



Louisiana SHSP Dashboard Data Definitions

Injury Levels	
Fatal Injury (K)	A fatal injury is any injury that results in death within 30 days after the motor vehicle crash in which the injury occurred.
Suspected Serious Injury (A)	<p>A suspected serious injury is any injury other than fatal which results in one or more of the following:</p> <ul style="list-style-type: none"> • Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood • Broken or distorted extremity(s) (arm or leg) • Crush injuries • Suspected skull, chest, or abdominal injury other than bruises or minor lacerations • Significant burns (second and third degree burns over 10% or more of the body) • Unconsciousness when taken from the crash scene, or • Paralysis
Suspected Minor Injury (B)	A suspected minor injury is any injury that is evident at the scene of the crash, other than fatal or suspected serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).
Possible Injury (C)	A possible injury is any injury reported or claimed which is not fatal, suspected serious, or suspected minor. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those that are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.
No Apparent Injury (O)	No apparent injury is a situation where there is no reason to believe that the person received any bodily harm from the motor vehicle crash. There is no physical evidence of injury, and the person does not report any change in normal function.

Crash Severity	
The severity of a crash based on the most severe injury to any person involved in the crash.	
Fatal (K)	A crash where the most severe injury to any person involved in the crash was a fatal injury.
Suspected Serious Injury (A)	A crash where the most severe injury to any person involved in the crash was a suspected serious injury.
Suspected Minor Injury (B)	A crash where the most severe injury to any person involved in the crash was a suspected minor injury.
Possible Injury (C)	A crash where the most severe injury to any person involved in the crash was a possible injury.
Property Damage-Only (O)	A crash that results in damage to a motor vehicle or other property, but there was no apparent injury to any occupants or non-motorists.
Crash Categories	
Bicycle Crash	Crash involved a Person Type of Bicyclist or Other Cyclist.
CMV Crash	Crash involving a Commercial Motor Vehicle (CMV) that is identified as an FMCSA (Federal Motor Carrier Safety Administration) reportable vehicle (see CMV for more details).
Distracted or Inattentive Crash	Crash involved a driver identified as either Distracted or Inattentive (see “Distracted or Inattentive Person” for more details).
Drug Involved Crash*	Crash involved a Drug Involved Driver (see Drug Involved Driver for more information). *Note: Results are limited.
Motorcycle Crash	Crash involved a vehicle with a Body Type of either a 2-Wheeled Motorcycle, 3- Wheeled Motorcycle, Moped or Motorized Bicycle, or an Autocycle.
Non-Restraint Crash	Crash involved an occupant (driver or passenger) identified as being Non-Restraint (see Non-Restraint Person for more details).
Pedestrian Crash	Crash involved a person identified as a Pedestrian (a person traveling by foot or on a personal conveyance). See Pedestrian Person for more details.
Predicted Alcohol Crash*	Crash involved a driver that was predicted to have a BAC of .02 or greater. *A Louisiana- specific regression equation is used to predict alcohol BAC when BAC is pending or unknown.
Environment	
Intersection	A crash noted by the officer as having occurred at an intersection.
Lane Departure	A lane departure crash involves a vehicle leaving its travel lane without doing so at an intersection, median opening, or driveway. This is indicated on the crash report by either a vehicle fully crossing the centerline/median or a manner of collision that implies lane departure such as head-on or sideswipe. Additionally, any Roadway

	Departure crashes are automatically Lane Departure crashes. (See Roadway departure crashes for more details).
Roadway Departure	A Roadway Departure crash can be either a single or multi-vehicle crash. Single vehicle crashes are Roadway Departure if the First Harmful Event Location is off the roadway or if the Most Harmful Event was a collision with a fixed structure or object off of the roadway (i.e. signage, building, bridge supports, etc.). A multi-vehicle crash is a Roadway Departure crash if the First Harmful Event or the Most Harmful Event is a vehicle running off either side of the roadway.
<i>Person</i>	
Distracted or Inattentive Person	A Driver, Cyclist, or Pedestrian who was not suspected of drug or alcohol use and the officer noted them as being distracted (talking, using a device, etc.) or inattentive (there was no other discernable reason why a person did not attempt to avoid a collision).
Drug Involved Person	A person in a crash which involved a Drug Involved Driver (see Drug Involved Driver for more information).
Drug Involved Driver	A driver involved in a crash who either tested positive for a drug or was suspected of drug use by an officer. This field does not necessarily imply impairment by a drug.
Pedestrian	A person traveling on foot or on a personal conveyance.
Predicted Alcohol Driver	A driver whose BAC is predicted to be .02 or higher. Louisiana-specific regression equation is used to predict BAC when it is pending or unknown.
<i>Vehicle</i>	
Bicycle	A non-motorized vehicle propelled by pedaling (bicycle, tricycle, unicycle, pedal car).
CMV	A Commercial Motor Vehicle (CMV) is a vehicle that is identified as an FMCSA (Federal Motor Carrier Safety Administration) reportable vehicle. An FMCSA reportable vehicle is any truck weighing more than 10,000 pounds, any motor vehicle that seats 9 or more people, or any motor vehicle with a hazardous materials placard regardless of weight.
Motorcycle	A vehicle with a Body Type of either 2-Wheeled Motorcycle, 3-Wheeled Motorcycle, Moped, Motorized Bicycle, or Autocycle.
Vehicle1	Vehicle1 is the vehicle listed as the first vehicle on the crash report. This distinction does not imply fault or most impacted vehicle.
<i>Non-Restraint</i>	
Non-Restraint Person	A Non-Restraint Person is either a Driver or a Passenger who does not properly use a restraint in a passenger or cargo vehicle that has restraints and one would be required to wear it in that vehicle. This includes cars, vans (<9 seats), SUVs, pickups, tractor trucks, and single unit trucks. Non-motorists, occupants of any parked vehicle,

	and occupants of buses, limos, motorcycles, or other vehicles where seat belts either are not present or are not required to be worn are not considered in this calculation.
Older Driver Crash	
Older Driver	A driver whose age is 65 or above.
Young Driver Crash	
Young Driver	A driver whose age is equal to or between 15 and 24.
Person Type	
Type of person involved in a crash	
Driver	A person who drives a motorized vehicle, not including bicycle.
Passenger	An occupant of a motor vehicle other than the driver.
Pedestrian	The Person Type is either Pedestrian or Other Pedestrian on Personal Conveyance.
Bicyclist	The Person Type is either Bicyclist or Other Cyclist.
Non-Motorist	A Non-Motorist includes a Person Type of either Bicyclist, Other Cyclist, Pedestrian, Other Pedestrian on Personal Conveyance, Occupant of a non-motor vehicle transportation device, or Unknown.
Measure Level	
The aggregation options within the Normalized dashboards.	
Count per 100,000 Licensed Drivers	The number of reported crashes or injuries per 100,000 licensed drivers. Calculated by dividing the total number of crashes or injuries by the total number of licensed drivers, then multiplying the result by 100,000. This metric standardizes crash and person injury counts relative to the size of the licensed driver population, allowing for fair comparison across Safety Coalition Regions with different population sizes.
Count per 100 Million Vehicle Miles Traveled	The number of reported crashes or person injuries per 100 Million Vehicle Miles Traveled (VMT). Calculated by dividing the total number of crashes or person injuries by the total number of vehicle miles traveled, where vehicle miles are expressed in units of 100 million miles. This metric normalizes crash and injury occurrences relative to travel exposure, allowing for fair comparison across regions with varying levels of roadway activity.