



# LSU

## Louisiana Traffic Records Data Report 2014



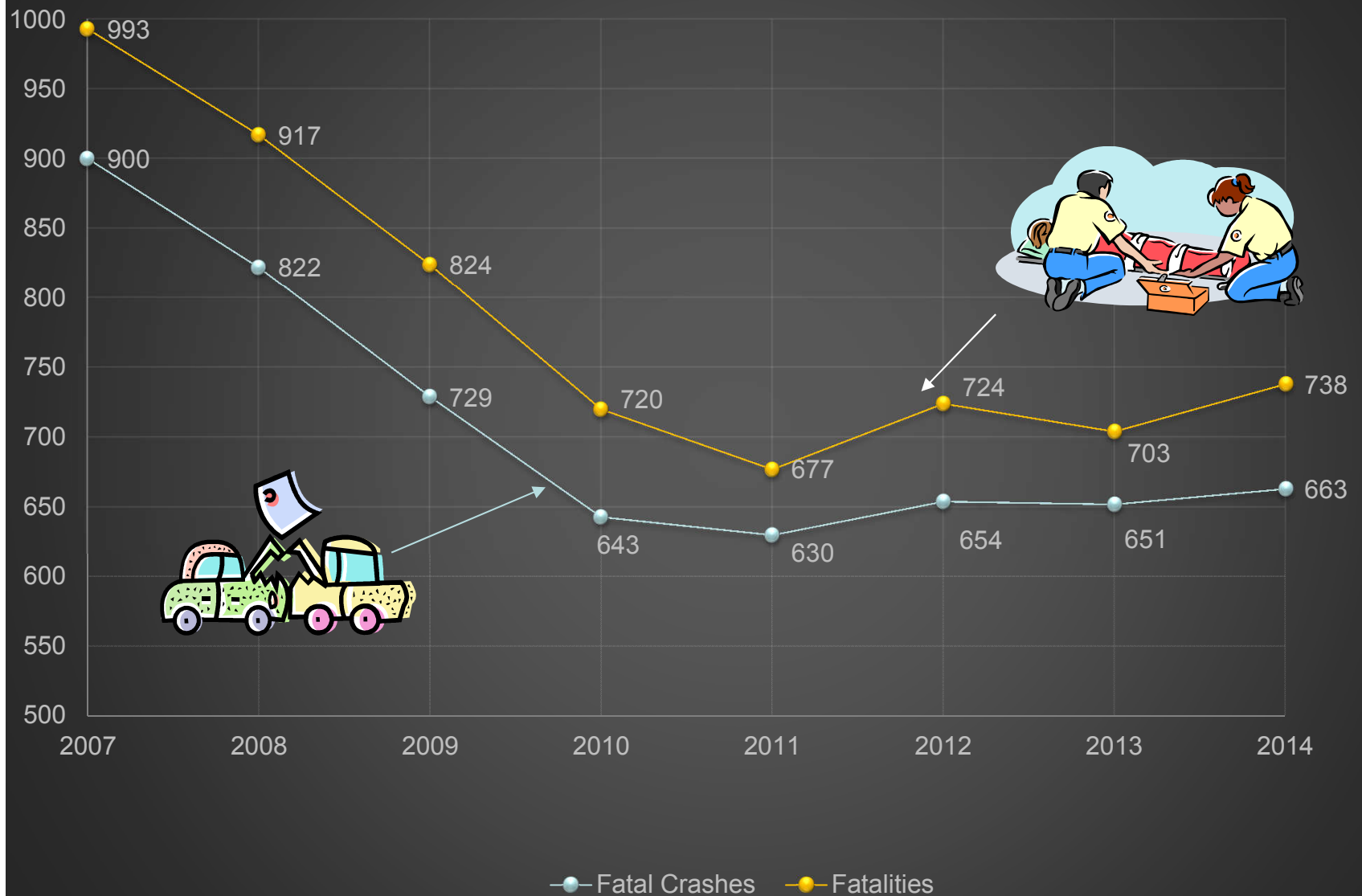
**Highway Safety Research Group**

[hsrg.lsu.edu](http://hsrg.lsu.edu)  
[datareports.lsu.edu](http://datareports.lsu.edu)

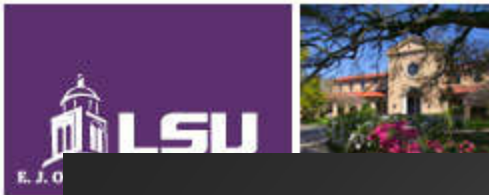
Dr. Helmut Schneider



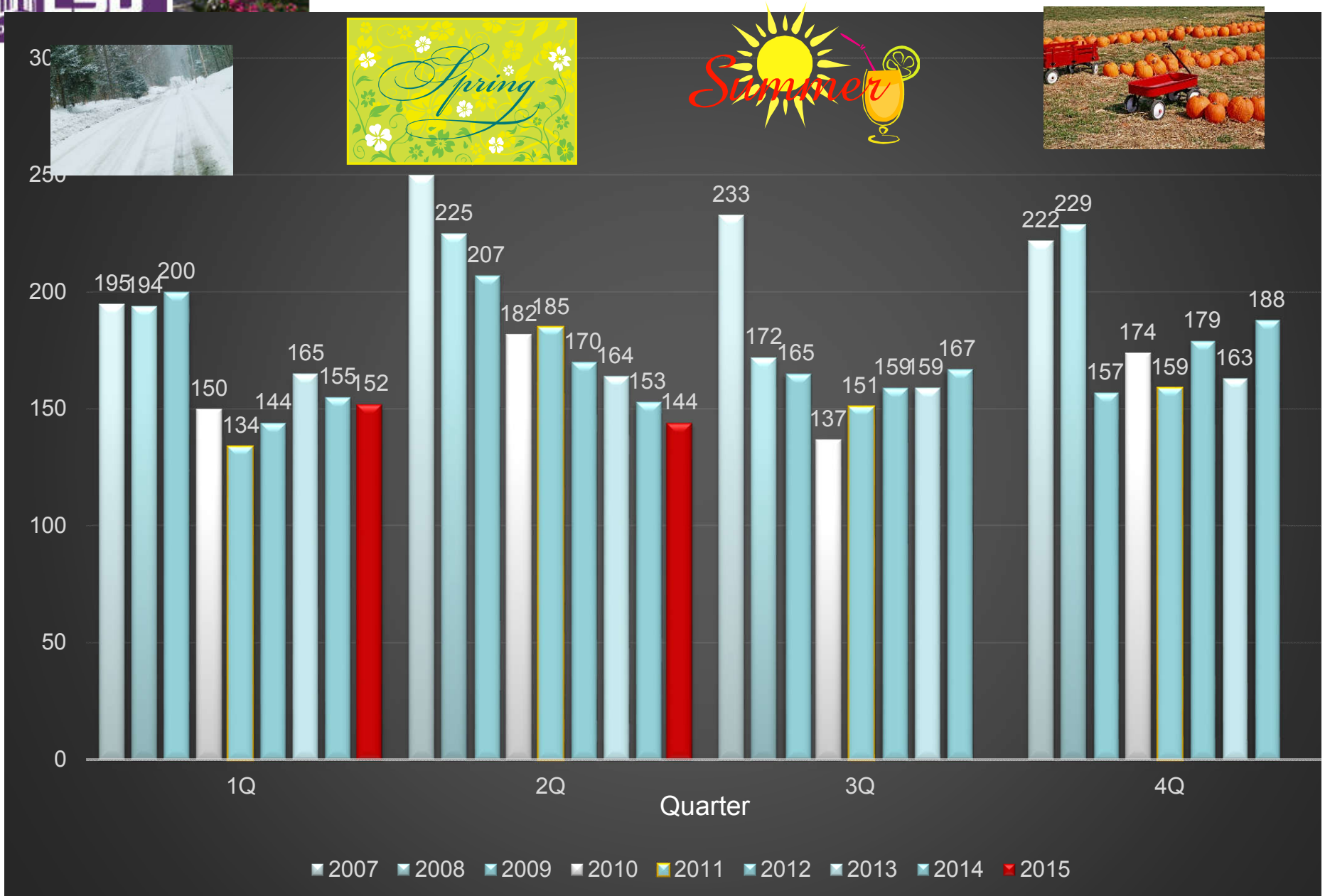
## *Fatalities and Fatal Crashes increased in 2014*





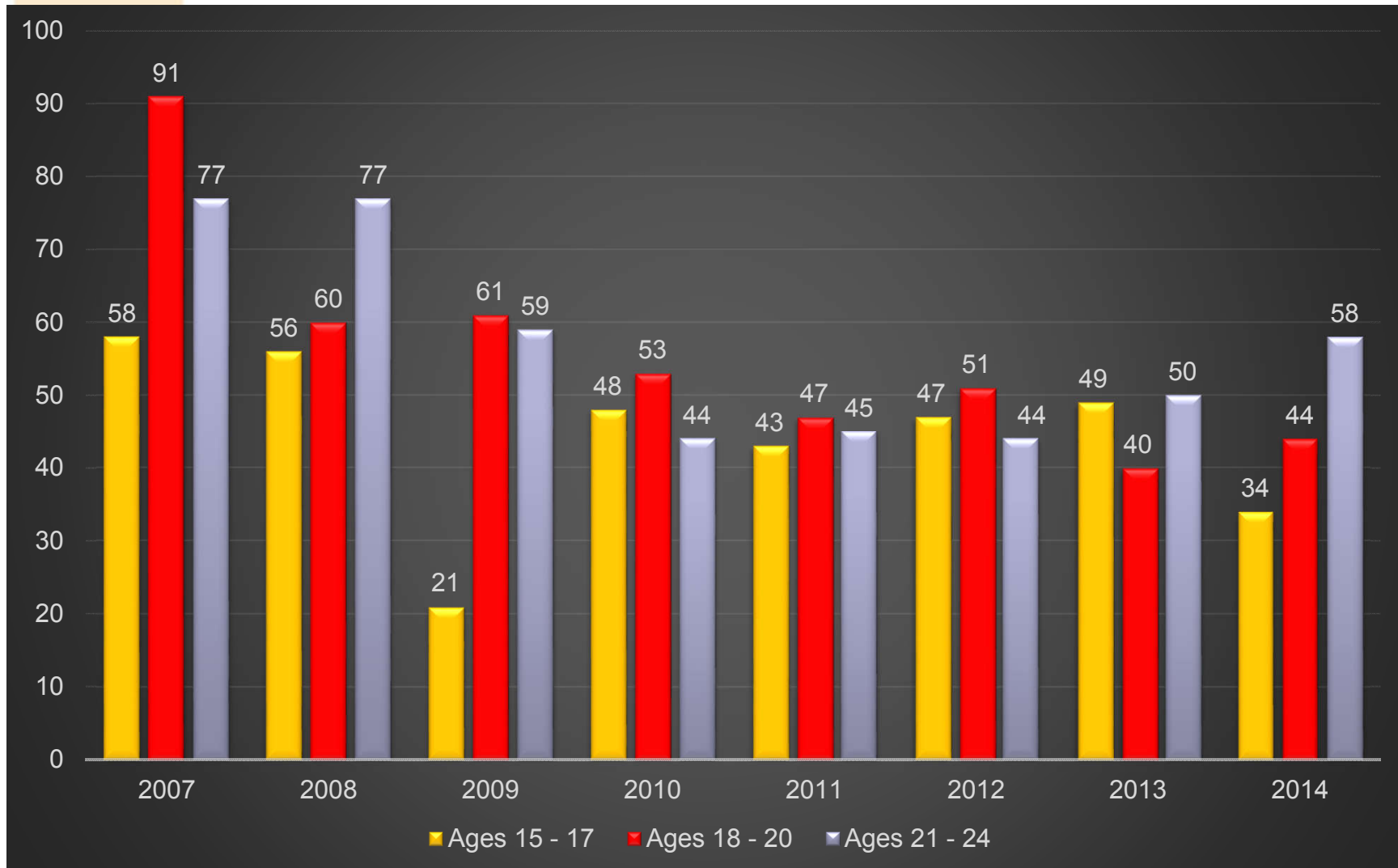


# Fatal Crashes by Quarter 2007-2015



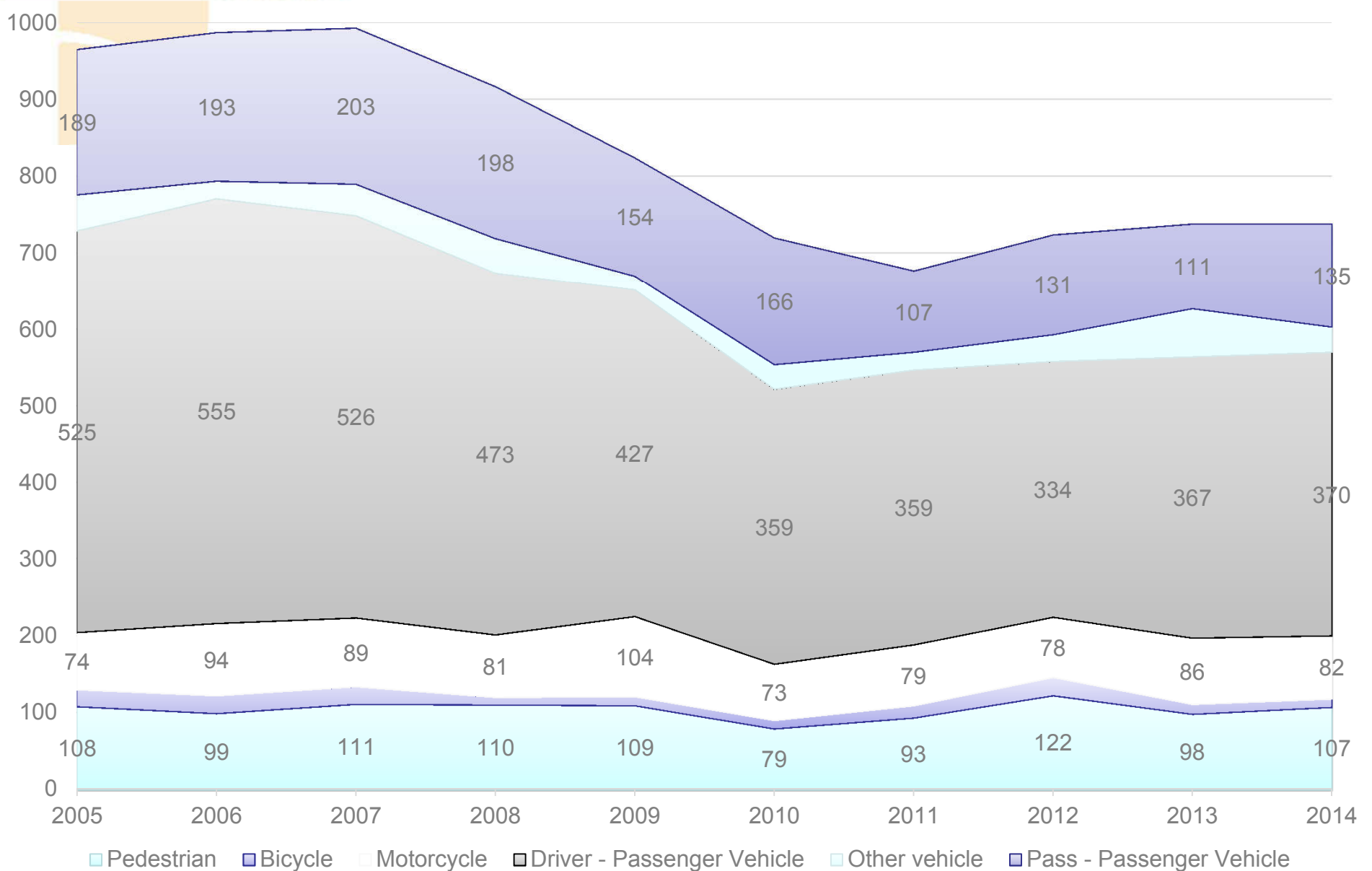


## *Youth Fatality Rate (Per 100,000 Licensed Drivers)*



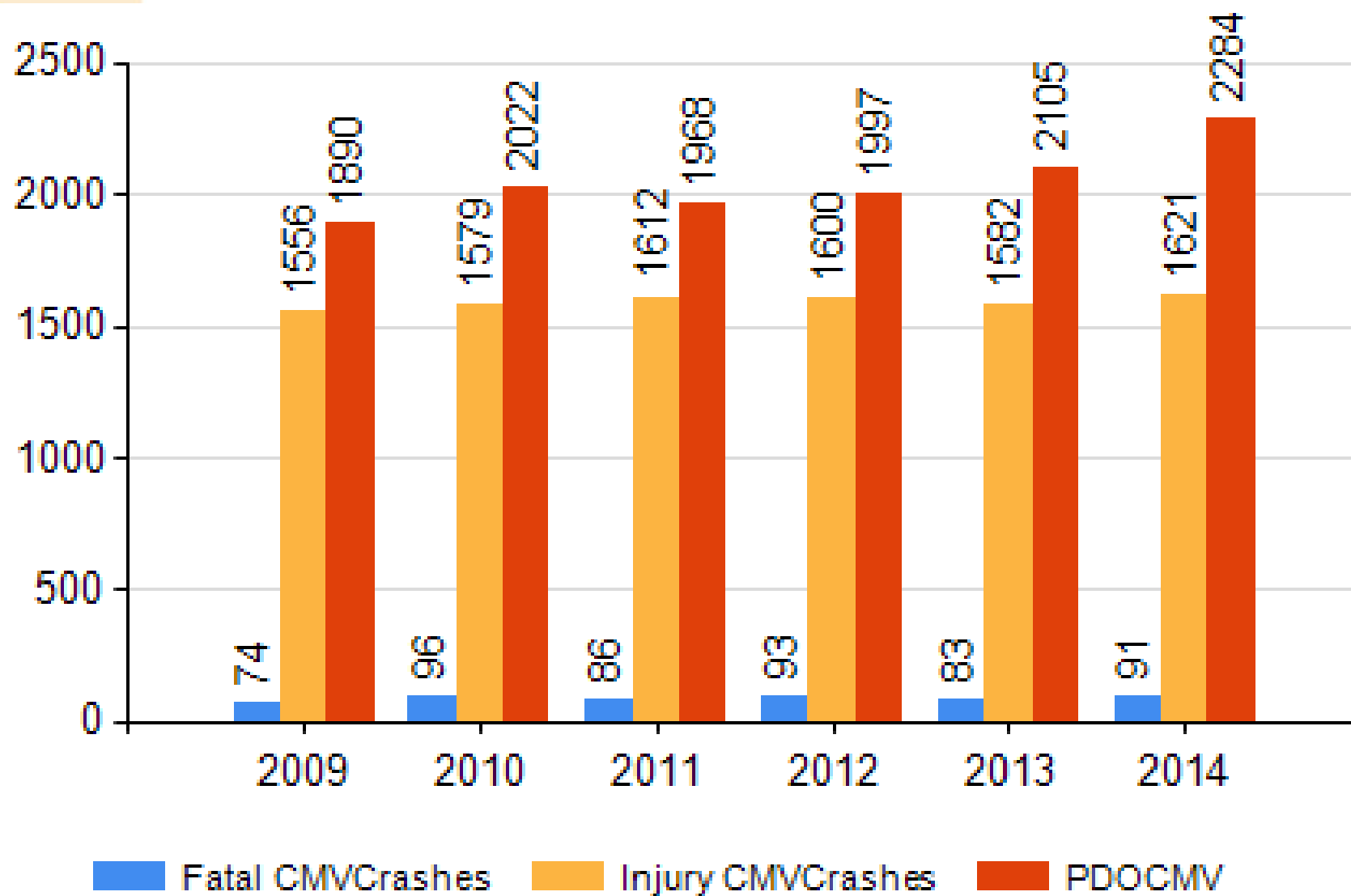


# Fatalities by Vehicle Type



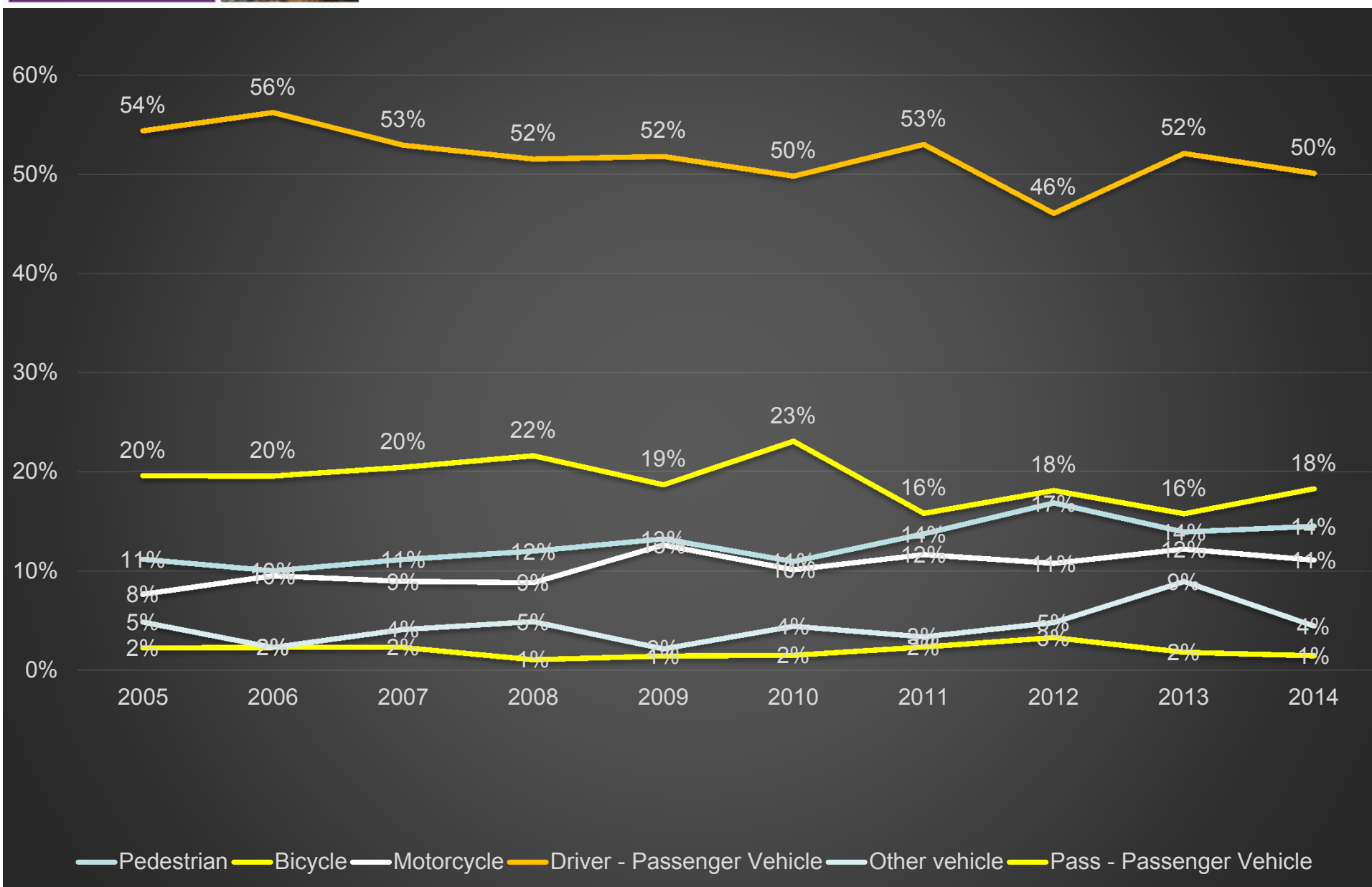


# Commercial Vehicle Crashes



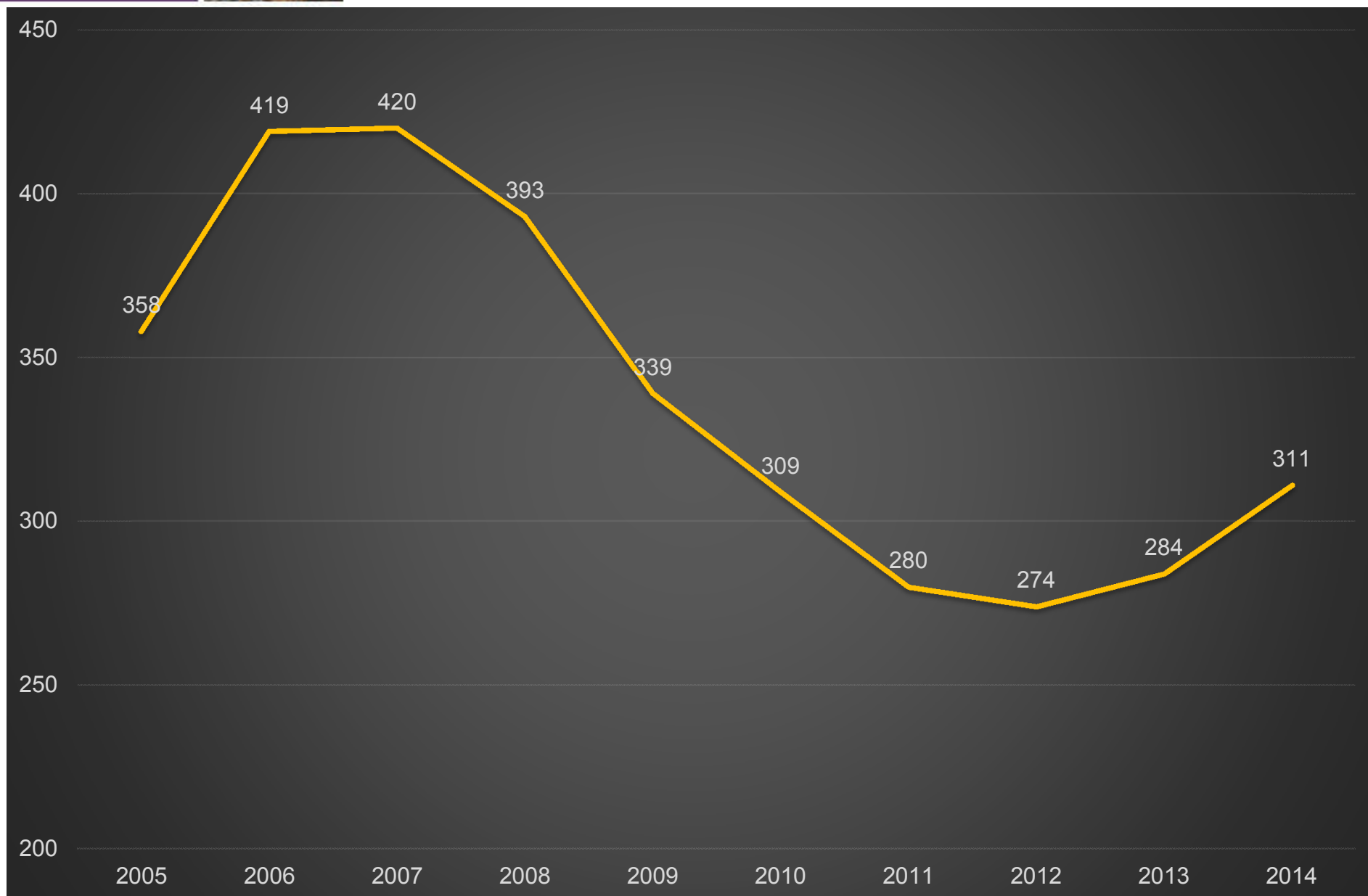


# Fatalities by Type



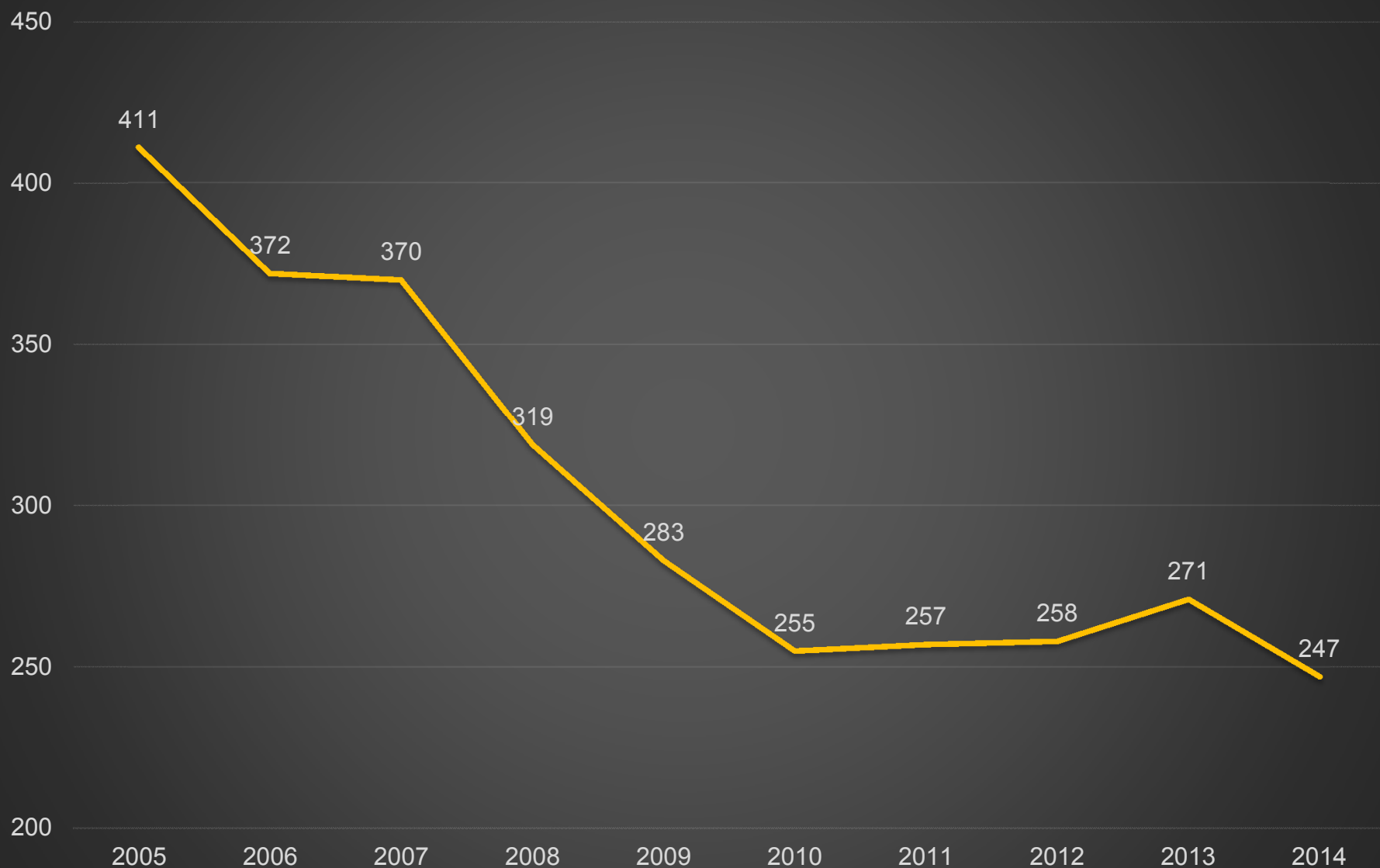


# Fatal Single-Vehicle Crashes



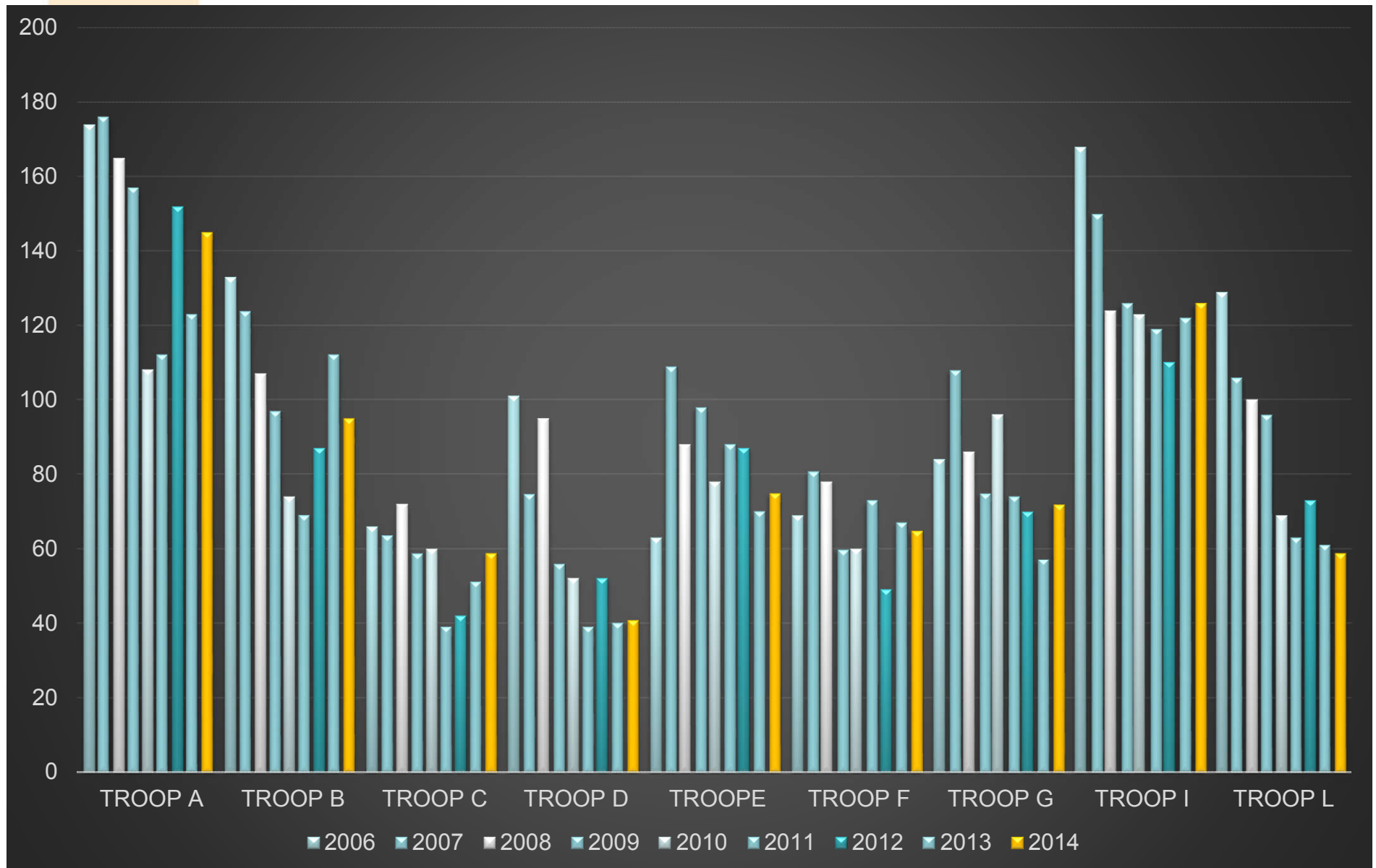


# Fatal Multi-Vehicle Crashes



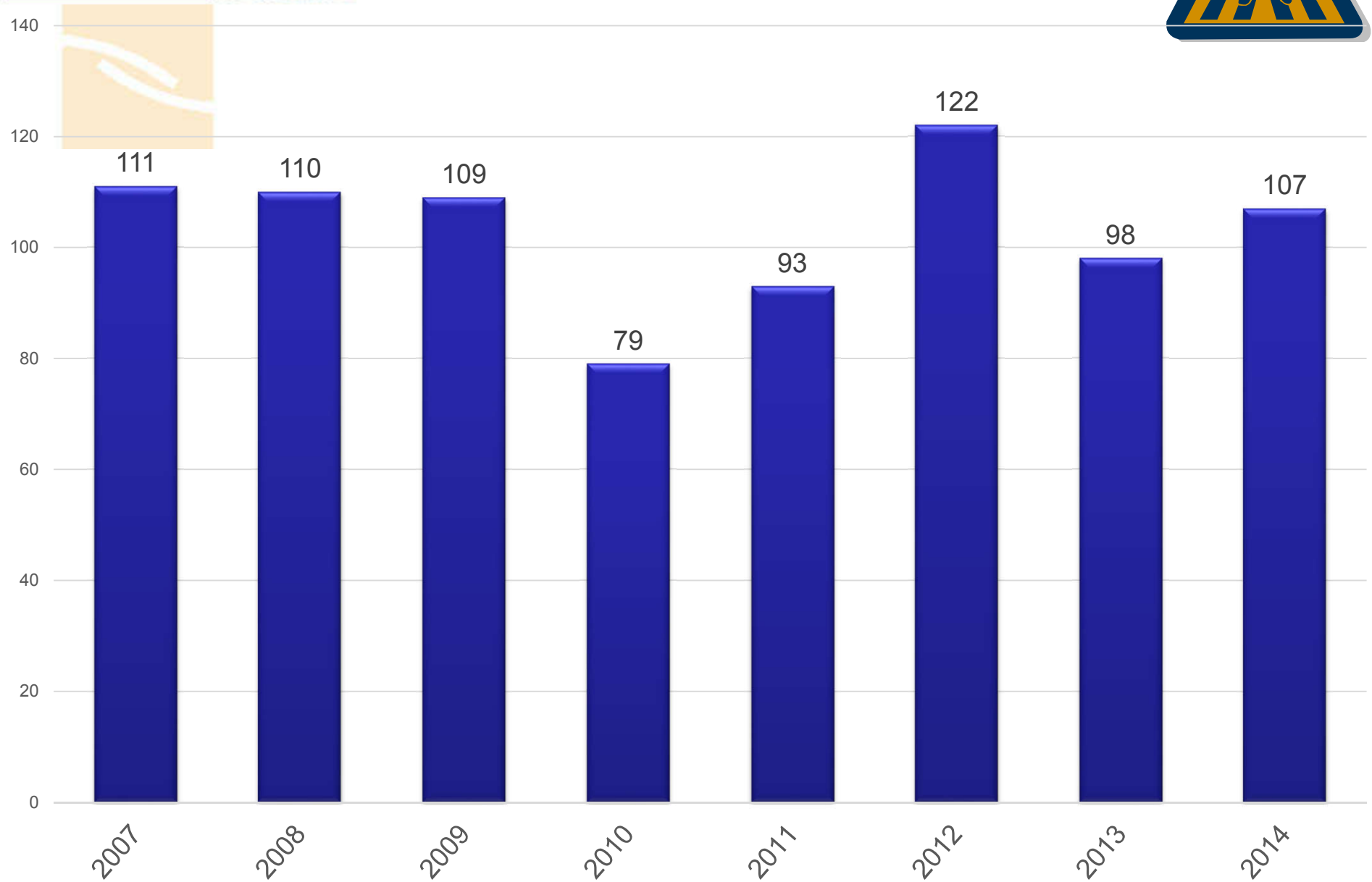


# Fatalities by Troop Area



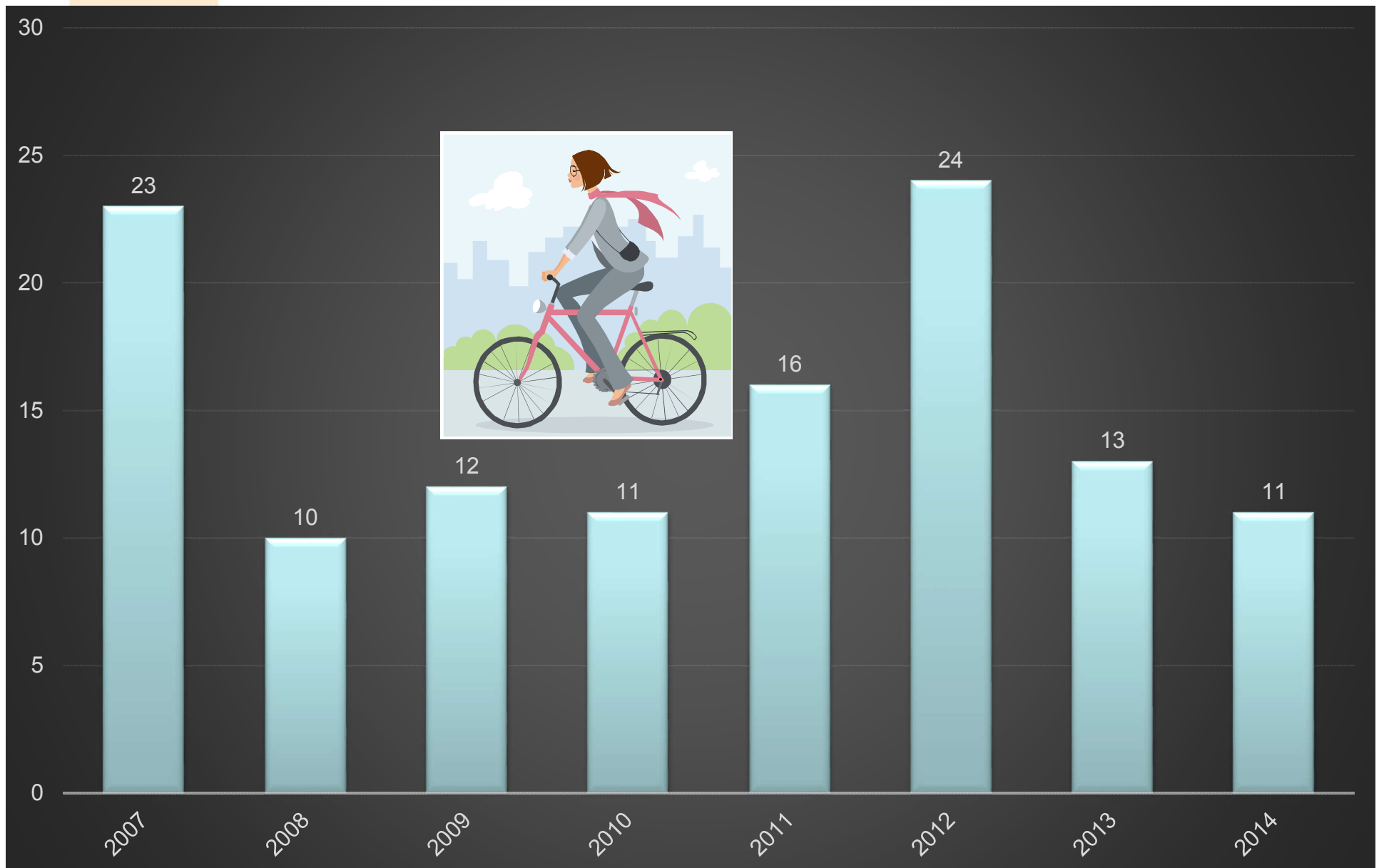


# Pedestrian Fatalities

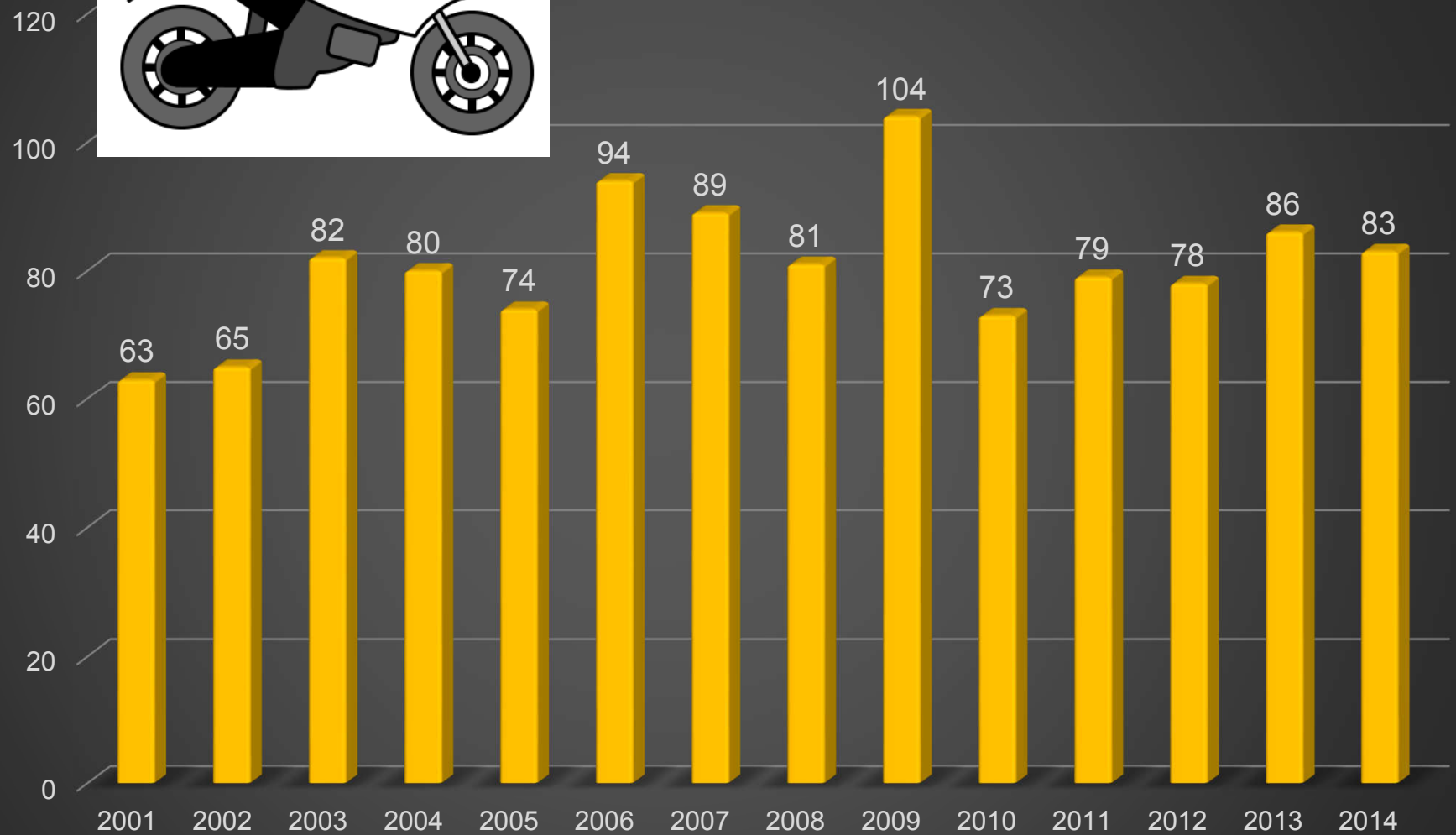
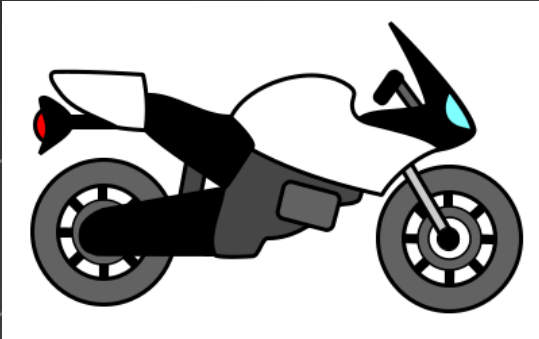




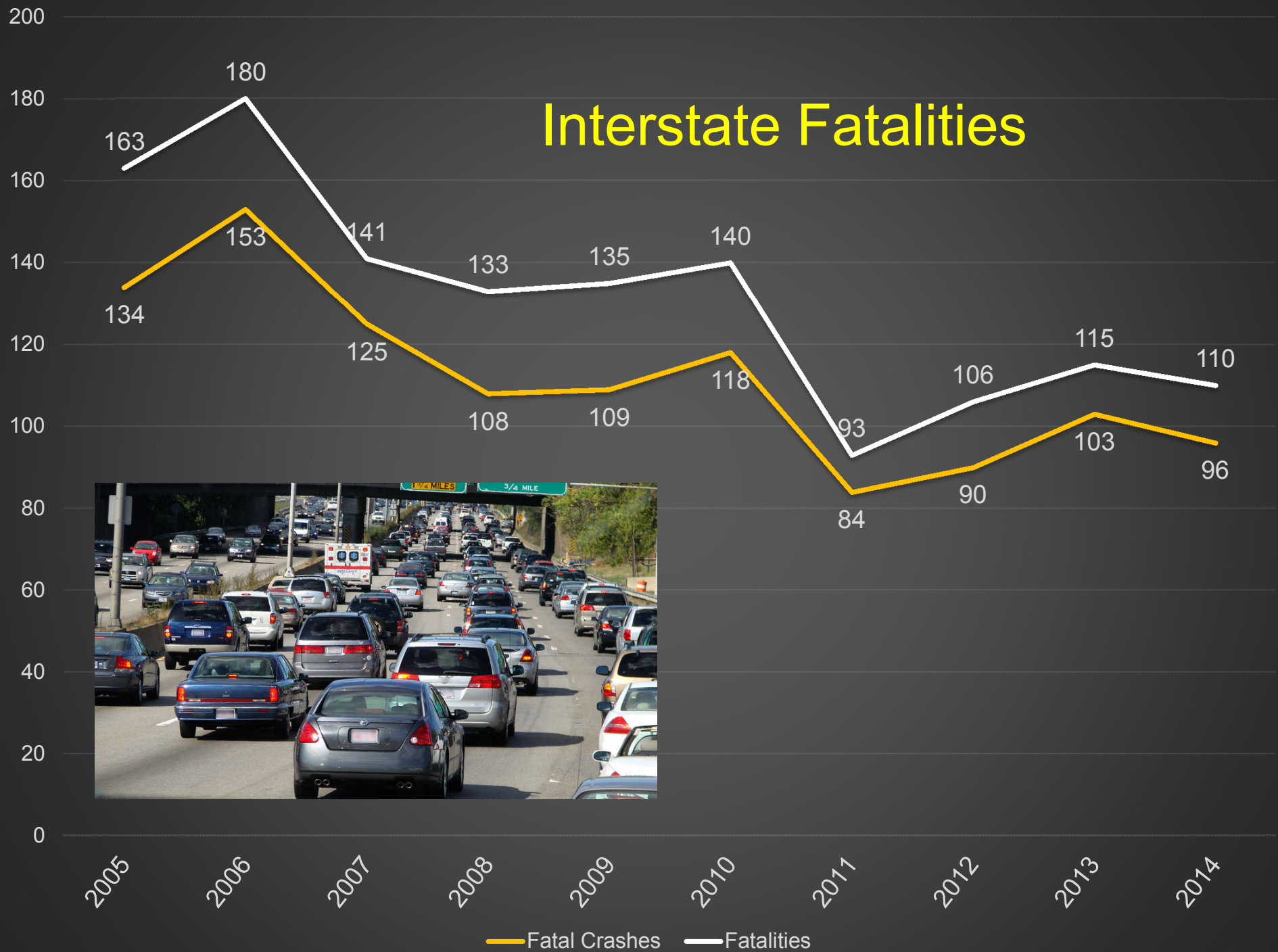
# Bicycle Fatalities



# Motorcycle Fatalities



# Interstate Fatalities





# Alcohol-Impaired Driving

Drivers are considered to be alcohol-impaired when their blood alcohol concentrations (BACs) are .08 grams per deciliter (g/dL) or higher. Thus, any fatal crash involving a driver with a BAC of .08 or higher is considered to be an alcohol-impaired-driving crash, and fatalities occurring in those crashes are considered to be alcohol-impaired-driving fatalities. The term “driver” refers to the operator of any motor vehicle, including a motorcycle.

Estimates of alcohol-impaired driving are generated using BAC values reported to the Fatality Analysis Reporting System (FARS) and BAC values imputed when they are not reported. The term “alcohol-impaired” does not indicate that a crash or a fatality was *caused* by alcohol impairment, only that an alcohol-impaired driver was involved in the crash.



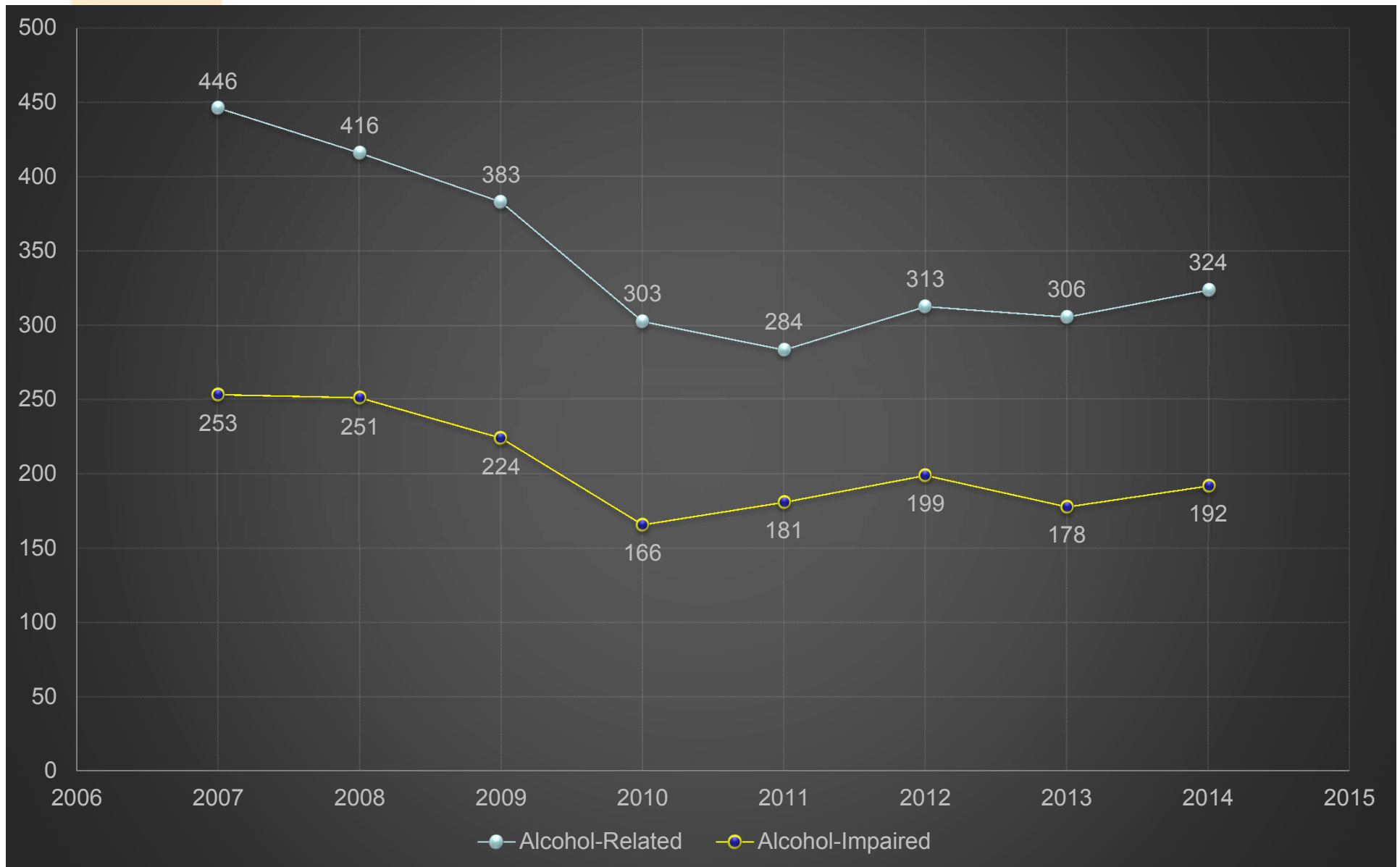
# Alcohol Impaired versus Alcohol-Related

	BAC=0		BAC UNK		BAC>0		
	Drivers	%	Drivers	%	Drivers	%	Total
<b>2008</b>	181	30%	240	40%	176	29%	597
<b>2009</b>	170	31%	203	37%	181	33%	556
<b>2010</b>	167	36%	165	35%	137	29%	469
<b>2011</b>	167	36%	154	33%	147	31%	468
<b>2012</b>	198	43%	117	26%	143	31%	458
<b>2013</b>	239	49%	89	18%	161	33%	489
<b>2014</b>	187	38%	150	31%	151	31%	488



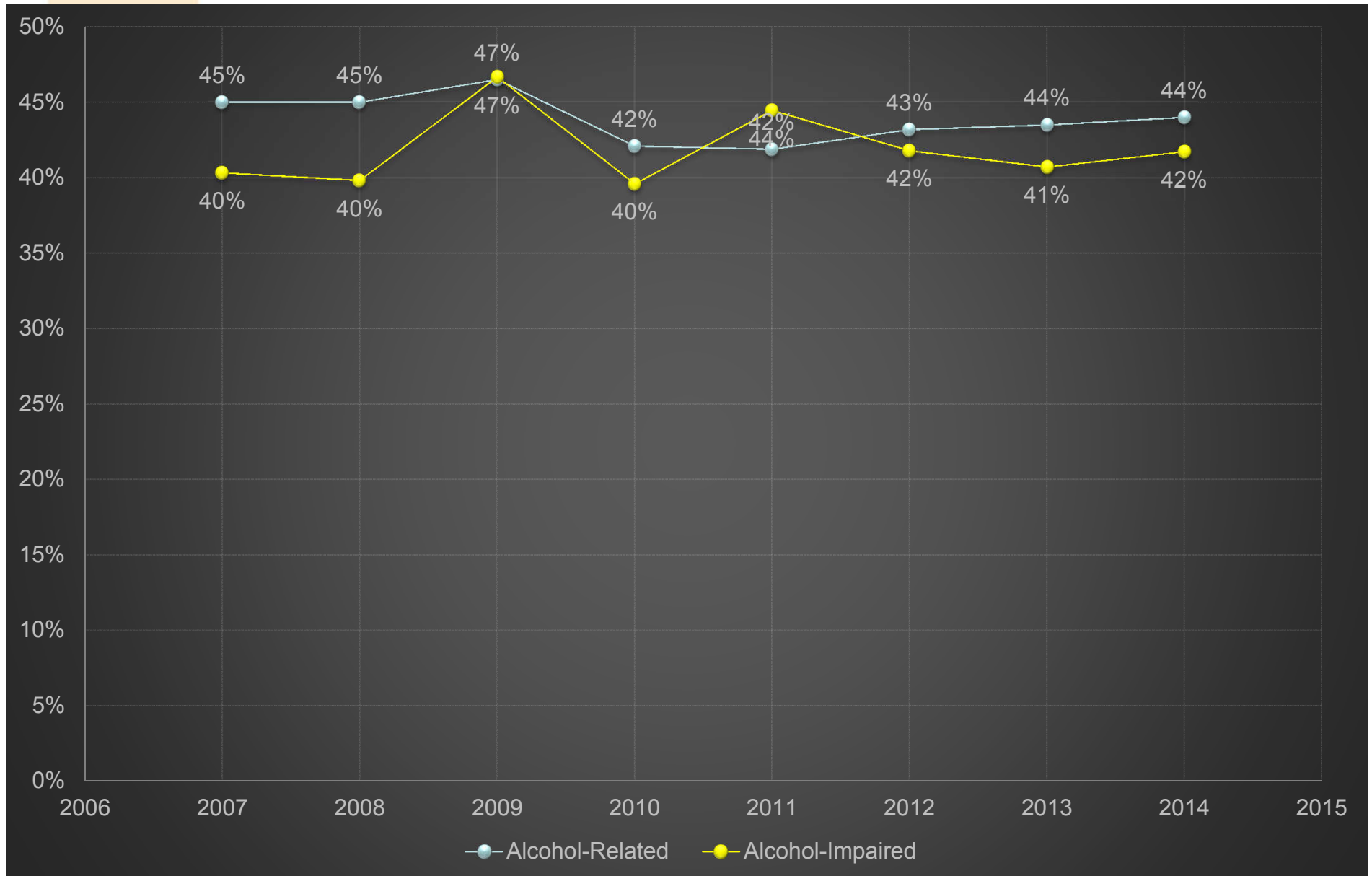
# Fatalities

## Alcohol-Related & Alcohol Impaired



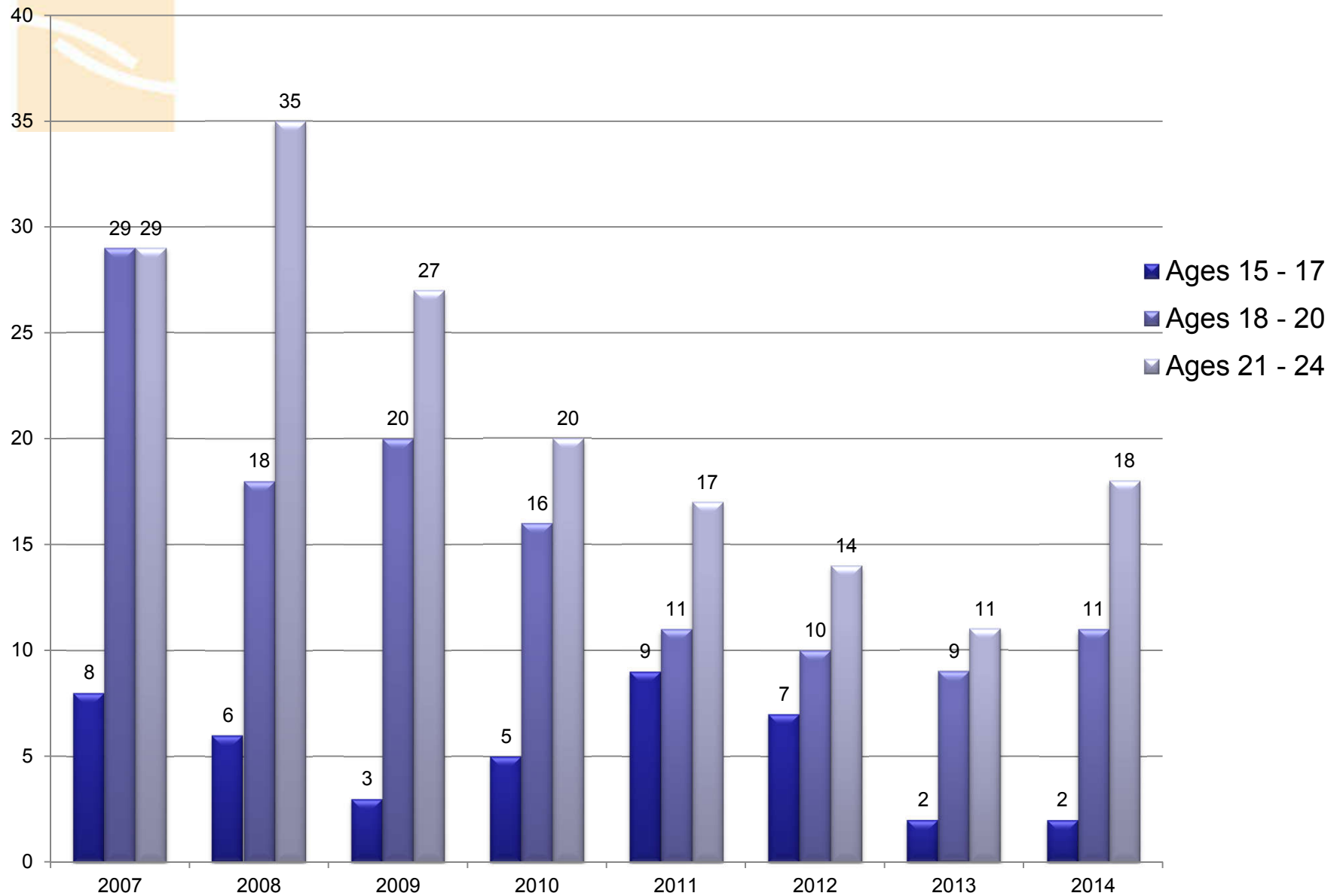


# Percentage of Fatalities Alcohol-Related & Alcohol Impaired





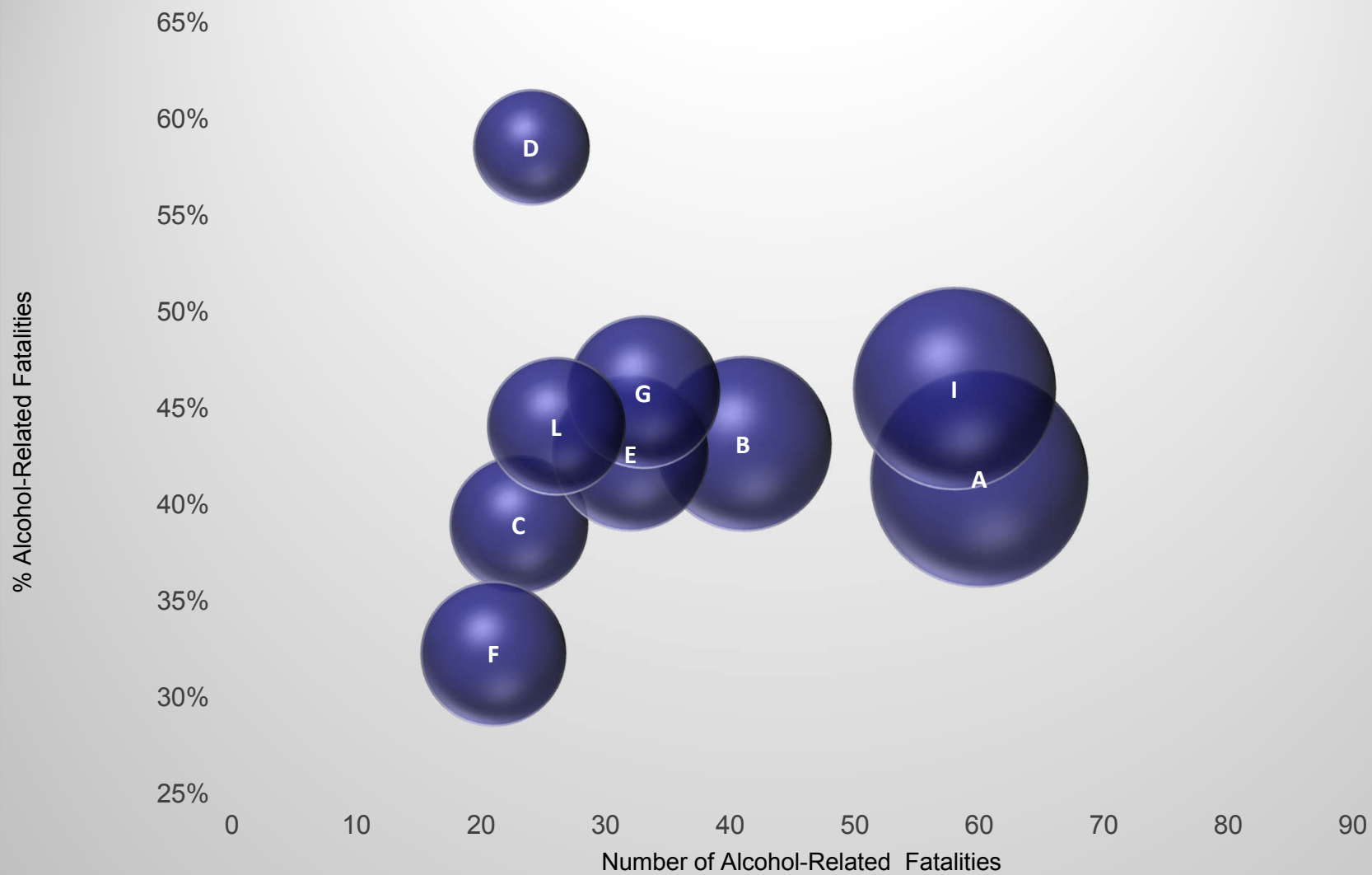
# Involvement of Young Drivers in Alcohol-Related





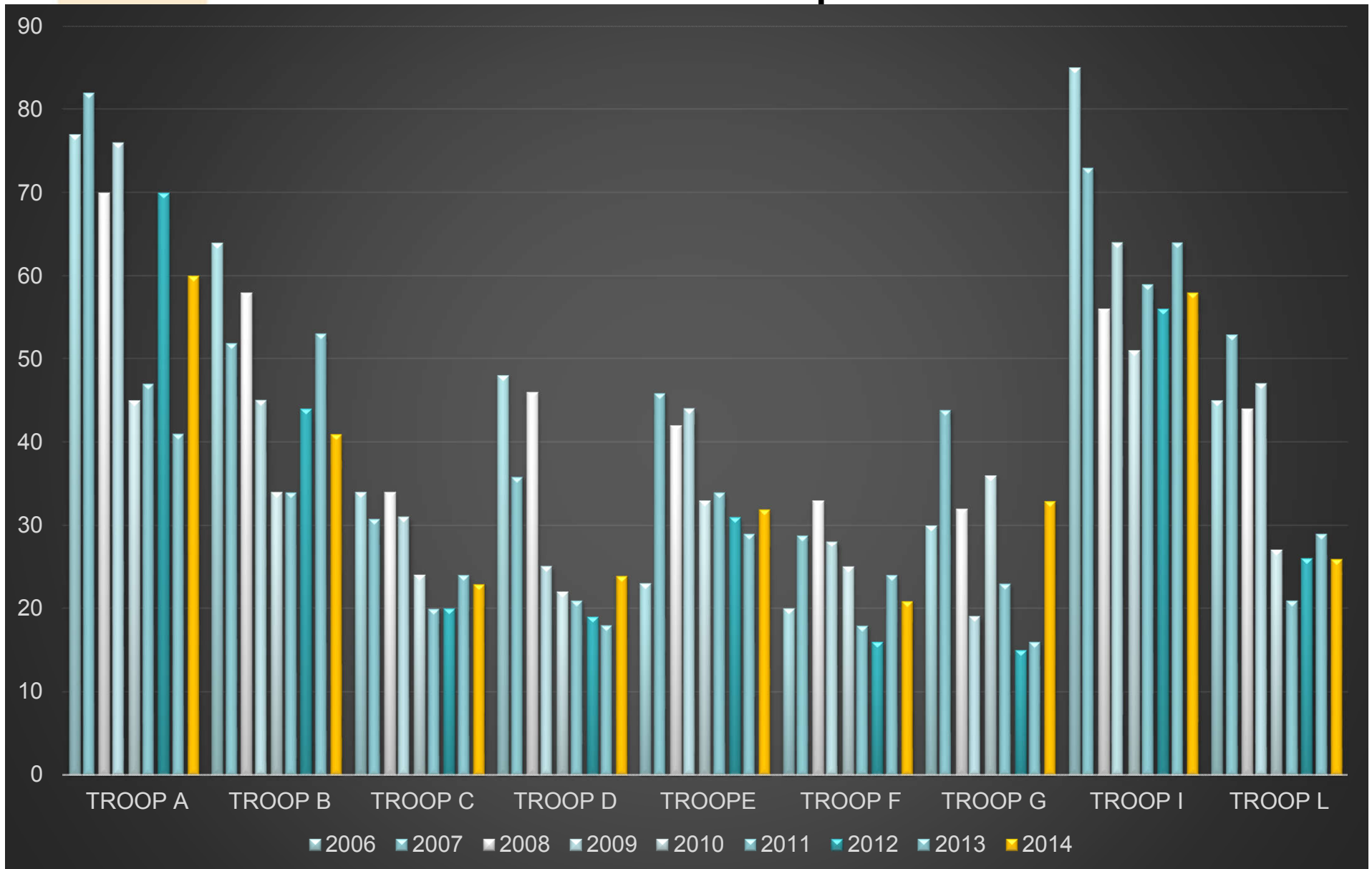
# Alcohol-Involved and Alcohol Impaired 2014

Troop	Non-Alcohol	Alcohol Involved	Number of Fatalities	% Alcohol-Related Fatalities	Difference Fatalities 2013-2014	Difference Alcohol Involved 2013-2014	Difference Alcohol Impaired (BAC>0) 2013-2014
A (EBR)	85	60	145	41%	22	19	10
B (NO)	54	41	95	43%	(17)	(12)	(5)
C (Houma)	36	23	59	39%	8	(1)	(4)
D (Lake Charles)	17	24	41	59%	1	6	-
E (Alexandria)	43	32	75	43%	5	3	3
F (Monroe)	44	21	65	32%	(2)	(3)	(1)
G (Shreveport)	39	33	72	46%	15	17	9
I (Lafayette)	68	58	126	46%	4	(6)	-
L (Hammond)	33	26	59	44%	(2)	(3)	3



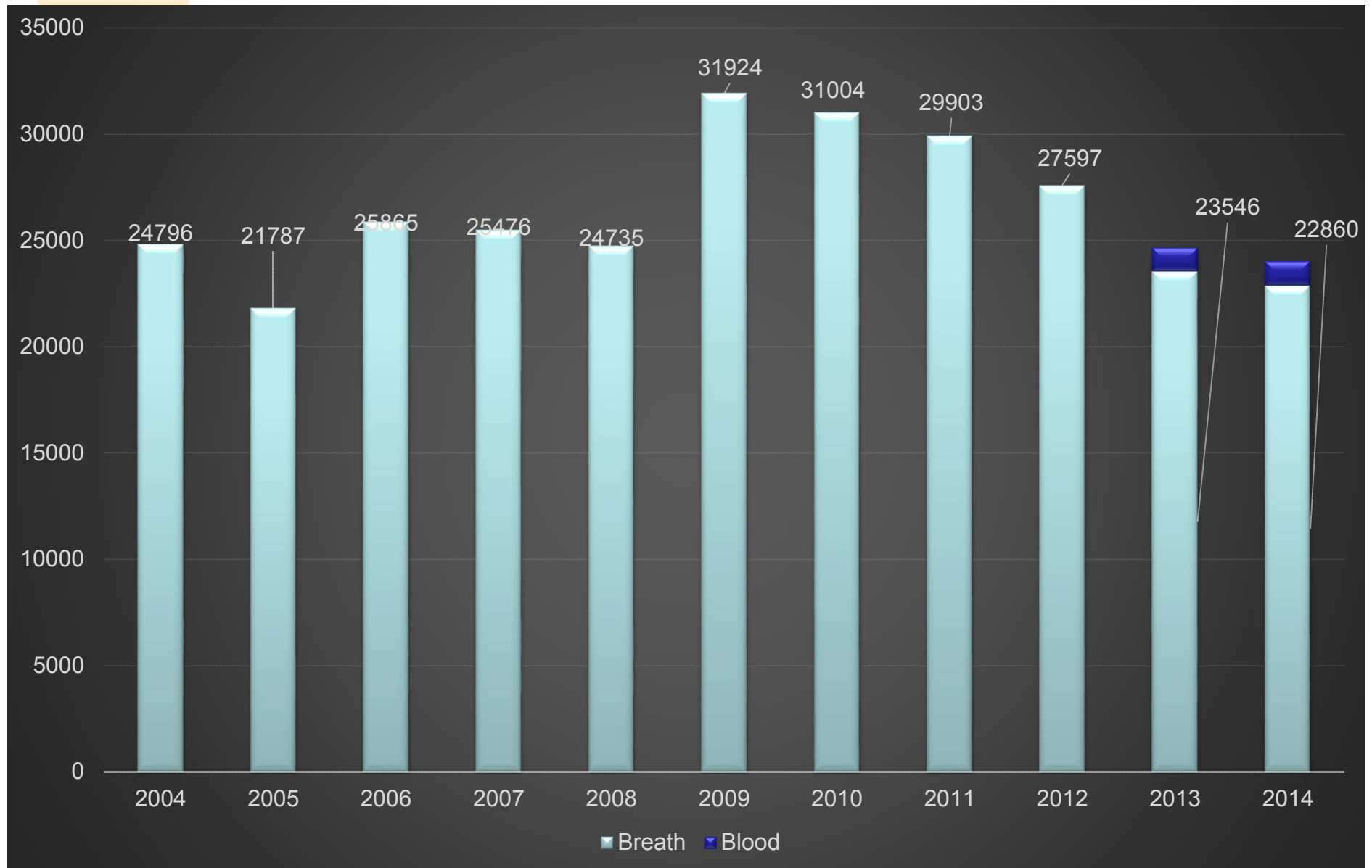


# Alcohol-Related Fatalities by Troop Area





# DWI Arrests 2004-2014



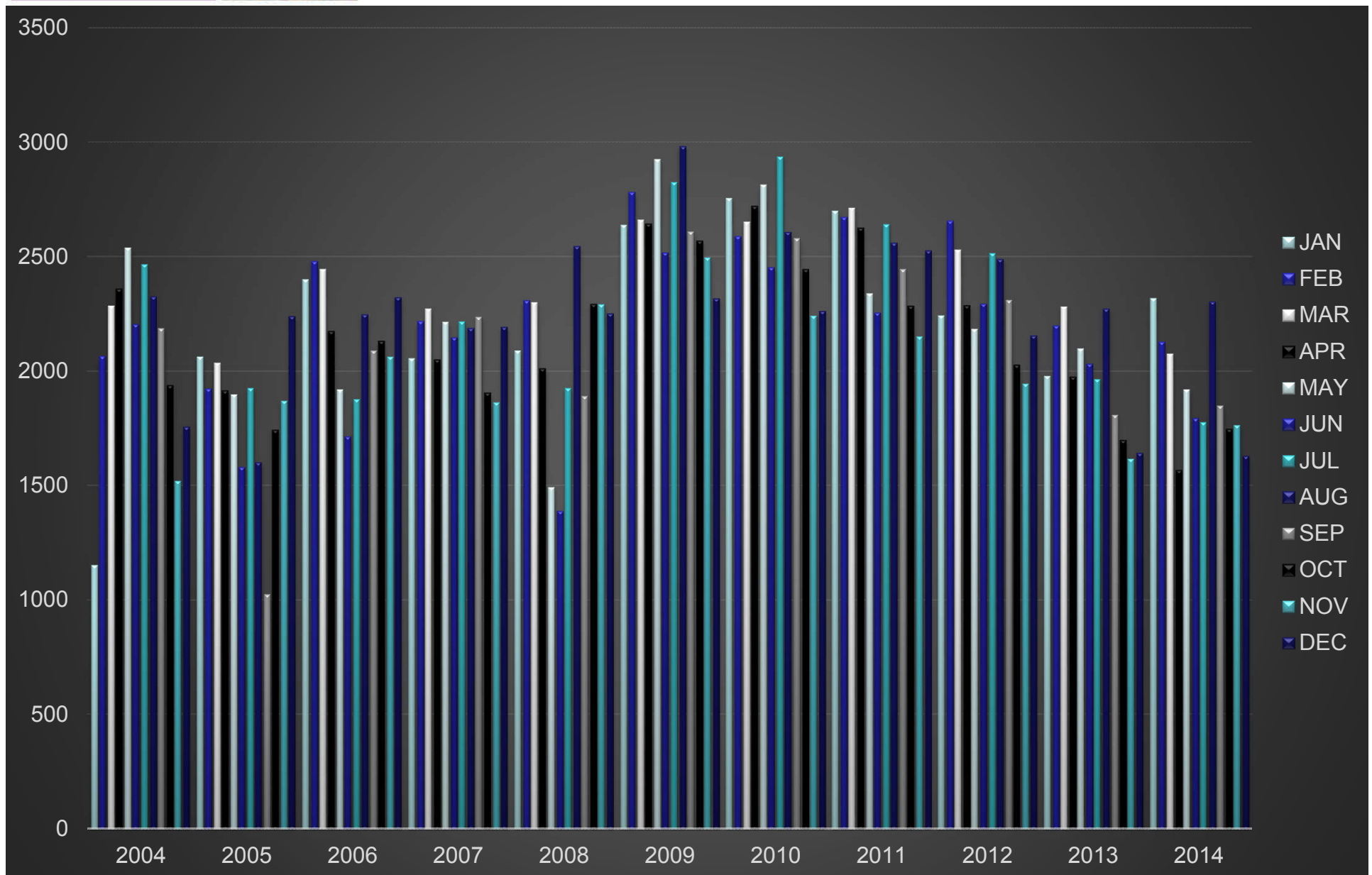


# DWI Arrest per Troop Area

Troop	2013			2014		
	DWI	Licensed Drivers	DWI/LIC DR	DWI	Licensed Drivers	DWI/LIC DR
A (EBR)	4,187	516,845	810	3,352	517,466	648
B (NO)	4,244	577,794	735	4,271	580,533	736
C (Houma)	1,359	152,264	893	1,299	152,239	853
D (Lake Charles)	1,947	198,983	978	1,861	199,340	934
E (Alexandria)	1,989	238,133	835	2,387	236,809	1,008
F (Monroe)	1,997	224,517	889	1,888	221,814	851
G (Shreveport)	2,295	307,033	747	2,750	304,794	902
I (Lafayette)	2,620	434,890	602	2,664	436,259	611
L (Hammond)	2,908	290,916	1,000	2,388	292,162	817

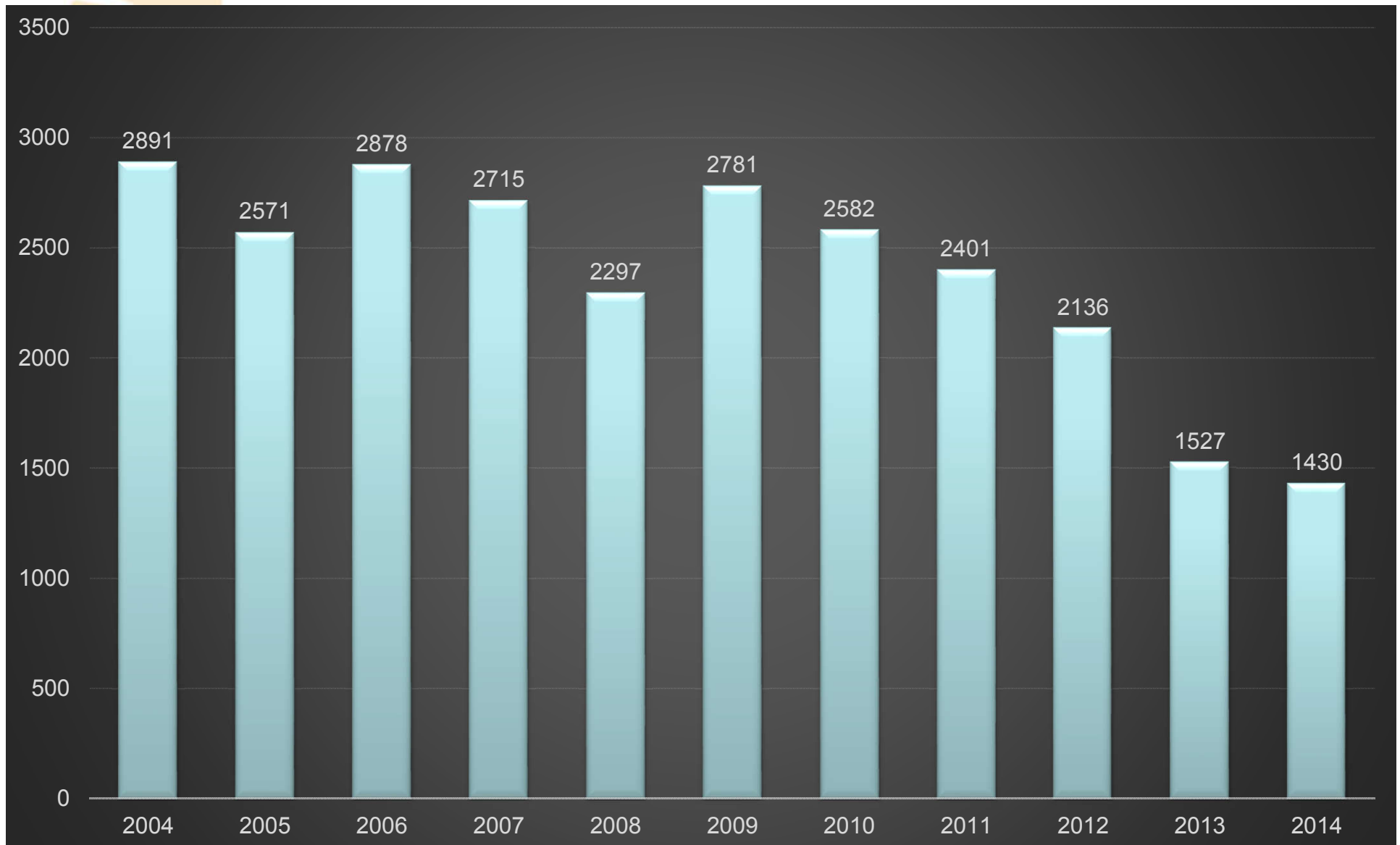


# DWI Arrests by Month



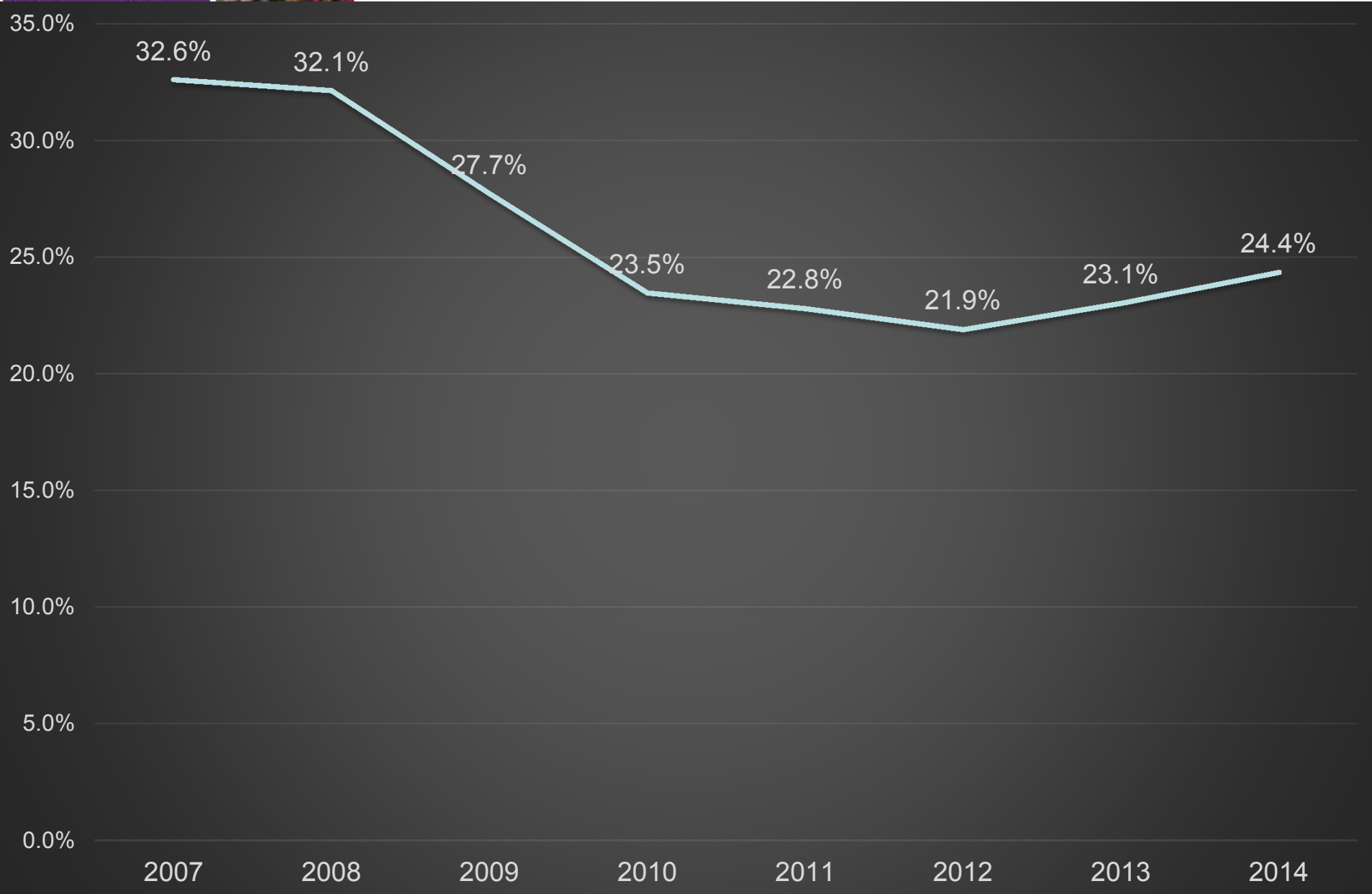


# DUI For Drivers Ages 16-20 (COBRA)





# Percent Refusals



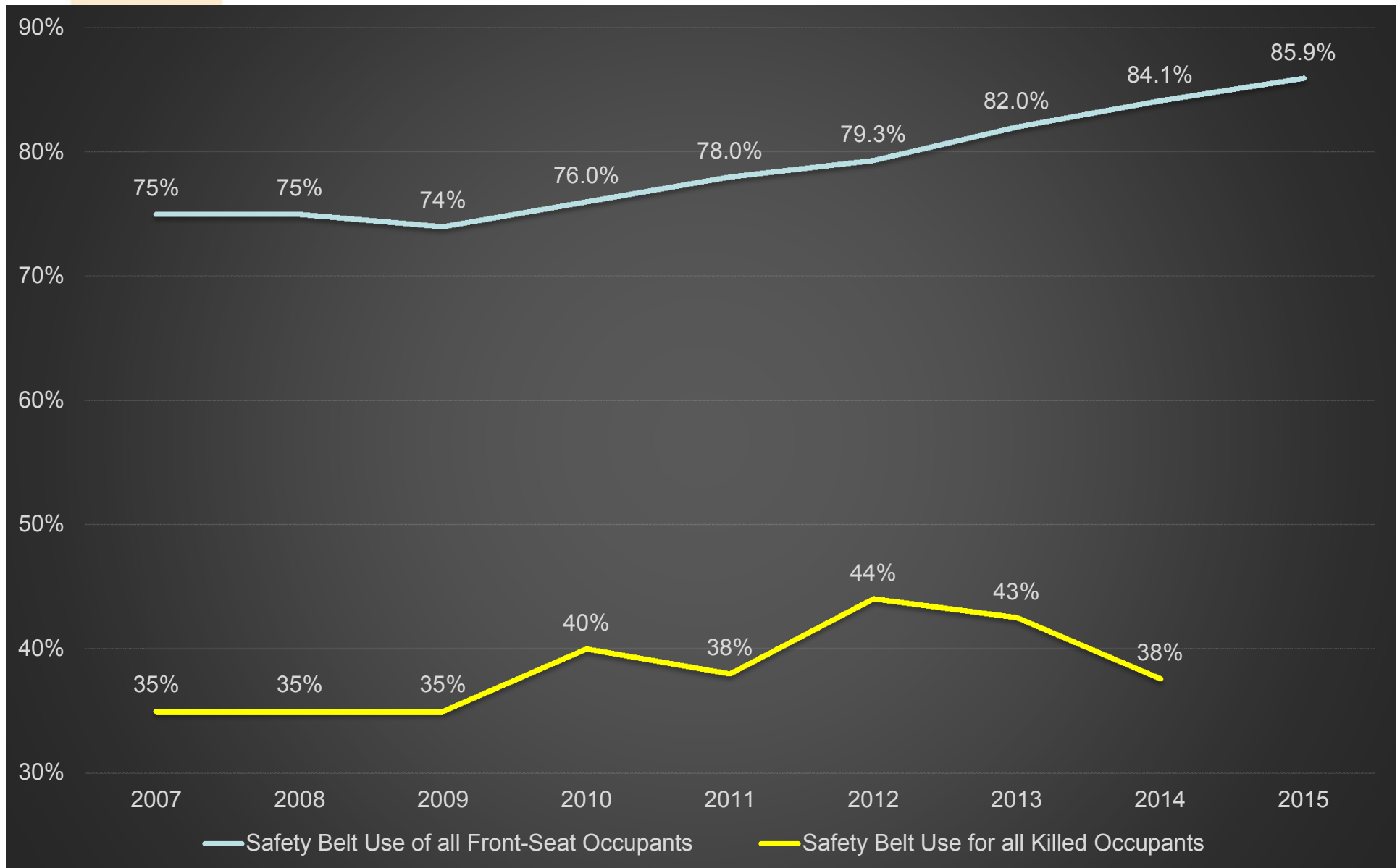


# Safety





# Louisiana Safety Belt Use



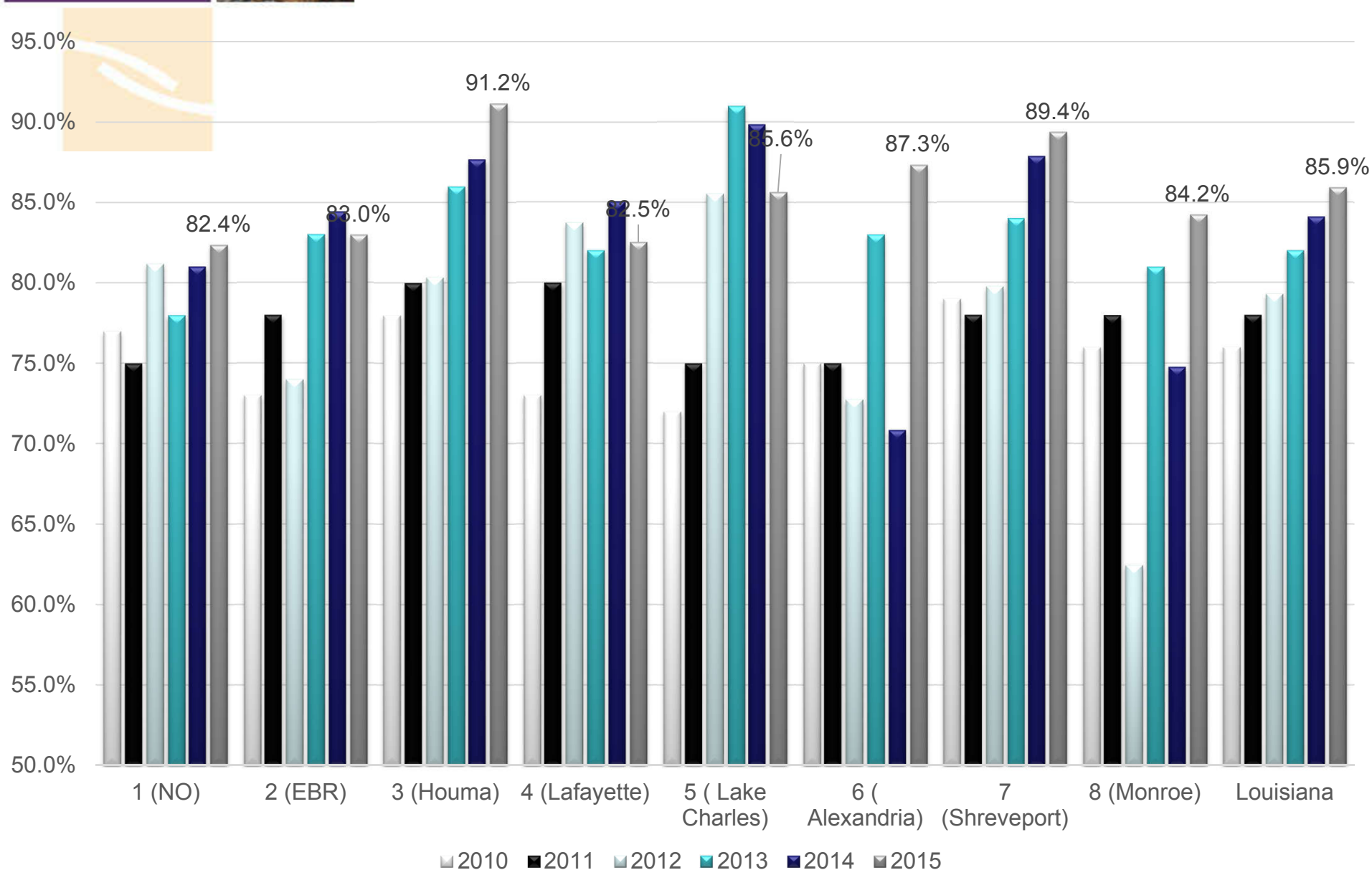


# Belt-Use By Region

Region	Region Estimate				2014	2015	Diff
	%AUTO	%PKUP	%SUV	%VAN			
1 (NO)	82.5%	76.9%	85.5%	86.3%	81.0%	82.4%	1.3%
2 (EBR)	83.9%	79.2%	87.7%	78.5%	84.4%	83.0%	-1.4%
3 (Houma)	96.0%	78.5%	96.7%	84.5%	87.7%	91.2%	3.5%
4 (Lafayette)	83.6%	80.0%	83.5%	84.2%	85.0%	82.5%	-2.5%
5 ( Lake Charles)	86.2%	81.4%	88.7%	93.1%	89.9%	85.6%	-4.2%
6 ( Alexandria)	87.4%	82.6%	89.2%	92.8%	70.9%	87.3%	16.5%
7 (Shreveport)	91.2%	84.9%	92.0%	90.8%	87.9%	89.4%	1.5%
8 (Monroe)	81.1%	85.0%	89.0%	89.0%	74.8%	84.2%	9.5%
Louisiana Average	87.1%	80.3%	89.7%	86.3%	84.1%	85.9%	1.8%



# Belt Use by Region





# Safety Belt Use Rate

	% Use Rate					
	Driver		Passenger		All Front Seat	
	Estimate	STD Error	Estimate	STD Error	Estimate	STD Error
<b>Sex</b>						
<b>Male</b>	82.5%	0.9%	79.6%	2.2%	82.1%	0.9%
<b>Female</b>	90.5%	0.7%	87.8%	1.5%	90.0%	0.7%
<b>Race</b>						
<b>White</b>	89.1%	0.6%	87.4%	1.5%	88.9%	0.6%
<b>African-American/Black</b>	78.8%	1.3%	79.0%	2.4%	78.9%	1.2%
<b>Hispanic</b>	84.2%	3.7%	69.3%	9.7%	81.0%	3.9%
<b>Other</b>	93.5%	3.4%	96.9%	0.1%	97.3%	1.2%
<b>Vehicle Type</b>						
<b>Car</b>	87.5%	0.8%	85.2%	1.9%	87.1%	0.8%
<b>Pick-up</b>	80.4%	1.4%	79.5%	2.9%	80.3%	1.3%
<b>SUV</b>	90.4%	1.0%	86.8%	2.5%	89.7%	1.0%
<b>Van</b>	86.8%	2.6%	84.6%	5.4%	86.3%	2.4%



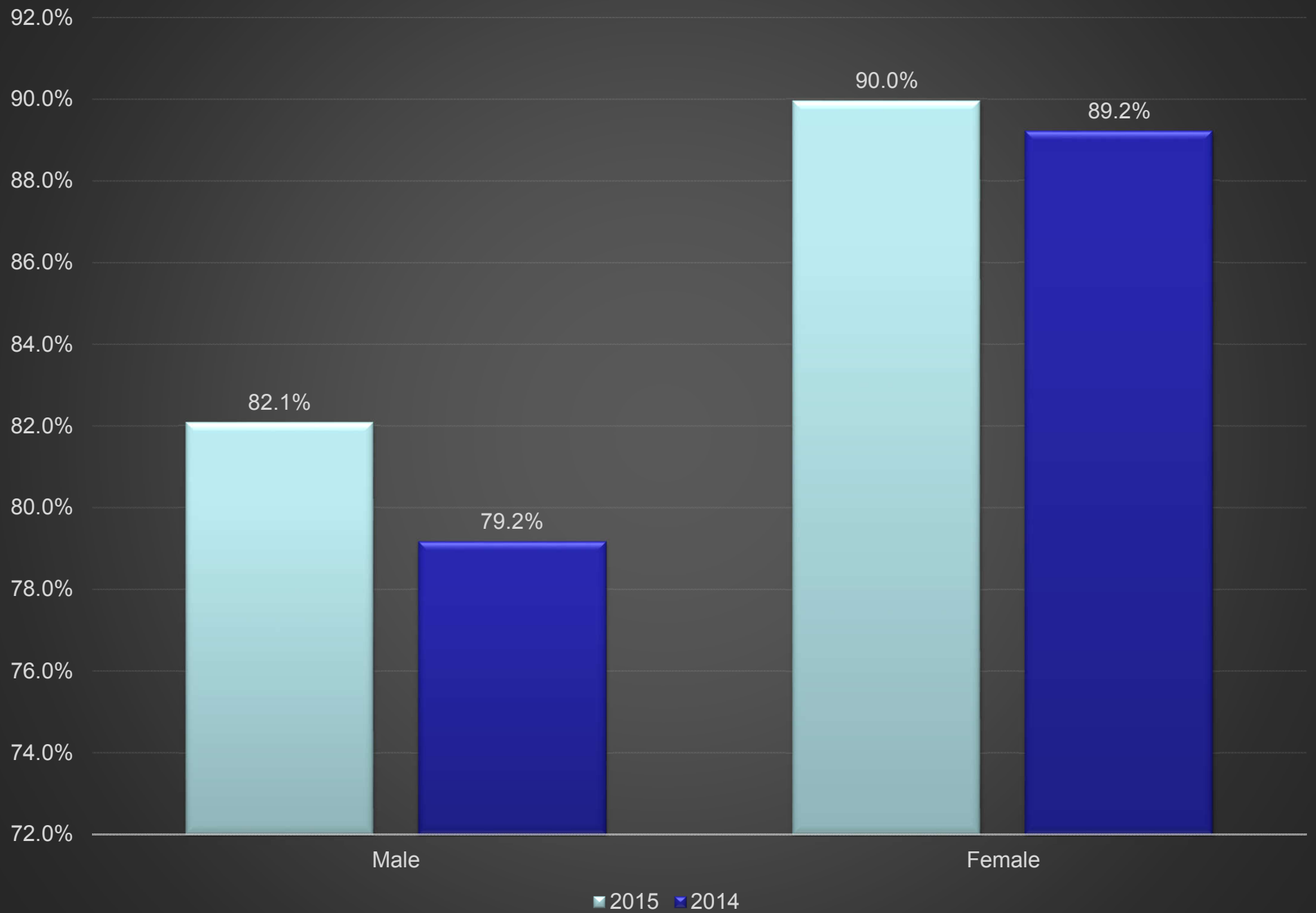
# Safety Belt Use by Gender and Race

Gender	2014	2015
Male	79.2%	82.5%
Female	89.2%	90.5%

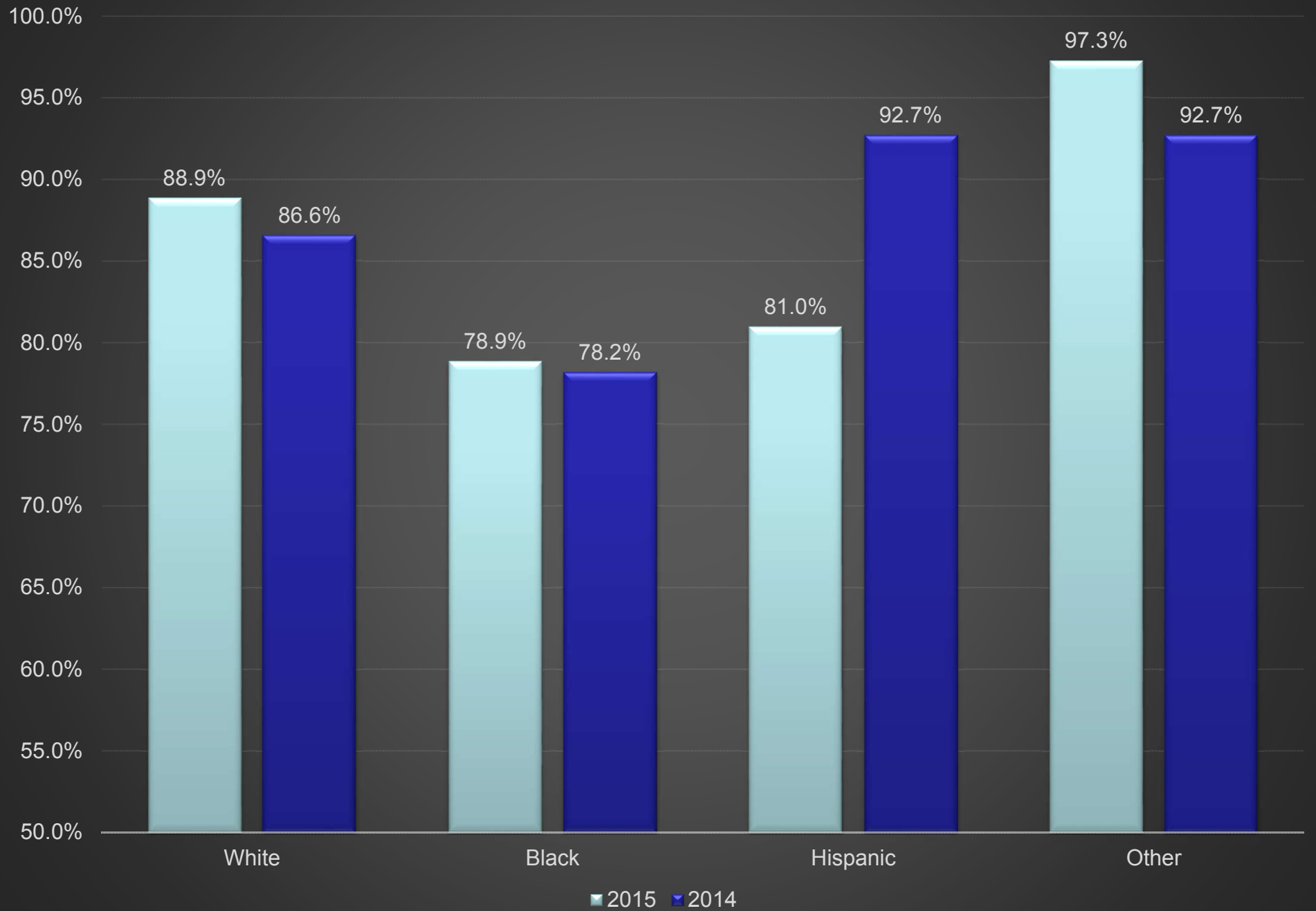
RACE	2014	2015
White	86.6%	89.1%
Black	78.2%	78.8%
Hispanic	92.7%	84.2%

Belt Use			
Gender	Race	Belt Used	No Belt Use
Female	Black	88.1%	11.4%
	Hispanic	91.9%	7.8%
	Other	94.9%	4.5%
	White	92.3%	7.3%
Male	Black	81.0%	18.3%
	Hispanic	87.6%	12.2%
	Other	93.4%	6.3%
	White	87.4%	12.2%

# Safety Belt Use



## Safety Belt Use by Race

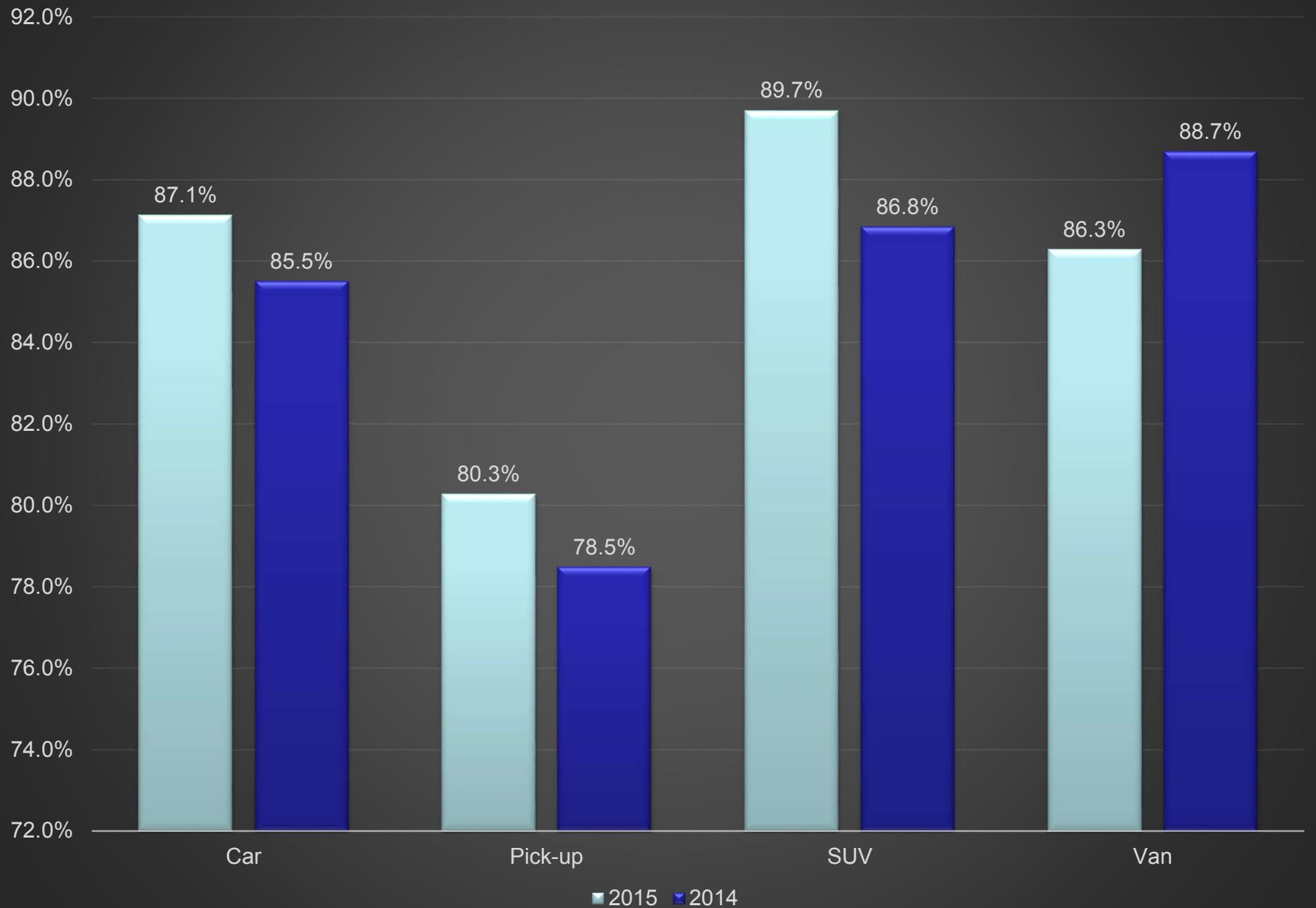


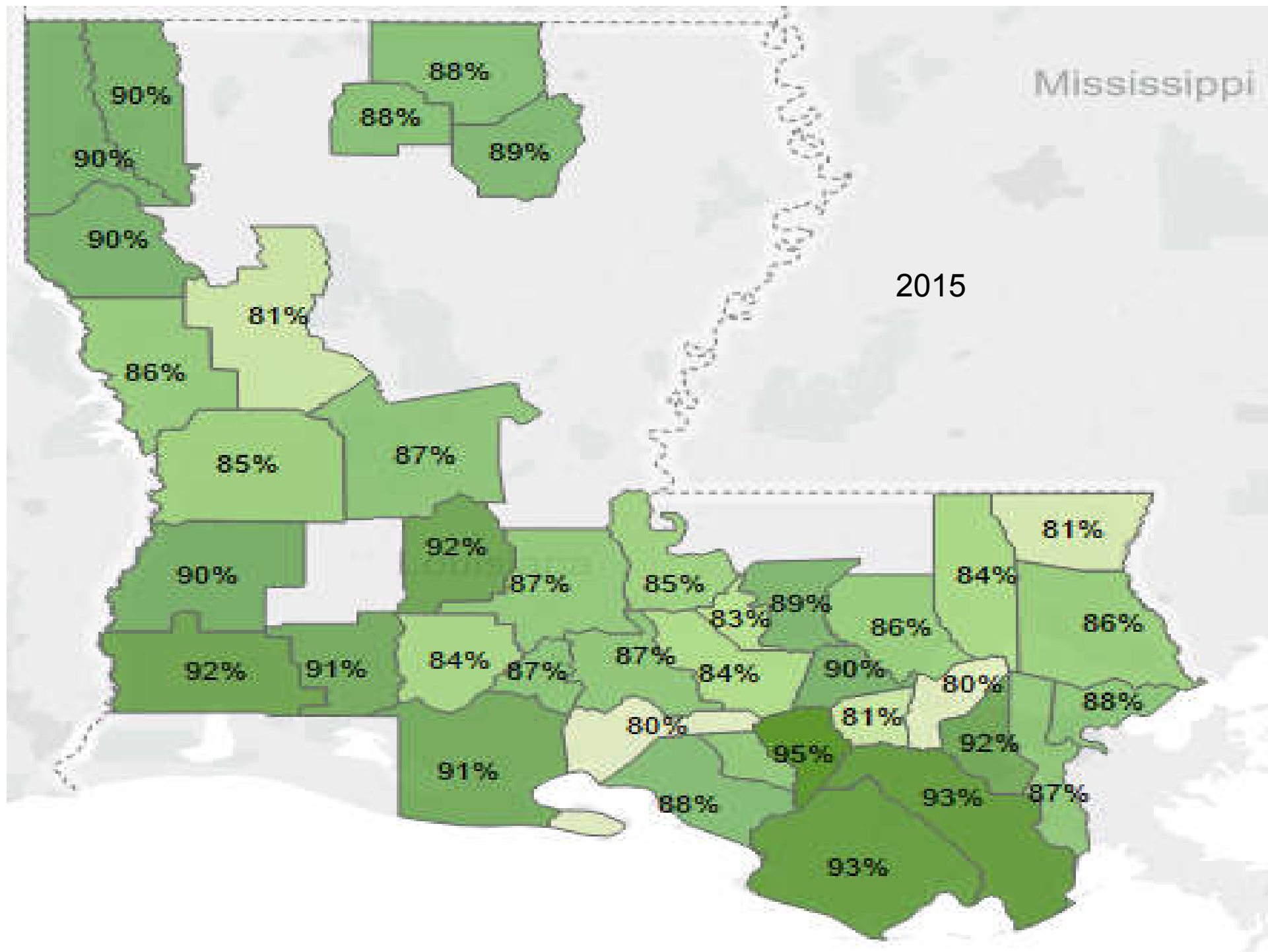


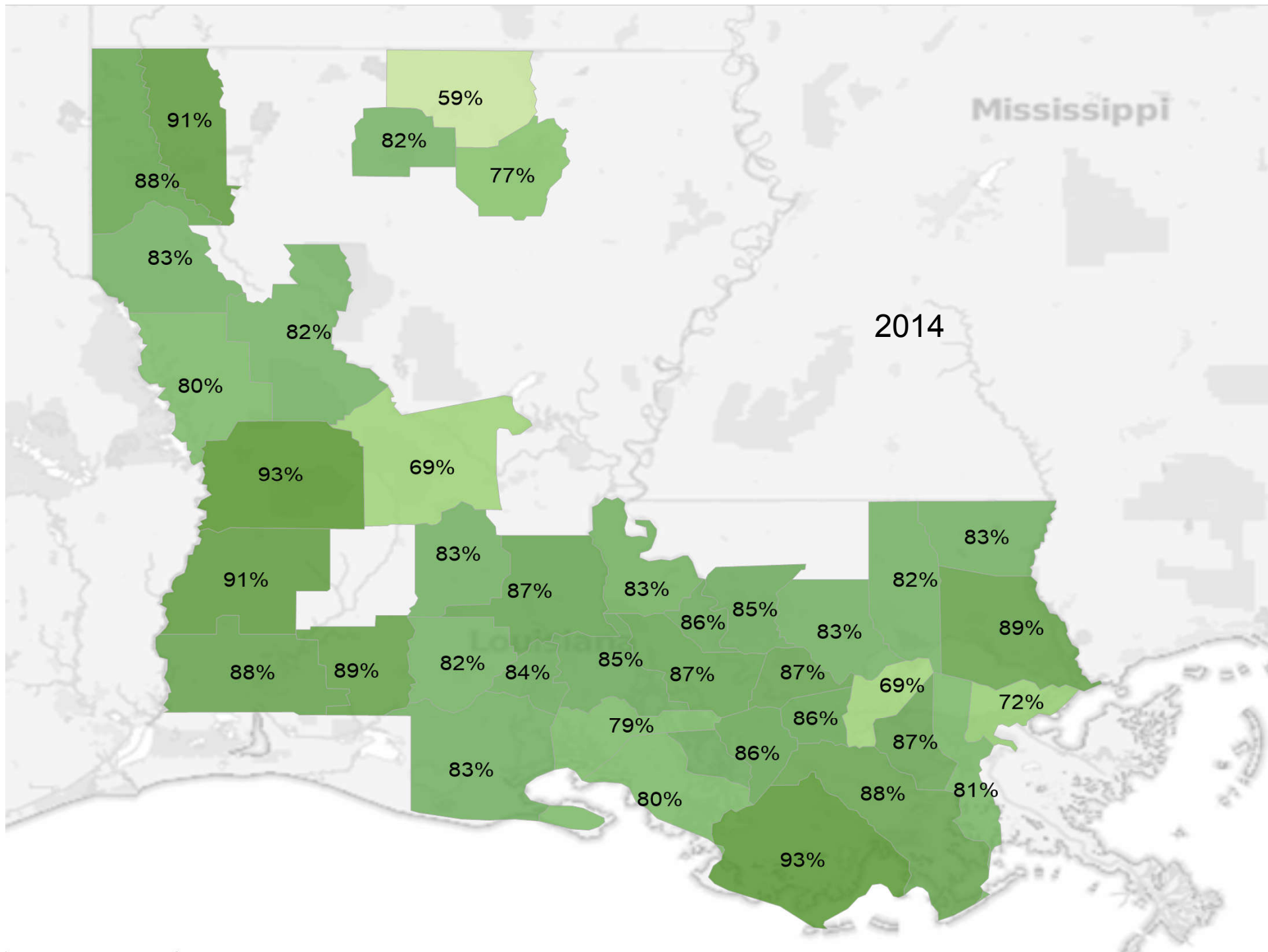
# Safety Belt Use by Vehicle Type

Vehicle Type	2015	2014
Car	87.1%	85.5%
Pick-up	80.3%	78.5%
SUV	89.7%	86.8%
Van	86.3%	88.7%

# Safety Belt Use by Vehicle Type









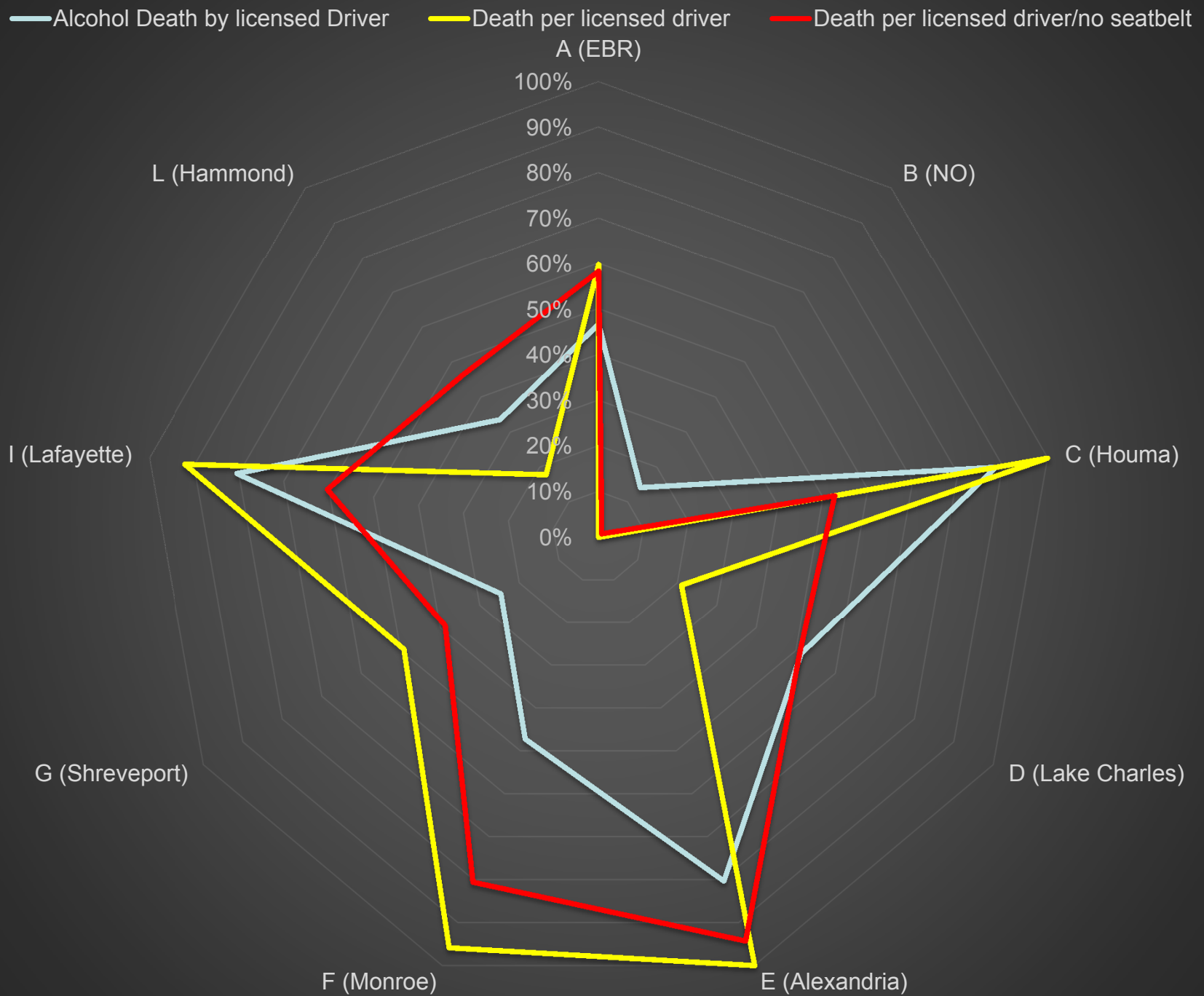
# Rear Seat Safety Belt Use

	Auto	Pickup	SUV	Van	Total
Rear Seat 2008	27.30%	12.50%	31.30%	29.40%	27.20%
Rear Seat 2010	50.00%	47.80%	77.20%	90.70%	58.40%
Rear Seat 2011	46.00%	40.30%	71.40%	93.60%	53.80%
Rear Seat 2013	50.88%	46.97%	67.09%	62.30%	54.84%
Rear Seat 2014	48.76%	42.39%	69.31%	77.36%	54.92%
Rear Seat 2015	67.85%	55.12%	80.53%	79.22%	68.86%



# Cost Estimates for Crashes

Type	Average Cost per Person	Total Cost by Injury Category	Total Cost of Alcohol related Crashes	Total Injury Cost for Occupants without Seat Belt	Per Licensed Driver	% Change from last Year
Fatal	\$1,506,363	\$1,110,189,207	\$479,023,294	\$463,959,668	\$377	6.8%
Severe Injuries	\$390,024	\$524,971,741	\$112,716,815	\$106,086,414	\$179	3.1%
Moderate Injuries	\$114,422	\$1,382,785,761	\$154,812,506	\$172,776,707	\$470	1.6%
Complaint Injuries	\$24,829	\$1,468,691,515	\$87,175,005	\$67,113,084	\$499	5.4%
No Injury	\$4,774	\$1,663,383,796	\$56,020,463		\$566	3.0%
PDO	\$6,623	\$1,973,765,268	\$85,646,567		\$671	3.9%
Grand Total Cost		\$8,123,787,288	\$975,394,650	\$809,935,874		3.9%
Cost per licensed Driver		\$2,762			\$2,762	3.9%





# Summary

- Safety-belt use has increased considerably for two years in a row and was 85.9% in 2015.
- Belt use for male drivers has increased more than for female drivers 3.3 percentage points versus 1.3 percentage points.
- Rear seat safety belt use increased to 68.86%.
- Belt use by race: +2.5 for W & 0.6 for African American drivers.
- Fatalities increased by 5% from 2013 to 2014.
- The fatality rate increased from 1.47% to 1.53.
- Involvement of youth (ages 18-24) in fatal crashes increased from 2013 to 2014.
- The fatal alcohol-related crash rate for youths (ages 18-24) increased for the first time in five years.
- Motorcycle fatalities have decreased by from 86 in 2013 to 83 in 2014.
- There were 5 fatalities in 2014 that were associated with cellphone usage.