br>4   |               |
| Concordia<br>DeSoto<br>East Peliciana<br>Franklin<br>Grant<br>Iberville<br>Jackson<br>Morehouse<br>Plaquemines<br>Plaquemines<br>Plointe Coupee<br>Richland<br>Sabine<br>Sabine<br>St. James<br>Union<br>West Baton Rouge<br>West Baton Rouge<br>Bienville<br>Caldwell<br>Caldwell<br>Caldwell<br>Caldwell<br>Catanoula<br>Claiborne<br>East Carroll<br>LaSalie<br>Madison   | 42<br>146<br>6<br>107<br>39<br>159<br>12<br>155<br>71<br>155<br>71<br>90<br>19<br>78<br>71<br>118<br>71<br>118<br>34<br>4<br>34<br>4<br>34<br>22<br>85<br>18<br>27<br>58   | 20.2<br>23.3<br>3.1<br>62.8<br>20.4<br>33.4<br>7.8<br>75.1<br>24.9<br>32.0<br>5.2<br>33.1<br>19.8<br>57.3<br>19.1<br>7<br>9.2<br>26.8<br>20.4<br>54.6<br>27.7<br>22.4<br>54.6<br>27.7<br>22.4<br>15.2<br>15.8<br>24.4   | 0<br>1<br>1<br>2<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | 0.0<br>0.2<br>0.5<br>0.0<br>1.0<br>0.2<br>0.0<br>0.5<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0               | 0<br>1<br>0<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0. | 0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | 0<br>1<br>0<br>2<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0              | 14<br>27<br>4<br>47<br>3<br>66<br>4<br>59<br>19<br>22<br>2<br>2<br>13<br>11<br>26<br>37<br>8<br>1<br>1<br>4<br>4<br>3<br>26<br>5<br>5<br>5<br>5<br>27                                    | 33.3           18.5           66.7           43.9           7.7           41.5           33.3           38.1           26.8           24.4           10.5           16.7           15.5           22.0           33.6           22.0           33.6           22.0           33.6           22.0           33.6           25.5           25.6           25.8           11.8           13.6           30.6           27.8           18.5           46.6           7.7           40.7 | 7<br>64<br>1<br>24<br>29<br>32<br>3<br>41<br>18<br>18<br>10<br>37<br>12<br>74<br>22<br>74<br>22<br>74<br>22<br>74<br>22<br>74<br>22<br>74<br>22<br>74<br>22<br>74<br>8  | 16.7<br>43.8<br>16.7<br>22.4<br>74.4<br>20.1<br>25.0<br>26.5<br>25.4<br>13.3<br>52.6<br>47.4<br>16.9<br>62.7<br>20.0<br>55.9<br>0.0<br>61.8<br>68.2<br>38.8<br>11.1<br>70.4<br>13.8<br>65.4<br>33.3         | 5<br>3<br>12<br>1<br>20<br>6<br>16<br>1<br>4<br>6<br>8<br>8<br>7<br>9<br>2<br>31<br>7<br>7<br>9<br>2<br>31<br>7<br>7<br>7<br>7<br>7<br>1<br>1<br>4<br>4<br>4<br>4   |               |
| Concordia<br>DeSoto<br>East Feliciana<br>Franklin<br>Grant<br>Iberville<br>Jackson<br>Morehouse<br>Plaquemines<br>Pointe Coupee<br>Richland<br>Sabine<br>St. James<br>Union<br>West Baton Rouge<br>Dinte Coupee<br>Richland<br>Sabine<br>St. James<br>Union<br>Catabeula<br>Caldwell<br>Caldwell<br>Caldwell<br>Caldwell<br>Caldwell<br>Caldwell<br>Caldwell<br>Caldwell<br>Caldborne<br>East Carroll<br>LaSalle<br>Madison<br>Red River<br>St. Helena | 42<br>146<br>6<br>107<br>39<br>159<br>12<br>155<br>71<br>90<br>19<br>78<br>71<br>18<br>110<br>34<br>4<br>34<br>34<br>22<br>85<br>18<br>27<br>58<br>26<br>27<br>0           | 20.2<br>23.3<br>3.1<br>62.8<br>20.4<br>33.4<br>7.8<br>75.1<br>24.9<br>32.0<br>5.2<br>33.1<br>19.8<br>57.3<br>19.1<br>10.9<br>3.2<br>5.7<br>319.1<br>10.9<br>3.2<br>6.8<br>20.4<br>54.6<br>27.7<br>22.4<br>15.8<br>24.4<br>0.0   | 0<br>1<br>1<br>2<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | 0.0<br>0.2<br>0.5<br>0.0<br>1.0<br>0.2<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0                        | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0              | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | 0<br>1<br>0<br>2<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0              | 14<br>27<br>4<br>4<br>3<br>66<br>4<br>59<br>19<br>22<br>2<br>2<br>13<br>11<br>26<br>37<br>8<br>8<br>1<br>4<br>3<br>26<br>5<br>5<br>5<br>5<br>5<br>27<br>2<br>2<br>11<br>0                | 33.3           18.5           66.7           43.9           7.7           41.5           33.3           38.1           26.8           24.4           10.5           16.7           15.5           22.0           33.6           22.0           33.6           22.0           33.6           21.1           11.8           13.6           30.6           27.8           18.5           46.6           7.7           40.7           0.0   | 7<br>64<br>1<br>29<br>32<br>3<br>41<br>18<br>12<br>10<br>37<br>12<br>74<br>22<br>19<br>0<br>21<br>15<br>33<br>2<br>19<br>8<br>17<br>9<br>0  | 16.7<br>43.8<br>16.7<br>22.4<br>74.4<br>20.1<br>25.0<br>26.5<br>25.4<br>13.3<br>52.6<br>47.4<br>16.9<br>62.7<br>20.0<br>55.9<br>0.0<br>61.8<br>68.2<br>38.8<br>111.1<br>70.4<br>13.8<br>65.4<br>33.3<br>0.0 | 5           3           12           1           20           6           16           1           4           6           8           7           9           2           31           7           3           0           6           2           31           7           3           0           6           2           14           1           4           2           5           0 |               |
| Concordia<br>DeSoto<br>East Feliciana<br>Franklin<br>Grant<br>Iberville<br>Jackson<br>Morehouse<br>Plaquemines<br>Plaquemines<br>Plointe Coupee<br>Richland<br>Sabine<br>St. James<br>Union<br>West Baton Rouge<br>Union<br>West Baton Rouge<br>Caldwell<br>Caldwell<br>Caldwell<br>Caldwell<br>Calaborne<br>Cataboula<br>Claiborne<br>East Carroll<br>LaSalle<br>Madison<br>Red River<br>St. Helena<br>Tensas   | 42<br>146<br>6<br>107<br>39<br>159<br>12<br>155<br>71<br>90<br>19<br>78<br>71<br>18<br>110<br>34<br>4<br>34<br>4<br>34<br>22<br>85<br>18<br>27<br>58<br>26<br>27<br>0<br>0 | 20.2<br>23.3<br>3.1<br>62.8<br>20.4<br>33.4<br>7.8<br>75.1<br>24.9<br>32.0<br>5.2<br>33.1<br>19.8<br>5.7<br>33.1<br>19.9<br>32.0<br>5.2<br>33.1<br>19.9<br>32.0<br>5.2<br>33.1<br>19.9<br>3.2<br>26.8<br>20.4<br>54.6<br>27.7<br>22.4<br>15.2<br>15.2<br>21.5<br>2<br>15.2<br>24.4<br>0.0<br>14.0 | 0<br>1<br>1<br>0<br>2<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0.0<br>0.2<br>0.5<br>0.0<br>1.0<br>0.2<br>0.0<br>0.5<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0               | 0<br>1<br>0<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>1<br>1<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                               | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0. | 0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0<br>1<br>0<br>2<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0              | 14<br>27<br>4<br>4<br>3<br>66<br>4<br>59<br>19<br>22<br>2<br>2<br>13<br>11<br>26<br>37<br>7<br>8<br>8<br>1<br>4<br>3<br>26<br>5<br>5<br>5<br>5<br>27<br>2<br>2<br>11<br>1<br>0<br>0<br>5 | 33.3           18.5           66.7           43.9           7.7           41.5           33.3           38.1           26.8           24.4           10.5           16.7           15.5           22.0           33.6           22.0           33.6           23.5           25.0           11.8           30.6           27.8           18.5           46.6           7.7           40.7           0.0           45.5  | 7<br>64<br>1<br>29<br>32<br>3<br>41<br>18<br>12<br>10<br>37<br>12<br>74<br>22<br>74<br>22<br>19<br>0<br>21<br>15<br>33<br>2<br>19<br>8<br>17<br>9<br>0<br>0<br>5  | 16.7<br>43.8<br>16.7<br>22.4<br>74.4<br>20.1<br>25.0<br>26.5<br>25.4<br>13.3<br>52.6<br>47.4<br>16.9<br>62.7<br>20.0<br>55.9<br>0.0<br>61.8<br>68.2<br>38.8<br>111.1<br>70.4<br>13.8<br>65.4<br>33.3<br>0.0 | 5           3           12           1           20           6           16           1           4           6           8           7           9           2           31           7           3           0           6           2           14           1           4           2           5           0           3  |               |
| Concordia<br>DeSoto<br>Less Feliciana<br>Franklin<br>Grant<br>Iberville<br>Jackson<br>Morehouse<br>Plaquemines<br>Pointe Coupee<br>Richland<br>Sabine<br>St. James<br>Union<br>West Baton Rouge<br>Union<br>West Baton Rouge<br>Caldwell<br>Caldwell<br>Caldwell<br>Caldwell<br>Catahoula<br>Claiborne<br>East Carroll<br>LaSalle<br>Madison<br>Red River<br>St. Helena<br>Tensas  | 42<br>146<br>6<br>107<br>39<br>159<br>12<br>155<br>71<br>90<br>19<br>78<br>71<br>18<br>110<br>34<br>4<br>34<br>34<br>22<br>85<br>18<br>27<br>58<br>26<br>27<br>0           | 20.2<br>23.3<br>3.1<br>62.8<br>20.4<br>33.4<br>7.8<br>75.1<br>24.9<br>32.0<br>5.2<br>33.1<br>19.8<br>57.3<br>19.1<br>10.9<br>3.2<br>5.7<br>319.1<br>10.9<br>3.2<br>6.8<br>20.4<br>54.6<br>27.7<br>22.4<br>15.8<br>24.4<br>0.0   | 0<br>1<br>1<br>2<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | 0.0<br>0.2<br>0.5<br>0.0<br>1.0<br>0.2<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0                        | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0              | 0<br>1<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | 0<br>1<br>0<br>2<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | 0.0<br>100.0<br>0.0<br>50.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0              | 14<br>27<br>4<br>4<br>3<br>66<br>4<br>59<br>19<br>22<br>2<br>2<br>13<br>11<br>26<br>37<br>8<br>8<br>1<br>4<br>3<br>26<br>5<br>5<br>5<br>5<br>5<br>27<br>2<br>2<br>11<br>0                | 33.3           18.5           66.7           43.9           7.7           41.5           33.3           38.1           26.8           24.4           10.5           16.7           15.5           22.0           33.6           22.0           33.6           22.0           33.6           21.1           11.8           13.6           30.6           27.8           18.5           46.6           7.7           40.7           0.0   | 7<br>64<br>1<br>29<br>32<br>3<br>41<br>18<br>12<br>10<br>37<br>12<br>74<br>22<br>19<br>0<br>21<br>15<br>33<br>2<br>19<br>8<br>17<br>9<br>0  | 16.7<br>43.8<br>16.7<br>22.4<br>74.4<br>20.1<br>25.0<br>26.5<br>25.4<br>13.3<br>52.6<br>47.4<br>16.9<br>62.7<br>20.0<br>55.9<br>0.0<br>61.8<br>68.2<br>38.8<br>111.1<br>70.4<br>13.8<br>65.4<br>33.3<br>0.0 | 5           3           12           1           20           6           16           1           4           6           8           7           9           2           31           7           3           0           6           2           31           7           3           0           6           2           14           1           4           2           5           0 |               |

#### Table I3: Crashes in State Owned Construction Zones

| PARISH               | CRASHES | FATAL CRASHES | FATALITIES | INJURY CRASHES | INJURIES | PEDESTRIANS KILL |
|----------------------|---------|---------------|------------|----------------|----------|------------------|
| Acadia               | 0       | 0             | 0          | 0              | 0        | 0                |
| Allen                | 0       | 0             | 0          | 0              | 0        | 0                |
| Ascension            | 0       | 0             | 0          | 0              | 0        | 0                |
| Assumption           | 0       | 0             | 0          | 0              | 0        | 0                |
| Avoyelles            | 0       | 0             | 0          | 0              | 0        | 0                |
| Beauregard           | 0       | 0             | 0          | 0              | 0        | 0                |
| Bienville            | 4       | 1             | 1          | 1              | 1        | 0                |
| Bossier              | 71      | 0             | 0          | 20             | 28       | 0                |
| Caddo                | 492     | 0             | 0          | 148            | 188      | 0                |
| Calcasieu            | 497     | 3             | 3          | 143            | 243      | 0                |
| Caldwell             | 0       | 0             | 0          | 0              | 0        | 0                |
| Cameron              | 0       | 0             | 0          | 0              | 0        | 0                |
| Catahoula            | 0       | 0             | 0          | 0              | 0        | 0                |
| Claiborne            | 0       | 0             | 0          | 0              | 0        | 0                |
| Concordia            | 0       | 0             | 0          | 0              | 0        | 0                |
| DeSoto               | 0       | 0             | 0          | 0              | 0        | 0                |
| East Baton Rouge     | 1245    | 2             | 2          | 238            | 343      | 0                |
| East Carroll         | 0       | 0             | 0          | 0              | 0        | 0                |
| East Feliciana       | 0       | 0             | 0          | 0              | 0        | 0                |
| Evangeline           | 0       | 0             | 0          | 0              | 0        | 0                |
| Franklin             | 0       | 0             | 0          | 0              | 0        | 0                |
|                      | 0       | 0             | 0          | 0              | 0        | 0                |
| Grant                |         |               |            |                |          |                  |
| Iberia               | 0       | 0             | 0          | 0              | 0        | 0                |
| Iberville            | 0       | 0             | 0          | 0              | 0        | 0                |
| Jackson              | 0       | 0             | 0          | 0              | 0        | 0                |
| Jefferson            | 320     | 0             | 0          | 97             | 153      | 0                |
| Jefferson Davis      | 29      | 0             | 0          | 11             | 14       | 0                |
| Lafayette            | 0       | 0             | 0          | 0              | 0        | 0                |
| Lafourche            | 0       | 0             | 0          | 0              | 0        | 0                |
| LaSalle              | 0       | 0             | 0          | 0              | 0        | 0                |
| Lincoln              | 51      | 2             | 3          | 17             | 22       | 0                |
| Livingston           | 93      | 1             | 1          | 26             | 36       | 0                |
| Madison              | 19      | 0             | 0          | 9              | 12       | 0                |
| Morehouse            | 0       | 0             | 0          | 0              | 0        | 0                |
| Natchitoches         | 22      | 0             | 0          | 8              | 8        | 0                |
| Orleans              | 1572    | 8             | 8          | 590            | 1100     | 2                |
| Ouachita             | 98      | 0             | 0          | 29             | 48       | 0                |
| Plaquemines          | 0       | 0             | 0          | 0              | 0        | 0                |
| Pointe Coupee        | 0       | 0             | 0          | 0              | 0        | 0                |
| Rapides              | 0       | 0             | 0          | 0              | 0        | 0                |
| Red River            | 0       | 0             | 0          | 0              | 0        | 0                |
| Richland             | 8       | 0             | 0          | 2              | 5        | 0                |
| Sabine               | 0       | 0             | 0          | 0              | 0        | 0                |
| St. Bernard          | 0       | 0             | 0          | 0              | 0        | 0                |
| St. Charles          | 34      | 0             | 0          | 4              | 7        | 0                |
| St. Helena           | 0       | 0             | 0          | 4              | 0        | 0                |
|                      | 0       | 0             | 0          | 0              | 0        | 0                |
| St. James            |         |               |            |                |          |                  |
| St. John the Baptist | 16      | 0             | 0          | 7              | 7        | 0                |
| St. Landry           | 176     | 3             | 3          | 66             | 124      | 1                |
| St. Martin           | 0       | 0             | 0          | 0              | 0        | 0                |
| St. Mary             | 0       | 0             | 0          | 0              | 0        | 0                |
| St. Tammany          | 292     | 3             | 3          | 56             | 95       | 0                |
| Tangipahoa           | 433     | 8             | 9          | 122            | 208      | 1                |
| Tensas               | 0       | 0             | 0          | 0              | 0        | 0                |
| Terrebonne           | 0       | 0             | 0          | 0              | 0        | 0                |
| Union                | 0       | 0             | 0          | 0              | 0        | 0                |
| Vermilion            | 0       | 0             | 0          | 0              | 0        | 0                |
| Vernon               | 0       | 0             | 0          | 0              | 0        | 0                |
| Washington           | 0       | 0             | 0          | 0              | 0        | 0                |
| Webster              | 4       | 0             | 0          | 1              | 1        | 0                |
| West Baton Rouge     | 272     | 3             | 3          | 83             | 177      | 0                |
| West Carroll         | 0       | 0             | 0          | 0              | 0        | 0                |
| West Feliciana       | 0       | 0             | 0          | 0              | 0        | 0                |
|                      | 0       | 0             | 0          | 0              | 0        | 0                |
| Winn                 | 0       | 0             | 0          | U              | U        | U                |

#### Table I3a: Crashes in State Owned Construction Zones (within 5 miles)

| PARISH                       | CRASHES   | FATAL CRASHES | FATALITIES | INJURY CRASHES | INJURIES | PEDESTRIANS KIL |
|------------------------------|-----------|---------------|------------|----------------|----------|-----------------|
| Acadia                       | 13        | 0             | 0          | 4              | 5        | 0               |
| Allen                        | 0         | 0             | 0          | 0              | 0        | 0               |
| Ascension                    | 81        | 2             | 2          | 23             | 31       | 0               |
| Assumption<br>Avoyelles      | 0<br>6    | 0             | 0<br>0     | 0              | 0 4      | 0               |
| Beauregard                   | 0         | 0             | 0          | 0              | 0        | 0               |
| Bienville                    | 36        | 0             | 0          | 16             | 25       | 0               |
| Bossier                      | 322       | 0             | 0          | 107            | 152      | 0               |
| Caddo                        | 416       | 1             | 1          | 134            | 164      | 0               |
| Calcasieu                    | 710       | 3             | 3          | 190            | 322      | 0               |
| Caldwell                     | 0         | 0             | 0          | 0              | 0        | 0               |
| Cameron                      | 0         | 0             | 0          | 0              | 0        | 0               |
| Catahoula                    | 0         | 0             | 0          | 0              | 0        | 0               |
| Claiborne                    | 0         | 0             | 0          | 0              | 0        | 0               |
| Concordia                    | 0         | 0             | 0          | 0              | 0        | 0               |
| DeSoto                       | 1         | 0             | 0          | 1              | 1        | 0               |
| East Baton Rouge             | 2465      | 3             | 4          | 499            | 772      | 0               |
| East Carroll                 | 0         | 0             | 0          | 0              | 0        | 0               |
| East Feliciana<br>Evangeline | 0         | 0             | 0          | 0              | 0        | 0               |
| Franklin                     | 0         | 0             | 0          | 0              | 0        | 0               |
| Grant                        | 0         | 0             | 0          | 0              | 0        | 0               |
| Iberia                       | 0         | 0             | 0          | 0              | 0        | 0               |
| Iberville                    | 85        | 1             | 1          | 28             | 63       | 0               |
| Jackson                      | 0         | 0             | 0          | 0              | 0        | 0               |
| Jefferson                    | 1506      | 4             | 4          | 429            | 719      | 2               |
| Jefferson Davis              | 81        | 0             | 0          | 29             | 39       | 0               |
| Lafayette                    | 96        | 0             | 0          | 39             | 56       | 0               |
| Lafourche                    | 0         | 0             | 0          | 0              | 0        | 0               |
| LaSalle                      | 0         | 0             | 0          | 0              | 0        | 0               |
| Lincoln                      | 109       | 1             | 1          | 34             | 53       | 0               |
| Livingston                   | 430       | 3             | 3          | 115            | 183      | 0               |
| Madison                      | 35<br>0   | 0             | 0          | 19<br>0        | 29<br>0  | 0               |
| Morehouse<br>Natchitoches    | 6         | 0             | 0          | 4              | 6        | 0               |
| Orleans                      | 1742      | 11            | 11         | 681            | 1234     | 2               |
| Ouachita                     | 299       | 1             | 2          | 85             | 1234     | 0               |
| Plaquemines                  | 0         | 0             | 0          | 0              | 0        | 0               |
| Pointe Coupee                | 0         | 0             | 0          | 0              | 0        | 0               |
| Rapides                      | 8         | 0             | 0          | 0              | 0        | 0               |
| Red River                    | 0         | 0             | 0          | 0              | 0        | 0               |
| Richland                     | 10        | 0             | 0          | 2              | 4        | 0               |
| Sabine                       | 0         | 0             | 0          | 0              | 0        | 0               |
| St. Bernard                  | 0         | 0             | 0          | 0              | 0        | 0               |
| St. Charles                  | 204       | 1             | 2          | 45             | 72       | 1               |
| St. Helena                   | 0         | 0             | 0          | 0              | 0        | 0               |
| St. James                    | 0         | 0             | 0          | 0              | 0        | 0               |
| St. John the Baptist         | 161       | 1             | 5          | 58             | 97       | 0               |
| St. Landry<br>St. Martin     | 163<br>29 | 3             | 3<br>0     | 55             | 99<br>12 | 1<br>0          |
| St. Mary                     | 29<br>0   | 0             | 0          | 0              | 0        | 0               |
| St. Tammany                  | 575       | 7             | 8          | 99             | 162      | 3               |
| Tangipahoa                   | 434       | 5             | 6          | 106            | 172      | 1               |
| Tensas                       | 0         | 0             | 0          | 0              | 0        | 0               |
| Terrebonne                   | 0         | 0             | 0          | 0              | 0        | 0               |
| Union                        | 0         | 0             | 0          | 0              | 0        | 0               |
| Vermilion                    | 0         | 0             | 0          | 0              | 0        | 0               |
| Vernon                       | 0         | 0             | 0          | 0              | 0        | 0               |
| Washington                   | 0         | 0             | 0          | 0              | 0        | 0               |
| Webster                      | 25        | 0             | 0          | 13             | 17       | 0               |
| West Baton Rouge             | 27        | 1             | 1          | 12             | 23       | 0               |
| West Carroll                 | 0         | 0             | 0          | 0              | 0        | 0               |
| West Feliciana               | 0         | 0             | 0          | 0              | 0        | 0               |
| Winn                         | 0         | 0             | 0          | 0              | 0        | 0               |

#### Table 15: Intersection Crashes by Parish

|                                       |         |            | AI       | .L       |            |          |            | '          | W/ SIDE  | IMPACT    |            |          |
|---------------------------------------|---------|------------|----------|----------|------------|----------|------------|------------|----------|-----------|------------|----------|
| PARISH                                |         | STATE      |          |          | LOCAL      |          |            | STATE      |          |           | LOCAL      |          |
|                                       | CRASHES | FATALITIES | INJURIES | CRASHES  | FATALITIES | INJURIES | CRASHES    | FATALITIES | INJURIES | CRASHES   | FATALITIES | INJURI   |
| Acadia                                | 175     | 0          | 155      | 227      | 2          | 182      | 98         | 0          | 87       | 153       | 0          | 127      |
| Allen                                 | 71      | 0          | 60       | 34       | 0          | 25       | 48         | 0          | 46       | 19        | 0          | 14       |
| Ascension                             | 942     | 3          | 519      | 134      | 0          | 70       | 481        | 1          | 342      | 80        | 0          | 56       |
| Assumption                            | 95      | 2          | 76       | 10       | 0          | 3        | 56         | 2          | 50       | 5         | 0          | 2        |
| Avoyelles                             | 188     | 0          | 151      | 69       | 0          | 37       | 84         | 0          | 64       | 37        | 0          | 21       |
| Beauregard                            | 172     | 0          | 93       | 31       | 0          | 20       | 91         | 0          | 61       | 17        | 0          | 7        |
| Bienville                             | 23      | 0          | 24       | 8        | 0          | 6        | 8          | 0          | 13       | 4         | 0          | 4        |
| Bossier                               | 1360    | 1          | 686      | 300      | 1          | 120      | 473        | 1          | 309      | 130       | 0          | 64       |
| Caddo                                 | 3887    | 9          | 1390     | 2681     | 4          | 761      | 1413       | 4          | 515      | 1058      | 1          | 330      |
| Calcasieu                             | 1076    | 7          | 708      | 1115     | 1          | 687      | 575        | 3          | 468      | 668       | 0          | 480      |
| Caldwell                              | 18      | 0          | 16       | 1        | 0          | 0        | 8          | 0          | 4        | 0         | 0          | 0        |
| Cameron                               | 16      | 0          | 15       | 4        | 0          | 3        | 7          | 0          | 11       | 1         | 0          | 0        |
| Catahoula                             | 19      | 0          | 15       | 3        | 0          | 0        | 7          | 0          | 10       | 2         | 0          | 0        |
| Claiborne                             | 34      | 1          | 16       | 26       | 0          | 20       | 14         | 1          | 10       | 13        | 0          | 15       |
| Concordia                             | 80      | 1          | 50       | 14       | 0          | 16       | 41         | 1          | 28       | 8         | 0          | 15       |
| DeSoto                                | 116     | 3          | 75       | 27       | 0          | 15       | 47         | 3          | 45       | 17        | 0          | 14       |
| East Baton Rouge                      | 4122    | 8          | 1898     | 2960     | 4          | 1382     | 2150       | 5          | 1173     | 1926      | 1          | 106      |
| East Carroll                          | 2       | 0          | 3        | 5        | 0          | 3        | 1          | 0          | 3        | 5         | 0          | 3        |
| East Feliciana                        | 9       | 0          | 8        | 4        | 0          | 4        | 3          | 0          | 4        | 3         | 0          | 3        |
| Evangeline                            | 101     | 1          | 77       | 123      | 0          | 77       | 49         | 1          | 43       | 61        | 0          | 45       |
| Franklin                              | 23      | 0          | 13       | 47       | 0          | 26       | 12         | 0          | 11       | 31        | 0          | 20       |
| Grant                                 | 26      | 1          | 30       | 3        | 0          | 0        | 10         | 0          | 19       | 1         | 0          | 0        |
| Iberia                                | 691     | 0          | 382      | 376      | 1          | 153      | 357        | 0          | 264      | 186       | 0          | 87       |
| Iberville                             | 204     | 2          | 167      | 66       | 0          | 41       | 126        | 0          | 121      | 43        | 0          | 19       |
| Jackson                               | 11      | 1          | 8        | 4        | 0          | 1        | 6          | 0          | 7        | 3         | 0          | 0        |
| Jefferson                             | 1955    | 6          | 926      | 2673     | 3          | 1056     | 1074       | 1          | 539      | 1570      | 1          | 681      |
| Jefferson Davis                       | 221     | 1          | 168      | 64       | 0          | 33       | 117        | 1          | 110      | 36        | 0          | 22       |
| Lafayette                             | 2696    | 6          | 1476     | 1339     | 4          | 674      | 1525       | 2          | 985      | 844       | 3          | 459      |
| Lafourche                             | 475     | 7          | 319      | 168      | 0          | 60       | 274        | 5          | 202      | 120       | 0          | 39       |
| LaSalle                               | 37      | 0          | 31       | 5        | 0          | 0        | 16         | 0          | 14       | 3         | 0          | 0        |
| Lincoln                               | 403     | 2          | 184      | 108      | 0          | 60       | 238        | 1          | 116      | 76        | 0          | 46       |
| Livingston                            | 895     | 4          | 452      | 86       | 0          | 37       | 398        | 2          | 238      | 32        | 0          | 14       |
| Madison                               | 59      | 0          | 42       | 27       | 0          | 15       | 34         | 0          | 26       | 16        | 0          | 6        |
| Morehouse                             | 132     | 1          | 91       | 59       | 0          | 60       | 100        | 1          | 54       | 42        | 0          | 44       |
| Natchitoches                          | 232     | 1          | 155      | 97       | 0          | 56       | 98         | 1          | 79       | 63        | 0          | 46       |
| Orleans                               | 1991    | 7          | 1120     | 6994     | 8          | 4360     | 972        | 3          | 522      | 4694      | 5          | 311      |
| Ouachita                              | 1585    | 3          | 954      | 678      | 0          | 459      | 766        | 1          | 534      | 400       | 0          | 312      |
| Plaguemines                           | 1385    | 1          | 90       | 19       | 0          | 435      | 57         | 1          | 51       | 400<br>9  | 0          | 0        |
| Pointe Coupee                         | 53      | 3          | 47       | 22       | 0          | 13       | 19         | 0          | 18       | 9         | 0          | 4        |
| Rapides                               | 1602    | 5          | 941      | 826      | 1          | 400      | 824        | 3          | 582      | 447       | 0          | 262      |
| Red River                             | 23      | 0          | 21       | 2        | 0          | 400      | 10         | 0          | 16       | 0         | 0          | 0        |
| Richland                              | 48      | 0          | 42       | 2        | 0          | 6        | 29         | 0          | 34       | 1         | 0          | 4        |
| Sabine                                | 56      | 0          | 36       | 13       | 0          | 8        | 29         | 0          | 21       | 8         | 0          | 8        |
|                                       | 385     | 1          | 157      | 76       | 0          | 23       | 177        | 0          | 90       | 8<br>44   | 0          | °<br>13  |
| St. Bernard<br>St. Charles            | 447     | 0          | 207      | 88       | 0          | 18       | 177        | 0          | 90       | 44        | 0          | 8        |
| St. Helena                            | 22      | 0          | 18       | 11       | 0          | 18       | 159        | 0          | 94<br>11 | 44        | 0          | 6        |
| St. James                             | 180     | 0          | 96       | 11       | 0          | 15       | 75         | 0          | 57       | 8         | 0          | 1        |
| St. John the Baptist                  | 335     | 1          | 255      | 65       | 0          | 34       | 163        | 1          | 141      | 45        | 0          | 24       |
| St. Landry                            | 447     | 7          | 303      | 158      | 0          | 63       | 300        | 2          | 223      | 45<br>103 | 0          | 46       |
|                                       | 362     | 2          | 215      | 72       | 0          | 19       | 134        | 0          | 85       | 35        | 0          | 46       |
| St. Martin<br>St. Mary                | 287     | 3          | 177      | 182      | 1          | 19       | 134<br>145 | 3          | 100      | 35<br>107 | 0          | 60       |
| · · · · · · · · · · · · · · · · · · · | _       |            |          |          |            |          |            | 2          |          |           | 0          |          |
| St. Tammany                           | 1531    | 3          | 610      | 462      | 0          | 178      | 674<br>407 | 2          | 298      | 280       | 0          | 12<br>11 |
| Tangipahoa                            | 719     | 4          | 388      | 325<br>0 |            | 187      | 407<br>3   |            | 257      | 172       | 0          | 11       |
| Tensas                                | 4       |            | 4        |          | 0          | 0        |            | 0          | 4        | 0         |            |          |
| Terrebonne                            | 666     | 2          | 430      | 224      | 0          | 92       | 412        | 1          | 289      | 121       | 0          | 54       |
| Union                                 | 66      | 2          | 44       | 26       | 0          | 30       | 24         | 1          | 18       | 15        | 0          | 21       |
| Vermilion                             | 233     | 1          | 196      | 160      | 0          | 98       | 134        | 1          | 112      | 85        | 0          | 66       |
| Vernon                                | 246     | 3          | 180      | 39       | 0          | 27       | 137        | 2          | 124      | 22        | 0          | 18       |
| Washington                            | 164     | 0          | 110      | 96       | 0          | 42       | 91         | 0          | 63       | 60        | 0          | 24       |
| Webster                               | 242     | 1          | 172      | 97       | 0          | 48       | 122        | 1          | 111      | 48        | 0          | 25       |
| West Baton Rouge                      | 308     | 1          | 209      | 37       | 0          | 11       | 146        | 0          | 124      | 21        | 0          | 11       |
| West Carroll                          | 19      | 1          | 19       | 5        | 0          | 6        | 11         | 1          | 13       | 2         | 0          | 2        |
| West Feliciana                        | 36      | 0          | 16       | 5        | 0          | 1        | 12         | 0          | 7        | 3         | 0          | 1        |
| Winn                                  | 45      | 1          | 32       | 17       | 0          | 9        | 30         | 0          | 19       | 12        | 0          | 7        |

**Table I6: Driver Distraction Crashes by Parish** 

#### OTHER ELECTRONIC DEVICE CELL PHONE OTHER INSIDE VEHICLE OTHER OUTSIDE VEHICLE STATE STATE STATE LOCAL ALL STATE LOCAL LOCAL PARISH ALL LOCAL ALL ALL Acadia Allen Ascension Assumption Avovelles Beauregard Bienville Bossier Caddo Calcasieu Caldwell Cameron Catahoula Claiborne Concordia DeSoto East Baton Rouge Fast Carroll East Feliciana Evangeline Franklin Grant Iberia Iberville Jackson Jefferson Jefferson Davis Lafayette Lafourche LaSalle Lincoln Livingston Madison Morehouse Natchitoches Orleans Quachita Plaquemines Pointe Coupee Rapides Red River Richland Sabine з St. Bernard St. Charles St. Helena St. James St. John the Baptist St. Landry St. Martin St. Mary St. Tammany Tangipahoa Tensas Terrebonne Union Vermilion Vernon Washington Webster West Baton Rouge West Carroll West Feliciana Winn TOTAL 2,216 1,440 7,215 4,703 2,464 6,581 4,074 2,455

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## ALCOHOL

| J3  | Summary   |
|-----|---|
| J4  | Table J1: Drivers by Age in Crashes Using Alcohol                               |
| J5  | Table J2: BAC of Drivers in Fatal Crashes                                       |
| J6  | Table J3: Alcohol-Involved Fatalities by Vehicle Type                           |
| J6  | Table J4: BAC for Pedestrians Killed  |
| J7  | Table J5: Alcohol and Seatbelt Use of Driver Fatalities                         |
| J7  | Table J6: Drivers and Fatalities Using Alcohol and Not Wearing Seatbelts by Age |
| J8  | Table J7: Fatal and Injury Alcohol-Related Crashes by Day of Week               |
| 19  | Table J8: Alcohol-Related Crashes by Time of Day and Day of Week                |
| J11 | Table J9: Estimated Number of Crashes Involving Alcohol by Month                |

- J12 Table J10: Estimated Alcohol-Related Crashes by Rural/Urban Areas
- J13 Table J11: Estimated Fatal and Injury Alcohol-Related Crashes by Parish
- J14 Table J12: Alcohol-Related Fatal Crashes and Persons Killed by Parish and Month
- J16 Table J13: Alcohol-Related Injury Crashes and Persons Injured by Parish and Month

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#### Alcohol

#### Summary

In Louisiana, driving under the influence of alcohol remains a top safety issue. Of particular concern is the involvement of drivers under the age of 21. Until 1995, the law did not address the illegal sale of alcohol to persons under age 21, but only the illegal purchase and possession of alcohol by persons under 21 years of age. In 1995, modifications of the law made it illegal to sell alcohol to persons under the age of 21. This 1995 modification also made it illegal to purchase and possess alcohol for persons under the age of 21. This 1995 modification also made it illegal to purchase and possess alcohol for persons less than 21 years of age. Although challenged, courts upheld the law. In 1997, legislation passed making it illegal for persons below 21 years of age to drive with a BAC of 0.02 or above (zero tolerance law). In 2004, a challenge of this 1997 legislation claimed that it capriciously discriminates against the youth (18-20-year-olds). The Louisiana Supreme Court ruled in May 2004 that the zero tolerance law is constitutional, thus upholding the 0.02 BAC law.

The analysis of fatal alcohol-related crashes in this section is based on an estimate obtained via a classification model developed at LSU. The model was tested for past years and shows very reliable results with a standard error less than 1%. The reported BAC results in the crash report may be either based on a breathalyzer test or on a blood-alcohol test. The crash report does not distinguish between the two types of tests. However, in many cases, the BAC test results are still pending. For this reason, the classification model is applied to generate missing BAC results to estimate the percent of alcohol-involved fatalities.

Drunk drivers are at least 13 times more likely to cause a fatal crash than sober drivers, according to a new study by Steven Levitt, Professor of Economics at the University of Chicago and Jack Porter, Professor of Economics at Harvard University.

- 296 traffic fatalities were estimated to be alcohol related in 2012.
- 263 of the 296 fatalities in alcohol-involved crashes (88.9%) had either alcohol themselves or were driving with a person who had alcohol.
- 33 of the fatalities in alcohol-related crashes (11.1%) were killed by another driver who used alcohol.
- Alcohol is more often involved in rural-area crashes than in urban area crashes. In 2012, alcohol was involved in 44% of rural and in 33% of urban fatal crashes in Louisiana. Note that the alcohol-involved fatal crashes are estimated.
- Age is an important factor in alcohol-related crashes. There are several ways of presenting alcohol-related crashes by age. Note that the alcohol-related fatal crashes are estimated while the alcohol-related injury crashes include cases of known BAC levels and cases of pending BAC levels provided by the investigating officer indicating "alcohol involvement" on the crash report.
  - The first method is to compare crash rates (crashes per 100,000 licensed drivers) in an age group. Even though it is illegal for youths under 21 to consume alcohol, the alcohol-related crash rate for 18 to 20-yearold drivers was about twice the average (10 versus 9 per 100,000 drivers) of drivers of all groups in 2012. The same is true for drivers killed in alcohol-related crashes (7 versus 6 per 100,000 drivers).
  - 2. A second method of understanding how alcohol-related crashes are affected by age is comparing what percentage of the total of alcohol-related involvement each age group has. While only 4.8% of the licensed drivers in 2012 were between 18 and 20 years old, 6% of the drivers in fatal crashes using alcohol were of age 18-20 and 6% of the drivers killed using alcohol were of ages 18-20.
  - 3. A third method is the percentage of alcohol use of drivers in each age group. This percentage is based on the number of crashes each age group is involved in. For instance, in the age group 18-20, 20% of drivers in fatal crashes of this age group used alcohol.

#### PEDESTRIANS AND ALCOHOL

- In 2012, 32 (26.4%) of the pedestrian fatalities had a positive BAC, i.e., 0.01 or above.
- However, 17.4% of the pedestrian fatalities' BAC test results were pending at the time when this report was prepared.
- Also, 20.7% of pedestrians killed were not tested for alcohol in 2012.

#### WHEN ALCOHOL-RELATED CRASHES OCCUR

- Alcohol-related crashes occurred more frequently on weekends than during the week.
- The evening hours and early morning hours on weekends had the highest frequency of alcohol-involved crashes. Friday night and Saturday night involved the highest frequency of alcohol-related fatal and injury crashes.

#### Table J1: Drivers by Age in Crashes using Alcohol

|          |           |           |        |             | -      |      |            |           |        |            |           |           |
|----------|-----------|-----------|--------|-------------|--------|------|------------|-----------|--------|------------|-----------|-----------|
|          |           |           | DRIVE  | RS USING AL | COHOL  | CRAS | H RATE PER | R 100,000 | PERG   | CENTAGE C  | DF ALL    |           |
| Ξ        | AGE OF    | LICENSED  | FATAL  | CRASHES     | INJURY | LI   | CENSED DR  | IVERS     | DRIVE  | RS FATAL C | RASHES    | % ALCOHOL |
|          | DRIVER    | DRIVERS   | ALL DR | KILLED DR   | CRASH  | ALL  | KILLED     | INJURY    | LIC DR | ALL DR     | KILLED DR | RELATED   |
|          | 01-14     | 0         | 0      | 0           | 1      | 0    | 0.00       | 0.00      | 0%     | 0%         | 0%        | 0%        |
| <b>V</b> | 15-17     | 68,324    | 5      | 3           | 42     | 7    | 4.39       | 61.47     | 2%     | 2%         | 2%        | 16%       |
|          | 18-20     | 140,326   | 14     | 10          | 248    | 10   | 7.13       | 176.73    | 5%     | 6%         | 6%        | 20%       |
| 1        | 21-24     | 209,070   | 29     | 13          | 471    | 14   | 6.22       | 225.28    | 7%     | 11%        | 8%        | 31%       |
|          | 25-34     | 532,694   | 67     | 46          | 1,094  | 13   | 8.64       | 205.37    | 18%    | 26%        | 28%       | 29%       |
|          | 35-44     | 478,609   | 44     | 27          | 650    | 9    | 5.64       | 135.81    | 16%    | 17%        | 17%       | 28%       |
|          | 45-54     | 547,802   | 52     | 40          | 520    | 9    | 7.30       | 94.92     | 19%    | 21%        | 25%       | 33%       |
|          | 55-64     | 495,975   | 19     | 16          | 282    | 4    | 3.23       | 56.86     | 17%    | 8%         | 10%       | 18%       |
|          | 65-74     | 291,593   | 6      | 5           | 48     | 2    | 1.71       | 16.46     | 10%    | 2%         | 3%        | 9%        |
|          | 75-84     | 137,093   | 2      | 2           | 9      | 1    | 1.46       | 6.56      | 5%     | 1%         | 1%        | 6%        |
|          | 85-94     | 32,187    | 0      | 0           | 0      | 0    | 0.00       | 0.00      | 1%     | 0%         | 0%        | 0%        |
|          | 95 and up | 662       | 0      | 0           | 0      | 0    | 0.00       | 0.00      | 0%     | 0%         | 0%        | 0%        |
|          | Unknown   |           | 15     | 1           | 391    | 0    | 0.00       | 0.00      |        | 6%         | 1%        | 45%       |
|          | TOTAL     | 2,934,335 | 253    | 163         | 3,756  | 9    | 5.55       | 128.00    | 100%   | 100%       | 100%      | 26%       |
|          |           |           |        |             |        |      |            |           |        |            |           |           |

Note: DR - Drivers, LIC - Licensed, ALC - Alcohol

Age is an important factor in alcohol-related crashes. There are several ways of presenting alcohol-related crashes by age. Note that the alcoholrelated fatal crashes are estimated while the alcohol-related injury crashes include cases of unknown BAC levels and cases of pending BAC levels provided the investigating officer indicated "alcohol involvement" on the crash report.

1.) The first method is to comapre crash rates (crashes per 100,000 licenced drivers) between age groups. The crash rate accounts for different numbers of licensed drivers in each age group.

2.) A second method of understanding how alcohol-related crashes are affected by age is comparing what percentage of the total of alcohol-related involvement each age group has.

3.) The last column in J1 shows the percentage of alcohol use of drivers in each age group. This percentage is based on the number of crashes each age group is involved in.

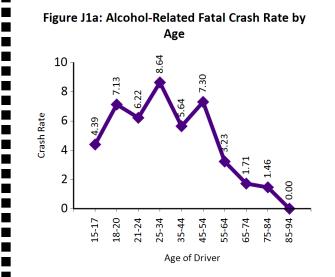
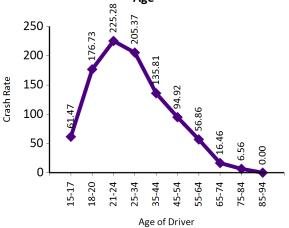


Figure J1b: Alcohol-Related Injury Crash Rate by Age



#### Table J2: BAC of Drivers in Fatal Crashes

| BAC          | ALL DRIVERS | DRIVERS KILLED |
|--------------|-------------|----------------|
| NOT REPORTED | 284         | 116            |
| 0            | 498         | 198            |
| .00010199    | 3           | 2              |
| .02000799    | 27          | 13             |
| .08000999    | 27          | 14             |
| .10002000    | 106         | 78             |
| .2001 +      | 45          | 36             |
| TOTAL        | 990         | 457            |

|              | OBSERV            | ED             |
|--------------|-------------------|----------------|
| BAC          | SURVIVING DRIVERS | DRIVERS KILLED |
| NOT REPORTED | 32%               | 25%            |
| 0            | 56%               | 43%            |
| .00010199    | 0%                | 0%             |
| .02000799    | 3%                | 3%             |
| .08000999    | 2%                | 3%             |
| .10002000    | 5%                | 17%            |
| .2001 +      | 2%                | 8%             |

#### Table J3: Alcohol-Involved Fatalities by Vehicle Type

| FATALITY OCCURS IN:  | VEHICLES WITH<br>FATALITIES | FATALITIES | VEHICLES WITH ALCOHOL<br>INVOLVEMENT | FATALITIES IN VEHICLES<br>WITH ALCOHOL | % ALCOHOL IN VEHICLE | % ALCOHOL FATALITIES IN<br>VEHICLE |
|----------------------|-----------------------------|------------|--------------------------------------|--|----------------------|------------------------------------|
| PASSENGER CAR        | 205                         | 237        | 69                                   | 77                                     | 33.7%                | 32.5%                              |
| LIGHT TRUCK / PICKUP | 126                         | 133        | 59                                   | 63                                     | 46.8%                | 47.4%                              |
| SUV                  | 74                          | 79         | 25                                   | 27                                     | 33.8%                | 34.2%                              |
| MOTORCYCLE           | 74                          | 78         | 22                                   | 24                                     | 29.7%                | 30.8%                              |
| PEDALCYCLE           | 24                          | 24         | 6                                    | 6                                      | 25.0%                | 25.0%                              |
| All Others           | 43                          | 50         | 12                                   | 13                                     | 27.9%                | 26.0%                              |
| Pedestrian           | 120                         | 121        | 54                                   | 53                                     | 45.0%                | 43.8%                              |
| Total                | 666                         | 722        | 247                                  | 263                                    | 37.1%                | 36.4%                              |

Note that the sum of the crashes may be larger than the total since fatalities may have occurred in more than one vehicle type. Fatalities in vehicles using alcohol include all fatalities in a vehicle where the driver was using alcohol. Thus the total of alcohol-involved fatalities includes all fatalities where the driver of the vehicle in which the fatality occurred had alcohol. Pedestrian fatalities using alcohol include all pedestrians who had been drinking and were killed.

#### Table J4: BAC for Pedestrians Killed

| BLOOD ALCOHOL CONTENT       | FREQUENCY | PERCENTAGE OF PEDESTRIANS |
|-----------------------------|-----------|---------------------------|
| 0                           | 25        | 44%                       |
| .00010199                   | 1         | 2%                        |
| .02000799                   | 4         | 7%                        |
| .08000999                   | 2         | 4%                        |
| .10002000                   | 13        | 23%                       |
| .2001 +                     | 12        | 21%                       |
| NO TEST GIVEN               | 25        | 21%                       |
| TEST GIVEN, RESULTS PENDING | 21        | 17%                       |
| TOTAL                       | 121       | 100%                      |

Table J4 shows the BAC test results of pedestrians killed in crashes.

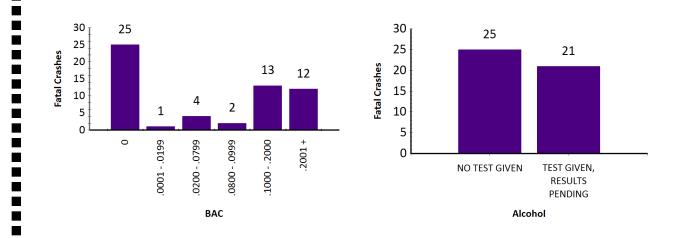


Figure J4a: Frequency of BAC in Fatal Pedestrain Crashes

J6

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#### Table J5: Alcohol & Seatbelt Use of Driver Fatalities

| SEATBELT USE  | PICKUP TRUCK | PASSENGER CAR | VAN   | SUV   | TOTAL |
|---------------|--------------|---------------|-------|-------|-------|
| None Used     | 38           | 35            | 2     | 12    | 87    |
| Use Unknown   | 5            | 0             | 1     | 3     | 9     |
| SeatBelt Used | 7            | 19            | 1     | 5     | 32    |
| GRAND TOTAL   | 50           | 54            | 4     | 20    | 128   |
| SEATBELT USED | 14.0%        | 35.2%         | 25.0% | 25.0% | 25.0% |

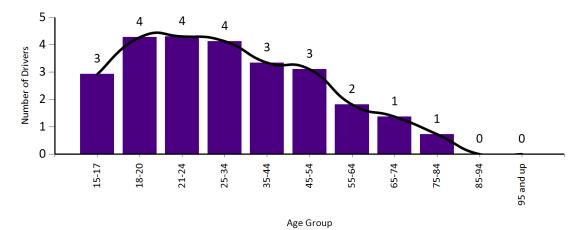
Note: This table includes estimated alcohol use.

 Table J5 shows seatbelt use of drivers killed in crashes where alcohol involvement was reported.

#### Table J6: Drivers & Fatalities Using Alcohol & Not Wearing Seatbelts by Age

| AGE OF DRIVER | LICENSED DRIVERS | NOT WEARING SEATBELTS | PER 100,000 LICENSED<br>DRIVERS |
|---------------|------------------|-----------------------|---------------------------------|
| 15-17         | 68,324           | 2                     | 3                               |
| 18-20         | 140,326          | 6                     | 4                               |
| 21-24         | 209,070          | 9                     | 4                               |
| 25-34         | 532,694          | 22                    | 4                               |
| 35-44         | 478,609          | 16                    | 3                               |
| 45-54         | 547,802          | 17                    | 3                               |
| 55-64         | 495,975          | 9                     | 2                               |
| 65-74         | 291,593          | 4                     | 1                               |
| 75-84         | 137,093          | 1                     | 1                               |
| 85-94         | 32,187           | 0                     | 0                               |
| 95 and up     | 662              | 0                     | 0                               |
| Unknown       | 0                | 1                     | 0                               |
| TOTAL         | 2,934,335        | 87                    | 3                               |

#### Figure J6a: Rate of Drivers Killed Not Wearing Seatbelts and Using Alcohol by Age

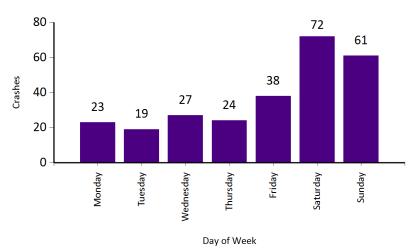


#### Table J7: Fatal and Injury Alcohol-Related Crashes by Day of Week

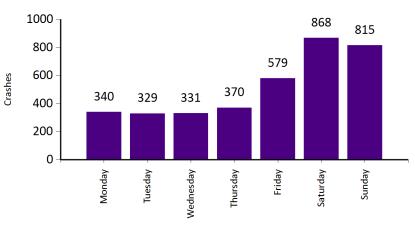
|             |         | CRASHES INV      | OLVING ALCOHOL |                  |
|-------------|---------|------------------|----------------|------------------|
| DAY OF WEEK | FATAL ( | CRASHES          | INJURY (       | CRASHES          |
|             | NUMBER  | % OF FATAL CRASH | NUMBER         | % OF FATAL CRASH |
| Monday      | 23      | 26%              | 340            | 5%               |
| Tuesday     | 19      | 26%              | 329            | 5%               |
| Wednesday   | 27      | 34%              | 331            | 5%               |
| Thursday    | 24      | 29%              | 370            | 6%               |
| Friday      | 38      | 39%              | 579            | 8%               |
| Saturday    | 72      | 53%              | 868            | 14%              |
| Sunday      | 61      | 64%              | 815            | 16%              |
| TOTAL       | 264     | 40%              | 3632           | 8%               |

Table J7 depicts the reported alcohol-related injury crashes and the estimated alcohol-related fatal crashes. Alcohol-related crashes occur more frequently on weekends than during the week. Note that the alcohol-related fatal crashes are estimates and should not be compared to other tables reporting actual reported alcohol-related crashes.

#### Figure J7a: Fatal Alcohol-Related Crashes by Day of Week



#### Figure J7b: Injury Alcohol-Related Crashes by Day of Week



Day of Week

#### TOTAL Monday Tuesday Wednesday Thursday Friday Saturday Sunday TIME FTL INJ 12 - 01 A.M. 01 - 02 A.M. 02 - 03 A.M. 03 - 04 A.M. 04 - 05 A.M. 05 - 06 A.M. 06 - 07 A.M. 07 - 08 A.M. 08 - 09 A.M. 09 - 10 A.M. 10 - 11 A.M. 11 - 12 P.M. 12 - 01 P.M. 01 - 02 P.M. 02 - 03 P.M. 03 - 04 P.M. 04 - 05 P.M. 05 - 06 P.M. 06 - 07 P.M. 07 - 08 P.M. 08 - 09 P.M. 09 - 10 P.M. 10 - 11 P.M. 11 - 12 A.M. TOTAL

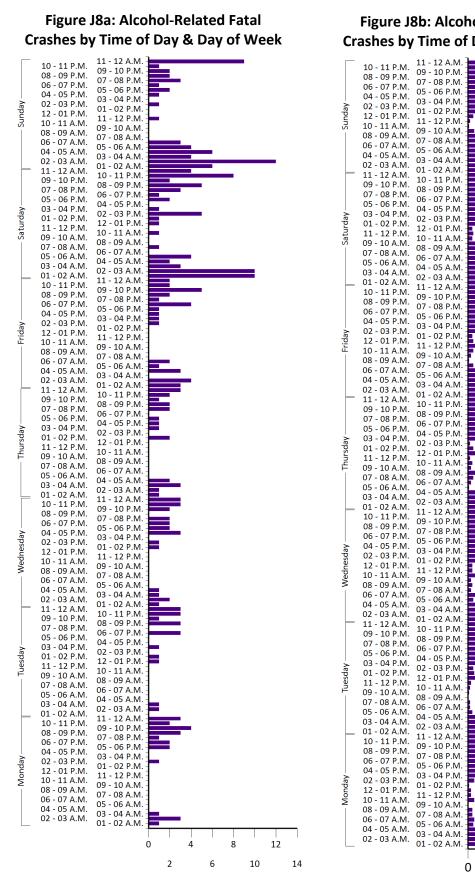
Table J8: Alcohol-Related Crashes by Time of Day & Day of Week

Note: Table J8 does not include crashes with missing information.

INJ - Injury Crash, FTL - Fatal Crash

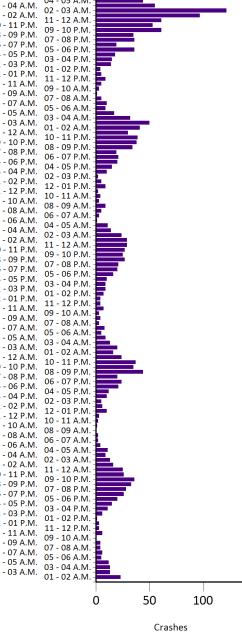
The evening hours and early morning hours on weekends have the highest frequency of alcohol-involved crashes. Figures J8a and J8b show that Friday nights and Saturday nights are the highest frequency of alcohol-involved fatal and injury crashes. Note that the alcohol-involved fatal crashes are estimated.

J10



Crashes

Figure J8b: Alcohol-Related Injury Crashes by Time of Day & Day of Week

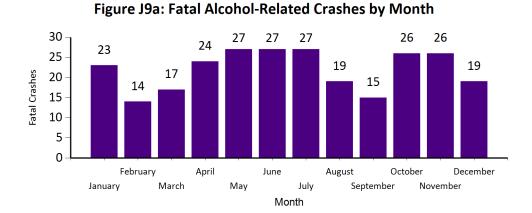


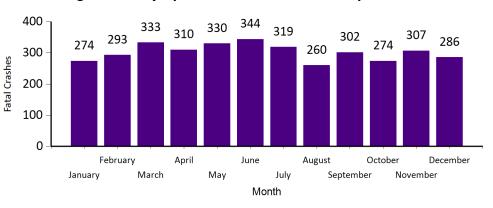
#### Table J9: Estimated Number of Crashes Involving Alcohol by Month

|           | CRASHES INVO   | VING ALCOHOL   |
|-----------|--|--|
| MONTH     | FATAL CRASHES  | INJURY CRASHES   |
| January   | 23   | 274  |
| February  | 14   | 293  |
| March     | 17   | 333  |
| April     | 24   | 310  |
| May       | 27   | 330  |
| June      | 27   | 344  |
| July      | 27   | 319  |
| August    | 19   | 260  |
| September | 15   | 302  |
| October   | 26   | 274  |
| November  | 26   | 307  |
| December  | 19   | 286  |
| TOTAL     | 264  | 3632   |
|           | January<br>February<br>March<br>April<br>May<br>June<br>July<br>August<br>September<br>October<br>November<br>December | MONTHFATAL CRASHESJanuary23February14March17April24May27June27July27August19September15October26November19December19 |

Table J9 depicts the estimated alcohol-related injury and fatal crashes. Alcohol-related crashes occur more frequently on weekends than during the week. Note that the alcohol-related fatal crashes are estimates and should not be compared to other tables reporting actual reported alcohol-related crashes.

Note: Does not include crashes with missing information.





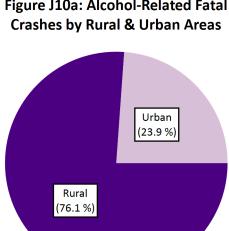
#### Figure J9b: Injury Alcohol-Related Crashes by Month

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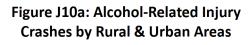
#### Table J10: Estimated Alcohol-Related Crashes by Rural/Urban Areas

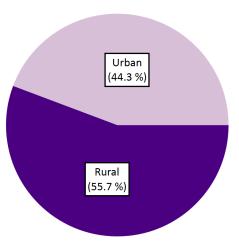
|       | CRASHES INVO  | LVING ACOHOL   | PERCENTAGE<br>ALCOHOL |                |
|-------|---------------|----------------|-----------------------|----------------|
| AREA  | FATAL CRASHES | INJURY CRASHES | FATAL CRASHES         | INJURY CRASHES |
| Rural | 201           | 2,021          | 43.60%                | 11.57%         |
| Urban | 63            | 1,606          | 32.98%                | 5.94%          |
| ALL   | 264           | 3,627          | 40.49%                | 8.15%          |

Does not include crashes with missing information.



## Figure J10a: Alcohol-Related Fatal





J12

Driver Average

6.58

1

#### LICENSED **CRASHES PER** CRASHES PER 100,000 100,000 Drivers INIURY PARISH FATAL CRASH RANK RANK CRASH LIC DR LIC DR PARISHES WITH MORE THAN 100,000 LICENSED DRIVERS Jefferson 287.39 84.55 243 4.52 13 6 East Baton Rouge 265 22 21 252 7 92 3 95.02 5 Orleans 183 76 13 387 7 07 4 210 61 1 St. Tammany 175.10 115 3.43 7 65.68 7 6 4.38 4 Caddo 159.70 7 173 6 108.33 Lafayette 153.96 15 232 9.74 150.69 1 2 135.58 12 188 8.85 2 138.67 3 Calcasieu Driver Average 194.39 0 0 12 227 6.39 116.85 PARISHES WITH LICENSED DRIVERS BETWEEN 50.000-100.000 Ouachita 98.01 0 116 0.00 8 118.35 6 Rapides 88.67 6 101 6.77 7 113.90 7 Livingston 86.06 10 108 11.62 5 125.49 4 79.20 101.00 8 Tangipahoa 15.15 12 80 2 76 95 103 13 00 4 Terrebonne 10 133.86 3 Bossier 76.51 0 74 0.00 8 96.72 9 Ascension 74.39 10 135 13.44 3 181.47 1 92 Lafourche 61.97 6 9.68 6 148.47 2 St. Landry 61.35 10 76 16.30 123.87 5 Driver Average 98 0 78.12 7 9.10 0 125.87 PARISHES WITH LICENSED DRIVERS BETWEEN 20,000-50,000 Iberia 49.51 4 56 8.08 9 113.12 14 39.53 7 144.18 9 Acadia 4 57 10.12 4 Vermilion 38.38 7 72 18.24 3 187.60 5 42 13 St. Charles 37.00 13.51 5 113.53 St Marv 36.43 3 44 8.24 8 120 79 12 St Martin 32 25 2 70 6 20 13 217 09 1 29.60 2 42 6.76 12 141.88 10 Washington Webster 29.05 36 3.44 16 123.95 11 1 St. John the Baptist 7 48 24.22 7 28.90 1 166.11 15 29 7.38 11 Lincoln 27.08 2 107.07 2 54 7.58 10 26.38 Avovelles 204 69 2 26.27 24 3.81 15 91.35 16 Beauregard 1 Natchitoches 41 14 170.21 24.09 1 4.15 6 23.74 3 46 12.64 193.76 3 Vernon 6 17 0 18 0.00 17 St. Bernard 23.68 76.02 21.77 Evangeline 4 35 18.37 2 160.78 8 Jefferson Davis 20.80 37 14.42 Δ 177.88 5 3 Driver Average 30.26 3 44 9.91 0 145.98 0 PARISHES WITH LICENSED DRIVERS BETWEEN 10,000-20,000 Iberville 19.68 31 10.16 13 157.50 3 2 98.36 10 DeSoto 18.30 4 18 21.86 5 Morehouse 18.22 2 18 10.98 12 98.78 9 West Baton Rouge 16.54 8 30 48.38 1 181.42 2 16.20 4 18 24.69 3 111.08 7 Union Sabine 15.78 2 20 12.67 11 126.74 6 Plaquemines 15.64 2 14 12.79 10 89.53 12 St. James 14.95 2 19 13.37 9 127.06 5 14.89 8 107.47 8 Pointe Coupee 16 13.43 2 Fast Feliciana 14 38 4 27.81 2 41 72 16 6 Grant 14.16 2 13 14.12 7 91.80 11 Allen 13.87 1 20 7.21 16 144.19 4 13.47 30 7.43 15 Assumption 222.77 1 1 13.46 7.43 17 Richland 1 5 14 37.14 Franklin 12.93 0 8 0.00 17 61.87 14 12.68 3 9 23.67 4 71.01 13 Concordia Jackson 11.53 6 17.35 6 52.06 15 0 15.10 17 0 109.47 Driver Average 16.36 PARISHES WITH LICENSED DRIVERS LESS THAN 10.000 LaSalle 9.69 12 4 123.85 3 30.96 7 9.66 Bienville 2 10 20.70 6 103.52 10 9 172.85 Claiborne 8.68 15 11.52 5 1 8 11.54 8 92.34 11 Winn 8.66 1 West Carroll 7.84 1 5 12.75 7 63.77 13 Caldwell 7.39 11 27.08 5 148.95 6 2 West Feliciana 7.34 0 8 0.00 10 109.05 9 9 8 Catahoula 7.32 5 68.35 2 123.03 5.61 10 4 Red River 0 10 0.00 178.35 10 3 Madison 5.49 0 12 0.00 218.70 St. Helena 4 71 4 13 84 98 1 276 18 2 East Carroll 3.67 0 1 0.00 10 27.26 14 9 Cameron 3.11 0 0.00 10 289.76 1 3.02 33.12 66.25 12 Tensas 3

9

21.70

0

135.63

0

#### Table J11: Estimated Fatal & Injury Alcohol-Related Crashes by Parish

ALCHOHOL-RELATED

# ALC-RELATED FATAL # ALC-RELATED INJURY

1000

Table J11 shows the estimated number of alcohol-related crashes by parish and is grouped by size of the parishes. The table also shows the estimated alcohol-related crashes and the reported alcohol-related injury crashes per 100,000 licensed drivers. A ranking within the groups is also provided. Smaller parishes tend to have a higher alcohol-related crash rate.

Note: LIC DR - Licensed Drivers; ALC-RELATED - Alcohol-Related

| a         | Ft     | 5      | 1     | 11        | 1          | 2         | 1          | 2         | 0       | 8     | 0            | 14        | 2        | 0       | 7         | 1         | ю         | 4      | 23               | 0            | 10             | 5          | 0        | 2     | 4      | ю         | 2       | 14        | ю               | 17        | 7         | з       | 2       | 10         | 0       |
|-----------|--------|--------|-------|-----------|------------|-----------|------------|-----------|---------|-------|--------------|-----------|----------|---------|-----------|-----------|-----------|--------|------------------|--------------|----------------|------------|----------|-------|--------|-----------|---------|-----------|-----------------|-----------|-----------|---------|---------|------------|---------|
| готаг     | Crsh   | 4      | 1     | 10        | 1          | 2         | 1          | 2         | 0       | 7     | 0            | 12        | 2        | 0       | 5         | 1         | ю         | 4      | 21               | 0            | 4              | 4          | 0        | 2     | 4      | 2         | 2       | 13        | ю               | 15        | 9         | в       | 2       | 10         | 0       |
|           | Ft     | 1      | 0     | 1         | 0          | 0         | 0          | 0         | 0       | 3     | 0            | 1         | 0        | 0       | 0         | 0         | 0         | 1      | 1                | 0            | 0              | 0          | 0        | 0     | 1      | 0         | 0       | 0         | 2               | 1         | 2         | 0       | 0       | 2          | 0       |
|           | Crsh   | 1      | 0     | 1         | 0          | 0         | 0          | 0         | 0       | 3     | 0            | 1         | 0        | 0       | 0         | 0         | 0         | 1      | 1                | 0            | 0              | 0          | 0        | 0     | 1      | 0         | 0       | 0         | 2               | 1         | 1         | 0       | 0       | 2          | 0       |
|           | 뷴      | 0      | 1     | 1         | 0          | 0         | 0          | 0         | 0       | 1     | 0            | 0         | 1        | 0       | 0         | 0         | 0         | m      | 0                | 1            | 0              | 1          | 0        | 0     | 1      | 0         | 0       | 2         | 1               | 0         | 1         | 0       | 1       | 1          | 0       |
|           | Crsh   | 0      | 1     | 1         | 0          | 0         | 0          | 0         | 0       | 1     | 0            | 0         | 1        | 0       | 0         | 0         | 0         | 1      | 0                | 1            | 0              | 1          | 0        | 0     | 1      | 0         | 0       | 2         | 1               | 0         | 1         | 0       | 1       | H          | 0       |
| October   | Ŧ      | 1      | 1     | 1         | 1          | 0         | 0          | 0         | 0       | 0     | 0            | 0         | 1        | 0       | 0         | 0         | 0         | 0      | 2                | 0            | 1              | 0          | 0        | -     | m      | 1         | 0       | 0         | 0               | 4         | 1         | 0       | æ       |            | -       |
| 50        | Crsh   | 1      | 1     | 1         | 1          | 0         | 0          | 0         | 0       | 0     | 0            | 0         | 1        | 0       | 0         | 0         | 0         | 0      | 2                | 0            | 1              | 0          | 0        | 1     | 1      | 1         | 0       | 0         | 0               | ε         | 1         | 0       | 2       |            | -       |
| september | Ŧ      | 1      | 0     | 0         | 0          | 0         | 1          | 0         | 0       | 0     | 0            | 1         | 0        | 0       | 0         | 0         | 0         | 0      | 2                | 0            | 0              | 0          | 0        | 0     | 1      | 0         | 0       | 0         | 0               | 0         | 1         | 0       | 0       | -          |         |
| ldəc      | Crsh   | 1      | 0     | 0         | 0          | 0         | 1          | 0         | 0       | 0     | 0            | 1         | 0        | 0       | 0         | 0         | 0         | 0      | 1                | 0            | 0              | 0          | 0        | 0     | 1      | 0         | 0       | 0         | 0               | 0         | 1         | 0       | 0       |            | -       |
| August    | E      | 0      | 0     | 2         | 0          | 0         | 1          | 0         | 0       | 1     | 0            | 2         | 0        | 0       | 0         | 0         | 0         | 0      | 2                | 0            | 0              | 0          | 0        | 0     | 0      | 0         | 0       | H         | 0               | 0         | 0         | 0       | 0       | 0          | 0       |
| Au        | Crsh   | 0      | 0     | 2         | 0          | 0         | 1          | 0         | 0       | 1     | 0            | 2         | 0        | 0       | 0         | 0         | 0         | 0      | 4                | 0            | 0              | 0          | 0        | 0     | 0      | 0         | 0       | 1         | 0               | 0         | 0         | 0       | 0       | 0          | 0       |
| hinr      | Ŧ      | 0      | 0     | 1         | 0          | 1         | 0          | 2         | 0       | 0     | 0            | 0         | 0        | 0       | 0         | 0         | 0         | 0      | 0                | 0            | 0              | 1          | 0        | 0     | 0      | 0         | 0       | 2         | 0               | -         | 0         | 0       | 0       | 0          | 0       |
| 5         | Crsh   | 0      | 0     | 1         | 0          | 1         | 0          | 2         | 0       | 0     | 0            | 0         | 0        | 0       | 0         | 0         | 0         | 0      | 0                | 0            | 0              | 1          | 0        | 0     | 0      | 0         | 0       | 2         | 0               | 1         | 0         | 0       | 0       | 0          | 0       |
| June      | FtI    | 1      | з     | 0         | 1          | 3         | 0          | 0         | 0       | 1     | 0            | 2         | 0        | 0       | 0         | 0         | 0         | 0      | 4                | 0            | 0              | 0          | 0        | 0     | 1      | 0         | 2       | 0         | 0               | 0         | 0         | 1       | 0       | 1          | 0       |
| 7         | Crsh   | 1      | 2     | 0         | 1          | з         | 0          | 0         | 0       | 1     | 0            | 2         | 0        | 0       | 0         | 0         | 0         | 0      | æ                | 0            | 0              | 0          | 0        | 0     | 1      | 0         | 2       | 0         | 0               | 0         | 0         | 1       | 0       | -          | 0       |
| May       | Ŧ      | 0      | 0     | 1         | 0          | 0         | 0          | 0         | 1       | 0     | 0            | 0         | 0        | 0       | 0         | 0         | 0         | 0      | ε                | 0            | 0              | 1          | 0        | 0     | m      | 0         | 7       | 1         | 1               |           | 1         | 0       | 0       | m          | 0       |
| ~         | Crsh   | 0      | 0     | 1         | 0          | 0         | 0          | 0         | 1       | 0     | 0            | 0         | 0        | 0       | 0         | 0         | 0         | 0      | 2                | 0            | 0              | 1          | 0        | 0     | 2      | 0         | -       | 1         | 1               | -         | -1        | 0       | 0       | 2          | 0       |
| April     | 뷴      | 2      | 0     | 0         | 0          | 0         | 0          | 0         | 0       | 0     | 0            | 3         | 0        | 0       | 0         | 0         | 0         | 0      | 0                | 0            | 0              | 0          | 1        | 0     | 0      | 0         | 0       | 2         | 0               | 2         | 0         | 0       | 0       | -1         | -       |
| Ā         | Crsh   | 2      | 0     | 0         | 0          | 0         | 0          | 0         | 0       | 0     | 0            | з         | 0        | 0       | 0         | 0         | 0         | 0      | 0                | 0            | 0              | 0          | 1        | 0     | 0      | 0         | 0       | 1         | 0               | 2         | 0         | 0       | 0       | ц.         |         |
| March     | 큔      | 0      | 2     | 0         | 0          | 0         | 1          | 0         | 0       | 0     | 0            | 3         | 0        | 0       | 0         | 0         | 0         | 0      | 2                | 0            | 0              | 0          | 1        | 0     | 2      | 0         | 0       | 1         | 0               | 2         | 0         | 0       | 0       | 0          | 0       |
| Σ         | Crsh   | 0      | 2     | 0         | 0          | 0         | 1          | 0         | 0       | 0     | 0            | 2         | 0        | 0       | 0         | 0         | 0         | 0      | 2                | 0            | 0              | 0          | 1        | 0     | 1      | 0         | 0       | 1         | 0               | 2         | 0         | 0       | 0       | 0          | 0       |
| February  | E      | 0      | 0     | 0         | 0          | 0         | 0          | 0         | 0       | 1     | 0            | 1         | 0        | 0       | 0         | 0         | 0         | 0      | 0                | 0            | 0              | 0          | 0        | 0     | 0      | 2         | 0       | 1         | 0               | 2         | 0         | 0       | 0       | 0          | 0       |
| Febr      | Crsh   | 0      | 0     | 0         | 0          | 0         | 0          | 0         | 0       | 1     | 0            | 1         | 0        | 0       | 0         | 0         | 0         | 0      | 0                | 0            | 0              | 0          | 0        | 0     | 0      | 2         | 0       | 1         | 0               | 2         | 0         | 0       | 0       | 0          | 0       |
| January   | E      | 0      | 0     | 0         | 0          | 1         | 0          | 0         | 0       | 1     | 0            | 1         | 1        | 0       | 1         | 0         | 0         | 0      | 2                | 0            | 0              | 0          | 0        | 1     | 0      | 0         | 0       | 0         | 0               | 0         | 2         | 1       | 1       | ю          | 0       |
| Jan       | Crsh   | 0      | 0     | 0         | 0          | 1         | 0          | 0         | 0       | 1     | 0            | 1         | 1        | 0       | 1         | 0         | 0         | 0      | 2                | 0            | 0              | 0          | 0        | 1     | 0      | 0         | 0       | 0         | 0               | 0         | 1         | 1       | 1       | -1         | 0       |
|           | Parish | Acadia | Allen | Ascension | Assumption | Avoyelles | Beauregard | Bienville | Bossier | Caddo | NOT REPORTED | Calcasieu | Caldwell | Cameron | Catahoula | Claiborne | Concordia | DeSoto | East Baton Rouge | East Carroll | East Feliciana | Evangeline | Franklin | Grant | Iberia | Iberville | Jackson | Jefferson | Jefferson Davis | Lafayette | Lafourche | LaSalle | Lincoln | Livingston | Madison |

| al        | Ŧ      | 7            | 13      | 0        | 2           | 3             | 6       | 0         | 1        | 2      | 0           | 5           | 5          | 2         | 11                   | 12         | 2          | 3        | 6           | 13         | 1      | 12         | 4     | 7         | 3      | 2          | 1       | 8                | 1            | 0              | 1    | 0            |
|-----------|--------|--------------|---------|----------|-------------|---------------|---------|-----------|----------|--------|-------------|-------------|------------|-----------|----------------------|------------|------------|----------|-------------|------------|--------|------------|-------|-----------|--------|------------|---------|------------------|--------------|----------------|------|--------------|
| Total     | Crsh   | 1            | 13      | 0        | 2           | 2             | 9       | 0         | 1        | 2      | 0           | 5           | 4          | 2         | 7                    | 10         | 2          | 3        | 9           | 12         | 1      | 10         | 4     | 7         | з      | 2          | 1       | 8                | 1            | 0              | 1    | 0            |
| Jac       | ΕŦ     | 0            | 1       | 0        | 0           | 0             | 0       | 0         | 0        | 1      | 0           | 0           | 2          | 1         | 0                    | 0          | 0          | 0        | 0           | 1          | 0      | 2          | 1     | 0         | 0      | 0          | 0       | 2                | 1            | 0              | 0    | 0            |
| necember  | Crsh   | 0            | 1       | 0        | 0           | 0             | 0       | 0         | 0        | 1      | 0           | 0           | 1          | 1         | 0                    | 0          | 0          | 0        | 0           | 1          | 0      | 2          | 1     | 0         | 0      | 0          | 0       | 2                | 1            | 0              | 0    | 0            |
| Jaci      | Ŧ      | 0            | 1       | 0        | 0           | 1             | 0       | 0         | 1        | 0      | 0           | 2           | 0          | 1         | 1                    | 2          | 0          | 1        | 0           | 2          | 0      | 1          | 0     | 1         | 0      | 0          | 0       | 1                | 0            | 0              | 0    | 0            |
| November  | Crsh   | 0            | 1       | 0        | 0           | 1             | 0       | 0         | 1        | 0      | 0           | 2           | 0          | 1         | 1                    | 2          | 0          | 1        | 0           | 2          | 0      | 1          | 0     | 1         | 0      | 0          | 0       | 1                | 0            | 0              | 0    | 0            |
| Der       | Ft     | 0            | 1       | 0        | 0           | 0             | 0       | 0         | 0        | 1      | 0           | 0           | 0          | 0         | 0                    | 4          | 1          | 0        | 0           | 2          | 0      | 2          | 1     | 0         | 0      | 0          | 0       | 2                | 0            | 0              | 0    | 0            |
| Uctober   | Crsh   | 0            | 1       | 0        | 0           | 0             | 0       | 0         | 0        | 1      | 0           | 0           | 0          | 0         | 0                    | 3          | 1          | 0        | 0           | 2          | 0      | 1          | 1     | 0         | 0      | 0          | 0       | 2                | 0            | 0              | 0    | 0            |
| mber      | Ftl    | 0            | 1       | 0        | 0           | 0             | 0       | 0         | 0        | 0      | 0           | 0           | 1          | 0         | 1                    | 0          | 0          | 0        | 0           | 0          | 0      | 1          | 0     | 0         | 0      | 0          | 0       | 0                | 0            | 0              | 0    | 0            |
| September | Crsh   | 0            | 1       | 0        | 0           | 0             | 0       | 0         | 0        | 0      | 0           | 0           | 1          | 0         | 1                    | 0          | 0          | 0        | 0           | 0          | 0      | 1          | 0     | 0         | 0      | 0          | 0       | 0                | 0            | 0              | 0    | 0            |
| nst       | FtI    | 0            | 0       | 0        | 0           | 0             | 0       | 0         | 0        | 0      | 0           | 0           | 0          | 0         | 0                    | 1          | 0          | 1        | 1           | 0          | 1      | 0          | 0     | 2         | 0      | 0          | 1       | 0                | 0            | 0              | 0    | 0            |
| August    | Crsh   | 0            | 0       | 0        | 0           | 0             | 0       | 0         | 0        | 0      | 0           | 0           | 0          | 0         | 0                    | 1          | 0          | 1        | 1           | 0          | 1      | 0          | 0     | 2         | 0      | 0          | 1       | 0                | 0            | 0              | 0    | 0            |
| >         | Ftl    | 0            | 4       | 0        | 0           | 0             | 2       | 0         | 0        | 0      | 0           | 0           | 0          | 0         | 2                    | 0          | 0          | 0        | 2           | 1          | 0      | 0          | 1     | 1         | 0      | 0          | 0       | 0                | 0            | 0              | 0    | 0            |
| hnr       | Crsh   | 0            | 4       | 0        | 0           | 0             | 2       | 0         | 0        | 0      | 0           | 0           | 0          | 0         | 2                    | 0          | 0          | 0        | 2           | 1          | 0      | 0          | 1     | 1         | 0      | 0          | 0       | 0                | 0            | 0              | 0    | 0            |
| a         | Ftl    | 0            | 1       | 0        | -           | 0             | 1       | 0         | 0        | 0      | 0           | ю           | 1          | 0         | 1                    | 2          | 0          | 0        | 1           | 0          | 0      | 1          | 0     | 0         | 0      | 1          | 0       | 0                | 0            | 0              | 0    | 0            |
| June      | Crsh   | 0            | 1       | 0        | 1           | 0             | 1       | 0         | 0        | 0      | 0           | з           | 1          | 0         | 1                    | 1          | 0          | 0        | 1           | 0          | 0      | 1          | 0     | 0         | 0      | 1          | 0       | 0                | 0            | 0              | 0    | 0            |
| λ         | Eđ     | 0            | 1       | 0        | 0           | 0             | 0       | 0         | 0        | 0      | 0           | 0           | 1          | 0         | 1                    | 1          | 0          | 1        | 2           | ю          | 0      | 2          | 0     | 1         | 0      | 0          | 0       | 0                | 0            | 0              | 1    | 0            |
| VEIVI     | Crsh   | 0            | 1       | 0        | 0           | 0             | 0       | 0         | 0        | 0      | 0           | 0           | 1          | 0         | 1                    | 1          | 0          | 1        | 2           | æ          | 0      | 1          | 0     | 1         | 0      | 0          | 0       | 0                | 0            | 0              | 1    | 0            |
| Ξ         | Ŧ      | 0            | 1       | 1        | 0           | 1             | з       | 0         | 1        | 0      | 0           | 0           | 0          | 0         | 0                    | 0          | 1          | 0        | 1           | 0          | 0      | 2          | 1     | 1         | 1      | 0          | 0       | 1                | 0            | 0              | 0    | 0            |
| April     | Crsh   | 0            | 0       | 0        | 0           | 1             | 2       | 0         | 0        | 0      | 0           | 0           | 0          | 0         | 0                    | 0          | 0          | 0        | 0           | 2          | 0      | 1          | 0     | 0         | 0      | 1          | 0       | 0                | 0            | 0              | 0    | 0            |
| ch        | ΕŦ     | 1            | 0       | 0        | 7           | 0             | 1       | 0         | 0        | 0      | 0           | 0           | 0          | 0         | 0                    | 0          | 0          | 0        | 0           | 1          | 0      | 0          | 0     | 1         | 2      | 0          | 0       | 1                | 0            | 0              | 0    | 0            |
| March     | Crsh   | 1            | 0       | 0        | 1           | 0             | 1       | 0         | 0        | 0      | 0           | 0           | 0          | 0         | 0                    | 0          | 0          | 0        | 0           | 1          | 0      | 0          | 0     | 1         | 2      | 0          | 0       | 1                | 0            | 0              | 0    | 0            |
| ary       | FtI    | 0            | 1       | 0        | 0           | 0             | 0       | 0         | 0        | 0      | 0           | 0           | 0          | 0         | 5                    | 1          | 0          | 0        | 0           | 0          | 0      | 1          | 1     | 0         | 0      | 0          | 0       | 0                | 0            | 0              | 0    | 0            |
| February  | Crsh   | 0            | 1       | 0        | 0           | 0             | 0       | 0         | 0        | 0      | 0           | 0           | 0          | 0         | 1                    | 1          | 0          | 0        | 0           | 0          | 0      | 1          | 1     | 0         | 0      | 0          | 0       | 0                | 0            | 0              | 0    | 0            |
| 2         | Et     | 0            | 2       | 0        | 0           | 0             | 0       | 0         | 0        | 0      | 0           | 0           | 0          | 0         | 0                    | 1          | 1          | 0        | 0           | 0          | 0      | 1          | 0     | 1         | 1      | 0          | 0       | 2                | 0            | 0              | 0    | 0            |
| January   | Crsh   | 0            | 2       | 0        | 0           | 0             | 0       | 0         | 0        | 0      | 0           | 0           | 0          | 0         | 0                    | 1          | 1          | 0        | 0           | 0          | 0      | 1          | 0     | 1         | 1      | 0          | 0       | 2                | 0            | 0              | 0    | 0            |
|           | Parish | Natchitoches | Orleans | Ouachita | Plaquemines | Pointe Coupee | Rapides | Red River | Richland | Sabine | St. Bernard | St. Charles | St. Helena | St. James | St. John the Baptist | St. Landry | St. Martin | St. Mary | St. Tammany | Tangipahoa | Tensas | Terrebonne | Union | Vermilion | Vernon | Washington | Webster | West Baton Rouge | West Carroll | West Feliciana | Winn | NOT REPORTED |

Note: Crsh denotes Fatal Crash, Ftl denotes Fatality

| al        | į      | 82     | 29    | 198       | 37         | 79        | 27         | 14        | 106     | 215   | 278       | 17       | 12      | 12        | 20        | 11        | 36     | 422              | 2            | 11             | 60         | 13       | 20    | 75     | 46        | 10      | 381       | 50              | 393       | 139       | 18      | 45      | 178        | 16      | 62  |
|-----------|--------|--------|-------|-----------|------------|-----------|------------|-----------|---------|-------|-----------|----------|---------|-----------|-----------|-----------|--------|------------------|--------------|----------------|------------|----------|-------|--------|-----------|---------|-----------|-----------------|-----------|-----------|---------|---------|------------|---------|-----|
| Total     | Crsh   | 57     | 20    | 135       | 30         | 54        | 24         | 10        | 74      | 173   | 188       | 11       | 6       | 6         | 15        | 6         | 18     | 252              | 1            | 9              | 35         | 8        | 13    | 56     | 31        | 9       | 243       | 37              | 232       | 92        | 12      | 29      | 108        | 12      | 18  |
| her       | in     | 3      | 1     | 21        | 5          | 7         | 1          | 0         | 2       | 11    | 17        | 0        | 0       | 4         | 2         | 0         | с      | 33               | 0            | 0              | 4          | 1        | 0     | 5      | 5         | 1       | 21        | 4               | 36        | 12        | ю       | 7       | 14         | 1       | -   |
| December  | Crsh   | 3      | 1     | 12        | 3          | ß         | 1          | 0         | 2       | 9     | 15        | 0        | 0       | 3         | 2         | 0         | 0      | 17               | 0            | 0              | 4          | 1        | 0     | 5      | ю         | 1       | 17        | 4               | 23        | 9         | 0       | з       | 7          | 1       | ~   |
| her       | in     | 4      | 1     | 23        | 0          | ß         | 7          | 0         | 8       | 12    | 43        | 4        | 1       | 1         | ю         | 0         | 5      | 48               | 0            | 2              | 11         | 0        | 1     | 1      | 9         | 0       | 34        | 4               | 35        | 15        | 0       | 10      | 13         | 0       |     |
| November  | Crsh   | 2      | 1     | 17        | 0          | з         | 5          | 0         | 3       | 10    | 22        | 3        | 1       | 1         | ю         | 0         | ю      | 30               | 0            | 0              | 3          | 0        | 1     | 1      | 5         | 0       | 21        | ю               | 22        | 11        | 0       | 5       | 6          | 0       | (   |
| ber       | ίu     | 8      | 0     | 14        | з          | 6         | 1          | 0         | з       | 16    | 19        | с        | 0       | 1         | m         | 1         | 4      | 25               | 0            | 1              | 0          | 0        | 0     | 11     | 1         | 0       | 27        | 9               | 38        | 18        | 1       | ε       | 16         | 0       |     |
| October   | Crsh   | 5      | 0     | 8         | 3          | 9         | 1          | 0         | 3       | 14    | 11        | 1        | 0       | 1         | 1         | 1         | æ      | 14               | 0            | 1              | 0          | 0        | 0     | 7      | 1         | 0       | 18        | S               | 25        | 10        | 1       | ю       | 11         | 0       | ,   |
| nber      | Inj    | 6      | 3     | 14        | 2          | 5         | 1          | 3         | 22      | 18    | 17        | 1        | 1       | 0         | 0         | 0         | 4      | 34               | 0            | 0              | 1          | 0        | 0     | 5      | 3         | 1       | 50        | 2               | 26        | 10        | 0       | 2       | 6          | 0       | 0   |
| September | Crsh   | 5      | 2     | 10        | 1          | 5         | 1          | з         | 6       | 13    | 14        | 1        | 1       | 0         | 0         | 0         | 2      | 21               | 0            | 0              | 1          | 0        | 0     | 4      | ю         | 1       | 27        | 2               | 15        | 7         | 0       | 2       | ∞          | 0       | •   |
| st        | ίu     | 7      | 2     | 18        | 2          | 10        | 0          | 4         | 11      | 13    | 20        | 0        | 2       | 0         | 0         | æ         | 0      | 36               | 0            | 1              | 3          | 0        | 1     | 2      | 0         | 0       | 31        | 2               | 34        | 13        | 0       | з       | 12         | 4       | ,   |
| August    | Crsh   | 4      | 1     | 11        | 2          | 9         | 0          | 2         | 7       | 11    | 15        | 0        | 2       | 0         | 0         | æ         | 0      | 15               | 0            | 1              | 2          | 0        | 1     | 2      | 0         | 0       | 25        | 2               | 16        | 11        | 0       | 2       | ∞          | 2       | ,   |
|           | Ē      | 8      | з     | 16        | 2          | 11        | 4          | 1         | 8       | 24    | 31        | 4        | 0       | 2         | 2         | 4         | 0      | 20               | 2            | 0              | S          | 4        | 2     | S      | 4         | 0       | 35        | 1               | 28        | 15        | 0       | 2       | 12         | 1       | ,   |
| July      | Crsh   | 7      | 1     | 11        | 2          | 8         | 4          | 1         | 8       | 18    | 19        | 2        | 0       | 1         | 2         | 2         | 0      | 12               | 1            | 0              | 1          | з        | 2     | 4      | 2         | 0       | 26        | 1               | 18        | 10        | 0       | 2       | ∞          | 1       | ,   |
| ē         | İnj    | 12     | 2     | 12        | 1          | 5         | 5          | 0         | 2       | 18    | 22        | 1        | 2       | 2         | 2         | 1         | ∞      | 44               | 0            | 2              | 7          | 9        | 0     | 9      | 5         | 5       | 27        | 9               | 39        | 4         | ю       | Э       | 15         | 5       | ,   |
| June      | Crsh   | 6      | 2     | 10        | 1          | 2         | 5          | 0         | 2       | 16    | 17        | 1        | 1       | 1         | 2         | 1         | 3      | 26               | 0            | 2              | 3          | 2        | 0     | 5      | 4         | 1       | 13        | 4               | 24        | 4         | 3       | 2       | 12         | 4       | ,   |
| ž         | İnj    | 10     | 3     | 18        | 5          | 5         | 2          | 2         | 14      | 17    | 12        | 0        | 3       | 0         | 2         | 1         | 2      | 32               | 0            | 4              | 5          | 0        | 3     | 10     | 10        | 2       | 31        | 4               | 25        | 14        | 3       | 3       | 14         | 2       | ,   |
| May       | Crsh   | 6      | 3     | 13        | 4          | 4         | 1          | 1         | 6       | 13    | 11        | 0        | 1       | 0         | 2         | 1         | 1      | 26               | 0            | 1              | 4          | 0        | 3     | 5      | 5         | 2       | 21        | з               | 18        | 6         | 2       | 2       | ∞          | 2       | ,   |
| Ē         | İnj    | 5      | 10    | 11        | 3          | 11        | 0          | 0         | 6       | 20    | 30        | 0        | 2       | 0         | 0         | 1         | m      | 29               | 0            | 0              | 7          | 1        | 1     | 9      | 0         | 0       | 20        | 6               | 40        | 7         | æ       | 4       | 17         | 0       |     |
| April     | Crsh   | 4      | 5     | 7         | з          | 9         | 0          | 0         | 8       | 18    | 15        | 0        | 2       | 0         | 0         | 1         | 2      | 22               | 0            | 0              | з          | 1        | 1     | 4      | 0         | 0       | 6         | 7               | 27        | 9         | 2       | 4       | ∞          | 0       | ,   |
| March     | İnj    | 3      | 2     | 20        | 3          | 9         | 3          | 3         | 6       | 21    | 24        | 2        | 1       | 0         | 1         | 0         | з      | 58               | 0            | 0              | 7          | 0        | 4     | 5      | 6         | 0       | 28        | з               | 25        | 18        | 1       | 3       | 27         | 0       | ,   |
| Š         | Crsh   | 3      | 2     | 15        | 2          | 4         | æ          | 2         | 8       | 17    | 19        | 2        | 1       | 0         | 1         | 0         | 2      | 31               | 0            | 0              | 2          | 0        | 1     | 5      | 9         | 0       | 17        | 2               | 13        | 8         | 1       | 1       | 12         | 0       | ,   |
| February  | ίĽ     | 7      | 2     | 15        | 4          | æ         | 1          | 7         | 1       | 27    | 13        | 2        | 0       | 1         | 1         | 0         | 2      | 32               | 0            | 0              | ß          | 0        | ε     | 12     | 1         | 1       | 46        | ß               | 43        | 6         | ε       | 1       | 13         | Э       | ,   |
| Feb       | Crsh   | 5      | 2     | 10        | æ          | æ         | 1          | 7         | -1      | 23    | 10        | 1        | 0       | 1         | 1         | 0         | 1      | 15               | 0            | 0              | 4          | 0        | 2     | 7      | 1         | 1       | 29        | 2               | 20        | 7         | 2       | 1       | 6          | 2       | ſ   |
| January   | Ч      | 9      | 0     | 16        | 7          | 2         | 2          | 0         | 17      | 18    | 30        | 0        | 0       | 1         | 4         | 0         | 2      | 31               | 0            | 1              | 5          | 1        | 5     | 7      | 2         | 0       | 31        | 4               | 24        | 4         | 1       | 4       | 16         | 0       | (   |
| Ja        | Crsh   | 4      | 0     | 11        | 9          | 2         | 2          | 0         | 14      | 14    | 20        | 0        | 0       | 1         | 1         | 0         | 1      | 23               | 0            | 1              | 5          | 1        | 2     | 7      | 1         | 0       | 20        | 2               | 11        | 3         | 1       | 2       | ∞          | 0       | (   |
|           | Parish | Acadia | Allen | Ascension | Assumption | Avoyelles | Beauregard | Bienville | Bossier | Caddo | Calcasieu | Caldwell | Cameron | Catahoula | Claiborne | Concordia | DeSoto | East Baton Rouge | East Carroll | East Feliciana | Evangeline | Franklin | Grant | Iberia | lberville | Jackson | Jefferson | Jefferson Davis | Lafayette | Lafourche | LaSalle | Lincoln | Livingston | Madison | A 4 |

Note: Crsh denotes Fatal Crash, Ftl denotes Fatality

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| tal       | Ē          | 603     | 181      | 20          | 28            | 158     | 22        | 5        | 31     | 24          | 64          | 22         | 28        | 85                   | 116        | 118        | 60       | 161         | 135        | ю      | 197        | 30    | 116       | 67     | 48         | 52      | 43               | 9            | 13             | 12   |
|-----------|------------|---------|----------|-------------|---------------|---------|-----------|----------|--------|-------------|-------------|------------|-----------|----------------------|------------|------------|----------|-------------|------------|--------|------------|-------|-----------|--------|------------|---------|------------------|--------------|----------------|------|
| Total     | Crsh       | 387     | 116      | 14          | 16            | 101     | 10        | 5        | 20     | 18          | 42          | 13         | 19        | 48                   | 76         | 70         | 44       | 115         | 80         | 2      | 103        | 18    | 72        | 46     | 42         | 36      | 30               | 5            | ∞              | ∞    |
| ber       | Ē          | 41      | 13       | 2           | 0             | 9       | ∞         | 0        | 7      | 4           | 2           | 2          | m         | 10                   | 11         | 11         | 5        | 12          | 19         | 2      | 15         | 0     | 13        | 9      | 7          | 6       | 4                | ю            | 0              | 0    |
| December  | Crsh       | 28      | 11       | 2           | 0             | 9       | m         | 0        | 4      | 4           | 2           | 2          | 2         | 5                    | 7          | 9          | 4        | 11          | 13         | 1      | ъ          | 0     | 7         | з      | 7          | 3       | 3                | 2            | 0              | 0    |
| ber       | Ē          | 47      | 21       | 1           | 2             | 4       | 0         | 1        | 0      | 0           | 10          | 2          | ъ         | 13                   | 8          | 16         | 3        | 13          | 27         | 0      | 9          | 0     | 8         | 9      | 5          | 1       | 8                | 0            | 0              | 0    |
| November  | Crsh       | 26      | 15       | 1           | 1             | з       | 0         | 1        | 0      | 0           | 5           | 1          | 1         | 4                    | с          | 7          | 2        | 10          | 7          | 0      | 9          | 0     | 5         | 9      | 5          | 1       | 9                | 0            | 0              | 0    |
| ber       | inj        | 26      | 3        | е           | 2             | 12      | 0         | 0        | -      | 0           | 6           | 2          | 0         | 3                    | 13         | 10         | 4        | 29          | 12         | 0      | 19         | 2     | ∞         | 4      | -          | 2       | 8                | 0            | ۲ı             | 9    |
| October   | Crsh       | 21      | 3        | 3           | æ             | 9       | 0         | 0        | ч      | 0           | 9           | 2          | 0         | 3                    | 6          | 5          | 4        | 18          | 4          | 0      | 7          | 1     | 9         | 2      | ۲,         | 2       | 5                | 0            | 1              | m    |
| nber      | į'n        | 70      | 25       | 2           | 10            | 17      | 0         | 0        | 2      | 0           | ∞           | 0          | 2         | 1                    | æ          | 5          | 5        | 6           | 8          | 1      | 21         | 5     | 14        | з      | 6          | 5       | 3                | 0            | 0              | 1    |
| September | Crsh       | 36      | 15       | 1           | 4             | 12      | 0         | 0        | 2      | 0           | 9           | 0          | 2         | 1                    | æ          | 4          | 5        | 9           | 9          | 1      | 12         | з     | 6         | 2      | 9          | 3       | 3                | 0            | 0              | 1    |
| ıst       | ίĽ         | 54      | 14       | 0           | 0             | 18      | 2         | 1        | ۲,     | з           | m           | 1          | 0         | 1                    | ∞          | 10         | 0        | 5           | 5          | 0      | 9          | 1     | 11        | 2      | 2          | 1       | 1                | 1            | 4              | -    |
| August    | Crsh       | 30      | 6        | 0           | 0             | 11      |           | 7        |        | з           | 2           | 1          | 0         | 1                    | 7          | 7          | 0        | 4           | 4          | 0      | ъ          | 1     | 9         | 2      | 2          | 1       | 1                | 1            |                | -1   |
|           | Ē          | 60      | 25       | 2           | 0             | 7       | -         | 0        | m      | ю           | 10          | 0          | 2         | 14                   | 2          | 7          | 8        | 10          | 21         | 0      | 13         | 4     | 15        | 10     | m          | 1       | 1                | 0            | 0              | 0    |
| ylul      | Crsh       | 40      | 12       | 4           | 0             | 7       |           | 0        | 2      | ц.          | ∞           | 0          | 2         | 9                    | 4          | 4          | 9        | 9           | 11         | 0      | 9          | 2     | ß         | 8      | m          | 1       | 1                | 0            | 0              | 0    |
| je        | in         | 46      | 19       | 5           | 1             | 22      | 1         | 0        | 1      | 2           | 6           | 7          | 1         | з                    | 9          | 12         | 8        | 18          | 5          | 0      | 16         | 2     | 13        | 7      | 2          | 5       | 0                | 1            | 0              | 1    |
| June      | Crsh       | 37      | 12       | 2           | T             | 14      | T         | 0        | T      | 1           | 9           | 3          | T         | з                    | 9          | ∞          | 5        | 13          | 4          | 0      | ∞          | 2     | 10        | 9      | 4          | 4       | 0                | 1            | 0              | 1    |
| May       | ί'n        | 99      | 12       | 2           | 2             | 12      | 0         | 2        | 2      | 2           | 0           | 1          | ∞         | 5                    | 23         | 9          | 9        | 16          | 6          | 0      | 18         | 9     | 13        | 8      | 2          | 6       | 0                | 0            | 2              | 0    |
| Σ         | Crsh       | 36      | 8        | 2           | ŝ             | 7       | 0         | 2        | -      | 2           | 0           | 1          | ŝ         | з                    | 10         | з          | 3        | 11          | 7          | 0      | 11         | з     | ∞         | 4      | 2          | 4       | 0                | 0            | 4              | 0    |
| April     | inj        | 50      | 19       | 0           | 1             | 19      | S         | 0        | S      | 2           | 7           | 1          | 0         | ∞                    | ∞          | 14         | з        | 16          | 6          | 0      | 17         | ю     | ∞         | 9      | 4          | 2       | 1                | 1            | 2              | m    |
| AF        | Crsh       | 33      | 12       | 0           | 0             | 14      | 2         | 0        | 4      | 1           | m           | 1          | 0         | 9                    | ~          | 7          | З        | 11          | 9          | 0      | 10         | 1     | 9         | æ      | 2          | 2       | 1                | 1            | 7              | 7    |
| March     | Ē          | 53      | 6        | æ           | 0             | 16      | 0         | 7        | 9      | S           |             | 1          | ъ         | 13                   | 6          | 6          | 6        | S           | 6          | 0      | 24         | 2     | 6         | 2      | 4          | 9       | 11               | 0            | 0              | 0    |
| Σ         | Crsh       | 37      | 7        | 2           | 0             | 10      | 0         | 7        |        | ю           |             | 1          | 4         | 7                    | ~          | 5          | 7        | 4           | 8          | 0      | 14         | 2     | 9         | 2      | 4          | 5       | 5                | 0            | 0              | 0    |
| February  | Ē          | 43      | 6        | 0           | 0             | 10      | ъ         | 0        | 2      | ß           | 4           | 0          | 4         | 10                   | 10         | 15         | 5        | 17          | 9          | 0      | 23         | 4     | 2         | ß      |            | 7       | 4                | 0            | 7              | 0    |
| Fet       | Crsh       | 30      | 5        | 0           | 0             | 5       | 2         | 0        | 2      | ß           | 2           | 0          | 4         | 5                    | 9          | 11         | 2        | 10          | 9          | 0      | 1          | 2     | 2         | 4      |            | 5       | З                | 0            | 7              | 0    |
| January   | رتا<br>آتا | 47      | 12       | 0           | 4             | 15      | 0         | 0        |        | 0           |             | 5          | 0         | 4                    | 12         | ß          | 4        | 11          | 5          | 0      | 19         | 7     | 2         | 8      | 2          | 7       | 2                | 0            | 7              | 0    |
| Ъ         | Crsh       | 33      | 7        | 0           | 4             | 9       | 0         | 0        | H      | 0           | H           | 1          | 0         | 4                    | 7          | Э          | 3        | 11          | 4          | 0      | ∞          | 1     | 2         | 4      | 2          | 5       | 2                | 0            |                | 0    |
|           | Parish     | Orleans | Ouachita | Plaquemines | Pointe Coupee | Rapides | Red River | Richland | Sabine | St. Bernard | St. Charles | St. Helena | St. James | St. John the Baptist | St. Landry | St. Martin | St. Mary | St. Tammany | Tangipahoa | Tensas | Terrebonne | Union | Vermilion | Vernon | Washington | Webster | West Baton Rouge | West Carroll | West Feliciana | Winn |

Note: Crsh denotes Fatal Crash, Ftl denotes Fatality

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## SEATBELT USE

Summary

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This section deals with the use of safety belts and other safety devices. Louisiana's safety belt law requires drivers and (except as provided by R.S. 32:295) all passengers in a passenger car, van, sports utility vehicle, or truck having a gross weight of ten thousand pounds or less, commonly referred to as a pickup truck to have a safety belt properly fastened about his/her body at all times when the vehicle is in forward motion. NHTSA research "has found that lap/shoulder safety belts, when used correctly, reduce the risk of fatal injuries to front-seat passenger car occupants by 45 percent and the risk of moderate-to-critical injuries by 50 percent." For light truck occupants, safety belts reduce the risk of fatal injuries by 60 percent and of moderate-to-critical injuries by 65 percent. Research on the effectiveness of child safety seats finds these seats to reduce fatal injuries by 69 percent for infants (less than 1 year old) and 47 percent for toddlers between 1 and 4 years old (DOTD HS 808 768). Occupants in this section are all drivers and passengers.

- Not wearing a safety belt was one of the leading causes of being killed in a crash. Note that only drivers in vehicles with manufacturer-installed safety belts are included in the analysis. This excludes bicycles, motorcycles and off-the-road vehicles.
- In 2012, only 148 ( 42% ) of the 351 drivers killed in motor vehicle crashes were known to be wearing safety belts.
- In 2012, 175 drivers killed in motor vehicles crashes were not wearing a safety belt. This is 54% of the known cases.
- 45% of the drivers killed did not wear a safety belt when the air bag deployed. Thus an airbag alone does not protect against being killed as much as wearing a safety belt.
- In 2012, only 41% of all drivers and passengers killed were known to have worn a safety belt.
- Only 1 of the 4 child/children killed, ages 4 and under, were known to be properly restrained in a child seat.
- Only 49 of the 130 killed passengers 38% ages 5 and older were known to be wearing a safety belt.
- Safety belt usage tends to increase with age.
- 3% of motorcycle drivers killed were not wearing helmets in 2012.
- 12.1% of the severely injured motorcycle drivers did not wear helmets in 2012.
- 52% of male driver fatalities were known to not have worn a seat belt.
- 44.7% of female driver fatalities were known to not have worn a seat belt.

#### Table K1: Safety Belt Use of Driver Fatalities by Parish

|                        | FATAL   | DRIVER     | SEAT BELT       |                 | 0/ NOT              | SEAT BELT NOT USED |                |
|------------------------|---------|------------|-----------------|-----------------|---------------------|--------------------|----------------|
| PARISH                 | CRASHES | FATALITIES | USED            | NOT USED        | % NOT USED          | PER 100,00 DRIVERS | PER 100 MIL MI |
|                        |         |            | PARISHES WITH L | ICENSED DRIVERS | S MORE THAN 100,00  | 0                  |                |
| Jefferson              | 27      | 7          | 2               | 5               | 71                  | 1.7                | 0.2            |
| East Baton Rouge       | 51      | 23         | 11              | 12              | 52                  | 4.5                | 0.3            |
| Orleans                | 28      | 5          | 1               | 4               | 80                  | 2.2                | 0.2            |
| St. Tammany            | 24      | 15         | 10              | 5               | 33                  | 2.9                | 0.2            |
| Caddo                  | 32      | 12         | 8               | 4               | 33                  | 2.5                | 0.2            |
|                        | 27      | 18         | 10              | 8               | 44                  | 5.2                | 0.4            |
| Lafayette              | _       |            |                 |                 |                     |                    |                |
| Calcasieu              | 32      | 14         | 8               | 6               | 43                  | 4.4                | 0.3            |
| Driver Average         | 31.6    | 13.4       | 7.1             | 6.3             | 47                  | 3.2                | 0.3            |
|                        | -       |            |                 |                 | ETWEEN 50,000-100,  |                    | 1              |
| Ouachita               | 6       | 1          | 1               | 0               | 0                   | 0.0                | 0.0            |
| Rapides                | 20      | 13         | 6               | 7               | 54                  | 7.9                | 0.5            |
| Livingston             | 24      | 13         | 4               | 9               | 69                  | 10.5               | 0.6            |
| Tangipahoa             | 35      | 17         | 6               | 11              | 65                  | 13.9               | 0.7            |
| Terrebonne             | 17      | 6          | 2               | 4               | 67                  | 5.2                | 0.4            |
| Bossier                | 11      | 4          | 4               | 0               | 0                   | 0.0                | 0.0            |
| Ascension              | 17      | 11         | 5               | 6               | 55                  | 8.1                | 0.4            |
| Lafourche              | 18      | 8          | 6<br>F          | 2               | 25                  | 3.2                | 0.2            |
| St. Landry             | 19      | 8          | 5               | 3               | 38                  | 4.9                | 0.3            |
| Driver Average         | 18.6    | 9.0        | 4.3             |                 | 52                  | 6.0                | 0.4            |
| ile e ste              | 100     |            | -               |                 | BETWEEN 20,000-50,0 |                    | 0.0            |
| Iberia                 | 122     | 60         | 20              | 40              | 67                  | 9.1                | 0.6            |
| Acadia                 | 111     | 64         | 25              | 39              | 61                  | 11.1               | 0.5            |
| Vermilion              | 91      | 56         | 19              | 37              | 66                  | 10.9               | 0.8            |
| St. Mary               | 94      | 43         | 16              | 27              | 63                  | 8.3                | 0.5            |
| St. Charles            | 89      | 56         | 27              | 29              | 52                  | 8.9                | 0.4            |
| St. Martin             | 112     | 58         | 23              | 35              | 60                  | 12.5               | 0.5            |
| Vernon                 | 93      | 66         | 23              | 43              | 65                  | 16.2               | 1.1            |
| Washington             | 88      | 61         | 22              | 39              | 64                  | 14.8               | 1.0            |
| St. John the Baptist   | 94      | 44         | 19              | 25              | 57                  | 9.6                | 0.4            |
| Webster                | 60      | 36         | 19              | 17              | 47                  | 6.6                | 0.3            |
| St. Bernard            | 37      | 16         | 2               | 14              | 88                  | 5.6                | 0.5            |
| Lincoln                | 85      | 52         | 26              | 26              | 50                  | 11.0               | 0.4            |
| Avoyelles              | 79      | 47         | 7               | 40              | 85                  | 17.0               | 1.0            |
| Beauregard             | 67      | 43         | 15              | 28              | 65                  | 12.4               | 0.9            |
| Natchitoches           | 89      | 48         | 14              | 34              | 71                  | 16.0               | 0.6            |
| Evangeline             | 67      | 34         | 10              | 24              | 71                  | 12.3               | 0.8            |
| Jefferson Davis        | 82      | 53         | 18              | 35              | 66                  | 18.7               | 0.7            |
| Driver Average         | 7.4     | 3.4        | 1.4             | 2.1             | 60                  | 6.8                | 0.4            |
|                        |         |            |                 |                 | 3ETWEEN 10,000-20,0 |                    |                |
| Iberville              | 9       | 6          | 2               | 4               | 67                  | 20.3               | 0.8            |
| DeSoto                 | 6       | 5          | 1               | 4               | 80                  | 21.9               | 0.6            |
| Morehouse              | 6       | 3          | 1               | 2               | 67                  | 11.0               | 0.8            |
| West Baton Rouge       | 10      | 4          | 2               | 2               | 50                  | 12.1               | 0.3            |
| Union                  | 9       | 5          | 3               | 2               | 40                  | 12.3               | 0.8            |
| Sabine                 | 6       | 3          | 1               | 2               | 67                  | 12.7               | 0.7            |
| Plaquemines            | 3       | 3          | 1               | 2               | 67                  | 12.8               | 0.6            |
| St. James              | 10      | 7          | 5               | 2               | 29                  | 13.4               | 0.5            |
| Pointe Coupee          | 5       | 3          | 2               | 1               | 33                  | 6.7                | 0.3            |
| East Feliciana         | 8       | 5          | 2               | 3               | 60                  | 20.9               | 1.3            |
| Grant                  | 6       | 3          | 1               | 2               | 67                  | 14.1               | 0.9            |
| Allen                  | 5       | 4          | 1               | 3               | 75                  | 21.6               | 1.1            |
| Assumption             | 4       | 2          | 1               | 1               | 50                  | 7.4                | 0.4            |
| Richland               | 2       | 1          | 1               | 0               | 0                   | 0.0                | 0.4            |
|                        | 2       |            |                 |                 |                     | 7.7                | 0.5            |
| Franklin               |         | 2          | 1               | 1               | 50                  |                    |                |
| Concordia              | 8       | 6          | 2               | 4               | 67                  | 31.6               | 1.7            |
| Jackson Deixen Auserna | 2       | 1          | 1               | 0               | 0                   | 0.0                | 0.0            |
| Driver Average         | 5.9     | 3.7        | 1.6             | 2.1             | 56                  | 13.6               | 0.6            |
| Lafalla                |         | 2          |                 |                 | RS LESS THAN 10,000 |                    | 2.0            |
| LaSalle                | 4       | 3          | 0               | 3               | 100                 | 31.0               | 2.0            |
| Bienville              | 4       | 3          | 1               | 2               | 67                  | 20.7               | 0.6            |
| Claiborne              | 3       | 2          | 2               | 0               | 0                   | 0.0                | 0.0            |
| Winn                   | 2       | 1          | 0               | 1               | 100                 | 11.5               | 0.5            |
| West Carroll           | 4       | 2          | 0               | 2               | 100                 | 25.5               | 2.0            |
| Caldwell               | 2       | 1          | 0               | 1               | 100                 | 13.5               | 0.7            |
| West Feliciana         | 0       | 0          | 0               | 0               | 0                   | 0.0                | 0.0            |
| Catahoula              | 9       | 7          | 2               | 5               | 71                  | 68.4               | 3.9            |
| Red River              | 3       | 3          | 2               | 1               | 33                  | 17.8               | 0.6            |
| Madison                | 1       | 0          | 0               | 0               | 0                   | 0.0                | 0.0            |
| St. Helena             | 4       | 4          | 1               | 3               | 75                  | 63.7               | 2.4            |
| East Carroll           | 0       | 0          | 0               | 0               | 0                   | 0.0                | 0.0            |
| Cameron                | 0       | 0          | 0               | 0               | 0                   | 0.0                | 0.0            |
| Tensas                 | 1       | 1          | 0               | 1               | 100                 | 33.1               | 1.3            |

Note: This table includes only drivers in vehicles with installed seat belts.

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#### Table K2: Safety Belt Use for Fatally Injured Occupants

|                              | SAFETY BELT NOT USED | SAFETY BELT USED | UNKNOWN | TOTAL |
|------------------------------|----------------------|------------------|---------|-------|
| Drivers                      | 175                  | 148              | 28      | 351   |
| Passengers - Age 5 and Above | 67                   | 49               | 11      | 127   |
| Passengers - Age 4 and Below | 2                    | 1                | 0       | 3     |
| All Occupants                | 245                  | 198              | 39      | 482   |

Table K2 shows the number of drivers and occupants of vehicles not wearing a safety belt or not being in a child seat.

#### Table K3: Safety Belt Use & Airbag For Driver Fatalities

| PERCENTAGE SA       | FETY BELT USE AND AIRBA | AG FOR DRIVER FATALI  | ITIES   |       |
|---------------------|-------------------------|-----------------------|---------|-------|
| AIRBAG              | SAFETY BELT NOT USED    | SAFETY BELT USED      | UNKNOWN | TOTAL |
| Airbag Deployed     | 94                      | 105                   | 10      | 209   |
| Airbag Not Deployed | 74                      | 41                    | 8       | 123   |
| TOTAL               | 168                     | 146                   | 18      | 332   |
| PERCENTAGE SAFET    | Y BELT USE AND AIRBAG F | OR DRIVER FATALITIES  | S (ROW) |       |
| AIRBAG              | SAFETY BELT NOT USED    | SAFETY BELT USED      | UNKOWN  | TOTAL |
| Airbag Deployed     | 45%                     | 50%                   | 5%      | 100%  |
| Airbag Not Deployed | 60%                     | 33%                   | 7%      | 100%  |
| TOTAL               | 51%                     | 44%                   | 5%      | 100%  |
| PERCENTAGE SAFETY B | ELT USE AND AIRBAG FO   | R DRIVER FATALITIES ( | COLUMN) |       |
| AIRBAG              | SAFETY BELT NOT USED    | SAFETY BELT USED      | UNKNOWN | TOTAL |
| Airbag Deployed     | 56%                     | 72%                   | 56%     | 63%   |
| Airbag Not Deployed | 44%                     | 28%                   | 44%     | 37%   |
| TOTAL               | 100%                    | 100%                  | 100%    | 100%  |
| PERCENTAGE SAFETY   | BELT USE AND AIRBAG FO  | OR DRIVER FATALITIES  | (TOTAL) |       |
| AIRBAG              | SAFETY BELT NOT USED    | SAFETY BELT USED      | UNKNOWN | TOTAL |
| Airbag Deployed     | 28%                     | 32%                   | 3%      | 63%   |
| Airbag Not Deployed | 22%                     | 12%                   | 2%      | 37%   |
| TOTAL               | 51%                     | 44%                   | 5%      | 100%  |

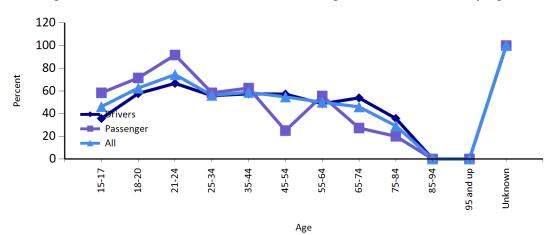
Wearing a seat belt and having airbags deployed will significantly reduce the odds of being killed in a crash.

Note: Tables K1, K2, and K3 include only Passenger Car, Light Truck/Pick Up, Van, SUV, Car/Truck/Van with Trailer, Single Unit Truck with 2+ axles, Truck with Tailer, Truck/Tractor, Tractor Semi-Trailer and Truck Double.

#### Table K4: Safety Belt Use: Fatalities by Age

| HARNESS/SEA | т   |      | DRIVER |      |       |    |      | PASSENG | GER  |       |     | ALL C | OCCUPA | NTS      |       |
|-------------|-----|------|--------|------|-------|----|------|---------|------|-------|-----|-------|--------|----------|-------|
| BELT USED   | 1   | 10   | Y      | ΈS   | TOTAL | Ν  | 10   | YE      | S    | TOTAL | N   | 10    | YE     | S        | TOTAL |
| 01-14       | 0   | 0%   | 0      | 0%   | 0     | 13 | 76%  | 4       | 24%  | 17    | 13  | 76%   | 4      | 24%      | 17    |
| 15-17       | 5   | 36%  | 9      | 64%  | 14    | 7  | 58%  | 5       | 42%  | 12    | 12  | 46%   | 14     | 54%      | 26    |
| 18-20       | 15  | 58%  | 11     | 42%  | 26    | 10 | 71%  | 4       | 29%  | 14    | 25  | 63%   | 15     | 38%      | 40    |
| 21-24       | 18  | 67%  | 9      | 33%  | 27    | 11 | 92%  | 1       | 8%   | 12    | 29  | 74%   | 10     | 26%      | 39    |
| 25-34       | 43  | 56%  | 34     | 44%  | 77    | 7  | 58%  | 5       | 42%  | 12    | 50  | 56%   | 39     | 44%      | 89    |
| 35-44       | 27  | 57%  | 20     | 43%  | 47    | 10 | 63%  | 6       | 38%  | 16    | 37  | 59%   | 26     | 41%      | 63    |
| 45-54       | 28  | 57%  | 21     | 43%  | 49    | 1  | 25%  | 3       | 75%  | 4     | 29  | 55%   | 24     | 45%      | 53    |
| 55-64       | 19  | 49%  | 20     | 51%  | 39    | 5  | 56%  | 4       | 44%  | 9     | 24  | 50%   | 24     | 50%      | 48    |
| 65-74       | 14  | 54%  | 12     | 46%  | 26    | 3  | 27%  | 8       | 73%  | 11    | 17  | 46%   | 20     | 54%      | 37    |
| 75-84       | 5   | 36%  | 9      | 64%  | 14    | 2  | 20%  | 8       | 80%  | 10    | 7   | 29%   | 17     | 71%      | 24    |
| 85-94       | 0   | 0%   | 3      | 100% | 3     | 0  | 0%   | 0       | 0%   | 0     | 0   | 0%    | 3      | 100<br>% | 3     |
| 95 and up   | 0   | 0%   | 0      | 0%   | 0     | 0  | 0%   | 1       | 100% | 1     | 0   | 0%    | 1      | 100<br>% | 1     |
| Unknown     | 1   | 100% | 0      | 0%   | 1     | 1  | 100% | 0       | 0%   | 1     | 2   | 100%  | 0      | 0%       | 2     |
| TOTAL       | 175 | 54%  | 148    | 46%  | 323   | 70 | 59%  | 49      | 41%  | 119   | 245 | 55%   | 197    | 45%      | 442   |

Note: This table includes only Passenger Car, Light Truck/Pick Up, Van, SUV, Car/Truck/Van with Trailer, Single Unit Truck with 2+ axles, Truck with Trailer, Truck/Tractor, Tractor Semi-Trailer and Truck Double.



#### Figure K4a: Percent of Fatalities Not Wearing Seat Belt/Harenss by Age

K6

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#### **Table K5: Frequency of Position of Fatality**

| POSITION  | DRIVERS | OCCUPANTS | TOTAL |
|---|---------|-----------|-------|
| FRONT SEAT - LEFT SIDE (MOTORCYCLE DRIVER)                                    | 351     | 0         | 351   |
| FRONT SEAT - MIDDLE   | 0       | 1         | 1     |
| FRONT SEAT - RIGHT SIDE   | 0       | 76        | 76    |
| PASSENGER IN OTHER ENCLOSED PASSENGER OR CARGO AREA (NON-<br>TRAILING UNIT)   | 0       | 0         | 0     |
| PASSENGER IN OTHER UNENCLOSED PASSENGER OR CARGO AREA (NON-<br>TRAILING UNIT) | 0       | 1         | 1     |
| RIDING ON VEHICLE EXTERIOR (NON-TRAILING UNIT)                                | 0       | 1         | 1     |
| SECOND SEAT - LEFT SIDE (MOTORCYCLE PASSENGER)                                | 0       | 24        | 24    |
| SECOND SEAT - MIDDLE  | 0       | 2         | 2     |
| SECOND SEAT - RIGHT SIDE  | 0       | 19        | 19    |
| UNKNOWN   | 0       | 8         | 8     |
| TOTAL   | 351     | 134       | 485   |

#### Table K6: Frequency of Ejection of Fatality and Seatbelt Use

| EJECTION               | DRIVERS | OCCUPANTS | TOTAL |
|------------------------|---------|-----------|-------|
| NOT EJECTED            | 258     | 95        | 353   |
| TOTALLY EJECTED        | 63      | 27        | 90    |
| PARTIALLY EJECTED      | 27      | 10        | 37    |
| UNKNOWN                | 3       | 2         | 5     |
| Ejection Total         | 351     | 134       | 485   |
| Safety Belt Used       | 148     | 49        | 197   |
| Safety Belt Not Used   | 175     | 70        | 245   |
| % Safety Belt Not Used | 54%     | 59%       | 55%   |

Note: Tables K5 and K6 include only Passenger Car, Light Truck/Pick Up, Van, SUV, Car/Truck/Van with Trailer, Single Unit Truck with 2+ axles, Truck with Trailer, Truck/Tractor, Tractor Semi-Trailer and Truck Double.

#### Table K7: Child Safety Device Used for Fatally Injured Children

| AIRBAG              | AGE  | CHILD SAFETY SEAT<br>NOT USED | CHILD SAFETY SEAT<br>IMPROPERLY USED | UNKNOWN | CHILD SAFETY<br>SEAT USED | TOTAL |
|---------------------|------|-------------------------------|--------------------------------------|---------|---------------------------|-------|
| Airbag Deployed     |      | 0                             | 0                                    | 1       | 0                         | 1     |
| Airbag Not Deployed | 0-4  | 2                             | 1                                    | 0       | 0                         | 3     |
| Total               |      | 2                             | 1                                    | 1       | 0                         | 4     |
|                     |      | SEATBELT NOT USED             | N/A                                  | UNKNOWN | SEAT BELT USED            | TOTAL |
| Airbag Deployed     |      | 1                             | 0                                    | 0       | 0                         | 1     |
| Airbag Not Deployed | 5-13 | 7                             | 0                                    | 2       | 2                         | 11    |
| Total               |      | 8                             | 0                                    | 2       | 2                         | 12    |

Note: Table K7 includes only Passenger Car, Light Truck/Pick Up, Van and Car/Truck/Van with Trailer. For children ages below 5, this table does not include children wearing a seat belt (as oppossed to the child being in a child safety seat).

#### Table K8: Helmet Use in Motorcycle Crashes

| DRIVER                      | HELMET NOT USED | HELMET USED | UNKNOWN | TOTAL  |
|-----------------------------|-----------------|-------------|---------|--------|
| FATAL                       | 2               | 66          | 4       | 72     |
| INCAPACITATING/SEVERE       | 18              | 123         | 8       | 149    |
| NON-INCAPACITATING/MODERATE | 61              | 554         | 41      | 656    |
| POSSIBLE/COMPLAINT          | 48              | 597         | 48      | 693    |
| NO INJURY                   | 43              | 363         | 59      | 465    |
| Total Drivers               | 176             | 1706        | 256     | 2138   |
| FATAL                       | 2.8%            | 91.7%       | 5.6%    | 100%   |
| INCAPACITATING/SEVERE       | 12.1%           | 82.6%       | 5.4%    | 100%   |
| •                           |                 |             |         |        |
|                             | 9.3%            | 84.5%       | 6.3%    | 100%   |
| POSSIBLE/COMPLAINT          | 6.9%            | 86.1%       | 6.9%    | 100%   |
| NO INJURY                   | 9.2%            | 78.1%       | 12.7%   | 100%   |
| Total Drivers               | 8.2%            | 79.8%       | 12.0%   | 100%   |
| PASSENGER                   | HELMET NOT USED | HELMET USED | UNKNOWN | TOTAL  |
| FATAL                       | 0               | 6           | 0       | 6      |
| INCAPACITATING/SEVERE       | 2               | 10          | 0       | 12     |
| NON-INCAPACITATING/MODERATE | 4               | 54          | 1       | 59     |
| POSSIBLE/COMPLAINT          | 1               | 50          | 5       | 56     |
| NO INJURY                   | 5               | 26          | 2       | 33     |
| Total Occupants             | 12              | 146         | 11      | 169    |
| FATAL                       | 0.0%            | 100.0%      | 0.0%    | 100%   |
| INCAPACITATING/SEVERE       | 16.7%           | 83.3%       | 0.0%    | 100%   |
| NON-INCAPACITATING/MODERATE | 6.8%            | 91.5%       | 1.7%    | 100%   |
| POSSIBLE/COMPLAINT          | 1.8%            | 89.3%       | 8.9%    | 100%   |
| NO INJURY                   | 15.2%           | 78.8%       | 6.1%    | 100%   |
| Total Occupants             | 7.1%            | 86.4%       | 6.5%    | 100%   |
|                             | ONE-YEAR COMPA  |             |         |        |
|                             | DRIVER          |             |         |        |
| SEVERITY                    | 2012            | %           | 2011    | %      |
| FATAL                       | 72              | 3.5%        | 75      | 3.6%   |
| INCAPACITATING/SEVERE       | 149             | 7.3%        | 130     | 6.2%   |
| NON-INCAPACITATING/MODERATE | 656             | 32.2%       | 707     | 33.7%  |
| POSSIBLE/COMPLAINT          | 693             | 34.1%       | 721     | 34.3%  |
| NO INJURY                   | 465             | 22.9%       | 467     | 22.2%  |
| Total Drivers               | 2035            | 100.0%      | 2100    | 100.0% |
|                             | PASSENGER       |             |         |        |
| SEVERITY                    | 2012            | %           | 2011    | %      |
| FATAL                       | 6               | 3.6%        | 4       | 2.1%   |
| INCAPACITATING/SEVERE       | 12              | 7.2%        | 8       | 4.3%   |
|                             | 59              | 35.5%       | 77      | 41.0%  |
| POSSIBLE/COMPLAINT          | 56              | 33.7%       | 68      | 36.2%  |
| NO INJURY                   | 33              | 19.9%       | 31      | 16.5%  |
| Total Drivers               | 166             | 100.0%      | 188     | 100.0% |

Note: PDO - Property Damage Only

# Table K9: Safety Belt Use of Killed Drivers by Vehicle Type

#### DRIVER PROTECTIVE SYSTEM USED LAP BELT **SHOULDER &** SHOULDER NOT NONE USED UNKNOWN VEHICLE TYPE TOTAL **BELT ONLY** ONLY LAP BELT REPORTED CAR/TRUCK/VAN WITH / TRAILER 0 0 0 2 0 2 0 LIGHT TRUCK / PICKUP 68 0 0 28 7 0 103 0 0 84 0 PASSENGER CAR 75 5 164 3 3 VAN 2 0 0 0 8 SINGLE UNIT TRUCK WITH 2 AXLES 0 0 0 3 0 0 3 SINGLE UNIT TRUCK WITH 3 AXLES 2 0 0 0 0 0 2 OR MORE TRUCK/TRAILER 0 0 0 1 2 0 3 TRUCK/TRACTOR 0 0 0 1 0 0 1 TRACTOR SEMI-TRAILER 2 0 0 2 4 0 8 0 TRUCK DOUBLE 0 0 0 0 0 0 SUV 0 0 24 7 0 26 57 Total 175 0 0 148 28 0 351 **DRIVER PROTECTIVE SYSTEM USED (%)** SHOULDER LAP BELT SHOULDER & NOT NONE USED UNKNOWN VEHICLE TYPE TOTAL LAP BELT **BELT ONLY** ONLY REPORTED CAR/TRUCK/VAN WITH / TRAILER 0.0% 0.0% 100.0% 0.0% 100.0% 0.0% 0.0% LIGHT TRUCK / PICKUP 66.0% 0.0% 0.0% 27.2% 0.0% 100.0% 6.8% 45.7% 100.0% PASSENGER CAR 0.0% 0.0% 51.2% 3.0% 0.0% VAN 25.0% 0.0% 0.0% 37.5% 37.5% 0.0% 100.0% SINGLE UNIT TRUCK WITH 2 AXLES 0.0% 0.0% 0.0% 100.0% 0.0% 0.0% 100.0% SINGLE UNIT TRUCK WITH 3 AXLES 0.0% 100.0% 100.0% 0.0% 0.0% 0.0% 0.0% OR MORE 100.0% 0.0% 0.0% 0.0% 33.3% 66.7% 0.0% TRUCK/TRAILER 0.0% 0.0% 0.0% 100.0% 0.0% 0.0% 100.0% TRUCK/TRACTOR TRACTOR SEMI-TRAILER 25.0% 0.0% 0.0% 25.0% 50.0% 0.0% 100.0% TRUCK DOUBLE 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% SUV 45.6% 0.0% 0.0% 42.1% 12.3% 0.0% 100.0% 49.9% 42.2% Total 0.0% 0.0% 8.0% 0.0% 100.0%

Note: This table includes only Passenger Car, Light Truck/Pick Up, Van, SUV, Car/Truck/Van with Trailer, Single Unit Truck with 2+ axles, Truck with Trailer, Truck/Tractor, Tractor Semi-Trailer and Truck Double. 

Total Drivers

#### Table K10: Safety Belt Use of Fatal Drivers by Gender

|               |           | DRIV                  | ER PROTECTION    | N SYSTEM USED          |         |              |       |  |  |  |  |  |
|---------------|-----------|-----------------------|------------------|------------------------|---------|--------------|-------|--|--|--|--|--|
| GENDER        | NONE USED | SHOULDER BELT<br>ONLY | LAP BELT<br>ONLY | SHOULDER & LAP<br>BELT | UNKNOWN | NOT REPORTED | TOTAL |  |  |  |  |  |
| Female        | 46        | 0                     | 0                | 51                     | 6       | 0            | 103   |  |  |  |  |  |
| Male          | 129       | 0                     | 0                | 97                     | 22      | 0            | 248   |  |  |  |  |  |
| Total Drivers | 175       | 0                     | 0                | 148                    | 28      | 0            | 351   |  |  |  |  |  |
|               |           |                       |                  |                        |         |              |       |  |  |  |  |  |
|               |           | DRIVER                | PROTECTION S     | SYSTEM USED (%)        |         |              |       |  |  |  |  |  |
| GENDER        | NONE USED | SHOULDER BELT<br>ONLY | LAP BELT<br>ONLY | SHOULDER & LAP<br>BELT | UNKNOWN | NOT REPORTED | TOTAL |  |  |  |  |  |
| Female        | 44.7%     | 0.0%                  | 0.0%             | 49.5%                  | 5.8%    | 0.0%         | 100%  |  |  |  |  |  |
| Male          | 52.0%     | 0.0%                  | 0.0%             | 39.1%                  | 8.9%    | 0.0%         | 100%  |  |  |  |  |  |
|               |           |                       |                  |                        |         |              |       |  |  |  |  |  |

0.0%

42.2%

8.0%

0.0%

100%

#### Table K11: Safety Belt Use of Fatal Drivers by Race

0.0%

49.9%

|                  |           | DRIVER                | PROTECTION S     | YSTEM USED             |         |                 |       |
|------------------|-----------|-----------------------|------------------|------------------------|---------|-----------------|-------|
| RACE             | NONE USED | SHOULDER BELT<br>ONLY | LAP BELT<br>ONLY | SHOULDER & LAP<br>BELT | UNKNOWN | NOT<br>REPORTED | TOTAL |
| African American | 48        | 0                     | 0                | 27                     | 13      | 0               | 88    |
| American Indian  | 1         | 0                     | 0                | 0                      | 0       | 0               | 1     |
| Caucasian        | 123       | 0                     | 0                | 115                    | 15      | 0               | 253   |
| NOT REPORTED     | 0         | 0                     | 0                | 0                      | 0       | 0               | 0     |
| Other            | 3         | 0                     | 0                | 6                      | 0       | 0               | 9     |
| Total Drivers    | 175       | 0                     | 0                | 148                    | 28      | 0               | 351   |

| DRIVER PROTECTION SYSTEM USED (%) |           |                       |                  |                        |         |                 |       |  |
|-----------------------------------|-----------|-----------------------|------------------|------------------------|---------|-----------------|-------|--|
| RACE                              | NONE USED | SHOULDER BELT<br>ONLY | LAP BELT<br>ONLY | SHOULDER & LAP<br>BELT | UNKNOWN | NOT<br>REPORTED | TOTAL |  |
| African American                  | 54.5%     | 0.0%                  | 0.0%             | 30.7%                  | 14.8%   | 0.0%            | 100%  |  |
| American Indian                   | 100.0%    | 0.0%                  | 0.0%             | 0.0%                   | 0.0%    | 0.0%            | 100%  |  |
| Caucasian                         | 48.6%     | 0.0%                  | 0.0%             | 45.5%                  | 5.9%    | 0.0%            | 100%  |  |
| NOT REPORTED                      | 0.0%      | 0.0%                  | 0.0%             | 0.0%                   | 0.0%    | 0.0%            | 0%    |  |
| Other                             | 33.3%     | 0.0%                  | 0.0%             | 66.7%                  | 0.0%    | 0.0%            | 100%  |  |
| Total Drivers                     | 49.9%     | 0.0%                  | 0.0%             | 42.2%                  | 8.0%    | 0.0%            | 100%  |  |

Note: Tables K10 and K11 include only Passenger Car, Light Truck/Pick Up, Van, SUV, Car/Truck/Van with Trailer, Single Unit Truck with 2+ axles, Truck with Trailer, Truck/Tractor, Tractor Semi-Trailer and Truck Double.

## **DEDESTRIANS**

Summary

L3

L4

- Table L1: Pedestrian Fatalities by Age
- L4 Table L2: Condition of Pedestrian Fatalities
- L5 Table L3: Pedestrian Fatalities by Month
- L5 Table L4: Pedestrian Fatalities by Day of Week
- L5 Table L5: Pedestrian Fatalities by Time of Day
- L6 Table L6: Pedestrian Fatalities by Parish

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#### Pedestrians

#### Summary

Pedestrian fatalities in 2012 made up about 17% of all traffic fatalities.

- 3 child/children between the ages of 5 and below were killed as pedestrians.
- 4 child/children between the ages of 6 and 14 were killed as pedestrians.
- Males made up 69% of the pedestrians killed.
- 43.8% of the pedestrians killed had been drinking.

#### Table L1: Pedestrians Fatalities by Age

|           |   | -  | -  |   |   |  |  |
|-----------|---|--|--|---|---|--|--|
|           | FREQUENCY   |  |  | PERCENT   |   |  |  |
| AGE       | MALE  | FEMALE   | TOTAL  | MALE  | FEMALE  | TOTAL  |  |
| 01-14     | 4   | 3  | 7  | 5%  | 8%  | 6%   |  |
| 15-17     | 0   | 1  | 1  | 0%  | 3%  | 1%   |  |
| 18-20     | 2   | 0  | 2  | 2%  | 0%  | 2%   |  |
| 21-24     | 9   | 4  | 13   | 11%   | 11%   | 11%  |  |
| 25-34     | 9   | 6  | 15   | 11%   | 16%   | 12%  |  |
| 35-44     | 11  | 8  | 19   | 13%   | 22%   | 16%  |  |
| 45-54     | 21  | 9  | 30   | 25%   | 24%   | 25%  |  |
| 55-64     | 15  | 2  | 17   | 18%   | 5%  | 14%  |  |
| 65-74     | 5   | 3  | 8  | 6%  | 8%  | 7%   |  |
| 75-84     | 6   | 1  | 7  | 7%  | 3%  | 6%   |  |
| 85-94     | 2   | 0  | 2  | 2%  | 0%  | 2%   |  |
| 95 and up | 0   | 0  | 0  | 0%  | 0%  | 0%   |  |
| Unknown   | 0   | 0  | 0  | 0%  | 0%  | 0%   |  |
| TOTAL     | 84  | 37   | 121  | 100%  | 100%  | 100%   |  |
|           | 01-14<br>15-17<br>18-20<br>21-24<br>25-34<br>35-44<br>45-54<br>45-54<br>55-64<br>65-74<br>65-74<br>75-84<br>85-94<br>95 and up<br>Unknown | 01-14       4         15-17       0         18-20       2         21-24       9         25-34       9         35-44       11         45-54       21         55-64       15         65-74       5         75-84       6         85-94       2         95 and up       0         Unknown       0 | AGE         MALE         FEMALE           01-14         4         3           15-17         0         1           18-20         2         0           21-24         9         4           25-34         9         6           35-44         11         8           45-54         21         9           55-64         15         2           65-74         5         3           75-84         6         1           85-94         2         0           95 and up         0         0           Unknown         0         0 | AGE         MALE         FEMALE         TOTAL           01-14         4         3         7           15-17         0         1         1           18-20         2         0         2           21-24         9         4         13           25-34         9         6         15           35-44         11         8         19           45-54         21         9         30           55-64         15         2         17           65-74         5         3         8           75-84         6         1         7           85-94         2         0         2           95 and up         0         0         0           0         0         0         0 | AGE         MALE         FEMALE         TOTAL         MALE           01-14         4         3         7         5%           15-17         0         1         1         0%           18-20         2         0         2         2%           21-24         9         4         13         11%           25-34         9         6         15         11%           35-44         11         8         19         13%           45-54         21         9         30         25%           55-64         15         217         18%           65-74         5         3         8         6%           75-84         6         1         7         7%           85-94         2         0         2         2%           95 and up         0         0         0         0%           Unknown         0         0         0         0% | AGE         MALE         FEMALE         TOTAL         MALE         FEMALE           01-14         4         3         7         5%         8%           15-17         0         1         1         0%         3%           18-20         2         0         2         2%         0%           21-24         9         4         13         11%         11%           25-34         9         6         15         11%         16%           35-44         11         8         19         13%         22%           45-54         21         9         30         25%         24%           55-64         15         2         17         18%         5%           65-74         5         3         8         6%         8%           75-84         6         1         7         7%         3%           85-94         2         0         2         2%         0%           95 and up         0         0         0         0%         0% |  |

More than two-thirds of pedestrians killed are males.

#### Table L2: Condition of Pedestrian Fatalities

| PEDESTRIAN CONDITION | TOTAL | PERCENT |  |
|----------------------|-------|---------|--|
| Alcohol Present      | 53    | 44%     |  |
| No Alcohol           | 25    | 21%     |  |
| Pending              | 21    | 17%     |  |
| Unknown              | 22    | 18%     |  |
| TOTAL                | 121   | 100%    |  |

#### Table L3: Pedestrians Fatalities by Month

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| MONTH     | TOTAL | PERCENT |
|-----------|-------|---------|
| January   | 6     | 5.0%    |
| February  | 12    | 9.9%    |
| March     | 5     | 4.1%    |
| April     | 10    | 8.3%    |
| May       | 15    | 12.4%   |
| June      | 10    | 8.3%    |
| July      | 8     | 6.6%    |
| August    | 13    | 10.7%   |
| September | 13    | 10.7%   |
| October   | 7     | 5.8%    |
| November  | 11    | 9.1%    |
| December  | 11    | 9.1%    |
| TOTAL     | 121   | 100.0%  |

#### Table L4: Pedestrians Fatalities by Day of Week

| DAY OF WEEK | TOTAL | PERCENT |
|-------------|-------|---------|
| Monday      | 20    | 16.5%   |
| Tuesday     | 13    | 10.7%   |
| Wednesday   | 15    | 12.4%   |
| Thursday    | 11    | 9.1%    |
| Friday      | 22    | 18.2%   |
| Saturday    | 23    | 19.0%   |
| Sunday      | 17    | 14.0%   |
| TOTAL       | 121   | 100.0%  |

Weekends (Friday to Sunday) have a higher number of pedestrian fatalities than weekdays.

#### Table L5: Pedestrians Fatalities by Time of Day

| TIME OF DAY   | TOTAL | PERCENT |
|---------------|-------|---------|
| 12 A.M 6 A.M. | 35    | 28.9%   |
| 12 P.M 6 P.M. | 13    | 10.7%   |
| 6 A.M 12 P.M. | 12    | 9.9%    |
| 6 P.M 12 A.M. | 61    | 50.4%   |
| Unknown       | 0     | 0.0%    |
| TOTAL         | 121   | 100.0%  |

# L PEDESTRIANS

## Table L6: Pedestrians Fatalities by Parish

| PARISH  | LICENSED DRIVERS   | CRASHES                                   | FATALITIES                            | FATALITIES                                | % PEDESTRIAN                           | F |
|---|--|---|---------------------------------------|---|--|---|
|   |  | VITH LICENSED DRIVE                       |                                       |   | 701 EDESTRIAN                          | ſ |
| Jefferson   | 287392   | 27  | 28                                    | 14  | 50%                                    |   |
|   |  |   |                                       |   |  |   |
| East Baton Rouge  | 265215   | 51  | 55                                    | 11  | 20%                                    |   |
| Orleans   | 183756   | 28  | 28                                    | 7   | 25%                                    |   |
| St. Tammany   | 175100   | 24  | 26                                    | 4   | 15%                                    |   |
| Caddo   | 159702   | 32  | 35                                    | 5   | 14%                                    |   |
| Lafayette   | 153961   | 27  | 29                                    | 4   | 14%                                    |   |
| Calcasieu   | 135575   | 32  | 36                                    | 8   | 22%                                    |   |
| Driver Average  | 194386   | 32  | 34                                    | 8   | 22%                                    |   |
|   |  | TH LICENSED DRIVERS                       |                                       |   |  |   |
| Quashita  |  |   |                                       |   | 00/                                    |   |
| Ouachita  | 98013  | 6   | 7                                     | 0   | 0%                                     |   |
| Rapides   | 88672  | 20  | 22                                    | 5   | 23%                                    |   |
| Livingston  | 86061  | 24  | 24                                    | 5   | 21%                                    |   |
| Tangipahoa  | 79204  | 35  | 38                                    | 4   | 11%                                    |   |
| Terrebonne  | 76946  | 17  | 19                                    | 4   | 21%                                    |   |
| Bossier   | 76510  | 11  | 12                                    | 1   | 8%                                     |   |
|   |  |   |                                       |   |  |   |
| Ascension   | 74393  | 17  | 21                                    | 3   | 14%                                    |   |
| Lafourche   | 61967  | 18  | 19                                    | 1   | 5%                                     |   |
| St. Landry  | 61353  | 19  | 22                                    | 6   | 27%                                    |   |
| Driver Average  | 78124  | 19  | 20                                    | 3   | 16%                                    |   |
|   | PARISHES WI  | TH LICENSED DRIVERS                       |                                       |   |  |   |
| Iberia  | 49506  | 8   | 8                                     | 3   | 38%                                    |   |
| Acadia  | 39533  | 8<br>7                                    | 9                                     | 1   | 11%                                    |   |
|   |  |   |                                       |   |  |   |
| Vermilion   | 38379  | 11  | 11                                    | 3   | 27%                                    |   |
| St. Charles   | 36996  | 9   | 11                                    | 2   | 18%                                    |   |
| St. Mary  | 36426  | 9   | 10                                    | 1   | 10%                                    |   |
| St. Martin  | 32245  | 11  | 11                                    | 3   | 27%                                    |   |
| Washington  | 29602  | 4   | 4                                     | 1   | 25%                                    |   |
| Webster   | 29045  | 5   | 5                                     | 1   | 20%                                    |   |
| St. John the Baptist  | 28897  | 10  | 15                                    | 2   | 13%                                    |   |
| Lincoln   | 27084  | 8   | 9                                     | 0   | 0%                                     |   |
| Avoyelles   | 26381  | 5   | 5                                     | 2   | 40%                                    |   |
| Beauregard  | 26273  | 3   | 3                                     | 0   | 0%                                     |   |
| Natchitoches  | 24088  | 8   | 8                                     | 1   | 13%                                    |   |
|   |  |   |                                       |   |  |   |
| Vernon  | 23741  | 11  | 13                                    | 3   | 23%                                    |   |
| St. Bernard   | 23679  | 2   | 2                                     | 1   | 50%                                    |   |
| Evangeline  | 21769  | 9   | 10                                    | 2   | 20%                                    |   |
| Jefferson Davis   | 20801  | 6   | 7                                     | 0   | 0%                                     |   |
| Driver Average  | 30261  | 7   | 8                                     | 2   | 18%                                    |   |
|   | PARISHES WI  | TH LICENSED DRIVERS                       | S BETWEEN 10,000-20                   | ,000                                      |  |   |
| Iberville   | 19682  | 9   | 11                                    | 1   | 9%                                     |   |
| DeSoto  | 18301  | 6   | 7                                     | 0   | 0%                                     |   |
| Morehouse   | 18223  | 6   | 7                                     | 3   | 43%                                    |   |
| West Baton Rouge  | 16536  | 10  | 10                                    | 5   | 50%                                    |   |
| , in the second s |  | 9   | 10                                    | 1   | 9%                                     |   |
| Union   | 16204  |   |                                       |   |  |   |
| Sabine  | 15780  | 6   | 7                                     | 0   | 0%                                     |   |
| Plaquemines   | 15638  | 3   | 3                                     | 0   | 0%                                     |   |
| St. James   | 14954  | 10  | 11                                    | 2   | 18%                                    | _ |
| Pointe Coupee   | 14888  | 5   | 6                                     | 0   | 0%                                     |   |
| East Feliciana  | 14382  | 8   | 14                                    | 0   | 0%                                     |   |
| Grant   | 14161  | 6   | 6                                     | 0   | 0%                                     |   |
| Allen   | 13871  | 5   | 6                                     | 1   | 17%                                    |   |
| Assumption  | 13467  | 4   | 4                                     | 0   | 0%                                     |   |
| Richland  | 13463  | 2   | 3                                     | 0   | 0%                                     |   |
|   |  |   |                                       |   |  |   |
| Franklin  | 12931  | 2   | 2                                     | 0   | 0%                                     |   |
| Concordia   | 12675  | 8   | 8                                     | 0   | 0%                                     |   |
| Jackson   | 11525  | 2   | 2                                     | 0   | 0%                                     |   |
| Driver Average  | 15099  | 6   | 7                                     | 1   | 11%                                    |   |
|   | PARISHES   | WITH LICENSED DRIV                        | ERS LESS THAN 10,00                   | 0   |  |   |
| LaSalle   | 9689   | 4   | 4                                     | 0   | 0%                                     |   |
| LaSalle   | 9660   | 4   | 4                                     | 0   | 0%                                     |   |
| Bienville   |  | 3   | 4                                     | 0   | 0%                                     |   |
|   | 8678   |   |                                       | 0   | 0%                                     |   |
| Bienville<br>Claiborne  |  |   | 2                                     |   |  |   |
| Bienville<br>Claiborne<br>Winn  | 8664   | 2   | 2 4                                   |   |  |   |
| Bienville<br>Claiborne<br>Winn<br>West Carroll  | 8664<br>7841   | 2<br>4                                    | 4                                     | 0   | 0%                                     |   |
| Bienville<br>Claiborne<br>Winn<br>West Carroll<br>Caldwell  | 8664<br>7841<br>7385   | 2<br>4<br>2                               | 4<br>2                                | 0<br>0                                    | 0%<br>0%                               |   |
| Bienville<br>Claiborne<br>Winn<br>West Carroll<br>Caldwell<br>West Feliciana  | 8664<br>7841<br>7385<br>7336   | 2<br>4<br>2<br>0                          | 4<br>2<br>0                           | 0<br>0<br>0                               | 0%<br>0%<br>0%                         |   |
| Bienville<br>Claiborne<br>Winn<br>West Carroll<br>Caldwell<br>West Feliciana<br>Catahoula   | 8664<br>7841<br>7385<br>7336<br>7315                                 | 2<br>4<br>2<br>0<br>9                     | 4<br>2<br>0<br>12                     | 0<br>0<br>0<br>0                          | 0%<br>0%<br>0%<br>0%                   |   |
| Bienville<br>Claiborne<br>Winn<br>West Carroll<br>Caldwell<br>West Feliciana<br>Catahoula<br>Red River  | 8664<br>7841<br>7385<br>7336<br>7315<br>5607                         | 2<br>4<br>2<br>0<br>9<br>3                | 4<br>2<br>0<br>12<br>3                | 0<br>0<br>0<br>0<br>0                     | 0%<br>0%<br>0%<br>0%<br>0%             |   |
| Bienville<br>Claiborne<br>Winn<br>West Carroll<br>Caldwell<br>West Feliciana<br>Catahoula<br>Red River<br>Madison   | 8664<br>7841<br>7385<br>7336<br>7315<br>5607<br>5487                 | 2<br>4<br>2<br>0<br>9<br>3<br>1           | 4<br>2<br>0<br>12<br>3<br>1           | 0<br>0<br>0<br>0<br>0                     | 0%<br>0%<br>0%<br>0%<br>0%             |   |
| Bienville<br>Claiborne<br>Winn<br>West Carroll<br>Caldwell<br>West Feliciana<br>Catahoula<br>Red River<br>Madison<br>St. Helena   | 8664<br>7841<br>7385<br>7336<br>7315<br>5607<br>5487<br>4707         | 2<br>4<br>2<br>0<br>9<br>3<br>1<br>4      | 4<br>2<br>0<br>12<br>3<br>1<br>5      | 0<br>0<br>0<br>0<br>0<br>0                | 0%<br>0%<br>0%<br>0%<br>0%<br>0%       |   |
| Bienville<br>Claiborne<br>Winn<br>West Carroll<br>Caldwell<br>West Feliciana<br>Catahoula<br>Red River<br>Madison<br>St. Helena<br>East Carroll   | 8664<br>7841<br>7385<br>7336<br>7315<br>5607<br>5487<br>4707<br>3669 | 2<br>4<br>2<br>0<br>9<br>3<br>1<br>4<br>0 | 4<br>2<br>0<br>12<br>3<br>1<br>5<br>0 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0%<br>0%<br>0%<br>0%<br>0%<br>0%<br>0% |   |
| Bienville<br>Claiborne<br>Winn<br>West Carroll<br>Caldwell<br>West Feliciana<br>Catahoula<br>Red River<br>Madison<br>St. Helena   | 8664<br>7841<br>7385<br>7336<br>7315<br>5607<br>5487<br>4707         | 2<br>4<br>2<br>0<br>9<br>3<br>1<br>4      | 4<br>2<br>0<br>12<br>3<br>1<br>5      | 0<br>0<br>0<br>0<br>0<br>0                | 0%<br>0%<br>0%<br>0%<br>0%<br>0%       |   |

#### Summary

M3

OUTH

- M7 Table M2: Fatal and Injury Crashes by Driver's Gender for Ages 15 to 20
- M9 Table M3: Drivers Using Alcohol in Fatal and Injury Crashes by Driver's Gender for Ages 15 to 20
- M10 Table M4: Alcohol-Related Fatal and Injury Crashes by Driver's Gender for Ages 15 to 20
- M11 Table M5: Drivers in Fatal and Injury Crashes by Time of Day and Day of Week for Ages 15 to 20
- M13 Table M6: Fatal and Injury Crashes by Month for Ages 15 to 20
- M14 Table M7: Drivers in Fatal and Injury Crashes by Parish for Drivers Ages 15-20

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#### Youth

#### Summary

Of particular concern is the involvement of drivers in traffic crashes under the age of 21. These young drivers stand out among all drivers with respect to crash rates. They are the least experienced drivers and are also prone to audacious driving behavior. They have a much higher percentage of fatalities and injuries than expected by the makeup of the population and the licensed drivers. Young persons are more affected by alcohol than older people. In 1997, more 20-year-olds died in lower BAC (between 0.01 and 0.09) alcohol-related crashes than any other ages. For this reason, all states and the District of Columbia have set a BAC limit of 0.01 or lower for drivers under the age of 21 (Zero Tolerance Laws). Until 1995, the Louisiana laws did not address the illegal sale of alcohol to persons under age 21, but only the illegal purchase and possession of alcohol by persons under 21 years of age. In 1995, the law was changed to make it illegal to sell alcohol to persons under the age of 21 as well as the purchase and possession of alcohol by persons under 21 years of age. Although challenged, the courts upheld the law. In 1997, a law was passed to make it illegal for persons below 21 years of age to drive with a BAC of 0.02 or above (zero tolerance law). In 2004 this law was challenged by claiming that it "capriciously" discriminates against youth, those 18-20 years of age. In May 2004, the Louisiana Supreme Court ruled that the zero tolerance law was constitutional, thus upholding the 0.02 BAC law. The following are highlights of the 2012 crash data report.

#### **DRIVERS AGES 15-17**

- Made up 2.3% of licensed drivers and 3.2% of drivers involved in fatal crashes and 4% of drivers killed.
- Made up 3.3% of drivers involved in injury crashes.

#### **DRIVERS AGES 18-20**

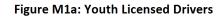
- Made up about 4.8% of licensed drivers, but were involved in 7.2% of fatal crashes and 6% of drivers killed.
- Made up 8.6% of drivers involved in injury crashes.
- The fatal crash rate (crashes per 100,000 licensed drivers) was nearly twice as high as the average crash rate of all drivers.

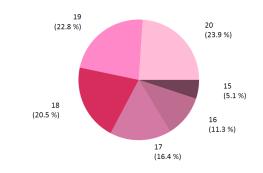
#### YOUTHS AND GENDER

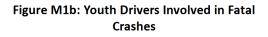
- Female drivers ages 18-20 make up 2.4% of licensed drivers and make up 2.3% of drivers involved in fatal crashes.
- Male drivers ages 18-20 make up 2.4% of licensed drivers but make up 4.8% of drivers involved in fatal crashes.
- Female drivers ages 18-20 make up 33.1% of licensed drivers of ages 15-20 and make up 22.3% of drivers involved in fatal crashes from this age group.
- Male drivers ages 18-20 make up 34.1% of licensed drivers of ages 15-20 but make up 46.6% of drivers involved in fatal crashes from this age group.
- Male youth drivers were more likely to be involved in alcohol-related fatal crashes than female drivers.
- Female drivers ages 18-20 make up 16.5% of licensed drivers of ages 15-24 and make up 9% of drivers involved in alcohol-related fatal crashes from this age group.
- Male drivers ages 18-20 make up 17% of licensed drivers of ages 15-24 but make up 19% of drivers involved in alcohol-related fatal crashes from this age group.
- In the age group 15-24 male drivers made up 72% of drivers involved in alcohol-related fatal crashes.

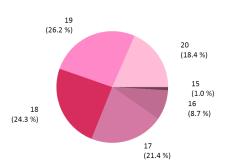
#### Table M1: Drivers Ages 15 to 20 Involved in Fatal & Injury Crashes

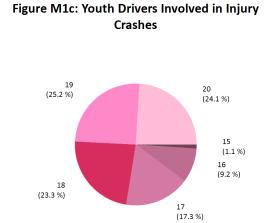
| OUTH | AGE   | NUMBER OF<br>LICENSED DRIVERS | FATAL<br>CRASHES | INJURY<br>CRASHES | FATAL CRASH<br>RATE | INJURY<br>CRASHES<br>RATE |
|------|-------|-------------------------------|------------------|-------------------|---------------------|---------------------------|
|      | 15    | 10,591                        | 1                | 109               | 9                   | 1,029                     |
| Σ    | 16    | 23,521                        | 9                | 922               | 38                  | 3,920                     |
|      | 17    | 34,212                        | 22               | 1739              | 64                  | 5,083                     |
|      | 15-17 | 68,324                        | 32               | 2770              | 47                  | 4,054                     |
| -    | 18    | 42,856                        | 25               | 2340              | 58                  | 5,460                     |
|      | 19    | 47,511                        | 27               | 2531              | 57                  | 5,327                     |
|      | 20    | 49,959                        | 19               | 2420              | 38                  | 4,844                     |
|      | 18-20 | 140,326                       | 71               | 7291              | 51                  | 5,196                     |
|      | TOTAL | 208,650                       | 103              | 10061             | 49                  | 4,822                     |











M4



Figure M1d: Crash Rate for Drivers Ages 15-20 Involved in Fatal Crashes

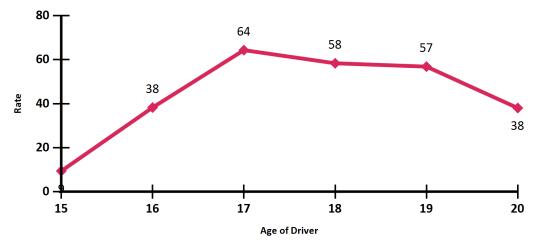
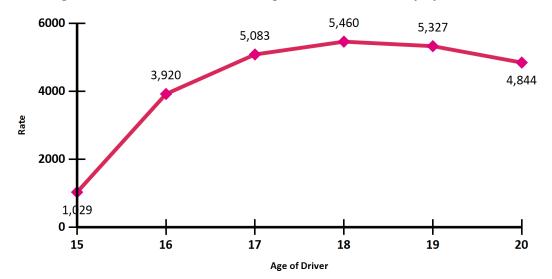


Figure M1e: Crash Rate for Drivers Ages 15-20 Involved in Injury Crashes



# Table M1f: Two-Year Comparision

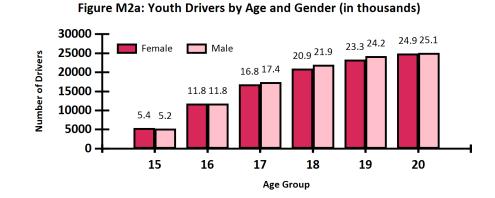
|      |       |      | FATAL | CRASHES |        | INJURY CRASHES |       |      |        |  |  |  |
|------|-------|------|-------|---------|--------|----------------|-------|------|--------|--|--|--|
| 2    | AGE   | 2012 | 2011  | DIFF    | % DIFF | 2012           | 2011  | DIFF | % DIFF |  |  |  |
|      | 15    | 1    | 1     | 0       | 0%     | 109            | 107   | 2    | 2%     |  |  |  |
| 1    | 16    | 9    | 15    | -6      | -40%   | 922            | 921   | 1    | 0%     |  |  |  |
|      | 17    | 22   | 13    | 9       | 69%    | 1,739          | 1,770 | -31  | -2%    |  |  |  |
|      | 15-17 | 32   | 29    | 3       | 10%    | 2,770          | 2,798 | -28  | -1%    |  |  |  |
|      | 18    | 25   | 16    | 9       | 56%    | 2,340          | 2,213 | 127  | 6%     |  |  |  |
|      | 19    | 27   | 28    | -1      | -4%    | 2,531          | 2,523 | 8    | 0%     |  |  |  |
|      | 20    | 19   | 22    | -3      | -14%   | 2,420          | 2,553 | -133 | -5%    |  |  |  |
| <br> | 18-20 | 71   | 66    | 5       | 8%     | 7,291          | 7,289 | 2    | 0%     |  |  |  |

Note: DIFF - Difference

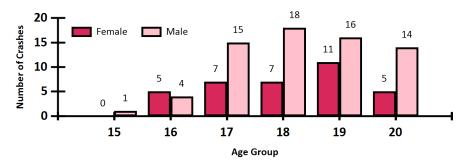
# Table M2: Fatal & Injury Crashes by Driver's Gender for Ages 15 to 20

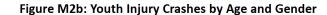
|   |     | NUMBI<br>LICENSED | -     | FATAL C | FATAL CRASHES |        | INJURY CRASHES |        | FATAL CRASH<br>RATES |        | CRASH<br>TES |
|---|-----|-------------------|-------|---------|---------------|--------|----------------|--------|----------------------|--------|--------------|
|   | AGE | FEMALE            | MALE  | FEMALE  | MALE          | FEMALE | MALE           | FEMALE | MALE                 | FEMALE | MALE         |
|   | 15  | 5380              | 5211  | 0       | 1             | 40     | 69             | 0      | 19                   | 743    | 1324         |
|   | 16  | 11766             | 11755 | 5       | 4             | 451    | 471            | 42     | 34                   | 3833   | 4007         |
|   | 17  | 16784             | 17428 | 7       | 15            | 854    | 885            | 42     | 86                   | 5088   | 5078         |
|   | 18  | 20938             | 21918 | 7       | 18            | 1130   | 1209           | 33     | 82                   | 5397   | 5516         |
|   | 19  | 23315             | 24196 | 11      | 16            | 1192   | 1338           | 47     | 66                   | 5113   | 5530         |
| [ | 20  | 24879             | 25080 | 5       | 14            | 1189   | 1229           | 20     | 56                   | 4779   | 4900         |

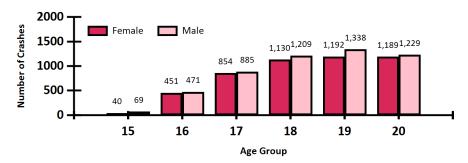
Note: Crash rates are the number of crashes per 100,000 licensed drivers.



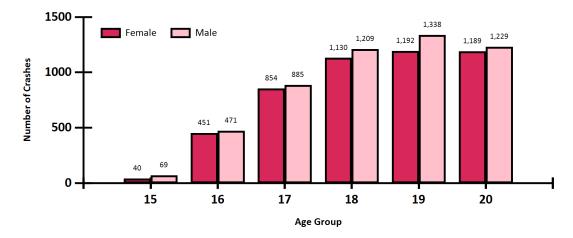








### **Crash Rates By Gender**

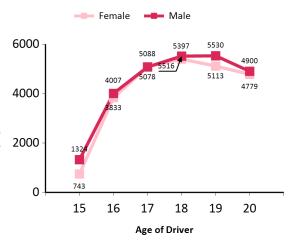


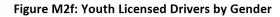
### Figure M2c: Youth Injury Crashes by Age and Gender



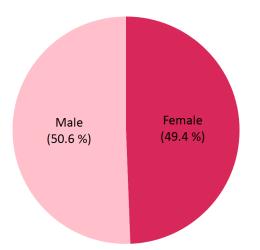


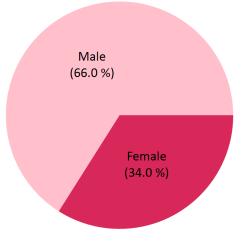








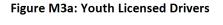




M8

| ľ | Ages 15 | 5 to 20       |        |                     |      |                         |                |        |         |        |                     |                               |      |
|---|---------|---------------|--------|---------------------|------|-------------------------|----------------|--------|---------|--------|---------------------|-------------------------------|------|
|   | AGE     | AGE NUMBER OF |        | RELATED FATAL RELAT |      | ALCO<br>RELATED<br>CRAS | O INJURY CRASH |        | I RATES |        | HOL<br>CRASH<br>TES | PERCENTAGE<br>ALCOHOL RELATED |      |
| L |         | FEMALE        | MALE   | FEMALE              | MALE | FEMALE                  | MALE           | FEMALE | MALE    | FEMALE | MALE                | FEMALE                        | MALE |
|   | 15      | 5,380         | 5,211  | 0                   | 0    | 0                       | 2              | 0      | 0       | 0      | 38                  | 0%                            | 2%   |
| ſ | 16      | 11,766        | 11,755 | 0                   | 3    | 11                      | 10             | 0      | 26      | 93     | 85                  | 33%                           | 2%   |
|   | 17      | 16,784        | 17,428 | 3                   | 1    | 23                      | 37             | 18     | 6       | 137    | 212                 | 18%                           | 3%   |
|   | 18      | 20,938        | 21,918 | 0                   | 4    | 41                      | 58             | 0      | 18      | 196    | 265                 | 16%                           | 4%   |
|   | 19      | 23,315        | 24,196 | 4                   | 4    | 45                      | 103            | 17     | 17      | 193    | 426                 | 30%                           | 6%   |
|   | 20      | 24,879        | 25,080 | 2                   | 5    | 58                      | 106            | 8      | 20      | 233    | 423                 | 37%                           | 7%   |

Table M3: Drivers Using Alcohol in Fatal & Injury Crashes by Driver's Gender for



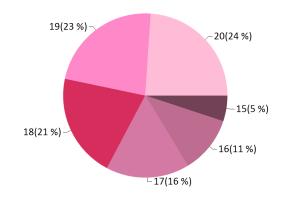


Figure M3c: Youth Drivers in Alcohol-Related **Injury Crashes** 

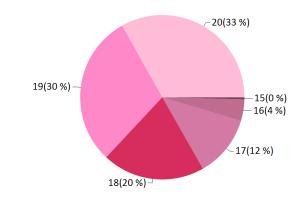
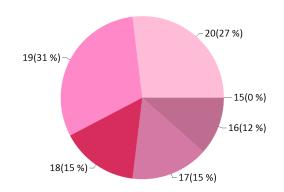


Figure M3b: Youth Drivers in Alcohol-Related **Fatal Crashes** 

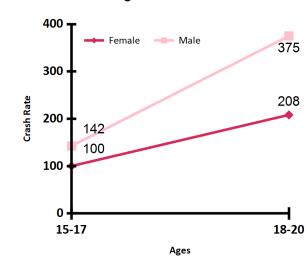


OUTH

| AGE   | NUMBER OF<br>LICESNED DRIVERS |        | ALCOHOL-RELATED<br>FATAL CRASHES |      | ALCOHOL-RELATED<br>INJURY CRASHES |      | ALCOHOL FATAL<br>CRASH RATE |      | ALCOHOL INJURY<br>CRASH RATE |      |
|-------|-------------------------------|--------|----------------------------------|------|-----------------------------------|------|-----------------------------|------|------------------------------|------|
|       | FEMALE                        | MALE   | FEMALE                           | MALE | FEMALE                            | MALE | FEMALE                      | MALE | FEMALE                       | MALE |
| 15-17 | 33,930                        | 34,394 | 3                                | 4    | 34                                | 49   | 9                           | 12   | 100                          | 142  |
| 18-20 | 69,132                        | 71,194 | 6                                | 13   | 144                               | 267  | 9                           | 18   | 208                          | 375  |







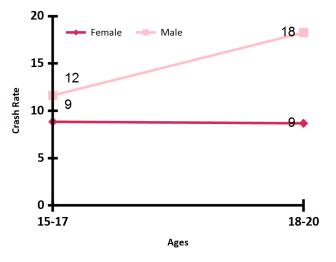
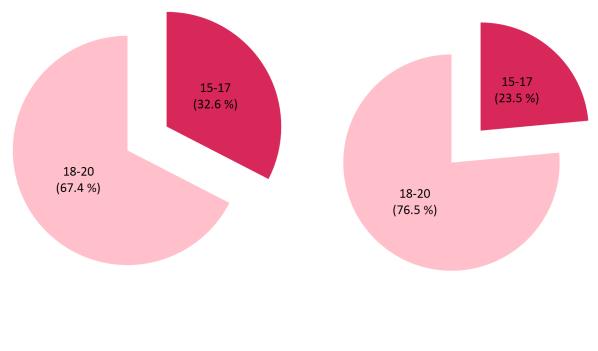


Figure M4c: Male Licensed Drivers by Age Group

Figure M4d: Alcohol Fatal Crashes of Male Drivers by Age Group

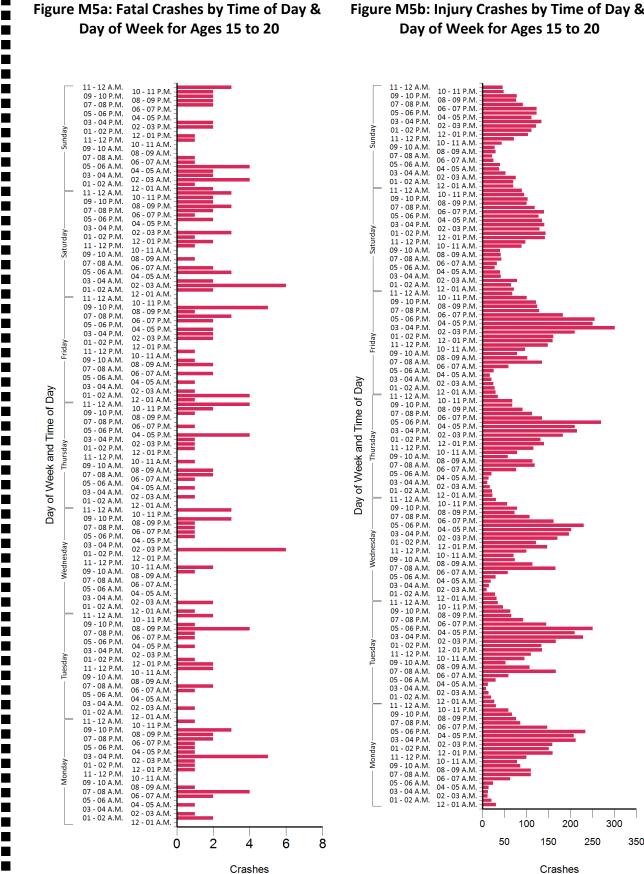


M10

# Table M5: Drivers in Fatal & Injury Crashes by Time of Day & Day of Week for Ages 15 to 20

| TIME         | МО    | NDAY   | TUE   | SDAY   | WED   | NESDAY | THU   | RSDAY  | FR    | IDAY   | SATU  | JRDAY  | SUN   | IDAY   | тс    | TAL  |
|--------------|-------|--------|-------|--------|-------|--------|-------|--------|-------|--------|-------|--------|-------|--------|-------|------|
| OF DAY       | FATAL | INJURY | FATAL | INJURY | FATAL | INJURY | FATAL | INJURY | FATAL | INJURY | FATAL | INJURY | FATAL | INJURY | FATAL | INJU |
| 12 - 01 A.M. | 0     | 40     | 0     | 33     | 1     | 43     | 0     | 37     | 1     | 45     | 0     | 95     | 2     | 95     | 4     | 38   |
| 01 - 02 A.M. | 2     | 28     | 0     | 24     | 0     | 34     | 0     | 36     | 4     | 39     | 2     | 86     | 1     | 92     | 9     | 33   |
| 02 - 03 A.M. | 1     | 22     | 1     | 17     | 2     | 15     | 1     | 24     | 1     | 44     | 6     | 114    | 4     | 125    | 16    | 36   |
| 03 - 04 A.M. | 0     | 15     | 0     | 13     | 0     | 17     | 0     | 14     | 0     | 28     | 2     | 56     | 2     | 71     | 4     | 21   |
| 04 - 05 A.M. | 1     | 16     | 0     | 17     | 0     | 23     | 1     | 19     | 1     | 28     | 0     | 53     | 2     | 49     | 5     | 20   |
| 05 - 06 A.M. | 0     | 32     | 0     | 36     | 0     | 37     | 0     | 27     | 0     | 31     | 3     | 38     | 4     | 46     | 7     | 24   |
| 06 - 07 A.M. | 2     | 76     | 1     | 76     | 0     | 73     | 1     | 91     | 2     | 69     | 2     | 41     | 1     | 35     | 9     | 46   |
| 07 - 08 A.M. | 4     | 137    | 2     | 206    | 0     | 196    | 2     | 145    | 0     | 165    | 0     | 57     | 1     | 29     | 9     | 93   |
| 08 - 09 A.M. | 1     | 138    | 0     | 128    | 0     | 131    | 2     | 131    | 2     | 131    | 1     | 49     | 0     | 41     | 6     | 74   |
| 09 - 10 A.M. | 0     | 99     | 0     | 72     | 1     | 85     | 0     | 69     | 1     | 93     | 0     | 50     | 0     | 38     | 2     | 50   |
| 10 - 11 A.M. | 0     | 102    | 0     | 117    | 2     | 92     | 1     | 95     | 0     | 115    | 0     | 98     | 0     | 62     | 3     | 68   |
| 11 - 12 P.M. | 0     | 116    | 2     | 131    | 0     | 123    | 0     | 144    | 1     | 172    | 1     | 125    | 1     | 83     | 5     | 8    |
| 12 - 01 P.M. | 1     | 184    | 2     | 161    | 0     | 185    | 0     | 171    | 0     | 195    | 2     | 172    | 1     | 134    | 6     | 12   |
| 01 - 02 P.M. | 1     | 184    | 1     | 165    | 0     | 142    | 1     | 151    | 0     | 199    | 1     | 182    | 0     | 138    | 4     | 11   |
| 02 - 03 P.M. | 1     | 202    | 0     | 210    | 6     | 202    | 1     | 222    | 2     | 254    | 3     | 173    | 2     | 147    | 15    | 14   |
| 03 - 04 P.M. | 5     | 256    | 0     | 284    | 0     | 241    | 1     | 269    | 2     | 354    | 0     | 168    | 2     | 160    | 10    | 17   |
| 04 - 05 P.M. | 1     | 246    | 1     | 250    | 0     | 254    | 4     | 261    | 2     | 294    | 0     | 170    | 0     | 147    | 8     | 16   |
| 05 - 06 P.M. | 1     | 282    | 0     | 309    | 1     | 281    | 0     | 311    | 0     | 306    | 2     | 160    | 0     | 142    | 4     | 17   |
| 06 - 07 P.M. | 1     | 186    | 1     | 183    | 1     | 207    | 1     | 178    | 2     | 228    | 1     | 170    | 0     | 151    | 7     | 13   |
| 07 - 08 P.M. | 2     | 118    | 1     | 121    | 1     | 130    | 0     | 138    | 3     | 163    | 2     | 164    | 2     | 124    | 11    | 9    |
| 08 - 09 P.M. | 2     | 100    | 4     | 90     | 1     | 103    | 0     | 104    | 1     | 160    | 3     | 137    | 2     | 99     | 13    | 7    |
| 09 - 10 P.M. | 3     | 98     | 1     | 81     | 3     | 112    | 1     | 101    | 5     | 162    | 2     | 132    | 2     | 97     | 17    | 7    |
| 10 - 11 P.M. | 0     | 69     | 0     | 72     | 0     | 73     | 2     | 85     | 0     | 138    | 2     | 136    | 2     | 74     | 6     | 6    |
| 11 - 12 A.M. | 1     | 38     | 2     | 42     | 3     | 45     | 4     | 51     | 0     | 91     | 3     | 111    | 3     | 69     | 16    | 4    |
| Unknown      | 0     | 0      | 0     | 0      | 0     | 0      | 0     | 0      | 0     | 0      | 0     | 0      | 0     | 0      | 0     |      |
| TOTAL        | 30    | 2784   | 19    | 2838   | 22    | 2844   | 23    | 2874   | 30    | 3504   | 38    | 2737   | 34    | 2248   | 196   | 198  |

Does not include records with missing information



# Figure M5b: Injury Crashes by Time of Day &

# Youth

# Table M6: Fatal & Injury Crashes by Month for Ages 15 to 20

| MONTH     | FATAL CRASHES | FATAL CRASHES<br>PER DAY | INJURY CRASHES | INJURY CRASHES<br>PER DAY |
|-----------|---------------|--------------------------|----------------|---------------------------|
| January   | 8             | 0.3                      | 737            | 24                        |
| February  | 8             | 0.3                      | 866            | 30                        |
| March     | 8             | 0.3                      | 958            | 31                        |
| April     | 8             | 0.3                      | 858            | 29                        |
| May       | 9             | 0.3                      | 905            | 29                        |
| June      | 6             | 0.2                      | 780            | 26                        |
| July      | 9             | 0.3                      | 797            | 26                        |
| August    | 9             | 0.3                      | 806            | 26                        |
| September | 11            | 0.4                      | 844            | 28                        |
| October   | 8             | 0.3                      | 858            | 28                        |
| November  | 9             | 0.3                      | 850            | 28                        |
| December  | 10            | 0.3                      | 802            | 26                        |
| TOTAL     | 103           | 0.3                      | 10061          | 28                        |

Figure M6a: Youth Fatal Crashes by Month for Ages 15 to 20

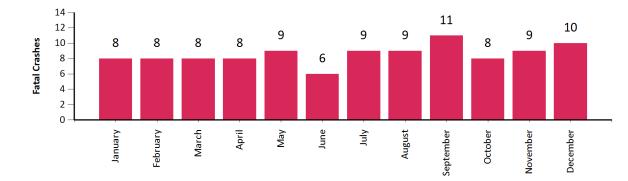
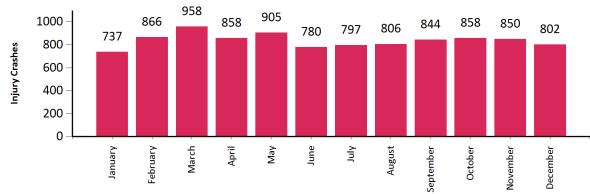


Figure M6b: Youth Injury Crashes by Month for Ages 15 to 20



### M14

# Table M7: Drivers in Fatal & Injury Crashes by Parish for Drivers Ages 15 - 20

M YOUTH

|                                       | in ratar a  | iiijai y c      |                                    | FIOT BITTERS       | 7.500 10 20       |            |            |
|---------------------------------------|-------------|-----------------|------------------------------------|--------------------|-------------------|------------|------------|
| PARISH                                | FARAL CRASH | INJURY<br>CRASH | LICENSED YOUTH DRIVERS             | FATAL CRASH RATE   | INJURY CRASH RATE | FATAL RANK | INJURY RAI |
|                                       |             | PARISHES        | WITH LICENSED DRIVERS M            | IORE THAN 100,000  |                   |            |            |
| East Baton Rouge                      | 8           | 1,191           | 42,828                             | 19                 | 2,781             | 3          | 3          |
| Jefferson                             | 3           | 688             | 40,155                             | 7                  | 1,713             | 7          | 6          |
| St. Tammany                           | 7           | 397             | 28,408                             | 25                 | 1,397             | 1          | 7          |
| Lafayette                             | 3           | 865             | 25,751                             | 12                 | 3,359             | 6          | , 1        |
|                                       |             |                 |                                    |                    |                   |            |            |
| Orleans                               | 4           | 792             | 25,469                             | 16                 | 3,110             | 5          | 2          |
| Caddo                                 | 4           | 472             | 24,387                             | 16                 | 1,935             | 4          | 5          |
| Calcasieu                             | 5           | 548             | 22,743                             | 22                 | 2,410             | 2          | 4          |
| Driver Average                        | 5           | 708             | 29,963                             | 16                 | 2,361             | 0          | 0          |
|                                       |             | PARISHES W      | ITH LICENSED DRIVERS BET           | WEEN 50,000-100,00 | 0                 |            |            |
| Ouachita                              | 1           | 410             | 16,631                             | 6                  | 2,465             | 8          | 3          |
|                                       |             |                 |                                    |                    |                   |            |            |
| Livingston                            | 3           | 319             | 14,565                             | 21                 | 2,190             | 6          | 7          |
| Rapides                               | 4           | 352             | 14,110                             | 28                 | 2,495             | 5          | 2          |
| Tangipahoa                            | 6           | 286             | 13,179                             | 46                 | 2,170             | 2          | 8          |
| Bossier                               | 5           | 304             | 12,872                             | 39                 | 2,362             | 4          | 5          |
|                                       |             |                 |                                    |                    |                   |            |            |
| Ascension                             | 0           | 352             | 12,681                             | 0                  | 2,776             | 9          | 1          |
| Terrebonne                            | 2           | 290             | 12,275                             | 16                 | 2,363             | 7          | 4          |
| St. Landry                            | 6           | 148             | 10,172                             | 59                 | 1,455             | 1          | 9          |
|                                       |             |                 | ,                                  |                    |                   |            |            |
| Lafourche                             | 4           | 227             | 9,789                              | 41                 | 2,319             | 3          | 6          |
| Driver Average                        | 3           | 299             | 12,919                             | 27                 | 2,312             | 0          | 0          |
|                                       |             | PARISHES V      | VITH LICENSED DRIVERS BET          | WEEN 20,000-50,00  | 0                 |            |            |
| Iberia                                | 1           | 157             | 8,098                              | 12                 | 1,939             | 9          | 8          |
| Acadia                                | 1           | 113             | 6,628                              | 15                 | 1,705             | 8          | 10         |
| Vernon                                | 3           | 94              | 6,627                              | 45                 | 1,418             | 3          | 15         |
| St. Charles                           | 3           | 86              | 6,332                              | 47                 | 1,358             | 2          | 16         |
| Vermilion                             | 1           | 102             | 6,088                              | 16                 | 1,675             | 7          | 11         |
| St. Mary                              | 0           | 84              | 5,830                              | 0                  | 1,441             | 10         | 14         |
|                                       |             |                 |                                    |                    |                   |            |            |
| St. Martin                            | 0           | 146             | 5,283                              | 0                  | 2,764             | 10         | 2          |
| Lincoln                               | 0           | 108             | 5,086                              | 0                  | 2,123             | 10         | 4          |
| St. John the Baptist                  | 0           | 99              | 4,807                              | 0                  | 2,059             | 10         | 5          |
| Beauregard                            | 1           | 70              | 4,780                              | 21                 | 1,464             | 6          | 13         |
| Washington                            | 2           | 72              | 4,647                              | 43                 | 1,549             | 4          | 12         |
| Webster                               | 0           | 89              | 4,454                              | 0                  | 1,998             | 10         | 6          |
| Avoyelles                             | 0           | 100             | 4,179                              | 0                  | 2,393             | 10         | 3          |
| Natchitoches                          | 0           | 125             | 4,123                              | 0                  | 3,032             | 10         | 1          |
| Evangeline                            | 3           | 71              | 3,783                              | 79                 | 1,877             | 1          | 9          |
| St. Bernard                           | 0           | 39              | 3,781                              | 0                  | 1,031             | 10         | 17         |
| Jefferson Davis                       | 1           | 73              | 3,658                              | 27                 | 1,996             | 5          | 7          |
| Driver Average                        | 1           | 96              | 5,187                              | 18                 | 1,846             | 0          | 0          |
| Driver Average                        | 1           |                 | VITH LICENSED DRIVERS BET          |                    |                   | 0          | U          |
| lle e mill e                          | 2           |                 |                                    |                    |                   | 2          | 2          |
| Iberville                             | 2           | 62              | 3,060                              | 65                 | 2,026             | 3          | 3          |
| Morehouse                             | 0           | 55              | 2,749                              | 0                  | 2,001             | 11         | 4          |
| West Baton Rouge                      | 1           | 67              | 2,733                              | 37                 | 2,452             | 10         | 2          |
| Plaquemines                           | 0           | 24              | 2,645                              | 0                  | 907               | 11         | 15         |
| DeSoto                                | 1           | 44              | 2,529                              | 40                 | 1,740             | 9          | 6          |
| St. James                             | 2           | 35              | 2,511                              | 80                 | 1,394             | 2          | 10         |
| Sabine                                | 1           | 32              | 2,472                              | 40                 | 1,294             | 8          | 11         |
| Allen                                 | 2           | 28              | 2,374                              | 84                 | 1,179             | 1          | 12         |
| Union                                 | 0           | 44              | 2,364                              | 0                  | 1,861             | 11         | 5          |
| Grant                                 | 1           | 27              | 2,344                              | 43                 | 1,152             | 7          | 13         |
| Assumption                            | 0           | 60              | 2,323                              | 0                  | 2,583             | 11         | 1          |
| Pointe Coupee                         | 1           | 32              | 2,262                              | 44                 | 1,415             | 6          | 9          |
| East Feliciana                        | 1           | 6               | 2,169                              | 46                 | 277               | 5          | 16         |
| Concordia                             | 1           | 30              | 2,105                              | 48                 | 1,425             | 4          | 8          |
| Richland                              | 0           | 19              | 2,040                              | 0                  | 931               | 11         | 14         |
| Franklin                              | 0           | 28              | 1,959                              | 0                  | 1,429             | 11         | 7          |
| Jackson                               | 0           | 1               | 1,701                              | 0                  | 59                | 11         | ,<br>17    |
| Driver Average                        | 1           | 35              | 2,373                              | 32                 | 1,472             | 0          | 0          |
| Driver Average                        | -           |                 | 2,373<br>VITH LICENSED DRIVERS BET |                    |                   | U          | U          |
| LaSalle                               | 2           | 33              | 1,502                              | 133                |                   | 2          | 2          |
|                                       |             |                 |                                    |                    | 2,197             |            | 3          |
| Bienville                             | 1           | 20              | 1,461                              | 68                 | 1,369             | 6          | 7          |
| Winn                                  | 1           | 13              | 1,361                              | 73                 | 955               | 5          | 8          |
| Claiborne                             | 0           | 26              | 1,358                              | 0                  | 1,915             | 7          | 4          |
| West Feliciana                        | 0           | 7               | 1,317                              | 0                  | 532               | 7          | 13         |
| West Carroll                          | 1           | 10              | 1,247                              | 80                 | 802               | 4          | 10         |
| Caldwell                              | 1           | 9               | 1,162                              | 86                 | 775               | 3          | 11         |
| Catahoula                             | 3           | 10              | 1,132                              | 265                | 883               | 1          | 9          |
| Red River                             | 0           | 17              | 915                                | 0                  | 1,858             | 7          | 5          |
|                                       | 0           | 25              | 839                                | 0                  | 2,980             | 7          | 1          |
| iviadison                             |             |                 | 812                                | 0                  | 1,478             | 7          | 6          |
| Madison<br>St. Helena                 | 0           |                 |                                    |                    |                   | . ,        | 0          |
| St. Helena                            | 0           | 12              |                                    |                    |                   | 7          | 1/         |
| St. Helena<br>East Carroll            | 0           | 2               | 568                                | 0                  | 352               | 7          | 14         |
| St. Helena<br>East Carroll<br>Cameron | 0           | 2<br>11         | 568<br>478                         | 0<br>0             | 352<br>2,301      | 7          | 2          |
| St. Helena<br>East Carroll            | 0           | 2               | 568                                | 0                  | 352               |            |            |



Table N1: Senior Drivers Involved in Fatal and Injury Crashes by Age

Table N2: Senior Drivers Involved in Fatal and Injury Crashes by Age Group

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## Seniors

# Summary

Drivers may be divided into three different groups: youths, middle-aged drivers, and seniors (55 and above). The senior drivers stand out among all drivers with respect to crash rates. Senior drivers experience driving difficulties related to deteriorating physical abilities and also are more likely to die in a crash than younger drivers.

- Although the injury crash rate declines with age, the fatal crash rate of seniors is the highest of all drivers.
- 19 senior driver fatalities were recorded where the senior was under the influence of alcohol.

# N SENIORS

# Table N1: Senior Drivers Involved in Fatal & Injury Crashes by Age

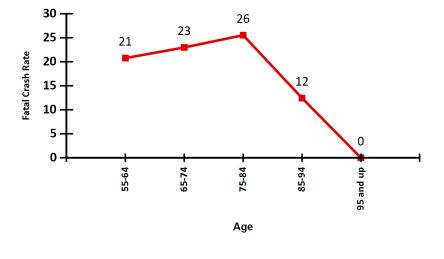
|       | AGE | LICENSED<br>DRIVERS | FATAL<br>CRASHES | INJURY<br>CRASHES | FATAL CRASHES<br>PER 100,00<br>LICENSED DRIVERS | INJURY CRASHES<br>PER 100,000<br>LICENSED DRIVERS |
|-------|-----|---------------------|------------------|-------------------|---|---|
|       | 55  | 56,308              | 10               | 1,150             | 18  | 2,042   |
|       | 56  | 55,367              | 11               | 1,087             | 20  | 1,963   |
|       | 57  | 54,280              | 12               | 1,046             | 22  | 1,927   |
|       | 58  | 52,393              | 15               | 1,033             | 29  | 1,972   |
|       | 59  | 50,861              | 13               | 875               | 26  | 1,720   |
| • • • | 60  | 47,808              | 7                | 818               | 15  | 1,711   |
|       | 61  | 47,808              | 12               | 861               | 25  | 1,824   |
|       | 62  | 45,094              | 7                | 801               | 16  | 1,834   |
| -     | 63  | 43,767              | 10               | 732               | 23  | 1,672   |
| -     | 64  | 42,896              | 6                | 732               | 14  | 1,706   |
| -     | 65  | 44,861              | 8                | 732               | 14  | 1,618   |
|       | 66  | 32,033              | 9                | 556               | 28  | 1,736   |
|       | 67  | 32,033              | 9                | 476               | 28  | 1,476   |
|       | 68  | 31,289              | 8                | 460               | 26  | 1,470   |
| -     | 69  | 31,289              | 5                | 400               | 16  | 1,398   |
|       | 70  | 27,158              | 5                | 392               | 26  | 1,398   |
|       | 70  | 25,445              | 3                | 334               | 12  | 1,313   |
|       | 71  | 23,657              | 3                | 347               | 12  | 1,467   |
|       | 72  | 22,189              | 6                | 301               | 27  | 1,357   |
|       | 74  | 21,036              | 9                | 265               | 43  | 1,260   |
|       | 75  | 19,055              | 4                | 235               | 21  | 1,233   |
|       | 76  | 17,651              | 6                | 235               | 34  | 1,331   |
| •     | 70  | 16,967              | 5                | 235               | 29  | 1,285   |
| •     | 78  | 14,756              | 3                | 181               | 20  | 1,227   |
|       | 79  | 14,086              | 2                | 204               | 14  | 1,448   |
|       | 80  | 13,345              | 4                | 172               | 30  | 1,289   |
|       | 81  | 12,068              | 3                | 148               | 25  | 1,226   |
|       | 82  | 10,896              | 4                | 147               | 37  | 1,349   |
|       | 83  | 9,590               | 2                | 106               | 21  | 1,105   |
|       | 84  | 8,679               | 2                | 108               | 23  | 1,244   |
|       | 85  | 7,467               | 1                | 110               | 13  | 1,473   |
| •     | 86  | 6,160               | 1                | 90                | 16  | 1,461   |
|       | 87  | 5,070               | 0                | 71                | 0   | 1,400   |
|       | 88  | 4,088               | 0                | 46                | 0   | 1,125   |
|       | 89  | 2,906               | 0                | 41                | 0   | 1,411   |
|       | 90  | 2,344               | 1                | 32                | 43  | 1,365   |
|       | 91  | 1,721               | 1                | 21                | 58  | 1,220   |
|       | 92  | 1,241               | 0                | 8                 | 0   | 645   |
|       | 93  | 717                 | 0                | 4                 | 0   | 558   |
| -     | 94  | 473                 | 0                | 5                 | 0   | 1,057   |
| •     | 95  | 284                 | 0                | 3                 | 0   | 1,056   |
|       | 96  | 168                 | 0                | 4                 | 0   | 2,381   |
|       | 97  | 104                 | 0                | 2                 | 0   | 1,923   |
|       | 98  | 52                  | 0                | 0                 | 0   | 0   |
|       | 99  | 29                  | 0                | 1                 | 0   | 3,448   |
|       | 100 | 12                  | 0                | 0                 | 0   | 0   |
|       | 101 | 7                   | 0                | 0                 | 0   | 0   |
|       | 102 | 5                   | 0                | 0                 | 0   | 0   |
|       | 103 | 0                   | 0                | 0                 | 0   | 0   |
|       | 104 | 1                   | 0                | 0                 | 0   | 0   |
|       | 105 | 0                   | 0                | 0                 | 0   | 0   |
|       | ALL | 957,510             | 209              | 15,653            | 22  | 1,635   |
| -     |     |                     |                  |                   |   |   |

### Table N2: Senior Drivers Involved in Fatal & Injury Crashes by Age Group

|        |           |                     |                  | cu in rutu        |   | c c. c. c. p                                   |
|--------|-----------|---------------------|------------------|-------------------|---|--|
| SRS    | AGE       | LICENSED<br>DRIVERS | FATAL<br>CRASHES | INJURY<br>CRASHES | FATAL CRASHES PER<br>100,000 LICENSED DRIVERS | INJURY CRASHES PER<br>100,000 LICENSED DRIVERS |
|        | 55-64     | 495,975             | 103              | 9,161             | 21  | 1,847  |
|        | 65-74     | 291,593             | 67               | 4,300             | 23  | 1,475  |
| $\sim$ | 75-84     | 137,093             | 35               | 1,754             | 26  | 1,279  |
| 2      | 85-94     | 32,187              | 4                | 428               | 12  | 1,330  |
|        | 95 and up | 662                 | 0                | 10                | 0   | 1,511  |
|        | ALL       | 957,510             | 209              | 15,653            | 22  | 1,635  |

Figure N2a: Fatal Crash Rate for Senior Drivers

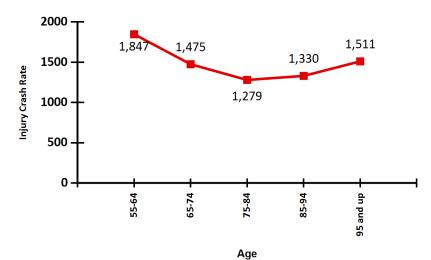
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# Table N2C: BAC of Seniors in Fatal Crashes

| BAC       | NUMBER |
|-----------|--------|
| .00010199 | 0      |
| .02000799 | 0      |
| .08000999 | 2      |
| .10002000 | 13     |
| .2001 +   | 4      |





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# PARISHES

| • | 03  | Acadia           |
|---|-----|------------------|
|   | 04  | Allen            |
|   | 05  | Ascension        |
|   | 06  | Assumption       |
|   | 07  | Avoyelles        |
|   | 08  | Beauregard       |
|   | 09  | Bienville        |
|   | 010 | Bossier          |
|   | 011 | Caddo            |
|   | 012 | Calcasieu        |
|   | 013 | Caldwell         |
|   | 014 | Cameron          |
|   | 015 | Catahoula        |
|   | 016 | Claiborne        |
|   | 017 | Concordia        |
|   | 018 | DeSoto           |
|   | 019 | East Baton Rouge |
|   | 020 | East Carroll     |
|   | 021 | East Feliciana   |
|   | 022 | Evangeline       |
|   | 023 | Franklin         |
|   | 024 | Grant            |
|   | 025 | Iberia           |
|   | 026 | Iberville        |
|   | 027 | Jackson          |
|   | 028 | Jefferson        |
|   | 029 | Jefferson Davis  |
|   | 030 | Lafayette        |
|   | 031 | Lafourche        |
|   | 032 | LaSalle          |
|   | 033 | Lincoln          |
|   | 034 | Livingston       |
|   |     |                  |

| 035 | Madison              |
|-----|----------------------|
| 036 | Morehouse            |
| 037 | Natchitoches         |
| 038 | Orleans              |
| 039 | Ouachita             |
| 040 | Plaquemines          |
| 041 | Pointe Coupee        |
| 042 | Rapides              |
| 043 | Red River            |
| 044 | Richland             |
| 045 | Sabine               |
| 046 | St. Bernard          |
| 047 | St. Charles          |
| 048 | St. Helena           |
| 049 | St. James            |
| 050 | St. John the Baptist |
| 051 | St. Landry           |
| 052 | St. Martin           |
| 053 | St. Mary             |
| 054 | St. Tammany          |
| 055 | Tangipahoa           |
| 056 | Tensas               |
| 057 | Terrebonne           |
| 058 | Union                |
| 059 | Vermilion            |
| 060 | Vernon               |
| 061 | Washington           |
| 062 | Webster              |
| 063 | West Baton Rouge     |
| 064 | West Carroll         |
| 065 | West Feliciana       |
| 066 | Winn                 |
|     |                      |

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### ACADIA PARISH: ACADIA % CHANGE (2011-2012) 2008 2009 2010 2011 LICENSED DRIVER POPULATION 38.984 39,124 39,176 39,421 39,533 0.28% LIENSED DRIVER POPULATION OF AGES 15-24 6.966 6.897 6.711 -1.24% 6.731 6.628 PERCENT OF 15-24 YEAR OLD DRIVERS PARISH 17.87% 17.63% 17.18% 17.02% 16.77% -1.52% LOUISIANA AVERAGE 17.27% 16.93% 16.53% -1.25% 16.23% 16.03% LA FATAL, INJURY AND PROPERTY DAMAGE ONLY (PDO) CRASHES NUMBER OF FATAL CRASHES 14 -56.25% 13 13 16 7 NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 3 4 4 6 2 -66 67% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 PARISH 23.08% 28.57% 30.77% 37.50% 28.57% -23.81% 34.39% 30.32% 30.17% 29.21% 29.14% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) -0.22% LA NUMBER OF INJURY CRASHES 604 583 498 579 521 -10.02% NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 270 231 244 242 204 -16.39% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS PARISH 44.70% 41.51% 46.39% 42.14% 39.16% -7.09% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA) 45.90% 42.50% LA 40.95% 43.86% 42.13% -0.86% NUMBER OF PDO CRASHES 887 1024 896 890 949 6.63% FATALITIES AND INJURIES 18 NUMBER OF FATALITIES 16 17 16 43.75% NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS PARISH 41.0 43.5 45.9 40.6 22.8 -43.91% 32 23 NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS LA 29 25 25 10.08% NUMBER OF INJURIES 1,080 1,070 911 935 903 -3.42% NUMBER OF INJURIES PER 100.000 LICENSED DRIVERS PARISH 2.770 2.735 2.325 2.372 2.284 -3.70% NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS LA 2.664 2.583 2.398 2,424 2.476 2.15% SAFETY BELT/HARNESS USE PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS PARISH 42.86% 54.55% 55.56% 50.00% 66.67% 33 33% 62.56% PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) 58.06% 64.62% -16.16% LA 64.11% 54.18% COST ESTIMATES \$96.97 TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) \$88.47 \$107.29 \$96.08 \$85.60 -10.90% ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER \$2,269.39 \$2,742.33 \$2,475.33 \$2,437.24 \$2,165.39 -11.15% ALCOHOL-RELATED CRAS PARISH COUNT 4 4 4 -42.86% ALCOHOL-RELATED FATALITY CRASHES % PARISH 69.23% 28.57% 30.77% 43 75% 57 14% 30.61% % LA 45.73% 45.95% 42.15% 41.90% 40.49% -3.37% PARISH COUNT 69 71 55 55 57 3.64% ALCOHOL-RELATED INJURY CRASHES % PARISH 11.42% 12.18% 11.04% 9.50% 10.94% 15.17% % LA 8.49% 8.62% 8.55% 8.32% 8.15% -2.00% PARISH COUNT 100.00% 0 0 ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 33.33% 25.00% 0.00% 16.67% 0.00% -100.00% 36.88% 39.82% 34.54% 30.98% 25.26% % LA -18.45% PARISH COUNT 23 17 15 18 16 -11.11% ALCOHOL-RELATED IN ILLRY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 8 5 2% 7 02% 6 4 9% 7 38% 7 84% 6 32% % I A 4 54% 4 32% 4 70% 4 46% 4 05% -9.06% 15-24 12 31 26 15 11 -26.67% DWI ARRESTS INVOLVING DRIVERS AGES 15-24 164 304 137 ALL 231 216 -36.57% % 15-24 7.32% 10.20% 11.26% 6.94% 8.03% PEDESTRIAN, MOTORCYCLE AND BICYCLE FATALITI PARISH COUNT -50.00% 1 1 2 1 2 PEDESTRIAN FATALITIES % PARISH 6.25% 11.76% 5.56% 12.50% 11.11% -11.11% 12.02% 13.23% 10.97% 13.74% % LA 16.76% 22.00% PARISH COUNT 0 1 1 6 4 -33.33% MOTORCYCLE FATALITIES 0.00% 37.50% 44.44% % PARISH 5.88% 5.56% 18.52% 8.85% 12.62% 10.14% 11.67% 10.80% -7 42% %1A PARISH COUNT N/A 1 0 0 0 0 BICYCLE FATALITIES 0.00% % PARISH 6.25% 0.00% 0.00% 0.00% N/A % LA 0.98% 1.33% 1.25% 2.36% 3.32% 40.65% TRAINS PARISH COUNT -100.00% 1 0 2 1 0 TRAIN CRASHES % PARISH 0.07% 0.00% 0.14% 0.07% 0.00% -100 00% % LA 0.04% 0.03% 0.06% 0.05% 0.04% -16.00% PARISH COUNT 1 0 1 1 0 -100.00% TRAIN FATALITIES % PARISH 7.69% 0.00% 7.69% 6.25% 0.00% 100.00% % LA 1.59% 0.55% 0.93% 1.11% 0.46% -58.59% PARISH COUNT N/A 0 0 1 0 0 TRAIN INJURIES % PARISH 0.00% 0.00% 0.20% 0.00% 0.00% N/A % LA 0.06% 0.05% 0.09% 0.07% 0.06% -15.28% COMMERCIAL MOTOR VEHICLES (CMV) PARISH COUNT 0 2 1 1 1 0.00% CMV FATAL CRASHES % PARISH 0.00% 14.29% 7.69% 6.25% 14.29% 128.57% 12.56% 14.93% 14.26% 4.49% % LA 10.15% 13.65% PARISH COUNT 29 26 25 25 37 48.00% CMV INJURY CRASHES % PARISH 4.80% 4.46% 5.02% 4.32% 7.10% 64.48% % I A 3 83% 3 4 3 % 3 71% 3 72% 3 59% -3 46% PARISH COUNT 29 30 26 26 33 26.92% 3.27% 2.93% 2.90% 2.92% % PARISH 3.48% CMV PDO 19.03% % LA 2.01% 1.72% 1.93% 1.86% 1.85% -0.58%

|   | ALLEN                                 | -                |                   |                  |                  | 2012   |                           |
|---|---------------------------------------|------------------|-------------------|------------------|------------------|--|---------------------------|
| PARISH: ALLEN<br>LICENSED DRIVER POPULATION   |                                       | 2008<br>13,938   | 2009<br>13,982    | 2010<br>13,930   | 2011<br>13,891   |  | % CHANGE (2011-<br>-0.14% |
| LIENSED DRIVER POPULATION OF AGES 15-24   |                                       | 2,411            | 2,397             | 2,371            | 2,397            | 2,374  | -0.96%                    |
| PERCENT OF 15-24 YEAR OLD DRIVERS   | PARISH                                | 17.30%           | 17.14%            | 17.02%           | 17.26%           | 17.11%   | -0.82%                    |
| LOUISIANA AVERAGE   | LA                                    | 17.27%           | 16.93%            | 16.53%           | 16.23%           | 16.03%   | -1.25%                    |
| FATAL, INJURY NUMBER OF FATAL CRASHES   | AND PROPERTY DAMAGE O                 | 10               | RASHES<br>1       | 2                | 2                | 5  | 150.00%                   |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24   |                                       | 2                | 1                 | 2                | 1                | 2  | 100.00%                   |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24  | PARISH                                | 20.00%           | 100.00%           | 100.00%          | 50.00%           | 40.00%   | -20.00%                   |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)   | LA                                    | 34.39%           | 30.32%            | 30.17%           | 29.21%           | 29.14%   | -0.22%                    |
| NUMBER OF INJURY CRASHES  |                                       | 104              | 121               | 129              | 148              | 135  | -8.78%                    |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24  |                                       | 50               | 43                | 51               | 65               | 46   | -29.23%                   |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)        | PARISH                                | 48.08%<br>45.90% | 35.54%<br>40.95%  | 39.53%<br>43.86% | 43.92%<br>42.50% |  | -22.42%                   |
| NOWBER OF INJURY CRASHES INVOLVING 13-24 TEAR OLD DRIVERS (LA)  | LA                                    | 43.50%           | 40.55%            | 45.80%           | 42.30%           | 42.13/0  | -0.80%                    |
| NUMBER OF PDO CRASHES   |                                       | 206              | 165               | 198              | 204              | 197  | -3.43%                    |
| NUMBER OF FATALITIES  | FATALITIES AND INJURIE                | 11               | 1                 | 2                | 4                | 6  | 50.00%                    |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | PARISH                                | 78.9             | 7.2               | 14.4             | 28.8             | 43.3   | 50.22%                    |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | LA                                    | 32               | 29                | 25               | 23               | 25   | 10.08%                    |
| NUMBER OF INJURIES  |                                       | 171              | 192               | 218              | 252              | 201  | -20.24%                   |
| NUMBER OF INJURIES<br>NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | PARISH                                | 1,227            | 1,373             | 1,565            | 1,814            | 1,449  | -20.24%                   |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | LA                                    | 2,664            | 2,583             | 2,398            | 2,424            | 2,476  | 2.15%                     |
|   | SAFETY BELT/HARNESS U                 |                  |                   |                  |                  |  |                           |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS<br>PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) | PARISH<br>LA                          | 75.00%<br>64.11% | 100.00%<br>62.56% | 0.00%<br>58.06%  | 0.00%<br>64.62%  |  | 100.00%                   |
|   | COST ESTIMATES                        | 04.1170          | 02.50%            | 50.0070          | 04.0270          | 54.10%   | 10.10%                    |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)   |                                       | \$24.91          | \$16.31           | \$19.82          | \$24.60          | \$23.98  | -2.55%                    |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER  |                                       | \$1,787.40       | \$1,166.20        | \$1,423.16       | \$1,771.27       | \$1,728.64   | -2.41%                    |
|   | ALCOHOL-RELATED CRASH<br>PARISH COUNT | 7                | 1                 | 1                | 1                | 1  | 0.00%                     |
| ALCOHOL-RELATED FATALITY CRASHES  | % PARISH                              | 70.00%           | 100.00%           | 50.00%           | 50.00%           | 20.00%   | -60.00%                   |
|   | % LA                                  | 45.73%           | 45.95%            | 42.15%           | 41.90%           | 40.49%   | -3.37%                    |
| ALCOHOL-RELATED INJURY CRASHES  | PARISH COUNT<br>% PARISH              | 11<br>10.58%     | 24<br>19.83%      | 22<br>17.05%     | 24<br>16.22%     | \$23.98<br>\$1,728.64<br>1<br>20.00%<br>40.49%<br>20<br>14.81%<br>8.15%  | -16.67%<br>-8.64%         |
|   | % LA                                  | 8.49%            | 8.62%             | 8.55%            | 8.32%            | 1  | -2.00%                    |
|   | PARISH COUNT                          | 1                | 1                 | 0                | 0                | 0  | N/A                       |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH<br>% LA                      | 50.00%<br>36.88% | 100.00%<br>39.82% | 0.00%            | 0.00%            |  | N/A<br>-18.45%            |
|   | PARISH COUNT                          | 2                | 5                 | 6                | 11               | 4  | -63.64%                   |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH                              | 4.00%            | 11.63%            | 11.76%           | 16.92%           | 8.70%  | -48.62%                   |
| COHOL-RELATED INJURY CRASHES  | % LA<br>15-24                         | 4.54%<br>8       | 4.32%             | 4.70%<br>22      | 4.46%            | 4.05%  | -9.06%<br>-56.67%         |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24  | ALL                                   | 68               | 167               | 179              | 180              | 138  | -23.33%                   |
| PEDESTRI  | % 15-24<br>AN, MOTORCYCLE AND BICY    | 11.76%           | 12.57%            | 12.29%           | 16.67%           | 9.42%  | -43.48%                   |
|   | PARISH COUNT                          | 1                | 0                 | 0                | 0                | 1  | 100.00%                   |
| PEDESTRIAN FATALITIES   | % PARISH                              | 9.09%            | 0.00%             | 0.00%            | 0.00%            | 16.67%   | 100.00%                   |
|   | % LA<br>PARISH COUNT                  | 12.02%           | 13.23%            | 10.97%           | 13.74%           |  | 22.00%                    |
| MOTORCYCLE FATALITIES   | % PARISH                              | 3<br>27.27%      | 0.00%             | 1<br>50.00%      | 0.00%            | 0.00%  | N/A<br>N/A                |
|   | % LA                                  | 8.85%            | 12.62%            | 10.14%           | 11.67%           | 10.80%   | -7.42%                    |
|   | PARISH COUNT                          | 0                | 0                 | 0                | 0                | 17.11%<br>16.03%<br>5<br>2<br>40.00%<br>29.14%<br>135<br>46<br>34.07%<br>42.13%<br>42.13%<br>44.13%<br>201<br>1,449<br>2,476<br>75.00%<br>54.18%<br>201<br>1,449<br>2,476<br>75.00%<br>54.18%<br>0<br>0.00%<br>25.26%<br>4<br>8.70%<br>4.05%<br>138<br>9.42%<br>16.67%<br>16.67%<br>0<br>0.00%<br>16.67%<br>0<br>0<br>0.00%<br>16.67%<br>16.07%<br>16.07%<br>16.07%<br>16.07%<br>16.07%<br>16.07%<br>16.07%<br>16.07%<br>16.07%<br>16.07%<br>16.07%<br>16.07%<br>16.07%<br>16.07%<br>16.07%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17.00%<br>17. | N/A                       |
| BICYCLE FATALITIES  | % PARISH<br>% LA                      | 0.00%            | 0.00%             | 0.00%            | 0.00%            |  | N/A<br>40.65%             |
|   | TRAINS                                | 0.50%            | 1.55%             | 1.2370           | 2.50%            | 5.5270   | 40.0376                   |
|   | PARISH COUNT                          | 3                | 1                 | 2                | 1                |  | -100.00%                  |
| TRAIN CRASHES   | % PARISH                              | 0.94%            | 0.35%             | 0.61%            | 0.28%            |  | -100.00%                  |
|   | % LA<br>PARISH COUNT                  | 0.04%            | 0.03%             | 0.06%            | 0.05%            |  | -18.00%<br>N/A            |
| TRAIN FATALITIES  | % PARISH                              | 30.00%           | 0.00%             | 0.00%            | 0.00%            |  | N/A                       |
|   | % LA                                  | 1.59%            | 0.55%             | 0.93%            | 1.11%            |  | -58.59%                   |
| TRAIN INJURIES  | PARISH COUNT<br>% PARISH              | 0                | 0.00%             | 1<br>0.78%       | 0                |  | N/A<br>N/A                |
| Invite insomes  | % PARISH                              | 0.00%            | 0.00%             | 0.78%            | 0.00%            |  | -15.28%                   |
| CO  | MMERCIAL MOTOR VEHICLE                |                  |                   |                  |                  |  |                           |
|   | PARISH COUNT                          | 1                | 0                 | 0                | 1                |  | -100.00%                  |
| CMV FATAL CRASHES   | % PARISH                              | 10.00%<br>12.56% | 0.00%             | 0.00%            | 50.00%<br>13.65% | -  | -100.00%<br>4.49%         |
|   | PARISH COUNT                          | 8                | 4                 | 4                | 6                |  | 0.00%                     |
| CMV INJURY CRASHES  | % PARISH                              | 7.69%            | 3.31%             | 3.10%            | 4.05%            | 4.44%  | 9.63%                     |
|   | % LA                                  | 3.83%            | 3.43%             | 3.71%            | 3.72%            | 3.59%  | -3.46%                    |
|   | PARISH COUNT                          | 5                | 6                 | 14               | 9                | 11   | 22.22%                    |
| CMV PDO   | % PARISH                              | 2.43%            | 3.64%             | 7.07%            | 4.41%            | 5.58%  | 26.57%                    |

# **A**SCENSION

|  |                                    | 2008            | 2009             | 2010             | 2011            | 2012   | % CHANGE (2011   |
|--|------------------------------------|-----------------|------------------|------------------|-----------------|--|------------------|
| LICENSED DRIVER POPULATION   |                                    | 66,695          | 68,906           | 70,361           | 72,476          | 74,393   | 2.65%            |
| LIENSED DRIVER POPULATION OF AGES 15-24  |                                    | 11,256          | 11,490           | 11,836           | 12,314          | 12,681   | 2.98%            |
| PERCENT OF 15-24 YEAR OLD DRIVERS  | PARISH                             | 16.88%          | 16.67%           | 16.82%           | 16.99%          |  | 0.33%            |
|  | LA                                 | 17.27%          | 16.93%           | 16.53%           | 16.23%          | 16.03%   | -1.25%           |
|  | AND PROPERTY DAMAGE C              | 20              | RASHES           | 16               | 15              | 17   | 13.33%           |
|  |                                    | 8               | 6                | 8                | 4               |  | -25.00%          |
|  | PARISH                             | 40.00%          | 35.29%           | 50.00%           | 26.67%          | -  | -33.82%          |
|  | LA                                 | 34.39%          | 30.32%           | 30.17%           | 29.21%          | 29.14%   | -0.22%           |
|  |                                    | 1               | -                |                  |                 |  |                  |
| NUMBER OF INJURY CRASHES   |                                    | 1136            | 1200             | 1090             | 1142            | 1197   | 4.82%            |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24   |                                    | 520             | 484              | 505              | 481             |  | 15.59%           |
|  | PARISH                             | 45.77%          | 40.33%           | 46.33%           | 42.12%          |  | 10.28%           |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)   | LA                                 | 45.90%          | 40.95%           | 43.86%           | 42.50%          | 42.13%   | -0.86%           |
| NUMBER OF PDO CRASHES  |                                    | 2286            | 2634             | 2384             | 2475            | 2741   | 10.75%           |
|  | FATALITIES AND INJURIE             | S               |                  |                  |                 |  |                  |
| NUMBER OF FATALITIES   |                                    | 21              | 22               | 19               | 16              | 21   | 31.25%           |
| · · · · · · · · · · · · · · · · · · ·  | PARISH                             | 31.5            | 31.9             | 27.0             | 22.1            |  | 27.87%           |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS  | LA                                 | 32              | 29               | 25               | 23              | 25   | 10.08%           |
| NUMBER OF INJURIES   |                                    | 1,848           | 1,989            | 1,838            | 1,981           | 1,987  | 0.30%            |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS  | PARISH                             | 2,771           | 2,887            | 2,612            | 2,733           | 2,671  | -2.28%           |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS  | LA                                 | 2,664           | 2,583            | 2,398            | 2,424           | 2,476  | 2.15%            |
|  | SAFETY BELT/HARNESS U              | SE              |                  |                  |                 |  |                  |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS  | PARISH                             | 66.67%          | 66.67%           | 50.00%           | 100.00%         | 54.55%   | -45.45%          |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)   | LA                                 | 64.11%          | 62.56%           | 58.06%           | 64.62%          | 54.18%   | -16.16%          |
|  | COST ESTIMATES                     |                 |                  |                  |                 | _  |                  |
|  |                                    | \$151.28        | \$194.81         | \$179.55         | \$186.16        |  | 5.71%            |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER   |                                    | \$2,268.30      | \$2,827.17       | \$2,551.86       | \$2,568.53      | \$2,645.14   | 2.98%            |
|  | ALCOHOL-RELATED CRASH              |                 | 10               | 4                | 7               | 668.53     \$2,645.14       7     10       6.67%     58.82%       9.00%     40.49%       124     135   | 42.969/          |
|  | PARISH COUNT<br>% PARISH           | 8<br>40.00%     | 10<br>58.82%     | 4<br>25.00%      | 46.67%          | 1197           556           46.45%           42.13%           2741           2           2.8.2           2.5           1,987           2,671           2,674           2,674           2,674           2,674           3           54.55%           54.18%           54.55%           54.18%           7           54.55%           54.18%           10           58.82%           40.49%           135           11.28%           8.15%           2           66.67%           25           4.05%           4.05%           4.05%           3           14.29%           15.76%           0           0.00%           3.32%           2           0.00%           0.00%           0.00%           0.00%           0.00%           0.00%           0.00%           0.00% <td>42.86%<br/>26.05%</td> | 42.86%<br>26.05% |
|  | % LA                               | 45.73%          | 45.95%           | 42.15%           | 41.90%          |  | -3.37%           |
|  | PARISH COUNT                       | 116             | 132              | 122              | 124             |  | 8.87%            |
| ALCOHOL-RELATED INJURY CRASHES   | % PARISH                           | 10.21%          | 11.00%           | 11.19%           | 10.86%          | 11.28%   | 3.87%            |
|  | % LA                               | 8.49%           | 8.62%            | 8.55%            | 8.32%           | 8.15%  | -2.00%           |
|  | PARISH COUNT                       | 3               | 4                | 0                | 2               |  | 0.00%            |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24  | % PARISH                           | 37.50%          | 66.67%           | 0.00%            | 50.00%          |  | 33.33%           |
|  | % LA<br>PARISH COUNT               | 36.88%<br>33    | 39.82%<br>25     | 34.54%<br>30     | 30.98%<br>24    |  | -18.45%<br>4.17% |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24  | % PARISH                           | 6.35%           | 5.17%            | 5.94%            | 4.99%           |  | -9.88%           |
|  | % LA                               | 4.54%           | 4.32%            | 4.70%            | 4.46%           |  | -9.06%           |
|  | 15-24                              | 39              | 47               | 51               | 37              | 44   | 18.92%           |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24   | ALL                                | 646             | 718              | 652              | 650             |  | -16.77%          |
| REDESTRI   | % 15-24<br>AN, MOTORCYCLE AND BICY | 6.04%           | 6.55%            | 7.82%            | 5.69%           | 8.13%  | 42.88%           |
|  | PARISH COUNT                       | 1               | 1                | 4                | 6               | 3  | -50.00%          |
| PEDESTRIAN FATALITIES  | % PARISH                           | 4.76%           | 4.55%            | 21.05%           | 37.50%          |  | -61.90%          |
|  | % LA                               | 12.02%          | 13.23%           | 10.97%           |                 |  | 22.00%           |
|  | PARISH COUNT                       | 3               | 2                | 0                | 0               | 0  | N/A              |
| MOTORCYCLE FATALITIES  | % PARISH                           | 14.29%          | 9.09%            | 0.00%            | 0.00%           | 0.00%  | N/A              |
| INSED DRIVER POPULATION OF AGES 15-24 RCENT OF 15-24 YEAR OLD DRIVERS UNISIANA AVERAGE FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 RCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 RCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 RCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 RCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 IMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 IMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 IMBER OF FATALITIES IMBER OF FATALITIES PER 100,000 LICENSED DRIVERS IMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS IMBER OF FATALITIES PER 100,000 LICENSED DRIVERS IMBER OF FATALITIES PER 100,000 LICENSED DRIVERS IMBER OF INJURIES ASHES INVOLVING DRIVERS AGES 15-24 IMBER OF INJURY CRASHES INVOLVING DRIVERS AGES 15-24 IMI ARRESTS INVOLVING DRIVERS AGES 15-24 IMI ARRESTS INVOLVING DRIVERS AGES 15-24 IMI ARRESTS INVOLVING DRIVERS AGES 15-24 IMI ARRESTS INVOLVING DRIVERS AGES 15-24 IMI ARRESTS INVOLVING DRIVERS AGES 15-24 IMI ARRESTS INVOLVING DRIVERS AGES 15-24 IMI ARRESTS INVOLVING DRIVERS AGES 15-24 IMI ARRESTS INVOLVING DRIVERS AGES 15-24 IMI ARRESTS INVOLVING DRIVERS AGES 15-24 IMI ARRESTS IMI ARALITIES IMI AND AG | % LA                               | 8.85%           | 12.62%           | 10.14%           | 11.67%          | 10.80%   | -7.42%           |
|  | PARISH COUNT                       | 0               | 0                | 0                | 0               | 617.05%116.03%13313151556446.45%446.45%1274122212221122112212232132,67142,67153,2645.1453,2645.1463196.78535,2645.1468,15%7264,03%11.28%667,13%13.5%11.28%68,15%72810813596.7%925.26%103910.0%1010%10.0%1010%10.0%1010%10.0%1010%10.0%1010%10.0%1010%10.0%1010%10.0%1010%10.0%1010%10.0%1010%10.0%1010%10.0%1010%10.0%1010%10.0%1010% <td>N/A</td>   | N/A              |
| BICYCLE FATALITIES   | % PARISH                           | 0.00%           | 0.00%            | 0.00%            | 0.00%           |  | N/A              |
|  | % LA                               | 0.98%           | 1.33%            | 1.25%            | 2.36%           | 3.32%  | 40.65%           |
|  | TRAINS<br>PARISH COUNT             | 0               | 0                | 2                | 3               | 2  | -33.33%          |
| TRAIN CRASHES  | % PARISH                           | 0.00%           | 0.00%            | 0.06%            | 0.08%           |  | -38.78%          |
|  | % LA                               | 0.00%           | 0.03%            | 0.06%            | 0.05%           |  | -16.00%          |
|  | PARISH COUNT                       | 0               | 0                | 0                | 1               |  | -100.00%         |
| TRAIN FATALITIES   | % PARISH                           | 0.00%           | 0.00%            | 0.00%            | 6.67%           |  | -100.00%         |
|  | % LA                               | 1.59%           | 0.55%            | 0.93%            | 1.11%           | 0.46%  | -58.59%          |
|  | PARISH COUNT                       | 0               | 0                | 2                | 1               | 1  | 0.00%            |
| TRAIN INJURIES   | % PARISH                           | 0.00%           | 0.00%            | 0.18%            | 0.09%           |  | -4.59%           |
|  | % LA                               | 0.06%           | 0.05%            | 0.09%            | 0.07%           | 0.06%  | -15.28%          |
| COM  | MMERCIAL MOTOR VEHICLE             |                 |                  |                  |                 |  |                  |
|  | PARISH COUNT                       | 1               | 3                | 2                | 1               |  | 100.00%          |
| LIVIV FATAL UKASMES  | % PARISH<br>% LA                   | 5.00%<br>12.56% | 17.65%<br>10.15% | 12.50%<br>14.93% | 6.67%<br>13.65% | 11.76%<br>14.26%   | 76.47%<br>4.49%  |
|  | PARISH COUNT                       | 38              | 29               | 36               | 39              | 38   | -2.56%           |
| CMV INJURY CRASHES   | % PARISH                           | 3.35%           | 2.42%            | 3.30%            | 3.42%           | 3.17%  | -7.04%           |
|  | % LA                               | 3.83%           | 3.43%            | 3.71%            | 3.72%           | 3.59%  | -3.46%           |
|  | PARISH COUNT                       | 52              | 57               | 46               | 37              | 55   | 48.65%           |
|  |                                    |                 |                  |                  | 1.49%           | 2.01%  | 34.22%           |
| CMV PDO  | % PARISH                           | 2.27%           | 2.16%            | 1.93%            | 1.49%           | 2.01/0   | 54.22/0          |

# **O PARISHES**

# **ASSUMPTION**

| LICENSED DRIVER POPULATION  |  | 13,333  | 13,298   | 13,229  | 13,324  | 13,467   | 1.07%  |
|---|--|---|--|---|---|--|--|
| LIENSED DRIVER POPULATION OF AGES 15-24   |  | 2,253   | 2,220  | 2,221   | 2,286   | 2,323  | 1.62%  |
| PERCENT OF 15-24 YEAR OLD DRIVERS   | PARISH   | 16.90%  | 16.69%   | 16.79%  | 17.16%  | 17.25%   | 0.54%  |
| LOUISIANA AVERAGE   | LA   | 17.27%  | 16.93%   | 16.53%  | 16.23%  | 16.03%   | -1.25%   |
|   | D PROPERTY DAMAGE C  |   |  | 10  | 0   | 4  | F0.00%   |
| NUMBER OF FATAL CRASHES NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 |  | 8   | 7  | 10<br>3   | 8   | 4  | -50.00%<br>0.00%   |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24                        | PARISH   | 50.00%  | 14.29%   | 30.00%  |   |  | 100.00%  |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24                        | LA   | 34.39%  | 30.32%   | 30.17%  | 29.21%  | 29.14%   | -0.22%   |
|   |  | 1   |  |   |   |  |  |
| NUMBER OF INJURY CRASHES  |  | 194   | 188  | 187   |   |  | 24.53%   |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24                        | DADIGU.  | 86  | 85   | 79  |   |  | 43.28%   |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS                       | PARISH   | 44.33%  | 45.21%   | 42.25%  |   |  | 15.06%   |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)                  | LA   | 45.90%  | 40.95%   | 43.86%  | 42.50%  | 42.13%   | -0.86%   |
| NUMBER OF PDO CRASHES   |  | 305   | 313  | 283   | 247   | 271  | 9.72%  |
|   | FATALITIES AND INJURIE   |   |  |   |   |  |  |
| NUMBER OF FATALITIES  |  | 9   | 9  | 10  | 9   | 4  | -55.56%  |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                               | PARISH   | 67.5  | 67.7   | 75.6  |   |  | -56.03%  |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                               | LA   | 32  | 29   | 25  | 23  | 25   | 10.08%   |
| NUMBER OF INJURIES  |  | 332   | 359  | 331   | 264   | 319  | 20.83%   |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                                 | PARISH   | 2,490   | 2,700  | 2,502   | 1,981   | 2,369  | 19.55%   |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                                 | LA   | 2,664   | 2,583  | 2,398   | 2,424   | 2,476  | 2.15%  |
|   | AFETY BELT/HARNESS U   |   |  |   |   |  |  |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS                     | PARISH   | 33.33%  | 50.00%   | 50.00%  | 100.00%   | 50.00%   | -50.00%  |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)                | LA   | 64.11%  | 62.56%   | 58.06%  | 64.62%  | 54.18%   | -16.16%  |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)                       | COST ESTIMATES   | \$32.50   | \$39.85  | \$38.82   | \$22.22   | \$20.42  | -5.60%   |
| ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)                             |  | \$2,437.34  | \$2,996.79   |   |   |  | -5.61%   |
|   | COHOL-RELATED CRASH  |   | \$2,550.75   | J2,JJ4.0J   | Ş2,410.J4   | JZ,ZJ8.74  | -0.01%   |
|   | PARISH COUNT   | 2   | 5  | 4   | 4   | 1  | -75.00%  |
| ALCOHOL-RELATED FATALITY CRASHES  | % PARISH   | 25.00%  | 71.43%   | 40.00%  | 50.00%  | 25.00%   | -50.00%  |
|   | % LA   | 45.73%  | 45.95%   | 42.15%  | 41.90%  | 40.49%   | -3.37%   |
|   | PARISH COUNT   | 24  | 31   | 27  |   |  | 7.14%  |
| ALCOHOL-RELATED INJURY CRASHES  | % PARISH<br>% LA   | 12.37%<br>8.49%   | 16.49%<br>8.62%                                      | 14.44%<br>8.55%                                       |   |  | -13.96%<br>-2.00%  |
|   | PARISH COUNT   | 1   | 0  | 2   | 0   | 0  | N/A  |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24                   | % PARISH   | 25.00%  | 0.00%  | 66.67%  | 0.00%   | 0.00%  | N/A  |
|   | % LA   | 36.88%  | 39.82%   | 34.54%  | 30.98%  | 25.26%   | -18.45%  |
|   | PARISH COUNT   | 8   | 7  | 9   | 12  | 7  | -41.67%  |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24                     | % PARISH   | 9.30%   | 8.24%  | 11.39%  |   | 1           6         25.00%           40.49%         30           6         15.15%           6         8.15%           0         0           5         0.00%           6         0.00%           7         7           %         7.29%           5         4.05%           9         99 | -59.29%  |
|   | % LA<br>15-24  | 4.54%<br>6  | 4.32%<br>19  | 4.70%<br>10   |   |  | -9.06%<br>-18.18%  |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24  | ALL  | 90  | 161  | 106   | 105   |  | -5.71%   |
|   | % 15-24  | 6.67%   | 11.80%   | 9.43%   | 10.48%  | 9.09%  | -13.22%  |
| PEDESTRIAN,   | MOTORCYCLE AND BICY  |   |  | 2   |   |  | 100.000/   |
| PEDESTRIAN FATALITIES   | PARISH COUNT   | 0   | 0  | 2   |   |  | -100.00%   |
| redestrian patalities   | % PARISH<br>% LA   | 0.00%   | 13.23%   | 20.00%  |   |  | -100.00%<br>22.00%   |
|   | PARISH COUNT   | 0   | 2  | 0   | 2   | 0  | -100.00%   |
| MOTORCYCLE FATALITIES   | % PARISH   | 0.00%   | 22.22%   | 0.00%   | 29.21%         29.14%           159         198           67         96           42.14%         48.48%           42.50%         42.13%           247         271           9         4           67.5         29.7           23         25           264         319           1,981         2,369           2,424         2,476           100.00%         50.00%           64.62%         54.18%           3         \$2,424           3         \$2,424           3         \$2,258.7           4         1           50.00%         25.00%           51.76.1%         15.15%           8.32.22         \$30.42           3         \$2,418.54           4         1           50.00%         25.00%           41.90%         40.93%           28         30.6           17.61%         15.15%           8.32%         8.15%           0         0           10.00%         0.00%           110.9         10.5           10.5         99 | 0.00%  | -100.00%   |
|   | % LA   | 8.85%   | 12.62%   | 10.14%  | 11.67%  | 10.80%   | -7.42%   |
|   | PARISH COUNT   | 0   | 0  | 0   | 1   | 0  | -100.00%   |
| BICYCLE FATALITIES  | % PARISH   | 0.00%   | 0.00%  | 0.00%   |   | 0.00%  | -100.00%   |
|   | % LA   | 0.98%   | 1.33%  | 1.25%   | 2.36%   | 3.32%  | 40.65%   |
|   | TRAINS<br>PARISH COUNT   | 0   | 0  | 0   | 0   | 0  | NI/A   |
| TRAIN CRASHES   | % PARISH   | 0.00%   | 0.00%  | 0.00%   |   |  | N/A<br>N/A   |
|   | % LA   | 0.04%   | 0.03%  | 0.06%   |   |  | -16.00%  |
|   | PARISH COUNT   | 0   | 0  | 0   |   |  | N/A  |
| TRAIN FATALITIES  | % PARISH   | 0.00%   | 0.00%  | 0.00%   | 0.00%   | 0.00%  | N/A  |
|   | 0/1.0  | 1.59%   | 0.55%  | 0.93%   | 1.11%   | 0.46%  | -58.59%  |
|   | % LA   |   |  |   | 0   | 0  | N/A  |
|   | PARISH COUNT   | 0   | 0  | 0   |   |  |  |
|   | PARISH COUNT<br>% PARISH   | 0.00%   | 0.00%  | 0.00%   | 0.00%   | 0.00%  | N/A  |
| TRAIN INJURIES  | PARISH COUNT<br>% PARISH<br>% LA   | 0.00%   |  |   | 0.00%   |  | N/A<br>-15.28%   |
| TRAIN INJURIES  | PARISH COUNT<br>% PARISH<br>% LA<br>ERCIAL MOTOR VEHICLE   | 0.00%<br>0.06%<br>S (CMV)   | 0.00%  | 0.00%   | 0.00%<br>0.07%  | 0.00%<br>0.06%   | -15.28%  |
| TRAIN INJURIES  | PARISH COUNT<br>% PARISH<br>% LA<br>ERCIAL MOTOR VEHICLE<br>PARISH COUNT   | 0.00%<br>0.06%<br>S (CMV)<br>1                                    | 0.00%<br>0.05%<br>0                                  | 0.00%<br>0.09%<br>2                                   | 0.00%<br>0.07%<br>0   | 0.00%<br>0.06%<br>1  | -15.28%<br>100.00%   |
| TRAIN INJURIES  | PARISH COUNT<br>% PARISH<br>% LA<br>ERCIAL MOTOR VEHICLE   | 0.00%<br>0.06%<br>S (CMV)<br>1<br>12.50%                          | 0.00%<br>0.05%<br>0<br>0.00%                         | 0.00%<br>0.09%<br>2<br>20.00%                         | 0.00%<br>0.07%<br>0<br>0.00%  | 0.00%<br>0.06%<br>1<br>25.00%  | -15.28%<br>100.00%<br>100.00%                                |
| TRAIN INJURIES  | PARISH COUNT<br>% PARISH<br>% LA<br>ERCIAL MOTOR VEHICLE<br>PARISH COUNT<br>% PARISH                                     | 0.00%<br>0.06%<br>S (CMV)<br>1                                    | 0.00%<br>0.05%<br>0                                  | 0.00%<br>0.09%<br>2                                   | 0.00%<br>0.07%<br>0<br>0.00%<br>13.65%  | 0.00%<br>0.06%<br>1<br>25.00%<br>14.26%  | -15.28%<br>100.00%   |
| TRAIN INJURIES<br>COMM  | PARISH COUNT<br>% PARISH<br>% LA<br>ERCIAL MOTOR VEHICLE<br>PARISH COUNT<br>% PARISH<br>% LA                             | 0.00%<br>0.06%<br>5 (CMV)<br>1<br>12.50%<br>12.56%                | 0.00%<br>0.05%<br>0<br>0.00%<br>10.15%               | 0.00%<br>0.09%<br>2<br>20.00%<br>14.93%               | 0.00%<br>0.07%<br>0<br>0.00%<br>13.65%<br>13  | 0.00%<br>0.06%<br>1<br>25.00%<br>14.26%  | -15.28%<br>100.00%<br>100.00%<br>4.49%                       |
| TRAIN INJURIES<br>COMM  | PARISH COUNT<br>% PARISH<br>% LA<br>ERCIAL MOTOR VEHICLE<br>PARISH COUNT<br>% PARISH<br>% LA<br>PARISH COUNT             | 0.00%<br>0.06%<br>S (CMV)<br>1<br>12.50%<br>12.56%<br>11          | 0.00%<br>0.05%<br>0<br>0.00%<br>10.15%<br>9          | 0.00%<br>0.09%<br>2<br>20.00%<br>14.93%<br>8          | 0.00%<br>0.07%<br>0<br>0.00%<br>13.65%<br>13<br>8.18%   | 0.00%<br>0.06%<br>1<br>25.00%<br>14.26%<br>9   | -15.28%<br>100.00%<br>100.00%<br>4.49%<br>-30.77%            |
| TRAIN INJURIES  | PARISH COUNT<br>% PARISH<br>% LA<br>ERCIAL MOTOR VEHICLE<br>PARISH COUNT<br>% PARISH<br>% LA<br>PARISH COUNT<br>% PARISH | 0.00%<br>0.06%<br>S (CMV)<br>1<br>12.50%<br>12.56%<br>11<br>5.67% | 0.00%<br>0.05%<br>0<br>0.00%<br>10.15%<br>9<br>4.79% | 0.00%<br>0.09%<br>2<br>20.00%<br>14.93%<br>8<br>4.28% | 0.00%<br>0.07%<br>0<br>0.00%<br>13.65%<br>13<br>8.18%<br>3.72%  | 0.00%<br>0.06%<br>1<br>25.00%<br>14.26%<br>9<br>4.55%<br>3.59%   | -15.28%<br>100.00%<br>100.00%<br>4.49%<br>-30.77%<br>-44.41% |

# **AVOYELLES**

| PARISH: AVOYELLES   |                          | 2008             | 2009             | 2010        | 2011             | 2012  | % CHANGE (2011-    |
|---|--------------------------|------------------|------------------|-------------|------------------|---|--------------------|
| LICENSED DRIVER POPULATION  |                          | 26,298           | 26,336           | 26,371      | 26,228           | 26,381  | 0.58%              |
| LIENSED DRIVER POPULATION OF AGES 15-24   |                          | 4,338            | 4,339            | 4,286       | 4,215            | 4,179   | -0.85%             |
| PERCENT OF 15-24 YEAR OLD DRIVERS   | PARISH                   | 16.50%           | 16.48%           | 16.25%      | 16.07%           | 15.84%  | -1.43%             |
| LOUISIANA AVERAGE   |                          | 17.27%           | 16.93%           | 16.53%      | 16.23%           | 16.03%  | -1.25%             |
| FATAL, INJURY /<br>NUMBER OF FATAL CRASHES  | AND PROPERTY DAMAGE C    |                  |                  | 0           | 10               | F   | E0.000/            |
|   |                          | 7                | 5                | 8           | 10               |   | -50.00%            |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24   | DADICU                   | 4                | 1                | 0           | 2                |   | -50.00%            |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)  | PARISH                   | 57.14%<br>34.39% | 20.00%<br>30.32% | 0.00%       | 20.00%<br>29.21% |   | 0.00%              |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)   | LA                       | 34.39%           | 30.32/0          | 30.17%      | 29.21/0          | 29.14/0   | -0.22%             |
| NUMBER OF INJURY CRASHES  |                          | 367              | 402              | 384         | 416              | 367   | -11.78%            |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24  |                          | 159              | 170              | 189         | 182              | 153   | -15.93%            |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS   | PARISH                   | 43.32%           | 42.29%           | 49.22%      | 43.75%           | 41.69%  | -4.71%             |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)  | LA                       | 45.90%           | 40.95%           | 43.86%      | 42.50%           | 42.13%  | -0.86%             |
|   |                          | 1 400            | 500              | 405         | 500              |   | 2.5.04             |
| NUMBER OF PDO CRASHES   |                          | 482              | 528              | 495         | 533              | 514   | -3.56%             |
|   | FATALITIES AND INJURI    |                  | F                | 0           | 10               | F   | 50.00%             |
|   | DADICU                   | 7                | 5                | 8           | 10               |   | -50.00%            |
| · · · · · · · · · · · · · · · · · · ·   | PARISH                   | 26.6             | 19.0             | 30.3        | 38.1             |   | -50.29%            |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | LA                       | 32               | 29               | 25          | 23               | 25  | 10.08%             |
| NUMBER OF INJURIES  |                          | 673              | 710              | 640         | 777              | 697   | -10.30%            |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | PARISH                   | 2,559            | 2,696            | 2,427       | 2,962            |   | -10.82%            |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | LA                       | 2,664            | 2,583            | 2,398       | 2,424            | 2,476   | 2.15%              |
|   | SAFETY BELT/HARNESS U    | ,                |                  |             |                  |   |                    |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS   | PARISH                   | 75.00%           | 100.00%          | 100.00%     | 80.00%           | 100.00%   | 25.00%             |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)  | LA                       | 64.11%           | 62.56%           | 58.06%      | 64.62%           | 54.18%  | -16.16%            |
|   | COST ESTIMATES           |                  |                  |             |                  |   |                    |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)   |                          | \$51.25          | \$62.50          | \$61.13     | \$73.28          | \$61.82   | -15.63%            |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER  |                          | \$1,948.77       | \$2,373.20       | \$2,317.99  | \$2,793.96       | \$2,343.47  | -16.12%            |
|   | ALCOHOL-RELATED CRAS     | HES              |                  |             |                  |   |                    |
| IMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER   | PARISH COUNT             | 4                | 2                | 3           | 5                | 2   | -60.00%            |
| ALCOHOL-RELATED FATALITY CRASHES  | % PARISH                 | 57.14%           | 40.00%           | 37.50%      | 50.00%           | 40.00%  | -20.00%            |
|   | % LA                     | 45.73%           | 45.95%           | 42.15%      | 41.90%           |   | -3.37%             |
|   | PARISH COUNT             | 43               | 59               | 52          | 51               |   | 5.88%              |
| ALCOHOL-RELATED INJURY CRASHES  | % PARISH                 | 11.72%           | 14.68%           | 13.54%      | 12.26%           |   | 20.02%             |
|   | % LA                     | 8.49%<br>2       | 8.62%            | 8.55%       | 8.32%            |   |                    |
|   | PARISH COUNT<br>% PARISH | 2<br>50.00%      | 1<br>100.00%     | 0.00%       | 1<br>50.00%      |   | -100.00%           |
| ALCOHOL-KELATED FATALITT CRASHES INVOLVING DRIVERS AGES 13-24   | % LA                     | 36.88%           | 39.82%           | 34.54%      | 30.98%           |   | -18.45%            |
|   | PARISH COUNT             | 14               | 8                | 13          | 12               | 100.00%<br>54.18%<br>\$61.82<br>\$2,343.47  | 25.00%             |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH                 | 8.81%            | 4.71%            | 6.88%       | 6.59%            |   | 48.69%             |
| COHOL-RELATED FATALITY CRASHES COHOL-RELATED INJURY CRASHES COHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 VI ARRESTS INVOLVING DRIVERS AGES 15-24   | % LA                     | 4.54%            | 4.32%            | 4.70%       | 4.46%            |   | -9.06%             |
|   | 15-24                    | 18               | 17               | 15          | 17               | 16  | -5.88%             |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24  | ALL                      | 129              | 200              | 144         | 173              |   | 17.92%             |
|   | % 15-24                  | 13.95%           | 8.50%            | 10.42%      | 9.83%            | 7.84%   | -20.18%            |
| PEDESTRIA   | AN, MOTORCYCLE AND BIC   |                  |                  | -           | 1                | 2   | 100.000/           |
|   | PARISH COUNT             | 3                | 0                | 2           | 10.00%           |   | 100.00%            |
| FEDESTRIAN FATALITIES   | % PARISH                 | 42.86%           | 0.00%            | 25.00%      | 10.00%           |   | 300.00%            |
|   | % LA<br>PARISH COUNT     | 12.02%<br>0      | 0                | 10.97%<br>0 | 13.74%<br>3      |   | 22.00%<br>-100.00% |
| UMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 UMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS UMBER OF PDO CRASHES UMBER OF FATALITIES UMBER OF FATALITIES PER 100,000 LICENSED DRIVERS UMBER OF FATALITIES PER 100,000 LICENSED DRIVERS UMBER OF INJURIES UMBER OF INJURIES PER 100,000 LICENSED DRIVERS UMBER OF INJURIES PER 100,000 LICENSED DRIVERS UMBER OF INJURIES PER 100,000 LICENSED DRIVERS UMBER OF INJURIES PER 100,000 LICENSED DRIVERS UMBER OF INJURIES PER 100,000 LICENSED DRIVERS UMBER OF INJURIES PER 100,000 LICENSED DRIVERS UMBER OF INJURIES PER 100,000 LICENSED DRIVERS UMBER OF INJURIES PER 100,000 LICENSED DRIVERS UMBER OF INJURIES PER 100,000 LICENSED DRIVERS UMBER OF INJURIES PER 100,000 LICENSED DRIVERS ERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) OTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) STIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER LICOHOL-RELATED FATALITY CRASHES LICOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 UCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 EDESTRIAN FATALITIES RAIN CRASHES RAIN CRASHES RAIN CRASHES RAIN CRASHES RAIN CRASHES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN CRASHES RAIN FATALITIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN PATALITIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN PATALITIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN PATALITIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN PATALITIES RAIN INJURIES RAIN PATAL CRASHES RAIN PATALITIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN PATAL CRASHES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAIN INJURIES RAI | % PARISH                 | 0.00%            | 0.00%            | 0.00%       | 30.00%           |   | -100.00%           |
|   | % LA                     | 8.85%            | 12.62%           | 10.14%      | 30.00%<br>11.67% |   | -7.42%             |
|   | PARISH COUNT             | 0.83%            | 0                | 0           | 0                |   | -7.42%<br>N/A      |
| BICYCLE FATALITIES  | % PARISH                 | 0.00%            | 0.00%            | 0.00%       | 0.00%            | 4,179           15.84%           16.03%           12.000%           29.14%           367           15.3           41.69%           42.13%           514           5           19.0           2.544           514           5           19.0           2.542           2.476           5           100.00%           54.18%           2           40.49%           54.18%           54           100.00%           54.18%           5           100.00%           54.18%           54           2           40.49%           54           9.80%           15           9.80%           16           204           15           9.80%           16           204           16           204           10.80%           0           0.00%           10.00%           0.00% | N/A                |
|   | % LA                     | 0.98%            | 1.33%            | 1.25%       | 2.36%            |   | 40.65%             |
|   | TRAINS                   |                  |                  |             |                  |   |                    |
|   | PARISH COUNT             | 0                | 0                | 0           | 0                | 0   | N/A                |
| TRAIN CRASHES   | % PARISH                 | 0.00%            | 0.00%            | 0.00%       | 0.00%            |   | N/A                |
|   | % LA                     | 0.04%            | 0.03%            | 0.06%       | 0.05%            | 0.04%   | -16.00%            |
|   | PARISH COUNT             | 0                | 0                | 0           | 0                | 0   | N/A                |
| TRAIN FATALITIES  | % PARISH                 | 0.00%            | 0.00%            | 0.00%       | 0.00%            | 0.00%   | N/A                |
|   | % LA                     | 1.59%            | 0.55%            | 0.93%       | 1.11%            | 0.46%   | -58.59%            |
|   | PARISH COUNT             | 0                | 0                | 0           | 0                | 0   | N/A                |
| TRAIN INJURIES  | % PARISH                 | 0.00%            | 0.00%            | 0.00%       | 0.00%            | 0.00%   | N/A                |
|   | % LA                     | 0.06%            | 0.05%            | 0.09%       | 0.07%            | 0.06%   | -15.28%            |
| CON   | MMERCIAL MOTOR VEHICLE   | S (CMV)          |                  |             |                  |   |                    |
|   | PARISH COUNT             | 0                | 1                | 2           | 2                |   | -100.00%           |
| CMV FATAL CRASHES   | % PARISH                 | 0.00%            | 20.00%           | 25.00%      | 20.00%           |   | -100.00%           |
|   | % LA                     | 12.56%           | 10.15%           | 14.93%      | 13.65%           |   | 4.49%              |
|   | PARISH COUNT             | 14               | 8                | 18          | 16               |   | -31.25%            |
| CMV INJURY CRASHES  | % PARISH                 | 3.81%            | 1.99%            | 4.69%       | 3.85%            | 3.00%   | -22.07%            |
|   | % LA                     | 3.83%            | 3.43%            | 3.71%       | 3.72%            | 3.59%   | -3.46%             |
|   | PARISH COUNT             | 14               | 11               | 13          | 6                | 8   | 33.33%             |
|   |                          |                  | 2 0 0 0 1        | 2 6 2 0/    | 1.13%            | 1 5 60/   | 38.26%             |
| CMV PDO   | % PARISH                 | 2.90%            | 2.08%            | 2.63%       | 1.13%            | 1.56%   | 36.20%             |

# **O PARISHES**

# BEAUREGARD

| PARISH: BEAUREGARD<br>LICENSED DRIVER POPULATION   |                                       | 2008<br>24,825 | 2009<br>25,149 | 2010<br>25,523 | 2011<br>25,918 | 2012<br>26,273  | % CHANGE (2011-<br>1.37% |
|--|---------------------------------------|----------------|----------------|----------------|----------------|---|--------------------------|
| LIENSED DRIVER POPULATION OF AGES 15-24  |                                       | 4,620          | 4,623          | 4,631          | 4,734          | 4,780   | 0.97%                    |
| PERCENT OF 15-24 YEAR OLD DRIVERS  | PARISH                                | 18.61%         | 18.38%         | 18.14%         | 18.27%         | 18.19%  | -0.39%                   |
| LOUISIANA AVERAGE  | LA                                    | 17.27%         | 16.93%         | 16.53%         | 16.23%         | 16.03%  | -1.25%                   |
| FATAL, INJURY AN   | ND PROPERTY DAMAGE O                  | NLY (PDO) CF   | RASHES         |                |                |   |                          |
| NUMBER OF FATAL CRASHES  |                                       | 9              | 9              | 7              | 8              | 3   | -62.50%                  |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24  |                                       | 5              | 6              | 1              | 4              | 1   | -75.00%                  |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24   | PARISH                                | 55.56%         | 66.67%         | 14.29%         | 50.00%         | 33.33%  | -33.33%                  |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)  | LA                                    | 34.39%         | 30.32%         | 30.17%         | 29.21%         | 29.14%  | -0.22%                   |
| NUMBER OF INJURY CRASHES   |                                       | 265            | 243            | 254            | 256            | 221   | -13.67%                  |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24   |                                       | 113            | 98             | 108            | 108            | 94  | -12.96%                  |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS  | PARISH                                | 42.64%         | 40.33%         | 42.52%         | 42.19%         | 42.53%  | 0.82%                    |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)   | LA                                    | 45.90%         | 40.95%         | 43.86%         | 42.50%         | 42.13%  | -0.86%                   |
| NUMBER OF PDO CRASHES  |                                       | 521            | 483            | 453            | 430            | 433   | 0.70%                    |
|  | FATALITIES AND INJURIE                |                |                |                |                |   |                          |
| NUMBER OF FATALITIES   |                                       | 13             | 10             | 7              | 8              | 3   | -62.50%                  |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS  | PARISH                                | 52.4           | 39.8           | 27.4           | 30.9           | 11.4  | -63.01%                  |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS  | LA                                    | 32             | 29             | 25             | 23             | 25  | 10.08%                   |
|  |                                       | 416            | 277            | 422            | 451            | 222   | 26.169/                  |
| NUMBER OF INJURIES NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | PARISH                                | 416            | 377<br>1,499   | 423<br>1,657   | 451<br>1,740   | 333<br>1,267  | -26.16%<br>-27.16%       |
|  | LA                                    | 2,664          | 2,583          | 2,398          | 2,424          | 2,476   | 2.15%                    |
|  | SAFETY BELT/HARNESS U                 |                | 2,505          | 2,550          | 2,121          | 2,00  | 2.12570                  |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS  | PARISH                                | 71.43%         | 100.00%        | 66.67%         | 60.00%         | 0.00%   | -100.00%                 |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)   | LA                                    | 64.11%         | 62.56%         | 58.06%         | 64.62%         | 54.18%  | -16.16%                  |
|  | COST ESTIMATES                        |                |                |                |                |   |                          |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)  |                                       | \$44.03        | \$43.68        | \$43.34        | \$46.29        | \$31.86   | -31.18%                  |
|  |                                       | \$1,773.68     | \$1,737.00     | \$1,698.18     | \$1,785.88     | \$1,212.51  | -32.11%                  |
|  | ALCOHOL-RELATED CRASH<br>PARISH COUNT | 4              | 4              | 2              | 4              | 1   | -75.00%                  |
| ALCOHOL-RELATED FATALITY CRASHES   | % PARISH                              | 44.44%         | 44.44%         | 28.57%         | 4<br>50.00%    |   | -33.33%                  |
|  | % LA                                  | 45.73%         | 45.95%         | 42.15%         | 41.90%         | 40.49%  | -3.37%                   |
|  | PARISH COUNT                          | 28             | 25             | 29             | 21             | 24  | 14.29%                   |
| ALCOHOL-RELATED INJURY CRASHES   | % PARISH                              | 10.57%         | 10.29%         | 11.42%         | 8.20%          | 10.86%  | 32.39%                   |
|  | % LA                                  | 8.49%          | 8.62%          | 8.55%          | 8.32%          | -   | -2.00%                   |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24  | PARISH COUNT<br>% PARISH              | 2<br>40.00%    | 2 33.33%       | 0              | 1<br>25.00%    |   | -100.00%                 |
|  | % LA                                  | 36.88%         | 39.82%         | 34.54%         | 30.98%         |   | -18.45%                  |
|  | PARISH COUNT                          | 8              | 6              | 5              | 2              | 5   | 150.00%                  |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24  | % PARISH                              | 7.08%          | 6.12%          | 4.63%          | 1.85%          | 5.32%   | 187.23%                  |
|  | % LA                                  | 4.54%          | 4.32%          | 4.70%          | 4.46%          | 1   | -9.06%                   |
| DW/LARRESTS INVOLVING DRIVERS AGES 15-24   | 15-24<br>ALL                          | 5<br>80        | 9<br>146       | 9<br>114       | 9<br>103       | 5.29         \$31.86           \$5.88         \$1,212.51           1         1           100%         33.33%           90%         40.49%           1         24           0%         10.86%           2%         8.15%           1         0           000%         0.00%           98%         25.26%           2         5           5%         5.32%           6%         4.05%           9         12           03         127 | 33.33%<br>23.30%         |
|  | % 15-24                               | 6.25%          | 6.16%          | 7.89%          | 8.74%          |   | 8.14%                    |
| PEDESTRIAN   | , MOTORCYCLE AND BICY                 |                |                |                |                |   |                          |
|  | PARISH COUNT                          | 0              | 2              | 1              | 0              | 0   | N/A                      |
| ERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)<br>OTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)<br>STIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER<br>LCOHOL-RELATED FATALITY CRASHES<br>LCOHOL-RELATED FATALITY CRASHES<br>LCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24<br>LCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24<br>LCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24<br>WI ARRESTS INVOLVING DRIVERS AGES 15-24<br>PEDESTRIAN FATALITIES<br>ICYCLE FATALITIES<br>ICYCLE FATALITIES<br>RAIN CRASHES | % PARISH                              | 0.00%          | 20.00%         | 14.29%         | 0.00%          | 0.00%   | N/A                      |
|  | % LA                                  | 12.02%         | 13.23%         | 10.97%         | 13.74%<br>1    | 16.76%<br>1   | 22.00%                   |
|  | PARISH COUNT<br>% PARISH              | 7.69%          | 10.00%         | 14.29%         | 12.50%         | 33.33%  | 0.00%                    |
|  | % LA                                  | 8.85%          | 12.62%         | 10.14%         | 11.67%         | 10.80%  | -7.42%                   |
|  | PARISH COUNT                          | 0              | 1              | 0              | 0              | 0   | N/A                      |
| BICYCLE FATALITIES   | % PARISH                              | 0.00%          | 10.00%         | 0.00%          | 0.00%          | 0.00%   | N/A                      |
|  | % LA                                  | 0.98%          | 1.33%          | 1.25%          | 2.36%          | 3.32%   | 40.65%                   |
|  | TRAINS                                |                |                |                |                |   |                          |
|  | PARISH COUNT                          | 1              | 0              | 1              | 0              | 1   | 100.00%                  |
|  | % PARISH                              | 0.13%          | 0.00%          | 0.14%          | 0.00%          | 0.15%   | 100.00%                  |
|  | % LA<br>PARISH COUNT                  | 0.04%          | 0.03%          | 0.06%          | 0.05%          | 0.04%   | -16.00%<br>N/A           |
| TRAIN FATALITIES   | % PARISH                              | 0.00%          | 0.00%          | 0.00%          | 0.00%          | 0.00%   | N/A<br>N/A               |
|  | % LA                                  | 1.59%          | 0.55%          | 0.93%          | 1.11%          | 0.46%   | -58.59%                  |
|  | PARISH COUNT                          | 1              | 1              | 1              | 0              | 0   | N/A                      |
| TRAIN INJURIES   | % PARISH                              | 0.38%          | 0.38%          | 0.39%          | 0.00%          | 0.00%   | N/A                      |
|  | % LA                                  | 0.06%          | 0.05%          | 0.09%          | 0.07%          | 0.06%   | -15.28%                  |
| СОММ   | MERCIAL MOTOR VEHICLE                 |                |                |                |                |   |                          |
|  | PARISH COUNT                          | 2              | 0              | 2              | 1              | 1   | 0.00%                    |
| CMV FATAL CRASHES  | % PARISH                              | 22.22%         | 0.00%          | 28.57%         | 12.50%         | 33.33%  | 166.67%                  |
|  | % LA<br>PARISH COUNT                  | 12.56%<br>18   | 10.15%<br>15   | 14.93%<br>11   | 13.65%<br>13   | 14.26%<br>17  | 4.49%<br>30.77%          |
| CMV INJURY CRASHES   | % PARISH                              | 6.79%          | 6.17%          | 4.33%          | 5.08%          | 7.69%   | 51.48%                   |
|  | % LA                                  | 3.83%          | 3.43%          | 3.71%          | 3.72%          | 3.59%   | -3.46%                   |
|  | - /0 LA                               | 5.5570         |                |                |                | -   |                          |
|  | PARISH COUNT                          | 10             | 12             | 23             | 16             | 1 D   | U.UU70                   |
| CMV PDO  | PARISH COUNT<br>% PARISH              | 10<br>1.92%    | 12<br>2.48%    | 23<br>5.08%    | 16<br>3.72%    | 16<br>3.70%   | 0.00%                    |

### PARISH: BIENVILLE % CHANGE (2011-2012) 2008 2009 2010 2011 LICENSED DRIVER POPULATION 9,620 9,584 9,582 9,604 9,660 0.58% LIENSED DRIVER POPULATION OF AGES 15-24 1.520 1.482 1.466 1.491 -2.01% 1.461 PERCENT OF 15-24 YEAR OLD DRIVERS PARISH 15.80% 15.46% 15.30% 15.52% 15.12% -2.58% LOUISIANA AVERAGE 17.27% 16.93% 16.53% 16.23% 16.03% -1.25% LA FATAL, INJURY AND PROPERTY DAMAGE ONLY (PDO) CRASHES NUMBER OF FATAL CRASHES 33.33% 5 10 4 3 NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 2 1 2 0 1 100.00% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 PARISH 40.00% 20.00% 20.00% 0.00% 25.00% 100.00% 34.39% 30.32% 30.17% 29.21% 29.14% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) -0.22% LA NUMBER OF INJURY CRASHES 89 91 85 80 108 35.00% NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 31 42 86% 32 21 21 30 NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS PARISH 34.83% 35.16% 24.71% 26.25% 27.78% 5.82% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA) 45.90% 42.50% -0.86% IΔ 40.95% 43.86% 42.13% NUMBER OF PDO CRASHES 94 91 122 104 105 0.96% FATALITIES AND INJURIES NUMBER OF FATALITIES 11 33.33% 6 NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS PARISH 62.4 62.6 114.8 31.2 41.4 32.56% LA 32 25 10.08% NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS 29 23 25 NUMBER OF INJURIES 141 132 129 124 175 41.13% NUMBER OF INJURIES PER 100.000 LICENSED DRIVERS PARISH 1.466 1.377 1.346 1.291 1.812 40.31% NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS LA 2.664 2.583 2.398 2.424 2.476 2.15% SAFETY BELT/HARNESS USE PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS PARISH 50.00% 50.00% 85.71% 100.00% 66.67% -33 33% 62.56% PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) 58.06% 64.62% -16.16% LA 64.11% 54.18% COST ESTIMATES \$17.45 \$23.81 \$13.50 \$18.47 TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) \$15.95 36.81% ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER \$1,657.72 \$1,820.85 \$2,484.93 \$1,405.45 \$1,911.68 36.02% ALCOHOL-RELATED CRA PARISH COUNT 2 5 1 2 100.00% ALCOHOL-RELATED FATALITY CRASHES % PARISH 40.00% 40.00% 50.00% 33 33% 50.00% 50.00% % LA 45.73% 45.95% 42.15% 41.90% 40.49% -3.37% PARISH COUNT 14 12 13 9 10 11.11% ALCOHOL-RELATED INJURY CRASHES % PARISH 15.73% 13.19% 15.29% 11.25% 9.26% -17.70% % LA 8.49% 8.62% 8.55% 8.32% 8.15% -2.00% PARISH COUNT 0 N/A 0 0 0 0.00% ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 50.00% 0.00% 0.00% 0.00% N/A 36.88% 39.82% 34.54% 30.98% 25.26% -18.45% % LA PARISH COUNT 1 3 3 0 0 N/A ALCOHOL-RELATED IN ILLRY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 3 2 3% 9 38% 14 29% 0.00% 0.00% N/A % I A 4 54% 4 32% 4 70% 4 46% 4 05% -9.06% 15-24 7 8 6 -66.67% 3 1 DWI ARRESTS INVOLVING DRIVERS AGES 15-24 84 70 52 52 ALL 92 0.00% % 15-24 8.33% 8.70% 8.57% 5.77% 1.92% -66.67% PEDESTRIAN, MOTORCYCLE AND BICYCLE FATALITIE -100.00% PARISH COUNT 0 0 0 1 1 PEDESTRIAN FATALITIES % PARISH 0.00% 0.00% 9.09% 33.33% 0.00% -100.00% 12.02% 13.23% 10.97% 13.74% 16.76% 22.00% % LA PARISH COUNT 0 0 1 0 0 N/A MOTORCYCLE FATALITIES % PARISH 0.00% 0.00% 0.00% 9.09% 0.00% N/A 8.85% 12.62% 10.14% 11.67% 10.80% -7 42% %IA PARISH COUNT N/A 0 0 0 0 0 BICYCLE FATALITIES 0.00% 0.00% % PARISH 0.00% 0.00% 0.00% N/A % LA 0.98% 1.33% 1.25% 2.36% 3.32% 40.65% TRAINS PARISH COUNT N/A 1 0 2 0 0 TRAIN CRASHES % PARISH 0 53% 0.00% 0.92% 0.00% 0.00% N/A % LA 0.04% 0.03% 0.06% 0.05% 0.04% 16.00% PARISH COUNT 0 0 1 0 0 N/A TRAIN FATALITIES N/A % PARISH 0.00% 0.00% 10.00% 0.00% 0.00% % LA 1.59% 0.55% 0.93% 1.11% 0.46% -58.59% PARISH COUNT N/A 1 1 0 0 0 TRAIN INJURIES % PARISH 1 1 2% 1.12% 0.00% 0.00% 0.00% N/A % LA 0.06% 0.05% 0.09% 0.07% 0.06% -15.28% COMMERCIAL MOTOR VEHICLES (CMV) PARISH COUNT 1 1 1 1 0.00% 3 CMV FATAL CRASHES % PARISH 60.00% 20.00% 10.00% 33.33% 25.00% 25.00% 12.56% 14.93% 14.26% 4.49% % LA 10.15% 13.65% PARISH COUNT 12 13 12 9 10 11.11% CMV INJURY CRASHES % PARISH 13.48% 14.29% 14.12% 11.25% 9.26% 17.70% % I A 3 83% 3 4 3 % 3 71% 3 72% 3 59% -3 46% PARISH COUNT 13 16 19 11 10 -9.09% 13.83% 17.58% 15.57% 10.58% 9.52% % PARISH -9.96% CMV PDO

%LA

2.01%

1.72%

1.93%

1.86%

1.85%

-0.58%

BIENVILLE

### BOSSIER PARISH: BOSSIER % CHANGE (2011-2012) 2008 2009 2010 2011 LICENSED DRIVER POPULATION 70,644 71,843 73,113 74,838 76,510 2.23% LIENSED DRIVER POPULATION OF AGES 15-24 12.856 12.735 12.598 12.872 2.17% 12.516 PERCENT OF 15-24 YEAR OLD DRIVERS PARISH 18.20% 17.73% 17.12% 16.83% 16.82% -0.06% LOUISIANA AVERAGE 17.27% 16.93% 16.53% 16.03% -1.25% 16.23% LA FATAL, INJURY AND PROPERTY DAMAGE ONLY (PDO) CRASHES NUMBER OF FATAL CRASHES 37.50% 16 9 17 8 11 NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 6 1 7 1 5 400.00% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 PARISH 37.50% 11.11% 41.18% 12.50% 45.45% 263.64% 34.39% 30.32% 30.17% 29.21% 29.14% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) -0.22% LA NUMBER OF INJURY CRASHES 1196 1293 1243 1177 1227 4.25% NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 568 592 -2.77% 569 541 526 NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS PARISH 47.49% 44.01% 47.63% 45.96% 42.87% -6.73% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA) 45.90% 42.50% -0.86% IΔ 40.95% 43.86% 42.13% NUMBER OF PDO CRASHES 2683 2898 2819 2740 2703 -1.35% FATALITIES AND INJURIES 10 18 11 12 NUMBER OF FATALITIES 17 9.09% NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS PARISH 24.1 13.9 24.6 14.7 15.7 6.71% 32 NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS LA 29 25 23 25 10.08% NUMBER OF INJURIES 1,851 2,032 1,869 1,790 1,822 1.79% NUMBER OF INJURIES PER 100.000 LICENSED DRIVERS PARISH 2.620 2.828 2.556 2.392 2.381 -0.44% NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS LA 2.664 2.583 2.398 2.424 2.476 2.15% SAFETY BELT/HARNESS USE PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS PARISH 77.78% 0.00% 77.78% 50.00% 0.00% -100.00% PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) 58.06% 64.62% -16.16% LA 64.11% 62.56% 54.18% COST ESTIMATES \$150.60 \$187.24 \$185.99 \$168.20 \$173.36 TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) 3.07% ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER \$2,131.81 \$2,606.27 \$2,543.87 \$2,247.54 \$2,265.88 0.82% ALCOHOL-RELATED CRAS PARISH COUNT 2 6 3 0 -100.00% ALCOHOL-RELATED FATALITY CRASHES % PARISH 37.50% 22.22% 35 299 37 50% 0.00% -100.00% % LA 45.73% 45.95% 42.15% 41.90% 40.49% -3.37% PARISH COUNT 97 94 88 85 74 -12.94% ALCOHOL-RELATED INJURY CRASHES % PARISH 8.11% 7.27% 7.08% 7.22% 6.03% -16.49% % LA 8.49% 8.62% 8.55% 8.32% 8.15% -2.00% PARISH COUNT N/A 0 0 ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 50.00% 100.00% 14.29% 0.00% 0.00% N/A 36.88% 39.82% 34.54% 30.98% 25.26% -18.45% % LA PARISH COUNT 27 17 14 13 14 7.69% ALCOHOL-RELATED IN ILLRY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 4 75% 2.99% 2 36% 2 40% 2 66% 10 76% % I A 4 54% 4 32% 4 70% 4 46% 4 05% -9.06% 15-24 45 43 37 27 35 29.63% DWI ARRESTS INVOLVING DRIVERS AGES 15-24 835 ALL 792 671 655 605 -7.63% % 15-24 5.39% 5.43% 5.51% 4.12% 40.34% 5.79% PEDESTRIAN, MOTORCYCLE AND BICYCLE FATALITI PARISH COUNT 0.00% 1 2 1 2 1 PEDESTRIAN FATALITIES % PARISH 5.88% 20.00% 11.11% 9.09% 8.33% -8.33% 12.02% 13.23% 16.76% % LA 10.97% 13.74% 22.00% PARISH COUNT 1 0 1 2 1 -50.00% MOTORCYCLE FATALITIES -54.17% % PARISH 5.88% 0.00% 5.56% 18.18% 8.33% 8.85% 12.62% 10.14% 11.67% 10.80% -7 42% %1A PARISH COUNT 100.00% 0 0 0 0 2 BICYCLE FATALITIES 0.00% 0.00% % PARISH 0.00% 0.00% 16.67% 100.00% % LA 0.98% 1.33% 1.25% 2.36% 3.32% 40.65% TRAINS PARISH COUNT 0.00% 3 0 2 3 3 TRAIN CRASHES % PARISH 0.08% 0.00% 0.05% 0.08% 0.08% -0 41% % LA 0.04% 0.03% 0.06% 0.05% 0.04% -16.00% PARISH COUNT 1 0 0 0 0 N/A TRAIN FATALITIES % PARISH 6.25% 0.00% 0.00% 0.00% 0.00% N/A % LA 1.59% 0.55% 0.93% 1.11% 0.46% -58.59% PARISH COUNT 100.00% 1 1 0 1 2 TRAIN INJURIES % PARISH 0.08% 0.08% 0.00% 0.08% 0.16% 91 85% % LA 0.06% 0.05% 0.09% 0.07% 0.06% -15.28% COMMERCIAL MOTOR VEHICLES (CMV) PARISH COUNT 4 4 5 1 0.00% CMV FATAL CRASHES % PARISH 25.00% 44.44% 29.41% 12.50% 9.09% -27.27% 12.56% 10.15% 14.26% 4.49% % LA 14.93% 13.65% PARISH COUNT 41 50 50 36 53 47.22% CMV INJURY CRASHES % PARISH 3.43% 3.87% 4.02% 3.06% 4.32% 41.22% 3 83% % I A 3 4 3 % 3 71% 3 72% 3 59% -3 46% PARISH COUNT 59 54 60 63 59 -6.35% 2.20% 1.86% 2.13% 2.30% 2.18% % PARISH -5.07% CMV PDO % LA 2.01% 1.72% 1.93% 1.86% 1.85% -0.58%

### CADDO PARISH: CADDO 2012 % CHANGE (2011-2012) 2008 2009 2010 2011 LICENSED DRIVER POPULATION 153,636 155,080 155,870 157,930 159,702 1.12% LIENSED DRIVER POPULATION OF AGES 15-24 25,443 24.943 24.593 24.415 24.387 -0.11% PERCENT OF 15-24 YEAR OLD DRIVERS PARISH 16.56% 16.08% 15.78% 15.46% 15.27% -1.22% LOUISIANA AVERAGE 17.27% 16.93% 16.53% 16.23% -1.25% 16.03% LA FATAL, INJURY AND PROPERTY DAMAGE ONLY (PDO) CRASHES NUMBER OF FATAL CRASHES -11.11% 32 35 31 36 32 NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 13 7 5 12 8 -33 33% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 PARISH 40.63% 20.00% 16.13% 33.33% 25.00% -25.00% 34.39% 30.32% 30.17% 29.21% 29.14% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) -0.22% LA NUMBER OF INJURY CRASHES 3048 3020 2750 2783 2372 -14.77% NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 1307 1158 941 -18 74% 1170 1076 NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS PARISH 42.88% 38.74% 39.13% 41.61% 39.67% -4.66% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA) 45.90% -0.86% LA 40.95% 43.86% 42.50% 42.13% NUMBER OF PDO CRASHES 7352 7759 7445 7360 6642 -9.76% FATALITIES AND INJURIES NUMBER OF FATALITIES 34 33 39 35 10.26% NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS PARISH 22.1 25.1 21.2 24.7 21.9 -11.25% LA 32 10.08% NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS 29 25 23 25 NUMBER OF INJURIES 4,727 4,192 3,833 3,783 3,029 -19.93% NUMBER OF INJURIES PER 100.000 LICENSED DRIVERS PARISH 3.077 2.703 2.459 2.395 1.897 -20.82% NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS LA 2.664 2.583 2.398 2.424 2.476 2.15% SAFETY BELT/HARNESS USE PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS PARISH 85.71% 72.22% 28.57% 57.89% 33.33% -42 42% 62.56% PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) 58.06% 64.62% -16.16% LA 64.11% 54.18% COST ESTIMATES \$365.26 \$402.48 \$376.30 \$369.39 \$305.66 -17.25% TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER \$2,377.42 \$2,595.33 \$2,414.18 \$2,338.96 \$1,913.94 -18.17% LCOHOL-RELATED CRA PARISH COUNT 12 8 10 11 7 -36.36% ALCOHOL-RELATED FATALITY CRASHES % PARISH 37.50% 22.86% 32 269 30.56% 21.88% 28.41% % LA 45.73% 45.95% 42.15% 41.90% 40.49% -3.37% PARISH COUNT 257 251 197 189 173 -8.47% ALCOHOL-RELATED INJURY CRASHES % PARISH 8.43% 8.31% 7.16% 6.79% 7.29% 7.39% % LA 8.49% 8.62% 8.55% 8.32% 8.15% -2.00% PARISH COUNT -66.67% 12.50% ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 23.08% 14.29% 20.00% 25.00% -50.00% 36.88% 39.82% 34.54% 30.98% 25.26% -18.45% % LA PARISH COUNT 57 46 48 33 27 -18.18% ALCOHOL-RELATED IN ILLRY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 4 36% 3 93% 4 46% 2 85% 2 87% 0.69% % I A 4 54% 4 32% 4 70% 4 46% 4 05% -9.06% 15-24 65 58 73 66 39 -40.91% DWI ARRESTS INVOLVING DRIVERS AGES 15-24 1350 1436 1543 1247 ALL 1528 -18.39% % 15-24 4.81% 4.04% 4.73% 4.32% 3.13% -27.59% PEDESTRIAN, MOTORCYCLE AND BICYCLE FATALITII PARISH COUNT 5 -16.67% 4 3 4 6 PEDESTRIAN FATALITIES % PARISH 11.76% 7.69% 12.12% 15.38% 14.29% -7.14% 12.02% 13.23% 13.74% % LA 10.97% 16.76% 22.00% PARISH COUNT 4 9 6 4 7 75.00% MOTORCYCLE FATALITIES 23.08% 10.26% 95.00% % PARISH 11.76% 18,18% 20.00% 8.85% 12.62% 10.14% 11.67% 10.80% -7 42% %1A PARISH COUNT -100.00% 0 0 0 2 0 BICYCLE FATALITIES 0.00% % PARISH 0.00% 0.00% 5.13% 0.00% -100.00% % LA 0.98% 1.33% 1.25% 2.36% 3.32% 40.65% TRAINS -66.67% PARISH COUNT 2 4 9 6 2 TRAIN CRASHES % PARISH 0.02% 0.04% 0.09% 0.06% 0.02% -62 49% -16.00% % LA 0.04% 0.03% 0.06% 0.05% 0.04% PARISH COUNT 0 0 1 0 0 N/A TRAIN FATALITIES % PARISH 0.00% 0.00% 3.23% 0.00% 0.00% N/A % LA 1.59% 0.55% 0.93% 1.11% 0.46% -58.59% PARISH COUNT -50.00% 1 1 3 4 2 TRAIN INJURIES % PARISH 0.03% 0.03% 0.11% 0.14% 0.08% -41 34% % LA 0.06% 0.05% 0.09% 0.07% 0.06% -15.28% COMMERCIAL MOTOR VEHICLES (CMV) PARISH COUNT 5 7 7 0.00% 8 CMV FATAL CRASHES % PARISH 25.00% 14.29% 16.13% 19.44% 21.88% 12.50% 14.93% 14.26% 4.49% % LA 12.56% 10.15% 13.65% PARISH COUNT 90 83 96 75 56 -25.33% CMV INJURY CRASHES % PARISH 2.95% 2.75% 3.49% 2.69% 2.36% 12.40% % I A 3 83% 3 4 3 % 3 71% 3 72% 3 59% -3 46% PARISH COUNT 84 102 92 76 75 -1.32% 1.14% 1.31% 1.24% 1.03% % PARISH 1.13% 9.35% CMV PDO % LA 2.01% 1.72% 1.93% 1.86% 1.85% -0.58%

# **O PARISHES**

# CALCASIEU

| PARISH: CALCASIEU<br>LICENSED DRIVER POPULATION   |                          | 2008<br>130,704  | 2009<br>132,148  | 2010<br>132,864  | 2011<br>134,404  | 2012<br>135,575   | % CHANGE (2011-<br>0.87%   |
|---|--------------------------|------------------|------------------|------------------|------------------|---|----------------------------|
| LIENSED DRIVER POPULATION OF AGES 15-24   |                          | 23,303           | 23,019           | 22,841           | 22,891           | 22,743  | -0.65%                     |
| PERCENT OF 15-24 YEAR OLD DRIVERS   | PARISH                   | 17.83%           | 17.42%           | 17.19%           | 17.03%           | 16.78%  | -1.50%                     |
| LOUISIANA AVERAGE   | LA                       | 17.27%           | 16.93%           | 16.53%           | 16.23%           | 16.03%  | -1.25%                     |
|   | ND PROPERTY DAMAGE O     | NLY (PDO) C      | RASHES           |                  |                  |   |                            |
| NUMBER OF FATAL CRASHES   | _                        | 44               | 38               | 27               | 18               | 32  | 77.78%                     |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24   | DADIGU.                  | 17               | 7                | 11               | 7                | 7   | 0.00%                      |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24<br>PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) | PARISH<br>LA             | 38.64%<br>34.39% | 18.42%<br>30.32% | 40.74%<br>30.17% | 38.89%<br>29.21% | 21.88%<br>29.14%  | -43.75%                    |
|   | 5                        | 5113576          | 50.5270          | 5011770          | 2312170          | 2512170   | 012E/0                     |
| NUMBER OF INJURY CRASHES  |                          | 2583             | 2322             | 1965             | 1862             | 2171  | 16.60%                     |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24  |                          | 1284             | 933              | 956              | 902              | 969   | 7.43%                      |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS   | PARISH                   | 49.71%           | 40.18%           | 48.65%           | 48.44%           | 44.63%  | -7.86%                     |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)  | LA                       | 45.90%           | 40.95%           | 43.86%           | 42.50%           | 42.13%  | -0.86%                     |
| NUMBER OF PDO CRASHES   |                          | 5339             | 4900             | 4285             | 4224             | 4564  | 8.05%                      |
|   | FATALITIES AND INJURIE   | S                |                  |                  |                  |   |                            |
| NUMBER OF FATALITIES  |                          | 50               | 38               | 31               | 20               | 36  | 80.00%                     |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | PARISH                   | 38.3             | 28.8             | 23.3             | 14.9             | 26.6  | 78.45%                     |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | LA                       | 32               | 29               | 25               | 23               | 25  | 10.08%                     |
| NUMBER OF INJURIES  |                          | 4,370            | 3,857            | 3,198            | 3,079            | 3,496   | 13.54%                     |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | PARISH                   | 3,343            | 2,919            | 2,407            | 2,291            | 2,579   | 12.56%                     |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | LA                       | 2,664            | 2,583            | 2,398            | 2,424            | 2,476   | 2.15%                      |
|   | SAFETY BELT/HARNESS U    | SE               |                  |                  |                  |   |                            |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS   | PARISH                   | 52.63%           | 35.29%           | 76.92%           | 55.56%           | 42.86%  | -22.86%                    |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)  | LA                       | 64.11%           | 62.56%           | 58.06%           | 64.62%           | 54.18%  | -16.16%                    |
|   | COST ESTIMATES           |                  | 40-00-00-        | 40.00.00         | 4000.00          |   |                            |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)   |                          | \$360.92         | \$371.95         | \$313.05         | \$286.78         | \$344.18  | 20.02%                     |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER  | ALCOHOL-RELATED CRASH    | \$2,761.36       | \$2,814.62       | \$2,356.19       | \$2,133.71       | \$2,538.68  | 18.98%                     |
|   | PARISH COUNT             | 24               | 15               | 14               | 9                | 12  | 33.33%                     |
| ALCOHOL-RELATED FATALITY CRASHES  | % PARISH                 | 54.55%           | 39.47%           | 51.85%           | 50.00%           | 37.50%  | -25.00%                    |
|   | % LA                     | 45.73%           | 45.95%           | 42.15%           | 41.90%           | 40.49%  | -3.37%                     |
|   | PARISH COUNT             | 234              | 215              | 169              | 174              |   | 8.05%                      |
| ALCOHOL-RELATED INJURY CRASHES  | % PARISH<br>% LA         | 9.06%<br>8.49%   | 9.26%<br>8.62%   | 8.60%<br>8.55%   | 9.34%<br>8.32%   |   | -7.33%<br>-2.00%           |
|   | PARISH COUNT             | 9                | 2                | 8.33 <i>%</i>    | 4                |   | -25.00%                    |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH                 | 52.94%           | 28.57%           | 63.64%           | 57.14%           |   | -25.00%                    |
|   | % LA                     | 36.88%           | 39.82%           | 34.54%           | 30.98%           | 25.26%  | -18.45%                    |
|   | PARISH COUNT             | 68               | 47               | 36               | 41               | 40  | -2.44%                     |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH                 | 5.30%            | 5.04%            | 3.77%            | 4.55%            | %         37.50%           %         40.49%           188         8.66%           %         8.15%           %         42.86%           %         42.86%           40         40           40         40           5         4.05%           133         133 | -9.18%                     |
|   | % LA                     | 4.54%            | 4.32%<br>117     | 4.70%            | 4.46%            |   | -9.06%                     |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24  | 15-24<br>ALL             | 106<br>1008      | 117              | 125<br>1567      | 122<br>1388      | 133   | 9.02%<br>1.73%             |
|   | % 15-24                  | 10.52%           | 7.86%            | 7.98%            | 8.79%            | 9.42%   | 7.16%                      |
| PEDESTRIAN  | , MOTORCYCLE AND BICY    | CLE FATALIT      | IES              |                  |                  |   |                            |
|   | PARISH COUNT             | 3                | 9                | 6                | 2                | 8   | 300.00%                    |
| PEDESTRIAN FATALITIES   | % PARISH                 | 6.00%            | 23.68%           | 19.35%           | 10.00%           | 22.22%  | 122.22%                    |
|   | % LA                     | 12.02%           | 13.23%           | 10.97%<br>3      | 13.74%<br>2      | 16.76%<br>7   | 22.00%<br>250.00%          |
| MOTORCYCLE FATALITIES   | PARISH COUNT<br>% PARISH | 6<br>12.00%      | 6<br>15.79%      | 9.68%            | 10.00%           | 19.44%  | 94.44%                     |
|   | % LA                     | 8.85%            | 12.62%           | 9.68%            | 11.67%           | 19.44%  | -7.42%                     |
|   | PARISH COUNT             | 0.0570           | 2                | 0                | 2                | 1   | -50.00%                    |
| BICYCLE FATALITIES  | % PARISH                 | 0.00%            | 5.26%            | 0.00%            | 10.00%           | 2.78%   | -72.22%                    |
|   | % LA                     | 0.98%            | 1.33%            | 1.25%            | 2.36%            | 3.32%   | 40.65%                     |
|   | TRAINS                   |                  |                  |                  |                  |   |                            |
|   | PARISH COUNT             | 0                | 2                | 3                | 0                | 3   | 100.00%                    |
| TRAIN CRASHES   | % PARISH                 | 0.00%            | 0.03%            | 0.05%            | 0.00%            | 0.04%   | 100.00%                    |
|   | % LA<br>PARISH COUNT     | 0.04%            | 0.03%<br>0       | 0.06%<br>0       | 0.05%<br>0       | 0.04%   | -16.00%<br>N/A             |
| TRAIN FATALITIES  | % PARISH                 | 0.00%            | 0.00%            | 0.00%            | 0.00%            | 0.00%   | N/A<br>N/A                 |
|   | % LA                     | 1.59%            | 0.55%            | 0.93%            | 1.11%            | 0.46%   | -58.59%                    |
|   | PARISH COUNT             | 0                | 0                | 3                | 0                | 2   | 100.00%                    |
| TRAIN INJURIES  | % PARISH                 | 0.00%            | 0.00%            | 0.15%            | 0.00%            | 0.09%   | 100.00%                    |
|   | % LA                     | 0.06%            | 0.05%            | 0.09%            | 0.07%            | 0.06%   | -15.28%                    |
| СОММ  | MERCIAL MOTOR VEHICLE    |                  |                  |                  |                  | ككعب  |                            |
|   | PARISH COUNT             | 6                | 2                | 3                | 1                | 4   | 300.00%                    |
| CMV FATAL CRASHES   | % PARISH                 | 13.64%           | 5.26%            | 11.11%           | 5.56%            | 12.50%  | 125.00%                    |
|   | % LA<br>PARISH COUNT     | 12.56%<br>93     | 10.15%<br>66     | 14.93%<br>72     | 13.65%<br>52     | 14.26%<br>85  | 4.49%<br>63.46%            |
|   |                          | 33               |                  | 3.66%            | 2.79%            | 3.92%   | 40.20%                     |
|   |                          | 3 60%            |                  |                  | 2./ 5/0          | 3.3270  | 40.20%                     |
| CMV INJURY CRASHES  | % PARISH                 | 3.60%            | 2.84%            |                  |                  | 3 5 9%  | -3 46%                     |
| CMV INJURY CRASHES  | % PARISH<br>% LA         | 3.83%            | 3.43%            | 3.71%            | 3.72%            | 3.59%   | -3.46%                     |
| CMV INJURY CRASHES  | % PARISH                 |                  |                  |                  |                  | 3.59%<br>114<br>2.50%   | -3.46%<br>31.03%<br>21.27% |

### PARISH: CALDWELL 2008 % CHANGE (2011-2012) 2009 2010 2011 LICENSED DRIVER POPULATION 7.538 7,582 7,501 7,466 7,385 1.08% LIENSED DRIVER POPULATION OF AGES 15-24 1.229 1.250 1.202 1.160 1.162 0.17% PERCENT OF 15-24 YEAR OLD DRIVERS PARISH 16.30% 16.49% 16.02% 15.54% 15.73% 1.27% LOUISIANA AVERAGE 17.27% 16.93% 16.53% 16.23% -1.25% 16.03% LA FATAL, INJURY AND PROPERTY DAMAGE ONLY (PDO) CRASHES NUMBER OF FATAL CRASHES -33.33% 4 2 4 2 3 NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 0 1 0 2 1 -50 00% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 PARISH 0.00% 25.00% 0.00% 66.67% 50.00% -25.00% 34.39% 30.32% 30.17% 29.21% 29.14% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) -0.22% LA NUMBER OF INJURY CRASHES 40 51 36 37 30 -18.92% NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 12 -27 27% 19 12 22 16 NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS 53.33% PARISH 30.00% 37.25% 33.33% 59.46% -10.30% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA) 45.90% 43.86% 42.50% IΔ 40.95% 42.13% -0.86% NUMBER OF PDO CRASHES 52 41 45 33 34 3.03% FATALITIES AND INJURIES 71.43% NUMBER OF FATALITIES NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS PARISH 53.1 52.8 26.7 93.8 27.1 -71.12% LA 32 23 NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS 29 25 25 10.08% NUMBER OF INJURIES 92 80 52 71 55 -22.54% NUMBER OF INJURIES PER 100.000 LICENSED DRIVERS PARISH 1.220 1.055 693 951 745 -21.69% NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS LA 2.664 2.583 2.398 2,424 2,476 2.15% SAFETY BELT/HARNESS USE PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS PARISH 100.00% 100.00% 0.00% 100.00% 100.00% 0.00% 62.56% PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) 58.06% 64.62% -16.16% LA 64.11% 54.18% COST ESTIMATES \$11.11 \$6.73 \$14.35 -52.14% TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) \$10.69 \$6.87 ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER \$1,417.52 \$1,465.38 \$897.81 \$1,922.00 \$929.94 -51.62% ALCOHOL-RELATED CRA PARISH COUNT 3 0 0 2 100.00% ALCOHOL-RELATED FATALITY CRASHES % PARISH 50.00% 75.00% 0.00% 0.00% 100.009 100.00% % LA 45.73% 45.95% 42.15% 41.90% 40.49% -3.37% PARISH COUNT 6 6 11 266.67% ALCOHOL-RELATED INJURY CRASHES % PARISH 15.00% 9.80% 16.67% 8.11% 36.67% 352.22% % LA 8.49% 8.62% 8.55% 8.32% 8.15% -2.00% PARISH COUNT 100.00% 0 0 0 100.00% ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 0.00% 100.00% 0.00% 0.00% 100.00% 36.88% 39.82% 34.54% 30.98% 25.26% % LA -18.45% PARISH COUNT 0 3 0 0 6 100.00% ALCOHOL-RELATED IN ILLRY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 0.00% 15 79% 0.00% 0.00% 37 50% 100.00% % I A 4 54% 4 32% 4 70% 4 46% 4 05% -9.06% 15-24 4 -25.00% 5 3 1 3 DWI ARRESTS INVOLVING DRIVERS AGES 15-24 79 58 3.45% ALL 26 67 60 % 15-24 19.23% 3.80% 1.49% 6.90% 5.00% -27.50% PEDESTRIAN, MOTORCYCLE AND BICYCLE FATALITIE PARISH COUNT 0 N/A 0 1 0 0 PEDESTRIAN FATALITIES % PARISH 0.00% 25.00% 0.00% 0.00% 0.00% N/A 12.02% 13.23% 10.97% 16.76% 22.00% % LA 13.74% PARISH COUNT 0 0 0 0 0 N/A MOTORCYCLE FATALITIES % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% N/A 8.85% 12.62% 10.14% 11.67% 10.80% -7 42% %IA PARISH COUNT N/A 0 0 0 0 0 BICYCLE FATALITIES 0.00% 0.00% % PARISH 0.00% 0.00% 0.00% N/A % LA 0.98% 1.33% 1.25% 2.36% 3.32% 40.65% TRAINS PARISH COUNT -100.00% 0 1 0 1 0 TRAIN CRASHES % PARISH 0.00% 1 04% 0.00% 1 37% 0.00% -100 00% % LA 0.04% 0.03% 0.06% 0.05% 0.04% -16.00% PARISH COUNT 0 0 0 0 0 N/A TRAIN FATALITIES N/A % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% % LA 1.59% 0.55% 0.93% 1.11% 0.46% -58.59% PARISH COUNT -100.00% 0 0 0 1 0 TRAIN INJURIES % PARISH 0.00% 0.00% 0.00% 2.70% 0.00% -100.00% % LA 0.06% 0.05% 0.09% 0.07% 0.06% -15.28% COMMERCIAL MOTOR VEHICLES (CMV) PARISH COUNT 0 0 1 0 0 N/A CMV FATAL CRASHES % PARISH 0.00% 0.00% 50.00% 0.00% 0.00% N/A 12.56% 10.15% 14.93% 14.26% 4.49% % LA 13.65% PARISH COUNT 2 4 3 2 71.43% CMV INJURY CRASHES % PARISH 5.00% 7.84% 8.33% 18.92% 6.67% 64.76% % I A 3 83% 3 4 3 % 3 71% 3 72% 3 59% -3 46% PARISH COUNT 4 8 2 3 5 66.67% 7.69% 19.51% 4.44% 9.09% 14.71% % PARISH 61.76% CMV PDO

% LA

2.01%

1.72%

1.93%

1.86%

1.85%

-0.58%

# CALDWELL

### CAMERON PARISH: CAMERON 2012 % CHANGE (2011-2012) 2008 2009 2010 2011 LICENSED DRIVER POPULATION 4.230 3,814 3,419 3,242 3,106 4.19% LIENSED DRIVER POPULATION OF AGES 15-24 655 575 516 -7.36% 733 478 PERCENT OF 15-24 YEAR OLD DRIVERS PARISH 17.33% 17.17% 16.82% 15.92% 15.39% -3.31% LOUISIANA AVERAGE 17.27% 16.93% 16.53% 16.23% 16.03% -1.25% LA FATAL, INJURY AND PROPERTY DAMAGE ONLY (PDO) CRASHES NUMBER OF FATAL CRASHES -100.00% 0 3 2 1 1 NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 2 1 0 0 0 N/A PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 PARISH 66.67% 50.00% 0.00% 0.00% NaN N/A 34.39% 30.32% 30.17% 29.21% 29.14% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) -0.22% LA NUMBER OF INJURY CRASHES 53 48 37 33 42 27.27% NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 21 18 8 12 17 41 67% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS PARISH 39.62% 37.50% 21.62% 36.36% 40.48% 11.31% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA) 45.90% 40.95% 42.50% IΔ 43.86% 42.13% -0.86% NUMBER OF PDO CRASHES 116 116 80 66 91 37.88% FATALITIES AND INJURIES NUMBER OF FATALITIES 0 100.00% NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS PARISH 70.9 52.4 29.2 30.8 0.0 -100.00% 32 23 NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS LA 29 25 25 10.08% NUMBER OF INJURIES 80 65 55 43 59 37.21% NUMBER OF INJURIES PER 100.000 LICENSED DRIVERS PARISH 1.891 1.704 1.609 1.326 1.900 43.22% NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS LA 2.664 2.583 2.398 2,424 2,476 2.15% SAFETY BELT/HARNESS USE PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS PARISH 50.00% 0.00% 100.00% 0.00% 0.00% N/A 62.56% PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) 58.06% 64.62% -16.16% LA 64.11% 54.18% COST ESTIMATES \$5.69 \$4.76 4.13% TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) \$8.86 \$7.87 \$4.96 ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER \$2.093.46 \$2,062.58 \$1,662.95 \$1,468.04 \$1,595.65 8.69% ALCOHOL-RELATED CRAS PARISH COUNT 0 2 1 1 0 -100.00% ALCOHOL-RELATED FATALITY CRASHES % PARISH 0.00% 100.00% 100.00% 100.00% 0.00% -100.00% % LA 45.73% 45.95% 42.15% 41.90% 40.49% -3.37% PARISH COUNT 9 17 4 9 80.00% ALCOHOL-RELATED INJURY CRASHES % PARISH 16.98% 35.42% 10.81% 15.15% 21.43% 41.43% % LA 8.49% 8.62% 8.55% 8.32% 8.15% -2.00% PARISH COUNT 0 N/A 0 0 0 0.00% ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 0.00% 100.00% 0.00% 0.00% N/A 36.88% 39.82% 34.54% 30.98% 25.26% -18.45% % LA PARISH COUNT 4 5 1 1 1 0.00% ALCOHOL-RELATED IN ILLRY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 19.05% 27 78% 12 50% 8 3 3 % 5 88% -29 41% % I A 4 54% 4 32% 4 70% 4 46% 4 05% -9.06% 15-24 0 100.00% 1 3 2 3 DWI ARRESTS INVOLVING DRIVERS AGES 15-24 ALL 59 54 39 -27.78% 26 65 % 15-24 3.85% 5.08% 3.08% 0.00% 7.69% 100.00% PEDESTRIAN, MOTORCYCLE AND BICYCLE FATALITIE PARISH COUNT 0 0 N/A 0 0 1 PEDESTRIAN FATALITIES % PARISH 0.00% 50.00% 0.00% 0.00% 0.00% N/A 12.02% 13.23% 16.76% 22.00% % LA 10.97% 13.74% PARISH COUNT 0 0 0 0 0 N/A MOTORCYCLE FATALITIES 0.00% 0.00% % PARISH 0.00% 0.00% 0.00% N/A 8.85% 12.62% 10.14% 11.67% 10.80% -7 42% %1A PARISH COUNT N/A 0 0 0 0 0 BICYCLE FATALITIES 0.00% 0.00% % PARISH 0.00% 0.00% 0.00% N/A % LA 0.98% 1.33% 1.25% 2.36% 3.32% 40.65% TRAINS PARISH COUNT N/A 0 0 0 0 0 TRAIN CRASHES % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% N/A % LA 0.04% 0.03% 0.06% 0.05% 0.04% 16.00% PARISH COUNT 0 0 0 0 0 N/A TRAIN FATALITIES % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% N/A % LA 1.59% 0.55% 0.93% 1.11% 0.46% -58.59% PARISH COUNT N/A 0 0 0 0 0 TRAIN INJURIES % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% N/A % LA 0.06% 0.05% 0.09% 0.07% 0.06% -15.28% COMMERCIAL MOTOR VEHICLES (CMV) PARISH COUNT 0 0 1 0 -100.00% CMV FATAL CRASHES % PARISH 33.33% 0.00% 0.00% 100.00% 0.00% 100.00% 12.56% 10.15% 14.26% % LA 14.93% 13.65% 4.49% PARISH COUNT 7 2 3 3 -25.00% CMV INJURY CRASHES % PARISH 13.21% 4.17% 8.11% 12.12% 7.14% 41.07% % I A 3 83% 3 4 3 % 3 71% 3 72% 3 59% -3 46% PARISH COUNT 5 2 4 3 2 33.33% 4.31% 1.72% 5.00% 4.55% % PARISH 2.20% ·51.65% CMV PDO % LA 2.01% 1.72% 1.93% 1.86% 1.85% -0.58%

# CATAHOULA

| PARISH: CATAHOULA   |  | 2008                          | 2009                          | 2010                | 2011                | 2012                | % CHANGE (2011-2             |
|---|--|-------------------------------|-------------------------------|---------------------|---------------------|---------------------|------------------------------|
| LICENSED DRIVER POPULATION  |  | 7,348                         | 7,318                         | 7,379               | 7,321               | 7,315               | -0.08%                       |
| LIENSED DRIVER POPULATION OF AGES 15-24   | 0.000  | 1,216                         | 1,191                         | 1,166               | 1,134               | 1,132               | -0.18%                       |
| PERCENT OF 15-24 YEAR OLD DRIVERS   | PARISH   | 16.55%                        | 16.27%<br>16.93%              | 15.80%              | 15.49%              | 15.48%              | -0.09%                       |
|   | LA<br>D PROPERTY DAMAGE O                            | 17.27%                        |                               | 16.53%              | 16.23%              | 16.03%              | -1.25%                       |
| NUMBER OF FATAL CRASHES   |  | 4                             | 4                             | 3                   | 0                   | 9                   | 100.00%                      |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24   |  | 1                             | 2                             | 1                   | 0                   | 4                   | 100.00%                      |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24  | PARISH   | 25.00%                        | 50.00%                        | 33.33%              | 0                   | 44.44%              | 100.00%                      |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)   | LA   | 34.39%                        | 30.32%                        | 30.17%              | 29.21%              | 29.14%              | -0.22%                       |
|   |  |                               | 60                            |                     |                     |                     | 0.050/                       |
|   |  | 73                            | 60                            | 49                  | 54                  | 59                  | 9.26%                        |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24<br>NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS   | PARISH   | 35<br>47.95%                  | 26<br>43.33%                  | 21<br>42.86%        | 17<br>31.48%        | 20<br>33.90%        | 17.65%<br>7.68%              |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS   | LA   | 47.93%                        | 40.95%                        | 43.86%              | 42.50%              | 42.13%              | -0.86%                       |
|   | 5  | 43.30%                        | 40.5570                       | 43.0070             | 42.5070             | 42.1370             | 0.0070                       |
| NUMBER OF PDO CRASHES   |  | 63                            | 73                            | 56                  | 44                  | 68                  | 54.55%                       |
|   | FATALITIES AND INJURIE                               |                               |                               |                     |                     |                     |                              |
| NUMBER OF FATALITIES  |  | 5                             | 5                             | 3                   | 0                   | 12                  | 100.00%                      |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | PARISH   | 68.0                          | 68.3                          | 40.7                | 0.0                 | 164.0               | 100.00%                      |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | LA   | 32                            | 29                            | 25                  | 23                  | 25                  | 10.08%                       |
| NUMBER OF INJURIES  |  | 101                           | 104                           | 66                  | 85                  | 91                  | 7.06%                        |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | PARISH   | 1,375                         | 1,421                         | 894                 | 1,161               | 1,244               | 7.15%                        |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | LA   | 2,664                         | 2,583                         | 2,398               | 2,424               | 2,476               | 2.15%                        |
| S   | AFETY BELT/HARNESS U                                 | SE                            |                               |                     |                     |                     |                              |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS   | PARISH   | 0.00%                         | 100.00%                       | 100.00%             | 0.00%               | 71.43%              | 100.00%                      |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)  | LA   | 64.11%                        | 62.56%                        | 58.06%              | 64.62%              | 54.18%              | -16.16%                      |
|   | COST ESTIMATES                                       |                               |                               | 40.55               | 40.00               | 405.55              |                              |
|   |  | \$12.45                       | \$14.22                       | \$8.98              | \$6.36              | \$22.65             | 256.35%                      |
|   | LCOHOL-RELATED CRASH                                 | \$1,694.81                    | \$1,942.78                    | \$1,217.07          | \$868.35            | \$3,096.88          | 256.64%                      |
| A   | PARISH COUNT   | 1                             | 2                             | 1                   | 0                   | 5                   | 100.00%                      |
| LCOHOL-RELATED FATALITY CRASHES   | % PARISH   | 25.00%                        | 50.00%                        | 33.33%              | 0.00%               | 55.56%              | 100.00%                      |
|   | % LA   | 45.73%                        | 45.95%                        | 42.15%              | 41.90%              | 40.49%              | -3.37%                       |
|   | PARISH COUNT   | 10                            | 12                            | 7                   | 7                   | 9                   | 28.57%                       |
| ALCOHOL-RELATED INJURY CRASHES  | % PARISH   | 13.70%                        | 20.00%                        | 14.29%              | 12.96%              | 15.25%              | 17.68%                       |
|   | % LA   | 8.49%<br>0                    | 8.62%<br>0                    | 8.55%<br>1          | 8.32%               | 8.15%<br>2          | -2.00%                       |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24   | PARISH COUNT<br>% PARISH                             | 0.00%                         | 0.00%                         | 100.00%             | 0                   | 2<br>50.00%         | 100.00%<br>100.00%           |
|   | % LA   | 36.88%                        | 39.82%                        | 34.54%              | 30.98%              | 25.26%              | -18.45%                      |
|   | PARISH COUNT   | 4                             | 1                             | 1                   | 4                   | 3                   | -25.00%                      |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH   | 11.43%                        | 3.85%                         | 4.76%               | 23.53%              | 15.00%              | -36.25%                      |
|   | % LA   | 4.54%                         | 4.32%                         | 4.70%               | 4.46%               | 4.05%               | -9.06%                       |
|   | 15-24<br>ALL   | 3<br>21                       | 2                             | 3<br>24             | 4<br>39             | 5<br>33             | 25.00%<br>-15.38%            |
| DWI ARRESTS INVOLVING DRIVERS AGES 13-24  | % 15-24  | 14.29%                        | 5.88%                         | 12.50%              | 10.26%              | 15.15%              | 47.73%                       |
| PEDESTRIAN,   | MOTORCYCLE AND BICY                                  |                               |                               |                     |                     |                     |                              |
|   | PARISH COUNT   | 0                             | 0                             | 0                   | 0                   | 0                   | N/A                          |
| PEDESTRIAN FATALITIES   | % PARISH   | 0.00%                         | 0.00%                         | 0.00%               | 0.00%               | 0.00%               | N/A                          |
|   | % LA   | 12.02%                        | 13.23%                        | 10.97%              |                     | 16.76%              | 22.00%                       |
| IUMBER OF INJURIES PER 100,000 LICENSED DRIVERS IUMBER OF INJURIES PER 100,000 LICENSED DRIVERS ERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS ERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) OTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) STIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER ALCOHOL-RELATED FATALITY CRASHES ALCOHOL-RELATED INJURY CRASHES ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 ALCOHOL-RELATED INJURY CRASHES AGES 15-24 ALCOHOL-RELATED INJURY CRASHES AGES 15-24 ALCOHOL-RELATED INJURY CRASHES AGES 15-24 ALCOHOL-RELATED INJURY CRASHES AGES 15-24 ALCOHOL-RELATED INJURY CRASHES AGES 15-24 ALCOHOL-RELATED INJURY CRASHES AGES 15-24 ALCOHOL-RELATED INJURY CRASHES AGES 15-24 ALCOHOL-RELATED INJURY CRASHES AGES 15-24 ALCOHOL-RELATED INJURY CRASHES AGES 15-24 ALCOHOL-RELATED INJURY CRASHES AGES 15-24 ALCOHOL-RELATED INJURY CRASHES AGES 15-24 ALCOHOL-RELATED INJURY CRASHES AGES 15-24 ALCOHOL AGES AGES 15-24 ALCOHOL AGES AGES AGES AGES AGES AGES AGES AG | PARISH COUNT   | 2                             | 1                             | 0                   | 0                   | 0                   | N/A                          |
|   | % PARISH<br>% LA                                     | 40.00%<br>8.85%               | 20.00%<br>12.62%              | 0.00%               | 0.00%               | 0.00%               | N/A<br>-7.42%                |
|   | % LA<br>PARISH COUNT                                 | 8.85%                         | 0                             | 0                   | 0                   | 10.80%              | -7.42%                       |
| BICYCLE FATALITIES  | % PARISH   | 0.00%                         | 0.00%                         | 0.00%               | 0.00%               | 0.00%               | N/A<br>N/A                   |
|   | % LA   | 0.98%                         | 1.33%                         | 1.25%               | 2.36%               | 3.32%               | 40.65%                       |
|   | TRAINS   |                               |                               |                     |                     |                     |                              |
|   | PARISH COUNT   | 0                             | 0                             | 0                   | 0                   | 0                   | N/A                          |
| TRAIN CRASHES   | % PARISH   | 0.00%                         | 0.00%                         | 0.00%               | 0.00%               | 0.00%               | N/A                          |
|   | % LA   | 0.04%                         | 0.03%                         | 0.06%               | 0.05%               | 0.04%               | -16.00%                      |
|   | PARISH COUNT   | 0                             | 0                             | 0                   | 0                   | 0                   | N/A                          |
| TRAIN FATALITIES  | % PARISH   | 0.00%                         | 0.00%                         | 0.00%               | 0.00%               | 0.00%               | N/A                          |
|   | % LA<br>PARISH COUNT                                 | 1.59%<br>0                    | 0.55%                         | 0.93%               | 1.11%<br>0          | 0.46%               | -58.59%<br>N/A               |
| TRAIN INJURIES  | % PARISH   | 0.00%                         | 0.00%                         | 0.00%               | 0.00%               | 0.00%               | N/A<br>N/A                   |
|   | % LA   | 0.06%                         | 0.05%                         | 0.09%               | 0.07%               | 0.06%               | -15.28%                      |
|   | ERCIAL MOTOR VEHICLE                                 |                               |                               |                     |                     |                     |                              |
| СОММ  |  | 0                             | 0                             | 0                   | 0                   | 2                   | 100.00%                      |
| СОММ  | PARISH COUNT   |                               | 0.00%                         | 0.00%               | 0.00%               | 22.22%              | 100.00%                      |
| COMM<br>CMV FATAL CRASHES   | % PARISH   | 0.00%                         | 0.00%                         |                     |                     |                     | 4.49%                        |
|   | % PARISH<br>% LA                                     | 12.56%                        | 10.15%                        | 14.93%              | 13.65%              | 14.26%              |                              |
| CMV FATAL CRASHES   | % PARISH<br>% LA<br>PARISH COUNT                     | 12.56%<br>0                   | 10.15%<br>4                   | 3                   | 5                   | 3                   | -40.00%                      |
|   | % PARISH<br>% LA<br>PARISH COUNT<br>% PARISH         | 12.56%<br>0<br>0.00%          | 10.15%<br>4<br>6.67%          | 3<br>6.12%          | 5<br>9.26%          | 3<br>5.08%          | -40.00%<br>-45.08%           |
| CMV FATAL CRASHES   | % PARISH<br>% LA<br>PARISH COUNT<br>% PARISH<br>% LA | 12.56%<br>0<br>0.00%<br>3.83% | 10.15%<br>4<br>6.67%<br>3.43% | 3<br>6.12%<br>3.71% | 5<br>9.26%<br>3.72% | 3<br>5.08%<br>3.59% | -40.00%<br>-45.08%<br>-3.46% |
| CMV FATAL CRASHES   | % PARISH<br>% LA<br>PARISH COUNT<br>% PARISH         | 12.56%<br>0<br>0.00%          | 10.15%<br>4<br>6.67%          | 3<br>6.12%          | 5<br>9.26%          | 3<br>5.08%          | -40.00%<br>-45.08%           |

# **O PARISHES**

### CLAIBORNE PARISH: CLAIBORNE % CHANGE (2011-2012) 2009 2010 2011 LICENSED DRIVER POPULATION 8.934 8,944 8,797 8,736 8,678 0.66% -3.55% LIENSED DRIVER POPULATION OF AGES 15-24 1.493 1.522 1.425 1.408 1.358 PERCENT OF 15-24 YEAR OLD DRIVERS PARISH 16.71% 17.02% 16.20% 16.12% 15.65% -2.91% LOUISIANA AVERAGE 17.27% 16.93% 16.53% 16.03% -1.25% 16.23% LA FATAL, INJURY AND PROPERTY DAMAGE ONLY (PDO) CRASHES NUMBER OF FATAL CRASHES 0.00% 0 5 2 3 3 NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 0 0 0 0 0 N/A PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 PARISH 0.00% NaN 0.00% 0.00% 0.00% N/A 34.39% 30.32% 30.17% 29.21% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) 29.14% -0.22% LA NUMBER OF INJURY CRASHES 76 100 79 92 107 16.30% NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 33 31 25% 31 32 32 42 NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS 43.42% PARISH 31.00% 40.51% 34.78% 39.25% 12.85% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA) 45.90% 40.95% 42.50% -0.86% IΔ 43.86% 42.13% NUMBER OF PDO CRASHES 101 134 144 136 135 -0.74% FATALITIES AND INJURIES NUMBER OF FATALITIES 33.33% NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS PARISH 22.4 0.0 56.8 34.3 46.1 34.22% 32 25 NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS LA 29 25 23 10.08% NUMBER OF INJURIES 117 147 116 158 160 1.27% NUMBER OF INJURIES PER 100.000 LICENSED DRIVERS PARISH 1.310 1.644 1.319 1.809 1.844 1.94% NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS LA 2.664 2.583 2.398 2.424 2,476 2.15% SAFETY BELT/HARNESS USE PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS PARISH 100.00% 0.00% 60.00% 66.67% 0.00% -100.00% 62.56% -16.16% PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) 58.06% 64.62% LA 64.11% 54.18% COST ESTIMATES \$11.50 \$15.49 \$16.02 10.43% TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) \$9.68 \$17.69 ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER \$1,083.05 \$1,285.86 \$1,760.66 \$1,833.54 \$2,038.39 11.17% ALCOHOL-RELATED CRAS PARISH COUNT 0 1 1 1 0.00% ALCOHOL-RELATED FATALITY CRASHES % PARISH 100.00% 0.00% 20.009 33 33% 33.33% 0.00% % LA 45.73% 45.95% 42.15% 41.90% 40.49% -3.37% PARISH COUNT 10 12 8 14 15 7.14% ALCOHOL-RELATED INJURY CRASHES % PARISH 13.16% 12.00% 10.13% 15.22% 14.02% -7.88% % LA 8.49% 8.62% 8.55% 8.32% 8.15% -2.00% PARISH COUNT N/A 0 0 0 0 0 0.00% ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 0.00% 0.00% 0.00% 0.00% N/A 36.88% 39.82% 34.54% 30.98% 25.26% -18.45% % LA PARISH COUNT 2 0 4 5 4 -20.00% ALCOHOL-RELATED IN ILLRY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 6.06% 0.00% 12 50% 15 63% 9 5 2% -39.05% % I A 4 54% 4 32% 4 70% 4 46% 4 05% -9.06% 15-24 11 10 9 6 8 33.33% DWI ARRESTS INVOLVING DRIVERS AGES 15-24 120 85 105 ALL 111 102 23.53% % 15-24 9.17% 9.01% 8.82% 7.06% 7.62% 7.94% PEDESTRIAN, MOTORCYCLE AND BICYCLE FATALITIE PARISH COUNT 0 0 N/A 0 0 0 PEDESTRIAN FATALITIES % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% N/A 12.02% 13.23% 10.97% 16.76% 22.00% % LA 13.74% PARISH COUNT 1 0 0 0 0 N/A MOTORCYCLE FATALITIES 0.00% % PARISH 50.00% 0.00% 0.00% 0.00% N/A 8.85% 12.62% 10.14% 11.67% 10.80% -7 42% %1A PARISH COUNT N/A 0 0 0 0 0 BICYCLE FATALITIES 0.00% 0.00% % PARISH 0.00% 0.00% 0.00% N/A % LA 0.98% 1.33% 1.25% 2.36% 3.32% 40.65% TRAINS PARISH COUNT N/A 0 0 0 0 0 TRAIN CRASHES % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% N/A % LA 0.04% 0.03% 0.06% 0.05% 0.04% 16.00% PARISH COUNT 0 0 0 0 0 N/A TRAIN FATALITIES % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% N/A % LA 1.59% 0.55% 0.93% 1.11% 0.46% -58.59% PARISH COUNT N/A 0 0 0 0 0 TRAIN INJURIES % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% N/A % LA 0.06% 0.05% 0.09% 0.07% 0.06% -15.28% COMMERCIAL MOTOR VEHICLES (CMV) PARISH COUNT 0 0 1 0 1 100.00% CMV FATAL CRASHES % PARISH 0.00% 0.00% 20.00% 0.00% 33.33% 100.00% 12.56% 10.15% 14.93% 14.26% % LA 13.65% 4.49% PARISH COUNT 5 4 8 4 7 75.00% 6.54% CMV INJURY CRASHES % PARISH 6.58% 4.00% 10.13% 4.35% 50.47% % I A 3 83% 3 4 3 % 3 71% 3 72% 3 59% -3 46% PARISH COUNT 6 8 17 10 5 50.00% 5.94% 5.97% 11.81% 7.35% 3.70% % PARISH 49.63% CMV PDO

% LA

2.01%

1.72%

1.93%

1.86%

1.85%

-0.58%

# CONCORDIA

| PARISH: CONCORDIA  |                          | 2008                | 2009              | 2010             | 2011            | 2012             | % CHANGE (2011-      |
|--|--------------------------|---------------------|-------------------|------------------|-----------------|------------------|----------------------|
| LICENSED DRIVER POPULATION   |                          | 12,441<br>2,153     | 12,506<br>2,099   | 12,477<br>2,062  | 12,525<br>2,047 | 12,675<br>2,105  | 2.83%                |
|  | PARISH                   | 17.31%              | 16.78%            | 16.53%           | 16.34%          | 16.61%           | 1.62%                |
| LOUISIANA AVERAGE  | LA                       | 17.27%              | 16.93%            | 16.53%           | 16.23%          | 16.03%           | -1.25%               |
| FATAL, INJURY  | AND PROPERTY DAMAGE C    |                     |                   |                  |                 |                  |                      |
| NUMBER OF FATAL CRASHES  |                          | 7                   | 1                 | 7                | 4               | 8                | 100.00%              |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24  |                          | 2                   | 0                 | 2                | 0               | 2                | 100.00%              |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24   | PARISH                   | 28.57%              | 0.00%             | 28.57%           | 0.00%           | 25.00%           | 100.00%              |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)  | LA                       | 34.39%              | 30.32%            | 30.17%           | 29.21%          | 29.14%           | -0.22%               |
|  | -                        | 108                 | 98                | 126              | 114             | 120              | 5.26%                |
|  |                          | 33                  | 38                | 63               | 52              | 51               | -1.92%               |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS  | PARISH                   | 30.56%              | 38.78%            | 50.00%           | 45.61%          | 42.50%           | -6.83%               |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)   | LA                       | 45.90%              | 40.95%            | 43.86%           | 42.50%          | 42.13%           | -0.86%               |
|  | -                        |                     |                   |                  |                 |                  |                      |
| NUMBER OF PDO CRASHES  | FATALITIES AND INJURIE   | 148                 | 151               | 165              | 178             | 160              | -10.11%              |
|  | FATALITIES AND INJURIE   | 8                   | 1                 | 8                | 4               | 8                | 100.00%              |
|  | PARISH                   | 64.3                | 8.0               | 64.1             | 31.9            | 63.1             | 97.63%               |
| · · · · · · · · · · · · · · · · · · ·  | LA                       | 32                  | 29                | 25               | 23              | 25               | 10.08%               |
|  |                          | 52                  | 25                | 25               | 25              | 25               | 1010070              |
| NUMBER OF INJURIES   |                          | 244                 | 172               | 236              | 202             | 208              | 2.97%                |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS  | PARISH                   | 1,961               | 1,375             | 1,891            | 1,613           | 1,641            | 1.75%                |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS  | LA                       | 2,664               | 2,583             | 2,398            | 2,424           | 2,476            | 2.15%                |
|  | SAFETY BELT/HARNESS U    |                     | 100.000           | 66.6701          | 0.000/          | 66.6704          | 400.000/             |
|  | PARISH<br>LA             | 50.00%<br>64.11%    | 100.00%<br>62.56% | 66.67%<br>58.06% | 0.00%<br>64.62% | 66.67%<br>54.18% | 100.00%<br>-16.16%   |
| LANCE A DELIVERSINGLED NOT WEAKING A SALETT BELL/HARNESS (LA)  | COST ESTIMATES           | U <sup>4.11/0</sup> | 02.30/0           | 55.00%           | 04.02/0         | 57.10/0          | -10.10/0             |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)  |                          | \$25.01             | \$15.18           | \$28.62          | \$21.46         | \$26.80          | 24.89%               |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER   |                          | \$2,010.52          | \$1,214.15        |                  | \$1,713.16      | \$2,114.22       | 23.41%               |
|  | ALCOHOL-RELATED CRASH    | IES                 | 1                 | 1                |                 |                  |                      |
|  | PARISH COUNT             | 3                   | 1                 | 6                | 2               | 3                | 50.00%               |
| ALCOHOL-RELATED FATALITY CRASHES   | % PARISH                 | 42.86%              | 100.00%           | 85.71%           | 50.00%          | 37.50%           | -25.00%              |
|  | % LA<br>PARISH COUNT     | 45.73%<br>21        | 45.95%<br>13      | 42.15%           | 41.90%<br>11    | 40.49%<br>9      | -3.37%<br>-18.18%    |
| ALCOHOL-RELATED IN ILIRY CRASHES   | % PARISH                 | 19.44%              | 13.27%            | 6.35%            | 9.65%           | 7.50%            | -18.18%              |
|  | % LA                     | 8.49%               | 8.62%             | 8.55%            | 8.32%           | 8.15%            | -2.00%               |
|  | PARISH COUNT             | 2                   | 0                 | 1                | 0               | 1                | 100.00%              |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24  | % PARISH                 | 100.00%             | 0.00%             | 50.00%           | 0.00%           | 50.00%           | 100.00%              |
|  | % LA                     | 36.88%              | 39.82%            | 34.54%           | 30.98%          | 25.26%           | -18.45%              |
|  | PARISH COUNT             | 3                   | 2                 | 4                | 3               | 0                | -100.00%             |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24  | % PARISH<br>% LA         | 9.09%<br>4.54%      | 5.26%<br>4.32%    | 6.35%<br>4.70%   | 5.77%<br>4.46%  | 0.00%            | -100.00%<br>-9.06%   |
|  | 15-24                    | 3                   | 9                 | 3                | 3               | 3                | 0.00%                |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24   | ALL                      | 41                  | 81                | 50               | 48              | 72               | 50.00%               |
|  | % 15-24                  | 7.32%               | 11.11%            | 6.00%            | 6.25%           | 4.17%            | -33.33%              |
| PEDESTRIA  | AN, MOTORCYCLE AND BICY  | -                   |                   |                  | 2               |                  | 100.000/             |
|  | PARISH COUNT<br>% PARISH | 0                   | 0                 | 0                | 2<br>50.00%     | 0.00%            | -100.00%             |
|  | % LA                     | 12.02%              | 13.23%            | 10.97%           | 13.74%          | 16.76%           | -100.00%             |
|  | PARISH COUNT             | 1                   | 0                 | 1                | 0               | 0                | N/A                  |
| IVALE, INUUR<br>IVALE, INUUR<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IVALES<br>IV | % PARISH                 | 12.50%              | 0.00%             | 12.50%           | 0.00%           | 0.00%            | N/A                  |
|  | % LA                     | 8.85%               | 12.62%            | 10.14%           | 11.67%          | 10.80%           | -7.42%               |
|  | PARISH COUNT             | 0                   | 0                 | 0                | 0               | 1                | 100.00%              |
| BICYCLE FATALITIES   | % PARISH                 | 0.00%               | 0.00%             | 0.00%            | 0.00%           | 12.50%           | 100.00%              |
|  | % LA                     | 0.98%               | 1.33%             | 1.25%            | 2.36%           | 3.32%            | 40.65%               |
|  | TRAINS<br>PARISH COUNT   | 0                   | 0                 | 0                | 0               | 0                | N/A                  |
| TRAIN CRASHES  | % PARISH                 | 0.00%               | 0.00%             | 0.00%            | 0.00%           | 0.00%            | N/A<br>N/A           |
|  | % LA                     | 0.04%               | 0.03%             | 0.06%            | 0.05%           | 0.04%            | -16.00%              |
|  | PARISH COUNT             | 0                   | 0                 | 0                | 0               | 0                | N/A                  |
| TRAIN FATALITIES   | % PARISH                 | 0.00%               | 0.00%             | 0.00%            | 0.00%           | 0.00%            | N/A                  |
|  | % LA                     | 1.59%               | 0.55%             | 0.93%            | 1.11%           | 0.46%            | -58.59%              |
|  | PARISH COUNT             | 0                   | 0                 | 0                | 0               | 0                | N/A                  |
| TRAIN INJURIES   | % PARISH                 | 0.00%               | 0.00%             | 0.00%            | 0.00%           | 0.00%            | N/A                  |
|  | % LA                     | 0.06%               | 0.05%             | 0.09%            | 0.07%           | 0.06%            | -15.28%              |
| COM  | MMERCIAL MOTOR VEHICLE   |                     | 0                 |                  | 1               |                  | 100.000/             |
| CMV FATAL CRASHES  | PARISH COUNT<br>% PARISH | 2<br>28.57%         | 0                 | 0                | 1<br>25.00%     | 0                | -100.00%<br>-100.00% |
|  | % LA                     | 12.56%              | 10.15%            | 14.93%           | 13.65%          | 14.26%           | 4.49%                |
|  | PARISH COUNT             | 5                   | 4                 | 9                | 5               | 7                | 40.00%               |
| CMV INJURY CRASHES   | % PARISH                 | 4.63%               | 4.08%             | 7.14%            | 4.39%           | 5.83%            | 33.00%               |
|  | % LA                     | 3.83%               | 3.43%             | 3.71%            | 3.72%           | 3.59%            | -3.46%               |
|  | PARISH COUNT             | 6                   | 3                 | 6                | 4               | 10               | 150.00%              |
| CMV PDO  | % PARISH                 | 4.05%               | 1.99%             | 3.64%            | 2.25%           | 6.25%            | 178.13%              |
|  |                          |                     | 1.72%             | 1.93%            | 1.86%           | 1.85%            | -0.58%               |

### DESOTO PARISH: CLAIBORNE % CHANGE (2011-2012) 2008 2009 2010 2011 LICENSED DRIVER POPULATION 17,357 17,445 17,581 17,944 18,301 1.99% LIENSED DRIVER POPULATION OF AGES 15-24 2.893 2.868 -11.82% 3.006 2.933 2.529 PERCENT OF 15-24 YEAR OLD DRIVERS PARISH 17.32% 16.81% 16.46% 15.98% 13.82% -13.54% LOUISIANA AVERAGE 17.27% 16.53% 16.23% 16.03% -1.25% 16.93% LA FATAL, INJURY AND PROPERTY DAMAGE ONLY (PDO) CRASHES NUMBER OF FATAL CRASHES -25.00% 11 6 8 6 8 NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 0 2 3 2 2 0.00% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 PARISH 0.00% 33.33% 37.50% 25.00% 33.33% 33.33% 34.39% 30.32% 30.17% 29.21% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) 29.14% -0.22% LA -24.45% NUMBER OF INJURY CRASHES 221 235 277 274 207 NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 71 77 86 80 76 -5.00% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS PARISH 32.13% 32.77% 31.05% 29.20% 36.71% 25.75% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA) 45.90% 42.50% IΔ 40.95% 43.86% 42.13% -0.86% NUMBER OF PDO CRASHES 461 488 618 634 420 -33.75% FATALITIES AND INJURIES 12 10 NUMBER OF FATALITIES 22.22% NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS PARISH 69.1 34.4 56.9 50.2 38.2 -23.74% 32 23 NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS LA 29 25 25 10.08% NUMBER OF INJURIES 333 386 425 425 342 -19.53% NUMBER OF INJURIES PER 100.000 LICENSED DRIVERS PARISH 1.919 2.213 2.417 2.368 1.869 -21.10% NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS LA 2.664 2.583 2.398 2,424 2.476 2.15% SAFETY BELT/HARNESS USE PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS PARISH 25.00% 100.00% 66.67% 60.00% 80.00% 33 33% 62.56% PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) 58.06% 64.62% -16.16% LA 64.11% 54.18% COST ESTIMATES \$38.98 \$48.06 \$46.69 TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) \$37.17 \$36.90 -20.96% ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER \$2,141.61 \$2,234.40 \$2,733.51 \$2,601.74 \$2,016.21 -22.51% ALCOHOL-RELATED CRAS PARISH COUNT 1 5 3 4 33.33% ALCOHOL-RELATED FATALITY CRASHES % PARISH 18.18% 16.67% 62.50% 37 50% 66.67% 77 78% % LA 45.73% 45.95% 42.15% 41.90% 40.49% -3.37% PARISH COUNT 26 24 26 31 18 -41.94% ALCOHOL-RELATED INJURY CRASHES % PARISH 11.76% 10.21% 9.39% 11.31% 8.70% -23.14% % LA 8.49% 8.62% 8.55% 8.32% 8.15% -2.00% PARISH COUNT 0.00% 0 ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 0.00% 50.00% 100.00% 50.00% 50.00% 0.00% 36.88% 39.82% 34.54% 30.98% 25.26% -18.45% % LA PARISH COUNT 4 3 4 6 1 -83.33% ALCOHOL-RELATED IN ILLRY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 5 63% 3.90% 4 65% 7 50% 1 32% -82 46% % I A 4 54% 4 32% 4 70% 4 46% 4 05% -9.06% 15-24 9 13 14 9 5 -44.44% 11.71% DWI ARRESTS INVOLVING DRIVERS AGES 15-24 241 111 124 ALL 209 151 % 15-24 3.73% 6.22% 9.27% 8.11% 4.03% -50.27% PEDESTRIAN, MOTORCYCLE AND BICYCLE FATALITIE -100.00% PARISH COUNT 0 0 0 0 1 PEDESTRIAN FATALITIES % PARISH 0.00% 0.00% 0.00% 11.11% 0.00% -100.00% 12.02% 13.23% 13.74% 22.00% % LA 10.97% 16.76% PARISH COUNT 3 0 0 0 0 N/A MOTORCYCLE FATALITIES % PARISH 25.00% 0.00% 0.00% 0.00% 0.00% N/A 8.85% 12.62% 10.14% 11.67% 10.80% -7 42% %1A PARISH COUNT N/A 0 0 0 0 0 BICYCLE FATALITIES 0.00% 0.00% % PARISH 0.00% 0.00% 0.00% N/A % LA 0.98% 1.33% 1.25% 2.36% 3.32% 40.65% TRAINS PARISH COUNT 0.00% 1 0 2 3 3 TRAIN CRASHES % PARISH 0.14% 0.00% 0 22% 0 33% 0 47% 44 71% % LA 0.04% 0.03% 0.06% 0.05% 0.04% -16.00% PARISH COUNT 0 0 0 0 0 N/A TRAIN FATALITIES % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% N/A % LA 1.59% 0.55% 0.93% 1.11% 0.46% -58.59% 0.00% PARISH COUNT 1 1 2 2 2 TRAIN INJURIES % PARISH 0.45% 0.45% 0.72% 0.73% 0.97% 32 37% % LA 0.06% 0.05% 0.09% 0.07% 0.06% -15.28% COMMERCIAL MOTOR VEHICLES (CMV) PARISH COUNT 1 2 3 3 0.00% 3 CMV FATAL CRASHES % PARISH 27.27% 16.67% 25.00% 37.50% 50.00% 33.33% 14.26% % LA 12.56% 10.15% 14.93% 13.65% 4.49% PARISH COUNT 21 24 52 45 22 -51.11% 16.42% CMV INJURY CRASHES % PARISH 9.50% 10.21% 18.77% 10.63% 35.29% % I A 3 83% 3 4 3 % 3 71% 3 72% 3 59% -3 46% PARISH COUNT 43 49 64 66 36 45.45% 9.33% 10.36% 10.41% % PARISH 10.04% 8.57% -17.66% CMV PDO % LA 2.01% 1.72% 1.93% 1.86% 1.85% -0.58%

# **EAST BATON ROUGE**

|  |                                       | 2008             | 2009             | 2010             | 2011             | 2012   | % CHANGE (2011-   |
|--|---------------------------------------|------------------|------------------|------------------|------------------|--|-------------------|
| LICENSED DRIVER POPULATION   |                                       | 258,020          | 261,287          | 261,559          | 263,736          | 265,215  | 0.56%             |
|  |                                       | 46,186           | 45,297           | 43,973           | 43,232           | 42,828   | -0.93%            |
| PERCENT OF 15-24 YEAR OLD DRIVERS  | PARISH                                | 17.90%           | 17.34%           | 16.81%           | 16.39%           | 16.15%   | -1.49%            |
|  | LA                                    | 17.27%           | 16.93%           | 16.53%           | 16.23%           | 16.03%   | -1.25%            |
|  | AND PROPERTY DAMAGE O                 |                  |                  |                  | 46               | - 4  | 40.070/           |
|  |                                       | 46               | 47               | 41               | 46               | 51   | 10.87%            |
|  | DADIGU.                               | 20               | 20               | 11               | 14               | 13   | -7.14%            |
|  | PARISH<br>LA                          | 43.48%<br>34.39% | 42.55%<br>30.32% | 26.83%<br>30.17% | 30.43%<br>29.21% | 25.49%<br>29.14%   | -16.25%           |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 13-24 (LA)  |                                       | 54.55%           | 50.5270          | 50.1770          | 25.2170          | 25.1470  | 0.2270            |
| NUMBER OF INJURY CRASHES   |                                       | 5879             | 5990             | 5037             | 4721             | 5040   | 6.76%             |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24   |                                       | 2989             | 2683             | 2430             | 2234             | 2327   | 4.16%             |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS  | PARISH                                | 50.84%           | 44.79%           | 48.24%           | 47.32%           | 46.17%   | -2.43%            |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)   | LA                                    | 45.90%           | 40.95%           | 43.86%           | 42.50%           | 42.13%   | -0.86%            |
|  |                                       | 15956            | 15786            | 15114            | 15510            | 15813  | 1.95%             |
|  | FATALITIES AND INJURIE                |                  | 15700            | 19114            | 15510            | 15015  | 1.55%             |
| NUMBER OF FATALITIES   |                                       | 53               | 53               | 44               | 50               | 55   | 10.00%            |
|  | PARISH                                | 20.5             | 20.3             | 16.8             | 19.0             |  | 9.39%             |
|  | LA                                    | 32               | 29               | 25               | 23               |  | 10.08%            |
|  |                                       |                  |                  |                  |                  |  |                   |
| NUMBER OF INJURIES   |                                       | 9,539            | 9,885            | 8,091            | 7,542            | 8,096  | 7.35%             |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS  | PARISH                                | 3,697            | 3,783            | 3,093            | 2,860            | 3,053  | 6.75%             |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS  | LA                                    | 2,664            | 2,583            | 2,398            | 2,424            | 2,476  | 2.15%             |
|  | SAFETY BELT/HARNESS U                 |                  |                  |                  |                  |  |                   |
|  | PARISH                                | 69.57%           | 59.09%           | 60.00%           | 54.17%           | 52.17%   | -3.68%            |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)   |                                       | 64.11%           | 62.56%           | 58.06%           | 64.62%           | 54.18%   | -16.16%           |
|  | COST ESTIMATES                        | 6757.00          | ¢020.70          | 6706.04          | 675440           | 6907.0C  | 7.050/            |
|  |                                       | \$757.92         | \$929.70         | \$786.81         | \$754.10         |  | 7.05%             |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER   |                                       | \$2,937.44       | \$3,558.15       | \$3,008.14       | \$2,859.29       | \$3,043.78   | 6.45%             |
|  | ALCOHOL-RELATED CRASI<br>PARISH COUNT | 20               | 21               | 18               | 16               | 21   | 31.25%            |
| ALCOHOL-RELATED FATALITY CRASHES   | % PARISH                              | 43.48%           | 44.68%           | 43.90%           | 34.78%           | 0         15813           55         20.7           25         25           8,096         3,053           2,476         25           %         52.17%           %         52.17%           %         54.18%           0         \$807.26           29         \$3,043.78           21         41.18%           %         40.49%           252         5.500%           5         5.00%           5         5.00%           5         5.15%           2         2           %         25.26%           5         5.00%           5         5.15%           2         2           %         25.26%           5         5.4           5         5.4           5         5.31           2055         11.24%           11         % | 18.38%            |
|  | % LA                                  | 45.73%           | 45.95%           | 42.15%           | 41.90%           |  | -3.37%            |
|  | PARISH COUNT                          | 288              | 292              | 298              | 252              | 252  | 0.00%             |
| ALCOHOL-RELATED INJURY CRASHES   | % PARISH                              | 4.90%            | 4.87%            | 5.92%            | 5.34%            | 5.00%  | -6.33%            |
|  | % LA                                  | 8.49%            | 8.62%            | 8.55%            | 8.32%            |  | -2.00%            |
|  | PARISH COUNT                          | 6                | 3                | 3                | 0                |  | N/A               |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24  | % PARISH                              | 30.00%           | 15.00%           | 27.27%           | 0.00%            |  | N/A               |
|  | % LA<br>PARISH COUNT                  | 36.88%<br>75     | 39.82%<br>77     | 34.54%<br>107    | 30.98%<br>55     |  | -18.45%<br>-1.82% |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24  | % PARISH                              | 2.51%            | 2.87%            | 4.40%            | 2.46%            |  | -5.74%            |
| RCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)<br>TAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)<br>TIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER<br>COHOL-RELATED FATALITY CRASHES<br>COHOL-RELATED INJURY CRASHES<br>COHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24<br>COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24<br>VI ARRESTS INVOLVING DRIVERS AGES 15-24<br>PEDES  | % LA                                  | 4.54%            | 4.32%            | 4.70%            | 4.46%            | 1  | -9.06%            |
|  | 15-24                                 | 211              | 168              | 229              | 211              | 231  | 9.48%             |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24   | ALL                                   | 1924             | 1840             | 1948             | 2038             | 2055   | 0.83%             |
|  | % 15-24                               | 10.97%           | 9.13%            | 11.76%           | 10.35%           | 11.24%   | 8.57%             |
| PEDESTRIA  | N, MOTORCYCLE AND BICY                |                  |                  | 12               | 10               | 11   | 10.00%            |
|  | PARISH COUNT<br>% PARISH              | 8<br>15.09%      | 9<br>16.98%      | 13<br>29.55%     | 10<br>20.00%     |  | 10.00%<br>0.00%   |
| UMBER OF FATALITIES PER 100,000 LICENSED DRIVERS UMBER OF INJURIES PER 100,000 LICENSED DRIVERS UMBER OF INJURIES PER 100,000 LICENSED DRIVERS ERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) DTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) STIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER LCOHOL-RELATED FATALITY CRASHES LCOHOL-RELATED FATALITY CRASHES LCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 LCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 WI ARRESTS INVOLVING DRIVERS AGES 15-24 PEDESTRIA EDESTRIAN FATALITIES CYCLE FATALITIES RAIN CRASHES   | % LA                                  | 12.02%           | 13.23%           | 10.97%           | 13.74%           |  | 22.00%            |
|  | PARISH COUNT                          | 3                | 13.23%           | 6                | 6                | 10.76%   | 16.67%            |
| MOTORCYCLE FATALITIES  | % PARISH                              | 5.66%            | 18.87%           | 13.64%           | 12.00%           | 12.73%   | 6.06%             |
| ENSED DRIVER POPULATION OF AGES 15-24 ERCENT OF 15-24 YEAR OLD DRIVERS DUISIANA AVERAGE FATAL (TAL CRASHES UMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 ERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 ERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 ERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 UMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 UMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 UMBER OF INJURY CRASHES INVOLVING DS-24 YEAR OLD DRIVERS UMBER OF PDO CRASHES UMBER OF FATALITIES PER 100,000 LICENSED DRIVERS UMBER OF FATALITIES PER 100,000 LICENSED DRIVERS UMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS UMBER OF FATALITIES PER 100,000 LICENSED DRIVERS UMBER OF INJURY CRASHES UMBER OF INJURY CRASHES INVOLVING DRIVERS UMBER OF INJURY CRASHES UMBER OF INJURY CRASHES UMBER OF INJURY CRASHES UMBER OF INJURY CRASHES UMBER OF INJURY CRASHES UMBER OF INJURY CRASHES UMBER OF INJURY CRASHES UMBER OF INJURY CRASHES UMBER OF INJURY CRASHES UMBER OF INJURY CRASHES UMBER OF INJURY CRASHES UMBER OF INJURY CRASHES UMBER OF INJURY CRASHES UMBER OF INJURY CRASHES UMBER OF INJURY CRASHES UMBER OF INJURY CRASHES ERCENT OF DRIVERS ERCENT OF TRAFFIC CRASHES INVOLVING DRIVERS AGES 15-24 ERCENT OF DRIVERS ERCENT OF TRAFFIC CRASHES INVOLVING DRIVERS AGES 15-24 ERCENT OF TRAFFIC CRASHES INVOLVING DRIVERS AGES 15-24 ERCENT OF TRAFFIC CRASHES ERCENT OF TRAFFIC CRASHES INVOLVING DRIVERS AGES 15-24 ERCENT OF TRAFFIC CRASHES ERCENT OF TRAFFIC CRASHE | % LA                                  | 8.85%            | 12.62%           | 10.14%           | 11.67%           | 10.80%   | -7.42%            |
|  | PARISH COUNT                          | 0                | 1                | 0                | 1                | 5  | 400.00%           |
| BICYCLE FATALITIES   | % PARISH                              | 0.00%            | 1.89%            | 0.00%            | 2.00%            | 9.09%  | 354.55%           |
|  | % LA                                  | 0.98%            | 1.33%            | 1.25%            | 2.36%            | 3.32%  | 40.65%            |
|  | TRAINS                                |                  |                  |                  |                  |  |                   |
|  | PARISH COUNT                          | 8                | 1                | 10               | 8                | 5  | -37.50%           |
| TRAIN CRASHES  | % PARISH                              | 0.04%            | 0.00%            | 0.05%            | 0.04%            | 0.02%  | -39.37%           |
|  | % LA                                  | 0.04%            | 0.03%            | 0.06%            | 0.05%            | 0.04%  | -16.00%           |
|  | PARISH COUNT                          | 0                | 0                | 0                | 1                | 0  | -100.00%          |
| IRAIN FAIALIIIES   | % PARISH                              | 0.00%            | 0.00%            | 0.00%            | 2.17%            | 0.00%  | -100.00%          |
|  | % LA<br>PARISH COUNT                  | 1.59%<br>2       | 0.55%            | 0.93%            | 1.11%<br>4       | 0.46%  | -58.59%           |
| TRAIN INILIRIES  | % PARISH                              | 0.03%            | 0.03%            | 2 0.04%          | 4                | 0.00%  | -100.00%          |
|  | % LA                                  | 0.03%            | 0.03%            | 0.04%            | 0.08%            | 0.00%  | -100.00%          |
| COM  | MERCIAL MOTOR VEHICLE                 |                  |                  |                  |                  |  |                   |
|  | PARISH COUNT                          | 6                | 3                | 3                | 8                | 4  | -50.00%           |
| CMV FATAL CRASHES  | % PARISH                              | 13.04%           | 6.38%            | 7.32%            | 17.39%           | 7.84%  | -54.90%           |
|  | % LA                                  | 12.56%           | 10.15%           | 14.93%           | 13.65%           | 14.26%   | 4.49%             |
|  | PARISH COUNT                          | 132              | 150              | 116              | 125              | 119  | -4.80%            |
| CMV INJURY CRASHES   | % PARISH                              | 2.25%            | 2.50%            | 2.30%            | 2.65%            | 2.36%  | -10.83%           |
|  | % LA                                  | 3.83%            | 3.43%            | 3.71%            | 3.72%            | 3.59%  | -3.46%            |
|  | PARISH COUNT                          | 219              | 176              | 185              | 208              | 210  | 0.96%             |
|  |                                       | 4.070/           | 1.11%            | 1.22%            | 1.34%            | 1.33%  | -0.97%            |
| CMV PDO  | % PARISH                              | 1.37%            | 1.11/0           | 1.2270           | 1.5470           | 1.5570   |                   |

# **O PARISHES**

# EAST CARROLL

| LICENSED DRIVER POPULATION   |                              | 3,908             | 3,917      | 3,834           | 3,729  | 3,669   | -1.61%             |
|--|------------------------------|-------------------|------------|-----------------|--|---------|--------------------|
| LIENSED DRIVER POPULATION OF AGES 15-24  |                              | 690               | 677        | 664             | 596  | 568     | -4.70%             |
| PERCENT OF 15-24 YEAR OLD DRIVERS  | PARISH                       | 17.66%            | 17.28%     | 17.32%          | 15.98%   | 15.48%  | -3.14%             |
| LOUISIANA AVERAGE  | LA                           | 17.27%            | 16.93%     | 16.53%          | 16.23%   | 16.03%  | -1.25%             |
|  | D PROPERTY DAMAGE O          |                   |            | 1               | 0  | 0       | NI/0               |
| NUMBER OF FATAL CRASHES NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24  |                              | 1                 | 0          | 1               | 0  | 0       | N/A<br>N/A         |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24   | PARISH                       | 0.00%             | NaN        | 100.00%         | NaN  | NaN     | N/A<br>N/A         |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)  | LA                           | 34.39%            | 30.32%     | 30.17%          | 29.21%   | 29.14%  | -0.22%             |
|  |                              |                   | 46         | 27              | 50   | 24      | 62.50%             |
|  |                              | 23<br>12          | 46<br>13   | 37<br>12        | 56<br>19   | 21<br>6 | -62.50%<br>-68.42% |
|  | PARISH                       | 52.17%            | 28.26%     | 32.43%          | 33.93%   | 28.57%  | -15.79%            |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)   | LA                           | 45.90%            | 40.95%     | 43.86%          | 42.50%   | 42.13%  | -0.86%             |
|  |                              |                   | 26         |                 |  | 40      | 64.049/            |
|  | FATALITIES AND INJURIE       | 38<br>S           | 36         | 45              | 54   | 19      | -64.81%            |
| NUMBER OF FATALITIES   |                              | 1                 | 0          | 1               | 0  | 0       | N/A                |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS  | PARISH                       | 25.6              | 0.0        | 26.1            | 0.0  | 0.0     | N/A                |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS  | LA                           | 32                | 29         | 25              | 23   | 25      | 10.08%             |
|  |                              | 55                | 129        | 105             | 105  | 47      | -55.24%            |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS  | PARISH                       | 1,407             | 3,293      | 2,739           | 2,816  | 1,281   | -54.51%            |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS  | LA                           | 2,664             | 2,583      | 2,398           | 2,424  | 2,476   | 2.15%              |
|  | AFETY BELT/HARNESS U         |                   |            |                 |  |         |                    |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS  | PARISH                       | 100.00%           | 0.00%      | 0.00%           | 0.00%  | 0.00%   | N/A                |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)   | LA<br>COST ESTIMATES         | 64.11%            | 62.56%     | 58.06%          | 64.62%   | 54.18%  | -16.16%            |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)  | COST ESTIMATES               | \$4.71            | \$9.68     | \$9.21          | \$8.00   | \$3.52  | -56.01%            |
|  |                              | \$1,206.42        | \$2,470.67 | \$2,402.92      |  |         | -55.29%            |
|  | COHOL-RELATED CRASH          |                   |            |                 | . ,  |         | 1                  |
|  | PARISH COUNT                 | 1                 | 0          | 0               | 0  | 0       | N/A                |
| ALCOHOL-RELATED FATALITY CRASHES   | % PARISH<br>% LA             | 100.00%<br>45.73% | 0.00%      | 0.00%           |  |         | N/A<br>-3.37%      |
|  | PARISH COUNT                 | 1                 | 3          | 5               | 6  | 1       | -83.33%            |
| ALCOHOL-RELATED INJURY CRASHES   | % PARISH                     | 4.35%             | 6.52%      | 13.51%          | 10.71%   | 4.76%   | -55.56%            |
|  | % LA                         | 8.49%             | 8.62%      | 8.55%           | 8.32%  | 8.15%   | -2.00%             |
|  | PARISH COUNT                 | 0                 | 0          | 0               |  |         | N/A                |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24  | % PARISH<br>% LA             | 0.00%             | 0.00%      | 0.00%<br>34.54% |  |         | N/A<br>-18.45%     |
|  | PARISH COUNT                 | 0                 | 0          | 2               | 0  | 0       | N/A                |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24  | % PARISH                     | 0.00%             | 0.00%      | 16.67%          | 0.00%  | 0.00%   | N/A                |
|  | % LA<br>15-24                | 4.54%             | 4.32%<br>2 | 4.70%<br>0      |  |         | -9.06%<br>-100.00% |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24   | ALL                          | 22                | 23         | 15              | 0         0           0.00%         0.00%           41.90%         40.49%           6         1           10.71%         4.76%           8.32%         8.15%           0         0           0.00%         0.00%           30.98%         25.26%           0         0 | 38.46%  |                    |
|  | % 15-24                      | 4.55%             | 8.70%      | 0.00%           | 7.69%  | 0.00%   | -100.00%           |
| PEDESTRIAN,  | MOTORCYCLE AND BICY          |                   |            | 0               | 0  | 0       | NI/A               |
| PEDESTRIAN FATALITIES  | PARISH COUNT<br>% PARISH     | 0.00%             | 0          | 0.00%           | 0.00%  | 0.00%   | N/A<br>N/A         |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS NUMBER OF PDO CRASHES NUMBER OF FATALITIES NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) SETIMATED COSTS OF TRAFFIC CRASHES INVOLVING DRIVERS AGES 15-24 ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 PEDESTRIA ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 PEDESTRIA ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 PEDESTRIAN FATALITIES BICYCLE FATALITIES ITAIN CRASHES IRVAIN FATALITIES ITAIN FATALITIES ICAN FATALITIES ITAIN FATALITIES ITAIN FATALITIES ICAN FATAL CRASHES ITAIN INJURIES | % LA                         | 12.02%            | 13.23%     | 10.97%          | 13.74%   | 16.76%  | 22.00%             |
|  | PARISH COUNT                 | 0                 | 0          | 0               | 0  | 0       | N/A                |
| MOTORCYCLE FATALITIES  | % PARISH                     | 0.00%             | 0.00%      | 0.00%           | 0.00%  | 0.00%   | N/A                |
|  | % LA                         | 8.85%             | 12.62%     | 10.14%          | 11.67%   | 10.80%  | -7.42%             |
| BICYCLE FATALITIES   | PARISH COUNT<br>% PARISH     | 0.00%             | 0          | 0.00%           | 0.00%  | 0.00%   | N/A<br>N/A         |
|  | % LA                         | 0.98%             | 1.33%      | 1.25%           | 2.36%  | 3.32%   | 40.65%             |
|  | TRAINS                       |                   |            |                 |  |         |                    |
|  | PARISH COUNT                 | 0                 | 0          | 0               | 0  | 0       | N/A                |
| TRAIN CRASHES  | % PARISH                     | 0.00%             | 0.00%      | 0.00%           | 0.00%  | 0.00%   | N/A                |
|  | % LA<br>PARISH COUNT         | 0.04%             | 0.03%<br>0 | 0.06%           | 0.05%<br>0   | 0.04%   | -16.00%<br>N/A     |
| TRAIN FATALITIES   | % PARISH                     | 0.00%             | 0.00%      | 0.00%           | 0.00%  | 0.00%   | N/A                |
|  | % LA                         | 1.59%             | 0.55%      | 0.93%           | 1.11%  | 0.46%   | -58.59%            |
|  | PARISH COUNT                 | 0                 | 0          | 0               | 0  | 0       | N/A                |
| TRAIN INJURIES   | % PARISH                     | 0.00%             | 0.00%      | 0.00%           | 0.00%  | 0.00%   | N/A                |
| COMM   | % LA<br>ERCIAL MOTOR VEHICLE | 0.06%             | 0.05%      | 0.09%           | 0.07%  | 0.06%   | -15.28%            |
|  | PARISH COUNT                 |                   | 0          | 0               | 0  | 0       | N/A                |
| CMV FATAL CRASHES  | % PARISH                     | 0.00%             | 0.00%      | 0.00%           | 0.00%  | 0.00%   | N/A                |
|  | % LA                         | 12.56%            | 10.15%     | 14.93%          | 13.65%   | 14.26%  | 4.49%              |
|  | PARISH COUNT                 | 1                 | 2          | 5               | 7  | 2       | -71.43%            |
| CMV INJURY CRASHES   | % PARISH                     | 4.35%             | 4.35%      | 13.51%          | 12.50%   | 9.52%   | -23.81%            |
|  | % LA<br>PARISH COUNT         | 3.83%             | 3.43%      | 3.71%<br>3      | 3.72%  | 3.59%   | -3.46%<br>-75.00%  |
|  |                              | 5.26%             | 2.78%      | 3<br>6.67%      | 4  | 5.26%   | -75.00%            |
| CMV PDO  | % PARISH                     |                   |            |                 |  |         |                    |

## EAST FELICIANA

| PARISH: EAST FELICIANA  |                       | 2008              | 2009        | 2010                | 2011                 | 2012                                    | % CHANGE (2011-2             |
|---|-----------------------|-------------------|-------------|---------------------|----------------------|---|------------------------------|
| LICENSED DRIVER POPULATION  |                       | 14,286            | 14,294      | 14,354              | 14,381               | 14,382                                  | 0.01%                        |
| LIENSED DRIVER POPULATION OF AGES 15-24                               |                       | 2,292             | 2,242       | 2,186               | 2,190                | 2,169                                   | -0.96%                       |
| PERCENT OF 15-24 YEAR OLD DRIVERS                                     | PARISH                | 16.04%            | 15.68%      | 15.23%              | 15.23%               | 15.08%                                  | -0.97%                       |
| LOUISIANA AVERAGE   | LA                    | 17.27%            | 16.93%      | 16.53%              | 16.23%               | 16.03%                                  | -1.25%                       |
|   | ND PROPERTY DAMAGE C  |                   |             |                     |                      |   |                              |
| NUMBER OF FATAL CRASHES   |                       | 6                 | 6           | 3                   | 2                    | 8                                       | 300.00%                      |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24               |                       | 1                 | 1           | 0                   | 0                    | 1                                       | 100.00%                      |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24              | PARISH                | 16.67%            | 16.67%      | 0.00%               | 0.00%                | 12.50%                                  | 100.00%                      |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)         | LA                    | 34.39%            | 30.32%      | 30.17%              | 29.21%               | 29.14%                                  | -0.22%                       |
| NUMBER OF INJURY CRASHES  |                       | 52                | 43          | 48                  | 41                   | 32                                      | -21.95%                      |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24              |                       | 17                | 19          | 16                  | 14                   | 9                                       | -35.71%                      |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS             | PARISH                | 32.69%            | 44.19%      | 33.33%              | 34.15%               | 28.13%                                  | -17.63%                      |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)        | LA                    | 45.90%            | 40.95%      | 43.86%              | 42.50%               | 42.13%                                  | -0.86%                       |
|   |                       | -                 |             |                     |                      |   | -                            |
| NUMBER OF PDO CRASHES   |                       | 42                | 65          | 50                  | 51                   | 28                                      | -45.10%                      |
|   | FATALITIES AND INJURI |                   | _           |                     |                      |   |                              |
| NUMBER OF FATALITIES  |                       | 6                 | 7           | 3                   | 2                    | 14                                      | 600.00%                      |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                     | PARISH                | 42.0              | 49.0        | 20.9                | 13.9                 | 97.3                                    | 599.95%                      |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                     | LA                    | 32                | 29          | 25                  | 23                   | 25                                      | 10.08%                       |
| NUMBER OF INJURIES  |                       | 86                | 73          | 83                  | 68                   | 64                                      | -5.88%                       |
| NUMBER OF INJURIES<br>NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS | PARISH                | 602               | 511         | 578                 | 473                  | 445                                     | -5.89%                       |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                       | LA                    | 2,664             | 2,583       | 2,398               | 2,424                | 2,476                                   | 2.15%                        |
|   | SAFETY BELT/HARNESS U |                   | 1,000       | _,                  | ,+                   | ,o                                      | 2.1370                       |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS           | PARISH                | 66.67%            | 83.33%      | 0.00%               | 100.00%              | 60.00%                                  | -40.00%                      |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)      | LA                    | 64.11%            | 62.56%      | 58.06%              | 64.62%               | 54.18%                                  | -16.16%                      |
|   | COST ESTIMATES        |                   |             |                     |                      |   |                              |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)             |                       | \$12.56           | \$14.25     | \$10.17             | \$7.78               | \$22.92                                 | 194.44%                      |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER                |                       | \$878.88          | \$996.89    | \$708.19            | \$541.30             | \$1,593.68                              | 194.41%                      |
|   | ALCOHOL-RELATED CRASI |                   |             |                     |                      | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |                              |
|   | PARISH COUNT          | 4                 | 2           | 0                   | 1                    | 4                                       | 300.00%                      |
| ALCOHOL-RELATED FATALITY CRASHES                                      | % PARISH              | 66.67%            | 33.33%      | 0.00%               | 50.00%               | 50.00%                                  | 0.00%                        |
|   | % LA                  | 45.73%            | 45.95%      | 42.15%              | 41.90%               | 40.49%                                  | -3.37%                       |
|   | PARISH COUNT          | 5                 | 8           | 7                   | 6                    | 6                                       | 0.00%                        |
| ALCOHOL-RELATED INJURY CRASHES  | % PARISH              | 9.62%             | 18.60%      | 14.58%              | 14.63%               | 18.75%                                  | 28.13%                       |
|   | % LA                  | 8.49%             | 8.62%       | 8.55%               | 8.32%                | 8.15%                                   | -2.00%                       |
|   | PARISH COUNT          | 1                 | 0           | 0                   | 0                    | 0                                       | N/A                          |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24         | % PARISH<br>% LA      | 100.00%<br>36.88% | 0.00%       | 0.00%<br>34.54%     | 0.00%                | 0.00%                                   | N/A<br>-18.45%               |
|   | PARISH COUNT          | 0                 | 33.8270     | 0                   | 1                    | 1                                       | 0.00%                        |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24           | % PARISH              | 0.00%             | 15.79%      | 0.00%               | 7.14%                | 11.11%                                  | 55.56%                       |
|   | % LA                  | 4.54%             | 4.32%       | 4.70%               | 4.46%                | 4.05%                                   | -9.06%                       |
|   | 15-24                 | 1                 | 4           | 8                   | 5                    | 2                                       | -60.00%                      |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24                              | ALL                   | 57                | 94          | 130                 | 130                  | 99                                      | -23.85%                      |
|   | % 15-24               | 1.75%             | 4.26%       | 6.15%               | 3.85%                | 2.02%                                   | -47.47%                      |
| PEDESTRIAI  | N, MOTORCYCLE AND BIC |                   |             |                     |                      |   |                              |
|   | PARISH COUNT          | 0                 | 1           | 0                   | 0                    | 0                                       | N/A                          |
| PEDESTRIAN FATALITIES   | % PARISH              | 0.00%             | 14.29%      | 0.00%               | 0.00%                | 0.00%                                   | N/A<br>22.00%                |
|   | % LA<br>PARISH COUNT  | 0                 | 13.23%<br>0 | 0                   | 13.74%<br>0          | 16.76%<br>2                             | 100.00%                      |
| MOTORCYCLE FATALITIES   | % PARISH              | 0.00%             | 0.00%       | 0.00%               | 0.00%                | 14.29%                                  | 100.00%                      |
|   | % LA                  | 8.85%             | 12.62%      | 10.14%              | 11.67%               | 10.80%                                  | -7.42%                       |
|   | PARISH COUNT          | 0                 | 0           | 0                   | 0                    | 0                                       | N/A                          |
| BICYCLE FATALITIES  | % PARISH              | 0.00%             | 0.00%       | 0.00%               | 0.00%                | 0.00%                                   | N/A                          |
|   | % LA                  | 0.98%             | 1.33%       | 1.25%               | 2.36%                | 3.32%                                   | 40.65%                       |
|   | TRAINS                |                   |             |                     |                      |   |                              |
|   | PARISH COUNT          | 0                 | 0           | 0                   | 0                    | 0                                       | N/A                          |
| TRAIN CRASHES   | % PARISH              | 0.00%             | 0.00%       | 0.00%               | 0.00%                | 0.00%                                   | N/A                          |
|   | % LA                  | 0.04%             | 0.03%       | 0.06%               | 0.05%                | 0.04%                                   | -16.00%                      |
|   | PARISH COUNT          | 0                 | 0           | 0                   | 0                    | 0                                       | N/A                          |
| TRAIN FATALITIES  | % PARISH              | 0.00%             | 0.00%       | 0.00%               | 0.00%                | 0.00%                                   | N/A                          |
|   | % LA                  | 1.59%             | 0.55%       | 0.93%               | 1.11%                | 0.46%                                   | -58.59%                      |
|   | PARISH COUNT          | 0                 | 0           | 0                   | 0                    | 0                                       | N/A                          |
| TRAIN INJURIES  | % PARISH              | 0.00%             | 0.00%       | 0.00%               | 0.00%                | 0.00%                                   | N/A                          |
|   | % LA                  | 0.06%             | 0.05%       | 0.09%               | 0.07%                | 0.06%                                   | -15.28%                      |
| СОМ   | MERCIAL MOTOR VEHICLE | S (CMV)           |             |                     |                      |   |                              |
|   | PARISH COUNT          | 1                 | 0           | 1                   | 0                    | 0                                       | N/A                          |
| CMV FATAL CRASHES   | % PARISH              | 16.67%            | 0.00%       | 33.33%              | 0.00%                | 0.00%                                   | N/A                          |
|   | % LA                  | 12.56%            | 10.15%      | 14.93%              | 13.65%               | 14.26%                                  | 4.49%                        |
|   | PARISH COUNT          | 6                 | 2           | 7                   | 10                   | 3                                       | -70.00%                      |
|   |                       | 11.54%            | 4.65%       | 14.58%              | 24.39%               | 9.38%                                   | -61.56%                      |
| CMV INJURY CRASHES  | % PARISH              |                   |             |                     |                      |   |                              |
| CMV INJURY CRASHES  | % LA                  | 3.83%             | 3.43%       | 3.71%               | 3.72%                | 3.59%                                   | -3.46%                       |
| CMV INJURY CRASHES  |                       |                   |             | 3.71%<br>3<br>6.00% | 3.72%<br>7<br>13.73% | 3.59%<br>3<br>10.71%                    | -3.46%<br>-57.14%<br>-21.94% |

## EVANGELINE

| PARISH: EVANGELINE<br>LICENSED DRIVER POPULATION                 |                                    | 2008<br>21,855 | 2009<br>21,815 | 2010<br>21,838 | 2011<br>21,706 | 21,769       | % CHANGE (2011<br>0.29% |
|--|------------------------------------|----------------|----------------|----------------|----------------|--------------|-------------------------|
| LIENSED DRIVER POPULATION OF AGES 15-24                          |                                    | 4,038          | 4,006          | 3,933          | 3,881          | 3,783        | -2.53%                  |
| PERCENT OF 15-24 YEAR OLD DRIVERS                                | PARISH                             | 18.48%         | 18.36%         | 18.01%         | 17.88%         | 17.38%       | -2.81%                  |
| LOUISIANA AVERAGE  | LA                                 | 17.27%         | 16.93%         | 16.53%         | 16.23%         | 16.03%       | -1.25%                  |
| FATAL, INJURY AND P  | ROPERTY DAMAGE O                   |                | RASHES         |                |                |              |                         |
| NUMBER OF FATAL CRASHES  |                                    | 10             | 8              | 10             | 5              | 9            | 80.00%                  |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24          |                                    | 2              | 2              | 3              | 2              | 3            | 50.00%                  |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24         | PARISH                             | 20.00%         | 25.00%         | 30.00%         | 40.00%         | 33.33%       | -16.67%                 |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)    | LA                                 | 34.39%         | 30.32%         | 30.17%         | 29.21%         | 29.14%       | -0.22%                  |
| NUMBER OF INJURY CRASHES   |                                    | 247            | 289            | 259            | 270            | 272          | 0.74%                   |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24         |                                    | 108            | 113            | 113            | 113            | 128          | 13.27%                  |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS        | PARISH                             | 43.72%         | 39.10%         | 43.63%         | 41.85%         | 47.06%       | 12.44%                  |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)   | LA                                 | 45.90%         | 40.95%         | 43.86%         | 42.50%         | 42.13%       | -0.86%                  |
|  |                                    |                |                |                |                |              |                         |
| NUMBER OF PDO CRASHES  |                                    | 473            | 468            | 519            | 478            | 497          | 3.97%                   |
|  | TALITIES AND INJURIE               |                |                |                |                |              |                         |
| NUMBER OF FATALITIES   |                                    | 12             | 8              | 11             | 5              | 10           | 100.00%                 |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                | PARISH                             | 54.9           | 36.7           | 50.4           | 23.0           | 45.9         | 99.42%                  |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                | LA                                 | 32             | 29             | 25             | 23             | 25           | 10.08%                  |
| NUMBER OF INJURIES   |                                    | 430            | 516            | 478            | 469            | 485          | 3.41%                   |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                  | PARISH                             | 1,968          | 2,365          | 2,189          | 2,161          | 2,228        | 3.11%                   |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                  | LA                                 | 2,664          | 2,583          | 2,398          | 2,424          | 2,476        | 2.15%                   |
| SAF  | ETY BELT/HARNESS U                 | SE             |                |                |                |              |                         |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS      | PARISH                             | 80.00%         | 75.00%         | 60.00%         | 80.00%         | 60.00%       | -25.00%                 |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) | LA                                 | 64.11%         | 62.56%         | 58.06%         | 64.62%         | 54.18%       | -16.16%                 |
|  | COST ESTIMATES                     |                |                |                |                |              |                         |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)        |                                    | \$43.10        | \$51.51        | \$52.99        | \$44.17        | \$52.76      | 19.44%                  |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER           |                                    | \$1,972.25     | \$2,361.11     | \$2,426.62     | \$2,034.93     | \$2,423.44   | 19.09%                  |
| ALCO   | OHOL-RELATED CRASH                 |                | r.             | 6              | 2              | 4            | 100.00%                 |
| ALCOHOL-RELATED FATALITY CRASHES                                 | PARISH COUNT<br>% PARISH           | 2<br>20.00%    | 5<br>62.50%    | 6<br>60.00%    | 2<br>40.00%    | 4<br>44.44%  | 100.00%<br>11.11%       |
|  | % LA                               | 45.73%         | 45.95%         | 42.15%         | 41.90%         | 40.49%       | -3.37%                  |
|  | PARISH COUNT                       | 25             | 55             | 35             | 39             | 35           | -10.26%                 |
| ALCOHOL-RELATED INJURY CRASHES                                   | % PARISH                           | 10.12%         | 19.03%         | 13.51%         | 14.44%         | 12.87%       | -10.92%                 |
|  | % LA                               | 8.49%          | 8.62%          | 8.55%          | 8.32%          | 8.15%        | -2.00%                  |
|  | PARISH COUNT                       | 1              | 1              | 1              | 1              | 0            | -100.00%                |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24    | % PARISH                           | 50.00%         | 50.00%         | 33.33%         | 50.00%         | 0.00%        | -100.00%                |
|  | % LA<br>PARISH COUNT               | 36.88%<br>12   | 39.82%<br>11   | 34.54%<br>9    | 30.98%<br>13   | 25.26%<br>14 | -18.45%<br>7.69%        |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24      | % PARISH                           | 11.11%         | 9.73%          | 7.96%          | 11.50%         | 10.94%       | -4.93%                  |
|  | % LA                               | 4.54%          | 4.32%          | 4.70%          | 4.46%          | 4.05%        | -9.06%                  |
|  | 15-24                              | 15             | 34             | 33             | 34             | 13           | -61.76%                 |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24                         | ALL                                | 126            | 245            | 175            | 139            | 94           | -32.37%                 |
|  | % 15-24                            | 11.90%         | 13.88%         | 18.86%         | 24.46%         | 13.83%       | -43.46%                 |
| PEDESTRIAN, MC   | DTORCYCLE AND BICY<br>PARISH COUNT | 2              | 0              | 1              | 0              | 2            | 100.00%                 |
| PEDESTRIAN FATALITIES  | % PARISH                           | 16.67%         | 0.00%          | 9.09%          | 0.00%          | 20.00%       | 100.00%                 |
|  | % LA                               | 12.02%         | 13.23%         | 10.97%         | 13.74%         | 16.76%       | 22.00%                  |
|  | PARISH COUNT                       | 0              | 0              | 3              | 0              | 0            | N/A                     |
| MOTORCYCLE FATALITIES  | % PARISH                           | 0.00%          | 0.00%          | 27.27%         | 0.00%          | 0.00%        | N/A                     |
|  | % LA                               | 8.85%          | 12.62%         | 10.14%         | 11.67%         | 10.80%       | -7.42%                  |
|  | PARISH COUNT                       | 0              | 0              | 0              | 0              | 0            | N/A                     |
| BICYCLE FATALITIES   | % PARISH                           | 0.00%          | 0.00%          | 0.00%          | 0.00%          | 0.00%        | N/A                     |
|  | % LA                               | 0.98%          | 1.33%          | 1.25%          | 2.36%          | 3.32%        | 40.65%                  |
|  |                                    | 0              | 1              | 0              | 0              |              | NI ( A                  |
| TRAIN CRASHES  | PARISH COUNT<br>% PARISH           | 0              | 1<br>0.13%     | 0              | 0              | 0.00%        | N/A<br>N/A              |
|  | % LA                               | 0.00%          | 0.13%          | 0.06%          | 0.05%          | 0.00%        | -16.00%                 |
|  | PARISH COUNT                       | 0.04%          | 0.0378         | 0.00%          | 0.05%          | 0.0478       | N/A                     |
| TRAIN FATALITIES   | % PARISH                           | 0.00%          | 0.00%          | 0.00%          | 0.00%          | 0.00%        | N/A                     |
|  | % LA                               | 1.59%          | 0.55%          | 0.93%          | 1.11%          | 0.46%        | -58.59%                 |
|  | PARISH COUNT                       | 0              | 0              | 0              | 0              | 0            | N/A                     |
| TRAIN INJURIES   | % PARISH                           | 0.00%          | 0.00%          | 0.00%          | 0.00%          | 0.00%        | N/A                     |
|  | % LA                               | 0.06%          | 0.05%          | 0.09%          | 0.07%          | 0.06%        | -15.28%                 |
| COMMER   | CIAL MOTOR VEHICLE                 | S (CMV)        |                |                |                |              |                         |
|  | PARISH COUNT                       | 2              | 0              | 0              | 1              | 1            | 0.00%                   |
| CMV FATAL CRASHES  | % PARISH                           | 20.00%         | 0.00%          | 0.00%          | 20.00%         | 11.11%       | -44.44%                 |
|  | % LA                               | 12.56%         | 10.15%         | 14.93%         | 13.65%         | 14.26%       | 4.49%                   |
|  | PARISH COUNT                       | 5              | 7              | 8              | 10             | 6            | -40.00%                 |
| CMV INJURY CRASHES   | % PARISH                           | 2.02%          | 2.42%          | 3.09%          | 3.70%          | 2.21%        | -40.44%                 |
|  | % LA                               | 3.83%          | 3.43%<br>5     | 3.71%          | 3.72%          | 3.59%        | -3.46%                  |
|  |                                    |                | 5              | 7              | 4              | 9            | 125.00%                 |
| CMV PDO  | PARISH COUNT<br>% PARISH           | 10<br>2.11%    | 1.07%          | 1.35%          | 0.84%          | 1.81%        | 116.40%                 |

### FANKLIN PARISH: FRANKLIN % CHANGE (2011-2012) 2008 2009 2010 2011 LICENSED DRIVER POPULATION 12.950 12,935 12,836 12,900 12,931 0.24% LIENSED DRIVER POPULATION OF AGES 15-24 2.168 2.075 1.978 1.971 1.959 -0.61% PERCENT OF 15-24 YEAR OLD DRIVERS PARISH 16.74% 16.04% 15.41% 15.28% 15.15% -0.85% LOUISIANA AVERAGE 17.27% 16.93% 16.53% 16.23% 16.03% -1.25% LA FATAL, INJURY AND PROPERTY DAMAGE ONLY (PDO) CRASHES NUMBER OF FATAL CRASHES -50.00% 4 4 3 3 2 NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 1 2 0 1 0 -100 00% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 PARISH 25.00% 66.67% 0.00% 25.00% 0.00% -100.00% 34.39% 30.32% 30.17% 29.21% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) 29.14% -0.22% LA NUMBER OF INJURY CRASHES 32 46 62 87 88 1.15% NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 43 -4 44% 8 20 27 45 NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS 43.48% PARISH 25.00% 43.55% 51.72% 48.86% -5.53% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA) 45.90% 40.95% 43.86% 42.50% -0.86% IΔ 42.13% NUMBER OF PDO CRASHES 38.89% 17 17 55 90 125 FATALITIES AND INJURIES NUMBER OF FATALITIES 50.00% NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS PARISH 30.9 30.9 23.4 31.0 15.5 -50.12% LA 32 25 NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS 29 25 23 10.08% NUMBER OF INJURIES 110 88 114 152 143 -5.92% NUMBER OF INJURIES PER 100.000 LICENSED DRIVERS PARISH 849 680 888 1.178 1.106 -6.15% NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS LA 2.664 2.583 2.398 2,424 2,476 2.15% SAFETY BELT/HARNESS USE PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS PARISH 100.00% 100.00% 100.00% 66.67% 50.00% -25 00% 62.56% PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) 58.06% 64.62% -16.16% LA 64.11% 54.18% COST ESTIMATES \$11.38 \$12.61 \$17.02 \$14.06 -17.38% TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) \$11.32 ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER \$874.05 \$880.07 \$982.33 \$1,319.09 \$1,087.24 -17.58% LCOHOL-RELATED CRA PARISH COUNT 3 2 2 0 -100.00% ALCOHOL-RELATED FATALITY CRASHES % PARISH 50.00% 100.00% 66.67% 50.00% 0.00% -100.00% % LA 45.73% 45.95% 42.15% 41.90% 40.49% -3.37% PARISH COUNT 11 9 10 8 -20.00% ALCOHOL-RELATED INJURY CRASHES % PARISH 18.75% 23.91% 14.52% 11.49% 9.09% -20.91% % LA 8.49% 8.62% 8.55% 8.32% 8.15% -2.00% PARISH COUNT 100.00% 2 0 0 0.00% ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 100.00% 100.00% 0.00% 100.00% -100.00% 36.88% 39.82% 34.54% 30.98% 25.26% % LA -18.45% PARISH COUNT 0 3 2 5 2 -60.00% 11 11% ALCOHOL-RELATED IN ILLRY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 0.00% 15 00% 7 41% 4 65% -58 14% % I A 4 54% 4 32% 4 70% 4 46% 4 05% -9.06% 15-24 6 6 10 -70.00% 7 3 DWI ARRESTS INVOLVING DRIVERS AGES 15-24 68 51 98 92.16% ALL 126 93 % 15-24 10.299 4.76% 6.45% 19.61% 3.06% -84.39% PEDESTRIAN, MOTORCYCLE AND BICYCLE FATALITIE -100.00% PARISH COUNT 0 0 0 0 1 PEDESTRIAN FATALITIES % PARISH 0.00% 0.00% 0.00% 25.00% 0.00% -100.00% 12.02% 13.23% 10.97% 13.74% 16.76% 22.00% % LA PARISH COUNT 2 0 1 0 0 N/A MOTORCYCLE FATALITIES % PARISH 50.00% 0.00% 0.00% 0.00% 33.33% N/A %IA 8.85% 12.62% 10.14% 11.67% 10.80% -7 42% PARISH COUNT N/A 0 0 0 0 0 BICYCLE FATALITIES 0.00% 0.00% 0.00% % PARISH 0.00% 0.00% N/A % LA 0.98% 1.33% 1.25% 2.36% 3.32% 40.65% TRAINS PARISH COUNT N/A 0 0 0 0 0 TRAIN CRASHES % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% N/A % LA 0.04% 0.03% 0.06% 0.05% 0.04% 16.00% PARISH COUNT 0 0 0 0 0 N/A TRAIN FATALITIES N/A % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% % LA 1.59% 0.55% 0.93% 1.11% 0.46% -58.59% PARISH COUNT 0 N/A 0 0 0 0 TRAIN INJURIES % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% N/A % LA 0.06% 0.05% 0.09% 0.07% 0.06% -15.28% COMMERCIAL MOTOR VEHICLES (CMV) PARISH COUNT 0 0 0 1 0 -100.00% CMV FATAL CRASHES % PARISH 0.00% 0.00% 0.00% 25.00% 0.00% -100.00% 12.56% 10.15% 14.93% 13.65% 14.26% % LA 4.49% PARISH COUNT 8 4 4 6 0 -100.00% CMV INJURY CRASHES % PARISH 25.00% 8.70% 6.45% 6.90% 0.00% 100.00% % I A 3 83% 3 4 3 % 3 71% 3 72% 3 59% -3 46% PARISH COUNT 2 0 6 3 7 133.33% 0.00% 10.91% 3.33% 5.60% % PARISH 11.76% 68.00% CMV PDO %LA 2.01% 1.72% 1.93% 1.86% 1.85% -0.58%

|   | GRAN                            |                  |                  |                       |                  |                  |                            |
|---|---------------------------------|------------------|------------------|-----------------------|------------------|------------------|----------------------------|
| PARISH: GRANT<br>LICENSED DRIVER POPULATION   |                                 | 2008<br>13,691   | 2009<br>13,829   | <b>2010</b><br>14,027 | 2011<br>14,065   | 2012<br>14,161   | % CHANGE (2011-20<br>0.68% |
| LIENSED DRIVER POPULATION OF AGES 15-24   |                                 | 2,366            | 2,396            | 2,385                 | 2,354            | 2,344            | -0.42%                     |
| PERCENT OF 15-24 YEAR OLD DRIVERS   | PARISH                          | 17.28%           | 17.33%           | 17.00%                | 16.74%           | 16.55%           | -1.10%                     |
| LOUISIANA AVERAGE   | LA                              | 17.27%           | 16.93%           | 16.53%                | 16.23%           | 16.03%           | -1.25%                     |
| FATAL, INJUR'<br>NUMBER OF FATAL CRASHES  | Y AND PROPERTY DAMAGE C         | ONLY (PDO) C     | RASHES<br>5      | 5                     | 5                | 6                | 20.00%                     |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24   |                                 | 1                | 1                | 1                     | 1                | 2                | 100.00%                    |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24  | PARISH                          | 25.00%           | 20.00%           | 20.00%                | 20.00%           | 33.33%           | 66.67%                     |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)   | LA                              | 34.39%           | 30.32%           | 30.17%                | 29.21%           | 29.14%           | -0.22%                     |
| NUMBER OF INJURY CRASHES  |                                 | 96               | 97               | 81                    | 116              | 84               | -27.59%                    |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24  |                                 | 46               | 46               | 32                    | 58               | 39               | -32.76%                    |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS<br>NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)     | PARISH                          | 47.92%<br>45.90% | 47.42%<br>40.95% | 39.51%<br>43.86%      | 50.00%<br>42.50% | 46.43%<br>42.13% | -7.14%                     |
|   | 5                               |                  |                  |                       |                  |                  |                            |
| NUMBER OF PDO CRASHES   | FATALITIES AND INJURI           | 98               | 61               | 78                    | 61               | 73               | 19.67%                     |
| NUMBER OF FATALITIES  | FATALITIES AND INJORI           | 4                | 5                | 5                     | 7                | 6                | -14.29%                    |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | PARISH                          | 29.2             | 36.2             | 35.6                  | 49.8             | 42.4             | -14.87%                    |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | LA                              | 32               | 29               | 25                    | 23               | 25               | 10.08%                     |
| NUMBER OF INJURIES  |                                 | 148              | 176              | 141                   | 192              | 135              | -29.69%                    |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | PARISH                          | 1,081            | 1,273            | 1,005                 | 1,365            | 953              | -30.16%                    |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | LA                              | 2,664            | 2,583            | 2,398                 | 2,424            | 2,476            | 2.15%                      |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS   | SAFETY BELT/HARNESS U<br>PARISH | SE 100.00%       | 100.00%          | 100.00%               | 60.00%           | 66.67%           | 11.11%                     |
| PERCENT OF DRIVERS KILLED NOT WEAKING A SAFETY BELT/HARNESS<br>PERCENT OF DRIVERS KILLED NOT WEAKING A SAFETY BELT/HARNESS (LA) | LA                              | 64.11%           | 62.56%           | 58.06%                | 64.62%           | 54.18%           | -16.16%                    |
|   | COST ESTIMATES                  |                  |                  |                       |                  |                  |                            |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)   |                                 | \$13.93          | \$19.33          | \$17.03               | \$23.12          | \$18.15          | -21.51%                    |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER  | ALCOHOL-RELATED CRASH           | \$1,017.51       | \$1,397.75       | \$1,213.87            | \$1,643.94       | \$1,281.56       | -22.04%                    |
|   | PARISH COUNT                    | 1                | 2                | 2                     | 2                | 2                | 0.00%                      |
| ALCOHOL-RELATED FATALITY CRASHES  | % PARISH<br>% LA                | 25.00%<br>45.73% | 40.00%<br>45.95% | 40.00%                | 40.00%           | 33.33%           | -16.67%                    |
|   | % LA<br>PARISH COUNT            | 45.73%<br>14     | 45.95%           | 42.15%                | 41.90%<br>18     | 40.49%<br>13     | -3.37%<br>-27.78%          |
| ALCOHOL-RELATED INJURY CRASHES  | % PARISH                        | 14.58%           | 14.43%           | 20.99%                | 15.52%           | 15.48%           | -0.26%                     |
|   | % LA<br>PARISH COUNT            | 8.49%<br>0       | 8.62%<br>0       | 8.55%<br>1            | 8.32%<br>0       | 8.15%            | -2.00%<br>100.00%          |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH                        | 0.00%            | 0.00%            | 100.00%               | 0.00%            | 50.00%           | 100.00%                    |
|   | % LA                            | 36.88%           | 39.82%           | 34.54%                | 30.98%           | 25.26%           | -18.45%                    |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24   | PARISH COUNT<br>% PARISH        | 8<br>17.39%      | 3<br>6.52%       | 5<br>15.63%           | 8<br>13.79%      | 4<br>10.26%      | -50.00%                    |
|   | % LA                            | 4.54%            | 4.32%            | 4.70%                 | 4.46%            | 4.05%            | -9.06%                     |
|   | 15-24<br>ALL                    | 4                | 6<br>54          | 5<br>27               | 9                | 8<br>54          | -11.11%                    |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24  | ALL<br>% 15-24                  | 38<br>10.53%     | 54<br>11.11%     | 18.52%                | 61<br>14.75%     | 54<br>14.81%     | -11.48%<br>0.41%           |
| PEDESTR   | IAN, MOTORCYCLE AND BICY        |                  |                  |                       |                  |                  |                            |
| PEDESTRIAN FATALITIES   | PARISH COUNT<br>% PARISH        | 1<br>25.00%      | 0                | 0                     | 1<br>14.29%      | 0.00%            | -100.00%                   |
|   | % LA                            | 12.02%           | 13.23%           | 10.97%                | 13.74%           | 16.76%           | 22.00%                     |
|   | PARISH COUNT                    | 0                | 1                | 0                     | 0                | 1                | 100.00%                    |
| MOTORCYCLE FATALITIES   | % PARISH<br>% LA                | 0.00%            | 20.00%<br>12.62% | 0.00%                 | 0.00%            | 16.67%<br>10.80% | -7.42%                     |
|   | PARISH COUNT                    | 0                | 0                | 0                     | 0                | 0                | -7.42%<br>N/A              |
| BICYCLE FATALITIES  | % PARISH                        | 0.00%            | 0.00%            | 0.00%                 | 0.00%            | 0.00%            | N/A                        |
|   | % LA<br>TRAINS                  | 0.98%            | 1.33%            | 1.25%                 | 2.36%            | 3.32%            | 40.65%                     |
|   | PARISH COUNT                    | 1                | 0                | 0                     | 0                | 1                | 100.00%                    |
| TRAIN CRASHES   | % PARISH                        | 0.51%            | 0.00%            | 0.00%                 | 0.00%            | 0.61%            | 100.00%                    |
|   | % LA                            | 0.04%            | 0.03%            | 0.06%                 | 0.05%            | 0.04%            | -16.00%                    |
| TRAIN FATALITIES  | PARISH COUNT<br>% PARISH        | 0.00%            | 0.00%            | 0                     | 0.00%            | 0.00%            | N/A<br>N/A                 |
|   | % LA                            | 1.59%            | 0.55%            | 0.93%                 | 1.11%            | 0.46%            | -58.59%                    |
|   | PARISH COUNT                    | 1                | 1                | 0                     | 0                | 1                | 100.00%                    |
| TRAIN INJURIES  | % PARISH<br>% LA                | 1.04%            | 1.04%<br>0.05%   | 0.00%                 | 0.00%            | 1.19%<br>0.06%   | 100.00%                    |
| CC  | DMMERCIAL MOTOR VEHICLE         |                  | 0.0570           | 0.0570                | 0.0776           | 0.0070           | 19.20%                     |
|   | PARISH COUNT                    | 1                | 0                | 2                     | 1                | 0                | -100.00%                   |
| CMV FATAL CRASHES   | % PARISH                        | 25.00%<br>12.56% | 0.00%            | 40.00%<br>14.93%      | 20.00%           | 0.00%            | -100.00%                   |
|   | % LA<br>PARISH COUNT            | 4                | 4                | 14.93%<br>3           | 13.65%<br>4      | 14.26%           | 4.49%                      |
| CMV INJURY CRASHES  | % PARISH                        | 4.17%            | 4.12%            | 3.70%                 | 3.45%            | 2.38%            | -30.95%                    |
|   | % LA                            | 3.83%            | 3.43%            | 3.71%                 | 3.72%            | 3.59%            | -3.46%                     |
|   | PARISH COUNT<br>% PARISH        | 10<br>10.20%     | 3<br>4.92%       | 7<br>8.97%            | 8<br>13.11%      | 6<br>8.22%       | -25.00%<br>-37.33%         |
| CMV PDO   | % PARISH                        | 2.01%            | 4.92%            | 1.93%                 | 13.11%           | 8.22%            | -37.33%                    |

|  | <b>IBERI</b>                    |                 |                  |                  |                  |                  |                    |
|--|---------------------------------|-----------------|------------------|------------------|------------------|------------------|--------------------|
| PARISH: IBERIA   |                                 | 2008            | 2009             | 2010             | 2011             | 2012             | % CHANGE (2011-201 |
| LICENSED DRIVER POPULATION LIENSED DRIVER POPULATION OF AGES 15-24                 | _                               | 48,572<br>8,471 | 48,799<br>8,306  | 48,584<br>8,097  | 49,031<br>8,037  | 49,506<br>8,098  | 0.97%              |
| PERCENT OF 15-24 YEAR OLD DRIVERS  | PARISH                          | 17.44%          | 17.02%           | 16.67%           | 16.39%           | 16.36%           | -0.21%             |
| LOUISIANA AVERAGE  | LA                              | 17.27%          | 16.93%           | 16.53%           | 16.23%           | 16.03%           | -1.25%             |
| FATAL, INJURY NUMBER OF FATAL CRASHES  | AND PROPERTY DAMAGE C           |                 | RASHES<br>8      | 10               | 16               | 8                | -50.00%            |
| NUMBER OF FATAL CRASHES<br>NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 | -                               | 15<br>4         | 2                | 4                | 6                | 0<br>1           | -83.33%            |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24                           | PARISH                          | 26.67%          | 25.00%           | 40.00%           | 37.50%           | 12.50%           | -66.67%            |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)                      | LA                              | 34.39%          | 30.32%           | 30.17%           | 29.21%           | 29.14%           | -0.22%             |
| NUMBER OF INJURY CRASHES   |                                 | 778             | 728              | 713              | 661              | 671              | 1.51%              |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24                           |                                 | 355             | 295              | 275              | 286              | 281              | -1.75%             |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS                          | PARISH                          | 45.63%          | 40.52%           | 38.57%           | 43.27%           | 41.88%           | -3.21%             |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)                     | LA                              | 45.90%          | 40.95%           | 43.86%           | 42.50%           | 42.13%           | -0.86%             |
| NUMBER OF PDO CRASHES  |                                 | 1843            | 1776             | 1717             | 1778             | 1679             | -5.57%             |
| NUMBER OF FATALITIES   | FATALITIES AND INJURIE          | 16              | 8                | 10               | 16               | 8                | -50.00%            |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                                  | PARISH                          | 32.9            | 16.4             | 20.6             | 32.6             | 16.2             | -50.48%            |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                                  | LA                              | 32              | 29               | 25               | 23               | 25               | 10.08%             |
| NUMBER OF INJURIES   |                                 | 1,225           | 1,205            | 1,153            | 1,086            | 1,084            | -0.18%             |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                                    | PARISH                          | 2,522           | 2,469            | 2,373            | 2,215            | 2,190            | -1.14%             |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                                    | LA                              | 2,664           | 2,583            | 2,398            | 2,424            | 2,476            | 2.15%              |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS                        | SAFETY BELT/HARNESS U<br>PARISH | SE 50.00%       | 100.00%          | 66.67%           | 80.00%           | 0.00%            | -100.00%           |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)                   | LA                              | 64.11%          | 62.56%           | 58.06%           | 64.62%           | 54.18%           | -16.16%            |
|  | COST ESTIMATES                  |                 |                  |                  |                  |                  |                    |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)                          |                                 | \$106.03        | \$112.78         | \$112.02         | \$115.46         | \$104.14         | -9.80%             |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER                             | ALCOHOL-RELATED CRASH           | \$2,182.97      | \$2,311.02       | \$2,305.76       | \$2,354.79       | \$2,103.54       | -10.67%            |
|  | PARISH COUNT                    | 6               | 6                | 4                | 9                | 4                | -55.56%            |
| ALCOHOL-RELATED FATALITY CRASHES   | % PARISH<br>% LA                | 40.00%          | 75.00%<br>45.95% | 40.00%<br>42.15% | 56.25%           | 50.00%           | -11.11%            |
|  | PARISH COUNT                    | 45.73%<br>96    | 43.93%           | 75               | 41.90%<br>55     | 40.49%<br>56     | -3.37%<br>1.82%    |
| ALCOHOL-RELATED INJURY CRASHES   | % PARISH                        | 12.34%          | 10.30%           | 10.52%           | 8.32%            | 8.35%            | 0.30%              |
|  | % LA<br>PARISH COUNT            | 8.49%           | 8.62%<br>0       | 8.55%<br>1       | 8.32%            | 8.15%<br>0       | -2.00%             |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24                      | % PARISH                        | 50.00%          | 0.00%            | 25.00%           | 33.33%           | 0.00%            | -100.00%           |
|  | % LA                            | 36.88%          | 39.82%           | 34.54%           | 30.98%           | 25.26%           | -18.45%            |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24                        | PARISH COUNT<br>% PARISH        | 16<br>4.51%     | 13<br>4.41%      | 14<br>5.09%      | 15<br>5.24%      | 9<br>3.20%       | -40.00%<br>-38.93% |
|  | % LA                            | 4.54%           | 4.32%            | 4.70%            | 4.46%            | 4.05%            | -9.06%             |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24   | 15-24                           | 14<br>239       | 18               | 17<br>240        | 8                | 13<br>247        | 62.50%             |
| DWI ARRESTS INVOLVING DRIVERS AGES 13-24   | ALL<br>% 15-24                  | 5.86%           | 345<br>5.22%     | 7.08%            | 210<br>3.81%     | 5.26%            | 17.62%<br>38.16%   |
| PEDESTRIA  | AN, MOTORCYCLE AND BICY         |                 |                  |                  |                  |                  |                    |
| PEDESTRIAN FATALITIES  | PARISH COUNT<br>% PARISH        | 2<br>12.50%     | 3<br>37.50%      | 2<br>20.00%      | 2<br>12.50%      | 3<br>37.50%      | 50.00%<br>200.00%  |
|  | % LA                            | 12.02%          | 13.23%           | 10.97%           | 13.74%           | 16.76%           | 22.00%             |
|  | PARISH COUNT                    | 0               | 1                | 1                | 1                | 1                | 0.00%              |
| MOTORCYCLE FATALITIES  | % PARISH<br>% LA                | 0.00%           | 12.50%<br>12.62% | 10.00%<br>10.14% | 6.25%<br>11.67%  | 12.50%<br>10.80% | -7.42%             |
|  | PARISH COUNT                    | 0               | 1                | 0                | 1                | 1                | 0.00%              |
| BICYCLE FATALITIES   | % PARISH                        | 0.00%           | 12.50%           | 0.00%            | 6.25%            | 12.50%           | 100.00%            |
|  | % LA<br>TRAINS                  | 0.98%           | 1.33%            | 1.25%            | 2.36%            | 3.32%            | 40.65%             |
|  | PARISH COUNT                    | 3               | 2                | 3                | 1                | 7                | 600.00%            |
| TRAIN CRASHES  | % PARISH                        | 0.11%           | 0.08%            | 0.12%            | 0.04%            | 0.30%            | 628.80%            |
|  | % LA<br>PARISH COUNT            | 0.04%           | 0.03%            | 0.06%            | 0.05%<br>0       | 0.04%            | -16.00%            |
| TRAIN FATALITIES   | % PARISH                        | 0.00%           | 0.00%            | 0.00%            | 0.00%            | 0.00%            | N/A<br>N/A         |
|  | % LA                            | 1.59%           | 0.55%            | 0.93%            | 1.11%            | 0.46%            | -58.59%            |
|  | PARISH COUNT                    | 2               | 2                | 2                | 0                | 3                | 100.00%            |
| TRAIN INJURIES   | % PARISH<br>% LA                | 0.26%           | 0.26%            | 0.28%            | 0.00%            | 0.45%            | 100.00%            |
| COM  | MMERCIAL MOTOR VEHICLE          |                 |                  |                  |                  |                  |                    |
|  | PARISH COUNT                    | 1               | 0                | 0                | 4                | 2                | -50.00%            |
| CMV FATAL CRASHES  | % PARISH<br>% LA                | 6.67%<br>12.56% | 0.00%            | 0.00%            | 25.00%<br>13.65% | 25.00%<br>14.26% | 0.00%              |
|  | PARISH COUNT                    | 32              | 26               | 36               | 32               | 20               | -37.50%            |
| CMV INJURY CRASHES   | % PARISH                        | 4.11%           | 3.57%            | 5.05%            | 4.84%            | 2.98%            | -38.43%            |
|  | % LA                            | 3.83%           | 3.43%            | 3.71%            | 3.72%            | 3.59%            | -3.46%             |
|  | PARISH COUNT<br>% PARISH        | 38<br>2.06%     | 32<br>1.80%      | 35<br>2.04%      | 27<br>1.52%      | 25<br>1.49%      | -7.41%<br>-1.95%   |
| CMV PDO  | /0 FARIST                       | 2.00%           | 1.00%            | 2.0470           | 1.3270           | 1.43%            | -1.33%             |

### **BERVILLE** PARISH: IBERVILLE % CHANGE (2011-2012) 2008 2009 2010 2011 LICENSED DRIVER POPULATION 19.558 19,663 19,502 19,555 19,682 0.65% LIENSED DRIVER POPULATION OF AGES 15-24 3.266 3.203 3.093 -1.07% 3.364 3.060 PERCENT OF 15-24 YEAR OLD DRIVERS PARISH 17.20% 16.61% 16.42% 15.82% 15.55% -1.71% LOUISIANA AVERAGE 17.27% 16.53% 16.23% 16.03% -1.25% 16.93% LA FATAL, INJURY AND PROPERTY DAMAGE ONLY (PDO) CRASHES NUMBER OF FATAL CRASHES 0.00% 16 13 9 9 9 NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 5 6 1 2 3 50.00% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 PARISH 55.56% 37.50% 7.69% 22.22% 33.33% 50.00% 34.39% 30.32% 30.17% 29.21% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) 29.14% -0.22% LA NUMBER OF INJURY CRASHES 354 350 324 346 341 -1.45% NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 122 125 134 9 84% 126 NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS PARISH 34.46% 35.71% 38.89% 35.26% 39.30% 11.45% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA) 45.90% 42.50% IΔ 40.95% 43.86% 42.13% -0.86% NUMBER OF PDO CRASHES 519 556 486 500 443 -11.40% FATALITIES AND INJURIES 12 16 11 22.22% NUMBER OF FATALITIES 20 NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS PARISH 61.4 101.7 82.0 46.0 55.9 21.43% LA 32 25 NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS 29 25 23 10.08% NUMBER OF INJURIES 598 610 579 604 602 -0.33% NUMBER OF INJURIES PER 100.000 LICENSED DRIVERS PARISH 3.058 3.102 2.969 3.089 3.059 -0.97% NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS LA 2.664 2.583 2.398 2,424 2.476 2.15% SAFETY BELT/HARNESS USE PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS PARISH 50.00% 70.00% 57.14% 83.33% 66.67% -20.00% 62.56% -16.16% PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) 58.06% 64.62% LA 64.11% 54.18% COST ESTIMATES \$73.85 \$66.87 \$59.56 3.54% TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) \$53.45 \$61.67 ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER \$2,733.10 \$3,755.90 \$3,428.73 \$3,045.91 \$3,133.35 2.87% ALCOHOL-RELATED CRA PARISH COUNT 0 9 6 5 -60.00% ALCOHOL-RELATED FATALITY CRASHES % PARISH 0.00% 56.25% 46.15% 55.56% 22.22% 60.00% % LA 45.73% 45.95% 42.15% 41.90% 40.49% -3.37% PARISH COUNT 35 33 33 31 31 0.00% ALCOHOL-RELATED INJURY CRASHES % PARISH 9.89% 9.43% 10.19% 8.96% 9.09% 1.47% % LA 8.49% 8.62% 8.55% 8.32% 8.15% -2.00% PARISH COUNT N/A 0 0 0 0 ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 0.00% 16.67% 0.00% 0.00% 0.00% N/A 36.88% 39.82% 34.54% 30.98% 25.26% -18.45% % LA PARISH COUNT 4 7 4 7 4 -42.86% ALCOHOL-RELATED IN ILLRY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 3 28% 5 60% 3 17% 5 74% 2.99% -47 97% % I A 4 54% 4 32% 4 70% 4 46% 4 05% -9.06% 15-24 6 4 4 33.33% 5 3 21.88% DWI ARRESTS INVOLVING DRIVERS AGES 15-24 80 133 64 78 ALL 111 9.40% % 15-24 3.60% 3.76% 4.69% 5.13% 7.50% PEDESTRIAN, MOTORCYCLE AND BICYCLE FATALITIE 100.00% PARISH COUNT 1 0 0 0 1 PEDESTRIAN FATALITIES % PARISH 8.33% 0.00% 0.00% 0.00% 9.09% 100.00% 12.02% 13.23% 10.97% 13.74% 16.76% % LA 22.00% PARISH COUNT 0 2 1 0 1 100.00% MOTORCYCLE FATALITIES 0.00% 10.00% 0.00% % PARISH 6.25% 9.09% 100.00% 8.85% 12.62% 10.14% 11.67% 10.80% -7 42% %IA PARISH COUNT -100.00% 2 0 1 1 0 BICYCLE FATALITIES % PARISH 16.67% 0.00% 6.25% 11.11% 0.00% -100.00% % LA 0.98% 1.33% 1.25% 2.36% 3.32% 40.65% TRAINS -83.33% PARISH COUNT 2 3 6 6 1 TRAIN CRASHES % PARISH 0 23% 0 33% 0 73% 0 70% 0 1 3% -82 03% % LA 0.04% 0.03% 0.06% 0.05% 0.04% -16.00% PARISH COUNT 0 0 1 1 0 -100.00% TRAIN FATALITIES % PARISH 0.00% 0.00% 7.69% 11.11% 0.00% -100.00% % LA 1.59% 0.55% 0.93% 1.11% 0.46% -58.59% PARISH COUNT -100.00% 2 2 2 3 0 TRAIN INJURIES % PARISH 0.56% 0.56% 0.62% 0.87% 0.00% -100.00% % LA 0.06% 0.05% 0.09% 0.07% 0.06% -15.28% COMMERCIAL MOTOR VEHICLES (CMV) PARISH COUNT 0 3 2 1 50.00% CMV FATAL CRASHES % PARISH 11.11% 0.00% 23.08% 22.22% 11.11% ·50.00% 14.26% 4.49% % LA 12.56% 10.15% 14.93% 13.65% PARISH COUNT 23 23 16 24 19 20.83% CMV INJURY CRASHES % PARISH 6.50% 6.57% 4.94% 6.94% 5.57% 19.67% % I A 3 83% 3 4 3 % 3 71% 3 72% 3 59% -3 46% PARISH COUNT 30 26 27 27 23 14.81% 5.78% 5.56% 5.40% 5.19% % PARISH 4.68% -3.85% CMV PDO %LA 2.01% 1.72% 1.93% 1.86% 1.85% -0.58%

|  | <u>Jacks(</u>                          |                       |                    |                    |                    |                    |                    |
|--|--|-----------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| PARISH: JACKSON<br>LICENSED DRIVER POPULATION  |  | 2008                  | 2009               | 2010               | 2011               | 2012               | % CHANGE (2011-2   |
| LIENSED DRIVER POPULATION OF AGES 15-24  |  | 11,608<br>1,887       | 11,574<br>1,837    | 11,501<br>1,767    | 11,475<br>1,707    | 11,525<br>1,701    | -0.35%             |
| PERCENT OF 15-24 YEAR OLD DRIVERS  | PARISH                                 | 16.26%                | 15.87%             | 15.36%             | 14.88%             | 14.76%             | -0.78%             |
| LOUISIANA AVERAGE  | LA<br>AND PROPERTY DAMAGE C            | 17.27%                | 16.93%             | 16.53%             | 16.23%             | 16.03%             | -1.25%             |
| NUMBER OF FATAL CRASHES  | AND PROPERTY DAMAGE C                  | 5                     | 3                  | 3                  | 1                  | 2                  | 100.00%            |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24  |  | 1                     | 0                  | 1                  | 1                  | 0                  | -100.00%           |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) | PARISH<br>LA                           | 20.00%                | 0.00%              | 33.33%<br>30.17%   | 100.00%<br>29.21%  | 0.00%              | -100.00%<br>-0.22% |
|  | 54                                     |                       | 1                  | 1                  | 1                  |                    |                    |
| NUMBER OF INJURY CRASHES<br>NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24                                   |  | 69<br>28              | 46<br>17           | 13<br>5            | 51<br>22           | 21<br>4            | -58.82%<br>-81.82% |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS  | PARISH                                 | 40.58%                | 36.96%             | 38.46%             | 43.14%             | 19.05%             | -55.84%            |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)   | LA                                     | 45.90%                | 40.95%             | 43.86%             | 42.50%             | 42.13%             | -0.86%             |
| NUMBER OF PDO CRASHES  |  | 74                    | 56                 | 23                 | 57                 | 25                 | -56.14%            |
|  | FATALITIES AND INJURIE                 |                       |                    |                    |                    |                    | 100.000/           |
| NUMBER OF FATALITIES<br>NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS  | PARISH                                 | 6<br>51.7             | 3<br>25.9          | 3<br>26.1          | 1<br>8.7           | 2<br>17.4          | 100.00%<br>99.13%  |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS  | LA                                     | 32                    | 29                 | 25                 | 23                 | 25                 | 10.08%             |
| NUMBER OF INJURIES   |  | 117                   | 81                 | 23                 | 102                | 34                 | -66.67%            |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS  | PARISH                                 | 1,008                 | 700                | 200                | 889                | 295                | -66.81%            |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS  |  | 2,664                 | 2,583              | 2,398              | 2,424              | 2,476              | 2.15%              |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS  | SAFETY BELT/HARNESS U<br>PARISH        | JSE 66.67%            | 0.00%              | 50.00%             | 0.00%              | 0.00%              | N/A                |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)   | LA                                     | 64.11%                | 62.56%             | 58.06%             | 64.62%             | 54.18%             | -16.16%            |
|  | COST ESTIMATES                         | 644.54                | 40.00              | 45.55              | 60.00              | 45.00              | 12 1001            |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)<br>ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER    |  | \$14.61<br>\$1,258.94 | \$9.99<br>\$862.89 | \$5.55<br>\$482.52 | \$9.08<br>\$791.00 | \$5.22<br>\$452.91 | -42.49%<br>-42.74% |
|  | ALCOHOL-RELATED CRAS                   |                       | 7002.00            | +                  | <i></i>            | + .01.01           |                    |
| ALCOHOL-RELATED FATALITY CRASHES   | PARISH COUNT<br>% PARISH               | 3<br>60.00%           | 0.00%              | 2<br>66.67%        | 0<br>0.00%         | 2<br>100.00%       | 100.00%<br>100.00% |
|  | % LA                                   | 45.73%                | 45.95%             | 42.15%             | 41.90%             | 40.49%             | -3.37%             |
| ALCOHOL-RELATED INJURY CRASHES   | PARISH COUNT                           | 10                    | 5<br>10.87%        | 5                  | 6                  | 6<br>28.57%        | 0.00%              |
| ALCONOL-RELATED INJURY CRASHES   | % PARISH<br>% LA                       | 14.49%<br>8.49%       | 8.62%              | 38.46%<br>8.55%    | 11.76%<br>8.32%    | 8.15%              | 142.86%<br>-2.00%  |
|  | PARISH COUNT                           | 1                     | 0                  | 1                  | 0                  | 0                  | N/A                |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24  | % PARISH<br>% LA                       | 100.00%<br>36.88%     | 0.00%              | 100.00%<br>34.54%  | 0.00%              | 0.00%              | N/A<br>-18.45%     |
|  | PARISH COUNT                           | 2                     | 3                  | 2                  | 2                  | 1                  | -50.00%            |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24  | % PARISH<br>% LA                       | 7.14%                 | 17.65%<br>4.32%    | 40.00%<br>4.70%    | 9.09%<br>4.46%     | 25.00%<br>4.05%    | 175.00%<br>-9.06%  |
|  | 15-24                                  | 3                     | 8                  | 4                  | 7                  | 7                  | 0.00%              |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24   | ALL<br>% 15-24                         | 44<br>6.82%           | 91<br>8.79%        | 60<br>6.67%        | 59<br>11.86%       | 60<br>11.67%       | 1.69%<br>-1.67%    |
| PEDESTRIA  | AN, MOTORCYCLE AND BICY                |                       |                    | 0.0770             | 11.0070            | 11.0770            | 1.0770             |
| PEDESTRIAN FATALITIES  | PARISH COUNT<br>% PARISH               | 1                     | 0                  | 0                  | 0                  | 0                  | N/A<br>N/A         |
|  | % LA                                   | 16.67%<br>12.02%      | 13.23%             | 10.97%             | 13.74%             | 16.76%             | 22.00%             |
|  | PARISH COUNT                           | 0                     | 1                  | 0                  | 0                  | 0                  | N/A                |
| MOTORCYCLE FATALITIES  | % PARISH<br>% LA                       | 0.00%                 | 33.33%<br>12.62%   | 0.00%              | 0.00%              | 0.00%              | N/A<br>-7.42%      |
|  | PARISH COUNT                           | 0                     | 0                  | 0                  | 0                  | 0                  | N/A                |
| BICYCLE FATALITIES   | % PARISH                               | 0.00%                 | 0.00%              | 0.00%              | 0.00%              | 0.00%              | N/A                |
|  | % LA<br>TRAINS                         | 0.98%                 | 1.33%              | 1.25%              | 2.36%              | 3.32%              | 40.65%             |
|  | PARISH COUNT                           | 0                     | 0                  | 0                  | 0                  | 0                  | N/A                |
| TRAIN CRASHES  | % PARISH<br>% LA                       | 0.00%                 | 0.00%              | 0.00%              | 0.00%              | 0.00%              | N/A<br>-16.00%     |
|  | PARISH COUNT                           | 0.04%                 | 0.03%              | 0.06%              | 0.05%              | 0.04%              | N/A                |
| TRAIN FATALITIES   | % PARISH                               | 0.00%                 | 0.00%              | 0.00%              | 0.00%              | 0.00%              | N/A                |
|  | % LA<br>PARISH COUNT                   | 1.59%<br>0            | 0.55%              | 0.93%              | 1.11%              | 0.46%              | -58.59%<br>N/A     |
| TRAIN INJURIES   | % PARISH                               | 0.00%                 | 0.00%              | 0.00%              | 0.00%              | 0.00%              | N/A                |
|  | % LA                                   | 0.06%                 | 0.05%              | 0.09%              | 0.07%              | 0.06%              | -15.28%            |
| CON  | MMERCIAL MOTOR VEHICLI<br>PARISH COUNT | ES (CMV)              | 2                  | 1                  | 1                  | 0                  | -100.00%           |
| CMV FATAL CRASHES  | % PARISH                               | 40.00%                | 66.67%             | 33.33%             | 100.00%            | 0.00%              | -100.00%           |
|  | % LA<br>PARISH COUNT                   | 12.56%<br>7           | 10.15%<br>6        | 14.93%<br>4        | 13.65%<br>5        | 14.26%<br>4        | 4.49%              |
| CMV INJURY CRASHES   | % PARISH                               | 10.14%                | 13.04%             | 30.77%             | 9.80%              | 19.05%             | 94.29%             |
|  | % LA                                   | 3.83%                 | 3.43%              | 3.71%              | 3.72%              | 3.59%              | -3.46%             |
|  | PARISH COUNT<br>% PARISH               | 5                     | 2<br>3.57%         | 1                  | 3                  | 3<br>12.00%        | 0.00%              |
| CMV PDO  | /0 FARIST                              | 6.76%                 | 5.57%              | 4.35%              | 5.26%              | 12.00%             | 128.00%            |

### **JEFFERSON** PARISH: JEFFERSON % CHANGE (2011-2012) 2008 2009 2010 2011 LICENSED DRIVER POPULATION 289,306 287,581 285,342 286,831 287,392 0.20% LIENSED DRIVER POPULATION OF AGES 15-24 45.060 43.657 41.777 40.757 40.155 -1.48% PERCENT OF 15-24 YEAR OLD DRIVERS PARISH 15.58% 15.18% 14.64% 14.21% 13.97% -1.67% LOUISIANA AVERAGE 17.27% 16.53% 16.03% -1.25% 16.93% 16.23% LA FATAL, INJURY AND PROPERTY DAMAGE ONLY (PDO) CRASHES NUMBER OF FATAL CRASHES 50.00% 31 28 14 18 27 NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 5 6 2 9 6 -33 33% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 PARISH 16.13% 21.43% 14.29% 50.00% 22.22% -55.56% 34.39% 30.17% 30.32% 29.21% 29.14% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) -0.22% LA NUMBER OF INJURY CRASHES 4026 3618 3575 3856 3975 3.09% NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 1689 1418 1482 4 51% 1294 1403 NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS PARISH 41.95% 35.77% 39.24% 36.77% 37.28% 1.38% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA) 45.90% -0.86% IΔ 40.95% 43.86% 42.50% 42.13% NUMBER OF PDO CRASHES 11837 13661 13001 12276 12274 -0.02% FATALITIES AND INJURIES 16 NUMBER OF FATALITIES 31 29 18 28 55.56% NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS PARISH 10.7 10.1 5.6 6.3 9.7 55.25% 32 23 NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS LA 29 25 25 10.08% NUMBER OF INJURIES 5,923 5,385 5,509 5,906 6,138 3.93% NUMBER OF INJURIES PER 100.000 LICENSED DRIVERS PARISH 2.047 1.873 1.931 2.059 2.136 3.73% NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS LA 2.664 2.583 2.398 2.424 2.476 2.15% SAFETY BELT/HARNESS USE PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS 75.00% 66.67% 66.67% 66.67% 71.43% 7 14% PARISH 62.56% PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) 58.06% -16.16% LA 64.11% 64.62% 54.18% COST ESTIMATES \$493.97 \$540.36 \$535.75 \$562.54 \$596.16 TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) 5.98% ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER \$1,707.43 \$1,878.99 \$1,877.57 \$1,961.21 \$2,074.38 5.77% ALCOHOL-RELATED CRA PARISH COUNT 21 11 7 12 13 8.33% ALCOHOL-RELATED FATALITY CRASHES % PARISH 67.74% 39.29% 50.00% 66.67% 48.15% 27.78% % LA 45.73% 45.95% 42.15% 41.90% 40.49% -3.37% PARISH COUNT 232 236 244 270 243 -10.00% ALCOHOL-RELATED INJURY CRASHES % PARISH 5.76% 6.52% 6.83% 7.00% 6.11% -12.69% % LA 8.49% 8.62% 8.55% 8.32% 8.15% -2.00% PARISH COUNT 100.00% 0 ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 40.00% 16.67% 50.00% 55.56% 0.00% -100.00% 36.88% 39.82% 34.54% 30.98% 25.26% % LA -18.45% PARISH COUNT 40 34 46 46 46 0.00% ALCOHOL-RELATED IN ILLRY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 2 37% 2 63% 3 28% 3 24% 3 10% -4 32% % I A 4 54% 4 32% 4 70% 4 46% 4 05% -9.06% 15-24 55 55 76 80 55 -31.25% DWI ARRESTS INVOLVING DRIVERS AGES 15-24 1228 1558 1737 -16.44% ALL 1873 1565 % 15-24 4 48% 3.53% 4.38% -17.72% 4.27% 3.51% PEDESTRIAN, MOTORCYCLE AND BICYCLE FATALITII 1300.00% PARISH COUNT 10 11 14 3 1 PEDESTRIAN FATALITIES % PARISH 32.26% 37.93% 18.75% 5.56% 50.00% 800.00% 12.02% 13.23% 13.74% % LA 10.97% 16.76% 22.00% PARISH COUNT 6 5 1 4 3 -25.00% MOTORCYCLE FATALITIES 19.35% 22.22% 10.71% % PARISH 17.24% 6.25% -51.79% 8.85% 12.62% 10.14% 11.67% 10.80% -7 42% %IA PARISH COUNT 0.00% 0 0 0 1 1 BICYCLE FATALITIES 0.00% % PARISH 0.00% 0.00% 5.56% 3.57% -35.71% % LA 0.98% 1.33% 1.25% 2.36% 3.32% 40.65% TRAINS -14.29% PARISH COUNT 4 4 4 7 6 TRAIN CRASHES % PARISH 0.02% 0.02% 0.03% 0.04% 0.04% -14 95% % LA 0.04% 0.03% 0.06% 0.05% 0.04% -16.00% PARISH COUNT 1 0 0 1 0 -100.00% TRAIN FATALITIES % PARISH 3.23% 0.00% 0.00% 5.56% 0.00% 100.00% % LA 1.59% 0.55% 0.93% 1.11% 0.46% -58.59% PARISH COUNT 0.00% 0 0 1 1 1 TRAIN INJURIES % PARISH 0.00% 0.00% 0.03% 0.03% 0.03% -2 99% % LA 0.06% 0.05% 0.09% 0.07% 0.06% -15.28% COMMERCIAL MOTOR VEHICLES (CMV) PARISH COUNT 1 0 3 100.00% 2 CMV FATAL CRASHES % PARISH 6.45% 3.57% 7.14% 0.00% 11.11% 100.00% 12.56% 10.15% 14.93% 14.26% % LA 13.65% 4.49% PARISH COUNT 108 81 88 81 87 7.41% CMV INJURY CRASHES % PARISH 2.68% 2.24% 2.46% 2.10% 2.19% 4.19% 3 83% % I A 3 4 3 % 3 71% 3 72% 3 59% -3 46% PARISH COUNT 158 115 103 117 122 4.27% 1.16% 0.95% % PARISH 0.88% 0.87% 0.99% 4.29% CMV PDO

%LA

2.01%

1.72%

1.93%

1.86%

1.85%

-0.58%

## **JEFFERSON DAVIS**

| PARISH: JEFFERSON DAVIS   |                                    | 2008             | 2009             | 2010             | 2011             | 2012             | % CHANGE (2011-2    |
|---|------------------------------------|------------------|------------------|------------------|------------------|------------------|---------------------|
| LICENSED DRIVER POPULATION  |                                    | 20,996           | 20,973           | 20,781           | 20,709           | 20,801           | 0.44%               |
| LIENSED DRIVER POPULATION OF AGES 15-24   | DADICU                             | 3,916            | 3,820            | 3,766            | 3,702<br>17.88%  | 3,658            | -1.19%              |
| PERCENT OF 15-24 YEAR OLD DRIVERS   | PARISH                             | 18.65%<br>17.27% | 18.21%<br>16.93% | 18.12%<br>16.53% | 16.23%           | 17.59%<br>16.03% | -1.85%              |
|   | AND PROPERTY DAMAGE C              |                  |                  | 10.55%           | 10.2370          | 10.0578          | -1.2576             |
| NUMBER OF FATAL CRASHES   |                                    | 15               | 5                | 9                | 6                | 6                | 0.00%               |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24   |                                    | 4                | 0                | 2                | 2                | 2                | 0.00%               |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24  | PARISH                             | 26.67%           | 0.00%            | 22.22%           | 33.33%           | 33.33%           | 0.00%               |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)   | LA                                 | 34.39%           | 30.32%           | 30.17%           | 29.21%           | 29.14%           | -0.22%              |
|   |                                    | 250              | 226              | 200              | 201              | 200              | 4.00%               |
|   |                                    | 359              | 326<br>140       | 286<br>106       | 301<br>108       | 298<br>123       | -1.00%              |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24<br>NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS       | PARISH                             | 173<br>48.19%    | 42.94%           | 37.06%           | 35.88%           | 41.28%           | 13.89%<br>15.04%    |
| NUMBER OF INJURY CRASHES INVOLVING 13-24 YEAR OLD DRIVERS<br>NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA) | LA                                 | 45.90%           | 40.95%           | 43.86%           | 42.50%           | 41.28%           | -0.86%              |
|   | ĽA                                 | 43.5078          | 40.5576          | 43.80%           | 42.5078          | 42.13/0          | -0.80%              |
| NUMBER OF PDO CRASHES   |                                    | 568              | 540              | 487              | 528              | 536              | 1.52%               |
|   | FATALITIES AND INJURI              |                  |                  |                  |                  |                  |                     |
| NUMBER OF FATALITIES  |                                    | 18               | 5                | 11               | 6                | 7                | 16.67%              |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | PARISH                             | 85.7             | 23.8             | 52.9             | 29.0             | 33.7             | 16.15%              |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | LA                                 | 32               | 29               | 25               | 23               | 25               | 10.08%              |
| NUMBER OF INJURIES  |                                    | 665              | 575              | 529              | 503              | 486              | -3.38%              |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | PARISH                             | 3,167            | 2,742            | 2,546            | 2,429            | 2,336            | -3.81%              |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | LA                                 | 2,664            | 2,583            | 2,398            | 2,424            | 2,476            | 2.15%               |
|   | SAFETY BELT/HARNESS L              | SE               |                  |                  |                  |                  |                     |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS   | PARISH                             | 57.14%           | 50.00%           | 66.67%           | 100.00%          | 25.00%           | -75.00%             |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)  | LA                                 | 64.11%           | 62.56%           | 58.06%           | 64.62%           | 54.18%           | -16.16%             |
|   | COST ESTIMATES                     |                  |                  |                  |                  |                  |                     |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)   |                                    | \$64.82          | \$52.63          | \$56.21          | \$48.60          | \$49.02          | 0.87%               |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER  |                                    | \$3,087.22       | \$2,509.60       | \$2,704.80       | \$2,346.60       | \$2,356.56       | 0.42%               |
|   | ALCOHOL-RELATED CRAS               | TES 7            | 2                | 3                | 2                | 3                | 50.00%              |
| ALCOHOL-RELATED FATALITY CRASHES  | % PARISH                           | 46.67%           | 40.00%           | 33.33%           | 33.33%           | 50.00%           | 50.00%              |
|   | % LA                               | 45.73%           | 45.95%           | 42.15%           | 41.90%           | 40.49%           | -3.37%              |
|   | PARISH COUNT                       | 50               | 34               | 25               | 45               | 37               | -17.78%             |
| ALCOHOL-RELATED INJURY CRASHES  | % PARISH                           | 13.93%           | 10.43%           | 8.74%            | 14.95%           | 12.42%           | -16.95%             |
|   | % LA                               | 8.49%            | 8.62%            | 8.55%            | 8.32%            | 8.15%            | -2.00%              |
|   | PARISH COUNT                       | 1                | 0                | 0                | 1                | 0                | -100.00%            |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH<br>% LA                   | 25.00%<br>36.88% | 0.00%            | 0.00%<br>34.54%  | 50.00%<br>30.98% | 0.00%            | -100.00%<br>-18.45% |
|   | PARISH COUNT                       | 19               | 7                | 5                | 8                | 7                | -12.50%             |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH                           | 10.98%           | 5.00%            | 4.72%            | 7.41%            | 5.69%            | -23.17%             |
|   | % LA                               | 4.54%            | 4.32%            | 4.70%            | 4.46%            | 4.05%            | -9.06%              |
|   | 15-24                              | 10               | 22               | 16               | 19               | 19               | 0.00%               |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24  | ALL<br>N/ 15-24                    | 122              | 213              | 148              | 173              | 199              | 15.03%              |
| PEDESTRIA   | % 15-24<br>AN, MOTORCYCLE AND BICY | 8.20%            | 10.33%           | 10.81%           | 10.98%           | 9.55%            | -13.07%             |
|   | PARISH COUNT                       | 5                | 1                | 0                | 0                | 0                | N/A                 |
| PEDESTRIAN FATALITIES   | % PARISH                           | 27.78%           | 20.00%           | 0.00%            | 0.00%            | 0.00%            | N/A                 |
|   | % LA                               | 12.02%           | 13.23%           | 10.97%           | 13.74%           | 16.76%           | 22.00%              |
|   | PARISH COUNT                       | 1                | 0                | 1                | 0                | 0                | N/A                 |
| MOTORCYCLE FATALITIES   | % PARISH                           | 5.56%            | 0.00%            | 9.09%            | 0.00%            | 0.00%            | N/A                 |
|   | % LA                               | 8.85%            | 12.62%           | 10.14%           | 11.67%           | 10.80%           | -7.42%              |
|   | PARISH COUNT                       | 0                | 0                | 0                | 0                | 0                | N/A                 |
| BICYCLE FATALITIES  | % PARISH<br>% LA                   | 0.00%            | 0.00%            | 0.00%            | 0.00%            | 0.00%            | N/A<br>40.65%       |
|   | TRAINS                             | 0.5878           | 1.5570           | 1.2370           | 2.30%            | 5.5270           | 40.03%              |
|   | PARISH COUNT                       | 0                | 0                | 1                | 1                | 0                | -100.00%            |
| TRAIN CRASHES   | % PARISH                           | 0.00%            | 0.00%            | 0.13%            | 0.12%            | 0.00%            | -100.00%            |
|   | % LA                               | 0.04%            | 0.03%            | 0.06%            | 0.05%            | 0.04%            | -16.00%             |
|   | PARISH COUNT                       | 0                | 0                | 0                | 1                | 0                | -100.00%            |
| TRAIN FATALITIES  | % PARISH                           | 0.00%            | 0.00%            | 0.00%            | 16.67%           | 0.00%            | -100.00%            |
|   | % LA                               | 1.59%            | 0.55%            | 0.93%            | 1.11%            | 0.46%            | -58.59%             |
|   | PARISH COUNT                       | 0                | 0                | 0                | 0                | 0                | N/A                 |
| TRAIN INJURIES  | % PARISH                           | 0.00%            | 0.00%            | 0.00%            | 0.00%            | 0.00%            | N/A                 |
|   | % LA<br>MMERCIAL MOTOR VEHICLI     | 0.06%            | 0.05%            | 0.09%            | 0.07%            | 0.06%            | -15.28%             |
|   | PARISH COUNT                       |                  | 0                | 1                | 0                | 3                | N/A                 |
| CMV FATAL CRASHES   | % PARISH                           | 0.00%            | 0.00%            | 11.11%           | 0.00%            | 50.00%           | N/A                 |
|   | % LA                               | 12.56%           | 10.15%           | 14.93%           | 13.65%           | 14.26%           | 4.49%               |
|   | PARISH COUNT                       | 25               | 19               | 11               | 17               | 24               | 41.18%              |
| CMV INJURY CRASHES  | % PARISH                           | 6.96%            | 5.83%            | 3.85%            | 5.65%            | 8.05%            | 42.60%              |
|   | % LA                               | 3.83%            | 3.43%            | 3.71%            | 3.72%            | 3.59%            | -3.46%              |
|   |                                    | 20               | 32               | 22               | 26               | 30               | 15.38%              |
|   | PARISH COUNT                       | 29               | 52               |                  |                  |                  |                     |
| СМУ РДО   | PARISH COUNT<br>% PARISH           | 5.11%            | 5.93%            | 4.52%            | 4.92%            | 5.60%            | 13.66%              |

### LAFAYETTE

|  |                          | 2008             | 2009             | 2010             | 2011             | 2012             | % CHANGE (2011 |
|--|--------------------------|------------------|------------------|------------------|------------------|------------------|----------------|
|  |                          | 144,349          | 146,481          | 148,163          | 150,895          | 153,961          | 2.03%          |
| LIENSED DRIVER POPULATION OF AGES 15-24                          |                          | 26,055           | 25,880           | 25,554           | 25,590           | 25,751           | 0.63%          |
| PERCENT OF 15-24 YEAR OLD DRIVERS                                | PARISH                   | 18.05%           | 17.67%           | 17.25%           | 16.96%           | 16.73%           | -1.37%         |
| LOUISIANA AVERAGE  |                          | 17.27%           | 16.93%           | 16.53%           | 16.23%           | 16.03%           | -1.25%         |
| FATAL, INJURY A  | AND PROPERTY DAMAGE C    | 34               |                  | 26               | 22               | 27               | 22.73%         |
|  | -                        |                  | 26               |                  |                  |                  |                |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24          | 545101                   | 16               | 8                | 11               | 9                | 8                | -11.11%        |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24         | PARISH                   | 47.06%<br>34.39% | 30.77%<br>30.32% | 42.31%<br>30.17% | 40.91%<br>29.21% | 29.63%<br>29.14% | -27.57%        |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)    | LA                       | 34.35%           | 30.3270          | 30.17%           | 29.21/0          | 29.14/0          | -0.22/8        |
| NUMBER OF INJURY CRASHES   |                          | 2820             | 2758             | 2545             | 2739             | 2897             | 5.77%          |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24         |                          | 1493             | 1297             | 1308             | 1382             | 1518             | 9.84%          |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS        | PARISH                   | 52.94%           | 47.03%           | 51.39%           | 50.46%           | 52.40%           | 3.85%          |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)   | LA                       | 45.90%           | 40.95%           | 43.86%           | 42.50%           | 42.13%           | -0.86%         |
|  |                          | 1515070          | 10.5570          | 1516676          | 12.5070          | 12.12570         | 0.0070         |
| NUMBER OF PDO CRASHES  |                          | 8519             | 8134             | 7360             | 7438             | 7973             | 7.19%          |
|  | FATALITIES AND INJURIE   | S                |                  |                  |                  |                  |                |
| NUMBER OF FATALITIES   |                          | 39               | 30               | 26               | 25               | 29               | 16.00%         |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                | PARISH                   | 27.0             | 20.5             | 17.5             | 16.6             | 18.8             | 13.69%         |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                | LA                       | 32               | 29               | 25               | 23               | 25               | 10.08%         |
|  |                          |                  |                  |                  |                  |                  |                |
| NUMBER OF INJURIES   |                          | 4,471            | 4,415            | 4,126            | 4,318            | 4,663            | 7.99%          |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                  | PARISH                   | 3,097            | 3,014            | 2,785            | 2,862            | 3,029            | 5.84%          |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                  | LA                       | 2,664            | 2,583            | 2,398            | 2,424            | 2,476            | 2.15%          |
|  | SAFETY BELT/HARNESS U    |                  |                  |                  |                  |                  |                |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS      | PARISH                   | 72.73%           | 40.00%           | 40.00%           | 63.64%           | 44.44%           | -30.16%        |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) | LA                       | 64.11%           | 62.56%           | 58.06%           | 64.62%           | 54.18%           | -16.16%        |
|  | COST ESTIMATES           |                  |                  |                  |                  |                  |                |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)        |                          | \$384.21         | \$435.75         | \$406.51         | \$416.70         | \$454.97         | 9.19%          |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER           |                          | \$2,661.67       | \$2,974.81       | \$2,743.69       | \$2,761.49       | \$2,955.10       | 7.01%          |
|  | ALCOHOL-RELATED CRASH    | HES              |                  |                  |                  |                  |                |
|  | PARISH COUNT             | 19               | 20               | 10               | 10               | 15               | 50.00%         |
| ALCOHOL-RELATED FATALITY CRASHES                                 | % PARISH                 | 55.88%           | 76.92%           | 38.46%           | 45.45%           | 55.56%           | 22.22%         |
|  | % LA                     | 45.73%           | 45.95%           | 42.15%           | 41.90%           | 40.49%           | -3.37%         |
|  | PARISH COUNT             | 231              | 225              | 205              | 193              | 232              | 20.21%         |
| ALCOHOL-RELATED INJURY CRASHES                                   | % PARISH                 | 8.19%            | 8.16%            | 8.06%            | 7.05%            | 8.01%            | 13.65%         |
|  | % LA                     | 8.49%            | 8.62%            | 8.55%            | 8.32%            | 8.15%            | -2.00%         |
|  | PARISH COUNT             | 5                | 5                | 0                | 4                | 4                | 0.00%          |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24    | % PARISH                 | 31.25%           | 62.50%           | 0.00%            | 44.44%           | 50.00%           | 12.50%         |
|  | % LA                     | 36.88%           | 39.82%           | 34.54%           | 30.98%           | 25.26%           | -18.45%        |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24      | PARISH COUNT<br>% PARISH | 58<br>3.88%      | 51<br>3.93%      | 51               | 65<br>4.70%      | 63<br>4.15%      | -3.08%         |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24      | % LA                     | 4.54%            | 4.32%            | 3.90%<br>4.70%   | 4.46%            | 4.15%            | -11.76%        |
|  | 15-24                    | 93               | 160              | 160              | 174              | 118              | -32.18%        |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24                         | ALL                      | 609              | 1075             | 1139             | 1242             | 1088             | -12.40%        |
|  | % 15-24                  | 15.27%           | 14.88%           | 14.05%           | 14.01%           | 10.85%           | -22.58%        |
| PEDESTRIA  | N, MOTORCYCLE AND BICY   | CLE FATALIT      |                  |                  |                  |                  |                |
|  | PARISH COUNT             | 7                | 7                | 4                | 5                | 4                | -20.00%        |
| PEDESTRIAN FATALITIES  | % PARISH                 | 17.95%           | 23.33%           | 15.38%           | 20.00%           | 13.79%           | -31.03%        |
|  | % LA                     | 12.02%           | 13.23%           | 10.97%           | 13.74%           | 16.76%           | 22.00%         |
|  | PARISH COUNT             | 8                | 5                | 4                | 0                | 4                | 100.00%        |
| MOTORCYCLE FATALITIES  | % PARISH                 | 20.51%           | 16.67%           | 15.38%           | 0.00%            | 13.79%           | 100.00%        |
|  | % LA                     | 8.85%            | 12.62%           | 10.14%           | 11.67%           | 10.80%           | -7.42%         |
|  | PARISH COUNT             | 0                | 2                | 1                | 2                | 0                | -100.00%       |
| BICYCLE FATALITIES   | % PARISH                 | 0.00%            | 6.67%            | 3.85%            | 8.00%            | 0.00%            | -100.00%       |
|  | % LA                     | 0.98%            | 1.33%            | 1.25%            | 2.36%            | 3.32%            | 40.65%         |
|  | TRAINS                   |                  |                  |                  |                  |                  |                |
|  | PARISH COUNT             | 3                | 1                | 0                | 1                | 2                | 100.00%        |
| TRAIN CRASHES  | % PARISH                 | 0.03%            | 0.01%            | 0.00%            | 0.01%            | 0.02%            | 87.19%         |
|  | % LA                     | 0.04%            | 0.03%            | 0.06%            | 0.05%            | 0.04%            | -16.00%        |
|  | PARISH COUNT             | 1                | 0                | 0                | 0                | 0                | N/A            |
| TRAIN FATALITIES   | % PARISH                 | 2.94%            | 0.00%            | 0.00%            | 0.00%            | 0.00%            | N/A            |
|  | % LA                     | 1.59%            | 0.55%            | 0.93%            | 1.11%            | 0.46%            | -58.59%        |
|  | PARISH COUNT             | 0                | 0                | 0                | 0                | 0                | N/A            |
| TRAIN INJURIES   | % PARISH                 | 0.00%            | 0.00%            | 0.00%            | 0.00%            | 0.00%            | N/A            |
|  | % LA                     | 0.06%            | 0.05%            | 0.09%            | 0.07%            | 0.06%            | -15.28%        |
| COM  | IMERCIAL MOTOR VEHICLE   | S (CMV)          |                  |                  |                  |                  |                |
|  | PARISH COUNT             | 3                | 1                | 2                | 3                | 2                | -33.33%        |
| CMV FATAL CRASHES  | % PARISH                 | 8.82%            | 3.85%            | 7.69%            | 13.64%           | 7.41%            | -45.68%        |
|  | % LA                     | 12.56%           | 10.15%           | 14.93%           | 13.65%           | 14.26%           | 4.49%          |
|  | PARISH COUNT             | 112              | 82               | 83               | 94               | 99               | 5.32%          |
| CMV INJURY CRASHES   | % PARISH                 | 3.97%            | 2.97%            | 3.26%            | 3.43%            | 3.42%            | -0.42%         |
|  | % LA                     | 3.83%            | 3.43%            | 3.71%            | 3.72%            | 3.59%            | -3.46%         |
|  | PARISH COUNT             | 135              | 110              | 99               | 110              | 101              | -8.18%         |
|  |                          |                  |                  |                  |                  |                  | 5.1075         |
| CMV PDO  | % PARISH                 | 1.58%            | 1.35%            | 1.35%            | 1.48%            | 1.27%            | -14.34%        |

## LAFOURCHE

| PARISH: LAFOURCHE   |                                | 2008             | 2009             | 2010             | 2011             | 2012             | % CHANGE (2011     |
|---|--------------------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
|   |                                | 61,097           | 61,155           | 61,260           | 61,553           | 61,967           | 0.67%              |
| LIENSED DRIVER POPULATION OF AGES 15-24   |                                | 10,244           | 10,091           | 9,987            | 9,866            | 9,789            | -0.78%             |
| PERCENT OF 15-24 YEAR OLD DRIVERS   | PARISH                         | 16.77%           | 16.50%<br>16.93% | 16.30%           | 16.03%           | 15.80%           | -1.44%             |
|   | LA<br>AND PROPERTY DAMAGE C    | 17.27%           |                  | 16.53%           | 16.23%           | 16.03%           | -1.25%             |
| NUMBER OF FATAL CRASHES   |                                | 29               | 17               | 18               | 16               | 18               | 12.50%             |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24   |                                | 8                | 3                | 10               | 1                | 7                | 600.00%            |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24  | PARISH                         | 27.59%           | 17.65%           | 55.56%           | 6.25%            | 38.89%           | 522.22%            |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)   | LA                             | 34.39%           | 30.32%           | 30.17%           | 29.21%           | 29.14%           | -0.22%             |
|   |                                | I                |                  |                  |                  |                  |                    |
| NUMBER OF INJURY CRASHES  | _                              | 924              | 836              | 751              | 738              | 776              | 5.15%              |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24<br>NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS | DADICU                         | 432              | 343              | 371              | 317              | 363              | 14.51%             |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS   | PARISH                         | 46.75%<br>45.90% | 41.03%<br>40.95% | 49.40%<br>43.86% | 42.95%<br>42.50% | 46.78%<br>42.13% | 8.90%              |
| NOWBER OF INJORT CRASHES INVOLVING 13-24 TEAR OLD DRIVERS (LA)  |                                | 43.90%           | 40.93%           | 43.00%           | 42.30%           | 42.13/0          | -0.80%             |
| NUMBER OF PDO CRASHES   |                                | 2131             | 1967             | 1861             | 1711             | 1808             | 5.67%              |
|   | FATALITIES AND INJURIE         |                  |                  |                  |                  |                  |                    |
| NUMBER OF FATALITIES  | DADICU                         | 33               | 17               | 20               | 16               | 19               | 18.75%             |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | PARISH                         | 54.0             | 27.8             | 32.6             | 26.0             | 30.7             | 17.96%             |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | LA                             | 32               | 29               | 25               | 23               | 25               | 10.08%             |
| NUMBER OF INJURIES  |                                | 1,525            | 1,363            | 1,249            | 1,210            | 1,235            | 2.07%              |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | PARISH                         | 2,496            | 2,229            | 2,039            | 1,966            | 1,993            | 1.38%              |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | LA                             | 2,664            | 2,583            | 2,398            | 2,424            | 2,476            | 2.15%              |
|   | SAFETY BELT/HARNESS U          | SE               |                  |                  |                  |                  |                    |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS   | PARISH                         | 40.91%           | 53.85%           | 27.27%           | 12.50%           | 25.00%           | 100.00%            |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)  | LA                             | 64.11%           | 62.56%           | 58.06%           | 64.62%           | 54.18%           | -16.16%            |
|   | COST ESTIMATES                 | 4                | 4.000.00         | 4.00.07          | 4.44 - 4         | 4.44             |                    |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)   |                                | \$145.63         | \$137.03         | \$132.35         | \$122.76         | \$130.79         | 6.54%              |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER  | ALCOHOL-RELATED CRASH          | \$2,383.65       | \$2,240.68       | \$2,160.40       | \$1,994.40       | \$2,110.56       | 5.82%              |
|   | PARISH COUNT                   | 15               | 10               | 6                | 7                | 6                | -14.29%            |
| ALCOHOL-RELATED FATALITY CRASHES  | % PARISH                       | 51.72%           | 58.82%           | 33.33%           | 43.75%           | 33.33%           | -23.81%            |
|   | % LA                           | 45.73%           | 45.95%           | 42.15%           | 41.90%           | 40.49%           | -3.37%             |
|   | PARISH COUNT                   | 114              | 138              | 104              | 111              | 92               | -17.12%            |
| ALCOHOL-RELATED INJURY CRASHES  | % PARISH                       | 12.34%           | 16.51%           | 13.85%           | 15.04%           | 11.86%           | -21.18%            |
|   | % LA                           | 8.49%            | 8.62%            | 8.55%            | 8.32%            | 8.15%            | -2.00%             |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24   | PARISH COUNT<br>% PARISH       | 1<br>12.50%      | 3<br>100.00%     | 2<br>20.00%      | 0                | 1<br>14.29%      | 100.00%<br>100.00% |
|   | % LA                           | 36.88%           | 39.82%           | 34.54%           | 30.98%           | 25.26%           | -18.45%            |
|   | PARISH COUNT                   | 30               | 26               | 31               | 26               | 25               | -3.85%             |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH                       | 6.94%            | 7.58%            | 8.36%            | 8.20%            | 6.89%            | -16.03%            |
|   | % LA                           | 4.54%            | 4.32%            | 4.70%            | 4.46%            | 4.05%            | -9.06%             |
|   | 15-24                          | 54               | 92               | 100              | 42               | 62               | 47.62%             |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24  | ALL<br>% 15-24                 | 531<br>10.17%    | 910<br>10.11%    | 870<br>11.49%    | 689<br>6.10%     | 817<br>7.59%     | 18.58%<br>24.49%   |
| PEDESTRIA   | AN, MOTORCYCLE AND BICY        |                  |                  | 11.4570          | 0.1070           | 7.5570           | 24.4570            |
|   | PARISH COUNT                   | 2                | 3                | 0                | 1                | 1                | 0.00%              |
| PEDESTRIAN FATALITIES   | % PARISH                       | 6.06%            | 17.65%           | 0.00%            | 6.25%            | 5.26%            | -15.79%            |
|   | % LA                           | 12.02%           | 13.23%           | 10.97%           | 13.74%           | 16.76%           | 22.00%             |
|   | PARISH COUNT                   | 0                | 0                | 0                | 3                | 3                | 0.00%              |
| MOTORCYCLE FATALITIES   | % PARISH                       | 0.00%            | 0.00%            | 0.00%            | 18.75%           | 15.79%           | -15.79%            |
|   | % LA                           | 8.85%            | 12.62%           | 10.14%           | 11.67%           | 10.80%           | -7.42%             |
| BICYCLE FATALITIES  | PARISH COUNT<br>% PARISH       | 1<br>3.03%       | 1<br>5.88%       | 0                | 1<br>6.25%       | 2<br>10.53%      | 100.00%<br>68.42%  |
|   | % PARISH                       | 0.98%            | 1.33%            | 1.25%            | 2.36%            | 3.32%            | 40.65%             |
|   | TRAINS                         | 0.5070           | 1.55%            | 1.2570           | 2.30%            | 5.5270           | 40.05%             |
|   | PARISH COUNT                   | 0                | 0                | 0                | 0                | 0                | N/A                |
| TRAIN CRASHES   | % PARISH                       | 0.00%            | 0.00%            | 0.00%            | 0.00%            | 0.00%            | N/A                |
|   | % LA                           | 0.04%            | 0.03%            | 0.06%            | 0.05%            | 0.04%            | -16.00%            |
|   | PARISH COUNT                   | 0                | 0                | 0                | 0                | 0                | N/A                |
| TRAIN FATALITIES  | % PARISH                       | 0.00%            | 0.00%            | 0.00%            | 0.00%            | 0.00%            | N/A                |
|   | % LA                           | 1.59%            | 0.55%            | 0.93%            | 1.11%            | 0.46%            | -58.59%            |
|   | PARISH COUNT                   | 0                | 0                | 0                | 0                | 0                | N/A                |
| TRAIN INJURIES  | % PARISH                       | 0.00%            | 0.00%            | 0.00%            | 0.00%            | 0.00%            | N/A                |
|   | % LA<br>MMERCIAL MOTOR VEHICLE | 0.06%            | 0.05%            | 0.09%            | 0.07%            | 0.06%            | -15.28%            |
|   | PARISH COUNT                   | 8 (CMV)          | 4                | 3                | 3                | 3                | 0.00%              |
| CMV FATAL CRASHES   | % PARISH                       | 8<br>27.59%      | 4<br>23.53%      | 3<br>16.67%      | 3<br>18.75%      | 3<br>16.67%      | -11.11%            |
|   | % LA                           | 12.56%           | 10.15%           | 14.93%           | 13.65%           | 14.26%           | 4.49%              |
|   | PARISH COUNT                   | 60               | 43               | 35               | 39               | 57               | 46.15%             |
| CMV INJURY CRASHES  | % PARISH                       | 6.49%            | 5.14%            | 4.66%            | 5.28%            | 7.35%            | 39.00%             |
| CIVITY INJURT CRASHES   |                                | 1                | 2.420/           | 3.71%            | 3.72%            | 3.59%            | -3.46%             |
|   | % LA                           | 3.83%            | 3.43%            | 5.71/0           | 5.7270           | 5.5570           | 511070             |
|   | % LA<br>PARISH COUNT           | 3.83%<br>67      | 3.43%<br>46      | 45               | 45               | 62               | 37.78%             |
| CMV PDO   |                                |                  |                  |                  |                  |                  |                    |

|   | <u>LaSali</u>            |                   |                  |                  |                  | 2012              |                            |
|---|--------------------------|-------------------|------------------|------------------|------------------|-------------------|----------------------------|
| PARISH: LASALLE<br>LICENSED DRIVER POPULATION   |                          | 2008<br>9,599     | 2009<br>9,639    | 2010<br>9,679    | 2011<br>9,709    | 2012<br>9,689     | % CHANGE (2011-2<br>-0.21% |
| LIENSED DRIVER POPULATION OF AGES 15-24   |                          | 1,649             | 1,617            | 1,576            | 1,529            | 1,502             | -1.77%                     |
| PERCENT OF 15-24 YEAR OLD DRIVERS   | PARISH                   | 17.18%            | 16.78%           | 16.28%           | 15.75%           | 15.50%            | -1.56%                     |
| LOUISIANA AVERAGE   |                          | 17.27%            | 16.93%           | 16.53%           | 16.23%           | 16.03%            | -1.25%                     |
| NUMBER OF FATAL CRASHES   | AND PROPERTY DAMAGE O    | 2 2               | 5                | 5                | 4                | 4                 | 0.00%                      |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24   |                          | 1                 | 3                | 2                | 2                | 2                 | 0.00%                      |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24  | PARISH                   | 50.00%            | 60.00%           | 40.00%           | 50.00%           | 50.00%            | 0.00%                      |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)   | LA                       | 34.39%            | 30.32%           | 30.17%           | 29.21%           | 29.14%            | -0.22%                     |
| NUMBER OF INJURY CRASHES  |                          | 88                | 67               | 99               | 77               | 82                | 6.49%                      |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24  |                          | 42                | 36               | 40               | 29               | 50                | 72.41%                     |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS   | PARISH                   | 47.73%<br>45.90%  | 53.73%<br>40.95% | 40.40%           | 37.66%<br>42.50% | 60.98%            | 61.90%                     |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)  | LA                       | 45.90%            | 40.95%           | 43.86%           | 42.50%           | 42.13%            | -0.86%                     |
| NUMBER OF PDO CRASHES   |                          | 89                | 123              | 100              | 95               | 91                | -4.21%                     |
| NUMBER OF FATALITIES  | FATALITIES AND INJURIE   | 2                 | 6                | 5                | 4                | 4                 | 0.00%                      |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | PARISH                   | 20.8              | 62.2             | 51.7             | 41.2             | 41.3              | 0.21%                      |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | LA                       | 32                | 29               | 25               | 23               | 25                | 10.08%                     |
| NUMBER OF INJURIES  |                          | 136               | 115              | 160              | 130              | 135               | 3.85%                      |
| NUMBER OF INJURIES<br>NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | PARISH                   | 1,417             | 1,193            | 1,653            | 1,339            | 1,393             | 4.06%                      |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | LA                       | 2,664             | 2,583            | 2,398            | 2,424            | 2,476             | 2.15%                      |
|   | SAFETY BELT/HARNESS U    |                   |                  |                  |                  |                   |                            |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS<br>PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) | PARISH                   | 100.00%<br>64.11% | 50.00%<br>62.56% | 66.67%<br>58.06% | 75.00%           | 100.00%<br>54.18% | 33.33%<br>-16.16%          |
| PERCENT OF DRIVERS KILLED NOT WEAKING A SAFETT BELT/HARNESS (LA)  | COST ESTIMATES           | 04.11%            | 02.30%           | 58.00%           | 64.62%           | 54.18%            | -10.10%                    |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)   |                          | \$10.94           | \$16.67          | \$18.70          | \$15.29          | \$15.74           | 2.95%                      |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER  |                          | \$1,139.94        | \$1,729.94       | \$1,931.89       | \$1,574.88       | \$1,624.60        | 3.16%                      |
|   | ALCOHOL-RELATED CRASH    |                   | 1                | 2                | 2                | 2                 | F0.00%                     |
| ALCOHOL-RELATED FATALITY CRASHES  | PARISH COUNT<br>% PARISH | 1<br>50.00%       | 1<br>20.00%      | 2<br>40.00%      | 2<br>50.00%      | 3<br>75.00%       | 50.00%<br>50.00%           |
|   | % LA                     | 45.73%            | 45.95%           | 42.15%           | 41.90%           | 40.49%            | -3.37%                     |
|   | PARISH COUNT             | 11                | 6                | 15               | 16               | 12                | -25.00%                    |
| ALCOHOL-RELATED INJURY CRASHES  | % PARISH<br>% LA         | 12.50%<br>8.49%   | 8.96%<br>8.62%   | 15.15%<br>8.55%  | 20.78%<br>8.32%  | 14.63%<br>8.15%   | -29.57%<br>-2.00%          |
|   | PARISH COUNT             | 0                 | 0                | 1                | 2                | 1                 | -50.00%                    |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH                 | 0.00%             | 0.00%            | 50.00%           | 100.00%          | 50.00%            | -50.00%                    |
|   | % LA<br>PARISH COUNT     | 36.88%            | 39.82%<br>2      | 34.54%<br>3      | 30.98%<br>4      | 25.26%<br>6       | -18.45%<br>50.00%          |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH                 | 11.90%            | 5.56%            | 7.50%            | 13.79%           | 12.00%            | -13.00%                    |
|   | % LA                     | 4.54%             | 4.32%            | 4.70%            | 4.46%            | 4.05%             | -9.06%                     |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24  | 15-24<br>ALL             | 12<br>79          | 17<br>127        | 11<br>73         | 9<br>68          | 8<br>67           | -11.11%<br>-1.47%          |
| DWY ARRESTS INVOLVING DRIVERS AGES 15-24  | % 15-24                  | 15.19%            | 13.39%           | 15.07%           | 13.24%           | 11.94%            | -9.78%                     |
| PEDESTRI  | AN, MOTORCYCLE AND BICY  |                   |                  |                  |                  |                   |                            |
| PEDESTRIAN FATALITIES   | PARISH COUNT             | 0                 | 0                | 0                | 0                | 0                 | N/A                        |
|   | % PARISH<br>% LA         | 0.00%             | 0.00%            | 0.00%            | 0.00%            | 0.00%             | N/A<br>22.00%              |
|   | PARISH COUNT             | 0                 | 0                | 0                | 0                | 0                 | N/A                        |
| MOTORCYCLE FATALITIES   | % PARISH                 | 0.00%             | 0.00%            | 0.00%            | 0.00%            | 0.00%             | N/A                        |
|   | % LA<br>PARISH COUNT     | 8.85%             | 12.62%<br>0      | 10.14%<br>0      | 11.67%<br>0      | 10.80%<br>0       | -7.42%<br>N/A              |
| BICYCLE FATALITIES  | % PARISH                 | 0.00%             | 0.00%            | 0.00%            | 0.00%            | 0.00%             | N/A<br>N/A                 |
|   | % LA                     | 0.98%             | 1.33%            | 1.25%            | 2.36%            | 3.32%             | 40.65%                     |
|   | TRAINS                   |                   |                  |                  |                  |                   |                            |
| TRAIN CRASHES   | PARISH COUNT<br>% PARISH | 0                 | 0                | 0                | 0                | 0.00%             | N/A<br>N/A                 |
|   | % LA                     | 0.00%             | 0.00%            | 0.06%            | 0.05%            | 0.00%             | -16.00%                    |
|   | PARISH COUNT             | 0                 | 0                | 0                | 0                | 0                 | N/A                        |
| TRAIN FATALITIES  | % PARISH                 | 0.00%             | 0.00%            | 0.00%            | 0.00%            | 0.00%             | N/A                        |
|   | % LA<br>PARISH COUNT     | 1.59%<br>0        | 0.55%            | 0.93%            | 1.11%<br>0       | 0.46%             | -58.59%<br>N/A             |
| TRAIN INJURIES  | % PARISH                 | 0.00%             | 0.00%            | 0.00%            | 0.00%            | 0.00%             | N/A<br>N/A                 |
|   | % LA                     | 0.06%             | 0.05%            | 0.09%            | 0.07%            | 0.06%             | -15.28%                    |
| СО  | MMERCIAL MOTOR VEHICLE   |                   |                  |                  |                  |                   |                            |
|   | PARISH COUNT             | 1                 | 2                | 2                | 0                | 1                 | 100.00%                    |
| CMV FATAL CRASHES   | % PARISH<br>% LA         | 50.00%<br>12.56%  | 40.00%<br>10.15% | 40.00%<br>14.93% | 0.00%            | 25.00%<br>14.26%  | 100.00%<br>4.49%           |
|   | PARISH COUNT             | 3                 | 1                | 5                | 4                | 8                 | 100.00%                    |
| CMV INJURY CRASHES  | % PARISH                 | 3.41%             | 1.49%            | 5.05%            | 5.19%            | 9.76%             | 87.80%                     |
|   | % LA                     | 3.83%             | 3.43%            | 3.71%            | 3.72%            | 3.59%             | -3.46%                     |
|   | PARISH COUNT             | 4                 | 6                | 3                | 5                | 3                 | -40.00%                    |
| CMV PDO   | % PARISH                 | 4.49%             | 4.88%            | 3.00%            | 5.26%            | 3.30%             | -37.36%                    |

### LINCOLN PARISH: LINCOLN % CHANGE (2011-2012) 2008 2009 2010 2011 LICENSED DRIVER POPULATION 25,818 26,160 26,470 26,916 27,084 0.62% LIENSED DRIVER POPULATION OF AGES 15-24 5.319 5.338 5.192 5.182 5.086 -1.85% PERCENT OF 15-24 YEAR OLD DRIVERS PARISH 20.60% 20.41% 19.61% 19.25% 18.78% -2.46% LOUISIANA AVERAGE 17.27% 16.53% 16.23% -1.25% 16.93% 16.03% LA FATAL, INJURY AND PROPERTY DAMAGE ONLY (PDO) CRASHES NUMBER OF FATAL CRASHES -20.00% 12 7 10 8 8 NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 2 2 1 3 3 0.00% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 PARISH 16.67% 25.00% 14.29% 30.00% 37.50% 25.00% 34.39% 30.17% 30.32% 29.21% 29.14% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) -0.22% LA NUMBER OF INJURY CRASHES 398 389 348 399 354 -11.28% NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 267 228 200 -12 28% 191 201 NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS PARISH 67.09% 49.10% 57.76% 57.14% 56.50% -1.13% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA) 45.90% 42.50% -0.86% IΔ 40.95% 43.86% 42.13% NUMBER OF PDO CRASHES 924 1000 827 811 815 0.49% FATALITIES AND INJURIES 14 NUMBER OF FATALITIES 10 10.00% NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS PARISH 54.2 34.4 30.2 37.2 33.2 -10.56% LA 32 NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS 29 25 23 25 10.08% NUMBER OF INJURIES 663 639 536 661 578 -12.56% NUMBER OF INJURIES PER 100.000 LICENSED DRIVERS PARISH 2.568 2.443 2.025 2.456 2.134 -13.10% NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS LA 2.664 2.583 2.398 2,424 2.476 2.15% SAFETY BELT/HARNESS USE PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS PARISH 66.67% 83.33% 60.00% 33.33% 60.00% 80.00% 62.56% PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) 58.06% 64.62% -16.16% LA 64.11% 54.18% COST ESTIMATES \$66.51 \$56.62 \$67.96 \$61.10 TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) \$63.97 -10.09% ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER \$2.477.60 \$2,542.46 \$2,138.92 \$2,524.81 \$2,255.97 -10.65% ALCOHOL-RELATED CRA PARISH COUNT 2 1 3 2 -33.33% ALCOHOL-RELATED FATALITY CRASHES % PARISH 16.67% 25.00% 14 29% 30.00% 25.00% -16.67% % LA 45.73% 45.95% 42.15% 41.90% 40.49% -3.37% PARISH COUNT -19.44% 24 38 28 36 29 ALCOHOL-RELATED INJURY CRASHES % PARISH 6.03% 9.77% 8.05% 9.02% 8.19% -9.20% % LA 8.49% 8.62% 8.55% 8.32% 8.15% -2.00% PARISH COUNT 0 0.00% 0 0 ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 0.00% 0.00% 0.00% 33.33% 33.33% 0.00% 36.88% 39.82% 34.54% 30.98% 25.26% -18.45% % LA PARISH COUNT 13 14 10 11 8 -27.27% ALCOHOL-RELATED IN ILLRY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 4 87% 7 33% 4 98% 4 82% 4 00% -17 09% % I A 4 54% 4 32% 4 70% 4 46% 4 05% -9.06% 15-24 30 42 47 31 37 19.35% DWI ARRESTS INVOLVING DRIVERS AGES 15-24 221 ALL 299 275 221 263 19.00% % 15-24 13.57% 14.05% 17.09% 14.03% 14.07% 0.29% PEDESTRIAN, MOTORCYCLE AND BICYCLE FATALITII -100.00% PARISH COUNT 0 3 0 0 2 PEDESTRIAN FATALITIES % PARISH 21.43% 0.00% 0.00% 20.00% 0.00% -100.00% 12.02% 13.23% 13.74% % LA 10.97% 16.76% 22.00% PARISH COUNT 0 0 0 2 1 -50.00% MOTORCYCLE FATALITIES % PARISH 0.00% 11.11% -44.44% 0.00% 0.00% 20.00% 8.85% 12.62% 10.14% 11.67% 10.80% -7 42% %IA PARISH COUNT -100.00% 0 0 0 1 0 BICYCLE FATALITIES 0.00% 10.00% % PARISH 0.00% 0.00% 0.00% -100.00% % LA 0.98% 1.33% 1.25% 2.36% 3 32% 40.65% TRAINS PARISH COUNT 0.00% 0 0 0 1 1 TRAIN CRASHES % PARISH 0.00% 0.00% 0.00% 0.08% 0.08% 3 65% -16.00% % LA 0.04% 0.03% 0.06% 0.05% 0.04% PARISH COUNT 0 0 0 0 0 N/A TRAIN FATALITIES % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% N/A % LA 1.59% 0.55% 0.93% 1.11% 0.46% -58.59% PARISH COUNT N/A 0 0 0 0 0 TRAIN INJURIES % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% N/A % LA 0.06% 0.05% 0.09% 0.07% 0.06% -15.28% COMMERCIAL MOTOR VEHICLES (CMV) PARISH COUNT 4 1 0 0 1 100.00% CMV FATAL CRASHES % PARISH 33.33% 12.50% 0.00% 0.00% 12.50% 100.00% 12.56% 10.15% 14.26% % LA 14.93% 13.65% 4.49% PARISH COUNT 21 22 19 18 17 -5.56% CMV INJURY CRASHES % PARISH 5.28% 5.66% 5.46% 4.51% 4.80% 6.45% % I A 3 83% 3 4 3 % 3 71% 3 72% 3 59% -3 46% PARISH COUNT 26 24 25 18 23 27.78% 2.81% 2.40% 3.02% 2.22% % PARISH 2.82% 27.15% CMV PDO %LA 2.01% 1.72% 1.93% 1.86% 1.85% -0.58%

## LIVINGSTON

| PARISH: LIVINGSTON  |                                       | 2008<br>79,264   | 2009<br>81,342   | 2010<br>82,598   | 2011<br>84,332   | 2012<br>86,061   | % CHANGE (2011<br>2.05% |
|---|---------------------------------------|------------------|------------------|------------------|------------------|------------------|-------------------------|
| LIENSED DRIVER POPULATION OF AGES 15-24                               |                                       | 13,944           | 14,114           | 14,062           | 14,314           | 14,565           | 1.75%                   |
| PERCENT OF 15-24 YEAR OLD DRIVERS                                     | PARISH                                | 17.59%           | 17.35%           | 17.02%           | 16.97%           | 16.92%           | -0.29%                  |
| LOUISIANA AVERAGE   | LA                                    | 17.27%           | 16.93%           | 16.53%           | 16.23%           | 16.03%           | -1.25%                  |
| FATAL, INJURY A   | ND PROPERTY DAMAGE O                  | NLY (PDO) CI     | RASHES           |                  |                  |                  |                         |
| NUMBER OF FATAL CRASHES   |                                       | 40               | 21               | 10               | 22               | 24               | 9.09%                   |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24               |                                       | 21               | 5                | 4                | 7                | 4                | -42.86%                 |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24              | PARISH                                | 52.50%<br>34.39% | 23.81%<br>30.32% | 40.00%<br>30.17% | 31.82%<br>29.21% | 16.67%<br>29.14% | -47.62%<br>-0.22%       |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)         | LA                                    | 34.3370          | 30.3278          | 30.1778          | 23.21/0          | 23.1470          | -0.2276                 |
| NUMBER OF INJURY CRASHES  |                                       | 1075             | 1237             | 1111             | 1079             | 1146             | 6.21%                   |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24              |                                       | 544              | 567              | 556              | 494              | 541              | 9.51%                   |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS             | PARISH                                | 50.60%           | 45.84%           | 50.05%           | 45.78%           | 47.21%           | 3.11%                   |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)        | LA                                    | 45.90%           | 40.95%           | 43.86%           | 42.50%           | 42.13%           | -0.86%                  |
| NUMBER OF PDO CRASHES   |                                       | 2197             | 2527             | 2601             | 2565             | 2620             | 2.14%                   |
|   | FATALITIES AND INJURIE                | S                |                  |                  |                  |                  |                         |
| NUMBER OF FATALITIES  |                                       | 43               | 22               | 10               | 22               | 24               | 9.09%                   |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                     | PARISH                                | 54.2             | 27.0             | 12.1             | 26.1             | 27.9             | 6.90%                   |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                     | LA                                    | 32               | 29               | 25               | 23               | 25               | 10.08%                  |
| NUMBER OF INJURIES  |                                       | 1,788            | 2,075            | 1,731            | 1,721            | 1,868            | 8.54%                   |
| NUMBER OF INJURIES<br>NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS | PARISH                                | 2,256            | 2,073            | 2,096            | 2,041            | 2,171            | 6.36%                   |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                       | LA                                    | 2,664            | 2,531            | 2,398            | 2,424            | 2,476            | 2.15%                   |
|   | SAFETY BELT/HARNESS U                 | SE               |                  |                  |                  |                  |                         |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS           | PARISH                                | 56.00%           | 76.92%           | 60.00%           | 57.89%           | 69.23%           | 19.58%                  |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)      | LA                                    | 64.11%           | 62.56%           | 58.06%           | 64.62%           | 54.18%           | -16.16%                 |
|   | COST ESTIMATES                        | A                | A                | 64.55            | 64               | 64.54            |                         |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)             |                                       | \$175.02         | \$199.85         | \$162.19         | \$175.56         | \$191.11         | 8.86%                   |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER                |                                       | \$2,208.13       | \$2,456.95       | \$1,963.57       | \$2,081.73       | \$2,220.60       | 6.67%                   |
|   | ALCOHOL-RELATED CRASH<br>PARISH COUNT | 17               | 10               | 5                | 8                | 10               | 25.00%                  |
| ALCOHOL-RELATED FATALITY CRASHES                                      | % PARISH                              | 42.50%           | 47.62%           | 50.00%           | 36.36%           | 41.67%           | 14.58%                  |
|   | % LA                                  | 45.73%           | 45.95%           | 42.15%           | 41.90%           | 40.49%           | -3.37%                  |
|   | PARISH COUNT                          | 107              | 125              | 118              | 103              | 108              | 4.85%                   |
| ALCOHOL-RELATED INJURY CRASHES  | % PARISH                              | 9.95%            | 10.11%           | 10.62%           | 9.55%            | 9.42%            | -1.28%                  |
|   | % LA<br>PARISH COUNT                  | 8.49%<br>7       | 8.62%            | 8.55%            | 8.32%<br>2       | 8.15%<br>1       | -2.00%                  |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24         | % PARISH                              | 33.33%           | 40.00%           | 25.00%           | 28.57%           | 25.00%           | -12.50%                 |
|   | % LA                                  | 36.88%           | 39.82%           | 34.54%           | 30.98%           | 25.26%           | -18.45%                 |
|   | PARISH COUNT                          | 28               | 29               | 30               | 27               | 25               | -7.41%                  |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24           | % PARISH                              | 5.15%            | 5.11%            | 5.40%            | 5.47%            | 4.62%            | -15.45%                 |
|   | % LA                                  | 4.54%            | 4.32%            | 4.70%            | 4.46%            | 4.05%            | -9.06%                  |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24                              | 15-24<br>ALL                          | 48<br>660        | 54<br>760        | 50<br>773        | 43<br>595        | 33<br>489        | -23.26%                 |
|   | % 15-24                               | 7.27%            | 7.11%            | 6.47%            | 7.23%            | 6.75%            | -6.62%                  |
| PEDESTRIAN  | , MOTORCYCLE AND BICY                 | CLE FATALITI     | ES               |                  |                  |                  |                         |
|   | PARISH COUNT                          | 2                | 2                | 0                | 1                | 5                | 400.00%                 |
| PEDESTRIAN FATALITIES   | % PARISH                              | 4.65%            | 9.09%            | 0.00%            | 4.55%            | 20.83%           | 358.33%                 |
|   | % LA                                  | 12.02%           | 13.23%           | 10.97%           | 13.74%           | 16.76%           | 22.00%                  |
| MOTORCYCLE FATALITIES   | PARISH COUNT<br>% PARISH              | 4<br>9.30%       | 3<br>13.64%      | 2 20.00%         | 1<br>4.55%       | 1<br>4.17%       | 0.00%                   |
|   | % LA                                  | 8.85%            | 12.62%           | 10.14%           | 4.55%            | 10.80%           | -7.42%                  |
|   | PARISH COUNT                          | 0                | 1                | 0                | 0                | 1                | 100.00%                 |
| BICYCLE FATALITIES  | % PARISH                              | 0.00%            | 4.55%            | 0.00%            | 0.00%            | 4.17%            | 100.00%                 |
|   | % LA                                  | 0.98%            | 1.33%            | 1.25%            | 2.36%            | 3.32%            | 40.65%                  |
|   | TRAINS                                |                  |                  |                  |                  |                  |                         |
|   | PARISH COUNT                          | 3                | 0                | 0                | 1                | 2                | 100.00%                 |
| TRAIN CRASHES   | % PARISH                              | 0.09%            | 0.00%            | 0.00%            | 0.03%            | 0.05%            | 93.46%                  |
|   | % LA<br>PARISH COUNT                  | 0.04%            | 0.03%            | 0.06%            | 0.05%<br>0       | 0.04%            | -16.00%<br>100.00%      |
| TRAIN FATALITIES  | % PARISH                              | 7.50%            | 0.00%            | 0.00%            | 0.00%            | 4.17%            | 100.00%                 |
| -   | % LA                                  | 1.59%            | 0.55%            | 0.93%            | 1.11%            | 0.46%            | -58.59%                 |
|   | PARISH COUNT                          | 0                | 0                | 0                | 0                | 0                | N/A                     |
| TRAIN INJURIES  | % PARISH                              | 0.00%            | 0.00%            | 0.00%            | 0.00%            | 0.00%            | N/A                     |
|   | % LA                                  | 0.06%            | 0.05%            | 0.09%            | 0.07%            | 0.06%            | -15.28%                 |
| СОМ   | MERCIAL MOTOR VEHICLE                 |                  |                  |                  |                  |                  |                         |
|   | PARISH COUNT                          | 1                | 1                | 1                | 3                | 1                | -66.67%                 |
| CMV FATAL CRASHES   | % PARISH<br>% LA                      | 2.50%<br>12.56%  | 4.76%<br>10.15%  | 10.00%<br>14.93% | 13.64%<br>13.65% | 4.17%            | -69.44%<br>4.49%        |
|   | % LA<br>PARISH COUNT                  | 48               | 10.15%<br>42     | 14.93%<br>30     | 13.65%<br>37     | 14.26%<br>46     | 24.32%                  |
| CMV INJURY CRASHES  | % PARISH                              | 4.47%            | 3.40%            | 2.70%            | 3.43%            | 4.01%            | 17.06%                  |
|   | % LA                                  | 3.83%            | 3.43%            | 3.71%            | 3.72%            | 3.59%            | -3.46%                  |
|   | ,                                     | 5.5570           | 2                |                  |                  |                  |                         |
|   | PARISH COUNT                          | 57               | 42               | 48               | 68               | 54               | -20.59%                 |
| CMV PDO   | PARISH COUNT<br>% PARISH              | 57<br>2.59%      | 42<br>1.66%      | 48               | 68<br>2.65%      | 2.06%            | -20.59%                 |

### MADISON PARISH: MADISON 2012 % CHANGE (2011-2012) 2008 2009 2010 2011 LICENSED DRIVER POPULATION 5,569 5,536 5.488 5,487 -0.02% 904 848 LIENSED DRIVER POPULATION OF AGES 15-24 918 885 -1.06% 839 PERCENT OF 15-24 YEAR OLD DRIVERS PARISH 16.50% 16.23% 15.99% 15.45% 15.29% -1.04% LOUISIANA AVERAGE 17.27% 16.93% 16.53% 16.23% 16.03% -1.25% LA FATAL, INJURY AND PROPERTY DAMAGE ONLY (PDO) CRASHES NUMBER OF FATAL CRASHES -75.00% 4 4 7 1 NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 2 0 0 1 0 -100 00% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 PARISH 50.00% 0.00% 0.00% 25.00% 0.00% -100.00% 34.39% 30.32% 30.17% 29.21% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) 29.14% -0.22% LA NUMBER OF INJURY CRASHES 77 76 73 76 101 32.89% NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 34 43 48% 27 21 23 33 NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS PARISH 44.16% 35.53% 28.77% 30.26% 32.67% 7.96% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA) 45.90% 40.95% 42.50% -0.86% IΔ 43.86% 42.13% NUMBER OF PDO CRASHES -20.83% 140 122 122 168 133 FATALITIES AND INJURIES NUMBER OF FATALITIES 75.00% NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS PARISH 89.8 53.9 144.5 72.9 18.2 -75.00% LA 32 25 25 10.08% NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS 29 23 NUMBER OF INJURIES 132 145 135 136 190 39.71% NUMBER OF INJURIES PER 100.000 LICENSED DRIVERS PARISH 2.372 2.604 2.439 2.478 3.463 39.73% NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS LA 2.664 2.583 2.398 2.424 2.476 2.15% SAFETY BELT/HARNESS USE PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS PARISH 66.67% 33.33% 66.67% 50.00% 0.00% -100.00% 62.56% PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) 58.06% 64.62% -16.16% LA 64.11% 54.18% COST ESTIMATES \$15.32 \$21.04 \$16.28 \$16.35 0.38% TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) \$14.94 ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER \$2,684.45 \$2,750.09 \$3,800.77 \$2,967.08 \$2,978.98 0.40% LCOHOL-RELATED CRA PARISH COUNT 2 4 1 0 -100.00% ALCOHOL-RELATED FATALITY CRASHES % PARISH 25.00% 66.67% 57 14% 25.00% 0.00% -100.00% % LA 45.73% 45.95% 42.15% 41.90% 40.49% -3.37% PARISH COUNT 7 4 11 6 12 100.00% ALCOHOL-RELATED INJURY CRASHES % PARISH 9.09% 5.26% 15.07% 7.89% 11.88% 50.50% % LA 8.49% 8.62% 8.55% 8.32% 8.15% -2.00% PARISH COUNT 0 N/A 0 0 0 0.00% ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 50.00% 0.00% 0.00% 0.00% N/A 36.88% 39.82% 34.54% 30.98% 25.26% -18.45% % LA PARISH COUNT 3 2 2 1 7 600.00% ALCOHOL-RELATED IN ILLRY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 8 82% 7 41% 9.52% 4 35% 21 21% 387 88% % I A 4 54% 4 32% 4 70% 4 46% 4 05% -9.06% 15-24 6 14 9 11 22.22% 5 DWI ARRESTS INVOLVING DRIVERS AGES 15-24 77 114 100 91 ALL 85 -9.00% % 15-24 7.79% 12.28% 5.88% 9.00% 34.31% 12.09% PEDESTRIAN, MOTORCYCLE AND BICYCLE FATALITIE -100.00% PARISH COUNT 0 0 0 0 1 PEDESTRIAN FATALITIES % PARISH 0.00% 0.00% 0.00% 25.00% 0.00% -100.00% 12.02% 13.23% 10.97% 13.74% 16.76% % LA 22.00% PARISH COUNT 0 0 1 0 1 100.00% MOTORCYCLE FATALITIES % PARISH 0.00% 0.00% 100.00% 0.00% 12.50% 100.00% 8.85% 12.62% 10.14% 11.67% 10.80% -7 42% %IA PARISH COUNT N/A 0 0 0 0 0 BICYCLE FATALITIES 0.00% 0.00% % PARISH 0.00% 0.00% 0.00% N/A % LA 0.98% 1.33% 1.25% 2.36% 3.32% 40.65% TRAINS PARISH COUNT -100.00% 1 0 0 2 0 TRAIN CRASHES % PARISH 0.45% 0.00% 0.00% 0.81% 0.00% -100 00% % LA 0.04% 0.03% 0.06% 0.05% 0.04% -16.00% PARISH COUNT 0 0 0 0 0 N/A TRAIN FATALITIES N/A % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% % LA 1.59% 0.55% 0.93% 1.11% 0.46% -58.59% PARISH COUNT -100.00% 0 0 0 0 1 TRAIN INJURIES % PARISH 0.00% 0.00% 0.00% 1 3 2% 0.00% -100.00% % LA 0.06% 0.05% 0.09% 0.07% 0.06% -15.28% COMMERCIAL MOTOR VEHICLES (CMV) PARISH COUNT 0 2 0 0 N/A CMV FATAL CRASHES % PARISH 0.00% 33.33% 28.57% 0.00% 0.00% N/A 12.56% 10.15% 14.93% 14.26% 4.49% % LA 13.65% PARISH COUNT 12 5 6 11 10 -9.09% CMV INJURY CRASHES % PARISH 15.58% 6.58% 8.22% 14.47% 9.90% 31.59% % I A 3 83% 3 4 3 % 3 71% 3 72% 3 59% -3 46% PARISH COUNT 6 6 6 15 12 20.00% 4.29% 4.92% 4.92% 8.93% % PARISH 9.02% 1.05% CMV PDO

%LA

2.01%

1.72%

1.93%

1.86%

1.85%

-0.58%

## MOREHOUSE

| PARISH: MOREHOUSE<br>LICENSED DRIVER POPULATION   |  | 2008<br>18,710   | 2009<br>18,571  | 2010<br>18,457  | 2011<br>18,289  | 2012<br>18,223  | % CHANGE (2011<br>-0.36%   |
|---|--|--|---|---|---|---|--|
| LIENSED DRIVER POPULATION OF AGES 15-24   |  | 3,106  | 3,035   | 2,938   | 2,827   | 2,749   | -0.36%   |
| PERCENT OF 15-24 YEAR OLD DRIVERS   | PARISH   | 16.60%   | 16.34%  | 15.92%  | 15.46%  | 15.09%  | -2.41%   |
| LOUISIANA AVERAGE   | LA   | 17.27%   | 16.93%  | 16.53%  | 16.23%  | 16.03%  | -1.25%   |
| FATAL, INJURY AND   | PROPERTY DAMAGE O  | NLY (PDO) CF   | RASHES  |   |   |   |  |
| NUMBER OF FATAL CRASHES   |  | 4  | 3   | 6   | 8   | 6   | -25.00%  |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24   |  | 0  | 0   | 0   | 3   | 1   | -66.67%  |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24<br>PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) | PARISH<br>LA   | 0.00%  | 0.00%   | 0.00%   | 37.50%<br>29.21%  | 16.67%<br>29.14%  | -55.56%<br>-0.22%  |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)   | LA   | 54.55%   | 30.3278   | 50.1778   | 25.2170   | 23.1478   | -0.2276  |
| NUMBER OF INJURY CRASHES  |  | 283  | 227   | 222   | 191   | 202   | 5.76%  |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24  |  | 117  | 84  | 98  | 77  | 95  | 23.38%   |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS   | PARISH   | 41.34%   | 37.00%  | 44.14%  | 40.31%  | 47.03%  | 16.66%   |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)  | LA   | 45.90%   | 40.95%  | 43.86%  | 42.50%  | 42.13%  | -0.86%   |
| NUMBER OF PDO CRASHES   |  | 323  | 302   | 309   | 284   | 303   | 6.69%  |
| FA  | ATALITIES AND INJURIE  | S  |   |   |   |   |  |
| NUMBER OF FATALITIES  |  | 4  | 3   | 7   | 8   | 7   | -12.50%  |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | PARISH   | 21.4   | 16.2  | 37.9  | 43.7  | 38.4  | -12.18%  |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | LA   | 32   | 29  | 25  | 23  | 25  | 10.08%   |
| NUMBER OF INJURIES  |  | 462  | 441   | 410   | 306   | 357   | 16.67%   |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | PARISH   | 2,469  | 2,375   | 2,221   | 1,673   | 1,959   | 17.09%   |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | LA   | 2,664  | 2,583   | 2,398   | 2,424   | 2,476   | 2.15%  |
|   | FETY BELT/HARNESS U  | SE   |   |   |   |   |  |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS   | PARISH   | 0.00%  | 50.00%  | 75.00%  | 40.00%  | 66.67%  | 66.67%   |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)  | LA   | 64.11%   | 62.56%  | 58.06%  | 64.62%  | 54.18%  | -16.16%  |
|   | COST ESTIMATES   |  | 1   |   |   | 1   |  |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)   |  | \$34.56  | \$38.69   | \$41.87   | \$35.28   | \$38.01   | 7.73%  |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER  | OHOL-RELATED CRASH   | \$1,847.33   | \$2,083.58  | \$2,268.27  | \$1,929.25  | \$2,086.00  | 8.12%  |
|   | PARISH COUNT   | 2  | 2   | 4   | 3   | 2   | -33.33%  |
| ALCOHOL-RELATED FATALITY CRASHES  | % PARISH   | 50.00%   | 66.67%  | 66.67%  | 37.50%  | 33.33%  | -11.11%  |
|   | % LA   | 45.73%   | 45.95%  | 42.15%  | 41.90%  | 40.49%  | -3.37%   |
|   | PARISH COUNT   | 23   | 26  | 19  | 15  | 18  | 20.00%   |
| ALCOHOL-RELATED INJURY CRASHES  | % PARISH<br>% LA   | 8.13%<br>8.49%   | 11.45%<br>8.62%   | 8.56%<br>8.55%  | 7.85%<br>8.32%  | 8.91%<br>8.15%  | 13.47%<br>-2.00%   |
|   | PARISH COUNT   | 0.45%  | 0.0270  | 0.55%   | 1   | 0.15%   | -100.00%   |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH   | 0.00%  | 0.00%   | 0.00%   | 33.33%  | 0.00%   | -100.00%   |
|   | % LA   | 36.88%   | 39.82%  | 34.54%  | 30.98%  | 25.26%  | -18.45%  |
|   | PARISH COUNT   | 6  | 6   | 3   | 3   | 1   | -66.67%  |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH<br>% LA   | 5.13%<br>4.54%   | 7.14%<br>4.32%  | 3.06%<br>4.70%  | 3.90%<br>4.46%  | 1.05%   | -72.98%  |
|   | 15-24  | 4.54%  | 4.32%   | 4.70%   | 4.40%<br>6  | 4.05%   | -9.06%<br>-66.67%  |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24  | ALL  | 50   | 90  | 132   | 114   | 80  | -29.82%  |
|   | % 15-24  | 8.00%  | 13.33%  | 7.58%   | 5.26%   | 2.50%   | -52.50%  |
| PEDESTRIAN, M   | OTORCYCLE AND BICY   |  |   | 0   | 2   | 2   | 50.00%   |
| PEDESTRIAN FATALITIES   | PARISH COUNT<br>% PARISH   | 1<br>25.00%  | 1<br>33.33%   | 0   | 2<br>25.00%   | 3<br>42.86%   | 50.00%<br>71.43%   |
|   | % LA   | 12.02%   | 13.23%  | 10.97%  | 13.74%  | 42.80%  | 22.00%   |
|   | PARISH COUNT   | 0  | 0   | 0   | 1   | 0   | -100.00%   |
| MOTORCYCLE FATALITIES   | % PARISH   | 0.00%  | 0.00%   | 0.00%   | 12.50%  | 0.00%   | -100.00%   |
|   | % LA   | 8.85%  | 12.62%  | 10.14%  | 11.67%  | 10.80%  | -7.42%   |
|   | PARISH COUNT   | 0  | 0   | 0   | 0   | 0   | N/A  |
| BICYCLE FATALITIES  |  |  | 0.00%   | 0.00%   | 0.00%   | 0.00%   | N/A  |
|   | % PARISH   | 0.00%  | 1 2 2 0 /   |   |   | 3.32%   | 40.65%   |
|   | % LA   | 0.98%  | 1.33%   | 1.25%   | 2.50%   |   |  |
|   | % LA<br>TRAINS   | 0.98%  |   |   |   |   | 100.00%  |
|   | % LA   |  | 1.33%<br>0<br>0.00%   | 0<br>0.00%  | 0   | 2<br>0.39%  | 100.00%<br>100.00%   |
|   | % LA<br>TRAINS<br>PARISH COUNT   | 0.98%<br>1   | 0   | 0   | 0   | 2   |  |
|   | % LA<br>TRAINS<br>PARISH COUNT<br>% PARISH   | 0.98%<br>1<br>0.16%  | 0   | 0<br>0.00%  | 0<br>0.00%  | 2<br>0.39%  | 100.00%  |
| TRAIN CRASHES   | % LA<br>TRAINS<br>PARISH COUNT<br>% PARISH<br>% LA<br>PARISH COUNT<br>% PARISH   | 0.98%<br>1<br>0.16%<br>0.04%<br>0<br>0.00%   | 0<br>0.00%<br>0.03%<br>0<br>0.00%   | 0<br>0.00%<br>0.06%<br>0<br>0.00%   | 0<br>0.00%<br>0.05%<br>0<br>0.00%   | 2<br>0.39%<br>0.04%<br>1<br>16.67%  | 100.00%<br>-16.00%<br>100.00%  |
| TRAIN CRASHES   | % LA<br>TRAINS<br>PARISH COUNT<br>% PARISH<br>% LA<br>PARISH COUNT<br>% PARISH<br>% LA   | 0.98%<br>1<br>0.16%<br>0.04%<br>0<br>0.00%<br>1.59%  | 0<br>0.00%<br>0.03%<br>0<br>0.00%<br>0.55%  | 0<br>0.00%<br>0.06%<br>0<br>0.00%<br>0.93%  | 0<br>0.00%<br>0.05%<br>0<br>0.00%<br>1.11%  | 2<br>0.39%<br>0.04%<br>1<br>16.67%<br>0.46%   | 100.00%<br>-16.00%<br>100.00%<br>100.00%<br>-58.59%  |
| TRAIN CRASHES<br>TRAIN FATALITIES   | % LA<br>TRAINS<br>PARISH COUNT<br>% PARISH<br>% LA<br>PARISH COUNT<br>% PARISH<br>% LA<br>PARISH COUNT   | 0.98%<br>1<br>0.16%<br>0.04%<br>0<br>0.00%<br>1.59%<br>1   | 0<br>0.00%<br>0.03%<br>0<br>0.00%<br>0.55%<br>1   | 0<br>0.00%<br>0.06%<br>0<br>0.00%<br>0.93%<br>0   | 0<br>0.00%<br>0.05%<br>0<br>0.00%<br>1.11%<br>0   | 2<br>0.39%<br>0.04%<br>1<br>16.67%<br>0.46%<br>0  | 100.00%<br>-16.00%<br>100.00%<br>-58.59%<br>N/A  |
| TRAIN CRASHES<br>TRAIN FATALITIES   | % LA<br>TRAINS<br>PARISH COUNT<br>% PARISH<br>% LA<br>PARISH COUNT<br>% PARISH<br>% LA   | 0.98%<br>1<br>0.16%<br>0.04%<br>0<br>0.00%<br>1.59%<br>1<br>0.35%  | 0<br>0.00%<br>0.03%<br>0<br>0.00%<br>0.55%<br>1<br>0.35%  | 0<br>0.00%<br>0.06%<br>0<br>0.00%<br>0.93%<br>0<br>0.00%  | 0<br>0.00%<br>0.05%<br>0<br>0.00%<br>1.11%<br>0<br>0.00%  | 2<br>0.39%<br>0.04%<br>1<br>16.67%<br>0.46%<br>0<br>0.00%   | 100.00%<br>-16.00%<br>100.00%<br>-58.59%<br>N/A<br>N/A   |
| TRAIN CRASHES TRAIN FATALITIES TRAIN INJURIES   | % LA<br>TRAINS<br>PARISH COUNT<br>% PARISH<br>% LA<br>PARISH COUNT<br>% PARISH<br>% LA<br>% LA   | 0.98%<br>1<br>0.16%<br>0.04%<br>0<br>0.00%<br>1.59%<br>1<br>0.35%<br>0.06%   | 0<br>0.00%<br>0.03%<br>0<br>0.00%<br>0.55%<br>1   | 0<br>0.00%<br>0.06%<br>0<br>0.00%<br>0.93%<br>0   | 0<br>0.00%<br>0.05%<br>0<br>0.00%<br>1.11%<br>0   | 2<br>0.39%<br>0.04%<br>1<br>16.67%<br>0.46%<br>0  | 100.00%<br>-16.00%<br>100.00%<br>-58.59%<br>N/A  |
| TRAIN CRASHES TRAIN FATALITIES TRAIN INJURIES   | % LA<br>TRAINS<br>PARISH COUNT<br>% PARISH<br>% LA<br>PARISH COUNT<br>% PARISH<br>% LA<br>PARISH<br>% LA<br>% LA   | 0.98%<br>1<br>0.16%<br>0.04%<br>0<br>0.00%<br>1.59%<br>1<br>0.35%<br>0.06%<br>S (CMV)                                    | 0<br>0.00%<br>0.03%<br>0<br>0.00%<br>0.55%<br>1<br>0.35%<br>0.05%                               | 0<br>0.00%<br>0.06%<br>0<br>0.00%<br>0.93%<br>0<br>0.00%<br>0.00%   | 0<br>0.00%<br>0.05%<br>0<br>0.00%<br>1.11%<br>0<br>0.00%<br>0.07%   | 2<br>0.39%<br>0.04%<br>1<br>16.67%<br>0.46%<br>0<br>0.00%<br>0.00%  | 100.00%<br>-16.00%<br>100.00%<br>-58.59%<br>N/A<br>N/A<br>-15.28%  |
| TRAIN CRASHES TRAIN FATALITIES TRAIN INJURIES COMMEN  | % LA<br>TRAINS<br>PARISH COUNT<br>% PARISH<br>% LA<br>PARISH COUNT<br>% PARISH<br>% LA<br>% LA   | 0.98%<br>1<br>0.16%<br>0.04%<br>0<br>0.00%<br>1.59%<br>1<br>0.35%<br>0.06%   | 0<br>0.00%<br>0.03%<br>0<br>0.00%<br>0.55%<br>1<br>0.35%  | 0<br>0.00%<br>0.06%<br>0<br>0.00%<br>0.93%<br>0<br>0.00%  | 0<br>0.00%<br>0.05%<br>0<br>0.00%<br>1.11%<br>0<br>0.00%  | 2<br>0.39%<br>0.04%<br>1<br>16.67%<br>0.46%<br>0<br>0.00%   | 100.00%<br>-16.00%<br>100.00%<br>-58.59%<br>N/A<br>N/A   |
| TRAIN CRASHES TRAIN FATALITIES TRAIN INJURIES COMMEN  | % LA<br>TRAINS<br>PARISH COUNT<br>% PARISH<br>% LA<br>PARISH COUNT<br>% PARISH<br>% LA<br>PARISH COUNT<br>% LA<br>% LA<br>% COUNT  | 0.98%<br>1<br>0.16%<br>0<br>0.00%<br>1.59%<br>1<br>0.35%<br>0.06%<br>s (CMV)<br>1  | 0<br>0.00%<br>0.03%<br>0<br>0.00%<br>0.55%<br>1<br>0.35%<br>0.05%                               | 0<br>0.00%<br>0.06%<br>0<br>0.00%<br>0.93%<br>0<br>0.00%<br>0.09%   | 0<br>0.00%<br>0.05%<br>0<br>0.00%<br>1.11%<br>0<br>0.00%<br>0.07%   | 2<br>0.39%<br>0.04%<br>1<br>16.67%<br>0.46%<br>0<br>0.00%<br>0.00%<br>0.06%                               | 100.00%<br>-16.00%<br>100.00%<br>-58.59%<br>N/A<br>N/A<br>-15.28%  |
| TRAIN CRASHES TRAIN FATALITIES TRAIN INJURIES   | % LA<br>TRAINS<br>PARISH COUNT<br>% PARISH<br>% LA<br>PARISH COUNT<br>% PARISH<br>% LA<br>CIAL MOTOR VEHICLE<br>PARISH COUNT<br>% PARISH                                       | 0.98%<br>1<br>0.16%<br>0.04%<br>0<br>0.00%<br>1.59%<br>1<br>0.35%<br>0.06%<br>S (CVV)<br>1<br>25.00%                     | 0<br>0.00%<br>0.03%<br>0<br>0.00%<br>0.55%<br>1<br>0.35%<br>0.05%<br>1<br>33.33%                | 0<br>0.00%<br>0.06%<br>0<br>0.93%<br>0<br>0.00%<br>0.09%<br>3<br>50.00%                                       | 0<br>0.00%<br>0.05%<br>0<br>0.00%<br>1.11%<br>0<br>0.00%<br>0.07%<br>0<br>0.00%                               | 2<br>0.39%<br>0.04%<br>1<br>16.67%<br>0.46%<br>0<br>0.00%<br>0.06%<br>2<br>33.33%                         | 100.00%<br>-16.00%<br>100.00%<br>-58.59%<br>N/A<br>N/A<br>-15.28%<br>100.00%   |
| TRAIN CRASHES TRAIN FATALITIES TRAIN INJURIES COMMEN  | % LA<br>TRAINS<br>PARISH COUNT<br>% PARISH<br>% LA<br>PARISH COUNT<br>% PARISH<br>% LA<br>PARISH COUNT<br>% PARISH<br>% LA<br>PARISH COUNT<br>% PARISH<br>% LA                 | 0.98%<br>1<br>0.16%<br>0.04%<br>0<br>0<br>0.00%<br>1.59%<br>1<br>0.35%<br>0.06%<br>S(CMV)<br>1<br>25.00%<br>12.56%       | 0<br>0.00%<br>0.03%<br>0<br>0.00%<br>0.55%<br>1<br>0.35%<br>0.05%<br>1<br>33.33%<br>10.15%      | 0<br>0.00%<br>0.06%<br>0<br>0.00%<br>0.93%<br>0<br>0.00%<br>0.09%<br>3<br>50.00%<br>14.93%                    | 0<br>0.00%<br>0.05%<br>0<br>0.00%<br>1.11%<br>0<br>0.00%<br>0.00%<br>0.00%<br>13.65%                          | 2<br>0.39%<br>0.04%<br>1<br>16.67%<br>0.46%<br>0<br>0.00%<br>0.06%<br>2<br>33.33%<br>14.26%               | 100.00%<br>-16.00%<br>100.00%<br>-58.59%<br>N/A<br>N/A<br>-15.28%<br>100.00%<br>100.00%<br>4.49%                       |
| TRAIN CRASHES<br>TRAIN FATALITIES<br>TRAIN INJURIES<br>COMMER   | % LA<br>TRAINS<br>PARISH COUNT<br>% PARISH<br>% LA<br>PARISH COUNT<br>% PARISH<br>% LA<br>PARISH COUNT<br>% PARISH<br>% LA<br>PARISH COUNT<br>% PARISH<br>% LA<br>PARISH COUNT | 0.98%<br>1<br>0.16%<br>0.04%<br>0<br>0<br>0.00%<br>1.59%<br>1<br>0.35%<br>0.06%<br>5(CMV)<br>1<br>25.00%<br>12.56%<br>15 | 0<br>0.00%<br>0.03%<br>0<br>0.00%<br>0.55%<br>1<br>0.35%<br>0.05%<br>1<br>3.33%<br>10.15%<br>10 | 0<br>0.00%<br>0.06%<br>0<br>0.00%<br>0.93%<br>0<br>0.00%<br>0.09%<br>3<br>50.00%<br>14.93%<br>9               | 0<br>0.00%<br>0.05%<br>0<br>0.00%<br>1.11%<br>0<br>0.00%<br>0.07%<br>0<br>0<br>0.00%<br>13.65%<br>10          | 2<br>0.39%<br>0.04%<br>1<br>16.67%<br>0.46%<br>0<br>0.00%<br>0.06%<br>2<br>33.33%<br>14.26%<br>8          | 100.00%<br>-16.00%<br>100.00%<br>-58.59%<br>N/A<br>N/A<br>-15.28%<br>100.00%<br>100.00%<br>4.49%<br>-20.00%            |
| TRAIN CRASHES TRAIN FATALITIES TRAIN INJURIES COMMEN  | % LA<br>TRAINS<br>PARISH COUNT<br>% PARISH<br>% LA<br>PARISH COUNT<br>% PARISH<br>% LA<br>PARISH COUNT<br>% PARISH<br>% LA<br>PARISH COUNT<br>% PARISH<br>% LA                 | 0.98%<br>1<br>0.16%<br>0.04%<br>0<br>0.00%<br>1.59%<br>1<br>0.35%<br>0.06%<br>5<br>(CVV)<br>1<br>25.00%<br>15<br>5.30%   | 0<br>0.00%<br>0.03%<br>0<br>0.55%<br>1<br>0.35%<br>0.05%<br>1<br>3.33%<br>10.15%<br>10<br>4.41% | 0<br>0.00%<br>0.06%<br>0<br>0.00%<br>0.03%<br>0<br>0.00%<br>0.09%<br>3<br>3<br>50.00%<br>14.93%<br>9<br>4.05% | 0<br>0.00%<br>0.05%<br>0<br>0.00%<br>1.11%<br>0<br>0.00%<br>0.07%<br>0<br>0<br>0.00%<br>13.65%<br>10<br>5.24% | 2<br>0.39%<br>0.04%<br>1<br>16.67%<br>0.46%<br>0<br>0.00%<br>0.00%<br>2<br>33.33%<br>14.26%<br>8<br>3.96% | 100.00%<br>-16.00%<br>100.00%<br>-58.59%<br>N/A<br>N/A<br>-15.28%<br>100.00%<br>100.00%<br>4.49%<br>-20.00%<br>-24.36% |

## **NATCHITOCHES**

| PARISH: NATCHITOCHES  |                          | 2008             | 2009             | 2010             | 2011             | 2012                      | % CHANGE (2011-20  |
|---|--------------------------|------------------|------------------|------------------|------------------|---------------------------|--------------------|
| LICENSED DRIVER POPULATION  |                          | 23,572           | 23,677           | 23,558           | 23,816           | 24,088                    | 1.14%              |
| LIENSED DRIVER POPULATION OF AGES 15-24   |                          | 4,395            | 4,187            | 4,096            | 4,076            | 4,123                     | 1.15%              |
| PERCENT OF 15-24 YEAR OLD DRIVERS   | PARISH                   | 18.65%           | 17.68%           | 17.39%           | 17.11%           | 17.12%                    | 0.01%              |
| LOUISIANA AVERAGE   | LA                       | 17.27%           | 16.93%           | 16.53%           | 16.23%           | 16.03%                    | -1.25%             |
|   | ND PROPERTY DAMAGE O     |                  |                  |                  | 11               | 0                         | 27.27%             |
| NUMBER OF FATAL CRASHES   |                          | 10               | 16               | 11               | 11               | 8                         | -27.27%            |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24   | 24.2101                  | 1                | 3                | 4                | 5                | 1                         | -80.00%            |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24<br>PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) | PARISH                   | 10.00%<br>34.39% | 18.75%<br>30.32% | 36.36%<br>30.17% | 45.45%<br>29.21% | 12.50%<br>29.14%          | -72.50%            |
| PERCENT OF PATAL CRASHES INVOLVING DRIVERS OF AGES 13-24 (LA)   | LA                       | 54.5570          | 50.5270          | 50.1770          | 25.2170          | 25.1470                   | 0.2270             |
| NUMBER OF INJURY CRASHES  |                          | 375              | 438              | 419              | 403              | 427                       | 5.96%              |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24  |                          | 194              | 224              | 200              | 184              | 190                       | 3.26%              |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS   | PARISH                   | 51.73%           | 51.14%           | 47.73%           | 45.66%           | 44.50%                    | -2.54%             |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)  | LA                       | 45.90%           | 40.95%           | 43.86%           | 42.50%           | 42.13%                    | -0.86%             |
| NUMBER OF PDO CRASHES   |                          | 753              | 810              | 813              | 839              | 816                       | -2.74%             |
|   | FATALITIES AND INJURIE   |                  | 010              | 010              | 000              | 010                       | 217 170            |
| NUMBER OF FATALITIES  |                          | 11               | 20               | 11               | 12               | 8                         | -33.33%            |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | PARISH                   | 46.7             | 84.5             | 46.7             | 50.4             | 33.2                      | -34.09%            |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | LA                       | 32               | 29               | 25               | 23               | 25                        | 10.08%             |
|   |                          |                  |                  |                  |                  |                           |                    |
| NUMBER OF INJURIES  |                          | 625              | 726              | 712              | 698              | 726                       | 4.01%              |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | PARISH                   | 2,651            | 3,066            | 3,022            | 2,931            | 3,014                     | 2.84%              |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | LA                       | 2,664            | 2,583            | 2,398            | 2,424            | 2,476                     | 2.15%              |
|   | SAFETY BELT/HARNESS U    |                  |                  |                  |                  | 10.51                     |                    |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS   | PARISH                   | 100.00%          | 80.00%           | 60.00%           | 62.50%           | 40.00%                    | -36.00%            |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)  | LA<br>COST ESTIMATES     | 64.11%           | 62.56%           | 58.06%           | 64.62%           | 54.18%                    | -16.16%            |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)   | COST ESTIMATES           | \$54.97          | \$83.73          | \$72.44          | \$73.01          | \$69.53                   | -4.78%             |
| ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)   |                          | \$2,331.86       | \$3,536.19       |                  | \$3,065.77       | \$2,886.38                | -5.85%             |
|   | ALCOHOL-RELATED CRASH    |                  | \$5,550.15       | \$5,075.04       | \$5,005.77       | Ş2,000.50                 | 5.65%              |
|   | PARISH COUNT             | 4                | 7                | 5                | 4                | 1                         | -75.00%            |
| ALCOHOL-RELATED FATALITY CRASHES  | % PARISH                 | 40.00%           | 43.75%           | 45.45%           | 36.36%           | 12.50%                    | -65.63%            |
|   | % LA                     | 45.73%           | 45.95%           | 42.15%           | 41.90%           | 40.49%                    | -3.37%             |
|   | PARISH COUNT             | 37               | 42               | 37               | 28               | 41                        | 46.43%             |
| ALCOHOL-RELATED INJURY CRASHES  | % PARISH                 | 9.87%            | 9.59%            | 8.83%            | 6.95%            | 9.60%                     | 38.20%             |
|   | % LA<br>PARISH COUNT     | 8.49%<br>0       | 8.62%            | 8.55%<br>3       | 8.32%            | 8.15%<br>0                | -2.00%             |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH                 | 0.00%            | 33.33%           | 75.00%           | 40.00%           | 0.00%                     | -100.00%           |
|   | % LA                     | 36.88%           | 39.82%           | 34.54%           | 30.98%           | 25.26%                    | -18.45%            |
|   | PARISH COUNT             | 12               | 10               | 9                | 4                | 8                         | 100.00%            |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH                 | 6.19%            | 4.46%            | 4.50%            | 2.17%            | 4.21%                     | 93.68%             |
|   | % LA                     | 4.54%            | 4.32%            | 4.70%            | 4.46%            | 4.05%                     | -9.06%             |
|   | 15-24                    | 28               | 43               | 35               | 46               | 31                        | -32.61%            |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24  | ALL<br>% 15-24           | 200<br>14.00%    | 259<br>16.60%    | 231<br>15.15%    | 278<br>16.55%    | 237<br>13.08%             | -14.75%<br>-20.95% |
| PEDESTRIAN  | A MOTORCYCLE AND BICY    |                  |                  | 13.1370          | 10.3370          | 15.06%                    | -20.55%            |
|   | PARISH COUNT             | 2                | 2                | 0                | 1                | 1                         | 0.00%              |
| PEDESTRIAN FATALITIES   | % PARISH                 | 18.18%           | 10.00%           | 0.00%            | 8.33%            | 12.50%                    | 50.00%             |
|   | % LA                     | 12.02%           | 13.23%           | 10.97%           | 13.74%           | 16.76%                    | 22.00%             |
|   | PARISH COUNT             | 0                | 2                | 1                | 0                | 0                         | N/A                |
| MOTORCYCLE FATALITIES   | % PARISH                 | 0.00%            | 10.00%           | 9.09%            | 0.00%            | 0.00%                     | N/A                |
|   | % LA                     | 8.85%            | 12.62%           | 10.14%           | 11.67%           | 10.80%                    | -7.42%             |
|   | PARISH COUNT             | 0                | 0                | 0                | 0                | 0                         | N/A                |
| BICYCLE FATALITIES  | % PARISH                 | 0.00%            | 0.00%            | 0.00%            | 0.00%            | 0.00%                     | N/A                |
|   | % LA                     | 0.98%            | 1.33%            | 1.25%            | 2.36%            | 3.32%                     | 40.65%             |
|   |                          | 1                | 0                | 1                | 1                | 1                         | 0.00%              |
| TRAIN CRASHES   | PARISH COUNT<br>% PARISH | 0.09%            | 0.00%            | 0.08%            | 0.08%            | 0.08%                     | 0.00%              |
|   | % LA                     | 0.03%            | 0.03%            | 0.06%            | 0.05%            | 0.04%                     | -16.00%            |
|   | PARISH COUNT             | 0.0478           | 0.03%            | 0.00%            | 0.05%            | 0.0478                    | N/A                |
| TRAIN FATALITIES  | % PARISH                 | 0.00%            | 0.00%            | 0.00%            | 0.00%            | 0.00%                     | N/A                |
|   | % LA                     | 1.59%            | 0.55%            | 0.93%            | 1.11%            | 0.46%                     | -58.59%            |
|   | PARISH COUNT             | 1                | 1                | 1                | 0                | 0                         | N/A                |
| TRAIN INJURIES  | % PARISH                 | 0.27%            | 0.27%            | 0.24%            | 0.00%            | 0.00%                     | N/A                |
|   | % LA                     | 0.06%            | 0.05%            | 0.09%            | 0.07%            | 0.06%                     | -15.28%            |
| СОМ   | MERCIAL MOTOR VEHICLE    | S (CMV)          |                  |                  |                  |                           |                    |
|   | PARISH COUNT             | 1                | 1                | 1                | 1                | 1                         | 0.00%              |
| CMV FATAL CRASHES   | % PARISH                 | 10.00%           | 6.25%            | 9.09%            | 9.09%            | 12.50%                    | 37.50%             |
|   | % LA                     | 12.56%           | 10.15%           | 14.93%           | 13.65%           | 14.26%                    | 4.49%              |
|   | PARISH COUNT             | 13               | 14               | 17               | 13               | 10                        | -23.08%            |
| CMV INJURY CRASHES  | % PARISH                 | 3.47%            | 3.20%            | 4.06%            | 3.23%            | 2.34%                     | -27.40%            |
|   | % LA                     | 3.83%            | 3.43%            | 3.71%            | 3.72%            | 3.59%                     | -3.46%             |
| CMV PDO   | PARISH COUNT<br>% PARISH | 18<br>2.39%      | 23<br>2.84%      | 33<br>4.06%      | 37<br>4.41%      | 21<br>2.57%               | -43.24%<br>-41.64% |
|   |                          |                  |                  |                  | 441%             | <ul> <li>/ 5/%</li> </ul> | -41 64%            |

 PEDESTRIAN FATALITIES

MOTORCYCLE FATALITIES

BICYCLE FATALITIES

LOUISIANA AVERAGE

NUMBER OF FATALITIES

NUMBER OF INJURIES

### ORLEANS PARISH: ORLEANS % CHANGE (2011-2012) 2008 2009 2010 2011 LICENSED DRIVER POPULATION 175,190 168,042 170,709 177,718 183,756 3.40% LIENSED DRIVER POPULATION OF AGES 15-24 28,606 27.220 25.469 -0.95% 26.313 25.712 PERCENT OF 15-24 YEAR OLD DRIVERS PARISH 16.33% 16.20% 15.41% 14.47% 13.86% -4.20% 17.27% 16.93% 16.53% 16.03% -1.25% 16.23% LA FATAL, INJURY AND PROPERTY DAMAGE ONLY (PDO) CRASHES NUMBER OF FATAL CRASHES 32 -12.50% 35 43 24 28 NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 15 10 5 8 8 0.00% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 PARISH 42.86% 23.26% 20.83% 25.00% 28.57% 14.29% 34.39% 30.32% 30.17% 29.21% 29.14% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) -0.22% LA 5.08% NUMBER OF INJURY CRASHES 4542 4223 4643 5299 5568 NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 1884 1770 1897 1952 2.90% 1498 NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS PARISH 41.48% 35.47% 38.12% 35.80% 35.06% -2.07% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA) 45.90% 42.50% LA 40.95% 43.86% 42.13% -0.86% NUMBER OF PDO CRASHES 11270 11205 11838 13071 12987 -0.64% FATALITIES AND INJURIES 34 37 45 26 28 17.65% NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS PARISH 21.1 26.8 15.2 19.1 15.2 -20.35% NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS LA 32 29 25 23 25 10.08% 7,526 6,940 7,663 9,122 9,831 7.77% NUMBER OF INJURIES PER 100.000 LICENSED DRIVERS PARISH 4.296 4.130 4.489 5.133 5.350 4.23% NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS LA 2.664 2,583 2.398 2,424 2,476 2.15% SAFETY BELT/HARNESS USE PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS PARISH 42.86% 87.50% 50.00% 30.00% 80.00% 166 67% 62.56% PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) 58.06% 64.62% -16.16% LA 64.11% 54.18% COST ESTIMATES \$559.18 \$645.65 \$705.42 \$805.98 \$846.58 5.04% TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER \$3,191.84 \$3,842.18 \$4,132.32 \$4,535.15 \$4,607.08 1.59% ALCOHOL-RELATED CRA PARISH COUNT 17 23 13 12 13 8.33% ALCOHOL-RELATED FATALITY CRASHES % PARISH 48.57% 53.49% 54 17% 37.50% 46 4 3% 23.81% % LA 45.73% 45.95% 42.15% 41.90% 40.49% -3.37% PARISH COUNT 308 269 302 326 387 18.71% ALCOHOL-RELATED INJURY CRASHES % PARISH 6.78% 6.37% 6.50% 6.15% 6.95% 12.98% % LA 8.49% 8.62% 8.55% 8.32% 8.15% -2.00% PARISH COUNT 50.00% 4 ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 33.33% 40.00% 40.00% 25.00% 37.50% 50.00% 36.88% 39.82% 34.54% 30.98% 25.26% % LA -18.45% PARISH COUNT 62 53 68 48 68 41.67% ALCOHOL-RELATED IN ILLRY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 3 29% 3 54% 3 84% 2 5 3% 3 48% 37 68% % I A 4 54% 4 32% 4 70% 4 46% 4 05% -9.06% 15-24 55 73 79 93 83 -10.75% 1631 DWI ARRESTS INVOLVING DRIVERS AGES 15-24 ALL 897 1361 1338 1672 -2.45% % 15-24 6.13% 5.36% 5.90% 5.56% -8.51% 5.09% PEDESTRIAN, MOTORCYCLE AND BICYCLE FATALITIE -12.50% PARISH COUNT 12 15 1 8 7 % PARISH 32.43% 33.33% 3.85% 23.53% 25.00% 6.25% 12.02% 13.23% 10.97% 13.74% 16.76% % LA 22.00% PARISH COUNT 6 14 8 10 7 -30.00% 31.11% 29.41% -15.00% % PARISH 16.22% 30.77% 25.00% %IA 8.85% 12.62% 10.14% 11.67% 10.80% -7 42% PARISH COUNT 0.00% 0 1 3 1 1 % PARISH 0.00% 2.22% 11.54% 2.94% 3.57% 21.43%

|                    | % LA                | 0.98%   | 1.33%  | 1.25%  | 2.36%  | 3.32%  | 40.65%   |
|--------------------|---------------------|---------|--------|--------|--------|--------|----------|
|                    | TRAINS              |         |        |        |        |        |          |
|                    | PARISH COUNT        | 2       | 5      | 7      | 3      | 0      | -100.00% |
| FRAIN CRASHES      | % PARISH            | 0.01%   | 0.03%  | 0.04%  | 0.02%  | 0.00%  | -100.00% |
|                    | % LA                | 0.04%   | 0.03%  | 0.06%  | 0.05%  | 0.04%  | -16.00%  |
|                    | PARISH COUNT        | 1       | 1      | 0      | 0      | 0      | N/A      |
| IRAIN FATALITIES   | % PARISH            | 2.86%   | 2.33%  | 0.00%  | 0.00%  | 0.00%  | N/A      |
|                    | % LA                | 1.59%   | 0.55%  | 0.93%  | 1.11%  | 0.46%  | -58.59%  |
|                    | PARISH COUNT        | 1       | 1      | 1      | 1      | 0      | -100.00% |
| FRAIN INJURIES     | % PARISH            | 0.02%   | 0.02%  | 0.02%  | 0.02%  | 0.00%  | -100.00% |
|                    | % LA                | 0.06%   | 0.05%  | 0.09%  | 0.07%  | 0.06%  | -15.28%  |
| COMMER             | CIAL MOTOR VEHICLES | 5 (CMV) |        |        |        |        |          |
|                    | PARISH COUNT        | 3       | 0      | 2      | 4      | 1      | -75.00%  |
| CMV FATAL CRASHES  | % PARISH            | 8.57%   | 0.00%  | 8.33%  | 12.50% | 3.57%  | -71.43%  |
|                    | % LA                | 12.56%  | 10.15% | 14.93% | 13.65% | 14.26% | 4.49%    |
|                    | PARISH COUNT        | 122     | 112    | 119    | 134    | 151    | 12.69%   |
| CMV INJURY CRASHES | % PARISH            | 2.69%   | 2.65%  | 2.56%  | 2.53%  | 2.71%  | 7.24%    |
|                    | % LA                | 3.83%   | 3.43%  | 3.71%  | 3.72%  | 3.59%  | -3.46%   |
|                    | PARISH COUNT        | 101     | 108    | 130    | 115    | 140    | 21.74%   |
| CMV PDO            | % PARISH            | 0.90%   | 0.96%  | 1.10%  | 0.88%  | 1.08%  | 22.53%   |
|                    | % LA                | 2.01%   | 1.72%  | 1.93%  | 1.86%  | 1.85%  | -0.58%   |

## **OUACHITA**

|   | JUACIII                  |                  |                  |                       |                       | 2012                 |                            |
|---|--------------------------|------------------|------------------|-----------------------|-----------------------|----------------------|----------------------------|
| PARISH: OUACHITA<br>LICENSED DRIVER POPULATION                        |                          | 2008<br>96,069   | 2009<br>96,324   | <b>2010</b><br>96,670 | <b>2011</b><br>97,477 | 2012<br>98,013       | % CHANGE (2011<br>0.55%    |
| LIENSED DRIVER POPULATION OF AGES 15-24                               |                          | 17,102           | 17,141           | 16,862                | 16,681                | 16,631               | -0.30%                     |
| PERCENT OF 15-24 YEAR OLD DRIVERS                                     | PARISH                   | 17,80%           | 17.80%           | 17.44%                | 17.11%                | 16,001               | -0.84%                     |
| LOUISIANA AVERAGE   | LA                       | 17.27%           | 16.93%           | 16.53%                | 16.23%                | 16.03%               | -1.25%                     |
| FATAL, INJURY A   | AND PROPERTY DAMAGE O    | NLY (PDO) CI     | RASHES           |                       |                       |                      |                            |
| NUMBER OF FATAL CRASHES   |                          | 23               | 13               | 17                    | 21                    | 6                    | -71.43%                    |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24               |                          | 6                | 4                | 6                     | 4                     | 3                    | -25.00%                    |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24              | PARISH                   | 26.09%           | 30.77%           | 35.29%                | 19.05%                | 50.00%               | 162.50%                    |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)         | LA                       | 34.39%           | 30.32%           | 30.17%                | 29.21%                | 29.14%               | -0.22%                     |
| NUMBER OF INJURY CRASHES  |                          | 1558             | 1676             | 1686                  | 1566                  | 1777                 | 13.47%                     |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24              |                          | 749              | 793              | 833                   | 741                   | 825                  | 11.34%                     |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS             | PARISH                   | 48.07%           | 47.32%           | 49.41%                | 47.32%                | 46.43%               | -1.88%                     |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)        | LA                       | 45.90%           | 40.95%           | 43.86%                | 42.50%                | 42.13%               | -0.86%                     |
| NUMBER OF PDO CRASHES   |                          | 3148             | 3335             | 3461                  | 3331                  | 3557                 | 6.78%                      |
|   | FATALITIES AND INJURIE   |                  | 3333             | 5401                  | 5551                  | 3337                 | 0.7676                     |
| NUMBER OF FATALITIES  |                          | 25               | 15               | 18                    | 22                    | 7                    | -68.18%                    |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                     | PARISH                   | 26.0             | 15.6             | 18.6                  | 22.6                  | 7.1                  | -68.36%                    |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                     | LA                       | 32               | 29               | 25                    | 23                    | 25                   | 10.08%                     |
| NUMBER OF INJURIES  |                          | 2,552            | 2,785            | 2,849                 | 2,573                 | 2,952                | 14 729/                    |
| NUMBER OF INJURIES<br>NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS | PARISH                   | 2,552            | 2,785            | 2,849                 | 2,573                 | 3,012                | 14.73%<br>14.10%           |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                       | LA                       | 2,664            | 2,583            | 2,398                 | 2,040                 | 2,476                | 2.15%                      |
|   | SAFETY BELT/HARNESS U    | ,                | ,                | ,                     | ,                     | ,                    |                            |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS           | PARISH                   | 63.64%           | 33.33%           | 60.00%                | 66.67%                | 0.00%                | -100.00%                   |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)      | LA                       | 64.11%           | 62.56%           | 58.06%                | 64.62%                | 54.18%               | -16.16%                    |
|   | COST ESTIMATES           |                  |                  |                       |                       |                      |                            |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)             |                          | \$206.60         | \$253.11         | \$264.14              | \$246.75              | \$258.23             | 4.65%                      |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER                |                          | \$2,150.53       | \$2,627.74       | \$2,732.34            | \$2,531.37            | \$2,634.61           | 4.08%                      |
|   | ALCOHOL-RELATED CRASH    |                  |                  | -                     |                       |                      | 100.000/                   |
| ALCOHOL-RELATED FATALITY CRASHES                                      | PARISH COUNT<br>% PARISH | 11<br>47.83%     | 4<br>30.77%      | 7<br>41.18%           | 2<br>9.52%            | 0.00%                | -100.00%                   |
|   | % LA                     | 45.73%           | 45.95%           | 42.15%                | 41.90%                | 40.49%               | -3.37%                     |
|   | PARISH COUNT             | 103              | 90               | 109                   | 104                   | 116                  | 11.54%                     |
| ALCOHOL-RELATED INJURY CRASHES  | % PARISH                 | 6.61%            | 5.37%            | 6.47%                 | 6.64%                 | 6.53%                | -1.71%                     |
|   | % LA                     | 8.49%            | 8.62%            | 8.55%                 | 8.32%                 | 8.15%                | -2.00%                     |
|   | PARISH COUNT             | 2                | 2                | 3                     | 0                     | 0                    | N/A                        |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24         | % PARISH<br>% LA         | 33.33%<br>36.88% | 50.00%<br>39.82% | 50.00%<br>34.54%      | 0.00%                 | 0.00%                | N/A<br>-18.45%             |
|   | PARISH COUNT             | 25               | 23               | 25                    | 14                    | 23.2070              | 100.00%                    |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24           | % PARISH                 | 3.34%            | 2.90%            | 3.00%                 | 1.89%                 | 3.39%                | 79.64%                     |
|   | % LA                     | 4.54%            | 4.32%            | 4.70%                 | 4.46%                 | 4.05%                | -9.06%                     |
|   | 15-24                    | 76               | 109              | 125                   | 101                   | 115                  | 13.86%                     |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24                              | ALL<br>% 15-24           | 842<br>9.03%     | 972<br>11.21%    | 1005<br>12.44%        | 1017<br>9.93%         | 1154<br>9.97%        | 13.47%<br>0.34%            |
| PEDESTRIA   | N, MOTORCYCLE AND BICY   |                  |                  | 12.44/0               | 9.9370                | 5.5178               | 0.54%                      |
|   | PARISH COUNT             | 4                | 4                | 3                     | 5                     | 0                    | -100.00%                   |
| PEDESTRIAN FATALITIES   | % PARISH                 | 16.00%           | 26.67%           | 16.67%                | 22.73%                | 0.00%                | -100.00%                   |
|   | % LA                     | 12.02%           | 13.23%           | 10.97%                | 13.74%                | 16.76%               | 22.00%                     |
|   | PARISH COUNT             | 1                | 2                | 1                     | 3                     | 3                    | 0.00%                      |
| MOTORCYCLE FATALITIES   | % PARISH                 | 4.00%            | 13.33%           | 5.56%                 | 13.64%                | 42.86%               | 214.29%                    |
|   | % LA<br>PARISH COUNT     | 8.85%<br>0       | 12.62%<br>0      | 10.14%<br>0           | 11.67%<br>0           | 10.80%<br>0          | -7.42%<br>N/A              |
| BICYCLE FATALITIES  | % PARISH                 | 0.00%            | 0.00%            | 0.00%                 | 0.00%                 | 0.00%                | N/A<br>N/A                 |
|   | % LA                     | 0.98%            | 1.33%            | 1.25%                 | 2.36%                 | 3.32%                | 40.65%                     |
|   | TRAINS                   |                  |                  |                       |                       |                      |                            |
|   | PARISH COUNT             | 3                | 8                | 6                     | 2                     | 4                    | 100.00%                    |
| TRAIN CRASHES   | % PARISH                 | 0.06%            | 0.16%            | 0.12%                 | 0.04%                 | 0.07%                | 84.19%                     |
|   | % LA                     | 0.04%            | 0.03%            | 0.06%                 | 0.05%                 | 0.04%                | -16.00%                    |
|   | PARISH COUNT             | 0                | 1                | 1                     | 0                     | 0                    | N/A                        |
| TRAIN FATALITIES  | % PARISH                 | 0.00%            | 7.69%            | 5.88%                 | 0.00%                 | 0.00%                | N/A                        |
|   | % LA<br>PARISH COUNT     | 1.59%<br>2       | 0.55%            | 0.93%                 | 1.11%<br>0            | 0.46%                | -58.59%<br>100.00%         |
| TRAIN INJURIES  | % PARISH                 | 0.13%            | 0.13%            | 4                     | 0.00%                 | 3<br>0.17%           | 100.00%                    |
|   | % LA                     | 0.06%            | 0.05%            | 0.09%                 | 0.07%                 | 0.06%                | -15.28%                    |
| COM   | IMERCIAL MOTOR VEHICLE   |                  |                  |                       |                       |                      |                            |
|   | PARISH COUNT             | 6                | 2                | 2                     | 3                     | 2                    | -33.33%                    |
| CMV FATAL CRASHES   | % PARISH                 | 26.09%           | 15.38%           | 11.76%                | 14.29%                | 33.33%               | 133.33%                    |
|   | % LA                     | 12.56%           | 10.15%           | 14.93%                | 13.65%                | 14.26%               | 4.49%                      |
|   | PARISH COUNT             | 52               | 43               | 48                    | 41                    | 50                   | 21.95%                     |
|   |                          | 2 2 4 9/         | 2.57%            | 2.85%                 | 2.62%                 | 2.81%                | 7.47%                      |
| CMV INJURY CRASHES  | % PARISH                 | 3.34%            |                  |                       |                       |                      |                            |
| CMV INJURY CRASHES  | % LA                     | 3.83%            | 3.43%            | 3.71%                 | 3.72%                 | 3.59%                | -3.46%                     |
| CMV INJURY CRASHES  |                          |                  |                  | 3.71%<br>73<br>2.11%  | 3.72%<br>50<br>1.50%  | 3.59%<br>72<br>2.02% | -3.46%<br>44.00%<br>34.85% |

## PLAQUEMINES

| LICENSED DRIVER POPULATION                                       |                                | 15,883       | 15,315      | 15,371      | 15,644       | 15,638      | -0.04%           |
|--|--------------------------------|--------------|-------------|-------------|--------------|-------------|------------------|
| LIENSED DRIVER POPULATION OF AGES 15-24                          |                                | 2,698        | 2,589       | 2,589       | 2,610        | 2,645       | 1.34%            |
| PERCENT OF 15-24 YEAR OLD DRIVERS                                | PARISH                         | 16.99%       | 16.90%      | 16.84%      | 16.68%       | 16.91%      | 1.38%            |
| LOUISIANA AVERAGE  | LA                             | 17.27%       | 16.93%      | 16.53%      | 16.23%       | 16.03%      | -1.25%           |
| FATAL, INJURY AND  | PROPERTY DAMAGE O              | NLY (PDO) CF | RASHES      |             |              |             |                  |
| NUMBER OF FATAL CRASHES  |                                | 5            | 3           | 4           | 3            | 3           | 0.00%            |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24          |                                | 2            | 0           | 0           | 2            | 2           | 0.00%            |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24         | PARISH                         | 40.00%       | 0.00%       | 0.00%       | 66.67%       | 66.67%      | 0.00%            |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)    | LA                             | 34.39%       | 30.32%      | 30.17%      | 29.21%       | 29.14%      | -0.22%           |
| NUMBER OF INJURY CRASHES   | 1                              | 159          | 174         | 121         | 167          | 162         | -2.99%           |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24         |                                | 49           | 70          | 46          | 64           | 58          | -9.38%           |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS        | PARISH                         | 30.82%       | 40.23%      | 38.02%      | 38.32%       | 35.80%      | -6.58%           |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)   | LA                             | 45.90%       | 40.95%      | 43.86%      | 42.50%       | 42.13%      | -0.86%           |
| NUMBER OF PDO CRASHES  |                                | 378          | 375         | 342         | 348          | 365         | 4.89%            |
|  | TALITIES AND INJURIE           |              | 575         | 542         | 546          | 305         | 4.89%            |
| NUMBER OF FATALITIES   |                                | 5            | 4           | 4           | 4            | 3           | -25.00%          |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                | PARISH                         | 31.5         | 26.1        | 26.0        | 25.6         | 19.2        | -24.97%          |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                | LA                             | 32           | 29          | 25          | 23           | 25          | 10.08%           |
|  |                                | 52           | 23          | 25          | 25           | 25          | 1010070          |
| NUMBER OF INJURIES   |                                | 237          | 297         | 189         | 275          | 241         | -12.36%          |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                  | PARISH                         | 1,492        | 1,939       | 1,230       | 1,758        | 1,541       | -12.33%          |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                  | LA                             | 2,664        | 2,583       | 2,398       | 2,424        | 2,476       | 2.15%            |
|  | FETY BELT/HARNESS U            |              |             |             |              |             |                  |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS      | PARISH                         | 66.67%       | 0.00%       | 50.00%      | 100.00%      | 66.67%      | -33.33%          |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) | LA                             | 64.11%       | 62.56%      | 58.06%      | 64.62%       | 54.18%      | -16.16%          |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)        | COST ESTIMATES                 | \$22.7F      | \$29.50     | \$21.54     | ¢27.00       | \$24.24     | 13 700/          |
|  |                                | \$22.75      | \$29.50     |             | \$27.90      | \$24.34     | -12.78%          |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER           | COHOL-RELATED CRASH            | \$1,432.17   | \$1,926.28  | \$1,401.56  | \$1,783.60   | \$1,556.30  | -12.74%          |
| ALC  | PARISH COUNT                   | 3            | 3           | 2           | 1            | 2           | 100.00%          |
| ALCOHOL-RELATED FATALITY CRASHES                                 | % PARISH                       | 60.00%       | 100.00%     | 50.00%      | 33.33%       | 66.67%      | 100.00%          |
|  | % LA                           | 45.73%       | 45.95%      | 42.15%      | 41.90%       | 40.49%      | -3.37%           |
|  | PARISH COUNT                   | 7            | 13          | 9           | 17           | 14          | -17.65%          |
| ALCOHOL-RELATED INJURY CRASHES                                   | % PARISH                       | 4.40%        | 7.47%       | 7.44%       | 10.18%       | 8.64%       | -15.11%          |
|  | % LA                           | 8.49%        | 8.62%       | 8.55%       | 8.32%        | 8.15%       | -2.00%           |
|  | PARISH COUNT<br>% PARISH       | 1<br>50.00%  | 0           | 0           | 1<br>50.00%  | 0           | -100.00%         |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24    | % LA                           | 36.88%       | 39.82%      | 34.54%      | 30.98%       | 25.26%      | -100.00%         |
|  | PARISH COUNT                   | 2            | 2           | 1           | 5            | 1           | -80.00%          |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24      | % PARISH                       | 4.08%        | 2.86%       | 2.17%       | 7.81%        | 1.72%       | -77.93%          |
|  | % LA                           | 4.54%        | 4.32%       | 4.70%       | 4.46%        | 4.05%       | -9.06%           |
|  | 15-24                          | 3            | 2           | 2           | 2            | 2           | 0.00%            |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24                         | ALL                            | 50           | 64          | 54          | 66           | 63          | -4.55%           |
| PEDESTRIAN M   | % 15-24<br>IOTORCYCLE AND BICY | 6.00%        | 3.13%       | 3.70%       | 3.03%        | 3.17%       | 4.76%            |
|  | PARISH COUNT                   | 0            | 0           | 1           | 0            | 0           | N/A              |
| PEDESTRIAN FATALITIES  | % PARISH                       | 0.00%        | 0.00%       | 25.00%      | 0.00%        | 0.00%       | N/A              |
|  | % LA                           | 12.02%       | 13.23%      | 10.97%      | 13.74%       | 16.76%      | 22.00%           |
|  | PARISH COUNT                   | 0            | 0           | 1           | 1            | 0           | -100.00%         |
| MOTORCYCLE FATALITIES  | % PARISH                       | 0.00%        | 0.00%       | 25.00%      | 25.00%       | 0.00%       | -100.00%         |
|  | % LA                           | 8.85%        | 12.62%      | 10.14%      | 11.67%       | 10.80%      | -7.42%           |
|  | PARISH COUNT                   | 0            | 0           | 0           | 0            | 0           | N/A              |
| BICYCLE FATALITIES   | % PARISH                       | 0.00%        | 0.00%       | 0.00%       | 0.00%        | 0.00%       | N/A              |
|  | % LA                           | 0.98%        | 1.33%       | 1.25%       | 2.36%        | 3.32%       | 40.65%           |
|  | TRAINS<br>PARISH COUNT         | 1            | 0           | 2           | 2            | 0           | -100.00%         |
| TRAIN CRASHES  | % PARISH                       | 0.18%        | 0.00%       | 0.43%       | 0.39%        | 0.00%       | -100.00%         |
|  | % LA                           | 0.04%        | 0.03%       | 0.06%       | 0.05%        | 0.04%       | -16.00%          |
|  | PARISH COUNT                   | 0.0470       | 0.0570      | 0.0070      | 0.05%        | 0.0476      | N/A              |
| TRAIN FATALITIES   | % PARISH                       | 0.00%        | 0.00%       | 0.00%       | 0.00%        | 0.00%       | N/A              |
|  | % LA                           | 1.59%        | 0.55%       | 0.93%       | 1.11%        | 0.46%       | -58.59%          |
|  | PARISH COUNT                   | 1            | 1           | 1           | 0            | 0           | N/A              |
| TRAIN INJURIES   | % PARISH                       | 0.63%        | 0.63%       | 0.83%       | 0.00%        | 0.00%       | N/A              |
|  | % LA                           | 0.06%        | 0.05%       | 0.09%       | 0.07%        | 0.06%       | -15.28%          |
| COMME  | RCIAL MOTOR VEHICLE            |              |             |             |              |             |                  |
|  | PARISH COUNT                   | 0            | 2           | 1           | 0            | 3           | 100.00%          |
| CMV FATAL CRASHES  | % PARISH                       | 0.00%        | 66.67%      | 25.00%      | 0.00%        | 100.00%     | 100.00%          |
|  | % LA<br>PARISH COUNT           | 12.56%<br>11 | 10.15%<br>8 | 14.93%<br>2 | 13.65%<br>11 | 14.26%<br>5 | 4.49%<br>-54.55% |
|  | % PARISH                       | 6.92%        | 4.60%       | 1.65%       | 6.59%        | 3.09%       | -54.55%          |
| CMV INJURY CRASHES   | % PARISH<br>% LA               | 3.83%        | 3.43%       | 3.71%       | 3.72%        | 3.09%       | -53.14%          |
|  | /0 LA                          | 5.05%        |             |             |              | 3.59%       | -3.46%           |
|  | PARISH COUNT                   | 9            | 12          | 11          | 11           |             |                  |
| CMV PDO  | PARISH COUNT<br>% PARISH       | 9<br>2.38%   | 12<br>3.20% | 11<br>3.22% | 11<br>3.16%  | 3.01%       | -4.66%           |

## **POINTE COUPEE**

| PARISH: POINTE COUPEE  |                        | 2008                 | 2009                 | 2010                 | 2011                | 2012                | % CHANGE (2011-20          |
|--|------------------------|----------------------|----------------------|----------------------|---------------------|---------------------|----------------------------|
| LICENSED DRIVER POPULATION                                       |                        | 15,002               | 15,002               | 14,856               | 14,838              | 14,888              | 0.34%                      |
| LIENSED DRIVER POPULATION OF AGES 15-24                          |                        | 2,403                | 2,375                | 2,296                | 2,308               | 2,262               | -1.99%                     |
| PERCENT OF 15-24 YEAR OLD DRIVERS                                | PARISH                 | 16.02%               | 15.83%               | 15.46%               | 15.55%              | 15.19%              | -2.32%                     |
| LOUISIANA AVERAGE  | LA                     | 17.27%               | 16.93%               | 16.53%               | 16.23%              | 16.03%              | -1.25%                     |
| FATAL, INJURY AI   | ND PROPERTY DAMAGE O   | NLY (PDO) C          | RASHES               |                      |                     |                     |                            |
| NUMBER OF FATAL CRASHES  |                        | 7                    | 10                   | 7                    | 5                   | 5                   | 0.00%                      |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24          |                        | 1                    | 3                    | 2                    | 1                   | 1                   | 0.00%                      |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24         | PARISH                 | 14.29%               | 30.00%               | 28.57%               | 20.00%              | 20.00%              | 0.00%                      |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)    | LA                     | 34.39%               | 30.32%               | 30.17%               | 29.21%              | 29.14%              | -0.22%                     |
| NUMBER OF INJURY CRASHES   | T                      | 203                  | 216                  | 210                  | 219                 | 158                 | -27.85%                    |
|  |                        |                      |                      |                      |                     |                     |                            |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24         | DADICU                 | 78                   | 89                   | 92                   | 91                  | 69                  | -24.18%                    |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS        | PARISH                 | 38.42%               | 41.20%               | 43.81%               | 41.55%              | 43.67%              | 5.10%                      |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)   | LA                     | 45.90%               | 40.95%               | 43.86%               | 42.50%              | 42.13%              | -0.86%                     |
| NUMBER OF PDO CRASHES  |                        | 291                  | 276                  | 228                  | 249                 | 193                 | -22.49%                    |
|  | FATALITIES AND INJURIE | S                    |                      |                      |                     |                     |                            |
| NUMBER OF FATALITIES   |                        | 8                    | 11                   | 7                    | 5                   | 6                   | 20.00%                     |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                | PARISH                 | 53.3                 | 73.3                 | 47.1                 | 33.7                | 40.3                | 19.60%                     |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                | LA                     | 32                   | 29                   | 25                   | 23                  | 25                  | 10.08%                     |
|  |                        | 32                   |                      |                      | 23                  | 25                  | 1010070                    |
| NUMBER OF INJURIES   |                        | 405                  | 358                  | 406                  | 404                 | 332                 | -17.82%                    |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                  | PARISH                 | 2,700                | 2,386                | 2,733                | 2,723               | 2,230               | -18.10%                    |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                  | LA                     | 2,664                | 2,583                | 2,398                | 2,424               | 2,476               | 2.15%                      |
|  | SAFETY BELT/HARNESS U  |                      |                      |                      |                     |                     |                            |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS      | PARISH                 | 100.00%              | 83.33%               | 100.00%              | 75.00%              | 33.33%              | -55.56%                    |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) | LA                     | 64.11%               | 62.56%               | 58.06%               | 64.62%              | 54.18%              | -16.16%                    |
|  | COST ESTIMATES         |                      |                      |                      |                     |                     |                            |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)        |                        | \$35.08              | \$41.67              | \$40.06              | \$37.67             | \$33.24             | -11.75%                    |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER           |                        | \$2,338.27           |                      | \$2,696.85           |                     |                     | -12.04%                    |
|  | ALCOHOL-RELATED CRASH  |                      | ,                    | , ,                  | ,,                  | , ,                 |                            |
|  | PARISH COUNT           | 4                    | 6                    | 3                    | 3                   | 2                   | -33.33%                    |
| ALCOHOL-RELATED FATALITY CRASHES                                 | % PARISH               | 57.14%               | 60.00%               | 42.86%               | 60.00%              | 40.00%              | -33.33%                    |
|  | % LA                   | 45.73%               | 45.95%               | 42.15%               | 41.90%              | 40.49%              | -3.37%                     |
|  | PARISH COUNT           | 21                   | 19                   | 16                   | 20                  | 16                  | -20.00%                    |
| ALCOHOL-RELATED INJURY CRASHES                                   | % PARISH               | 10.34%               | 8.80%                | 7.62%                | 9.13%               | 10.13%              | 10.89%                     |
|  | % LA                   | 8.49%                | 8.62%                | 8.55%                | 8.32%               | 8.15%               | -2.00%                     |
|  | PARISH COUNT           | 0                    | 1                    | 1                    | 1                   | 0                   | -100.00%                   |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24    | % PARISH               | 0.00%                | 33.33%               | 50.00%               | 100.00%             | 0.00%               | -100.00%                   |
|  | % LA                   | 36.88%               | 39.82%               | 34.54%               | 30.98%              | 25.26%              | -18.45%                    |
|  | PARISH COUNT           | 3                    | 1                    | 5                    | 5                   | 3                   | -40.00%                    |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24      | % PARISH               | 3.85%                | 1.12%                | 5.43%                | 5.49%               | 4.35%               | -20.87%                    |
|  | % LA                   | 4.54%                | 4.32%                | 4.70%                | 4.46%               | 4.05%               | -9.06%                     |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24                         | 15-24<br>ALL           | 2<br>44              | 4                    | 5<br>59              | 2<br>51             | 1<br>49             | -50.00%<br>-3.92%          |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24                         | % 15-24                | 4.55%                | 5.63%                | 8.47%                | 3.92%               | 2.04%               | -47.96%                    |
| PEDESTRIAN   | , MOTORCYCLE AND BICY  |                      |                      | 0.4770               | 5.5270              | 2.04/0              | -47.50%                    |
|  | PARISH COUNT           | 0                    | 1                    | 0                    | 1                   | 0                   | -100.00%                   |
| PEDESTRIAN FATALITIES  | % PARISH               | 0.00%                | 9.09%                | 0.00%                | 20.00%              | 0.00%               | -100.00%                   |
|  | % LA                   | 12.02%               | 13.23%               | 10.97%               | 13.74%              | 16.76%              | 22.00%                     |
|  | PARISH COUNT           | 12.0270              | 0                    | 10.5778              | 0                   | 0                   | N/A                        |
| MOTORCYCLE FATALITIES  | % PARISH               | 12.50%               | 0.00%                | 14.29%               | 0.00%               | 0.00%               | N/A                        |
|  | % LA                   | 8.85%                | 12.62%               | 10.14%               | 11.67%              | 10.80%              | -7.42%                     |
|  | PARISH COUNT           | 0.0576               | 0                    | 0                    | 0                   | 0                   | N/A                        |
| BICYCLE FATALITIES   | % PARISH               | 0.00%                | 0.00%                | 0.00%                | 0.00%               | 0.00%               | N/A                        |
|  | % LA                   | 0.98%                | 1.33%                | 1.25%                | 2.36%               | 3.32%               | 40.65%                     |
|  | TRAINS                 |                      |                      |                      |                     | 0.02.11             |                            |
|  | PARISH COUNT           | 0                    | 0                    | 1                    | 0                   | 0                   | N/A                        |
| TRAIN CRASHES  | % PARISH               | 0.00%                | 0.00%                | 0.22%                | 0.00%               | 0.00%               | N/A                        |
|  | % LA                   | 0.04%                | 0.03%                | 0.06%                | 0.05%               | 0.04%               | -16.00%                    |
|  | PARISH COUNT           | 0.0476               | 0.0570               | 0.0070               | 0.0570              | 0.0470              | N/A                        |
| TRAIN FATALITIES   | % PARISH               | 0.00%                | 0.00%                | 0.00%                | 0.00%               | 0.00%               | N/A                        |
|  | % LA                   | 1.59%                | 0.55%                | 0.93%                | 1.11%               | 0.46%               | -58.59%                    |
|  | PARISH COUNT           | 0                    | 0.55%                | 1                    | 0                   | 0.40%               | N/A                        |
| TRAIN INJURIES   | % PARISH               | 0.00%                | 0.00%                | 0.48%                | 0.00%               | 0.00%               | N/A<br>N/A                 |
|  | % LA                   | 0.06%                | 0.05%                | 0.48%                | 0.00%               | 0.06%               | -15.28%                    |
| COM  | MERCIAL MOTOR VEHICLE  |                      | 0.0070               | 0.0070               |                     |                     | 10.20,5                    |
|  | PARISH COUNT           | 2                    | 2                    | 1                    | 0                   | 0                   | N/A                        |
| CMV FATAL CRASHES  | % PARISH               | 28.57%               | 20.00%               | 14.29%               | 0.00%               | 0.00%               | N/A<br>N/A                 |
|  | % LA                   | 12.56%               | 10.15%               | 14.29%               | 13.65%              | 14.26%              | 4.49%                      |
|  | PARISH COUNT           | 12.30%               | 9                    | 7                    | 11                  | 14.2076             | 54.55%                     |
|  | % PARISH               | 8.87%                | 4.17%                | 3.33%                | 5.02%               | 10.76%              | 114.21%                    |
| CMV INTERV CRASHES   |                        | 0.0/70               | 4.1/70               | 3.55%                | 3.02%               |                     |                            |
| CMV INJURY CRASHES   |                        | 3 6 2 0/             | 3 /100/              | 2 710/               | 2 7 20/             | 3 500/              | . 2 // 20/                 |
| CMV INJURY CRASHES   | % LA                   | 3.83%                | 3.43%                | 3.71%                | 3.72%               | 3.59%               | -3.46%                     |
| CMV INJURY CRASHES   |                        | 3.83%<br>20<br>6.87% | 3.43%<br>11<br>3.99% | 3.71%<br>15<br>6.58% | 3.72%<br>7<br>2.81% | 3.59%<br>8<br>4.15% | -3.46%<br>14.29%<br>47.45% |

### RAPIDES PARISH: RAPIDES % CHANGE (2011-2012) 2008 2010 2011 2009 LICENSED DRIVER POPULATION 86,510 87,061 87,468 87,905 88,672 0.87% -0.44% LIENSED DRIVER POPULATION OF AGES 15-24 14.504 14.234 14.110 14.780 14.172 PERCENT OF 15-24 YEAR OLD DRIVERS PARISH 17.08% 16.66% 16.27% 16.12% 15.91% -1.30% LOUISIANA AVERAGE 17.27% 16.53% 16.03% -1.25% 16.93% 16.23% LA FATAL, INJURY AND PROPERTY DAMAGE ONLY (PDO) CRASHES NUMBER OF FATAL CRASHES 24 -16.67% 16 29 18 20 NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 7 15 6 7 7 0.00% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 PARISH 43.75% 51.72% 33.33% 29.17% 35.00% 20.00% 34.39% 30.32% 30.17% 29.21% 29.14% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) -0.22% LA NUMBER OF INJURY CRASHES 1599 1548 1374 1553 1502 -3.28% NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 576 -6 61% 722 631 651 608 NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS PARISH 45.15% 40.76% 41.92% 41.92% 40.48% -3.43% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA) 45.90% -0.86% IΔ 40.95% 43.86% 42.50% 42.13% NUMBER OF PDO CRASHES 3155 3228 3056 3033 3258 7.42% FATALITIES AND INJURIES 12.00% NUMBER OF FATALITIES 20 32 21 25 22 NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS PARISH 23.1 36.8 24.0 28.4 24.8 -12.76% LA 32 23 25 NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS 29 25 10.08% NUMBER OF INJURIES 2,676 2,621 2,293 2,510 2,493 -0.68% NUMBER OF INJURIES PER 100.000 LICENSED DRIVERS PARISH 3.093 3.011 2.622 2.855 2.811 -1.54% NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS LA 2.664 2.583 2.398 2.424 2.476 2.15% SAFETY BELT/HARNESS USE PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS PARISH 71.43% 66.67% 60.00% 81.82% 53.85% -34 19% 62.56% PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) 58.06% 64.62% -16.16% LA 64.11% 54.18% COST ESTIMATES \$206.00 \$259.85 \$222.99 \$242.82 \$241.97 TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) -0.35% ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER \$2,381.26 \$2,984.65 \$2,549.38 \$2,762.25 \$2,728.84 -1.21% LCOHOL-RELATED CRA PARISH COUNT 11 7 5 6 20.00% ALCOHOL-RELATED FATALITY CRASHES % PARISH 44.00% 31.25% 37 93% 38 89% 20.83% 30.00% % LA 45.73% 45.95% 42.15% 41.90% 40.49% -3.37% PARISH COUNT 111 117 78 112 101 -9.82% ALCOHOL-RELATED INJURY CRASHES % PARISH 6.94% 7.56% 5.68% 7.21% 6.72% -6.76% % LA 8.49% 8.62% 8.55% 8.32% 8.15% -2.00% PARISH COUNT 100.00% 6 0 ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 14.29% 40.00% 33.33% 14.29% 0.00% -100.00% 36.88% 39.82% 34.54% 30.98% 25.26% % LA -18.45% PARISH COUNT 27 39 25 22 18 -18.18% ALCOHOL-RELATED IN ILLRY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 3 74% 6 18% 4 34% 3 38% 2 96% -12 40% % I A 4 54% 4 32% 4 70% 4 46% 4 05% -9.06% 15-24 50 69 65 67 44 -34.33% DWI ARRESTS INVOLVING DRIVERS AGES 15-24 616 863 843 ALL 893 861 -2.32% % 15-24 8.12% 7.73% 7.55% 7.76% 5.22% -32.77% PEDESTRIAN, MOTORCYCLE AND BICYCLE FATALITII PARISH COUNT 5 -16.67% 5 3 3 6 PEDESTRIAN FATALITIES % PARISH 25.00% 9.38% 14.29% 24.00% 22.73% -5.30% 12.02% 13.23% 13.74% % LA 10.97% 16.76% 22.00% PARISH COUNT 1 2 3 3 1 -66.67% MOTORCYCLE FATALITIES % PARISH 6.25% 12.00% 5.00% 14.29% 4.55% -62.12% 8.85% 12.62% 10.14% 11.67% 10.80% -7 42% %1A PARISH COUNT 100.00% 1 0 0 0 1 BICYCLE FATALITIES 0.00% % PARISH 5.00% 0.00% 0.00% 4.55% 100.00% % LA 0.98% 1.33% 1.25% 2.36% 3.32% 40.65% TRAINS PARISH COUNT 0.00% 1 0 1 1 1 TRAIN CRASHES % PARISH 0.02% 0.00% 0.02% 0.02% 0.02% -3 56% -16.00% % LA 0.04% 0.03% 0.06% 0.05% 0.04% PARISH COUNT 0 0 0 0 0 N/A TRAIN FATALITIES N/A % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% % LA 1.59% 0.55% 0.93% 1.11% 0.46% -58.59% PARISH COUNT -100.00% 1 1 1 1 0 TRAIN INJURIES % PARISH 0.06% 0.06% 0.07% 0.06% 0.00% -100.00% % LA 0.06% 0.05% 0.09% 0.07% 0.06% -15.28% COMMERCIAL MOTOR VEHICLES (CMV) PARISH COUNT 3 3 4 1 -75.00% CMV FATAL CRASHES % PARISH 6.25% 10.34% 16.67% 16.67% 5.00% -70.00% 12.56% 10.15% 14.93% 14.26% 4.49% % LA 13.65% PARISH COUNT 50 48 45 40 50 25.00% CMV INJURY CRASHES % PARISH 3.13% 3.10% 3.28% 2.58% 3.33% 29.24% % I A 3 83% 3 4 3 % 3 71% 3 72% 3 59% -3 46% PARISH COUNT 54 53 46 64 66 3.13% 1.71% 1.64% 1.51% 2.11% % PARISH 2.03% -4.00% CMV PDO %LA 2.01% 1.72% 1.93% 1.86% 1.85% -0.58%

## **RED RIVER**

| PARISH: RED RIVER  |                                | 2008             | 2009             | 2010             | 2011             | 2012             | % CHANGE (2011   |
|--|--------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
|  |                                | 5,578            | 5,533            | 5,543            | 5,591            | 5,607            | 0.29%            |
| LIENSED DRIVER POPULATION OF AGES 15-24  | DADIGU                         | 1,019            | 964              | 960              | 938              | 915              | -2.45%           |
| PERCENT OF 15-24 YEAR OLD DRIVERS LOUISIANA AVERAGE  | PARISH                         | 18.27%<br>17.27% | 17.42%<br>16.93% | 17.32%<br>16.53% | 16.78%<br>16.23% | 16.32%<br>16.03% | -2.73%           |
|  | AND PROPERTY DAMAGE O          |                  |                  | 10.5578          | 10.2370          | 10.05%           | -1.2576          |
| NUMBER OF FATAL CRASHES  |                                | 6                | 8                | 9                | 2                | 3                | 50.00%           |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24  |                                | 2                | 1                | 2                | 0                | 1                | 100.00%          |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24   | PARISH                         | 33.33%           | 12.50%           | 22.22%           | 0.00%            | 33.33%           | 100.00%          |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)  | LA                             | 34.39%           | 30.32%           | 30.17%           | 29.21%           | 29.14%           | -0.22%           |
|  |                                | 1                |                  |                  |                  |                  |                  |
| NUMBER OF INJURY CRASHES   |                                | 63               | 68               | 73               | 66               | 63               | -4.55%           |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24   | DADICU                         | 21               | 30               | 27               | 20               | 26               | 30.00%           |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA) | PARISH                         | 33.33%<br>45.90% | 44.12%<br>40.95% | 36.99%<br>43.86% | 30.30%<br>42.50% | 41.27%<br>42.13% | 36.19%<br>-0.86% |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)   | LA                             | 45.90%           | 40.95%           | 43.80%           | 42.50%           | 42.13%           | -0.80%           |
| NUMBER OF PDO CRASHES  |                                | 48               | 57               | 63               | 52               | 90               | 73.08%           |
|  | FATALITIES AND INJURIE         | S                |                  |                  |                  |                  |                  |
| NUMBER OF FATALITIES   |                                | 6                | 8                | 10               | 2                | 3                | 50.00%           |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS  | PARISH                         | 107.6            | 144.6            | 180.4            | 35.8             | 53.5             | 49.57%           |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS  | LA                             | 32               | 29               | 25               | 23               | 25               | 10.08%           |
| NUMBER OF INJURIES   |                                | 100              | 100              | 110              | 96               | 105              | 9.38%            |
| NUMBER OF INJURIES<br>NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS  | PARISH                         | 1,793            | 1,807            | 1,984            | 1,717            | 1,873            | 9.38%            |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS  | LA                             | 2,664            | 2,583            | 2,398            | 2,424            | 2,476            | 2.15%            |
|  | SAFETY BELT/HARNESS U          | ,                |                  | _,               | _,+              | ,o               | 2.1370           |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS  | PARISH                         | 80.00%           | 100.00%          | 50.00%           | 0.00%            | 33.33%           | 100.00%          |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)   | LA                             | 64.11%           | 62.56%           | 58.06%           | 64.62%           | 54.18%           | -16.16%          |
|  | COST ESTIMATES                 |                  |                  |                  |                  |                  |                  |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)  |                                | \$13.42          | \$17.42          | \$20.88          | \$9.99           | \$11.98          | 19.93%           |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER   |                                | \$2,405.19       | \$3,149.09       | \$3,767.79       | \$1,786.14       | \$2,135.98       | 19.59%           |
|  | ALCOHOL-RELATED CRASI          | HES              |                  |                  |                  |                  |                  |
|  | PARISH COUNT                   | 2                | 3                | 3                | 1                | 0                | -100.00%         |
| ALCOHOL-RELATED FATALITY CRASHES   | % PARISH                       | 33.33%           | 37.50%           | 33.33%           | 50.00%           | 0.00%            | -100.00%         |
|  | % LA<br>PARISH COUNT           | 45.73%<br>10     | 45.95%<br>6      | 42.15%<br>14     | 41.90%<br>7      | 40.49%<br>10     | -3.37%<br>42.86% |
| ALCOHOL-RELATED INJURY CRASHES   | % PARISH                       | 15.87%           | 8.82%            | 19.18%           | 10.61%           | 15.87%           | 42.80%           |
|  | % LA                           | 8.49%            | 8.62%            | 8.55%            | 8.32%            | 8.15%            | -2.00%           |
|  | PARISH COUNT                   | 1                | 0                | 1                | 0                | 0                | N/A              |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24  | % PARISH                       | 50.00%           | 0.00%            | 50.00%           | 0.00%            | 0.00%            | N/A              |
|  | % LA                           | 36.88%           | 39.82%           | 34.54%           | 30.98%           | 25.26%           | -18.45%          |
|  | PARISH COUNT                   | 2                | 1                | 6                | 2                | 3                | 50.00%           |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24  | % PARISH                       | 9.52%            | 3.33%            | 22.22%           | 10.00%           | 11.54%           | 15.38%           |
|  | % LA<br>15-24                  | 4.54%            | 4.32%            | 4.70%<br>3       | 4.46%<br>9       | 4.05%<br>6       | -9.06%           |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24   | ALL                            | 65               | 63               | 62               | 57               | 51               | -10.53%          |
|  | % 15-24                        | 4.62%            | 6.35%            | 4.84%            | 15.79%           | 11.76%           | -25.49%          |
| PEDESTRIA  | N, MOTORCYCLE AND BICY         | CLE FATALITI     | ES               | _                |                  | _                |                  |
|  | PARISH COUNT                   | 0                | 1                | 0                | 0                | 0                | N/A              |
| PEDESTRIAN FATALITIES  | % PARISH                       | 0.00%            | 12.50%           | 0.00%            | 0.00%            | 0.00%            | N/A              |
|  | % LA                           | 12.02%           | 13.23%           | 10.97%           |                  | 16.76%           | 22.00%           |
|  | PARISH COUNT                   | 0                | 1                | 2                | 0                | 0                | N/A              |
| MOTORCYCLE FATALITIES  | % PARISH<br>% LA               | 0.00%            | 12.50%<br>12.62% | 20.00%           | 0.00%            | 0.00%            | N/A<br>-7.42%    |
|  | PARISH COUNT                   | 0                | 0                | 0                | 0                | 0                | -7.42%<br>N/A    |
| BICYCLE FATALITIES   | % PARISH                       | 0.00%            | 0.00%            | 0.00%            | 0.00%            | 0.00%            | N/A<br>N/A       |
|  | % LA                           | 0.98%            | 1.33%            | 1.25%            | 2.36%            | 3.32%            | 40.65%           |
|  | TRAINS                         |                  |                  |                  |                  |                  |                  |
|  | PARISH COUNT                   | 0                | 1                | 1                | 2                | 0                | -100.00%         |
| TRAIN CRASHES  | % PARISH                       | 0.00%            | 0.75%            | 0.69%            | 1.67%            | 0.00%            | -100.00%         |
|  | % LA                           | 0.04%            | 0.03%            | 0.06%            | 0.05%            | 0.04%            | -16.00%          |
|  | PARISH COUNT                   | 0                | 0                | 0                | 0                | 0                | N/A              |
| TRAIN FATALITIES   | % PARISH                       | 0.00%            | 0.00%            | 0.00%            | 0.00%            | 0.00%            | N/A              |
|  | % LA                           | 1.59%            | 0.55%            | 0.93%            | 1.11%            | 0.46%            | -58.59%          |
|  | PARISH COUNT                   | 0                | 0                | 1                | 2                | 0                | -100.00%         |
| TRAIN INJURIES   | % PARISH                       | 0.00%            | 0.00%            | 1.37%            | 3.03%            | 0.00%            | -100.00%         |
|  | % LA<br>MMERCIAL MOTOR VEHICLE | 0.06%            | 0.05%            | 0.09%            | 0.07%            | 0.06%            | -15.28%          |
|  | PARISH COUNT                   |                  | 3                | 3                | 1                | 1                | 0.00%            |
| CMV FATAL CRASHES  | % PARISH                       | 0.00%            | 37.50%           | 33.33%           | 1<br>50.00%      | 33.33%           | -33.33%          |
|  | % LA                           | 12.56%           | 10.15%           | 14.93%           | 13.65%           | 14.26%           | 4.49%            |
|  | PARISH COUNT                   | 10               | 6                | 8                | 11               | 5                | -54.55%          |
| CMV INJURY CRASHES   | % PARISH                       | 15.87%           | 8.82%            | 10.96%           | 16.67%           | 7.94%            | -52.38%          |
|  | % LA                           | 3.83%            | 3.43%            | 3.71%            | 3.72%            | 3.59%            | -3.46%           |
|  | PARISH COUNT                   | 6                | 11               | 13               | 14               | 13               | -7.14%           |
|  |                                |                  |                  |                  |                  |                  |                  |
| CMV PDO  | % PARISH                       | 12.50%           | 19.30%           | 20.63%           | 26.92%           | 14.44%           | -46.35%          |

### RICHLAND PARISH: RICHLAND % CHANGE (2011-2012) 2008 2009 2010 2011 13,287 LICENSED DRIVER POPULATION 13.184 13,090 13,101 13,463 1.32% LIENSED DRIVER POPULATION OF AGES 15-24 2.066 2.009 1.990 2.040 2.51% 1.993 PERCENT OF 15-24 YEAR OLD DRIVERS PARISH 15.67% 15.35% 15.21% 14.98% 15.15% 1.17% LOUISIANA AVERAGE 17.27% 16.93% 16.53% 16.23% 16.03% -1.25% LA FATAL, INJURY AND PROPERTY DAMAGE ONLY (PDO) CRASHES NUMBER OF FATAL CRASHES -60.00% 4 2 1 5 2 NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 3 1 0 0 1 100.00% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 PARISH 75.00% 50.00% 0.00% 0.00% 50.00% 100.00% 34.39% 30.32% 30.17% 29.21% 29.14% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) -0.22% LA NUMBER OF INJURY CRASHES 87 83 88 69 91 31.88% NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 25 34 78% 28 29 23 31 NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS PARISH 28.74% 33.73% 32.95% 33.33% 34.07% 2.20% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA) 45.90% 42.50% -0.86% IΔ 40.95% 43.86% 42.13% NUMBER OF PDO CRASHES 24.39% 114 138 134 123 153 FATALITIES AND INJURIES NUMBER OF FATALITIES 40.00% NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS PARISH 37.9 22.9 7.6 37.6 22.3 -40.78% LA 32 NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS 29 25 23 25 10.08% NUMBER OF INJURIES 167 118 146 121 175 44.63% NUMBER OF INJURIES PER 100.000 LICENSED DRIVERS PARISH 1.267 901 1.114 911 1.300 42.74% NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS LA 2.664 2.583 2.398 2,424 2,476 2.15% SAFETY BELT/HARNESS USE PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS PARISH 50.00% 100.00% 0.00% 100.00% 0.00% -100.00% 62.56% PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) 58.06% 64.62% -16.16% LA 64.11% 54.18% COST ESTIMATES \$13.29 \$12.97 \$16.14 \$17.74 9.94% TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) \$16.51 ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER \$1,252.32 \$1,014.95 \$990.04 \$1,214.58 \$1,317.91 8.51% LCOHOL-RELATED CRA PARISH COUNT 1 0 3 1 -66.67% ALCOHOL-RELATED FATALITY CRASHES % PARISH 50.00% 50.00% 0.00% 60.00% 50.00% -16.67% % LA 45.73% 45.95% 42.15% 41.90% 40.49% -3.37% PARISH COUNT 13 11 14 5 0.00% ALCOHOL-RELATED INJURY CRASHES % PARISH 14.94% 13.25% 15.91% 7.25% 5.49% -24.18% % LA 8.49% 8.62% 8.55% 8.32% 8.15% -2.00% PARISH COUNT 0 100.00% 0 0 100.00% ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 66.67% 0.00% 0.00% 0.00% 100.00% 36.88% 39.82% 34.54% 30.98% 25.26% -18.45% % LA PARISH COUNT 1 1 4 1 0 -100.00% ALCOHOL-RELATED IN ILLRY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 4 00% 3 57% 13 79% 4 35% 0.00% -100.00% % I A 4 54% 4 32% 4 70% 4 46% 4 05% -9.06% 15-24 16 12 6 8 16 100.00% DWI ARRESTS INVOLVING DRIVERS AGES 15-24 94 98 101 172 ALL 136 70.30% % 15-24 17.02% 8.82% 6.12% 7.92% 17.44% 9.30% PEDESTRIAN, MOTORCYCLE AND BICYCLE FATALITII PARISH COUNT 0 N/A 0 0 0 0 PEDESTRIAN FATALITIES % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% N/A 12.02% 13.23% 10.97% 16.76% 22.00% % LA 13.749 PARISH COUNT 0 0 0 1 0 -100.00% MOTORCYCLE FATALITIES % PARISH 0.00% 0.00% 0.00% 20.00% 0.00% -100.00% 8.85% 12.62% 10.14% 11.67% 10.80% -7 42% %IA PARISH COUNT N/A 0 0 0 0 0 BICYCLE FATALITIES 0.00% 0.00% % PARISH 0.00% 0.00% 0.00% N/A % LA 0.98% 1.33% 1.25% 2.36% 3.32% 40.65% TRAINS PARISH COUNT N/A 1 0 0 0 0 TRAIN CRASHES % PARISH 0 49% 0.00% 0.00% 0.00% 0.00% N/A % LA 0.04% 0.03% 0.06% 0.05% 0.04% 16.00% PARISH COUNT 0 0 0 0 0 N/A TRAIN FATALITIES % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% N/A % LA 1.59% 0.55% 0.93% 1.11% 0.46% -58.59% PARISH COUNT N/A 1 1 0 0 0 TRAIN INJURIES % PARISH 1 15% 1.15% 0.00% 0.00% 0.00% N/A % LA 0.06% 0.05% 0.09% 0.07% 0.06% 15.28% COMMERCIAL MOTOR VEHICLES (CMV) PARISH COUNT 1 1 0 0 N/A CMV FATAL CRASHES % PARISH 25.00% 50.00% 100.00% 0.00% 0.00% N/A 12.56% 10.15% 14.26% 4.49% % LA 14.93% 13.65% PARISH COUNT 8 12 10 9 8 -11.11% CMV INJURY CRASHES % PARISH 9.20% 14.46% 11.36% 13.04% 8.79% 32.60% % I A 3 83% 3 4 3 % 3 71% 3 72% 3 59% -3 46% PARISH COUNT 10 9 8 14 12 14.29% 8.77% 6.52% 5.97% 11.38% 7.84% % PARISH 31.09% CMV PDO %LA 2.01% 1.72% 1.93% 1.86% 1.85% -0.58%

### SABINE PARISH: SABINE 2010 2011 2012 % CHANGE (2011-2012) 2008 2009 LICENSED DRIVER POPULATION 15,606 15,780 15,552 15,560 15,627 0.98% LIENSED DRIVER POPULATION OF AGES 15-24 2,645 2,579 2,471 2,491 2,472 -0.76% PERCENT OF 15-24 YEAR OLD DRIVERS PARISH 16.95% 16.58% 15.88% 15.94% 15.67% -1.72% LOUISIANA AVERAGE LA 17.27% 16.93% 16.53% 16.23% 16.03% -1.25% FATAL, INJURY AND PROPERTY DAMAGE ONLY (PDO) CRASHES NUMBER OF FATAL CRASHES -33.33% 5 9 6 4 NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 2 2 3 4 2 -50.00% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 PARISH 40.00% 50.00% 60.00% 44 44% 33 33% -25 00% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) LA 34.39% 30.32% 30.17% 29.21% 29.14% -0.22% 112 137 145 131 -9.66% NUMBER OF INJURY CRASHES 120 NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 42 42 48 62 49 -20.97% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS PARISH 37.50% 35.00% 35.04% 42.76% 37.40% -12.52% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA) LA 45.90% 40.95% 43.86% 42.50% 42.13% -0.86% NUMBER OF PDO CRASHES 139 138 185 162 172 6.17% FATALITIES AND INJURIES NUMBER OF FATALITIES 5 6 6 10 7 -30.00% NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS PARISH 32.0 38.6 38.6 64.0 -30.68% NUMBER OF FATALITIES PER 100.000 LICENSED DRIVERS LA 32 29 25 23 25 10.08% NUMBER OF INJURIES 182 171 180 234 228 -2.56% NUMBER OF INJURIES PER 100 000 LICENSED DRIVERS PARISH 1,166 1,100 1,157 1,497 1,445 -3.51% NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS LA 2.664 2,583 2.398 2,424 2,476 2.15% SAFETY BELT/HARNESS USE PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS PARISH 50.00% 50.00% 80.00% 100.00% 66.67% -33.33% PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) 64.11% 62.56% 58.06% 64.62% 54.18% -16.16% LA COST ESTIMATES TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) -13.52% \$17.51 \$20.75 \$21.80 \$30.97 \$26.78 ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER \$1,122.20 \$1,334.14 \$1,400.96 \$1,981.82 \$1,697.20 -14.36% ALCOHOL-RELATED CR PARISH COUNT 3 6 2 -66.67% -3 ALCOHOL-RELATED FATALITY CRASHES % PARISH 40.00% 75.00% 60.00% 66.67% 33.33% ·50.00% %LA 45.73% 45.95% 42.15% 41.90% 40.49% -3.37% PARISH COUNT 19 23 21 24 20 -16.67% ALCOHOL-RELATED INJURY CRASHES % PARISH 16 96% 19 17% 15 33% 16 55% 15 27% -7 76% %1A 8 4 9% 8.62% 8 55% 8 32% 8 15% -2 00% PARISH COUNT 1 2 2 1 50.00% 2 ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 50.00% 100.00% 50.00% % PARISH 66.67% 50.00% 0.00% % LA 36.88% 39.82% 34.54% 30.98% 25.26% -18.45% PARISH COUNT 5 5 Δ q 3 -66.67% ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 11.90% 11.90% 8.33% 14.52% 6.12% -57.82% 4.54% 4.32% % LA 4.70% 4.46% 4.05% -9.06% 15-24 14 14 11 120.00% 8 5 DWI ARRESTS INVOLVING DRIVERS AGES 15-24 118 90 51.11% ALL 89 146 136 % 15-24 15.73% 9.59% 5.56% 6.78% 8.09% 45.59% PEDESTRIAN, MOTORCYCLE AND BICYCLE FATALITIES -100 00% PARISH COUNT 0 0 0 2 0 20.00% PEDESTRIAN FATALITIES -100.00% % PARISH 0.00% 0.00% 0.00% 0.00% 12.02% % LA 13.23% 10.97% 13.74% 16.76% 22.00% PARISH COUNT 0 0 0 0 1 100.00% MOTORCYCLE FATALITIES % PARISH 0.00% 0.00% 0.00% 0.00% 14.29% 100.00% 8.85% 11.67% % LA 12.62% 10.14% 10.80% -7.42% PARISH COUNT 0 0 0 0 -100.00% **BICYCLE FATALITIES** % PARISH 0.00% 0.00% 10.00% 0.00% -100.00% 0.00% 0.98% 1.33% 3.32% % LA 1.25% 2.36% 40.65% TRAINS PARISH COUNT 0 100.00% 0 1 0 1 TRAIN CRASHES % PARISH 0.00% 0.00% 0.31% 0.00% 0.32% 100.00% 0.04% -16.00% 0.03% 0.06% 0.05% 0.04% % LA PARISH COUNT 0 0 N/A 0 0 0 TRAIN FATALITIES % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% N/A 1.59% 0.55% 0.93% 1.11% 0.46% %LA -58.59% PARISH COUNT 0 0 1 0 1 100.00% TRAIN INJURIES % PARISH 0.00% 0.00% 0.73% 0.00% 0.76% 100.00% %LA 0.06% 0.05% 0.09% 0.07% 0.06% -15.28% COMMERCIAL MOTOR VEHICLES (CMV) PARISH COUNT -100.00% 0 1 1 0 1 CMV FATAL CRASHES % PARISH 20.00% 0.00% 20.00% 11.11% 0.00% -100.00% %LA 12.56% 10.15% 14,93% 13.65% 14.26% 4.49% PARISH COUNT 7 6 12 13 7 -46.15% CMV INJURY CRASHES % PARISH 6.25% 5.00% 8.76% 8.97% 5.34% -40.40% 3.83% 3.43% 3.71% 3.72% 3.59% -3 46% % I A PARISH COUNT 11 -31.25% 3 11 15 16 CMV PDO % PARISH 2 16% 7 97% 8 1 1 % 9 88% 6 40% -35 25% % LA 2.01% 1.72% 1.93% 1.86% 1.85% -0.58%

## St. Bernard

| PARISH: ST. BERNARD<br>LICENSED DRIVER POPULATION                               |  | 2008<br>23,705      | 2009<br>21,881 | 2010<br>21,923   | 2011<br>22,821    | 2012<br>23,679 | % CHANGE (2011-<br>3.76% |
|---|--|---------------------|----------------|------------------|-------------------|----------------|--------------------------|
| LIENSED DRIVER POPULATION OF AGES 15-24   |  | 4,150               | 3,843          | 3,825            | 3,845             | 3,781          | -1.66%                   |
| PERCENT OF 15-24 YEAR OLD DRIVERS   | PARISH                                   | 17.51%              | 17.56%         | 17.45%           | 16.85%            | 15.97%         | -5.23%                   |
| LOUISIANA AVERAGE   | LA                                       | 17.27%              | 16.93%         | 16.53%           | 16.23%            | 16.03%         | -1.25%                   |
|   | PROPERTY DAMAGE O                        |                     |                | F                | 4                 | 2              | 50.00%                   |
| NUMBER OF FATAL CRASHES NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 |  | 3<br>0              | 3              | 5                | 4                 | 2              | -50.00%                  |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24                        | PARISH                                   | 0.00%               | 0.00%          | 40.00%           | 50.00%            | 50.00%         | 0.00%                    |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)                   | LA                                       | 34.39%              | 30.32%         | 30.17%           | 29.21%            | 29.14%         | -0.22%                   |
| NUMBER OF INJURY CRASHES  |  | 232                 | 242            | 230              | 214               | 229            | 7.01%                    |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24                        |  | 108                 | 96             | 110              | 96                | 86             | -10.42%                  |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS                       | PARISH                                   | 46.55%              | 39.67%         | 47.83%           | 44.86%            | 37.55%         | -16.28%                  |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)                  | LA                                       | 45.90%              | 40.95%         | 43.86%           | 42.50%            | 42.13%         | -0.86%                   |
| NUMBER OF PDO CRASHES   |  | 654                 | 642            | 803              | 870               | 807            | -7.24%                   |
|   | TALITIES AND INJURIE                     |                     | 042            | 805              | 870               | 807            | -7.24/0                  |
| NUMBER OF FATALITIES  |  | 5                   | 3              | 5                | 4                 | 2              | -50.00%                  |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                               | PARISH                                   | 21.1                | 13.7           | 22.8             | 17.5              | 8.4            | -51.81%                  |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                               | LA                                       | 32                  | 29             | 25               | 23                | 25             | 10.08%                   |
| NUMBER OF INJURIES  |  | 376                 | 392            | 341              | 327               | 341            | 4.28%                    |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                                 | PARISH                                   | 1,586               | 1,792          | 1,555            | 1,433             | 1,440          | 0.50%                    |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                                 | LA                                       | 2,664               | 2,583          | 2,398            | 2,424             | 2,476          | 2.15%                    |
|   | ETY BELT/HARNESS U                       |                     |                |                  |                   |                |                          |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS                     | PARISH                                   | 100.00%             | 0.00%          | 100.00%          | 100.00%           | 0.00%          | -100.00%                 |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)                | LA<br>COST ESTIMATES                     | 64.11%              | 62.56%         | 58.06%           | 64.62%            | 54.18%         | -16.16%                  |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)                       | COSTESTIMATES                            | \$33.13             | \$37.41        | \$38.78          | \$35.88           | \$34.29        | -4.45%                   |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER                          |  | \$1,397.78          | \$1,709.65     |                  | \$1,572.38        | \$1,447.98     | -7.91%                   |
| ALC   | OHOL-RELATED CRASH                       | IES                 |                |                  |                   |                |                          |
|   | PARISH COUNT                             | 3                   | 0              | 2                | 4                 | 0              | -100.00%                 |
| ALCOHOL-RELATED FATALITY CRASHES  | % PARISH<br>% LA                         | 100.00%<br>45.73%   | 0.00%          | 40.00%<br>42.15% | 100.00%<br>41.90% | 0.00%          | -100.00%                 |
|   | PARISH COUNT                             | 24                  | 25             | 31               | 18                | 18             | 0.00%                    |
| ALCOHOL-RELATED INJURY CRASHES  | % PARISH                                 | 10.34%              | 10.33%         | 13.48%           | 8.41%             | 7.86%          | -6.55%                   |
|   | % LA                                     | 8.49%               | 8.62%          | 8.55%            | 8.32%             | 8.15%          | -2.00%                   |
|   | PARISH COUNT<br>% PARISH                 | 0.00%               | 0              | 0.00%            | 2<br>100.00%      | 0              | -100.00%                 |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24                   | % LA                                     | 36.88%              | 39.82%         | 34.54%           | 30.98%            | 25.26%         | -100.00%                 |
|   | PARISH COUNT                             | 5                   | 6              | 6                | 8                 | 2              | -75.00%                  |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24                     | % PARISH                                 | 4.63%               | 6.25%          | 5.45%            | 8.33%             | 2.33%          | -72.09%                  |
|   | % LA                                     | 4.54%               | 4.32%          | 4.70%<br>12      | 4.46%             | 4.05%          | -9.06%                   |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24  | 15-24<br>ALL                             | 6<br>129            | 5<br>218       | 365              | 10<br>262         | 8<br>259       | -20.00%                  |
|   | % 15-24                                  | 4.65%               | 2.29%          | 3.29%            | 3.82%             | 3.09%          | -19.07%                  |
| PEDESTRIAN, M   | OTORCYCLE AND BICY                       |                     |                |                  |                   |                |                          |
| PEDESTRIAN FATALITIES   | PARISH COUNT<br>% PARISH                 | 0                   | 1<br>33.33%    | 2<br>40.00%      | 0                 | 1<br>50.00%    | 100.00%<br>100.00%       |
|   | % LA                                     | 12.02%              | 13.23%         | 10.97%           | 13.74%            | 16.76%         | 22.00%                   |
|   | PARISH COUNT                             | 0                   | 1              | 1                | 1                 | 0              | -100.00%                 |
| MOTORCYCLE FATALITIES   | % PARISH                                 | 0.00%               | 33.33%         | 20.00%           | 25.00%            | 0.00%          | -100.00%                 |
|   | % LA                                     | 8.85%               | 12.62%         | 10.14%           | 11.67%            | 10.80%         | -7.42%                   |
| BICYCLE FATALITIES  | PARISH COUNT<br>% PARISH                 | 0                   | 0<br>0.00%     | 0                | 0                 | 0.00%          | N/A<br>N/A               |
|   | % LA                                     | 0.98%               | 1.33%          | 1.25%            | 2.36%             | 3.32%          | 40.65%                   |
|   | TRAINS                                   |                     |                |                  |                   |                |                          |
|   | PARISH COUNT                             | 0                   | 0              | 0                | 1                 | 0              | -100.00%                 |
| TRAIN CRASHES   | % PARISH                                 | 0.00%               | 0.00%          | 0.00%            | 0.09%             | 0.00%          | -100.00%                 |
|   | % LA<br>PARISH COUNT                     | 0.04%               | 0.03%<br>0     | 0.06%            | 0.05%             | 0.04%          | -16.00%                  |
| TRAIN FATALITIES  | % PARISH                                 | 0.00%               | 0.00%          | 0.00%            | 0.00%             | 0.00%          | N/A<br>N/A               |
|   | % LA                                     | 1.59%               | 0.55%          | 0.93%            | 1.11%             | 0.46%          | -58.59%                  |
|   | PARISH COUNT                             | 0                   | 0              | 0                | 0                 | 0              | N/A                      |
| TRAIN INJURIES  | % PARISH                                 | 0.00%               | 0.00%          | 0.00%            | 0.00%             | 0.00%          | N/A                      |
|   | % LA                                     | 0.06%               | 0.05%          | 0.09%            | 0.07%             | 0.06%          | -15.28%                  |
| COMMER  | RCIAL MOTOR VEHICLE                      |                     | 1              |                  | 0                 |                | NI/A                     |
|   | PARISH COUNT<br>% PARISH                 | 0                   | 1<br>33.33%    | 0.00%            | 0.00%             | 0.00%          | N/A<br>N/A               |
| CMV FATAL CRASHES   |  | 12.56%              | 10.15%         | 14.93%           | 13.65%            | 14.26%         | 4.49%                    |
| CMV FATAL CRASHES   | % LA                                     | 12.30%              |                |                  |                   |                | -27.27%                  |
| CMV FATAL CRASHES   |  | 8                   | 7              | 12               | 11                | 8              | -27.2778                 |
| CMV FATAL CRASHES   | % LA                                     | 1                   | 7<br>2.89%     | 12<br>5.22%      | 11<br>5.14%       | 8<br>3.49%     | -32.04%                  |
|   | % LA<br>PARISH COUNT<br>% PARISH<br>% LA | 8<br>3.45%<br>3.83% | 2.89%<br>3.43% | 5.22%<br>3.71%   | 5.14%<br>3.72%    | 3.49%<br>3.59% | -32.04%<br>-3.46%        |
|   | % LA<br>PARISH COUNT<br>% PARISH         | 8<br>3.45%          | 2.89%          | 5.22%            | 5.14%             | 3.49%          | -32.04%                  |

## ST. CHARLES

| PARISH: ST. CHARLES   |                        | 2008         | 2009         | 2010         | 2011         | 2012         | % CHANGE (2011-  |
|---|------------------------|--------------|--------------|--------------|--------------|--------------|------------------|
| LICENSED DRIVER POPULATION  |                        | 36,123       | 36,262       | 36,360       | 36,716       | 36,996       | 0.76%            |
| LIENSED DRIVER POPULATION OF AGES 15-24                                   |                        | 6,701        | 6,493        | 6,285        | 6,265        | 6,332        | 1.07%            |
| PERCENT OF 15-24 YEAR OLD DRIVERS   | PARISH                 | 18.55%       | 17.91%       | 17.29%       | 17.06%       | 17.12%       | 0.30%            |
| LOUISIANA AVERAGE   | LA                     | 17.27%       | 16.93%       | 16.53%       | 16.23%       | 16.03%       | -1.25%           |
|   | AND PROPERTY DAMAGE O  |              |              |              |              |              |                  |
| NUMBER OF FATAL CRASHES   |                        | 8            | 10           | 11           | 7            | 9            | 28.57%           |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24                   |                        | 1            | 4            | 3            | 1            | 4            | 300.00%          |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24                  | PARISH                 | 12.50%       | 40.00%       | 27.27%       | 14.29%       | 44.44%       | 211.11%          |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)             | LA                     | 34.39%       | 30.32%       | 30.17%       | 29.21%       | 29.14%       | -0.22%           |
| NUMBER OF INJURY CRASHES  |                        | 564          | 442          | 453          | 427          | 433          | 1.41%            |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24                  |                        | 241          | 160          | 175          | 156          | 183          | 17.31%           |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS                 | PARISH                 | 42.73%       | 36.20%       | 38.63%       | 36.53%       | 42.26%       | 15.68%           |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)            | LA                     | 45.90%       | 40.95%       | 43.86%       | 42.50%       | 42.13%       | -0.86%           |
|   |                        |              |              |              |              |              |                  |
| NUMBER OF PDO CRASHES   |                        | 1307         | 1230         | 1172         | 1141         | 1216         | 6.57%            |
|   | FATALITIES AND INJURIE |              | 11           | 14           | 7            | 11           | F7 1 49/         |
| NUMBER OF FATALITIES<br>NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS | PARISH                 | 8<br>22.1    | 11<br>30.3   | 14<br>38.5   | 19.1         | 11<br>29.7   | 57.14%<br>55.95% |
|   | LA                     | 32           | 29           | 25           | 23           | 25           | 10.08%           |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                         | LA                     | 52           | 29           | 25           | 25           | 25           | 10.08%           |
| NUMBER OF INJURIES  |                        | 876          | 725          | 723          | 710          | 684          | -3.66%           |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                           | PARISH                 | 2,425        | 1,999        | 1,988        | 1,934        | 1,849        | -4.39%           |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                           | LA                     | 2,664        | 2,583        | 2,398        | 2,424        | 2,476        | 2.15%            |
|   | SAFETY BELT/HARNESS U  | SE           |              |              |              |              |                  |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS               | PARISH                 | 40.00%       | 66.67%       | 14.29%       | 100.00%      | 60.00%       | -40.00%          |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)          | LA                     | 64.11%       | 62.56%       | 58.06%       | 64.62%       | 54.18%       | -16.16%          |
|   | COST ESTIMATES         |              |              |              |              |              |                  |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)                 |                        | \$71.20      | \$76.29      | \$80.64      | \$70.11      | \$74.45      | 6.18%            |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER                    |                        | \$1,970.95   | \$2,103.87   | \$2,217.94   | \$1,909.61   | \$2,012.34   | 5.38%            |
|   | ALCOHOL-RELATED CRASI  |              |              |              |              |              |                  |
|   | PARISH COUNT           | 2            | 4            | 4            | 3            | 5            | 66.67%           |
| ALCOHOL-RELATED FATALITY CRASHES  | % PARISH<br>% LA       | 25.00%       | 40.00%       | 36.36%       | 42.86%       | 55.56%       | 29.63%           |
|   | PARISH COUNT           | 45.73%<br>60 | 45.95%<br>38 | 42.15%<br>37 | 41.90%<br>45 | 40.49%<br>42 | -3.37%<br>-6.67% |
| ALCOHOL-RELATED INJURY CRASHES  | % PARISH               | 10.64%       | 8.60%        | 8.17%        | 10.54%       | 9.70%        | -7.96%           |
|   | % LA                   | 8.49%        | 8.62%        | 8.55%        | 8.32%        | 8.15%        | -2.00%           |
|   | PARISH COUNT           | 1            | 2            | 2            | 0            | 1            | 100.00%          |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24             | % PARISH               | 100.00%      | 50.00%       | 66.67%       | 0.00%        | 25.00%       | 100.00%          |
|   | % LA                   | 36.88%       | 39.82%       | 34.54%       | 30.98%       | 25.26%       | -18.45%          |
|   | PARISH COUNT           | 15           | 6            | 12           | 7            | 9            | 28.57%           |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24               | % PARISH               | 6.22%        | 3.75%        | 6.86%        | 4.49%        | 4.92%        | 9.60%            |
|   | % LA                   | 4.54%        | 4.32%        | 4.70%        | 4.46%        | 4.05%        | -9.06%           |
|   | 15-24                  | 1            | 8<br>226     | 16           | 7            | 7            | 0.00%            |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24                                  | ALL<br>% 15-24         | 189<br>0.53% | 3.54%        | 249<br>6.43% | 257<br>2.72% | 240<br>2.92% | -6.61%<br>7.08%  |
| PEDESTRIA   | N, MOTORCYCLE AND BICY |              |              | 0.4370       | 2.7270       | 2.5270       | 7.0070           |
|   | PARISH COUNT           | 1            | 1            | 2            | 2            | 2            | 0.00%            |
| PEDESTRIAN FATALITIES   | % PARISH               | 12.50%       | 9.09%        | 14.29%       | 28.57%       | 18.18%       | -36.36%          |
|   | % LA                   | 12.02%       | 13.23%       | 10.97%       | 13.74%       | 16.76%       | 22.00%           |
|   | PARISH COUNT           | 1            | 0            | 1            | 0            | 0            | N/A              |
| MOTORCYCLE FATALITIES   | % PARISH               | 12.50%       | 0.00%        | 7.14%        | 0.00%        | 0.00%        | N/A              |
|   | % LA                   | 8.85%        | 12.62%       | 10.14%       | 11.67%       | 10.80%       | -7.42%           |
|   | PARISH COUNT           | 0            | 0            | 0            | 0            | 0            | N/A              |
| BICYCLE FATALITIES  | % PARISH               | 0.00%        | 0.00%        | 0.00%        | 0.00%        | 0.00%        | N/A              |
|   | % LA                   | 0.98%        | 1.33%        | 1.25%        | 2.36%        | 3.32%        | 40.65%           |
|   |                        |              |              |              |              |              | 100              |
|   | PARISH COUNT           | 0            | 1            | 2            | 0            | 1            | 100.00%          |
| TRAIN CRASHES   | % PARISH               | 0.00%        | 0.06%        | 0.12%        | 0.00%        | 0.06%        | 100.00%          |
|   | % LA<br>PARISH COUNT   | 0.04%        | 0.03%        | 0.06%        | 0.05%        | 0.04%        | -16.00%<br>N/A   |
| TRAIN FATALITIES  | % PARISH               | 0.00%        | 10.00%       | 0.00%        | 0.00%        | 0.00%        | N/A<br>N/A       |
|   | % PARISH<br>% LA       | 1.59%        | 0.55%        | 0.00%        | 1.11%        | 0.00%        | -58.59%          |
|   | PARISH COUNT           | 0            | 0.33%        | 0.93%        | 0            | 0.40%        | -38.35%          |
| TRAIN INJURIES  | % PARISH               | 0.00%        | 0.00%        | 0.00%        | 0.00%        | 0.00%        | N/A              |
|   | % LA                   | 0.06%        | 0.05%        | 0.09%        | 0.07%        | 0.06%        | -15.28%          |
| COM   | IMERCIAL MOTOR VEHICLE |              |              |              |              |              |                  |
|   | PARISH COUNT           | 1            | 2            | 5            | 0            | 1            | 100.00%          |
| CMV FATAL CRASHES   | % PARISH               | 12.50%       | 20.00%       | 45.45%       | 0.00%        | 11.11%       | 100.00%          |
|   | % LA                   | 12.56%       | 10.15%       | 14.93%       | 13.65%       | 14.26%       | 4.49%            |
|   | PARISH COUNT           | 29           | 26           | 40           | 29           | 21           | -27.59%          |
| CMV INJURY CRASHES  | % PARISH               | 5.14%        | 5.88%        | 8.83%        | 6.79%        | 4.85%        | -28.59%          |
|   | % LA                   | 3.83%        | 3.43%        | 3.71%        | 3.72%        | 3.59%        | -3.46%           |
|   | PARISH COUNT           | 48           | 28           | 50           | 46           | 37           | -19.57%          |
|   |                        |              |              |              |              |              |                  |
| CMV PDO   | % PARISH               | 3.67%        | 2.28%        | 4.27%        | 4.03%        | 3.04%        | -24.53%          |

### St. Helena PARISH: ST. HELENA % CHANGE (2011-2012) 2008 2009 2010 2011 LICENSED DRIVER POPULATION 4,723 4,753 4,709 4,732 4,707 0.53% LIENSED DRIVER POPULATION OF AGES 15-24 813 805 813 -0.12% 829 812 PERCENT OF 15-24 YEAR OLD DRIVERS PARISH 17.55% 17.10% 17.09% 17.18% 17.25% 0.41% LOUISIANA AVERAGE 17.27% 16.93% 16.53% 16.23% 16.03% -1.25% LA FATAL, INJURY AND PROPERTY DAMAGE ONLY (PDO) CRASHES NUMBER OF FATAL CRASHES 0.00% 4 4 8 5 3 NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 2 1 0 1 0 -100 00% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 PARISH 25.00% 20.00% 0.00% 25.00% 0.00% -100.00% 34.39% 30.32% 30.17% 29.21% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) 29.14% -0.22% LA -5.48% NUMBER OF INJURY CRASHES 70 64 65 73 69 NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 28 -13 33% 32 20 30 26 NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS PARISH 40.00% 50.00% 30.77% 41.10% 37.68% -8.31% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA) 45.90% 42.50% IΔ 40.95% 43.86% 42.13% -0.86% NUMBER OF PDO CRASHES 17.98% 88 101 90 89 105 FATALITIES AND INJURIES NUMBER OF FATALITIES 25.00% NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS PARISH 190.6 126.2 84.9 84.5 106.2 25.66% LA 32 25 NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS 29 25 23 10.08% NUMBER OF INJURIES 123 104 104 136 116 -14.71% NUMBER OF INJURIES PER 100.000 LICENSED DRIVERS PARISH 2.604 2.188 2.209 2.874 2.464 -14.25% NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS LA 2.664 2.583 2.398 2.424 2.476 2.15% SAFETY BELT/HARNESS USE PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS 100.00% 25.00% 25.00% 100.00% PARISH 0.00% 75.00% 62.56% PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) 58.06% -16.16% LA 64.11% 64.62% 54.18% COST ESTIMATES \$15.49 \$13.19 \$15.41 \$15.64 1.46% TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) \$18.62 ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER \$3,943.35 \$3,258.65 \$2,800.16 \$3,257.45 \$3,322.48 2.00% ALCOHOL-RELATED CRA PARISH COUNT 2 1 1 4 300.00% ALCOHOL-RELATED FATALITY CRASHES % PARISH 40.00% 75.00% 33 33% 25.00% 100.009 300.00% % LA 45.73% 45.95% 42.15% 41.90% 40.49% -3.37% PARISH COUNT 11 12 11 20 13 35.00% ALCOHOL-RELATED INJURY CRASHES % PARISH 15.71% 18.75% 16.92% 27.40% 18.84% -31.23% % LA 8.49% 8.62% 8.55% 8.32% 8.15% -2.00% PARISH COUNT N/A 0 0 0 ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 100.00% 100.00% 0.00% 0.00% 0.00% N/A 36.88% 39.82% 34.54% 30.98% 25.26% -18.45% % LA PARISH COUNT 3 2 3 5 4 -20.00% ALCOHOL-RELATED IN ILLRY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 10 71% 6 25% 15 00% 16.67% 15 38% -7 69% % I A 4 54% 4 32% 4 70% 4 46% 4 05% -9.06% 15-24 14 12 14 17 -82.35% 3 158 DWI ARRESTS INVOLVING DRIVERS AGES 15-24 134 194 169 108 ALL -36.09% % 15-24 10.45% 6.19% 8.86% 10.06% 2.78% -72.39% PEDESTRIAN, MOTORCYCLE AND BICYCLE FATALITIE PARISH COUNT 0 N/A 0 0 0 0 PEDESTRIAN FATALITIES % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% N/A 12.02% 13.23% 16.76% 22.00% % LA 10.97% 13.74% PARISH COUNT 0 1 0 1 0 -100.00% MOTORCYCLE FATALITIES 0.00% % PARISH 16.67% 0.00% 25.00% 0.00% -100.00% 8.85% 12.62% 10.14% 11.67% 10.80% -7 42% %IA PARISH COUNT -100.00% 0 0 0 1 0 BICYCLE FATALITIES 0.00% 25.00% % PARISH 0.00% 0.00% 0.00% -100.00% % LA 0.98% 1.33% 1.25% 2.36% 3.32% 40.65% TRAINS N/A PARISH COUNT 0 0 0 0 0 TRAIN CRASHES % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% N/A % LA 0.04% 0.03% 0.06% 0.05% 0.04% 16.00% PARISH COUNT 0 0 0 0 0 N/A TRAIN FATALITIES % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% N/A % LA 1.59% 0.55% 0.93% 1.11% 0.46% -58.59% PARISH COUNT N/A 0 0 0 0 0 TRAIN INJURIES % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% N/A % LA 0.06% 0.05% 0.09% 0.07% 0.06% -15.28% COMMERCIAL MOTOR VEHICLES (CMV) PARISH COUNT 2 0 1 0 -100.00% CMV FATAL CRASHES % PARISH 12.50% 40.00% 0.00% 25.00% 0.00% -100.00% 13.65% 14.26% % LA 12.56% 10.15% 14.93% 4.49% PARISH COUNT 6 3 3 5 7 40.00% CMV INJURY CRASHES % PARISH 8.57% 4.69% 4.62% 6.85% 10.14% 48.12% % I A 3 83% 3 4 3 % 3 71% 3 72% 3 59% -3 46% PARISH COUNT 1 3 6 3 7 133.33% 1.14% 2.97% 6.67% 3.37% % PARISH 6.67% 97.78% CMV PDO %LA 2.01% 1.72% 1.93% 1.86% 1.85% -0.58%

### ST. JAMES PARISH: ST. JAMES % CHANGE (2011-2012) 2009 2010 2011 LICENSED DRIVER POPULATION 15.026 14,999 14,813 14,892 14,954 0.42% LIENSED DRIVER POPULATION OF AGES 15-24 2.522 -0.71% 2.720 2.614 2.529 2.511 PERCENT OF 15-24 YEAR OLD DRIVERS PARISH 18.10% 17.43% 17.03% 16.98% 16.79% -1.12% LOUISIANA AVERAGE 17.27% 16.53% 16.23% -1.25% 16.93% 16.03% LA FATAL, INJURY AND PROPERTY DAMAGE ONLY (PDO) CRASHES NUMBER OF FATAL CRASHES 400.00% 4 5 10 9 2 NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 2 3 0 1 2 100.00% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 PARISH 22.22% 75.00% 0.00% 50.00% 20.00% -60.00% 34.39% 30.32% 30.17% 29.21% 29.14% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) -0.22% LA NUMBER OF INJURY CRASHES 257 213 202 190 211 11.05% NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 15 94% 122 88 71 69 80 NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS PARISH 47.47% 41.31% 35.15% 36.32% 37.91% 4.40% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA) 45.90% 42.50% IΔ 40.95% 43.86% 42.13% -0.86% NUMBER OF PDO CRASHES 18.48% 444 453 375 368 436 FATALITIES AND INJURIES 12 11 NUMBER OF FATALITIES 450.00% NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS PARISH 79.9 40.0 33.8 13.4 73.6 447.72% 32 NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS LA 29 25 23 25 10.08% NUMBER OF INJURIES 496 378 356 302 324 7.28% NUMBER OF INJURIES PER 100.000 LICENSED DRIVERS PARISH 3.301 2.520 2.403 2.028 2.167 6.84% NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS LA 2.664 2.583 2.398 2.424 2.476 2.15% SAFETY BELT/HARNESS USE PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS 50.00% 66.67% 60.00% 100.00% PARISH 0.00% 28.57% 62.56% PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) 58.06% -16.16% LA 64.11% 64.62% 54.18% COST ESTIMATES \$38.49 \$35.28 51.33% TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) \$46.52 \$27.43 \$41.51 ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER \$3.096.26 \$2,566.26 \$2,381.94 \$1,842.15 \$2,776.15 50.70% ALCOHOL-RELATED CRA PARISH COUNT 2 2 0 2 100.00% ALCOHOL-RELATED FATALITY CRASHES % PARISH 55.56% 50.00% 40.00% 0.00% 20.00% 100.00% % LA 45.73% 45.95% 42.15% 41.90% 40.49% -3.37% PARISH COUNT 28 26 17 19 19 0.00% ALCOHOL-RELATED INJURY CRASHES % PARISH 10.89% 12.21% 8.42% 10.00% 9.00% -9.95% % LA 8.49% 8.62% 8.55% 8.32% 8.15% -2.00% PARISH COUNT 100.00% 0 0 0 ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 0.00% 33.33% 0.00% 0.00% 50.00% 100.00% 36.88% 39.82% 34.54% 30.98% 25.26% % LA -18.45% PARISH COUNT 6 3 3 4 2 -50.00% ALCOHOL-RELATED IN ILLRY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 4 92% 3 41% 4 23% 5 80% 2 50% -56 88% % I A 4 54% 4 32% 4 70% 4 46% 4 05% -9.06% 15-24 6 10 6 -66.67% 3 2 -46.55% DWI ARRESTS INVOLVING DRIVERS AGES 15-24 115 116 ALL 114 180 62 % 15-24 5.22% 2.63% 5.56% 5.17% 3.23% -37.63% PEDESTRIAN, MOTORCYCLE AND BICYCLE FATALITIE 100.00% PARISH COUNT 0 0 0 0 2 PEDESTRIAN FATALITIES % PARISH 0.00% 0.00% 0.00% 0.00% 18.18% 100.00% 12.02% 13.23% % LA 10.97% 13.74% 16.76% 22.00% PARISH COUNT 0 1 0 1 0 -100.00% MOTORCYCLE FATALITIES 0.00% % PARISH 16.67% 0.00% 50.00% 0.00% -100.00% 8.85% 12.62% 10.14% 11.67% 10.80% -7 42% %1A PARISH COUNT N/A 0 0 0 0 0 BICYCLE FATALITIES 0.00% 0.00% % PARISH 0.00% 0.00% 0.00% N/A % LA 0.98% 1.33% 1.25% 2.36% 3.32% 40.65% TRAINS 0.00% PARISH COUNT 3 1 2 1 1 TRAIN CRASHES % PARISH 0 42% 0.15% 0 34% 0 18% 0 15% -14 76% % LA 0.04% 0.03% 0.06% 0.05% 0.04% -16.00% PARISH COUNT 0 0 0 0 0 N/A TRAIN FATALITIES % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% N/A % LA 1.59% 0.55% 0.93% 1.11% 0.46% -58.59% 0.00% PARISH COUNT 1 1 1 1 1 TRAIN INJURIES % PARISH 0.39% 0.39% 0.50% 0 53% 0.47% -9.95% % LA 0.06% 0.05% 0.09% 0.07% 0.06% -15.28% COMMERCIAL MOTOR VEHICLES (CMV) PARISH COUNT 0 0 1 0 4 100.00% CMV FATAL CRASHES % PARISH 0.00% 0.00% 20.00% 0.00% 40.00% 100.00% 12.56% % LA 10.15% 14.93% 13.65% 14.26% 4.49% PARISH COUNT 21 13 13 6 10 66.67% CMV INJURY CRASHES % PARISH 8.17% 6.10% 6.44% 3.16% 4.74% 50.08% % I A 3 83% 3 4 3 % 3 71% 3 72% 3 59% -3 46% PARISH COUNT 25 13 4 7 16 128.57% 5.63% 2.87% 1.07% 1.90% % PARISH 3.67% 92.92% CMV PDO

%LA

2.01%

1.72%

1.93%

1.86%

1.85%

-0.58%

## ST. JOHN THE BAPTIST

| PARISH: ST. JOHN THE BAPTIST<br>LICENSED DRIVER POPULATION                                      |                          | 2008                 | 2009                 | 2010                 | 2011                 | 2012                 | % CHANGE (2011-            |
|---|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------------|
| LICENSED DRIVER POPULATION LIENSED DRIVER POPULATION OF AGES 15-24                              |                          | 29,321<br>5,154      | 29,181<br>5,058      | 28,785<br>4,914      | 28,832<br>4,880      | 28,897<br>4,807      | 0.23%                      |
| PERCENT OF 15-24 YEAR OLD DRIVERS   | PARISH                   | 17.58%               | 17.33%               | 17.07%               | 16.93%               | 16.63%               | -1.72%                     |
| LOUISIANA AVERAGE   | LA                       | 17.27%               | 16.93%               | 16.53%               | 16.23%               | 16.03%               | -1.25%                     |
| FATAL, INJURY AN  | ID PROPERTY DAMAGE O     | NLY (PDO) CF         | RASHES               |                      |                      |                      |                            |
| NUMBER OF FATAL CRASHES   |                          | 16                   | 4                    | 8                    | 3                    | 10                   | 233.33%                    |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24   |                          | 3                    | 1                    | 4                    | 0                    | 3                    | 100.00%                    |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24  | PARISH                   | 18.75%               | 25.00%               | 50.00%               | 0.00%                | 30.00%               | 100.00%                    |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)                                   | LA                       | 34.39%               | 30.32%               | 30.17%               | 29.21%               | 29.14%               | -0.22%                     |
| NUMBER OF INJURY CRASHES  | T                        | 543                  | 516                  | 400                  | 405                  | 511                  | 26.17%                     |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24  |                          | 224                  | 192                  | 169                  | 183                  | 220                  | 20.22%                     |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS                                       | PARISH                   | 41.25%               | 37.21%               | 42.25%               | 45.19%               | 43.05%               | -4.72%                     |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)                                  | LA                       | 45.90%               | 40.95%               | 43.86%               | 42.50%               | 42.13%               | -0.86%                     |
| NUMBER OF PDO CRASHES   |                          | 1172                 | 1174                 | 924                  | 908                  | 993                  | 9.36%                      |
|   | FATALITIES AND INJURIE   |                      | 11/4                 | 524                  | 508                  | 333                  | 9.30%                      |
| NUMBER OF FATALITIES  |                          | 21                   | 5                    | 10                   | 3                    | 15                   | 400.00%                    |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | PARISH                   | 71.6                 | 17.1                 | 34.7                 | 10.4                 | 51.9                 | 398.88%                    |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | LA                       | 32                   | 29                   | 25                   | 23                   | 25                   | 10.08%                     |
|   |                          |                      |                      |                      |                      |                      |                            |
| NUMBER OF INJURIES  | DADIGU                   | 1,003                | 946                  | 705                  | 682                  | 952                  | 39.59%                     |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS | PARISH                   | 3,421<br>2,664       | 3,242<br>2,583       | 2,449<br>2,398       | 2,365                | 3,294<br>2,476       | 39.28%<br>2.15%            |
| -   | SAFETY BELT/HARNESS U    | ,                    | 2,565                | 2,398                | 2,424                | 2,470                | 2.15%                      |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS                                     | PARISH                   | 83.33%               | 66.67%               | 25.00%               | 100.00%              | 50.00%               | -50.00%                    |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)                                | LA                       | 64.11%               | 62.56%               | 58.06%               | 64.62%               | 54.18%               | -16.16%                    |
|   | COST ESTIMATES           |                      |                      |                      |                      |                      |                            |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)                                       |                          | \$93.00              | \$84.92              | \$72.36              | \$61.15              | \$96.65              | 58.05%                     |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER  |                          | \$3,171.78           | \$2,909.97           | \$2,513.67           | \$2,121.06           | \$3,344.71           | 57.69%                     |
| A   | LCOHOL-RELATED CRASH     |                      |                      |                      |                      |                      |                            |
| ALCOHOL-RELATED FATALITY CRASHES  | PARISH COUNT<br>% PARISH | 6<br>37.50%          | 1<br>25.00%          | 4<br>50.00%          | 1<br>33.33%          | 7<br>70.00%          | 600.00%<br>110.00%         |
|   | % LA                     | 45.73%               | 45.95%               | 42.15%               | 41.90%               | 40.49%               | -3.37%                     |
|   | PARISH COUNT             | 57                   | 54                   | 38                   | 49                   | 48                   | -2.04%                     |
| ALCOHOL-RELATED INJURY CRASHES  | % PARISH                 | 10.50%               | 10.47%               | 9.50%                | 12.10%               | 9.39%                | -22.36%                    |
|   | % LA                     | 8.49%                | 8.62%                | 8.55%                | 8.32%                | 8.15%                | -2.00%                     |
|   | PARISH COUNT             | 0                    | 1                    | 1                    | 0                    | 1                    | 100.00%                    |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24                                   | % PARISH                 | 0.00%                | 100.00%              | 25.00%               | 0.00%                | 33.33%               | 100.00%                    |
|   | % LA<br>PARISH COUNT     | 36.88%               | 39.82%<br>7          | 34.54%<br>11         | 30.98%<br>14         | 25.26%<br>6          | -18.45%<br>-57.14%         |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24                                     | % PARISH                 | 3.13%                | 3.65%                | 6.51%                | 7.65%                | 2.73%                | -64.35%                    |
|   | % LA                     | 4.54%                | 4.32%                | 4.70%                | 4.46%                | 4.05%                | -9.06%                     |
|   | 15-24                    | 8                    | 6                    | 8                    | 4                    | 7                    | 75.00%                     |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24  | ALL<br>% 15-24           | 205<br>3.90%         | 274<br>2.19%         | 305<br>2.62%         | 237<br>1.69%         | 206<br>3.40%         | -13.08%<br>101.33%         |
| PEDESTRIAN  | MOTORCYCLE AND BICY      |                      |                      | 2.02%                | 1.09%                | 3.40%                | 101.55%                    |
|   | PARISH COUNT             | 3                    | 1                    | 1                    | 1                    | 2                    | 100.00%                    |
| PEDESTRIAN FATALITIES   | % PARISH                 | 14.29%               | 20.00%               | 10.00%               | 33.33%               | 13.33%               | -60.00%                    |
|   | % LA                     | 12.02%               | 13.23%               | 10.97%               | 13.74%               | 16.76%               | 22.00%                     |
|   | PARISH COUNT             | 2                    | 0                    | 1                    | 0                    | 2                    | 100.00%                    |
| MOTORCYCLE FATALITIES   | % PARISH                 | 9.52%                | 0.00%                | 10.00%               | 0.00%                | 13.33%               | 100.00%                    |
|   | % LA<br>PARISH COUNT     | 8.85%<br>0           | 12.62%<br>0          | 10.14%<br>0          | 11.67%<br>0          | 10.80%<br>3          | -7.42%<br>100.00%          |
| BICYCLE FATALITIES  | % PARISH                 | 0.00%                | 0.00%                | 0.00%                | 0.00%                | 20.00%               | 100.00%                    |
|   | % LA                     | 0.98%                | 1.33%                | 1.25%                | 2.36%                | 3.32%                | 40.65%                     |
|   | TRAINS                   |                      |                      |                      |                      |                      |                            |
|   | PARISH COUNT             | 6                    | 2                    | 4                    | 3                    | 3                    | 0.00%                      |
| TRAIN CRASHES   | % PARISH                 | 0.35%                | 0.12%                | 0.30%                | 0.23%                | 0.20%                | -13.08%                    |
|   | % LA                     | 0.04%                | 0.03%                | 0.06%                | 0.05%                | 0.04%                | -16.00%                    |
|   | PARISH COUNT             | 0                    | 1                    | 0                    | 0                    | 0                    | N/A                        |
| TRAIN FATALITIES  | % PARISH                 | 0.00%                | 25.00%<br>0.55%      | 0.00%                | 0.00%                | 0.00%                | N/A                        |
|   | % LA<br>PARISH COUNT     | 1.59%                | 0.55%                | 0.93%                | 1.11%                | 0.46%                | -58.59%<br>50.00%          |
| TRAIN INJURIES  | % PARISH                 | 4                    | 4<br>0.74%           | 4                    | 0.49%                | 0.59%                | 18.88%                     |
|   | % LA                     | 0.06%                | 0.05%                | 0.09%                | 0.07%                | 0.06%                | -15.28%                    |
| СОММ  | IERCIAL MOTOR VEHICLE    | S (CMV)              |                      |                      |                      |                      |                            |
|   | PARISH COUNT             | 2                    | 1                    | 0                    | 0                    | 3                    | 100.00%                    |
| CMV FATAL CRASHES   | % PARISH                 | 12.50%               | 25.00%               | 0.00%                | 0.00%                | 30.00%               | 100.00%                    |
|   | % LA                     | 12.56%               | 10.15%               | 14.93%               | 13.65%               | 14.26%               | 4.49%                      |
|   | PARISH COUNT             | 33                   | 30                   | 32                   | 24                   | 27                   | 12.50%                     |
|   | % PARISH                 | 6.08%                | 5.81%                | 8.00%                | 5.93%                | 5.28%                | -10.84%                    |
| CMV INJURY CRASHES  |                          | 2.0251               | 0.000                |                      |                      |                      |                            |
| CMV INJURY CRASHES  | % LA                     | 3.83%                | 3.43%                | 3.71%                | 3.72%                | 3.59%                | -3.46%                     |
| CMV INJURY CRASHES  |                          | 3.83%<br>31<br>2.65% | 3.43%<br>21<br>1.79% | 3.71%<br>23<br>2.49% | 3.72%<br>11<br>1.21% | 3.59%<br>21<br>2.11% | -3.46%<br>90.91%<br>74.57% |

### ST. LANDRY PARISH: ST. LANDRY % CHANGE (2011-2012) 2009 2010 2011 LICENSED DRIVER POPULATION 60.317 60,533 60,474 60,733 61,353 1.02% LIENSED DRIVER POPULATION OF AGES 15-24 10.794 10.644 10.284 -0.24% 10.196 10.172 PERCENT OF 15-24 YEAR OLD DRIVERS PARISH 17.90% 17.58% 17.01% 16.79% 16.58% -1.24% LOUISIANA AVERAGE 17.27% 16.93% 16.53% 16.03% -1.25% 16.23% LA FATAL, INJURY AND PROPERTY DAMAGE ONLY (PDO) CRASHES NUMBER OF FATAL CRASHES 24 -20.83% 15 21 14 19 NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 6 4 4 3 8 166 67% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 PARISH 40.00% 19.05% 28.57% 12.50% 42.11% 236.84% 34.39% 30.32% 30.17% 29.21% 29.14% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) -0.22% LA NUMBER OF INJURY CRASHES 859 867 883 775 735 -5.16% NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 352 350 -13 08% 325 321 279 NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS PARISH 40.98% 37.49% 39.64% 41.42% 37.96% -8.35% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA) 45.90% 40.95% 42.50% -0.86% IΔ 43.86% 42.13% NUMBER OF PDO CRASHES 1691 1936 1669 1571 1557 -0.89% FATALITIES AND INJURIES 15 NUMBER OF FATALITIES 16 25 25 22 12.00% NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS PARISH 26.5 41.3 24.8 41.2 35.9 -12.89% 32 10.08% NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS LA 29 25 23 25 NUMBER OF INJURIES 1,393 1,479 1,441 1,369 1,225 -10.52% NUMBER OF INJURIES PER 100.000 LICENSED DRIVERS PARISH 2.309 2.443 2.383 2.254 1.997 -11.42% NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS LA 2.664 2.583 2.398 2.424 2,476 2.15% SAFETY BELT/HARNESS USE PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS 63.64% 50.00% 85.71% 54.55% 37.50% -31 25% PARISH -16.16% PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) 58.06% 64.62% LA 64.11% 62.56% 54.18% COST ESTIMATES \$114.92 \$156.39 \$139.37 \$144.85 \$131.23 TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) -9.40% ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER \$1,905.25 \$2,583.61 \$2,304.60 \$2,385.02 \$2,138.93 -10.32% ALCOHOL-RELATED CRA PARISH COUNT 9 7 13 10 -23.08% ALCOHOL-RELATED FATALITY CRASHES % PARISH 42.86% 33.33% 50.00% 54 17% 52.63% 2 83% % LA 45.73% 45.95% 42.15% 41.90% 40.49% -3.37% PARISH COUNT 95 99 110 81 76 -6.17% ALCOHOL-RELATED INJURY CRASHES % PARISH 11.06% 11.42% 12.46% 10.45% 10.34% -1.07% % LA 8.49% 8.62% 8.55% 8.32% 8.15% -2.00% PARISH COUNT 100.00% 3 0 ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 33.33% 75.00% 50.00% 0.00% 25.00% 100.00% 36.88% 39.82% 34.54% 30.98% 25.26% % LA -18.45% PARISH COUNT 28 10 29 22 15 -31.82% ALCOHOL-RELATED IN ILLRY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 7 95% 3.08% 8 29% 6 85% 5 38% -21 55% % I A 4 54% 4 32% 4 70% 4 46% 4 05% -9.06% 15-24 38 41 38 31 22 -29.03% 480 DWI ARRESTS INVOLVING DRIVERS AGES 15-24 423 554 462 300 ALL -35.06% % 15-24 8.98% 7.40% 7.92% 6.71% 7.33% 9.29% PEDESTRIAN, MOTORCYCLE AND BICYCLE FATALITII PARISH COUNT 6 50.00% 1 1 1 4 PEDESTRIAN FATALITIES % PARISH 6.25% 4.00% 6.67% 16.00% 27.27% 70.45% 12.02% 13.23% 10.97% 13.74% % LA 16.76% 22.00% PARISH COUNT 2 3 3 2 4 100.00% MOTORCYCLE FATALITIES 12.50% 18,18% 127.27% % PARISH 12.00% 20.00% 8.00% 8.85% 12.62% 10.14% 11 67% 10.80% -7 42% %IA PARISH COUNT 100.00% 1 0 2 0 1 BICYCLE FATALITIES 13.33% 0.00% % PARISH 6.25% 0.00% 4.55% 100.00% % LA 0.98% 1.33% 1.25% 2.36% 3 32% 40.65% TRAINS -33.33% PARISH COUNT 4 3 3 3 2 TRAIN CRASHES % PARISH 0.16% 0.11% 0 12% 0 1 3% 0.09% -31 63% % LA 0.04% 0.03% 0.06% 0.05% 0.04% -16.00% PARISH COUNT 0 0 0 1 0 -100.00% TRAIN FATALITIES % PARISH 0.00% 0.00% 0.00% 4.17% 0.00% 100.00% % LA 1.59% 0.55% 0.93% 1.11% 0.46% -58.59% PARISH COUNT -50.00% 2 2 1 2 1 TRAIN INJURIES % PARISH 0.23% 0.23% 0.11% 0.26% 0.14% -47 28% % LA 0.06% 0.05% 0.09% 0.07% 0.06% -15.28% COMMERCIAL MOTOR VEHICLES (CMV) PARISH COUNT 2 1 2 100.00% 3 CMV FATAL CRASHES % PARISH 20.00% 4.76% 14.29% 4.17% 10.53% 152.63% 10.15% 14.93% 14.26% % LA 12.56% 13.65% 4.49% PARISH COUNT 32 35 35 32 30 -6.25% CMV INJURY CRASHES % PARISH 3.73% 4.04% 3.96% 4.13% 4.08% -1.15% % I A 3 83% 3 4 3 % 3 71% 3 72% 3 59% -3 46% PARISH COUNT 29 39 44 32 33 3.13% 1.71% 2.01% 2.64% % PARISH 2.04% 2.12% 4.05% CMV PDO

%LA

2.01%

1.72%

1.93%

1.86%

1.85%

-0.58%

## ST. MARTIN

| PARISH: ST. MARTIN   |                                   | 2008             | 2009             | 2010             | 2011             | 2012             | % CHANGE (2011    |
|--|-----------------------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
|  |                                   | 30,861           | 31,032           | 31,138           | 31,704           | 32,245           | 1.71%             |
| LIENSED DRIVER POPULATION OF AGES 15-24                          |                                   | 5,388            | 5,322            | 5,210            | 5,249            | 5,283            | 0.65%             |
| PERCENT OF 15-24 YEAR OLD DRIVERS                                | PARISH                            | 17.46%           | 17.15%           | 16.73%           | 16.56%           | 16.38%           | -1.04%            |
| LOUISIANA AVERAGE  |                                   | 17.27%           | 16.93%           | 16.53%           | 16.23%           | 16.03%           | -1.25%            |
|  | ND PROPERTY DAMAGE O              |                  |                  | 14               | 10               | 11               | 10.00%            |
| NUMBER OF FATAL CRASHES  |                                   | 8                | 16               | 14               | 10               | 11               | 10.00%            |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24          | DADIGU.                           | 2                | 5                | 7                | 3                | 1                | -66.67%           |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24         | PARISH                            | 25.00%<br>34.39% | 31.25%<br>30.32% | 50.00%<br>30.17% | 30.00%<br>29.21% | 9.09%<br>29.14%  | -69.70%<br>-0.22% |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)    | LA                                | 34.35%           | 30.3270          | 30.17%           | 29.21/0          | 23.14/0          | -0.2278           |
| NUMBER OF INJURY CRASHES   |                                   | 522              | 574              | 506              | 477              | 566              | 18.66%            |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24         |                                   | 229              | 220              | 208              | 186              | 248              | 33.33%            |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS        | PARISH                            | 43.87%           | 38.33%           | 41.11%           | 38.99%           | 43.82%           | 12.37%            |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)   | LA                                | 45.90%           | 40.95%           | 43.86%           | 42.50%           | 42.13%           | -0.86%            |
|  |                                   |                  |                  |                  |                  |                  |                   |
| NUMBER OF PDO CRASHES  |                                   | 989              | 1081             | 1048             | 964              | 1102             | 14.32%            |
|  | FATALITIES AND INJURIE            |                  |                  |                  |                  |                  |                   |
| NUMBER OF FATALITIES   |                                   | 8                | 17               | 15               | 10               | 11               | 10.00%            |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                | PARISH                            | 25.9             | 54.8             | 48.2             | 31.5             | 34.1             | 8.15%             |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                | LA                                | 32               | 29               | 25               | 23               | 25               | 10.08%            |
|  |                                   | 007              | 1.005            | 062              | 774              | 1.015            | 24 (59)           |
| NUMBER OF INJURIES   | DADIGU                            | 837              | 1,005            | 863              | 771              | 1,015            | 31.65%            |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                  | PARISH                            | 2,712            | 3,239            | 2,772            | 2,432            | 3,148            | 29.44%            |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                  |                                   | 2,664            | 2,583            | 2,398            | 2,424            | 2,476            | 2.15%             |
|  | SAFETY BELT/HARNESS U             |                  | 00.000           | 02.251           | 100.000          | 100 000          | 0                 |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS      | PARISH                            | 60.00%           | 80.00%           | 83.33%           | 100.00%          | 100.00%          | 0.00%             |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) |                                   | 64.11%           | 62.56%           | 58.06%           | 64.62%           | 54.18%           | -16.16%           |
|  | COST ESTIMATES                    | CCE OF           | 6402 52          | 600.10           | 677.64           | 607.47           | 25.000            |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)        |                                   | \$65.87          | \$102.53         | \$90.42          | \$77.61          | \$97.17          | 25.20%            |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER           |                                   | \$2,134.47       | \$3,303.95       | \$2,903.94       | \$2,447.97       | \$3,013.43       | 23.10%            |
|  | ALCOHOL-RELATED CRASH             |                  | 7                | 7                | F                | 2                | 60.00%            |
| ALCOHOL-RELATED FATALITY CRASHES                                 | PARISH COUNT<br>% PARISH          | 4<br>50.00%      | 7<br>43.75%      | 7<br>50.00%      | 5<br>50.00%      | 2<br>18.18%      | -60.00%           |
| ALCOHOL-RELATED FATALITY CRASHES                                 | % LA                              | 45.73%           | 45.95%           | 42.15%           | 41.90%           | 40.49%           | -63.64%<br>-3.37% |
|  | PARISH COUNT                      | 78               | 69               | 76               | 63               | 70               | 11.11%            |
| ALCOHOL-RELATED INJURY CRASHES                                   | % PARISH                          | 14.94%           | 12.02%           | 15.02%           | 13.21%           | 12.37%           | -6.36%            |
|  | % LA                              | 8.49%            | 8.62%            | 8.55%            | 8.32%            | 8.15%            | -2.00%            |
|  | PARISH COUNT                      | 1                | 4                | 4                | 2                | 1                | -50.00%           |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24    | % PARISH                          | 50.00%           | 80.00%           | 57.14%           | 66.67%           | 100.00%          | 50.00%            |
|  | % LA                              | 36.88%           | 39.82%           | 34.54%           | 30.98%           | 25.26%           | -18.45%           |
|  | PARISH COUNT                      | 11               | 8                | 12               | 10               | 21               | 110.00%           |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24      | % PARISH                          | 4.80%            | 3.64%            | 5.77%            | 5.38%            | 8.47%            | 57.50%            |
|  | % LA                              | 4.54%            | 4.32%            | 4.70%            | 4.46%            | 4.05%            | -9.06%            |
|  | 15-24                             | 9                | 13               | 20               | 7                | 8                | 14.29%            |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24                         | ALL                               | 158              | 249              | 191              | 188              | 165              | -12.23%           |
|  | % 15-24<br>N, MOTORCYCLE AND BICY | 5.70%            | 5.22%            | 10.47%           | 3.72%            | 4.85%            | 30.22%            |
| FEDESTRIAL   | PARISH COUNT                      |                  | 1                | 2                | 1                | 3                | 200.00%           |
| PEDESTRIAN FATALITIES  | % PARISH                          | 0.00%            | 5.88%            | 13.33%           | 10.00%           |                  | 172.73%           |
|  | % PARISH<br>% LA                  | 12.02%           | 13.23%           | 10.97%           | 13.74%           | 27.27%<br>16.76% | 22.00%            |
|  | PARISH COUNT                      | 12.02%           | 13.23%           | 3                | 3                | 0                | -100.00%          |
| MOTORCYCLE FATALITIES  | % PARISH                          | 12.50%           | 5.88%            | 20.00%           | 30.00%           | 0.00%            | -100.00%          |
|  | % LA                              | 8.85%            | 12.62%           | 10.14%           | 11.67%           | 10.80%           | -100.00%          |
|  | PARISH COUNT                      | 1                | 0                | 0.14%            | 0                | 0                | NaN               |
| BICYCLE FATALITIES   | % PARISH                          | 12.50%           | 0.00%            | 0.00%            | 0.00%            | 0.00%            | NaN               |
|  | % LA                              | 0.98%            | 1.33%            | 1.25%            | 2.36%            | 3.32%            | 40.65%            |
|  | TRAINS                            |                  |                  | ,.               |                  | 0.02.11          |                   |
|  | PARISH COUNT                      | 0                | 0                | 0                | 1                | 1                | 0.00%             |
| TRAIN CRASHES  | % PARISH                          | 0.00%            | 0.00%            | 0.00%            | 0.07%            | 0.06%            | -13.58%           |
|  | % LA                              | 0.04%            | 0.03%            | 0.06%            | 0.05%            | 0.04%            | -16.00%           |
|  | PARISH COUNT                      | 0                | 0                | 0                | 0                | 0                | N/A               |
| TRAIN FATALITIES   | % PARISH                          | 0.00%            | 0.00%            | 0.00%            | 0.00%            | 0.00%            | N/A               |
|  | % LA                              | 1.59%            | 0.55%            | 0.93%            | 1.11%            | 0.46%            | -58.59%           |
|  | PARISH COUNT                      | 0                | 0                | 0                | 1                | 1                | 0.00%             |
| TRAIN INJURIES   | % PARISH                          | 0.00%            | 0.00%            | 0.00%            | 0.21%            | 0.18%            | -15.72%           |
|  | % LA                              | 0.06%            | 0.05%            | 0.09%            | 0.07%            | 0.06%            | -15.28%           |
| GOM  | IMERCIAL MOTOR VEHICLE            | S (CMV)          |                  |                  |                  |                  |                   |
|  | PARISH COUNT                      | 0                | 4                | 0                | 3                | 2                | -33.33%           |
| CMV FATAL CRASHES  | % PARISH                          | 0.00%            | 25.00%           | 0.00%            | 30.00%           | 18.18%           | -39.39%           |
|  | % LA                              | 12.56%           | 10.15%           | 14.93%           | 13.65%           | 14.26%           | 4.49%             |
|  | PARISH COUNT                      | 27               | 29               | 29               | 25               | 23               | -8.00%            |
| CMV INJURY CRASHES   | % PARISH                          | 5.17%            | 5.05%            | 5.73%            | 5.24%            | 4.06%            | -22.47%           |
|  | % LA                              | 3.83%            | 3.43%            | 3.71%            | 3.72%            | 3.59%            | -3.46%            |
|  |                                   | 36               | 33               | 31               | 39               | 41               | 5.13%             |
|  | PARISH COUNT                      |                  |                  |                  |                  |                  |                   |
| CMV PDO  | % PARISH                          | 3.64%            | 3.05%            | 2.96%            | 4.05%            | 3.72%            | -8.04%            |

| PARISH: ST. MARY   | 5T. <b>M</b> af                       | 2008                   | 2009             | 2010             | 2011             | 2012              | 0/ CHANCE /2011          |
|--|---------------------------------------|------------------------|------------------|------------------|------------------|-------------------|--------------------------|
| LICENSED DRIVER POPULATION   |                                       | 36,234                 | 36,395           | 36,227           | 36,280           | 36,426            | % CHANGE (2011-<br>0.40% |
| LIENSED DRIVER POPULATION OF AGES 15-24  |                                       | 6,140                  | 6,097            | 5,956            | 5,848            | 5,830             | -0.31%                   |
| PERCENT OF 15-24 YEAR OLD DRIVERS LOUISIANA AVERAGE  | PARISH                                | 16.95%                 | 16.75%           | 16.44%           | 16.12%           | 16.01%            | -0.71%                   |
|  | LA<br>ND PROPERTY DAMAGE O            | 17.27%<br>NLY (PDO) CF | 16.93%<br>RASHES | 16.53%           | 16.23%           | 16.03%            | -1.25%                   |
| NUMBER OF FATAL CRASHES  |                                       | 9                      | 10               | 13               | 9                | 9                 | 0.00%                    |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24  |                                       | 4                      | 3                | 7                | 2                | 1                 | -50.00%                  |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) | PARISH<br>LA                          | 44.44%<br>34.39%       | 30.00%<br>30.32% | 53.85%<br>30.17% | 22.22%<br>29.21% | 11.11%<br>29.14%  | -50.00%                  |
|  |                                       | I                      | 1                | 1                |                  |                   |                          |
| NUMBER OF INJURY CRASHES NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24                                      |                                       | 406<br>161             | 448<br>168       | 380<br>142       | 411              | 441<br>157        | 7.30%                    |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 13-24<br>NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS  | PARISH                                | 39.66%                 | 37.50%           | 37.37%           | 40.39%           | 35.60%            | -11.86%                  |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)   | LA                                    | 45.90%                 | 40.95%           | 43.86%           | 42.50%           | 42.13%            | -0.86%                   |
| NUMBER OF PDO CRASHES  |                                       | 893                    | 982              | 884              | 788              | 877               | 11.29%                   |
|  | FATALITIES AND INJURIE                |                        |                  |                  |                  |                   |                          |
| NUMBER OF FATALITIES   |                                       | 9                      | 12               | 14               | 10               | 10                | 0.00%                    |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                    | PARISH                                | 24.8<br>32             | 33.0<br>29       | 38.6<br>25       | 27.6<br>23       | 27.5<br>25        | -0.40%<br>10.08%         |
|  | ~                                     |                        |                  |                  |                  |                   |                          |
| NUMBER OF INJURIES   | DADISU                                | 751                    | 778              | 712              | 705              | 723               | 2.55%                    |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                        | PARISH                                | 2,073<br>2,664         | 2,138<br>2,583   | 1,965<br>2,398   | 1,943<br>2,424   | 1,985<br>2,476    | 2.14%                    |
|  | SAFETY BELT/HARNESS U                 |                        |                  |                  |                  |                   |                          |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS  | PARISH                                | 100.00%                | 40.00%           | 40.00%           | 75.00%           | 80.00%            | 6.67%                    |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)   | LA<br>COST ESTIMATES                  | 64.11%                 | 62.56%           | 58.06%           | 64.62%           | 54.18%            | -16.16%                  |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)  |                                       | \$61.08                | \$78.97          | \$76.65          | \$70.24          | \$72.48           | 3.19%                    |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER   |                                       | \$1,685.64             | \$2,169.91       | \$2,115.75       | \$1,935.98       | \$1,989.78        | 2.78%                    |
|  | ALCOHOL-RELATED CRASH<br>PARISH COUNT | IES 5                  | 3                | 3                | 5                | 3                 | -40.00%                  |
| ALCOHOL-RELATED FATALITY CRASHES   | % PARISH                              | 55.56%                 | 30.00%           | 23.08%           | 55.56%           | 33.33%            | -40.00%                  |
|  | % LA                                  | 45.73%                 | 45.95%           | 42.15%           | 41.90%           | 40.49%            | -3.37%                   |
| ALCOHOL-RELATED INJURY CRASHES   | PARISH COUNT<br>% PARISH              | 33<br>8.13%            | 47<br>10.49%     | 28<br>7.37%      | 44<br>10.71%     | 44<br>9.98%       | 0.00%                    |
|  | % LA                                  | 8.49%                  | 8.62%            | 8.55%            | 8.32%            | 8.15%             | -2.00%                   |
|  | PARISH COUNT                          | 3                      | 2                | 1                | 0                | 1                 | 100.00%                  |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24  | % PARISH<br>% LA                      | 75.00%<br>36.88%       | 66.67%<br>39.82% | 14.29%<br>34.54% | 0.00%            | 100.00%<br>25.26% | 100.00%                  |
|  | PARISH COUNT                          | 4                      | 3                | 3                | 6                | 9                 | 50.00%                   |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24  | % PARISH<br>% LA                      | 2.48%<br>4.54%         | 1.79%<br>4.32%   | 2.11%<br>4.70%   | 3.61%<br>4.46%   | 5.73%<br>4.05%    | 58.60%<br>-9.06%         |
|  | 15-24                                 | 12                     | 16               | 13               | 13               | 9                 | -30.77%                  |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24   | ALL                                   | 254                    | 309              | 242              | 260              | 192               | -26.15%                  |
| PEDESTRIAI   | % 15-24<br>N, MOTORCYCLE AND BICY     | 4.72%<br>CLE FATALITI  | 5.18%<br>ES      | 5.37%            | 5.00%            | 4.69%             | -6.25%                   |
|  | PARISH COUNT                          | 1                      | 2                | 5                | 4                | 1                 | -75.00%                  |
| PEDESTRIAN FATALITIES  | % PARISH<br>% LA                      | 11.11%<br>12.02%       | 16.67%<br>13.23% | 35.71%<br>10.97% | 40.00%<br>13.74% | 10.00%<br>16.76%  | -75.00%<br>22.00%        |
|  | PARISH COUNT                          | 12.02%                 | 2                | 10.97%           | 13.74%           | 2                 | 100.00%                  |
| MOTORCYCLE FATALITIES  | % PARISH                              | 11.11%                 | 16.67%           | 7.14%            | 10.00%           | 20.00%            | 100.00%                  |
|  | % LA<br>PARISH COUNT                  | 8.85%<br>0             | 12.62%<br>0      | 10.14%           | 11.67%<br>0      | 10.80%<br>0       | -7.42%<br>N/A            |
| BICYCLE FATALITIES   | % PARISH                              | 0.00%                  | 0.00%            | 7.14%            | 0.00%            | 0.00%             | N/A<br>N/A               |
|  | % LA                                  | 0.98%                  | 1.33%            | 1.25%            | 2.36%            | 3.32%             | 40.65%                   |
|  | TRAINS<br>PARISH COUNT                | 0                      | 0                | 0                | 0                | 1                 | 100.00%                  |
| TRAIN CRASHES  | % PARISH                              | 0.00%                  | 0.00%            | 0.00%            | 0.00%            | 0.08%             | 100.00%                  |
|  | % LA                                  | 0.04%                  | 0.03%            | 0.06%            | 0.05%            | 0.04%             | -16.00%                  |
| TRAIN FATALITIES   | PARISH COUNT<br>% PARISH              | 0.00%                  | 0.00%            | 0                | 0.00%            | 1<br>11.11%       | 100.00%                  |
|  | % PARISH<br>% LA                      | 1.59%                  | 0.00%            | 0.00%            | 1.11%            | 0.46%             | -58.59%                  |
|  | PARISH COUNT                          | 0                      | 0                | 0                | 0                | 0                 | N/A                      |
| TRAIN INJURIES   | % PARISH<br>% LA                      | 0.00%                  | 0.00%            | 0.00%            | 0.00%            | 0.00%             | N/A<br>-15.28%           |
| COM  | % LA                                  |                        | 0.03%            | 0.09%            | 0.07%            | 0.00%             | -13.26%                  |
|  | PARISH COUNT                          | 0                      | 2                | 2                | 1                | 2                 | 100.00%                  |
| CMV FATAL CRASHES  | % PARISH                              | 0.00%                  | 20.00%           | 15.38%           | 11.11%           | 22.22%            | 100.00%                  |
|  | % LA<br>PARISH COUNT                  | 12.56%<br>27           | 10.15%<br>28     | 14.93%<br>19     | 13.65%<br>26     | 14.26%<br>34      | 4.49%<br>30.77%          |
| CMV INJURY CRASHES   | % PARISH                              | 6.65%                  | 6.25%            | 5.00%            | 6.33%            | 7.71%             | 21.87%                   |
|  | % LA                                  | 3.83%                  | 3.43%            | 3.71%            | 3.72%            | 3.59%             | -3.46%                   |
|  | PARISH COUNT                          | 32                     | 27               | 14               | 22               | 14                | -36.36%                  |
| CMV PDO  | % PARISH                              | 3.58%                  | 2.75%            | 1.58%            | 2.79%            | 1.60%             | -42.82%                  |

| Mail or production (Mark) Solution (Mark)No.   | JI.   | <u>. I Alili</u>  |            |            |            |            |            |                    |       |
|--|---|---|------------|------------|------------|------------|------------|--------------------|-------|
| Name of production of a pair pair pair pair pair pair pair pa  |   |   |            |            |            |            |            | % CHANGE (2011-201 |       |
| NEMA POISONPierson <td></td> <td>_</td> <td></td> <td></td> <td></td> <td></td> <td>· ·</td> <td></td>  |   | _   |            |            |            |            | · ·        |                    |       |
| MARAME<br>TATALIA<   |   | DADICU  |            |            |            |            |            |                    |       |
| ACM & MURCY AND CAPATRY AND AND ALL SOLVER         ADDR         ADDR<  |   |   |            |            |            |            |            |                    |       |
| IMARE OF ALL CASARSIMAGEImage   |   |   |            |            | 10.5570    | 10.2570    | 10.0570    | 1.2370             |       |
| IRENT OF ANAL CASA SINOUNIC GRAVES (A ALS 1 5.3)<br>LATE OF ANAL CASA SINOUNIC GRAVES (CALS 1 5.3)<br>LATE OF ANAL CASA SINOUNIC GRAVES ANAL CASA SINOUNIC GR                      | UMBER OF FATAL CRASHES  |   |            |            | 17         | 27         | 24         | -11.11%            |       |
| RETH OF ATAL CAMPS NOUNDE SIMPLE OF AGE 31: 24 (A)IAN336N3376N3376N3376N3376N3376N3476N3476OOO <tho< th="">OOO</tho<>  | UMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24  |   | 15         | 11         | 4          | 11         | 9          | -18.18%            |       |
| ADDIT OF CONTROLS OF CONTROL OF CONTROL OF CONTROLS OF CONTROLS OF CONTROLS OF CONTROLS OF | RCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24  | PARISH  | 40.54%     | 33.33%     | 23.53%     | 40.74%     | 37.50%     | -7.95%             |       |
| MAREA OF LINE CONCUMP CARAGES 12-32957928928928928928928928928929 <td>RCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)</td> <td>LA</td> <td>34.39%</td> <td>30.32%</td> <td>30.17%</td> <td>29.21%</td> <td>29.14%</td> <td>-0.22%</td>   | RCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)   | LA  | 34.39%     | 30.32%     | 30.17%     | 29.21%     | 29.14%     | -0.22%             |       |
| MAREA OF LINE CONCUMP CARAGES 12-32957928928928928928928928928929 <td>UMBER OF INJURY CRASHES</td> <td>1</td> <td>1609</td> <td>1532</td> <td>1437</td> <td>1450</td> <td>1542</td> <td>6.34%</td>   | UMBER OF INJURY CRASHES   | 1   | 1609       | 1532       | 1437       | 1450       | 1542       | 6.34%              |       |
| MMER OF MULLING CASHES INVOLVING 15-34 FAR OLD DRIVES LAYPASSH4.13%4.04%6.1.0%4.2.0%4.2.0%9.3.0%0.2.0%MURES OF MOD CASHESMARCEMARC   |   |   |            |            |            |            |            |                    |       |
| AMBER OF IND CLASHES         AUTOL TILES AND PURITIES         AUTOL TILES AND PURITIES AND PURIT  | JMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS  | PARISH  |            |            |            |            |            |                    |       |
| PARAMES AN DIVISION         PARAMES AND ADDRESS         PARES  | JMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)   | LA  | 45.90%     | 40.95%     | 43.86%     | 42.50%     | 42.13%     | -0.86%             |       |
| PATAMENE NON DIRECT         PATAME SNO INVERSION         PATAME NO A 22         No         PATAMENE PARADITIES         PATAMENE PARADITIES PARADIDUC LICENSED DIRVERSION         PATAMENE PARADIDUC LICENSED DIRVERSI ADES 15-24  |   |   | 4670       | 45.04      | 4075       | 1205       | 4704       | 44.020/            |       |
| AMBR 6 PT ALTER PER 00.000 LICENED DRIVERSMO <th< td=""><td>JMBER OF PDO CRASHES</td><td></td><td></td><td>4501</td><td>4275</td><td>4306</td><td>4781</td><td>11.03%</td></th<>   | JMBER OF PDO CRASHES  |   |            | 4501       | 4275       | 4306       | 4781       | 11.03%             |       |
| MAREA OF TAVALITIS PER JOUGOULCIENED DIRVERS9405474.072.111.816.214.8-0.4.5.1%MAREA OF TAVALITIS PER JOUGOULCIENED DIRVERSIA3.22.93.22.252.222.304.80%MAREA OF TAVALITIS PER JOUGOULCIENED DIRVERSIA2.842.832.282.422.472.15%MAREA OF TAVALITIS PER JOUGOULCIENED DIRVERSIA2.842.8382.822.422.472.15%MAREA OF TAVALITIS PER JOUGOULCIENED DIRVERSIAA.865.00%6.20%2.53%4.13%-3.3.3%MAREA OF TAVALITIS PER JOUGOULCIENED DIRVERSIAIA6.41%5.00%6.20%4.13%-3.3.3%MAREA OF TAVALITIS PER JOUGOULCIENED DIRVERSIAIA1.466.20%5.00%6.20%5.20%6.20%5.20%6.20%5.20%6.20%5.20%6.20%7.20%5.20%6.20%7.20%5.20%6.20%7.20% <td>IMBER OF FATALITIES</td> <td>PATALITIES AND INJORIE</td> <td></td> <td>42</td> <td>20</td> <td>28</td> <td>26</td> <td>-7 14%</td>   | IMBER OF FATALITIES   | PATALITIES AND INJORIE                                  |            | 42         | 20         | 28         | 26         | -7 14%             |       |
| NAMER OF FARJUITIS PRE 100,000 LICENSED DERVERS         LA         32         25         23         25         10.08%           MMER OF NUMBIS         FARSH         2,594         2,205         2,227         2,30         4,885           MMER OF NUMBIS PER 100,000 LICENSED DRIVERS         FARSH         1,329         1,43         1,238         1,238         1,238         1,238         1,238         1,238         2,238         2,388         2,448         2,476         2,255           MERE OF NUMBIS PER 100,000 LICENSED DRIVERS         FARSH         5,287         5,500%         2,575         5,500%         3,533%         3,338  |   | PARISH  |            |            |            |            |            |                    |       |
| MAREN OF INUMES PER 10.0200 LICENSED DRIVERS         PAGE AP         1.321         1.331 <th1.331< th="">         1.331         1.331</th1.331<>   | JMBER OF FATALITIES PER 100,000 LICENSED DRIVERS  | LA  | 32         | 29         | 25         | 23         | 25         | 10.08%             |       |
| AMEB OF INURIES PER JOLGON LEVISED DRIVES         PAGE IN         1.321         1.331         1.331         1.331         1.331         1.331         1.331         1.331         1.331         1.331         1.331         1.331         1.331         1.331 <th1.331< th="">         1.331         1.331<td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th1.331<>  |   |   |            |            |            |            |            |                    |       |
| MARE & DIA         DAGE         DAGE         DAGE         DAGE         DAGE           SUPPORT BUT DIAL DIAL DIAL DIAL DIAL DIAL DIAL DIAL  |   |   |            |            |            |            |            |                    |       |
| SMILT PLE LYMANNES US         V         V         V         V         V           REENT OF DRIVERS KULLED NOT WEARING A SAFETY BELLYMANNESS (LA)         PARISH         62.37.87         50.70.6         52.37.3         50.70.6         52.37.3         50.70.6         52.37.3         50.70.6         52.37.3         50.70.6         52.37.3         50.70.6         52.37.3         50.70.6         52.37.3         50.70.6         52.37.3         50.70.6         52.37.3         50.70.6         52.37.3         50.70.6         52.37.3         50.70.6         52.37.3         50.70.6         52.37.3         50.70.6         52.37.3         50.70.7         50.77.7   |   |   |            | ,          |            | ,          |            |                    |       |
| CRY OF DRIVERS KILDED NOT WEARING A SAFETY BELT/MARNESS (A)AA57.80%56.00%8.2.87%50.00%8.3.33%<br>8.1.82%3.3.33%<br>8.1.82%COST OF DRIVERS VILLED NOT WEARING A SAFETY BELT/MARNESS (A)KA54.11%6.2.50%55.00%6.2022.2.37.35.2.44.87%ILLED NOT WEARING A SAFETY BELT/MARNESS (A)S1.503.7251.3.53.27 </td <td>IMBER OF INJURIES PER 100,000 LICENSED DRIVERS</td> <td></td> <td>,</td> <td>2,583</td> <td>2,398</td> <td>2,424</td> <td>2,476</td> <td>2.15%</td>  | IMBER OF INJURIES PER 100,000 LICENSED DRIVERS  |   | ,          | 2,583      | 2,398      | 2,424      | 2,476      | 2.15%              |       |
| ICENT OF DRIVERS KILLED NOT WEARING ASAFETY BELT/HARNESS (LA)IA.64.1164.1264.27554.075  | DCENT OF DRIVERS VILLED NOT WEADING A SAFETY DELT/HADNESS   |   |            | EE 0.0%    | 20 E70/    | E0.00%     | 22.220/    | 22.220/            |       |
| COTE STIMATES         Start as 5         Star 3         Start as 5         Start as  |   |   |            |            |            |            |            |                    |       |
| TAL ESTIMATED CORS OF TRAFFIC CASHES (N. 100.000)         54.00         5229.23         5239.35         5249.25         5239.25<   |   |   | 0 111/0    | 02.0070    | 50.0070    | 0110270    | 5 112070   | 1011070            |       |
| ALCOHOLINE 12.2         5 <th co<="" td=""><td>TAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)</td><td></td><td>\$237.35</td><td>\$267.06</td><td>\$229.23</td><td>\$237.33</td><td>\$248.46</td><td>4.69%</td></th>   | <td>TAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)</td> <td></td> <td>\$237.35</td> <td>\$267.06</td> <td>\$229.23</td> <td>\$237.33</td> <td>\$248.46</td> <td>4.69%</td> | TAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) |            | \$237.35   | \$267.06   | \$229.23   | \$237.33   | \$248.46           | 4.69% |
| PARISH COUNT17171541106151.38.38COHOL-RELATED FATALTY CRASHES43.09.443.09.57.01.63.01.0050.007.01.650.007.01.650.007.01.650.007.01.050.007.   | TIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER  |   | \$1,430.26 | \$1,593.52 | \$1,353.27 | \$1,377.23 | \$1,418.97 | 3.03%              |       |
| COHOL-RELATED FATALITY CRASHES         \$* FAMISH         45.95%         45.95%         43.15%         25.00%         -44.05%           COHOL-RELATED INURY CRASHES         ** RAISH         41.97%         43.95%         42.15%         21.00%         40.95%         -43.95%         -20.95%         -21.95%         -21.95%         -21.95%         -21.95%         -21.95%         -21.95%         -21.95%         -21.05%  |   | ALCOHOL-RELATED CRASH                                   | HES        |            |            |            |            |                    |       |
| % I.A         4.7.2%         4.9.2%         4.2.5%         4.1.20%         60.49%         60.49%         60.49%         60.49%         60.49%         60.49%         60.49%         60.49%         60.49%         60.49%         60.49%         60.49%         60.49%         60.29%         60.39%<  |   |   |            |            |            |            |            |                    |       |
| PARISH COUNT         17.7         13.6         12.0         12.7         11.5         9.45%           DOHOL-RELATED INURY CRASHES         M. BARSH         11.12%         8.83%         8.75%         7.66%         -1.465%           SOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24         M. BARSH         40.00%         36.36%         25.00%         -1.00.00%           COHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24         M. BARSH         40.00%         36.36%         25.00%         -1.00.00%           COHOL-RELATED INURY CRASHES INVOLVING DRIVERS AGES 15-24         M. BARSH         4.00%         36.36%         25.00%         -1.26.37%           COHOL-RELATED INURY CRASHES INVOLVING DRIVERS AGES 15-24         M. LA         4.54%         4.32%         4.75%         4.05%         -3.05%           ALL         19.38         2072         1.093         1.34         1.096         -2.37%           ALL         19.38         2072         1.095         1.344         1.096         -2.37%           STERIAN FATALITES         PARISH COUNT         2         3         4         3.34%         4.29%         1.118%           SESTRIAN FATALITES         PARISH COUNT         2         3         4         3.33%         7.426%  | COHOL-RELATED FATALITY CRASHES  |   |            |            |            |            |            |                    |       |
| Scholl-ReLATED INURY CRASHES         % PARISH         11.12%         8.88         8.37%         7.48%         1.4.485%           Scholl-ReLATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24         % PARISH         40.00%         8.63%         8.50%         8.25%         8.15%         2.200%           Scholl-ReLATED INURY CRASHES INVOLVING DRIVERS AGES 15-24         % PARISH         40.00%         8.64%         1.0         3         0         1.00.00%           Scholl-ReLATED INURY CRASHES INVOLVING DRIVERS AGES 15-24         % PARISH         5.76%         6.27%         3.26%         4.35%         4.  |   |   |            |            |            |            |            |                    |       |
| % LA         8.4%         8.6%         8.32%         8.32%         8.32%         9.33%         9.32%         9.33%         9.32%         9.33%         9.33%         9.33%         9.33%         9.32%         9.33%         9.  | COHOL-RELATED INJURY CRASHES  |   |            |            |            |            |            |                    |       |
| School-ReLATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24         % PARISH<br>% LA         36.8%         35.8%         25.0%         27.27%         0.0%         -100.0%           SCHOOL-RELATED INURY CRASHES INVOLVING DRIVERS AGES 15-24         PARISH COUNT         47         33         24         28         25.2%         .18.85%           COHOL-RELATED INURY CRASHES INVOLVING DRIVERS AGES 15-24         % LA         4.54%         4.32%         .470%         4.6%         4.05%         .0.0%         .0.0%           ARRESTS INVOLVING DRIVERS AGES 15-24         % LA         4.54%         4.32%         .470%         .4.6%         .0.0%         .0   |   |   |            |            |            |            |            |                    |       |
| % LA         36.88%         39.82%         34.54%         30.98%         25.26%         -18.45%           PARISH COUNT         47         39         24         28         25         -10.71%           COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24         % PARISH         6.76%         6.27%         4.35%         4.22%         4.05%         -3.05%           VI ARRESTS INVOLVING DRIVERS AGES 15-24         % LA         4.54%         4.27%         5.26%         7.14.555%           VI ARRESTS INVOLVING DRIVERS AGES 15-24         % LA         4.3%         4.05%         -3.05%           VI ARRESTS INVOLVING DRIVERS AGES 15-24         % LA         13.8%         2.072         1695         1.34         1096         -2.3.5%           VI ARRESTS INVOLVING DRIVERS AGES 15-24         MAIL         1938         2.072         1.69%         3.3.3%         4.3.3%         4.2.9%         11.83%           PEDESTRIAN FATURTS         PARISH         5.00%         7.1.44%         20.00%         10.71%         15.38%         4.2.9%         11.83%           DESTRIAN FATURTS         PARISH         5.00%         7.1.44%         20.00%         10.71%         15.38%         7.8.46%           DTORCYCLE FATALITIES         PARISH         10.00%   |   | PARISH COUNT  | 6          | 4          | 1          | 3          | 0          | -100.00%           |       |
| PARISH COUNT         47         33         24         28         25         -10.71%           SCOHOL-RELATED INURCY CRASHES INVOLVING DRIVERS AGES 15-24         % LA         4.54%         4.32%         4.40%         4.46%         4.05%         -3.93%           VI ARRESTS INVOLVING DRIVERS AGES 15-24         10-         10-         83         55         47         -14.453%           VI ARRESTS INVOLVING DRIVERS AGES 15-24         10-   | COHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH  | 40.00%     | 36.36%     | 25.00%     |            | 0.00%      | -100.00%           |       |
| COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24         % PARISH         6.7%         6.27%         3.85%         4.25%         4.12%         9-33%           % LA         4.45%         4.32%         4.70%         4.46%         4.05%         9-06%           % LA         4.24         4.22         109         63         55         47         -1.455%           ALL         1338         2072         1.655         1.434         105         -2.2.57%           % LA         4.75%         5.26%         3.72%         3.84%         4.20%         1.2.35%           PARISH COUNC RCYCLE AND BICYCLE FATALITIES         7         1.4.85%         1.2.62%         3.72%         3.84%         4.3.38%           DESTRIAM, MOTORCYCLE AND BICYCLE FATALITIES         7         1.3.78%         4.3.39%         4.3.59%           DESTRIAM, PATALITIES         PARISH 0.00%         7.14%         20.00%         10.71%         15.38%         4.3.59%           DOTORCYCLE FATALITIES         PARISH 0.00%         7.14%         20.00%         1.0.00%         7.42%           YCLE FATALITIES         PARISH 0.00%         0.00%         0.00%         0.00%         0.00%         1.0.0%         1.0.0%         1.0.0%         1.0.0%         1.0.   |   |   |            |            |            |            |            |                    |       |
| % I.A         4.5%         4.3%         4.70%         4.6%         4.0%         -0.0%           VI ARRESTS INVOLVING DRIVERS AGES 15-24         105         15-24         9.2         109         6.3         5.5         47         -14.55%           ALL         1038         2072         1695         1434         1066         -23.57%           % 15.24         4.75%         5.26%         3.72%         3.84%         4.20%         11.81%           PEDESTRIAM, MONORCIE LAND MOVICE FATAUTH         7.14%         20.00%         10.71%         15.38%         4.3.3.38%           DESTRIAN FATALITIES         S.00%         7.14%         20.00%         10.71%         15.38%         4.3.59%           OTORCYCLE FATALITIES         PARISH COUNT         4         9.2         5         1         -80.00%           OTORCYCLE FATALITIES         % I.A         8.85%         12.62%         10.14%         11.67%         10.80%         -7.42%           CYCLE FATALITIES         MAIGH         0.00%         1.00%         0.00%         3.33%         40.05%           CYCLE FATALITIES         PARISH COUNT         0         0         0         0         1.00.00%           SVALE         0.00%         1.03%<  |   |   |            |            |            |            |            |                    |       |
| Instant         15-24         92         109         63         55         47         1-14.55%           ALL         1938         2072         1695         11434         1096         -23.57%           % 15-24         4.75%         5.26%         3.28%         3.84%         4.29%         11.83%           PEDESTRIAN, MOTOR/CVEL FAD BIC/CELFATAUTIES  | COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24   |   |            |            |            |            |            |                    |       |
| NI ARESTS INVOLVING DRIVERS AGES 15-24         ALL         193         2072         1953         14.34         1096         -2.3.5.%           PEOESTRIAN, MOTOR/CLE FAVALITIES           DESTRIAN, MOTOR/CLE FAVALITIES           DESTRIAN, MOTOR/CLE FAVALITIES           DESTRIAN FATALITIES           PARISH COUNT         2         3         4         3         3.49         3.35%           OTORCYCLE FATALITIES           PARISH COUNT         0         0         0         1         100.00%           OTORCYCLE FATALITIES           PARISH COUNT         0         0         0         1         100.00%           COLSPANE MARCINE SUBMERT         10.80%         10.73%         3.85%         10.63%         3.85%         10.00%         0.00%         0.00%         1         100.00%           COLSPANE MARCINE SUBMERT         0.00%         0.00%         0.00%         0.0<   |   |   |            |            |            |            |            |                    |       |
| PEDESTRIAN, MOTORCYCLE AND BLYCLE FATALITIES         V           DESTRIAN FATALITIES         PARISH COUNT         2         3         4         3         3         333%           DESTRIAN FATALITIES         % PARISH         5.00%         7.14%         20.00%         10.71%         15.38%         43.59%           % ILA         12.02%         13.23%         10.97%         13.74%         16.76%         22.00%           OTORCYCLE FATALITIES         PARISH COUNT         4         9         2         5         1         -80.00%           OTORCYCLE FATALITIES         % PARISH         10.00%         21.43%         10.00%         3.85%         -78.46%           % ILA         8.85%         12.62%         10.14%         11.67%         10.80%         -7.42%           CYCLE FATALITIES         PARISH COUNT         0         0         0         1         100.00%           CYCLE FATALITIES         PARISH COUNT         0         0         0         1         100.00%           CYCLE FATALITIES         PARISH COUNT         0         0         0         0         N/A           AIN CRASHES         PARISH COUNT         0         0         0         0         N/A   | VI ARRESTS INVOLVING DRIVERS AGES 15-24   |   | 1938       |            |            |            |            |                    |       |
| PARISH COUNT         2         3         4         3         4         33.3%           DESTRIAN FATALITIES         % PARISH         5.00%         7.14%         20.00%         10.71%         15.38%         43.59%           DTORCYCLE FATALITIES         PARISH COUNT         4         9         2         5         1         -80.00%           DTORCYCLE FATALITIES         PARISH COUNT         4         9         2         5         1         -80.00%           SVEL FATALITIES         % PARISH         10.00%         11.4%         1.00%         -74.2%           SVEL FATALITIES         % PARISH         0.00%         0.00%         0.00%         3.5%         1.000%           SVEL FATALITIES         PARISH COUNT         0         0         0         1         100.00%           SVEL FATALITIES         PARISH COUNT         0         0         0         1         100.00%           SVEL FATALITIES         PARISH COUNT         0         0         0         1         100.00%           SVEL FATALITIES         PARISH COUNT         0         0         0         0         N/A           SVER FATALITIES         PARISH COUNT         0         0         0         0 <td></td> <td></td> <td></td> <td></td> <td>3.72%</td> <td>3.84%</td> <td>4.29%</td> <td>11.81%</td>  |   |   |            |            | 3.72%      | 3.84%      | 4.29%      | 11.81%             |       |
| SPARISH         5.00%         7.14%         20.00%         10.71%         15.38%         43.59%           % LA         12.02%         13.23%         10.97%         13.74%         16.76%         22.00%           PARISH COUNT         4         9         2         5         1         80.00%           % PARISH         10.00%         21.43%         10.00%         17.86%         3.85%         -78.46%           % PARISH         10.00%         21.43%         10.00%         17.86%         3.85%         -78.46%           % PARISH         0.00%         21.43%         10.00%         17.86%         3.85%         -78.46%           % PARISH         0.00%         0.00%         0.00%         3.85%         100.00%           % PARISH         0.00%         0.00%         0.00%         3.85%         100.00%           % PARISH         0.00%         0.00%         0.00%         3.32%         40.65%           % PARISH         0.00%         0.00%         0.00%         0.00%         N/A           % PARISH         0.00%         0.00%         0.00%         0.00%         N/A           % PARISH         0.00%         0.00%         0.00%         0.00% <td< td=""><td>PEDESTRIAI</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>  | PEDESTRIAI  |   |            |            |            |            |            |                    |       |
| % LA         12.02%         13.23%         10.97%         13.74%         16.76%         22.00%           OTORCYCLE FATALITIES         PARISH COUNT         4         9         2         5         1         -80.00%           % PARISH         10.00%         21.43%         10.00%         17.86%         3.85%         -7.846%           % LA         8.85%         12.62%         10.14%         116.7%         10.80%         -7.42%           % LA         8.85%         12.62%         10.14%         11.67%         10.80%         -7.42%           CYCLE FATALITIES         PARISH COUNT         0         0         0         1         100.00%           % LA         0.85%         13.3%         1.25%         2.36%         3.82%         100.00%           % LA         0.98%         13.3%         1.25%         2.36%         3.82%         10.00%           % LA         0.98%         10.33%         1.25%         2.36%         3.82%         10.00%           AIN CRASHES         PARISH COUNT         0         2         0         0         N/A           AIN FATALITIES         PARISH COUNT         0         0.00%         0.00%         N/A           AIN FA  |   |   |            | -          |            | -          |            |                    |       |
| PARISH COUNT         4         9         2         5         1         -80.00%           >TORCYCLE FATALITIES         % PARISH         10.00%         21.43%         10.00%         17.86%         3.85%         -78.46%           >% LA         8.85%         12.62%         10.14%         11.67%         10.00%         -74.2%           >VCLE FATALITIES         % LA         8.85%         12.62%         10.14%         11.67%         10.00%         -74.2%           VCLE FATALITIES         % PARISH         0.00%         0.00%         0.00%         3.85%         100.00%           SVCLE FATALITIES         % PARISH         0.00%         0.00%         0.00%         3.85%         100.00%           AIN CRASHES         MS PARISH         0.00%         0.00%         0.00%         0.00%         N/A           AIN CRASHES         PARISH COUNT         0         2         0         0         N/A           AIN FATALITIES         PARISH COUNT         0         0.00%         0.00%         0.00%         N/A           AIN FATALITIES         PARISH COUNT         0         0         0         0         N/A           AIN FATALITIES         PARISH COUNT         0         0         0<  | DESTRIAN FATALITIES   |   |            |            |            |            |            |                    |       |
| M PARISH         10.00%         21.43%         10.00%         17.86%         3.85%         -78.46%           % LA         8.85%         12.62%         10.14%         11.67%         10.80%         -7.42%           PARISH COUNT         0         0         0         0         1         10000%           YCLE FATALITIES         PARISH COUNT         0         0         0         0         1.35%         100.00%           YCLE FATALITIES         PARISH COUNT         0         0         0         0         0         0         N         N           AIN CRASHES         TAINS         TAINS         TAINS         NO         0         0         0         N         N/A           AIN FATALITIES         PARISH COUNT         0         2         0         0         N/A           AIN FATALITIES         PARISH COUNT         0         0         0         N/A         N/A           AIN FATALITIES         PARISH COUNT         0         0         0         0         N/A           AIN FATALITIES         PARISH COUNT         0         0         0         0         N/A           AIN FATALITIES         PARISH COUNT         0         0  |   |   |            |            |            |            |            |                    |       |
| % LA         8.85%         12.62%         10.14%         11.67%         10.80%         -7.42%           VCLE FATALITIES         PARISH COUNT         0         0         0         1         100.00%           % VA         0.98%         1.33%         1.25%         2.36%         3.35%         100.00%           % VA         0.98%         1.33%         1.25%         2.36%         3.32%         40.65%           TRAINS           TRAINS           AIN CRASHES         0         0         0         0         N/A           % VA         0.03%         0.00%         0.00%         0.00%         N/A           % VA         0.04%         0.03%         0.00%         0.00%         N/A           % VARISH         0.00%         0.00%         0.00%         0.00%         N/A           % VARISH         0.00%         0.00%         0.00%         0.00%         N/A           % PARISH         0.00%         0.00%         0.00%         N/A           % VARISH         0.00%         0.00%         0.00%         0.00%         N/A           % PARISH         0.00%         0.00%         0.00%         0.00%   | DTORCYCLE FATALITIES  |   |            |            |            |            |            |                    |       |
| % PARISH         0.00%         0.00%         0.00%         3.85%         100.00%           % LA         0.98%         1.33%         1.25%         2.36%         3.32%         40.65%           FRISH COUNT         0         2         0         0         0         N           AIN CRASHES         PARISH COUNT         0         2         0         0         0         N/A           AIN FATALITIES         PARISH COUNT         0         0         0         0         N/A           AIN FATALITIES         PARISH COUNT         0         0         0         0         N/A           AIN FATALITIES         PARISH COUNT         0         0         0         0         0         N/A           AIN FATALITIES         PARISH COUNT         0         0         0         0         0         0         N/A           AIN FATALITIES         PARISH COUNT         0         0         0         0         0         0         N/A           AIN FATALITIES         PARISH COUNT         0         0         0         0         0         0         0         0         0         0         0         0         0         0  |   |   |            |            |            |            |            |                    |       |
| Number         Number<  |   | PARISH COUNT  | 0          | 0          | 0          | 0          | 1          | 100.00%            |       |
| TRAINS         PARISH COUNT         0         2         0         0         0         N/A           AIN CRASHES         PARISH COUNT         0         2         0         0         0         N/A           % PARISH         0.00%         0.03%         0.00%         0.00%         0.00%         N/A           % LA         0.04%         0.03%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         N/A           AIN FATALITIES         PARISH COUNT         0         0         0         0         N/A           AIN FATALITIES         0.00%         0.00%         0.00%         0.00%         0.00%         N/A           AIN INJURIES         PARISH COUNT         0         0         0         0         N/A           AIN INJURIES         PARISH COUNT         0         0         0         0         N/A           AIN INJURIES         PARISH COUNT         0         0         0         0         N/A           MV FATAL CRASHES         COMMERCIAL MOTOR VEHICLE (KMV)         0.00%         0.00%         0.00% <td>CYCLE FATALITIES</td> <td>% PARISH</td> <td>0.00%</td> <td>0.00%</td> <td>0.00%</td> <td>0.00%</td> <td>3.85%</td> <td>100.00%</td>  | CYCLE FATALITIES  | % PARISH  | 0.00%      | 0.00%      | 0.00%      | 0.00%      | 3.85%      | 100.00%            |       |
| PARISH COUNT         0         2         0         0         0         N/A           AIN CRASHES         0.00%         0.03%         0.00%         0.00%         0.00%         N/A           % PARISH         0.00%         0.03%         0.00%         0.00%         0.00%         0.00%         N/A           % LA         0.04%         0.03%         0.06%         0.05%         0.04%         -16.00%           AIN FATALITIES         PARISH COUNT         0         0         0         0         N/A           AIN FATALITIES         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         N/A           AIN INJURIES         PARISH COUNT         0         0         0         0         N/A           AIN INJURIES         PARISH COUNT         0         0.00%         0.00%         0.00%         N/A           AIN INJURIES         COMMERCIAL MOTOR VEHICLES (CMV)         0         0         0         0         N/A           VEATAL CRASHES         MARISH         5.41%         12.12%         29.41%         22.22%         20.83%         -6.25%           IV FATAL CRASHES         MARISH         5.41%         12.12%         14.93%  |   | % LA  | 0.98%      | 1.33%      | 1.25%      | 2.36%      | 3.32%      | 40.65%             |       |
| NCRASHES         % PARISH         0.00%         0.03%         0.00%  |   |   |            |            |            |            |            |                    |       |
| % LA         0.04%         0.03%         0.06%         0.05%         0.04%         -16.00%           AIN FATALITIES         PARISH COUNT         0         0         0         0         0         N/A           AIN FATALITIES         % PARISH         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         N/A           % LA         1.59%         0.55%         0.93%         1.11%         0.46%         -58.59%           AIN INJURIES         PARISH COUNT         0         0         0         0         N/A           % LA         0.05%         0.09%         0.00%         0.00%         N/A           AIN INJURIES         0.00%         0.00%         0.00%         0.00%         N/A           % LA         0.05%         0.09%         0.07%         0.00%         N/A           % LA         0.05%         0.09%         0.07%         0.00%         15.28%           COMMERCIAL MOTOR VEHICLES (CMVI)         2         4         5         6         5         -16.67%           // FATAL CRASHES         PARISH COUNT         2         4         5         6         5         -16.67%           // V INJURY CRASHES  |   |   |            |            |            |            |            |                    |       |
| PARISH COUNT         0         0         0         0         0         0         0         N/A           AIN FATALITIES         % PARISH         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         N/A           % LA         1.59%         0.55%         0.93%         1.11%         0.46%         -58.59%           AIN INJURIES         PARISH COUNT         0         0         0         0         0         N/A           AIN INJURIES         PARISH COUNT         0         0         0         0         0         N/A           AIN INJURIES         PARISH COUNT         0         0         0         0         0         N/A           MY FATAL CRASHES         COMMERCIAL MOTOR VEHICLES (CMV)         0.00%         0.00%         0.00%         0.00%         0.15.28%           AV FATAL CRASHES         PARISH COUNT         2         4         5         6         5         -16.67%           V PARISH         5.41%         12.12%         29.41%         22.22%         20.83%         -6.25%           MV FATAL CRASHES         MS COUNT         2         4         5         6         5         -16.67%           % LA <td>AIN CRASHES</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td>   | AIN CRASHES   |   |            |            |            |            | -          |                    |       |
| AIN FATALITIES         % PARISH         0.00%         0.00%         0.00%         0.00%         0.00%         N/A           % LA         1.59%         0.55%         0.93%         1.11%         0.46%         -58.59%           AIN INJURIES         PARISH COUNT         0         0         0         0         N/A           AIN INJURIES         PARISH COUNT         0         0         0         0         N/A           MAIN INJURIES         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         N/A           MAIN INJURIES         VERSISH COUNT         0         0         0         0         N/A           MAIN INJURIES         COMMERCIAL MOTOR VEHICLES (CMV)         0.00%   |   |   |            |            |            |            |            |                    |       |
| % LA         1.59%         0.93%         1.11%         0.46%         -58.59%           PARISH COUNT         0         0         0         0         0         N/A           AIN INJURIES         % PARISH         0.00%         0.00%         0.00%         0.00%         0.00%         N/A           % PARISH         0.00%         0.00%         0.00%         0.00%         0.00%         N/A           % LA         0.06%         0.05%         0.09%         0.00%         0.00%         N/A           % LA         0.06%         0.05%         0.09%         0.07%         0.06%         -15.28%           COMMERCIAL MOTOR VEHICLES (CMV           1V FATAL CRASHES         PARISH COUNT         2         4         5         6         5         -16.67%           % LA         12.12%         29.41%         12.22%         20.83%         -6.25%         %           % LA         12.56%         10.15%         14.26%         4.49%         4.49%         4.49%         4.49%         4.49%         4.49%         4.49%         4.45%         5.57         4.8         -15.79%           1V INJURY CRASHES         % PARISH         4.29%         3.13%         3.69%  | AIN FATALITIES  |   | -          |            |            |            |            |                    |       |
| PARISH COUNT         0 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>   |   |   |            |            |            |            |            |                    |       |
| NIN INJURIES         % PARISH         0.00%  |   |   |            |            |            |            |            |                    |       |
| COMMERCIAL MOTOR VEHICLES (CMV)           PARISH COUNT         2         4         5         6         5         -16.67%           IV FATAL CRASHES         % PARISH         5.41%         12.12%         29.41%         22.22%         20.83%         -6.25%           % PARISH         5.41%         12.12%         29.41%         22.22%         20.83%         -6.25%           % LA         12.56%         10.15%         14.93%         13.65%         14.26%         4.49%           IV INJURY CRASHES         % PARISH COUNT         69         48         53         57         48         -15.79%           % VARSH         4.29%         3.13%         3.69%         3.93%         3.11%         -20.81%           % VARSH         4.29%         3.13%         3.69%         3.93%         3.11%         -20.81%           % VAR         3.83%         3.43%         3.71%         3.72%         3.59%         -3.46%           W PDO         PARISH COUNT         92         80         75         98         78         -20.41%   | AIN INJURIES  |   |            |            |            |            |            |                    |       |
| PARISH COUNT         2         4         5         6         5         -16.67%           W PARISH         5.41%         12.12%         29.41%         22.22%         20.83%         -6.25%           % LA         12.56%         10.15%         14.93%         13.65%         14.26%         4.49%           V INJURY CRASHES         PARISH COUNT         69         48         53         57         48         -15.79%           W INJURY CRASHES         % PARISH         4.29%         3.13%         3.69%         3.93%         3.11%         -20.81%           W PARISH COUNT         69         48         53         57         48         -15.79%           % PARISH         4.29%         3.13%         3.69%         3.93%         3.11%         -20.81%           % LA         3.83%         3.43%         3.71%         3.72%         3.59%         -3.46%           W PDO         PARISH COUNT         92         80         75         98         78         -20.41%           W PARISH         1.97%         1.78%         1.75%         2.28%         1.63%         -28.32%  |   | % LA  | 0.06%      | 0.05%      | 0.09%      | 0.07%      | 0.06%      | -15.28%            |       |
| % PARISH         5.41%         12.12%         29.41%         22.22%         20.83%         -6.25%           % LA         12.56%         10.15%         14.93%         13.65%         14.26%         4.49%           VINJURY CRASHES         PARISH COUNT         69         48         53         57         48         -15.79%           % PARISH         4.29%         3.13%         3.69%         3.93%         3.11%         -20.81%           % LA         3.83%         3.43%         3.71%         3.72%         3.59%         -3.46%           % PARISH COUNT         92         80         75         98         78         -20.41%           % PARISH         1.97%         1.78%         1.75%         2.28%         1.63%         -28.32%  | COM   | IMERCIAL MOTOR VEHICLE                                  | S (CMV)    |            |            |            |            |                    |       |
| % LA         12.56%         10.15%         14.93%         13.65%         14.26%         4.49%           PARISH COUNT         69         48         53         57         48         -15.79%           IV INJURY CRASHES         % PARISH         4.29%         3.13%         3.69%         3.93%         3.11%         -20.81%           % LA         3.83%         3.43%         3.71%         3.72%         3.59%         -3.46%           W PDO         PARISH COUNT         92         80         75         98         78         -20.41%   |   |   | _          |            |            |            | -          |                    |       |
| PARISH COUNT         69         48         53         57         48         -15.79%           IV INJURY CRASHES         % PARISH         4.29%         3.13%         3.69%         3.93%         3.11%         -20.81%           % LA         3.83%         3.43%         3.71%         3.72%         3.59%         -3.46%           VV PDO         PARISH COUNT         92         80         75         98         78         -20.41%  | IV FATAL CRASHES  |   | -          |            |            |            |            |                    |       |
| NV INJURY CRASHES         % PARISH         4.29%         3.13%         3.69%         3.93%         3.11%         -20.81%           % LA         3.83%         3.43%         3.71%         3.72%         3.59%         -3.46%           VPDO         PARISH COUNT         92         80         75         98         78         -20.41%           VPDO         % PARISH         1.97%         1.78%         1.75%         2.28%         1.63%         -28.32%  |   |   |            |            |            |            |            |                    |       |
| %LA         3.83%         3.43%         3.71%         3.72%         3.59%         -3.46%           PARISH COUNT         92         80         75         98         78         -20.41%           VPDO         % PARISH         1.97%         1.78%         1.75%         2.28%         1.63%         -28.32%   |   |   |            |            |            |            |            |                    |       |
| PARISH COUNT         92         80         75         98         78         -20.41%           IV PDO         % PARISH         1.97%         1.75%         2.28%         1.63%         -28.32%  | IV INJUKY CKASHES   |   |            |            |            |            |            |                    |       |
| NV PDO         % PARISH         1.97%         1.75%         2.28%         1.63%         -28.32%  |   |   |            |            |            |            |            |                    |       |
|  |   |   | -          |            |            |            |            |                    |       |
|  |   | % LA  | 2.01%      | 1.78%      | 1.93%      | 1.86%      | 1.85%      | -28.32%            |       |

## ST. TAMMANY

### **TANGIPAHOA**

| PARISH: TANGIPAHOA  |                        | 2008             | 2009             | 2010             | 2011             | 2012         | % CHANGE (2011-2   |
|---|------------------------|------------------|------------------|------------------|------------------|--------------|--------------------|
| ICENSED DRIVER POPULATION   |                        | 75,390           | 76,570           | 77,035           | 77,983           | 79,204       | 1.57%              |
| LIENSED DRIVER POPULATION OF AGES 15-24   |                        | 13,640           | 13,516           | 13,365           | 13,250           | 13,179       | -0.54%             |
| PERCENT OF 15-24 YEAR OLD DRIVERS   | PARISH                 | 18.09%           | 17.65%           | 17.35%           | 16.99%           | 16.64%       | -2.07%             |
| LOUISIANA AVERAGE   | LA                     | 17.27%           | 16.93%           | 16.53%           | 16.23%           | 16.03%       | -1.25%             |
|   | ND PROPERTY DAMAGE O   |                  |                  | 2.1              | 24               | 25           | CC (70)            |
| NUMBER OF FATAL CRASHES   |                        | 34               | 33               | 24               | 21               | 35           | 66.67%             |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24   | DADICU                 | 13               | 14               | 10               | 5                | 14           | 180.00%            |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24<br>PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) | PARISH<br>LA           | 38.24%<br>34.39% | 42.42%<br>30.32% | 41.67%<br>30.17% | 23.81%<br>29.21% | 40.00%       | 68.00%             |
| rencent of PATAL Chashes Involving Drivers of Ades 13-24 (LA)   | LA                     | 54.55%           | 50.5270          | 50.1770          | 25.2170          | 25.1470      | 0.2270             |
| NUMBER OF INJURY CRASHES  |                        | 1470             | 1207             | 1142             | 1136             | 1140         | 0.35%              |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24  |                        | 747              | 556              | 563              | 505              | 508          | 0.59%              |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS   | PARISH                 | 50.82%           | 46.06%           | 49.30%           | 44.45%           | 44.56%       | 0.24%              |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)  | LA                     | 45.90%           | 40.95%           | 43.86%           | 42.50%           | 42.13%       | -0.86%             |
| NUMBER OF PDO CRASHES   |                        | 3087             | 2747             | 2612             | 2561             | 2700         | 5.43%              |
|   | FATALITIES AND INJURIE |                  | 27.17            | 2012             | 2501             | 2,00         | 5.15%              |
| NUMBER OF FATALITIES  |                        | 39               | 37               | 29               | 23               | 38           | 65.22%             |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | PARISH                 | 51.7             | 48.3             | 37.6             | 29.5             | 48.0         | 62.67%             |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | LA                     | 32               | 29               | 25               | 23               | 25           | 10.08%             |
|   |                        |                  | —                |                  |                  |              |                    |
| NUMBER OF INJURIES  |                        | 2,557            | 2,135            | 1,984            | 1,953            | 1,924        | -1.48%             |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | PARISH                 | 3,392            | 2,788            | 2,575            | 2,504            | 2,429        | -3.00%             |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | LA                     | 2,664            | 2,583            | 2,398            | 2,424            | 2,476        | 2.15%              |
|   | SAFETY BELT/HARNESS U  |                  |                  |                  |                  |              |                    |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS   | PARISH                 | 70.00%           | 57.14%           | 50.00%           | 50.00%           | 64.71%       | 29.41%             |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)  | LA<br>COST ESTIMATES   | 64.11%           | 62.56%           | 58.06%           | 64.62%           | 54.18%       | -16.16%            |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)   | COST ESTIMATES         | \$222.83         | \$225.84         | \$204.95         | \$194.49         | \$214.13     | 10.10%             |
| ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)   |                        | \$2,955.76       |                  |                  | \$2,494.05       | \$2,703.52   | 8.40%              |
|   | ALCOHOL-RELATED CRASH  |                  | <i>32,343.31</i> | \$2,000.47       | Ş2,494.09        | Ş2,703.32    | 8.40%              |
|   | PARISH COUNT           | 14               | 20               | 11               | 5                | 12           | 140.00%            |
| ALCOHOL-RELATED FATALITY CRASHES  | % PARISH               | 41.18%           | 60.61%           | 45.83%           | 23.81%           | 34.29%       | 44.00%             |
|   | % LA                   | 45.73%           | 45.95%           | 42.15%           | 41.90%           | 40.49%       | -3.37%             |
|   | PARISH COUNT           | 126              | 91               | 102              | 77               | 80           | 3.90%              |
| ALCOHOL-RELATED INJURY CRASHES  | % PARISH               | 8.57%            | 7.54%            | 8.93%            | 6.78%            | 7.02%        | 3.53%              |
|   | % LA<br>PARISH COUNT   | 8.49%<br>5       | 8.62%<br>6       | 8.55%<br>4       | 8.32%            | 8.15%<br>2   | -2.00%             |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH               | 38.46%           | 42.86%           | 40.00%           | 40.00%           | 2<br>14.29%  | -64.29%            |
|   | % LA                   | 36.88%           | 39.82%           | 34.54%           | 30.98%           | 25.26%       | -18.45%            |
|   | PARISH COUNT           | 29               | 18               | 20               | 14               | 10           | -28.57%            |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH               | 3.88%            | 3.24%            | 3.55%            | 2.77%            | 1.97%        | -28.99%            |
|   | % LA                   | 4.54%            | 4.32%            | 4.70%            | 4.46%            | 4.05%        | -9.06%             |
|   | 15-24                  | 96               | 82               | 79               | 85               | 80           | -5.88%             |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24  | ALL<br>% 15-24         | 984<br>9.76%     | 959<br>8.55%     | 1084<br>7.29%    | 1068<br>7.96%    | 866<br>9.24% | -18.91%<br>16.07%  |
| PEDESTRIAN  | N, MOTORCYCLE AND BICY |                  |                  | 1.23/0           | 7.90%            | 9.24/0       | 10.07%             |
|   | PARISH COUNT           | 4                | 6                | 1                | 3                | 4            | 33.33%             |
| PEDESTRIAN FATALITIES   | % PARISH               | 10.26%           | 16.22%           | 3.45%            | 13.04%           | 10.53%       | -19.30%            |
|   | % LA                   | 12.02%           | 13.23%           | 10.97%           | 13.74%           | 16.76%       | 22.00%             |
|   | PARISH COUNT           | 3                | 3                | 3                | 1                | 6            | 500.00%            |
| MOTORCYCLE FATALITIES   | % PARISH               | 7.69%            | 8.11%            | 10.34%           | 4.35%            | 15.79%       | 263.16%            |
|   | % LA                   | 8.85%            | 12.62%           | 10.14%           | 11.67%           | 10.80%       | -7.42%             |
|   | PARISH COUNT           | 0                | 1                | 0                | 0                | 2            | 100.00%            |
| BICYCLE FATALITIES  | % PARISH               | 0.00%            | 2.70%            | 0.00%            | 0.00%            | 5.26%        | 100.00%            |
|   | % LA                   | 0.98%            | 1.33%            | 1.25%            | 2.36%            | 3.32%        | 40.65%             |
|   | TRAINS<br>PARISH COUNT | 2                | 1                | 2                | 4                | 0            | -100.00%           |
| TRAIN CRASHES   | % PARISH               | 0.04%            | 0.03%            | 0.05%            | 4                | 0.00%        | -100.00%           |
|   | % LA                   | 0.04%            | 0.03%            | 0.06%            | 0.05%            | 0.00%        | -16.00%            |
|   | PARISH COUNT           | 2                | 0.03%            | 1                | 0.05%            | 0.0478       | N/A                |
| TRAIN FATALITIES  | % PARISH               | 5.88%            | 0.00%            | 4.17%            | 0.00%            | 0.00%        | N/A                |
|   | % LA                   | 1.59%            | 0.55%            | 0.93%            | 1.11%            | 0.46%        | -58.59%            |
|   | PARISH COUNT           | 0                | 0                | 1                | 3                | 0            | -100.00%           |
| TRAIN INJURIES  | % PARISH               | 0.00%            | 0.00%            | 0.09%            | 0.26%            | 0.00%        | -100.00%           |
|   | % LA                   | 0.06%            | 0.05%            | 0.09%            | 0.07%            | 0.06%        | -15.28%            |
| СОМ   | IMERCIAL MOTOR VEHICLE |                  |                  |                  |                  |              |                    |
|   | PARISH COUNT           | 4                | 0                | 3                | 3                | 4            | 33.33%             |
| CMV FATAL CRASHES   | % PARISH               | 11.76%           | 0.00%            | 12.50%           | 14.29%           | 11.43%       | -20.00%            |
|   | % LA<br>PARISH COUNT   | 12.56%           | 10.15%           | 14.93%<br>40     | 13.65%           | 14.26%       | 4.49%              |
|   |                        | 64               | 46               | 40<br>3.50%      | 65<br>5.72%      | 47           | -27.69%<br>-27.95% |
|   |                        | 4 2504           |                  |                  |                  | . 41/%       | -27.95%            |
| CMV INJURY CRASHES  | % PARISH               | 4.35%            | 3.81%            |                  |                  |              |                    |
| CMV INJURY CRASHES  | % PARISH<br>% LA       | 3.83%            | 3.43%            | 3.71%            | 3.72%            | 3.59%        | -3.46%             |
| CMV INJURY CRASHES  | % PARISH               |                  |                  |                  |                  |              |                    |

|   | <b>ENSA</b>                    |                 |                 |                 |                 |  |                            |
|---|--------------------------------|-----------------|-----------------|-----------------|-----------------|--|----------------------------|
| PARISH: TENSAS<br>LICENSED DRIVER POPULATION  |                                | 2008<br>3,254   | 2009<br>3,136   | 2010<br>3,076   | 2011<br>3,026   | 2012<br>3,019  | % CHANGE (2011-2<br>-0.23% |
| LIENSED DRIVER POPULATION OF AGES 15-24   |                                | 499             | 464             | 432             | 413             | 397  | -3.87%                     |
| PERCENT OF 15-24 YEAR OLD DRIVERS   | PARISH                         | 15.33%          | 14.80%          | 14.04%          | 13.65%          | 13.15%   | -3.65%                     |
| LOUISIANA AVERAGE   | LA                             | 17.27%          | 16.93%          | 16.53%          | 16.23%          | 16.03%   | -1.25%                     |
| FATAL, INJURY A NUMBER OF FATAL CRASHES   | ND PROPERTY DAMAGE O           | NLY (PDO) CI    | RASHES          | 0               | 0               | 1  | 100.00%                    |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24   |                                | 0               | 2               | 0               | 0               | 0  | N/A                        |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24  | PARISH                         | 0.00%           | 100.00%         | 0.00%           | 0.00%           | 0.00%  | N/A                        |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)   | LA                             | 34.39%          | 30.32%          | 30.17%          | 29.21%          | 29.14%   | -0.22%                     |
| NUMBER OF INJURY CRASHES  |                                | 21              | 13              | 7               | 9               | 11   | 22.22%                     |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24  |                                | 6               | 6               | 4               | 3               | 5  | 66.67%                     |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS   | PARISH                         | 28.57%          | 46.15%          | 57.14%          | 33.33%          | 45.45%   | 36.36%                     |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)  | LA                             | 45.90%          | 40.95%          | 43.86%          | 42.50%          | 42.13%   | -0.86%                     |
| NUMBER OF PDO CRASHES   |                                | 18              | 16              | 12              | 20              | 7  | -65.00%                    |
|   | FATALITIES AND INJURIE         |                 | 2               | 0               | 0               | 1  | 100.00%                    |
| NUMBER OF FATALITIES<br>NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | PARISH                         | 0.0             | 2<br>63.8       | 0.0             | 0.0             |  | 100.00%<br>100.00%         |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | LA                             | 32              | 29              | 25              | 23              | 25   | 10.08%                     |
|   |                                | 26              | 22              | 10              | 10              | 16   | 0.000/                     |
|   | PARISH                         | 26<br>799       | 23<br>733       | 18<br>585       | 16<br>529       |  | 0.00%                      |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | LA                             | 2,664           | 2,583           | 2,398           | 2,424           | 2,476  | 2.15%                      |
|   | SAFETY BELT/HARNESS U          | SE              |                 |                 |                 |  |                            |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS   | PARISH                         | 0.00%           | 100.00%         | 0.00%           | 0.00%           | 100.00%  | 100.00%                    |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)  | LA<br>COST ESTIMATES           | 64.11%          | 62.56%          | 58.06%          | 64.62%          | 54.18%   | -16.16%                    |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)   |                                | \$1.63          | \$4.18          | \$1.40          | \$1.35          | \$2.50   | 85.49%                     |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER  |                                | \$499.96        | \$1,331.78      | \$454.37        | \$444.54        | \$826.49   | 85.92%                     |
|   | ALCOHOL-RELATED CRASH          |                 |                 |                 |                 |  | 100.000/                   |
| LCOHOL-RELATED FATALITY CRASHES   | PARISH COUNT<br>% PARISH       | 0.00%           | 2<br>100.00%    | 0.00%           | 0.00%           |  | 100.00%<br>100.00%         |
|   | % LA                           | 45.73%          | 45.95%          | 42.15%          | 41.90%          | 40.49%   | -3.37%                     |
| LCOHOL-RELATED INJURY CRASHES   | PARISH COUNT                   | 4               | 4               | 1               | 2               | 2  | 0.00%                      |
|   | % PARISH<br>% LA               | 19.05%<br>8.49% | 30.77%<br>8.62% | 14.29%<br>8.55% | 22.22%<br>8.32% |  | -18.18%<br>-2.00%          |
|   | PARISH COUNT                   | 0               | 2               | 0               | 0               | 0  | N/A                        |
| LCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24  | % PARISH                       | 0.00%           | 100.00%         | 0.00%           | 0.00%           | 0.00%  | N/A                        |
| COHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24   | % LA<br>PARISH COUNT           | 36.88%          | 39.82%<br>2     | 34.54%<br>1     | 30.98%<br>1     | _  | -18.45%<br>-100.00%        |
|   | % PARISH                       | 33.33%          | 33.33%          | 25.00%          | 33.33%          | 0.00%  | -100.00%                   |
|   | % LA                           | 4.54%           | 4.32%           | 4.70%           | 4.46%           | 4.05%  | -9.06%                     |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24  | 15-24<br>ALL                   | 0               | 0<br>29         | 1<br>18         | 0 21            | 1  | 100.00%<br>-19.05%         |
|   | % 15-24                        | 0.00%           | 0.00%           | 5.56%           | 0.00%           | 5.88%  | 100.00%                    |
| PEDESTRIA   | PARISH COUNT                   | CLE FATALITI    | ES 0            | 0               | 0               |  | N/A                        |
| PEDESTRIAN FATALITIES   | % PARISH                       | 0.00%           | 0.00%           | 0.00%           | 0.00%           | 0.00%  | N/A<br>N/A                 |
|   | % LA                           | 12.02%          | 13.23%          | 10.97%          | 13.74%          | 16.76%   | 22.00%                     |
| JMBER OF INJURIES JMBER OF INJURIES PER 100,000 LICENSED DRIVERS JMBER OF INJURIES PER 100,000 LICENSED DRIVERS RCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS RCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) TAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) TIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER COHOL-RELATED FATALITY CRASHES COHOL-RELATED FATALITY CRASHES COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 VI ARRESTS INVOLVING DRIVERS AGES 15-24 VI ARRESTS INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES COYCLE FATALITIES CYCLE FATALITIES | PARISH COUNT                   | 0               | 0               | 0               | 0               | 0  | N/A                        |
| WIUTURUTULE FATALITIES  | % PARISH<br>% LA               | 0.00%           | 0.00%           | 0.00%           | 0.00%           | 0.00%  | N/A<br>-7.42%              |
|   | PARISH COUNT                   | 0               | 0               | 0               | 0               | %         13.15%           %         16.03%           %         16.03%           %         16.03%           %         0.00%           %         0.00%           %         29.14%           %         45.45%           445.45%         442.13%           %         45.45%           442.13%         7           1         33.1           25         16           53.0         44           2,476         8           %         100.00%           %         55.4           \$25.0         54           54         \$2826.49           %         100.00%           %         40.05%           %         0.00%           %         0.00%           %         0.00%           %         0.00%           %         0.00%           %         0.00%           %         0.00%           %         0.00%           %         0.00%           %         0.00%           %         0.00%           %         0.00% | N/A                        |
| BICYCLE FATALITIES  | % PARISH                       | 0.00%           | 0.00%           | 0.00%           | 0.00%           |  | N/A                        |
|   | % LA<br>TRAINS                 | 0.98%           | 1.33%           | 1.25%           | 2.36%           | 3.32%  | 40.65%                     |
|   | PARISH COUNT                   | 0               | 0               | 0               | 0               | 0  | N/A                        |
| TRAIN CRASHES   | % PARISH                       | 0.00%           | 0.00%           | 0.00%           | 0.00%           | 0.00%  | N/A                        |
|   | % LA                           | 0.04%           | 0.03%           | 0.06%           | 0.05%           |  | -16.00%                    |
| TRAIN FATALITIES  | PARISH COUNT<br>% PARISH       | 0.00%           | 0.00%           | 0.00%           | 0.00%           |  | N/A<br>N/A                 |
|   | % LA                           | 1.59%           | 0.55%           | 0.93%           | 1.11%           |  | -58.59%                    |
|   | PARISH COUNT                   | 0               | 0               | 0               | 0               |  | N/A                        |
| TRAIN INJURIES  | % PARISH                       | 0.00%           | 0.00%           | 0.00%           | 0.00%           |  | N/A                        |
|   | % LA<br>IMERCIAL MOTOR VEHICLE | 0.06%           | 0.05%           | 0.09%           | 0.07%           | 0.06%  | -15.28%                    |
|   | PARISH COUNT                   |                 | 0               | 0               | 0               | 0  | N/A                        |
| CMV FATAL CRASHES   | % PARISH                       | 0.00%           | 0.00%           | 0.00%           | 0.00%           | 0.00%  | N/A                        |
|   | % LA                           | 12.56%          | 10.15%          | 14.93%          | 13.65%          | 14.26%   | 4.49%                      |
| CMV INJURY CRASHES  | PARISH COUNT<br>% PARISH       | 1<br>4.76%      | 1<br>7.69%      | 0.00%           | 0.00%           | 0.00%  | N/A<br>N/A                 |
|   | % LA                           | 3.83%           | 3.43%           | 3.71%           | 3.72%           | 3.59%  | -3.46%                     |
|   | PARISH COUNT                   | 0               | 0               | 2               | 1               | 0  | -100.00%                   |
| CMV PDO   | % PARISH                       | 0.00%           | 0.00%           | 16.67%          | 5.00%           | 0.00%  | -100.00%                   |

### **TERREBONNE**

| PARISH: TERREBONNE  |  | 2008            | 2009             | 2010             | 2011             | 2012   | % CHANGE (2011     |
|---|--|-----------------|------------------|------------------|------------------|--|--------------------|
|   |  | 76,434          | 76,579           | 76,170           | 76,566           | 76,946   | 0.50%              |
| LIENSED DRIVER POPULATION OF AGES 15-24   |  | 13,157          | 12,978           | 12,593           | 12,357           | 12,275   | -0.66%             |
| PERCENT OF 15-24 YEAR OLD DRIVERS   | PARISH                                 | 17.21%          | 16.95%           | 16.53%           | 16.14%           | 15.95%   | -1.15%             |
|   | LA<br>AND PROPERTY DAMAGE O            | 17.27%          | 16.93%           | 16.53%           | 16.23%           | 16.03%   | -1.25%             |
| NUMBER OF FATAL CRASHES   |  | 29              | 27               | 21               | 11               | 17   | 54.55%             |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24   |  | 9               | 13               | 9                | 2                | 5  | 150.00%            |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24  | PARISH                                 | 31.03%          | 48.15%           | 42.86%           | 18.18%           |  | 61.76%             |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)   | LA                                     | 34.39%          | 30.32%           | 30.17%           | 29.21%           | 29.14%   | -0.22%             |
|   |  | 1               |                  |                  |                  |  |                    |
| NUMBER OF INJURY CRASHES  |  | 1320            | 1191             | 1178             | 1134             |  | 0.00%              |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24  |  | 652             | 494              | 537              | 516              |  | -4.46%             |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS   | PARISH                                 | 49.39%          | 41.48%           | 45.59%           | 45.50%           |  | -4.46%             |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)  | LA                                     | 45.90%          | 40.95%           | 43.86%           | 42.50%           | 42.13%   | -0.86%             |
| NUMBER OF PDO CRASHES   |  | 3154            | 3029             | 2732             | 2530             | 2755   | 8.89%              |
|   | FATALITIES AND INJURIE                 | S               |                  |                  |                  |  |                    |
| NUMBER OF FATALITIES  |  | 30              | 33               | 29               | 13               | 19   | 46.15%             |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | PARISH                                 | 39.2            | 43.1             | 38.1             | 17.0             | 24.7   | 45.43%             |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | LA                                     | 32              | 29               | 25               | 23               | 25   | 10.08%             |
|   |  | 3.104           | 1.02.4           | 1.070            | 2.002            | 1.042  | 2.000/             |
|   | DADICU                                 | 2,184           | 1,984            | 1,970            | 2,002            |  | -3.00%             |
|   | PARISH                                 | 2,857<br>2,664  | 2,591<br>2,583   | 2,586<br>2,398   | 2,615<br>2,424   |  | -3.48%             |
|   | SAFETY BELT/HARNESS U                  |                 | 2,505            | 2,330            | 2,424            | 2,470  | 2.13/0             |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY RELT/HARNESS   | PARISH                                 | 61.54%          | 38.46%           | 36.36%           | 62.50%           | 66.67%   | 6.67%              |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS   | LA                                     | 64.11%          | 62.56%           | 58.06%           | 64.62%           | 54.18%   | -16.16%            |
|   | COST ESTIMATES                         |                 |                  |                  |                  |  |                    |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)   |  | \$191.01        | \$212.94         | \$206.43         | \$186.11         | \$192.89   | 3.65%              |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER  |  | \$2,499.02      | \$2,780.70       | \$2,710.08       | \$2,430.68       | \$2,506.84   | 3.13%              |
|   | ALCOHOL-RELATED CRASH                  | IES             |                  |                  |                  |  |                    |
|   | PARISH COUNT                           | 15              | 13               | 10               | 8                | 10   | 25.00%             |
| ALCOHOL-RELATED FATALITY CRASHES  | % PARISH                               | 51.72%          | 48.15%           | 47.62%           | 72.73%           | \$2,506.84<br>10<br>58.82%<br>40.49%<br>103<br>9.08%<br>8.15%<br>3<br>60.00%   | -19.12%            |
|   | % LA                                   | 45.73%          | 45.95%<br>133    | 42.15%<br>145    | 41.90%           |  | -3.37%             |
|   | PARISH COUNT<br>% PARISH               | 125<br>9.47%    | 11.17%           | 145              | 10.67%           | \$192.89<br>\$2,506.84<br>10<br>58.82%<br>40.49%<br>103<br>9.08%<br>8.15%<br>3   | -14.88%<br>-14.88% |
|   | % LA                                   | 8.49%           | 8.62%            | 8.55%            | 8.32%            |  | -2.00%             |
|   | PARISH COUNT                           | 3               | 6                | 5                | 1                | 10<br>58.82%<br>40.49%<br>103<br>9.08%<br>8.15%<br>3<br>60.00%<br>25.26%<br>21<br>4.26%  | 200.00%            |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH                               | 33.33%          | 46.15%           | 55.56%           | 50.00%           | 8.15%<br>3<br>60.00%   | 20.00%             |
|   | % LA                                   | 36.88%          | 39.82%           | 34.54%           | 30.98%           | 25.26%   | -18.45%            |
|   | PARISH COUNT                           | 37              | 34               | 32               | 37               |  | -43.24%            |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH                               | 5.67%           | 6.88%            | 5.96%            | 7.17%            |  | -40.60%            |
|   | % LA<br>15-24                          | 4.54%<br>47     | 4.32%<br>83      | 4.70%<br>52      |                  |  | -9.06%<br>-13.16%  |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24  | ALL                                    | 524             | 874              | 738              | 620              |  | -7.74%             |
|   | % 15-24                                | 8.97%           | 9.50%            | 7.05%            | 6.13%            |  | -5.87%             |
| PEDESTRIAI  | N, MOTORCYCLE AND BICY                 | CLE FATALITI    | ES               |                  |                  |  |                    |
|   | PARISH COUNT                           | 5               | 3                | 4                | 0                | 4  | 100.00%            |
| PEDESTRIAN FATALITIES   | % PARISH                               | 16.67%          | 9.09%            | 13.79%           | 0.00%            | 21.05%   | 100.00%            |
| COHOL-RELATED INJURY CRASHES COHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 VI ARRESTS INVOLVING DRIVERS AGES 15-24 PEDESTRIAN DESTRIAN FATALITIES OTORCYCLE FATALITIES  | % LA                                   | 12.02%          | 13.23%           | 10.97%           |                  |  | 22.00%             |
| MBER OF FATALITIES PER 100,000 LICENSED DRIVERS<br>MBER OF FATALITIES PER 100,000 LICENSED DRIVERS<br>MBER OF INJURIES PER 100,000 LICENSED DRIVERS<br>MBER OF INJURIES PER 100,000 LICENSED DRIVERS<br>MBER OF INJURIES PER 100,000 LICENSED DRIVERS<br>CENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS<br>CENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS<br>CENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS<br>CENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS<br>(LA)<br>AL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)<br>MATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER<br>OHOL-RELATED FATALITY CRASHES<br>OHOL-RELATED FATALITY CRASHES<br>OHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24<br>OHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24<br>I ARRESTS INVOLVING DRIVERS AGES 15-24<br>PEDESTR<br>ESTRIAN FATALITIES<br>TORCYCLE FATALITIES<br>IN CRASHES<br>IN CRASHES | PARISH COUNT                           | 5               | 5                | 3                |                  |  | 100.00%            |
| WUTURUTULE FATALITIES   | % PARISH                               | 16.67%<br>8.85% | 15.15%<br>12.62% | 10.34%<br>10.14% | 15.38%<br>11.67% |  | 36.84%<br>-7.42%   |
|   | % LA<br>PARISH COUNT                   | 8.85%           | 12.62%           | 10.14%           |                  |  | -7.42%             |
| BICYCLE FATALITIES  | % PARISH                               | 6.67%           | 0.00%            | 0.00%            | 0.00%            | 21%29.14%1134113411344931649350%43.47%50%42.13%50%42.13%150%42.13%150%42.13%150%2755150%24.7150%2,524150%66.67%162%54.18%150%66.67%162%54.18%130.085,506.84130.685,506.84130.72110310360.00%132%8.15%1372110310%60.00%1372113372113372113383312057710.80%10410313%5.77%104101104101100111%0.46%100013%5.26%336%21.05%1000000000000000000000000000000 <t< td=""><td>100.00%</td></t<> | 100.00%            |
|   | % LA                                   | 0.98%           | 1.33%            | 1.25%            | 2.36%            |  | 40.65%             |
|   | TRAINS                                 |                 |                  |                  |                  |  |                    |
|   | PARISH COUNT                           | 0               | 0                | 0                | 0                | 0  | N/A                |
| TRAIN CRASHES   | % PARISH                               | 0.00%           | 0.00%            | 0.00%            | 0.00%            | 0.00%  | N/A                |
|   | % LA                                   | 0.04%           | 0.03%            | 0.06%            | 0.05%            | 0.04%  | -16.00%            |
|   | PARISH COUNT                           | 0               | 0                | 0                | 0                |  | N/A                |
| TRAIN FATALITIES  | % PARISH                               | 0.00%           | 0.00%            | 0.00%            | 0.00%            |  | N/A                |
|   | % LA                                   | 1.59%           | 0.55%            | 0.93%            | 1.11%            | -  | -58.59%            |
|   | PARISH COUNT                           | 0               | 0                | 0                | 0                |  | N/A                |
| TRAIN INJURIES  | % PARISH                               | 0.00%           | 0.00%            | 0.00%            | 0.00%            |  | N/A                |
|   | % LA                                   | 0.06%           | 0.05%            | 0.09%            | 0.07%            | 0.06%  | -15.28%            |
| COM   | IMERCIAL MOTOR VEHICLE<br>PARISH COUNT |                 | 2                | 2                | 1                | 4  | 0.000/             |
| CMV FATAL CRASHES   | % PARISH                               | 3<br>10.34%     | 7.41%            | 2<br>9.52%       | 1<br>9.09%       | 1<br>5.88%   | 0.00%              |
|   | % LA                                   | 12.56%          | 10.15%           | 9.52%            | 13.65%           | 14.26%   | 4.49%              |
|   | PARISH COUNT                           | 37              | 44               | 37               | 48               | 31   | -35.42%            |
| CMV INJURY CRASHES  | % PARISH                               | 2.80%           | 3.69%            | 3.14%            | 4.23%            | 2.73%  | -35.42%            |
|   | % LA                                   | 3.83%           | 3.43%            | 3.71%            | 3.72%            | 3.59%  | -3.46%             |
|   | PARISH COUNT                           | 43              | 33               | 47               | 37               | 48   | 29.73%             |
|   |  |                 |                  |                  |                  |  |                    |
| CMV PDO   | % PARISH                               | 1.36%           | 1.09%            | 1.72%            | 1.46%            | 1.74%  | 19.13%             |

|  | UNION                       |                  |                  |                  |                  |  |                   |
|--|-----------------------------|------------------|------------------|------------------|------------------|--|-------------------|
| PARISH: UNION  |                             | 2008             | 2009             | 2010             | 2011             | 2012   | % CHANGE (2011-20 |
| LICENSED DRIVER POPULATION   |                             | 16,106           | 16,161           | 16,122           | 16,181           | 16,204   | 0.14%             |
| LIENSED DRIVER POPULATION OF AGES 15-24  |                             | 2,418            | 2,382            | 2,365            | 2,385            | 2,364  | -0.88%            |
| PERCENT OF 15-24 YEAR OLD DRIVERS  | PARISH                      | 15.01%           | 14.74%           | 14.67%           | 14.74%           | 14.59%   | -1.02%            |
| LOUISIANA AVERAGE  | LA<br>AND PROPERTY DAMAGE O | 17.27%           | 16.93%           | 16.53%           | 16.23%           | 16.03%   | -1.25%            |
| NUMBER OF FATAL CRASHES  |                             | 7                | 7                | 5                | 5                | 9  | 80.00%            |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24  |                             | 4                | 4                | 1                | 1                | 3  | 200.00%           |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24   | PARISH                      | 57.14%           | 57.14%           | 20.00%           | 20.00%           | 33.33%   | 66.67%            |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)  | LA                          | 34.39%           | 30.32%           | 30.17%           | 29.21%           | 29.14%   | -0.22%            |
| NUMBER OF INJURY CRASHES   |                             | 140              | 142              | 102              | 109              | 174  | 59.63%            |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24   |                             | 64               | 48               | 38               | 39               | 70   | 79.49%            |
|  | PARISH                      | 45.71%<br>45.90% | 33.80%<br>40.95% | 37.25%<br>43.86% | 35.78%<br>42.50% |  | -0.86%            |
| NOWBER OF INJOKT CRASHES INVOLVING 15-24 TEAR OLD DRIVERS (LA)   | LA                          | 43.90%           | 40.95%           | 43.00%           | 42.30%           | 42.13/0  | -0.80%            |
| NUMBER OF PDO CRASHES  |                             | 154              | 203              | 172              | 147              | 227  | 54.42%            |
| NUMBER OF FATALITIES   | FATALITIES AND INJURIE      | 7                | 10               | 5                | 5                | 11   | 120.00%           |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS  | PARISH                      | 43.5             | 61.9             | 31.0             | 30.9             | 67.9   | 119.69%           |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS  | LA                          | 32               | 29               | 25               | 23               | 25   | 10.08%            |
|  |                             | 192              | 218              | 149              | 156              | 205  | 89.10%            |
| NUMBER OF INJURIES<br>NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS  | PARISH                      | 192              | 1,349            | 924              | 964              | 1,821  | 89.10%            |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS  | LA                          | 2,664            | 2,583            | 2,398            | 2,424            | 2,476  | 2.15%             |
|  | SAFETY BELT/HARNESS U       | SE               |                  |                  |                  |  |                   |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS  | PARISH                      | 40.00%           | 25.00%           | 100.00%          | 75.00%           | 40.00%   | -46.67%           |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)   | LA<br>COST ESTIMATES        | 64.11%           | 62.56%           | 58.06%           | 64.62%           | 54.18%   | -16.16%           |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)  |                             | \$20.64          | \$29.14          | \$18.12          | \$18.50          | \$37.12  | 100.61%           |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER   |                             | \$1,281.42       | \$1,803.03       | \$1,124.16       | \$1,143.43       | \$2,290.59   | 100.33%           |
|  | ALCOHOL-RELATED CRASH       |                  |                  |                  |                  |  |                   |
| LCOHOL-RELATED FATALITY CRASHES  | PARISH COUNT<br>% PARISH    | 1<br>14.29%      | 2<br>28.57%      | 3<br>60.00%      | 2<br>40.00%      |  | 100.00%<br>11.11% |
| ALCONOL-NELATED FATALITI CRASHES   | % LA                        | 45.73%           | 45.95%           | 42.15%           | 41.90%           | 40.49%<br>18<br>10.34%   | -3.37%            |
|  | PARISH COUNT                | 19               | 22               | 17               | 18               | 18   | 0.00%             |
| LCOHOL-RELATED INJURY CRASHES  | % PARISH<br>% LA            | 13.57%<br>8.49%  | 15.49%<br>8.62%  | 16.67%<br>8.55%  | 16.51%<br>8.32%  |  | -37.36%<br>-2.00% |
|  | PARISH COUNT                | 8.49%            | 2                | 8.55%            | 0                | 0.15%  | -2.00%            |
| LCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH                    | 25.00%           | 50.00%           | 100.00%          | 0.00%            | 0.00%  | N/A               |
|  | % LA                        | 36.88%           | 39.82%           | 34.54%           | 30.98%           | 25.26%   | -18.45%           |
| ALCOHOL-RELATED INITIRY CRASHES INVOLVING DRIVERS AGES 15-24   | PARISH COUNT<br>% PARISH    | 10<br>15.63%     | 3<br>6.25%       | 3<br>7.89%       | 6<br>15.38%      |  | 0.00%             |
|  | % LA                        | 4.54%            | 4.32%            | 4.70%            | 4.46%            | 4.05%  | -9.06%            |
|  | 15-24                       | 8                | 14               | 10               | 11               | 9  | -18.18%           |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24   | ALL<br>% 15-24              | 65<br>12.31%     | 114<br>12.28%    | 102<br>9.80%     | 84<br>13.10%     | -  | -10.71%<br>-8.36% |
| PEDESTRI   | IAN, MOTORCYCLE AND BICY    |                  |                  |                  |                  |  |                   |
|  | PARISH COUNT                | 0                | 0                | 0                | 0                | 1  | 100.00%           |
| PEDESTRIAN FATALITIES  | % PARISH<br>% LA            | 0.00%            | 0.00%            | 0.00%            | 0.00%            |  | 100.00%           |
|  | PARISH COUNT                | 1                | 0                | 0                | 0                | 0  | N/A               |
| UMBER OF FATAL CRASHES UMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 IRCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 IRCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 UMBER OF INULRY CRASHES INVOLVING DRIVERS OF AGES 15-24 UMBER OF INULRY CRASHES INVOLVING DRIVERS OF AGES 15-24 UMBER OF INULRY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS UMBER OF FATALITIES UMBER OF INULRY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS UMBER OF INULRY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS UMBER OF FATALITIES UMBER OF INULRY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS UMBER OF INULRY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS UMBER OF INULRY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS UMBER OF INULRY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS UMBER OF INULRY CRASHES DRIVERS UMBER OF INULRY CRASHES DRIVERS UMBER OF INULRY CRASHES DRIVERS UMBER OF INULRY CRASHES DRIVERS UMBER OF INULRY CRASHES PER 100,000 LICENSED DRIVERS ICCOHOL-RELATED FATALITY CRASHES INVOLVING A SAFETY BELT/HARNESS ICCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 ICCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 ICCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 ICCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 ICCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 ICCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 ICCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 ICCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 ICCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 ICCOHOL-RELATED FATALITIES ICCOHOL-RELATED FATALITIES ICCOHOL-RELATED FATALITIES ICCOHOL-RELATED FATALITIES ICCOHOL-RELATED FATALITIES ICCOHOL-RELATED FATALITIES ICCOHOL-RELATED FATALITIES ICCOHOL-RELATED FATALITIES ICCOHOL-RELATED FATALITIES ICCOHOL-RELATED FATALITIES ICCOHOL-RELATED FATALITIES ICCOHOL-RELATED FATALITIES ICCOHOL-RELATED FATALITIES ICCOHOL-RELATED FATALITIES ICCOHOL-RELATED FATALITIES ICCOHOL-RELATED FATALITIES ICCOHOL-RELATED FATALITIES ICCOHOL FATALITIES ICCOHOL FATALITIES ICCO | % PARISH                    | 14.29%           | 0.00%            | 0.00%            | 0.00%            | 0.00%  | N/A               |
|  | % LA                        | 8.85%            | 12.62%           | 10.14%           | 11.67%           | 10.80%   | -7.42%            |
| ΒΙCYCLE ΕΔΤΔΙ ΙΤΙΕS  | PARISH COUNT<br>% PARISH    | 0                | 0.00%            | 0                | 0                | -  | N/A<br>N/A        |
|  | % LA                        | 0.98%            | 1.33%            | 1.25%            | 2.36%            | 29.14% 174 70 40.23% 42.13% 227 11 67.9 25 295 1,821 2,476 40.00% 54.18% \$37.12 \$2,290.59 4 44.44% 40.49% 54.18% 10.34% 8 10.34% 8 10.34% 8 10.34% 8 10.34% 8 10.34% 10.34% 10.30% 12.00% 1 9.09% 1 9.09% 16.76% 0 0.00% 10.80% 0 0.00% 10.80% 0 0 0.00% 10.80% 0 0 0.00% 10.80% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 40.65%            |
|  | TRAINS                      |                  |                  |                  |                  |  |                   |
|  | PARISH COUNT                | 0                | 0                | 0                | 0                |  | N/A               |
|  | % PARISH<br>% LA            | 0.00%            | 0.00%            | 0.00%            | 0.00%            | 0.00%  | N/A<br>-16.00%    |
|  | PARISH COUNT                | 0.0476           | 0.03%            | 0.0078           | 0.05%            | 0.0478   | N/A               |
| TRAIN FATALITIES   | % PARISH                    | 0.00%            | 0.00%            | 0.00%            | 0.00%            | 0.00%  | N/A               |
|  | % LA                        | 1.59%            | 0.55%            | 0.93%            | 1.11%            | 0.46%  | -58.59%           |
| TRAIN INJURIES   | PARISH COUNT<br>% PARISH    | 0                | 0                | 0                | 0                | 0  | N/A<br>N/A        |
|  | % LA                        | 0.06%            | 0.05%            | 0.09%            | 0.07%            | 0.06%  | -15.28%           |
| CC   | DMMERCIAL MOTOR VEHICLE     | S (CMV)          |                  |                  |                  |  |                   |
|  | PARISH COUNT                | 2                | 2                | 0                | 1                | 3  | 200.00%           |
| CMV FATAL CRASHES  | % PARISH<br>% LA            | 28.57%<br>12.56% | 28.57%<br>10.15% | 0.00%            | 20.00%<br>13.65% | 33.33%<br>14.26%   | 66.67%<br>4.49%   |
|  | PARISH COUNT                | 6                | 7                | 4                | 8                | 7  | -12.50%           |
| CMV INJURY CRASHES   | % PARISH                    | 4.29%            | 4.93%            | 3.92%            | 7.34%            | 4.02%  | -45.19%           |
|  | % LA                        | 3.83%            | 3.43%            | 3.71%            | 3.72%            | 3.59%  | -3.46%            |
|  | PARISH COUNT                | 13               | 9                | 5                | 6                | 8  | 33.33%            |
| CMV PDO  | % PARISH                    | 8.44%            | 4.43%            | 2.91%            | 4.08%            | 3.52%  | -13.66%           |

CMV PDO

### VERMILION PARISH: VERMILION % CHANGE (2011-2012) 2008 2009 2010 2011 LICENSED DRIVER POPULATION 37.878 37,964 37,843 37,907 38,379 1.25% -0.88% LIENSED DRIVER POPULATION OF AGES 15-24 6.469 6.420 6.189 6.142 6.088 PERCENT OF 15-24 YEAR OLD DRIVERS PARISH 17.08% 16.91% 16.35% 16.20% 15.86% -2.10% LOUISIANA AVERAGE 17.27% 16.93% 16.53% 16.23% 16.03% -1.25% LA FATAL, INJURY AND PROPERTY DAMAGE ONLY (PDO) CRASHES NUMBER OF FATAL CRASHES 0.00% 9 13 11 11 8 NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 2 6 6 2 4 100.00% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 PARISH 25.00% 66.67% 46.15% 18.18% 36.36% 100.00% 34.39% 30.32% 30.17% 29.21% 29.14% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) -0.22% LA NUMBER OF INJURY CRASHES 500 548 477 489 460 -5.93% NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 216 213 216 200 185 -7 50% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS PARISH 43.20% 38.87% 45.28% 40.90% 40.22% -1.67% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA) 45.90% 40.95% 43.86% 42.50% IΔ 42.13% -0.86% NUMBER OF PDO CRASHES 1003 963 932 904 962 6.42% FATALITIES AND INJURIES 14 12 11 8.33% NUMBER OF FATALITIES NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS PARISH 21.1 23.7 37.0 31.7 28.7 -9.46% LA 32 25 10.08% NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS 29 25 23 NUMBER OF INJURIES 826 903 798 818 759 -7.21% NUMBER OF INJURIES PER 100.000 LICENSED DRIVERS PARISH 2.181 2.379 2.109 2.158 1.978 -8.35% NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS LA 2.664 2.583 2.398 2.424 2.476 2.15% SAFETY BELT/HARNESS USE PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS PARISH 50.00% 100.00% 75.00% 71.43% 50.00% -30.00% 62.56% PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) 58.06% 64.62% -16.16% LA 64.11% 54.18% COST ESTIMATES \$84.11 \$82.95 \$81.33 \$76.27 TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) \$64.78 -6.22% ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER \$1,710.20 \$2,215.40 \$2,191.88 \$2,145.44 \$1,987.16 -7.38% LCOHOL-RELATED CRA PARISH COUNT 5 8 5 7 40.00% ALCOHOL-RELATED FATALITY CRASHES % PARISH 15 15% 25.00% 55.56% 61.54% 63.64% 40.00% % LA 45.73% 45.95% 42.15% 41.90% 40.49% -3.37% PARISH COUNT 76 74 62 60 72 20.00% ALCOHOL-RELATED INJURY CRASHES % PARISH 15.20% 13.50% 13.00% 12.27% 15.65% 27.57% % LA 8.49% 8.62% 8.55% 8.32% 8.15% -2.00% PARISH COUNT 100.00% 0 0 4 ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 0.00% 16.67% 33.33% 0.00% 100.00% 100.00% 36.88% 39.82% 34.54% 30.98% 25.26% -18.45% % LA PARISH COUNT 19 12 12 22 12 -45.45% ALCOHOL-RELATED IN ILLRY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 8 80% 5 63% 5 56% 11.00% 6.49% -41 03% % I A 4 54% 4 32% 4 70% 4 46% 4 05% -9.06% 15-24 23 21 18 15 9 -40.00% DWI ARRESTS INVOLVING DRIVERS AGES 15-24 268 164 141 -14.02% ALL 257 175 % 15-24 8.58% 8.17% 10.29% 9.15% 6.38% -30.21% PEDESTRIAN, MOTORCYCLE AND BICYCLE FATALITII PARISH COUNT 200.00% 1 2 3 1 1 PEDESTRIAN FATALITIES % PARISH 12.50% 11.11% 14.29% 8.33% 27.27% 227.27% 12.02% 13.23% 10.97% % LA 13.74% 16.76% 22.00% PARISH COUNT 1 2 0 2 1 -50.00% MOTORCYCLE FATALITIES % PARISH 22.22% -45.45% 12.50% 0.00% 16.67% 9.09% 8.85% 12.62% 10.14% 11.67% 10.80% -7 42% %IA PARISH COUNT N/A 0 0 0 0 0 BICYCLE FATALITIES 0.00% 0.00% % PARISH 0.00% 0.00% 0.00% N/A % LA 0.98% 1.33% 1.25% 2.36% 3.32% 40.65% TRAINS PARISH COUNT 100.00% 0 0 1 0 1 TRAIN CRASHES % PARISH 0.00% 0.00% 0.07% 0.00% 0.07% 100.00% % LA 0.04% 0.03% 0.06% 0.05% 0.04% -16.00% PARISH COUNT 0 0 0 0 0 N/A TRAIN FATALITIES N/A % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% % LA 1.59% 0.55% 0.93% 1.11% 0.46% -58.59% PARISH COUNT N/A 0 0 1 0 0 TRAIN INJURIES % PARISH 0.00% 0.00% 0.21% 0.00% 0.00% N/A % LA 0.06% 0.05% 0.09% 0.07% 0.06% -15.28% COMMERCIAL MOTOR VEHICLES (CMV) PARISH COUNT 0 0 1 1 2 100.00% CMV FATAL CRASHES % PARISH 0.00% 0.00% 7.69% 9.09% 18.18% 100.00% 12.56% 10.15% 14.93% 14.26% % LA 13.65% 4.49% PARISH COUNT 25 20 19 21 16 -23.81% CMV INJURY CRASHES 3.98% 3.48% 19.01%

% PARISH

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PARISH COUNT

% PARISH

%LA

5.00%

3 83%

24

2.39%

2.01%

3.65%

3 4 3 %

18

1.87%

1.72%

3 71%

22

2.36%

1.93%

4.29%

3 72%

26

2.88%

1.86%

3 59%

17

1.77%

1.85%

-3 46%

34.62%

38.56%

-0.58%

|  | VERNO                                   |                  |                   |                  |                  | 2012   |                             |
|--|---|------------------|-------------------|------------------|------------------|--|-----------------------------|
| PARISH: VERNON<br>LICENSED DRIVER POPULATION                                       |   | 2008<br>29,961   | 2009<br>30,171    | 2010<br>30,393   | 2011<br>30,692   | 2012<br>23,741   | % CHANGE (2011-2<br>-22.65% |
| LIENSED DRIVER POPULATION OF AGES 15-24  |   | 6,877            | 6,753             | 6,714            | 6,669            | 6,627  | -0.63%                      |
| PERCENT OF 15-24 YEAR OLD DRIVERS  | PARISH                                  | 22.95%           | 22.38%            | 22.09%           | 21.73%           | 27.91%   | 28.46%                      |
| LOUISIANA AVERAGE  | LA                                      | 17.27%           | 16.93%            | 16.53%           | 16.23%           | 16.03%   | -1.25%                      |
|  | AND PROPERTY DAMAGE O                   |                  |                   |                  | 42               |  | 45.00%                      |
| NUMBER OF FATAL CRASHES<br>NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 | -                                       | 13               | 10<br>1           | 8                | 13<br>7          |  | -15.38%<br>-28.57%          |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24                           | PARISH                                  | 30.77%           | 10.00%            | 12.50%           | 53.85%           | 45.45%   | -15.58%                     |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)                      | LA                                      | 34.39%           | 30.32%            | 30.17%           | 29.21%           | 29.14%   | -0.22%                      |
| NUMBER OF INJURY CRASHES   |   | 300              | 334               | 348              | 341              | 366  | 7.33%                       |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24                           |   | 130              | 149               | 157              | 147              | 158  | 7.48%                       |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS                          | PARISH                                  | 43.33%           | 44.61%            | 45.11%           | 43.11%           | 43.17%   | 0.14%                       |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)                     | LA                                      | 45.90%           | 40.95%            | 43.86%           | 42.50%           | 42.13%   | -0.86%                      |
| NUMBER OF PDO CRASHES  |   | 544              | 604               | 562              | 507              | 535  | 5.52%                       |
|  | FATALITIES AND INJURIE                  | S                |                   |                  |                  |  |                             |
| NUMBER OF FATALITIES   |   | 17               | 13                | 8                | 14               | 13   | -7.14%                      |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                                  | PARISH                                  | 56.7             | 43.1              | 26.3             | 45.6             |  | 20.04%                      |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                                  | LA                                      | 32               | 29                | 25               | 23               | 25   | 10.08%                      |
| NUMBER OF INJURIES   |   | 470              | 509               | 526              | 514              | 583  | 13.42%                      |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                                    | PARISH                                  | 1,569            | 1,687             | 1,731            | 1,675            | 2,456  | 46.63%                      |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                                    | LA<br>SAEETY BELT/HARNESS LI            | 2,664            | 2,583             | 2,398            | 2,424            | 2,476  | 2.15%                       |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS                        | SAFETY BELT/HARNESS U<br>PARISH         | SE 57.14%        | 44.44%            | 71.43%           | 63.64%           | 71.43%   | 12.24%                      |
| PERCENT OF DRIVERS KILLED NOT WEAKING A SAFETY BELT/HARNESS                        | LA                                      | 64.11%           | 62.56%            | 58.06%           | 64.62%           | 54.18%   | -16.16%                     |
|  | COST ESTIMATES                          |                  |                   |                  |                  |  |                             |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)                          |   | \$52.42          | \$58.21           | \$53.71          | \$59.40          | \$64.01  | 7.76%                       |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER                             | ALCOHOL-RELATED CRASI                   | \$1,749.56       | \$1,929.27        | \$1,767.02       | \$1,935.34       | \$2,696.05   | 39.31%                      |
|  | PARISH COUNT                            | 10               | 4                 | 2                | 8                | 3  | -62.50%                     |
| COHOL-RELATED FATALITY CRASHES   | % PARISH                                | 76.92%           | 40.00%            | 25.00%           | 61.54%           | 27.27%   | -55.68%                     |
|  | % LA<br>PARISH COUNT                    | 45.73%<br>31     | 45.95%<br>37      | 42.15%<br>31     | 41.90%<br>46     | 3           4%         27.27%           0%         40.49%           5         46           9%         12.57%           2%         8.15%  | -3.37%<br>0.00%             |
| COHOL-RELATED INJURY CRASHES   | % PARISH                                | 10.33%           | 11.08%            | 8.91%            | 13.49%           |  | -6.83%                      |
| COHOL-RELATED INJURY CRASHES   | % LA                                    | 8.49%            | 8.62%             | 8.55%            | 8.32%            |  | -2.00%                      |
| OHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24                         | PARISH COUNT                            | 3                | 1                 | 0                | 3                |  | 0.00%                       |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24                      | % PARISH<br>% LA                        | 75.00%<br>36.88% | 100.00%<br>39.82% | 0.00%            | 42.86%<br>30.98% |  | 40.00%                      |
|  | PARISH COUNT                            | 7                | 7                 | 12               | 10               | 10   | 0.00%                       |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24                        | % PARISH                                | 5.38%            | 4.70%             | 7.64%            | 6.80%            | 6.33%  | -6.96%                      |
|  | % LA<br>15-24                           | 4.54%<br>50      | 4.32%             | 4.70%<br>54      | 4.46%            |  | -9.06%<br>10.81%            |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24   | ALL                                     | 411              | 548               | 439              | 391              | 375  | -4.09%                      |
|  | % 15-24                                 | 12.17%           | 12.23%            | 12.30%           | 9.46%            | 10.93%   | 15.54%                      |
| PEDESTRI   | AN, MOTORCYCLE AND BICY<br>PARISH COUNT | CLE FATALITI     | ES<br>0           | 0                | 0                | 3  | 100.00%                     |
| PEDESTRIAN FATALITIES  | % PARISH                                | 23.53%           | 0.00%             | 0.00%            | 0.00%            | 23.08%   | 100.00%                     |
|  | % LA                                    | 12.02%           | 13.23%            | 10.97%           | 13.74%           | 16.76%   | 22.00%                      |
|  | PARISH COUNT                            | 0                | 1                 | 1                | 1                | 0  | -100.00%                    |
| MOTORCYCLE FATALITIES  | % PARISH<br>% LA                        | 0.00%            | 7.69%<br>12.62%   | 12.50%<br>10.14% | 7.14%<br>11.67%  |  | -100.00%<br>-7.42%          |
|  | PARISH COUNT                            | 0                | 0                 | 0                | 0                | 0  | N/A                         |
| BICYCLE FATALITIES   | % PARISH                                | 0.00%            | 0.00%             | 0.00%            | 0.00%            | 29.14%<br>366<br>158<br>43.17%<br>42.13%<br>42.13%<br>42.13%<br>535<br>13<br>54.8<br>2,456<br>2,476<br>71.43%<br>54.18%<br>71.43%<br>54.18%<br>3<br>2,456<br>2,476<br>10.5%<br>40.49%<br>40.49%<br>40.49%<br>40.49%<br>40.49%<br>40.49%<br>40.49%<br>40.49%<br>40.49%<br>40.49%<br>40.49%<br>40.49%<br>40.5%<br>3<br>60.00%<br>3.32%<br>0<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0.00%<br>0. | N/A                         |
|  | % LA                                    | 0.98%            | 1.33%             | 1.25%            | 2.36%            |  | 40.65%                      |
|  | TRAINS<br>PARISH COUNT                  | 0                | 0                 | 0                | 0                | 0  | N/A                         |
| TRAIN CRASHES  | % PARISH                                | 0.00%            | 0.00%             | 0.00%            | 0.00%            |  | N/A<br>N/A                  |
|  | % LA                                    | 0.04%            | 0.03%             | 0.06%            | 0.05%            | -  | -16.00%                     |
|  | PARISH COUNT                            | 0                | 0                 | 0                | 0                |  | N/A                         |
| TRAIN FATALITIES   | % PARISH<br>% LA                        | 0.00%            | 0.00%             | 0.00%            | 0.00%            | 0.00%  | N/A<br>-58.59%              |
|  | PARISH COUNT                            | 0                | 0.55%             | 0.93%            | 0                | 0.46%  | -58.59%<br>N/A              |
| TRAIN INJURIES   | % PARISH                                | 0.00%            | 0.00%             | 0.00%            | 0.00%            | 0.00%  | N/A                         |
|  | % LA                                    | 0.06%            | 0.05%             | 0.09%            | 0.07%            | 0.06%  | -15.28%                     |
| CO   | MMERCIAL MOTOR VEHICLE                  |                  |                   |                  |                  |  | 0.000/                      |
| CMV FATAL CRASHES  | PARISH COUNT<br>% PARISH                | 1<br>7.69%       | 0                 | 1<br>12.50%      | 3<br>23.08%      | 3<br>27.27%  | 0.00%                       |
|  | % LA                                    | 12.56%           | 10.15%            | 14.93%           | 13.65%           | 14.26%   | 4.49%                       |
|  | PARISH COUNT                            | 17               | 13                | 12               | 9                | 13   | 44.44%                      |
| CMV INJURY CRASHES   | % PARISH                                | 5.67%            | 3.89%             | 3.45%            | 2.64%            | 3.55%  | 34.58%                      |
|  | % LA                                    | 3.83%            | 3.43%             | 3.71%            | 3.72%            | 3.59%  | -3.46%                      |
|  | PARISH COUNT<br>% PARISH                | 12<br>2.21%      | 11<br>1.82%       | 19<br>3.38%      | 12<br>2.37%      | 21<br>3.93%  | 75.00%<br>65.84%            |
| CMV PDO  |   |                  |                   |                  |                  |  |                             |

## WASHINGTON

| PARISH: WASHINGTON   |   | 2008   | 2009   | 2010   | 2011   | 2012  | % CHANGE (2011  |
|--|---|--|--|--|--|---|---|
| LICENSED DRIVER POPULATION   |   | 29,576   | 29,614   | 29,515   | 29,589   | 29,602  | 0.04%   |
| LIENSED DRIVER POPULATION OF AGES 15-24  |   | 4,902  | 4,816  | 4,728  | 4,699  | 4,647   | -1.11%  |
| PERCENT OF 15-24 YEAR OLD DRIVERS LOUISIANA AVERAGE  | PARISH  | 16.57%   | 16.26%   | 16.02%   | 15.88%   | 15.70%  | -1.15%  |
|  | LA<br>ND PROPERTY DAMAGE O  | 17.27%   | 16.93%<br>RASHES   | 16.53%   | 16.23%   | 16.03%  | -1.25%  |
| NUMBER OF FATAL CRASHES  | IND PROPERTY DAMAGE C   | 12   | 9  | 9  | Q  | Α   | -55.56%   |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24  |   | 5  | 1  | 3  | -  |   | 200.00%   |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24   | PARISH  | 41.67%   | 11.11%   | 33.33%   | _  |   | 575.00%   |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)  | LA  | 34.39%   | 30.32%   | 30.17%   | 29.21%   | 29.14%  | -0.22%  |
|  | -   |  |  |  | 1  |   |   |
| NUMBER OF INJURY CRASHES   | _   | 323  | 283  | 261  |  |   | -5.73%  |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24   |   | 139  | 98   | 104  |  |   | -9.60%  |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS  | PARISH  | 43.03%   | 34.63%   | 39.85%   |  |   | -4.10%  |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)   | LA  | 45.90%   | 40.95%   | 43.86%   | 42.50%   | 42.13%  | -0.86%  |
| NUMBER OF PDO CRASHES  |   | 529  | 526  | 429  | 494  | 488   | -1.21%  |
|  | FATALITIES AND INJURIE  | S  |  |  |  |   |   |
| NUMBER OF FATALITIES   |   | 12   | 11   | 16   | 9  | 4   | -55.56%   |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS  | PARISH  | 40.6   | 37.1   | 54.2   | 30.4   | 13.5  | -55.58%   |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS  | LA  | 32   | 29   | 25   | 23   | 25  | 10.08%  |
| NUMBER OF INJURIES   |   | 575  | 427  | 423  | 490  | 418   | -14.69%   |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS  | PARISH  | 1,944  | 1,442  | 1,433  |  |   | -14.03%   |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS  | LA  | 2,664  | 2,583  | 2,398  | 2,424  | 2,476   | 2.15%   |
|  | SAFETY BELT/HARNESS U   | ,  |  |  |  |   |   |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS  | PARISH  | 66.67%   | 50.00%   | 77.78%   | 100.00%  | 50.00%  | -50.00%   |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)   | LA  | 64.11%   | 62.56%   | 58.06%   | 64.62%   | 54.18%  | -16.16%   |
|  | COST ESTIMATES  |  |  | _  | _  | _   |   |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)  |   | \$52.44  | \$49.15  | \$54.52  | \$51.37  | \$39.96   | -22.21%   |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER   |   | \$1,772.95   | \$1,659.86   | \$1,847.14   | \$1,736.13   | \$1,350.01  | -22.24%   |
|  | ALCOHOL-RELATED CRASH   |  |  | -  |  |   | 22.220  |
|  | PARISH COUNT<br>% PARISH  | 5<br>41.67%  | 3<br>33.33%  | 5<br>55.56%  |  |   | -33.33%<br>50.00%   |
|  | % LA  | 45.73%   | 45.95%   | 42.15%   |  | 50.00%<br>54.18%<br>\$39.96   | -3.37%  |
|  | PARISH COUNT  | 28   | 24   | 27   | 25   | 2,476<br>50.00%<br>54.18%<br>\$39.96<br>3 \$1,350.01<br>2<br>50.00%<br>40.49%<br>42<br>14.19%<br>4.19%<br>8.15%<br>2<br>5.26%<br>10<br>8.85%<br>4.05%<br>255<br>297   | 68.00%  |
| ALCOHOL-RELATED INJURY CRASHES   | % PARISH  | 8.67%  | 8.48%  | 10.34%   | 7.96%  |   | 78.22%  |
|  | % LA  | 8.49%  | 8.62%  | 8.55%  | 8.32%  |   | -2.00%  |
|  | PARISH COUNT  | 3  | 1  | 2  | 0  | 14.19%       8.15%       2       66.67%       25.26%  | 100.00%   |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24  | % PARISH<br>% LA  | 60.00%<br>36.88%   | 100.00%<br>39.82%  | 66.67%<br>34.54%                                       |  |   | 100.00%   |
|  | PARISH COUNT  | 4  | 4  | 54.54 <i>/</i> 0                                       |  |   | 25.00%  |
| COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24  | % PARISH  | 2.88%  | 4.08%  | 5.77%  | 6.40%  |   | 38.27%  |
|  | % LA  | 4.54%  | 4.32%  | 4.70%  | 4.46%  | 4.05%   | -9.06%  |
|  | 15-24   | 12   | 19   | 20   | 14   |   | 78.57%  |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24   | ALL<br>% 15-24  | 211  | 248  | 322  |  |   | -6.60%  |
| PEDESTRIA  | % 15-24<br>N, MOTORCYCLE AND BICY   | 5.69%  | 7.66%  | 6.21%  | 4.40%  | 8.42%   | 91.20%  |
|  | PARISH COUNT  | 1  | 1  | 0  | 0  | 1   | 100.00%   |
| PEDESTRIAN FATALITIES  | % PARISH  | 8.33%  | 9.09%  | 0.00%  | 0.00%  | 25.00%  | 100.00%   |
|  | % LA  | 12.02%   | 13.23%   | 10.97%   | 13.74%   | 16.76%  | 22.00%  |
| IMBER OF INJURIES PER 100,000 LICENSED DRIVERS RCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS RCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) TAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) TIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER COHOL-RELATED FATALITY CRASHES COHOL-RELATED FATALITY CRASHES COHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 VI ARRESTS INVOLVING DRIVERS AGES 15-24 VI ARRESTS INVOLVING DRIVERS AGES 15-24 DESTRIAN FATALITIES CYCLE FATALITIES CYCLE FATALITIES | PARISH COUNT  | 0  | 0  | 0  | 2  | 0   | -100.00%  |
| RCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) TAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) TIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER COHOL-RELATED FATALITY CRASHES COHOL-RELATED FATALITY CRASHES COHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 VI ARRESTS INVOLVING DRIVERS AGES 15-24 PEDEST DESTRIAN FATALITIES CYCLE FATALITIES CYCLE FATALITIES   | % PARISH  | 0.00%  | 0.00%  | 0.00%  | 22.22%   | 0.00%   | -100.00%  |
|  | % LA  | 8.85%  | 12.62%   | 10.14%   | 11.67%   | 10.80%  | -7.42%  |
|  | PARISH COUNT  | 0  | 0  | 1<br>6 25%   |  | 314         296           125         113           39.81%         38.18%           42.50%         42.13%           494         488           9         4           30.4         13.5           23         25           490         418           1,656         1,412           2,424         2,476           00.00%         50.00%           64.62%         54.18%           100.00%         50.00%           64.62%         54.18%           110.00%         50.00%           64.62%         54.18%           100.00%         50.00%           1,736.13         \$1,350.01           3         2           3.33%         50.00%           41.90%         40.49%           41.90%         40.49%           8.25%         42           7.96%         14.19%           8.32%         8.15%           0         2           0.00%         66.67%           30.98%         25.26%           8         10           6.40%         8.42%           0         1 | N/A   |
|  | % PARISH<br>% LA  | 0.00%  | 0.00%  | 6.25%<br>1.25%   |  |   | N/A<br>40.65%   |
|  | TRAINS  | 0.5070   | 1.55%  | 1.2370   | 2.50%  | 5.5270  | +0.0370   |
|  | PARISH COUNT  | 0  | 0  | 0  | 0  | 0   | N/A   |
| TRAIN CRASHES  | % PARISH  | 0.00%  | 0.00%  | 0.00%  |  | 418         418           1,412         2,476           50.00%         5           54.18%         5           \$39.96         5           \$1,350.01         7           2         2           50.00%         4           41.13%         7           40.49%         4           41.19%         8           65.67%         2           2010         8           4.05%         10           8.85%         1           4.05%         2           297         8           25.00%         1           10.76%         0           11.6.76%         0           0.00%         1           0.302%         0           0.00%         3.32%   | N/A   |
|  | % LA  | 0.04%  | 0.03%  | 0.06%  | 0.05%  | 0.04%   | -16.00%   |
|  | PARISH COUNT  | 0  | 0  | 0  | 0  | 0   | N/A   |
|  | % PARISH  | 0.00%  | 0.00%  | 0.00%  |  |   | N/A   |
| TRAIN FATALITIES   |   |  | 0.55%  | 0.93%  | 1.11%  | -   | -58.59%   |
| TRAIN FATALITIES   | % LA  | 1.59%  |  |  |  |   | N/A   |
|  | % LA<br>PARISH COUNT  | 0  | 0  | 0  |  |   |   |
|  | % LA<br>PARISH COUNT<br>% PARISH  | 0<br>0.00%   | 0<br>0.00%   | 0.00%  | 0.00%  | 0.00%   | N/A   |
| TRAIN FATALITIES   | % LA<br>PARISH COUNT<br>% PARISH<br>% LA  | 0<br>0.00%<br>0.06%  | 0  |  | 0.00%  | 0.00%   |   |
| TRAIN INJURIES   | % LA<br>PARISH COUNT<br>% PARISH<br>% LA<br>MERCIAL MOTOR VEHICLE   | 0<br>0.00%<br>0.06%<br>S (CMV)   | 0<br>0.00%<br>0.05%  | 0.00%  | 0.00%<br>0.07%   | 0.00%<br>0.06%  | N/A<br>-15.28%  |
| TRAIN INJURIES   | % LA<br>PARISH COUNT<br>% PARISH<br>% LA  | 0<br>0.00%<br>0.06%  | 0<br>0.00%   | 0.00%<br>0.09%<br>3                                    | 0.00%<br>0.07%   | 0.00%<br>0.06%<br>0   | N/A<br>-15.28%<br>-100.00%  |
| TRAIN INJURIES   | % LA<br>PARISH COUNT<br>% PARISH<br>% LA<br>MERCIAL MOTOR VEHICLE<br>PARISH COUNT   | 0<br>0.00%<br>0.06%<br>S (CMV)<br>1                                    | 0<br>0.00%<br>0.05%<br>0                                   | 0.00%  | 0.00%<br>0.07%<br>1                                    | 0.00%<br>0.06%  | N/A<br>-15.28%  |
| TRAIN INJURIES   | % LA<br>PARISH COUNT<br>% PARISH<br>% LA<br>MERCIAL MOTOR VEHICLE<br>PARISH COUNT<br>% PARISH                                     | 0<br>0.00%<br>0.06%<br>(CMV)<br>1<br>8.33%                             | 0<br>0.00%<br>0.05%<br>0<br>0                              | 0.00%<br>0.09%<br>3<br>33.33%                          | 0.00%<br>0.07%<br>1<br>11.11%                          | 0.00%<br>0.06%<br>0<br>0  | N/A<br>-15.28%<br>-100.00%<br>-100.00%                                |
| TRAIN INJURIES   | % LA<br>PARISH COUNT<br>% PARISH<br>% LA<br>MERCIAL MOTOR VEHICLL<br>PARISH COUNT<br>% PARISH<br>% LA                             | 0<br>0.00%<br>0.06%<br>S (CMV)<br>1<br>8.33%<br>12.56%                 | 0<br>0.00%<br>0.05%<br>0<br>0<br>0.00%<br>10.15%           | 0.00%<br>0.09%<br>3<br>33.33%<br>14.93%                | 0.00%<br>0.07%<br>1<br>11.11%<br>13.65%                | 0.00%<br>0.06%<br>0<br>0<br>0.00%<br>14.26%   | N/A<br>-15.28%<br>-100.00%<br>-100.00%<br>4.49%                       |
| TRAIN INJURIES<br>COM<br>CMV FATAL CRASHES   | % LA<br>PARISH COUNT<br>% PARISH<br>% LA<br>MERCIAL MOTOR VEHICLE<br>PARISH COUNT<br>% LA<br>PARISH COUNT                         | 0<br>0.00%<br>0.06%<br>5 (CMV)<br>1<br>8.33%<br>12.56%<br>11           | 0<br>0.00%<br>0.05%<br>0<br>0.00%<br>10.15%<br>12          | 0.00%<br>0.09%<br>3<br>33.33%<br>14.93%<br>12          | 0.00%<br>0.07%<br>1<br>11.11%<br>13.65%<br>15          | 0.00%<br>0.06%<br>0<br>0<br>0.00%<br>14.26%<br>12   | N/A<br>-15.28%<br>-100.00%<br>-100.00%<br>4.49%<br>-20.00%            |
| TRAIN INJURIES<br>COM<br>CMV FATAL CRASHES   | % LA<br>PARISH COUNT<br>% PARISH<br>% LA<br>MERCIAL MOTOR VEHICLE<br>PARISH COUNT<br>% PARISH<br>% LA<br>PARISH COUNT<br>% PARISH | 0<br>0.00%<br>0.06%<br>55 (CMV)<br>1<br>8.33%<br>12.56%<br>11<br>3.41% | 0<br>0.00%<br>0.05%<br>0<br>0.00%<br>10.15%<br>12<br>4.24% | 0.00%<br>0.09%<br>3<br>33.33%<br>14.93%<br>12<br>4.60% | 0.00%<br>0.07%<br>1<br>11.11%<br>13.65%<br>15<br>4.78% | 0.00%<br>0.06%<br>0<br>0<br>0.00%<br>14.26%<br>12<br>4.05%  | N/A<br>-15.28%<br>-100.00%<br>-100.00%<br>4.49%<br>-20.00%<br>-15.14% |

### WEBSTER PARISH: WEBSTER % CHANGE (2011-2012) 2008 2009 2010 2011 LICENSED DRIVER POPULATION 28.686 28,750 28,792 28,962 29,045 0.29% LIENSED DRIVER POPULATION OF AGES 15-24 4.811 4.743 4.580 4.560 4.454 -2.32% PERCENT OF 15-24 YEAR OLD DRIVERS PARISH 16.77% 16.50% 15.91% 15.74% 15.33% -2.60% LOUISIANA AVERAGE 17.27% 16.93% 16.53% 16.23% 16.03% -1.25% LA FATAL, INJURY AND PROPERTY DAMAGE ONLY (PDO) CRASHES NUMBER OF FATAL CRASHES -28.57% 8 5 8 6 7 NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 4 1 1 2 0 -100 00% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 PARISH 50.00% 16.67% 12.50% 28.57% 0.00% -100.00% 34.39% 30.32% 30.17% 29.21% PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA) 29.14% -0.22% LA NUMBER OF INJURY CRASHES 327 347 317 314 332 5.73% NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24 147 129 10.83% 131 120 133 NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS PARISH 44.95% 37.18% 41.32% 38.22% 40.06% 4.82% NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA) 45.90% 42.50% -0.86% IΔ 40.95% 43.86% 42.13% NUMBER OF PDO CRASHES -12.46% 695 771 622 650 569 FATALITIES AND INJURIES NUMBER OF FATALITIES 28.57% NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS PARISH 31.4 20.9 31.3 24.2 17.2 -28.78% LA 32 NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS 29 25 23 25 10.08% NUMBER OF INJURIES 506 522 492 475 517 8.84% NUMBER OF INJURIES PER 100.000 LICENSED DRIVERS PARISH 1.764 1.816 1.709 1.640 1.780 8.53% NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS LA 2.664 2.583 2.398 2.424 2,476 2.15% SAFETY BELT/HARNESS USE PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS PARISH 40.00% 60.00% 25.00% 66.67% 50.00% -25 00% 62.56% PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) 58.06% 64.62% -16.16% LA 64.11% 54.18% COST ESTIMATES \$51.28 \$52.45 \$48.54 \$48.76 0.47% TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) \$45.14 ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER \$1,573.69 \$1,783.80 \$1,821.63 \$1,675.87 \$1,678.88 0.18% ALCOHOL-RELATED CRA PARISH COUNT 4 1 3 2 1 -50.00% ALCOHOL-RELATED FATALITY CRASHES % PARISH 50.00% 16.67% 37 509 28 57% 20.00% 30.00% % LA 45.73% 45.95% 42.15% 41.90% 40.49% -3.37% PARISH COUNT 29 32 42 37 36 -2.70% ALCOHOL-RELATED INJURY CRASHES % PARISH 8.87% 9.22% 13.25% 11.78% 10.84% -7.98% % LA 8.49% 8.62% 8.55% 8.32% 8.15% -2.00% PARISH COUNT 100.00% 0 0 0 ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 25.00% 0.00% 0.00% 50.00% 0.00% -100.00% 36.88% 39.82% 34.54% 30.98% 25.26% % LA -18.45% PARISH COUNT 10 3 9 8 12 50.00% ALCOHOL-RELATED IN ILLRY CRASHES INVOLVING DRIVERS AGES 15-24 % PARISH 6 80% 2 33% 6 87% 6.67% 9.02% 35 34% % I A 4 54% 4 32% 4 70% 4 46% 4 05% -9.06% 15-24 26 27 23 28 30 7.14% DWI ARRESTS INVOLVING DRIVERS AGES 15-24 267 280 287 277 -3.48% ALL 231 % 15-24 9.74% 9.64% 9.96% 9.76% 11.01% 10.83% PEDESTRIAN, MOTORCYCLE AND BICYCLE FATALITII 0.00% PARISH COUNT 3 0 1 1 1 PEDESTRIAN FATALITIES % PARISH 33.33% 16.67% 0.00% 14.29% 20.00% 40.00% 12.02% 13.23% 13.74% % LA 10.97% 16.76% 22.00% PARISH COUNT 0 0 1 0 1 100.00% MOTORCYCLE FATALITIES % PARISH 0.00% 0.00% 0.00% 11.11% 20.00% 100.00% 8.85% 12.62% 10.14% 11.67% 10.80% -7 42% %IA PARISH COUNT N/A 0 0 0 0 0 BICYCLE FATALITIES 0.00% 0.00% % PARISH 0.00% 0.00% 0.00% N/A % LA 0.98% 1.33% 1.25% 2.36% 3.32% 40.65% TRAINS PARISH COUNT -100.00% 2 0 1 1 0 TRAIN CRASHES % PARISH 0.19% 0.00% 0.11% 0 10% 0.00% -100 00% % LA 0.04% 0.03% 0.06% 0.05% 0.04% -16.00% PARISH COUNT 0 0 0 0 0 N/A TRAIN FATALITIES N/A % PARISH 0.00% 0.00% 0.00% 0.00% 0.00% % LA 1.59% 0.55% 0.93% 1.11% 0.46% -58.59% PARISH COUNT 2 N/A 2 0 0 0 TRAIN INJURIES % PARISH 0.61% 0.61% 0.00% 0.00% 0.00% N/A % LA 0.06% 0.05% 0.09% 0.07% 0.06% -15.28% COMMERCIAL MOTOR VEHICLES (CMV) PARISH COUNT 0 0 1 2 100.00% CMV FATAL CRASHES % PARISH 0.00% 0.00% 12.50% 14.29% 40.00% 180.00% 12.56% 10.15% 14.93% 14.26% % LA 13.65% 4.49% PARISH COUNT 20 20 21 12 9 -25.00% CMV INJURY CRASHES % PARISH 6.12% 5.76% 6.62% 3.82% 2.71% 29.07% % I A 3 83% 3 4 3 % 3 71% 3 72% 3 59% -3 46% PARISH COUNT 26 21 33 23 21 -8.70% 3.74% 2.72% 5.31% 3.54% % PARISH 3.69% 4.30% CMV PDO %LA 2.01% 1.72% 1.93% 1.86% 1.85% -0.58%

## WEST BATON ROUGE

| PARISH: WEST BATON ROUGE  |                          | 2008             | 2009             | 2010             | 2011         | 2012  | % CHANGE (2011-2   |
|---|--------------------------|------------------|------------------|------------------|--------------|---|--------------------|
| LICENSED DRIVER POPULATION  |                          | 15,735           | 16,001           | 16,160           | 16,296       | 16,536  | 1.47%              |
| LIENSED DRIVER POPULATION OF AGES 15-24   |                          | 2,806            | 2,809            | 2,792            | 2,747        | 2,733   | -0.51%             |
| PERCENT OF 15-24 YEAR OLD DRIVERS   | PARISH                   | 17.83%           | 17.56%           | 17.28%           | 16.86%       |   | -1.95%             |
| LOUISIANA AVERAGE   |                          | 17.27%           | 16.93%           | 16.53%           | 16.23%       | 16.03%  | -1.25%             |
|   | ND PROPERTY DAMAGE O     |                  |                  | 3                | 4            | 10  | 150.00%            |
| NUMBER OF FATAL CRASHES<br>NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24  |                          | 6                | 15<br>5          | 1                | 4            |   | 100.00%            |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 13-24  | PARISH                   | 16.67%           | 33.33%           | 33.33%           | 0.00%        |   | 100.00%            |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24  | LA                       | 34.39%           | 30.32%           | 30.17%           | 29.21%       |   | -0.22%             |
|   |                          | 1                |                  |                  |              |   | 1                  |
| NUMBER OF INJURY CRASHES  |                          | 454              | 415              | 376              | 376          | 379   | 0.80%              |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24  |                          | 192              | 144              | 144              | 157          | 138   | -12.10%            |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS   | PARISH                   | 42.29%           | 34.70%           | 38.30%           | 41.76%       | 36.41%  | -12.80%            |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)  | LA                       | 45.90%           | 40.95%           | 43.86%           | 42.50%       | 42.13%  | -0.86%             |
| NUMBER OF PDO CRASHES   |                          | 809              | 756              | 771              | 713          | 723   | 1.40%              |
|   | FATALITIES AND INJURIE   |                  |                  |                  |              |   |                    |
| NUMBER OF FATALITIES  |                          | 6                | 16               | 3                | 5            | 10  | 100.00%            |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | PARISH                   | 38.1             | 100.0            | 18.6             | 30.7         | 60.5  | 97.10%             |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | LA                       | 32               | 29               | 25               | 23           | 25  | 10.08%             |
| · · · · · · · · · · · · · · · · · · ·   | _                        |                  |                  |                  |              |   |                    |
| NUMBER OF INJURIES  |                          | 803              | 714              | 599              | 684          | 715   | 4.53%              |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | PARISH                   | 5,103            | 4,462            | 3,707            | 4,197        | 4,324   | 3.02%              |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | LA                       | 2,664            | 2,583            | 2,398            | 2,424        | 2,476   | 2.15%              |
|   | SAFETY BELT/HARNESS U    |                  |                  |                  |              |   |                    |
|   | PARISH                   | 66.67%           | 66.67%           | 0.00%            | 50.00%       | 50.00%  | 0.00%              |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA)  |                          | 64.11%           | 62.56%           | 58.06%           | 64.62%       | 54.18%  | -16.16%            |
|   | COST ESTIMATES           | \$60.47          | \$78.14          | \$54.58          | \$62.04      | 674.07  | 13.09%             |
|   |                          |                  |                  |                  | \$62.84      |   |                    |
|   | ALCOHOL-RELATED CRASH    | \$3,842.99       | \$4,883.48       | \$3,377.28       | \$3,856.16   | \$4,297.70  | 11.45%             |
|   | PARISH COUNT             | 4                | 4                | 0                | 2            | 8   | 300.00%            |
| ALCOHOL-RELATED FATALITY CRASHES  | % PARISH                 | 66.67%           | 26.67%           | 0.00%            | 50.00%       | 60.5<br>25<br>715<br>4,324<br>2,476<br>50.00%<br>54.18%<br>\$71.07<br>\$4,297.70<br>8<br>8<br>80.00%<br>40.49%<br>30<br>7.92%<br>8.15%<br>0<br>0.00%<br>25.26%<br>4<br>2.90%<br>4.05%<br>6<br>217<br>2.76%<br>5<br>5<br>50.00%  | 60.00%             |
|   | % LA                     | 45.73%           | 45.95%           | 42.15%           | 41.90%       |   | -3.37%             |
|   | PARISH COUNT             | 47               | 36               | 31               | 35           | 30  | -14.29%            |
| ALCOHOL-RELATED INJURY CRASHES  | % PARISH                 | 10.35%           | 8.67%            | 8.24%            | 9.31%        | 7.92%   | -14.96%            |
|   | % LA                     | 8.49%            | 8.62%            | 8.55%            | 8.32%        |   | -2.00%             |
|   | PARISH COUNT             | 1                | 0                | 0                | 0            | 138<br>36.41%<br>42.13%<br>723<br>10<br>60.5<br>25<br>715<br>4.324<br>2,476<br>50.00%<br>54.18%<br>\$71.07<br>\$4,297.70<br>\$4,297.70<br>8<br>880.00%<br>40.49%<br>30<br>7.92%<br>80.00%<br>40.49%<br>30<br>7.92%<br>8<br>0<br>0<br>0.00%<br>25.26%<br>4.05%<br>6<br>6<br>217<br>2.76%<br>5<br>5<br>50.00% | N/A                |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH                 | 100.00%          | 0.00%            | 0.00%            | 0.00%        |   | N/A                |
|   | % LA<br>PARISH COUNT     | 36.88%<br>7      | 39.82%<br>7      | 34.54%<br>4      | 30.98%<br>12 |   | -18.45%<br>-66.67% |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH                 | 3.65%            | 4.86%            | 2.78%            | 7.64%        |   | -62.08%            |
|   | % LA                     | 4.54%            | 4.32%            | 4.70%            | 4.46%        | 1   | -9.06%             |
| OHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24  | 15-24                    | 15               | 21               | 15               | 14           |   | -57.14%            |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24  | ALL                      | 216              | 295              | 352              | 275          | 217   | -21.09%            |
|   | % 15-24                  | 6.94%            | 7.12%            | 4.26%            | 5.09%        | 2.76%   | -45.69%            |
| PEDESTRIAN  | I, MOTORCYCLE AND BICY   |                  |                  |                  | <u>^</u>     | -   | 400.000/           |
|   | PARISH COUNT<br>% PARISH | 1                | 2                | 1                | 0            |   | 100.00%            |
| PEDESTRIAIN PATALITIES  | % PARISH<br>% LA         | 16.67%<br>12.02% | 12.50%<br>13.23% | 33.33%<br>10.97% | 0.00%        |   | 100.00%<br>22.00%  |
| IMBER OF INJURIES PER 100,000 LICENSED DRIVERS SIMBER OF INJURIES PER 100,000 LICENSED DRIVERS RCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS RCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) TAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) TIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER COHOL-RELATED FATALITY CRASHES COHOL-RELATED FATALITY CRASHES COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 VI ARRESTS INVOLVING DRIVERS AGES 15-24 VI ARRESTS INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 VI ARRESTS INVOLVING DRIVERS AGES 15-24 COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 AIN CRASHES AIN CRASHES  | PARISH COUNT             | 12.02%           | 2                | 0                | 0            |   | N/A                |
| BER OF FATALITIES PER 100,000 LICENSED DRIVERS BER OF FATALITIES PER 100,000 LICENSED DRIVERS BER OF INJURIES BER OF INJURIES PER 100,000 LICENSED DRIVERS BER OF INJURIES PER 100,000 LICENSED DRIVERS ENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS ENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS ENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS ENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS ENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS ENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS ENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS ENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) AL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000) MATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER DHOL-RELATED FATALITY CRASHES DHOL-RELATED FATALITY CRASHES DHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24 DHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 PHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 PHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24 CHE FATALITIES CLE FATALITIES CLE FATALITIES N CRASHES N CRASHES | % PARISH                 | 16.67%           | 12.50%           | 0.00%            | 0.00%        |   | N/A                |
|   | % LA                     | 8.85%            | 12.62%           | 10.14%           | 11.67%       |   | -7.42%             |
|   | PARISH COUNT             | 0                | 0                | 0                | 0            |   | N/A                |
| BICYCLE FATALITIES  | % PARISH                 | 0.00%            | 0.00%            | 0.00%            | 0.00%        |   | N/A                |
|   | % LA                     | 0.98%            | 1.33%            | 1.25%            | 2.36%        | 3.32%   | 40.65%             |
|   | TRAINS                   |                  |                  |                  |              |   |                    |
|   | PARISH COUNT             | 2                | 5                | 1                | 0            |   | 100.00%            |
| TRAIN CRASHES   | % PARISH                 | 0.16%            | 0.42%            | 0.09%            | 0.00%        |   | 100.00%            |
|   | % LA                     | 0.04%            | 0.03%            | 0.06%            | 0.05%        |   | -16.00%            |
|   | PARISH COUNT             | 0                | 0                | 0                | 0            |   | N/A                |
| TRAIN FATALITIES  | % PARISH                 | 0.00%            | 0.00%            | 0.00%            | 0.00%        |   | N/A                |
|   | % LA<br>PARISH COUNT     | 1.59%            | 0.55%            | 0.93%            | 1.11%<br>0   |   | -58.59%<br>100.00% |
| TRAIN INJURIES  | % PARISH                 | 1<br>0.22%       | 0.22%            | 1<br>0.27%       | 0.00%        |   | 100.00%            |
|   | % LA                     | 0.22%            | 0.22%            | 0.27%            | 0.00%        |   | -15.28%            |
| COM   | MERCIAL MOTOR VEHICLE    |                  |                  | 0.0070           | 0.0770       |   | 10.20/0            |
|   | PARISH COUNT             |                  | 3                | 2                | 0            | 0   | N/A                |
| CMV FATAL CRASHES   | % PARISH                 | 0.00%            | 20.00%           | 66.67%           | 0.00%        |   | N/A                |
|   | % LA                     | 12.56%           | 10.15%           | 14.93%           | 13.65%       | 14.26%  | 4.49%              |
|   | PARISH COUNT             | 35               | 28               | 25               | 32           | 40  | 25.00%             |
| CMV INJURY CRASHES  | % PARISH                 | 7.71%            | 6.75%            | 6.65%            | 8.51%        | 10.55%  | 24.01%             |
|   | % LA                     | 3.83%            | 3.43%            | 3.71%            | 3.72%        | 3.59%   | -3.46%             |
|   | PARISH COUNT             | 45               | 29               | 44               | 39           | 37  | -5.13%             |
|   |                          |                  |                  |                  |              |   |                    |
| CMV PDO   | % PARISH                 | 5.56%            | 3.84%            | 5.71%            | 5.47%        | 5.12%   | -6.44%             |

## WEST CARROLL

| PARISH: WEST CARROLL<br>LICENSED DRIVER POPULATION  |                          | 7,975             | 7,897             | 2010<br>7,885    | 2011<br>7,816     | 7.841  | % CHANGE (2011-<br>0.32% |
|---|--------------------------|-------------------|-------------------|------------------|-------------------|--|--------------------------|
| LIENSED DRIVER POPULATION OF AGES 15-24   |                          | 1,355             | 1,341             | 1,303            | 1,250             |  | -0.24%                   |
| PERCENT OF 15-24 YEAR OLD DRIVERS   | PARISH                   | 16.99%            | 16.98%            | 16.53%           | 15.99%            | 15.90%   | -0.56%                   |
| LOUISIANA AVERAGE   | LA                       | 17.27%            | 16.93%            | 16.53%           | 16.23%            | 16.03%   | -1.25%                   |
| FATAL, INJURY AND F   | ROPERTY DAMAGE O         | NLY (PDO) CF      | RASHES            |                  |                   |  |                          |
| NUMBER OF FATAL CRASHES   |                          | 2                 | 4                 | 4                | 3                 | 4  | 33.33%                   |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24   |                          | 1                 | 1                 | 0                | 1                 | 1  | 0.00%                    |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24  | PARISH                   | 50.00%            | 25.00%            | 0.00%            | 33.33%            | 25.00%   | -25.00%                  |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)   | LA                       | 34.39%            | 30.32%            | 30.17%           | 29.21%            | 29.14%   | -0.22%                   |
| NUMBER OF INJURY CRASHES  | [                        | 34                | 55                | 49               | 39                | 42   | 7.69%                    |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24  |                          | 11                | 22                | 21               | 17                |  | 11.76%                   |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS   | PARISH                   | 32.35%            | 40.00%            | 42.86%           | 43.59%            | 45.24%   | 3.78%                    |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)  | LA                       | 45.90%            | 40.95%            | 43.86%           | 42.50%            | 42.13%   | -0.86%                   |
|   |                          | 25                | 50                | 57               | 20                | 20   | 2.220/                   |
| NUMBER OF PDO CRASHES   | TALITIES AND INJURIE     | 35                | 50                | 57               | 30                | 29   | -3.33%                   |
| NUMBER OF FATALITIES  |                          | 3                 | 4                 | 4                | 7                 | 4  | -42.86%                  |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | PARISH                   | 37.6              | 50.7              | 50.7             | 89.6              |  | -43.04%                  |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | LA                       | 32                | 29                | 25               | 23                | 25   | 10.08%                   |
|   |                          |                   |                   |                  |                   |  |                          |
| NUMBER OF INJURIES  |                          | 57                | 97                | 81               | 73                | 78   | 6.85%                    |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | PARISH                   | 715               | 1,228             | 1,027            | 934               | 995  | 6.51%                    |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | LA                       | 2,664             | 2,583             | 2,398            | 2,424             | 2,476  | 2.15%                    |
|   | ETY BELT/HARNESS U       |                   | 100.000/          | 66.670/          | 100.00%           | 100.00%  | 0.00%                    |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS<br>PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) | PARISH<br>LA             | 100.00%<br>64.11% | 100.00%<br>62.56% | 66.67%<br>58.06% | 100.00%<br>64.62% |  | 0.00%                    |
| FERCENT OF DRIVERS RELED NOT WEAKING A SAFETT BELT/HARNESS (DA)   | COST ESTIMATES           | 04.1170           | 02.3078           | 58.00%           | 04.0278           | 54.1878  | -10.10%                  |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)   |                          | \$7.23            | \$12.33           | \$11.39          | \$14.39           | \$11.24  | -21.89%                  |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER  |                          | \$906.59          | \$1,561.95        | \$1,443.94       | \$1,841.08        | \$1,433.46   | -22.14%                  |
|   | OHOL-RELATED CRASH       | IES               | . ,               | . ,              | . ,               | . ,  | 1                        |
|   | PARISH COUNT             | 1                 | 4                 | 2                | 2                 | 16.03%<br>4<br>1<br>25.00%<br>29.14%<br>42<br>19<br>45.24%<br>42.13%<br>29<br>5<br>4<br>5<br>1.00<br>25<br>78<br>995<br>2,476<br>100.00%<br>54.18%   | -50.00%                  |
| ALCOHOL-RELATED FATALITY CRASHES  | % PARISH                 | 50.00%            | 100.00%           | 50.00%           | 66.67%            |  | -62.50%                  |
|   | % LA<br>PARISH COUNT     | 45.73%            | 45.95%            | 42.15%           | 41.90%            |  | -3.37%                   |
| ALCOHOL-RELATED INJURY CRASHES  | % PARISH                 | 5<br>14.71%       | 14<br>25.45%      | 5<br>10.20%      | 23.08%            |  | -44.44%<br>-48.41%       |
|   | % LA                     | 8.49%             | 8.62%             | 8.55%            | 8.32%             | 1  | -2.00%                   |
|   | PARISH COUNT             | 0                 | 1                 | 0                | 1                 | 0  | -100.00%                 |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH                 | 0.00%             | 100.00%           | 0.00%            | 100.00%           | 0.00%  | -100.00%                 |
|   | % LA                     | 36.88%            | 39.82%            | 34.54%           | 30.98%            |  | -18.45%                  |
|   | PARISH COUNT             | 0                 | 0                 | 3                | 4                 |  | -75.00%                  |
| COHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH<br>% LA         | 0.00%<br>4.54%    | 0.00%             | 14.29%<br>4.70%  | 23.53%<br>4.46%   | 1  | -77.63%<br>-9.06%        |
|   | 15-24                    | 4                 | 6                 | 3                | 7                 |  | -85.71%                  |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24  | ALL                      | 36                | 74                | 48               | 53                | 50   | -5.66%                   |
|   | % 15-24                  | 11.11%            | 8.11%             | 6.25%            | 13.21%            | 2.00%  | -84.86%                  |
| PEDESTRIAN, MO  | DARISH COUNT             |                   | 0                 | 0                | 0                 | 0  | N/A                      |
| PEDESTRIAN FATALITIES   | PARISH COUNT<br>% PARISH | 0.00%             | 0.00%             | 0.00%            | 0.00%             |  | N/A<br>N/A               |
|   | % LA                     | 12.02%            | 13.23%            | 10.97%           | 13.74%            |  | 22.00%                   |
|   | PARISH COUNT             | 0                 | 1                 | 0                | 0                 |  | N/A                      |
| MOTORCYCLE FATALITIES   | % PARISH                 | 0.00%             | 25.00%            | 0.00%            | 0.00%             | 1.24723%1.5.90%23%16.03%23%16.03%23%16.03%3%25.00%21%29.14%19424945.24%50%42.13%6029746051.0747.0993783783499534995349953499541.08\$1.433.4662%54.18%41.08\$1.433.4690%10.00%62%52.00%90%\$1.241000%0.00%90%1.90%32%8.15%1000%0.00%1000%0.00% <td>N/A</td> | N/A                      |
|   | % LA                     | 8.85%             | 12.62%            | 10.14%           | 11.67%            |  | -7.42%                   |
|   | PARISH COUNT             | 0                 | 0                 | 0                | 0                 | 0  | N/A                      |
| BICYCLE FATALITIES  | % PARISH                 | 0.00%             | 0.00%             | 0.00%            | 0.00%             | _  | N/A                      |
|   | % LA                     | 0.98%             | 1.33%             | 1.25%            | 2.36%             | 3.32%  | 40.65%                   |
|   | TRAINS<br>PARISH COUNT   | 0                 | 0                 | 0                | 0                 | 0  | N/A                      |
| TRAIN CRASHES   | % PARISH                 | 0.00%             | 0.00%             | 0.00%            | 0.00%             |  | N/A<br>N/A               |
|   | % LA                     | 0.00%             | 0.03%             | 0.06%            | 0.05%             |  | -16.00%                  |
|   | PARISH COUNT             | 0                 | 0                 | 0                | 0                 |  | N/A                      |
| TRAIN FATALITIES  | % PARISH                 | 0.00%             | 0.00%             | 0.00%            | 0.00%             | 0.00%  | N/A                      |
|   | % LA                     | 1.59%             | 0.55%             | 0.93%            | 1.11%             | 0.46%  | -58.59%                  |
|   | PARISH COUNT             | 0                 | 0                 | 0                | 0                 |  | N/A                      |
| TRAIN INJURIES  | % PARISH                 | 0.00%             | 0.00%             | 0.00%            | 0.00%             |  | N/A                      |
|   | % LA                     | 0.06%             | 0.05%             | 0.09%            | 0.07%             | 0.06%  | -15.28%                  |
| COMMER  | CIAL MOTOR VEHICLE       |                   | 0                 |                  | 4                 | 2  | 100.000                  |
|   | PARISH COUNT<br>% PARISH | 0                 | 0.00%             | 0                | 1<br>33.33%       |  | 100.00%<br>50.00%        |
| CMV FATAL CRASHES   | % LA                     | 12.56%            | 10.15%            | 14.93%           | 13.65%            |  | 4.49%                    |
|   |                          | 1                 | 2                 | 3                | 5                 |  | -40.00%                  |
|   | PARISH COUNT             |                   |                   |                  | 12.82%            |  | -44.29%                  |
| CMV INJURY CRASHES  | % PARISH                 | 2.94%             | 3.64%             | 6.12%            | 12.02/0           | 7.12.170   |                          |
| CMV INJURY CRASHES  |                          | 2.94%<br>3.83%    | 3.64%<br>3.43%    | 3.71%            | 3.72%             |  | -3.46%                   |
| CMV INJURY CRASHES  | % PARISH                 |                   |                   |                  |                   |  |                          |
| CMV INJURY CRASHES  | % PARISH<br>% LA         | 3.83%             | 3.43%             | 3.71%            | 3.72%             | 3.59%  | -3.46%                   |

## WEST FELICIANA

| PARISH: WEST FELICIANA<br>LICENSED DRIVER POPULATION  |                                 | 2008<br>7,161  | 2009<br>7,232  | 2010<br>7,210   | 2011<br>7,287 | 2012<br>7,336  | % CHANGE (2011<br>0.67%     |
|---|---------------------------------|----------------|----------------|-----------------|---------------|--|-----------------------------|
| LICENSED DRIVER POPULATION OF AGES 15-24  |                                 | 1,353          | 1,357          | 1,332           | 1,324         | 1,336  | -0.53%                      |
| PERCENT OF 15-24 YEAR OLD DRIVERS   | PARISH                          | 1,353          | 1,357          | 1,332           | 1,524         | 17.95%   | -0.53%                      |
| LOUISIANA AVERAGE   | LA                              | 17.27%         | 16.93%         | 16.53%          | 16.23%        |  | -1.25%                      |
|   | ND PROPERTY DAMAGE (            |                |                | 10.0070         | 10.2570       | 10.05/0  | 112370                      |
| NUMBER OF FATAL CRASHES   |                                 | 4              | 1              | 1               | 1             | 0  | -100.00%                    |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24   |                                 | 0              | 0              | 0               | 0             | 0  | N/A                         |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24  | PARISH                          | 0.00%          | 0.00%          | 0.00%           | 0.00%         | 0.00%  | N/A                         |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)   | LA                              | 34.39%         | 30.32%         | 30.17%          | 29.21%        | 29.14%   | -0.22%                      |
|   | -                               |                | 1              |                 |               | _  |                             |
| NUMBER OF INJURY CRASHES  |                                 | 61             | 77             | 70              | 63            |  | -26.98%                     |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24  |                                 | 29             | 25             | 25              |               |  | -43.48%                     |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS   | PARISH                          | 47.54%         | 32.47%         | 35.71%          | 36.51%        |  | -22.59%                     |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)  | LA                              | 45.90%         | 40.95%         | 43.86%          | 42.50%        | 42.13%   | -0.86%                      |
| NUMBER OF PDO CRASHES   |                                 | 96             | 126            | 131             | 113           | 91   | -19.47%                     |
|   | FATALITIES AND INJURI           | ES             |                |                 |               |  |                             |
| NUMBER OF FATALITIES  |                                 | 4              | 1              | 1               | 1             | 0  | -100.00%                    |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | PARISH                          | 55.9           | 13.8           | 13.9            | 13.7          | 0.0  | -100.00%                    |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS   | LA                              | 32             | 29             | 25              | 23            | 25   | 10.08%                      |
|   |                                 |                |                |                 |               |  |                             |
|   | 84850                           | 126            | 122            | 106             | 113           |  | -24.78%                     |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | PARISH                          | 1,760          | 1,687          | 1,470           | 1,551         |  | -25.28%                     |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS   | LA<br>SAFETY DELT/HADNESS I     | 2,664          | 2,583          | 2,398           | 2,424         | 2,476  | 2.15%                       |
|   | SAFETY BELT/HARNESS U<br>PARISH | 50.00%         | 100.00%        | 0.00%           | 100.00%       | 0.00%  | -100.00%                    |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS<br>PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS (LA) | LA                              | 64.11%         | 62.56%         | 58.06%          | 64.62%        |  | -100.00%                    |
|   | COST ESTIMATES                  | 57.11/0        | 52.50/0        | 55.0070         | 0 1.02/0      | 57.10/0  | 10.10%                      |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)   | COSTESTIMATES                   | \$12.72        | \$10.90        | \$9.97          | \$10.22       | \$6.69   | -34.58%                     |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER  |                                 | \$1,776.69     |                |                 | \$1,403.10    |  | -35.01%                     |
|   | ALCOHOL-RELATED CRAS            |                | +=)==          | +-,             | <i>+1</i> ,   |  |                             |
|   | PARISH COUNT                    | 1              | 1              | 0               | 1             | 0  | -100.00%                    |
| ALCOHOL-RELATED FATALITY CRASHES  | % PARISH                        | 25.00%         | 100.00%        | 0.00%           | 100.00%       | 0.00%  | -100.00%                    |
|   | % LA                            | 45.73%         | 45.95%         | 42.15%          | 41.90%        | 40.49%   | -3.37%                      |
|   | PARISH COUNT                    | 6              | 6              | 9               |               |  | 33.33%                      |
| ALCOHOL-RELATED INJURY CRASHES  | % PARISH<br>% LA                | 9.84%<br>8.49% | 7.79%<br>8.62% | 12.86%<br>8.55% |               | 0<br>0.00%<br>40.49%<br>8<br>17.39%<br>8.15%<br>0<br>0.00%<br>25.26%<br>3<br>23.08%<br>4.05%<br>5  | 82.61%<br>-2.00%            |
|   | PARISH COUNT                    | 0.45%          | 0              | 0               |               |  | -2.00%                      |
| ALCOHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH                        | 0.00%          | 0.00%          | 0.00%           | 0.00%         | 0.00%         0.00%           40.49%         6           6         8           52%         17.39%           32%         8.15%           0         0           0.00%         0.00%           0.98%         25.26%           1         3   | N/A<br>N/A                  |
|   | % LA                            | 36.88%         | 39.82%         | 34.54%          | 30.98%        |  | -18.45%                     |
| COHOL-RELATED FATALITY CRASHES INVOLVING DRIVERS AGES 15-24   | PARISH COUNT                    | 1              | 2              | 4               |               |  | 200.00%                     |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24   | % PARISH                        | 3.45%          | 8.00%          | 16.00%          | 4.35%         | 23.08%   | 430.77%                     |
| COHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24   | % LA                            | 4.54%          | 4.32%          | 4.70%           | 4.46%         |  | -9.06%                      |
|   | 15-24                           | 2              | 3              | 1               |               |  | 66.67%                      |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24  | ALL<br>% 15-24                  | 54<br>3.70%    | 44<br>6.82%    | 39<br>2.56%     |               |  | -17.65%<br>102.38%          |
| PEDESTRIA   | N, MOTORCYCLE AND BIC           |                |                | 2.30%           | 5.3570        | 7.14/0   | 102.38%                     |
|   | PARISH COUNT                    | 1              | 0              | 0               | 0             | 0  | N/A                         |
| PEDESTRIAN FATALITIES   | % PARISH                        | 25.00%         | 0.00%          | 0.00%           | 0.00%         | 0.00%  | N/A                         |
| VI ARRESTS INVOLVING DRIVERS AGES 15-24<br>PEDESTRIAN<br>DESTRIAN FATALITIES  | % LA                            | 12.02%         | 13.23%         | 10.97%          | 13.74%        | 16.76%   | 22.00%                      |
|   | PARISH COUNT                    | 0              | 0              | 0               | 0             | 0  | N/A                         |
| MOTORCYCLE FATALITIES   | % PARISH                        | 0.00%          | 0.00%          | 0.00%           | 0.00%         | 0.00%  | N/A                         |
|   | % LA                            | 8.85%          | 12.62%         | 10.14%          | 11.67%        | 10.80%   | -7.42%                      |
|   | PARISH COUNT                    | 0              | 0              | 0               |               | 10000.00%0.00%2.21%29.14%63462313.51%28.26%.50%42.13%10.51%28.26%.50%42.13%1103.70.02325113855511,159.4242,4760.00%0.00%0.00%0.00%0.00%0.00%0.00%0.00%0.00%0.00%0.00%0.00%100.00%0.00%0.00%0.00%100.00%0.00%1.53%7060000%0.00%00%0.00%00%0.00%00%0.00%00%0.00%00%0.00%00%0.00%00%0.00% <td>N/A</td> | N/A                         |
| BICYCLE FATALITIES  | % PARISH                        | 0.00%          | 0.00%          | 0.00%           | 0.00%         |  | N/A                         |
|   | % LA                            | 0.98%          | 1.33%          | 1.25%           | 2.36%         | 3.32%  | 40.65%                      |
|   | TRAINS<br>PARISH COUNT          | 0              | 0              | 0               | 0             | 0  | N/A                         |
| TRAIN CRASHES   | % PARISH                        | 0.00%          | 0.00%          | 0.00%           |               |  | N/A<br>N/A                  |
|   | % LA                            | 0.04%          | 0.03%          | 0.06%           |               |  | -16.00%                     |
|   | PARISH COUNT                    | 0.0476         | 0.0570         | 0.0070          |               |  | N/A                         |
| TRAIN FATALITIES  | % PARISH                        | 0.00%          | 0.00%          | 0.00%           | 0.00%         |  | N/A<br>N/A                  |
|   | % LA                            | 1.59%          | 0.55%          | 0.93%           | 1.11%         |  | -58.59%                     |
|   | PARISH COUNT                    | 0              | 0              | 0               |               |  | N/A                         |
| TRAIN INJURIES  | % PARISH                        | 0.00%          | 0.00%          | 0.00%           | 0.00%         |  | N/A                         |
|   | % LA                            | 0.06%          | 0.05%          | 0.09%           | 0.07%         | 0.06%  | -15.28%                     |
| COM   | IMERCIAL MOTOR VEHICL           | ES (CMV)       |                |                 |               |  |                             |
|   | PARISH COUNT                    | 0              | 0              | 0               | 0             | 0  | N/A                         |
| CMV FATAL CRASHES   | % PARISH                        | 0.00%          | 0.00%          | 0.00%           | 0.00%         | 0.00%  | N/A                         |
|   | % LA                            | 12.56%         | 10.15%         | 14.93%          | 13.65%        | 14.26%   | 4.49%                       |
|   | PARISH COUNT                    | 2              | 8              | 3               | 3             | 4  | 33.33%                      |
|   |                                 |                | 10.39%         | 4.29%           | 4.76%         | 8.70%  | 82.61%                      |
| CMV INJURY CRASHES  | % PARISH                        | 3.28%          | 10.3970        |                 |               |  | 1                           |
| CMV INJURY CRASHES  | % LA                            | 3.83%          | 3.43%          | 3.71%           | 3.72%         | 3.59%  | -3.46%                      |
| CMV INJURY CRASHES  |                                 | -              |                |                 |               | 3.59%<br>3<br>3.30%  | -3.46%<br>-25.00%<br>-6.87% |

|  | WINN                                  |                |                 |                |                 |  |                   |
|--|---------------------------------------|----------------|-----------------|----------------|-----------------|--|-------------------|
| PARISH: WINN   |                                       | 2008           | 2009            | 2010           | 2011            | 2012   | % CHANGE (2011-   |
| LICENSED DRIVER POPULATION                                       |                                       | 8,765          | 8,761           | 8,636          | 8,659           | 8,664  | 0.06%             |
| LIENSED DRIVER POPULATION OF AGES 15-24                          |                                       | 1,484          | 1,441           | 1,366          | 1,346           | 1,361  | 1.11%             |
| PERCENT OF 15-24 YEAR OLD DRIVERS                                | PARISH                                | 16.93%         | 16.45%          | 15.82%         | 15.54%          | 15.71%   | 1.06%             |
| LOUISIANA AVERAGE  | LA<br>AND PROPERTY DAMAGE O           | 17.27%         | 16.93%          | 16.53%         | 16.23%          | 16.03%   | -1.25%            |
| NUMBER OF FATAL CRASHES  |                                       | 7              | 3               | 3              | 2               | 2  | 0.00%             |
| NUMBER OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24          |                                       | 2              | 0               | 0              | 1               | 1  | 0.00%             |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24         | PARISH                                | 28.57%         | 0.00%           | 0.00%          | 50.00%          | 50.00%   | 0.00%             |
| PERCENT OF FATAL CRASHES INVOLVING DRIVERS OF AGES 15-24 (LA)    | LA                                    | 34.39%         | 30.32%          | 30.17%         | 29.21%          | 29.14%   | -0.22%            |
| NUMBER OF INJURY CRASHES   |                                       | 73             | 68              | 76             | 102             | 84   | -17.65%           |
| NUMBER OF INJURY CRASHES INVOLVING DRIVERS OF AGES 15-24         |                                       | 25             | 31              | 34             | 41              | 34   | -17.07%           |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS        | PARISH                                | 34.25%         | 45.59%          | 44.74%         | 40.20%          | 40.48%   | 0.70%             |
| NUMBER OF INJURY CRASHES INVOLVING 15-24 YEAR OLD DRIVERS (LA)   | LA                                    | 45.90%         | 40.95%          | 43.86%         | 42.50%          | 42.13%   | -0.86%            |
| NUMBER OF PDO CRASHES  |                                       | 61             | 50              | 79             | 120             | 106  | -11.67%           |
|  | FATALITIES AND INJURIE                |                |                 |                |                 |  |                   |
| NUMBER OF FATALITIES   |                                       | 9              | 4               | 3              | 2               | 2  | 0.00%             |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                | PARISH                                | 102.7          | 45.7            | 34.7           | 23.1<br>23      |  | -0.06%            |
| NUMBER OF FATALITIES PER 100,000 LICENSED DRIVERS                | LA                                    | 32             | 29              | 25             | 25              | 25   | 10.08%            |
| NUMBER OF INJURIES   |                                       | 105            | 110             | 116            | 171             | 136  | -20.47%           |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                  | PARISH                                | 1,198          | 1,256           | 1,343          | 1,975           | 1,570  | -20.51%           |
| NUMBER OF INJURIES PER 100,000 LICENSED DRIVERS                  | LA<br>SAFETY BELT/HARNESS U           | 2,664          | 2,583           | 2,398          | 2,424           | 2,476  | 2.15%             |
| PERCENT OF DRIVERS KILLED NOT WEARING A SAFETY BELT/HARNESS      | PARISH                                | 100.00%        | 100.00%         | 50.00%         | 100.00%         | 100.00%  | 0.00%             |
| PERCENT OF DRIVERS KILLED NOT WEAKING A SAFETY BELT/HARNESS (LA) | LA                                    | 64.11%         | 62.56%          | 58.06%         | 64.62%          | 54.18%   | -16.16%           |
|  | COST ESTIMATES                        |                |                 |                |                 |  |                   |
| TOTAL ESTIMATED COSTS OF TRAFFIC CRASHES (IN \$1,000,000)        |                                       | \$17.45        | \$13.16         | \$12.77        | \$15.69         | \$13.24  | -15.67%           |
| ESTIMATED COSTS OF TRAFFIC CRASHES PER LICENSED DRIVER           |                                       | \$1,991.17     | \$1,502.16      | \$1,478.14     | \$1,812.55      | \$1,527.69   | -15.72%           |
|  | ALCOHOL-RELATED CRASH<br>PARISH COUNT | 3              | 2               | 1              | 0               | 1  | 100.00%           |
| LCOHOL-RELATED FATALITY CRASHES                                  | % PARISH                              | 42.86%         | 66.67%          | 33.33%         | 0.00%           | 50.00%   | 100.00%           |
|  | % LA                                  | 45.73%         | 45.95%          | 42.15%         | 41.90%          | 40.49%   | -3.37%            |
|  | PARISH COUNT                          | 6              | 15              | 7              | 11              |  | -27.27%           |
| CHOL-RELATED INJURY CRASHES                                      | % PARISH<br>% LA                      | 8.22%<br>8.49% | 22.06%<br>8.62% | 9.21%<br>8.55% | 10.78%<br>8.32% |  | -11.69%<br>-2.00% |
|  | PARISH COUNT                          | 2              | 0               | 0              | 0               | 0  | N/A               |
| LCOHOL-RELATED INJURY CRASHES                                    | % PARISH                              | 100.00%        | 0.00%           | 0.00%          | 0.00%           | 0.00%  | N/A               |
|  | % LA                                  | 36.88%         | 39.82%          | 34.54%         | 30.98%          | 25.26%   | -18.45%           |
| ALCOHOL-RELATED INJURY CRASHES INVOLVING DRIVERS AGES 15-24      | PARISH COUNT<br>% PARISH              | 2<br>8.00%     | 5<br>16.13%     | 1<br>2.94%     | 2<br>4.88%      |  | 0.00%             |
|  | % LA                                  | 4.54%          | 4.32%           | 4.70%          | 4.46%           | 4.05%  | -9.06%            |
|  | 15-24                                 | 4              | 5               | 8              | 3               | 4  | 33.33%            |
| DWI ARRESTS INVOLVING DRIVERS AGES 15-24                         | ALL<br>% 15-24                        | 39<br>10.26%   | 56<br>8.93%     | 48<br>16.67%   | 44<br>6.82%     |  | 22.73%<br>8.64%   |
| PEDESTRI   | AN, MOTORCYCLE AND BICY               |                |                 |                |                 |  |                   |
|  | PARISH COUNT                          | 0              | 0               | 0              | 0               | 0  | N/A               |
| PEDESTRIAN FATALITIES  | % PARISH                              | 0.00%          | 0.00%           | 0.00%          | 0.00%           |  | N/A               |
|  | % LA<br>PARISH COUNT                  | 12.02%<br>1    | 13.23%<br>1     | 10.97%<br>0    | 13.74%<br>1     | 16.76%<br>0  | 22.00%            |
| MOTORCYCLE FATALITIES  | % PARISH                              | 11.11%         | 25.00%          | 0.00%          | 50.00%          | 0.00%  | -100.00%          |
|  | % LA                                  | 8.85%          | 12.62%          | 10.14%         | 11.67%          | 10.80%   | -7.42%            |
|  | PARISH COUNT                          | 0              | 0               | 0              | 0               | 8,664           1,361           15.71%           16.03%           2           1           2           1           3           40.48%           42.13%           106           2           105           2           105           2           105           2           105           2           105           2           105           2           105           2           136           1,570           2,476           50.00%           40.49%           8           9.52%           100.00%           5.88%           4.05%           2           0           0.00%           3.32%           0           0.00%           10.80%           0           0.00%           0.00%           0.00%           0.00%           0.00%           0.00  | N/A               |
| BICYCLE FATALITIES   | % PARISH<br>% LA                      | 0.00%          | 0.00%           | 0.00%          | 0.00%           |  | N/A<br>40.65%     |
|  | TRAINS                                | 0.98%          | 1.33%           | 1.25%          | 2.30%           | 3.32%  | 40.05%            |
|  | PARISH COUNT                          | 0              | 0               | 0              | 0               | 8,664           1,361           15.71%           16.03%           2           1           50.00%           29.14%           34           40.48%           42.13%           40.48%           42.13%           106           2           136           1,570           25.00%           40.48%           42.13%           100           2           136           1,570           25.41%           51.324           \$1,527.69           9.52%           8.15%           0           0.00%           25.88%           4.05%           4           5           0           0.00%           10.80%           0           0.00%           10.80%           0           0.00%           0.00%           0.00%           0.00%           0.00%           0.00%           0.00% <tr td="">     &lt;</tr> | N/A               |
|  |                                       |                |                 |                |                 |  |                   |
| TRAIN CRASHES  | % PARISH                              | 0.00%          | 0.00%           | 0.00%          | 0.00%           |  | N/A               |
|  | % LA                                  | 0.04%          | 0.03%           | 0.06%          | 0.05%           |  | -16.00%           |
|  | PARISH COUNT                          | 0              | 0<br>0.00%      | 0              | 0.00%           |  | N/A               |
| TRAIN FATALITIES   | % PARISH<br>% LA                      | 0.00%          | 0.00%           | 0.00%          | 0.00%           |  | N/A<br>-58.59%    |
|  | PARISH COUNT                          | 0              | 0.55%           | 0.55%          | 0               |  | N/A               |
| TRAIN INJURIES   | % PARISH                              | 0.00%          | 0.00%           | 0.00%          | 0.00%           | 0.00%  | N/A               |
|  | % LA                                  | 0.06%          | 0.05%           | 0.09%          | 0.07%           | 0.06%  | -15.28%           |
| CO   | MMERCIAL MOTOR VEHICLE                |                | 0               | 1              | 0               |  | <b>b</b> 1/a      |
| CMV FATAL CRASHES  | PARISH COUNT<br>% PARISH              | 2<br>28.57%    | 0.00%           | 1<br>33.33%    | 0.00%           |  | N/A<br>N/A        |
|  | % LA                                  | 12.56%         | 10.15%          | 14.93%         | 13.65%          |  | 4.49%             |
|  | PARISH COUNT                          | 5              | 4               | 3              | 8               |  | 25.00%            |
| CMV INJURY CRASHES   | % PARISH                              | 6.85%          | 5.88%           | 3.95%          | 7.84%           |  | 51.79%            |
|  | % LA                                  | 3.83%          | 3.43%           | 3.71%          | 3.72%           |  | -3.46%            |
| CMV PDO  | PARISH COUNT<br>% PARISH              | 11<br>18.03%   | 6<br>12.00%     | 6<br>7.59%     | 18<br>15.00%    |  | -61.11%           |
|  |                                       |                | 12.00%          | 1.35%          | 10.00%          | 6.60%  | -55.97%           |



### **Contact Information**

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