

Center for Analytics & Research in Transportation Safety



Louisiana Traffic Records Data Report 2024



Presented by
Dr. Helmut Schneider
September 9, 2025



This Presentation of the Louisiana Traffic Records Data Report
was Funded by the Louisiana Highway Safety Commission

Executive Summary

Overall Positive 2024 Results

- Decline in all crashes
- Decline in fatal crashes and fatalities
- Decline in DWI fatal crashes
- Decrease in young drivers in fatal crashes
- Decrease in seniors in fatal crashes
- Increase in seat belt use

Areas of Continued Concern

- Pedestrian fatalities increased
- Young driver using alcohol remains elevated

Overview

- Trends
- Problem Identification
- The Deadly 4:
 - No Seat Belts
 - Alcohol & Drug Use
 - Distractions
 - Aggressive Driving
- Crash Costs

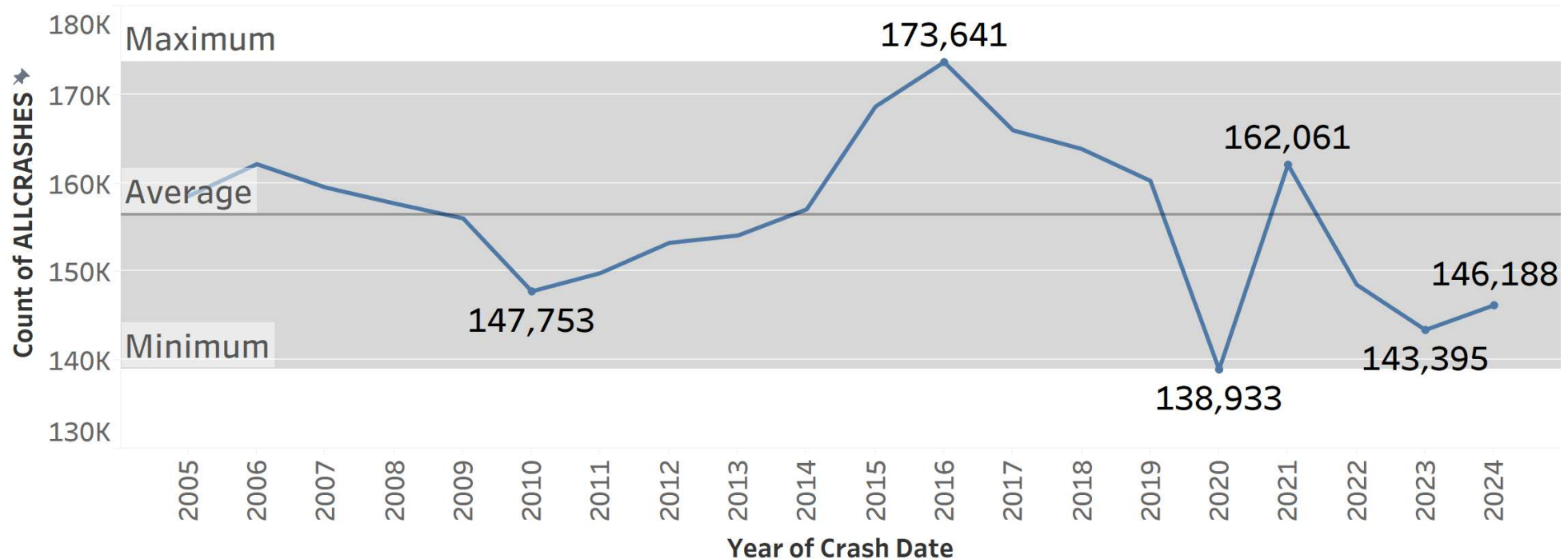
Six crashes on Causeway Bridge involve 40+ vehicles, leave 33 injured

Six crashes shut down the bridge for hours as crews work to clear the scene

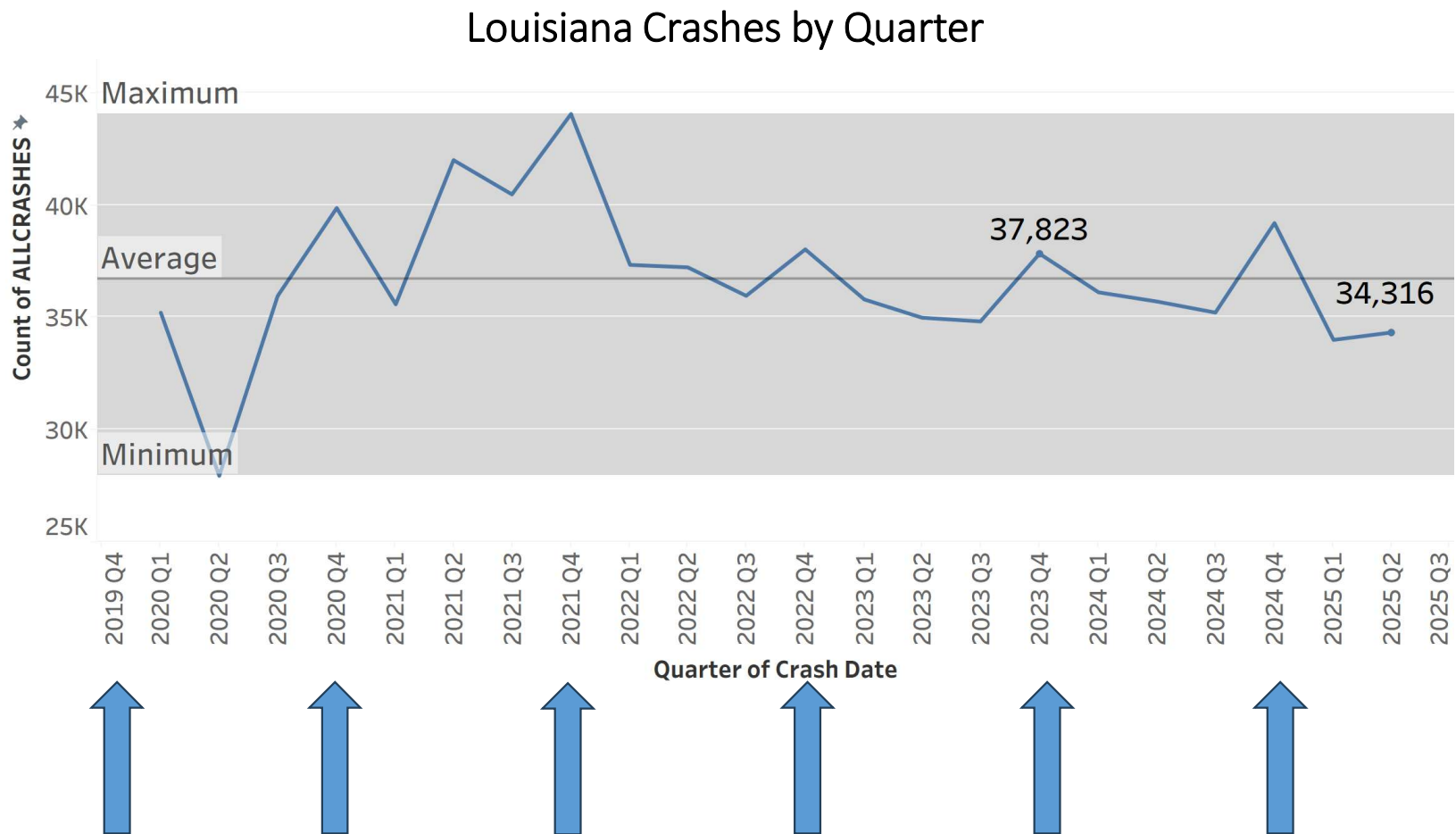


Historical Trends in Crashes in Louisiana Crashes by Years 2005-2024

CRASHES BY YEAR

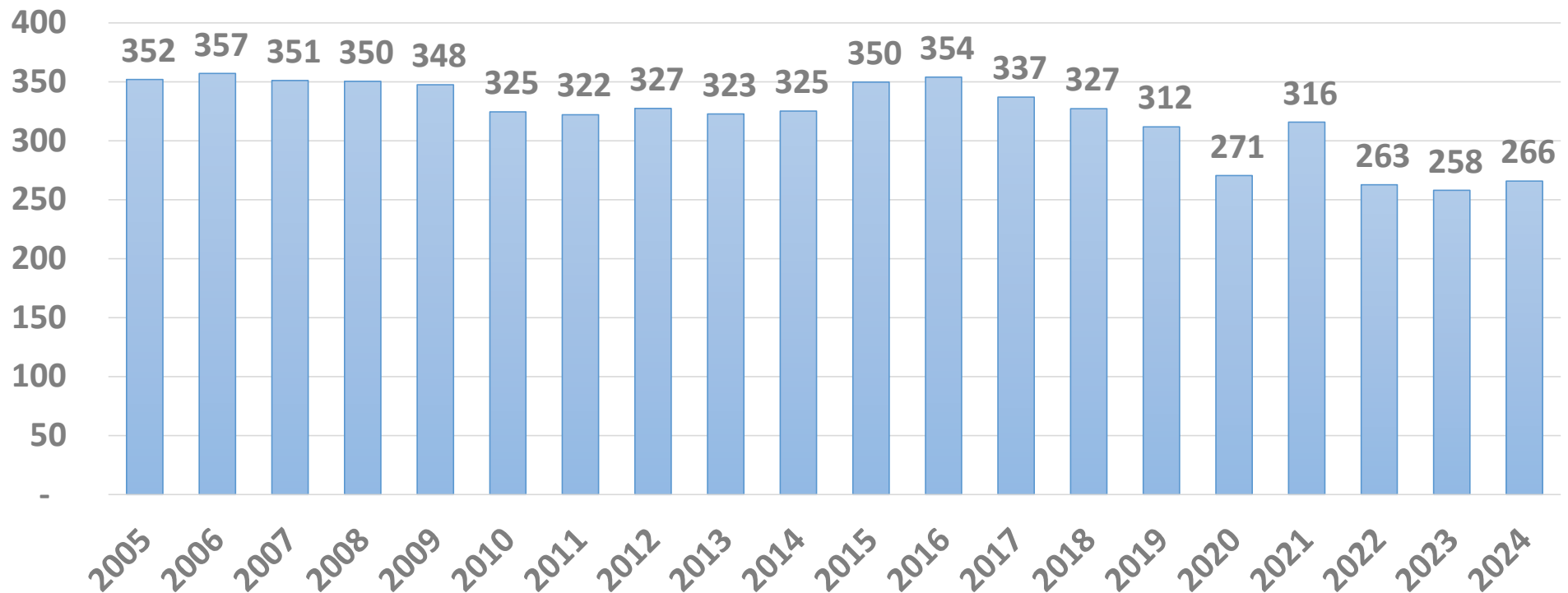


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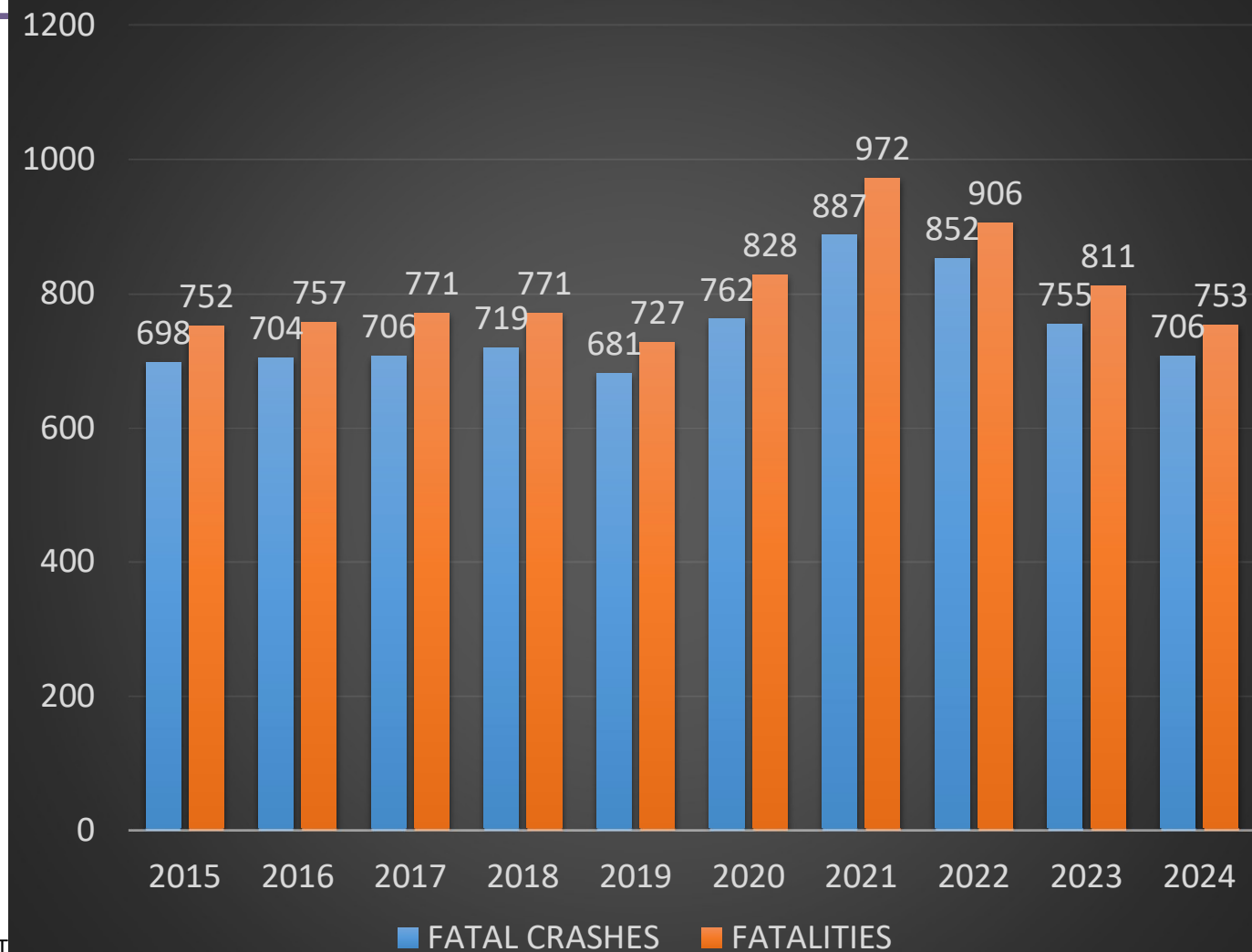
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Crash Rate per 100 Million Miles Traveled

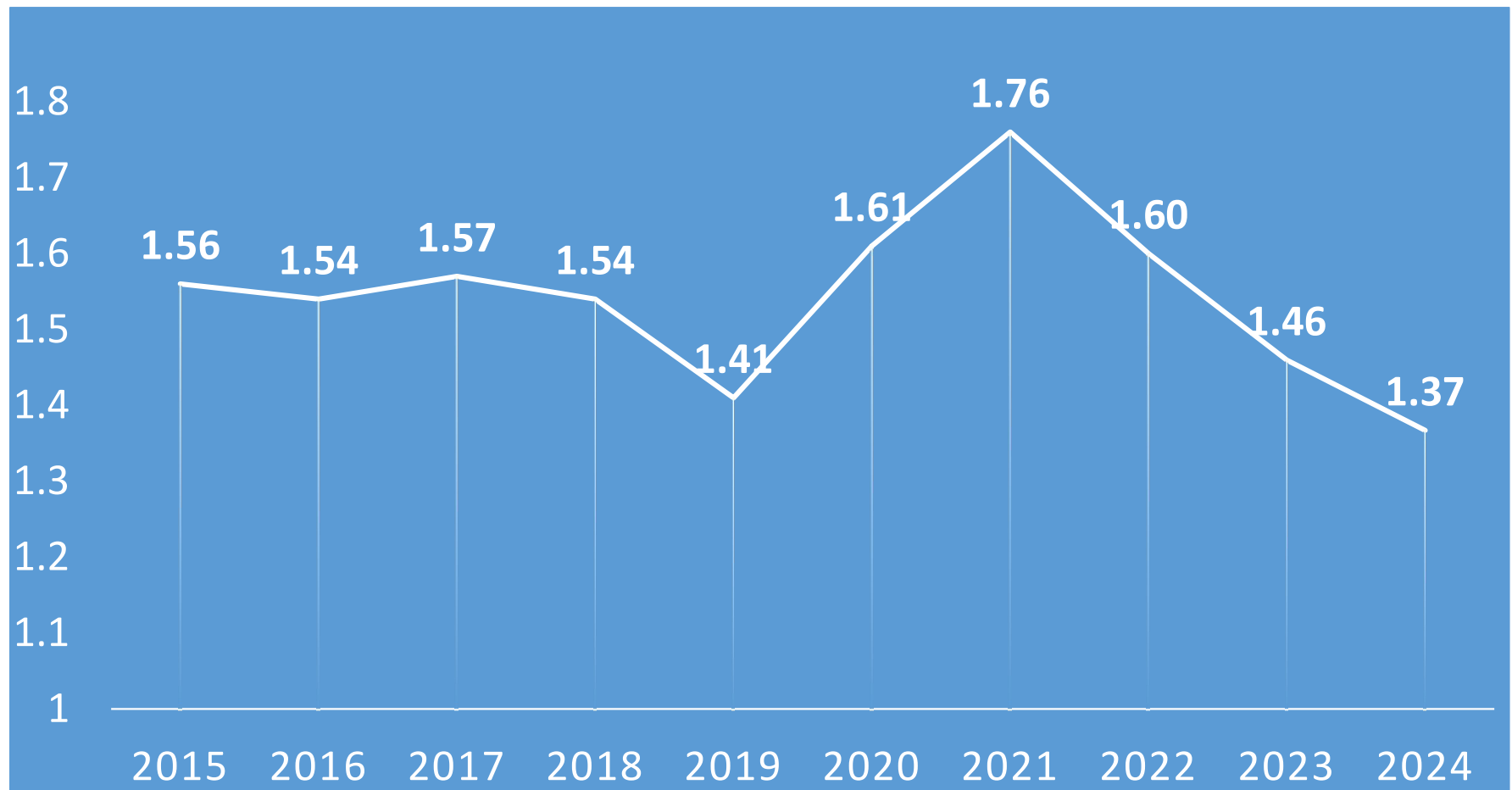


2024
753 Fatalities
in 706
Crashes

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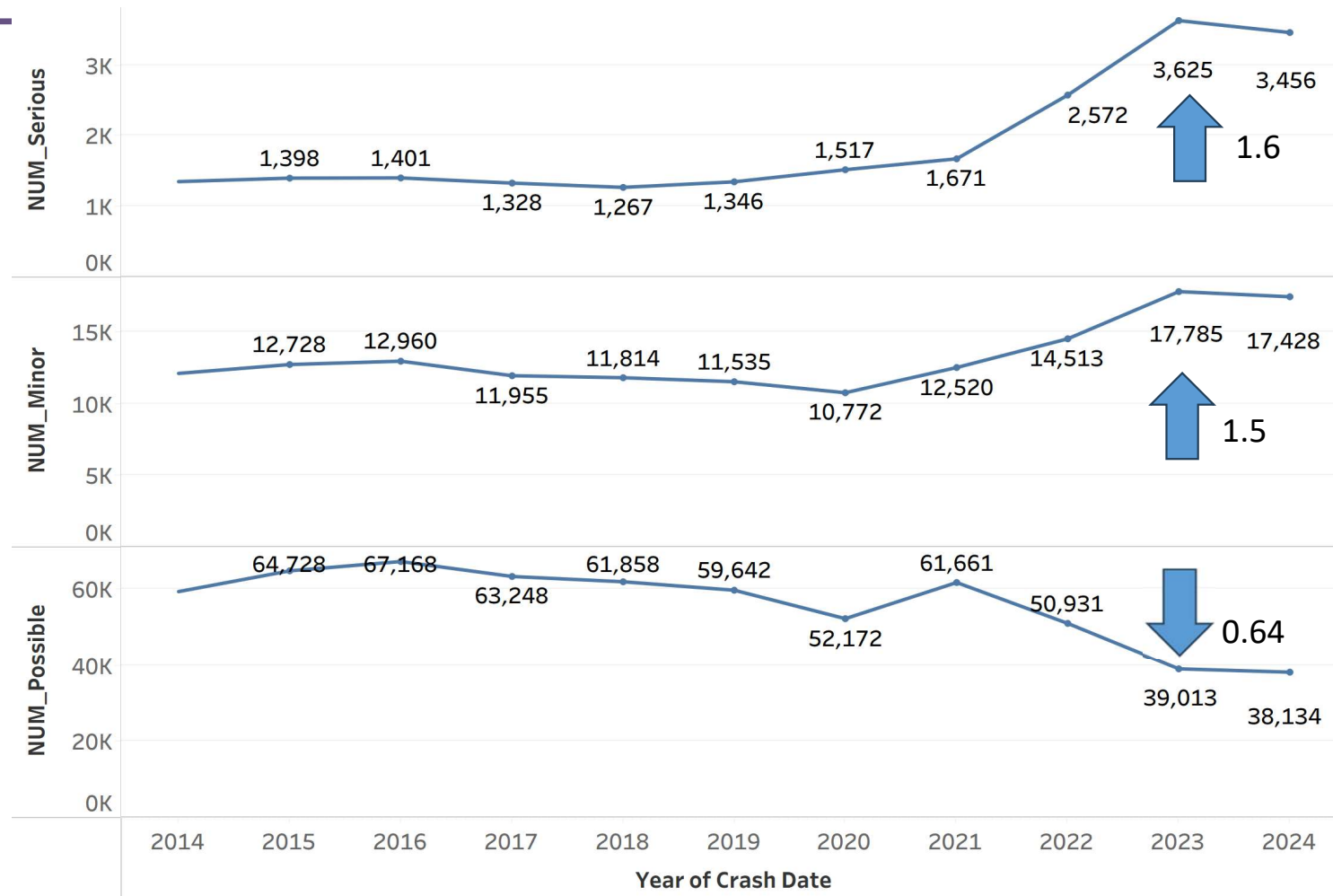
Fatalities per 100 Million Miles Traveled



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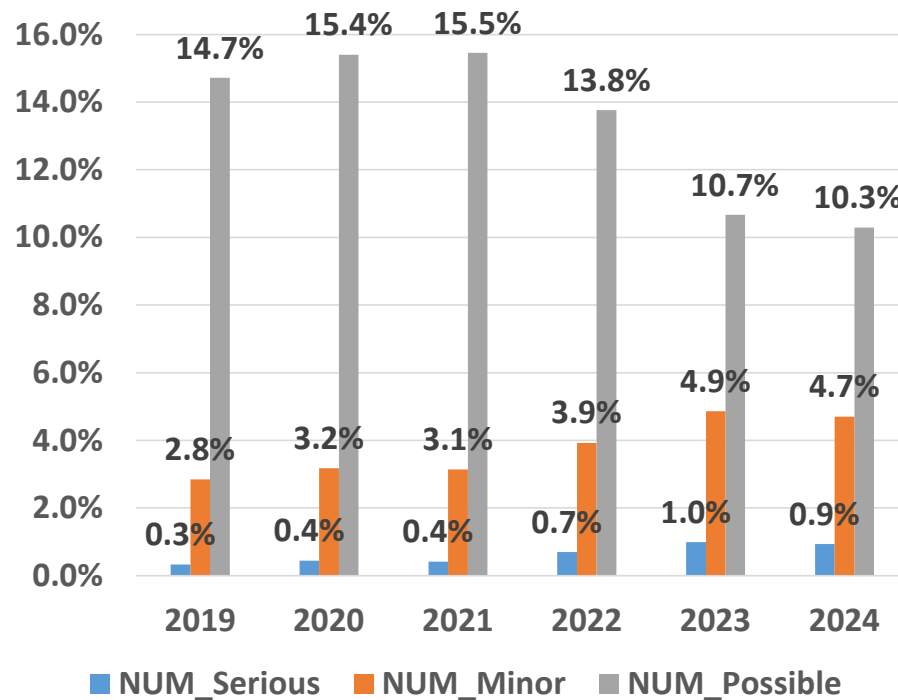


Injuries in Vehicle Crashes



Note that new Ecrash report was implemented 2022

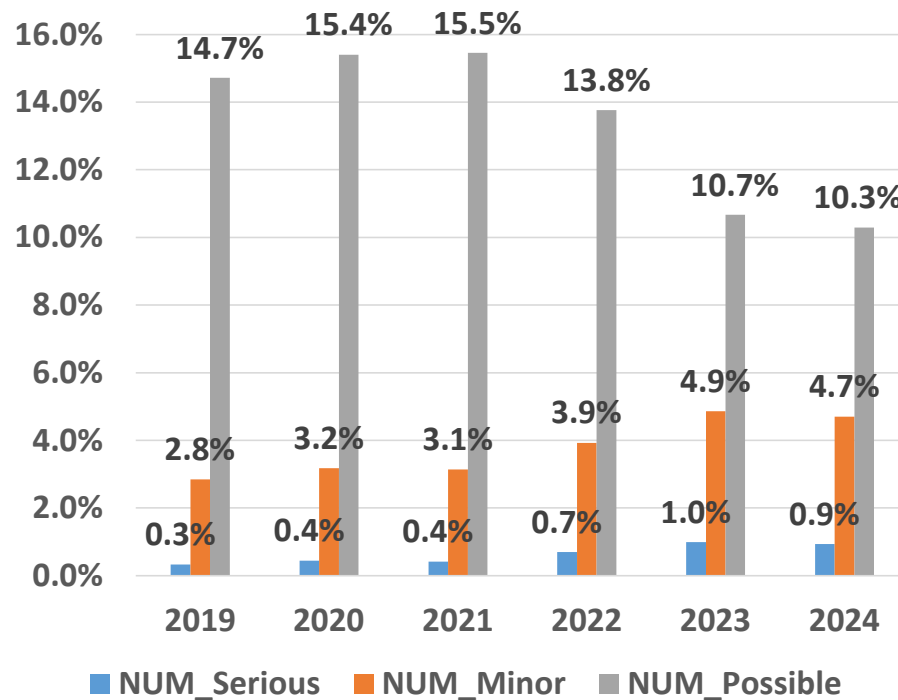
Louisiana Injury Percentages in Crashes KABCO Scale



LA – U.S. Comparison Medical Abbreviated Injury Scale

	LA	US	LA	US
MAIS0	82.8%	43.4%		
MAIS1	14.5%	47.3%	84.5%	83.5%
MAIS2	1.7%	5.7%	10.0%	10.1%
MAIS3	0.6%	2.4%	3.6%	4.3%
MAIS4	0.1%	0.4%	0.5%	0.6%
MAIS5	0.03%	0.1%	0.2%	0.2%
Fatal	0.2%	0.7%	1.2%	1.2%

Louisiana Injury Percentages in Crashes KABCO Scale



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MAIS4	0.1%	0.4%	0.5%	0.6%
MAIS5	0.03%	0.1%	0.2%	0.2%
Fatal	0.2%	0.7%	1.2%	1.2%

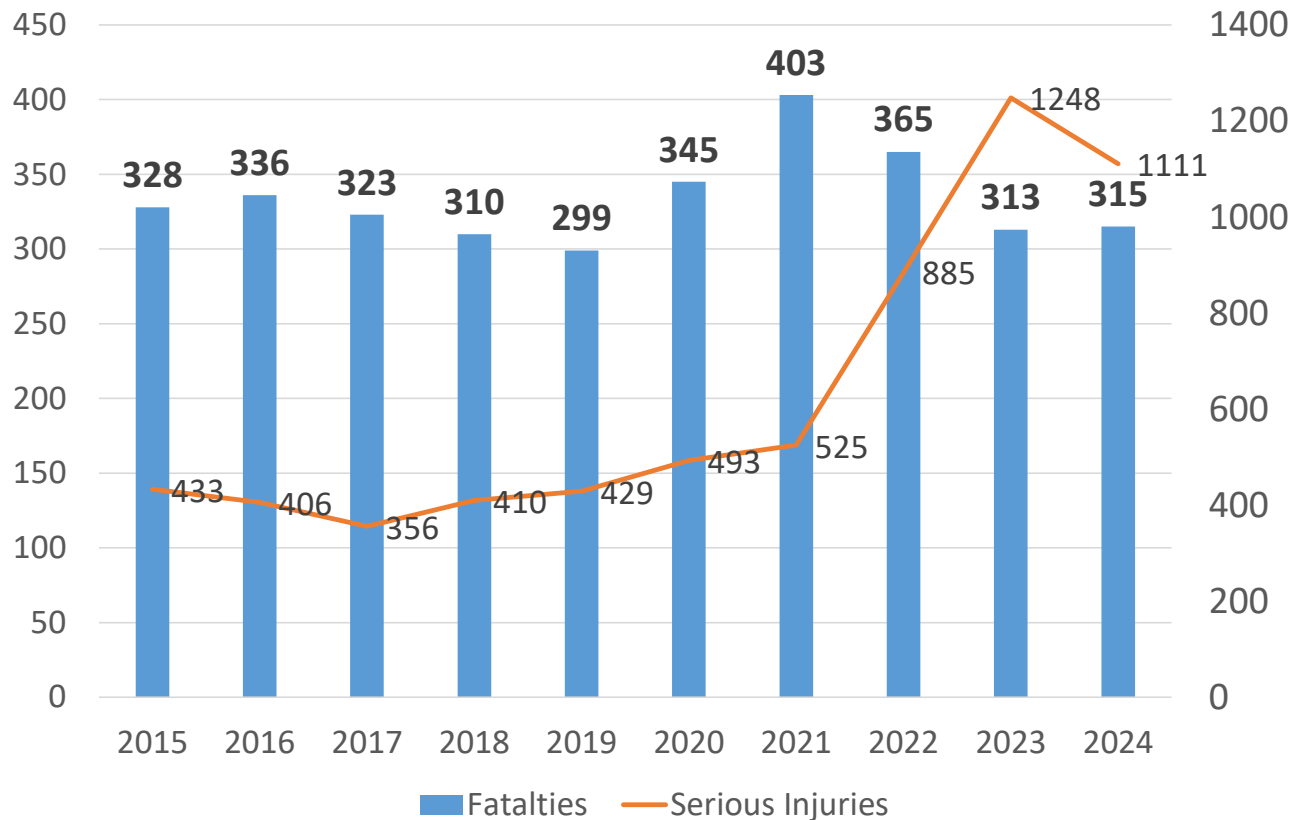
- Lane Departure Crashes
- Interstate Crashes
- Bicycle Crashes
- Motorcycle Crashes
- Pedestrian Fatalities
- Young Drivers
- Older Drivers

Specific Issues



Passenger Vehicle Lane Departure Fatalities

excluding FMCSA reportable, motorcycles, pedestrian and bicycle crashes

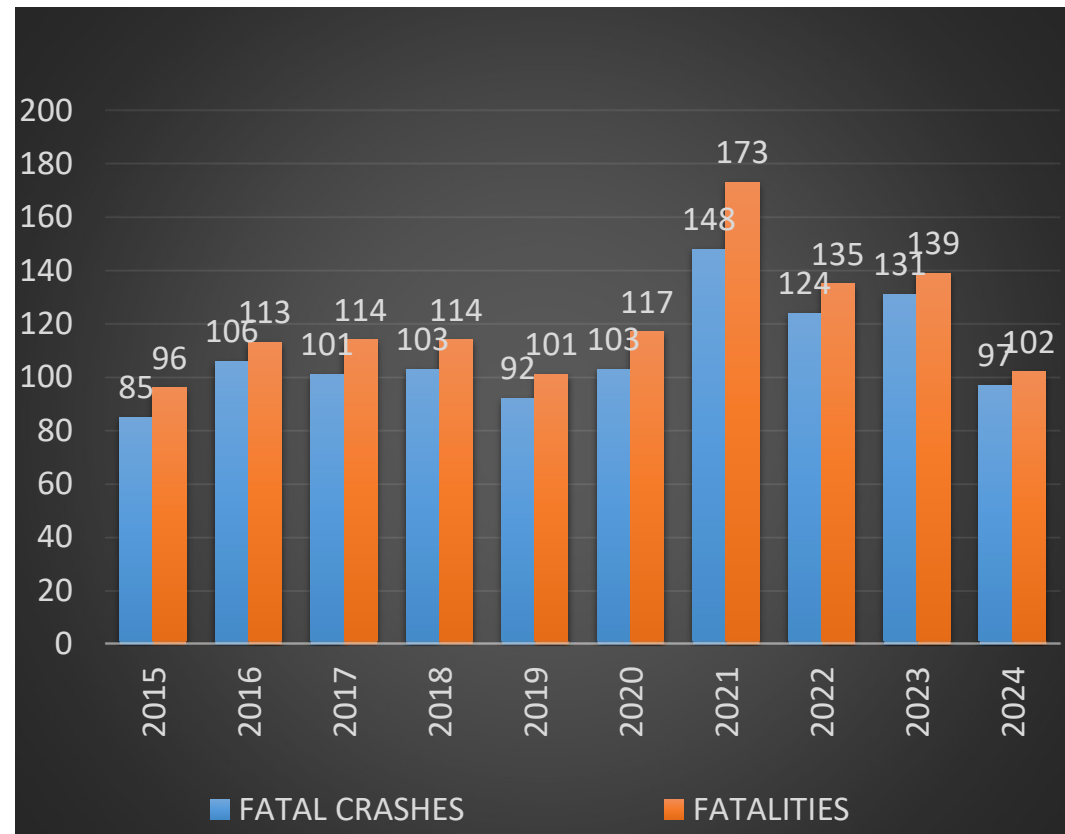


Interstate Fatalities & Fatal Crashes



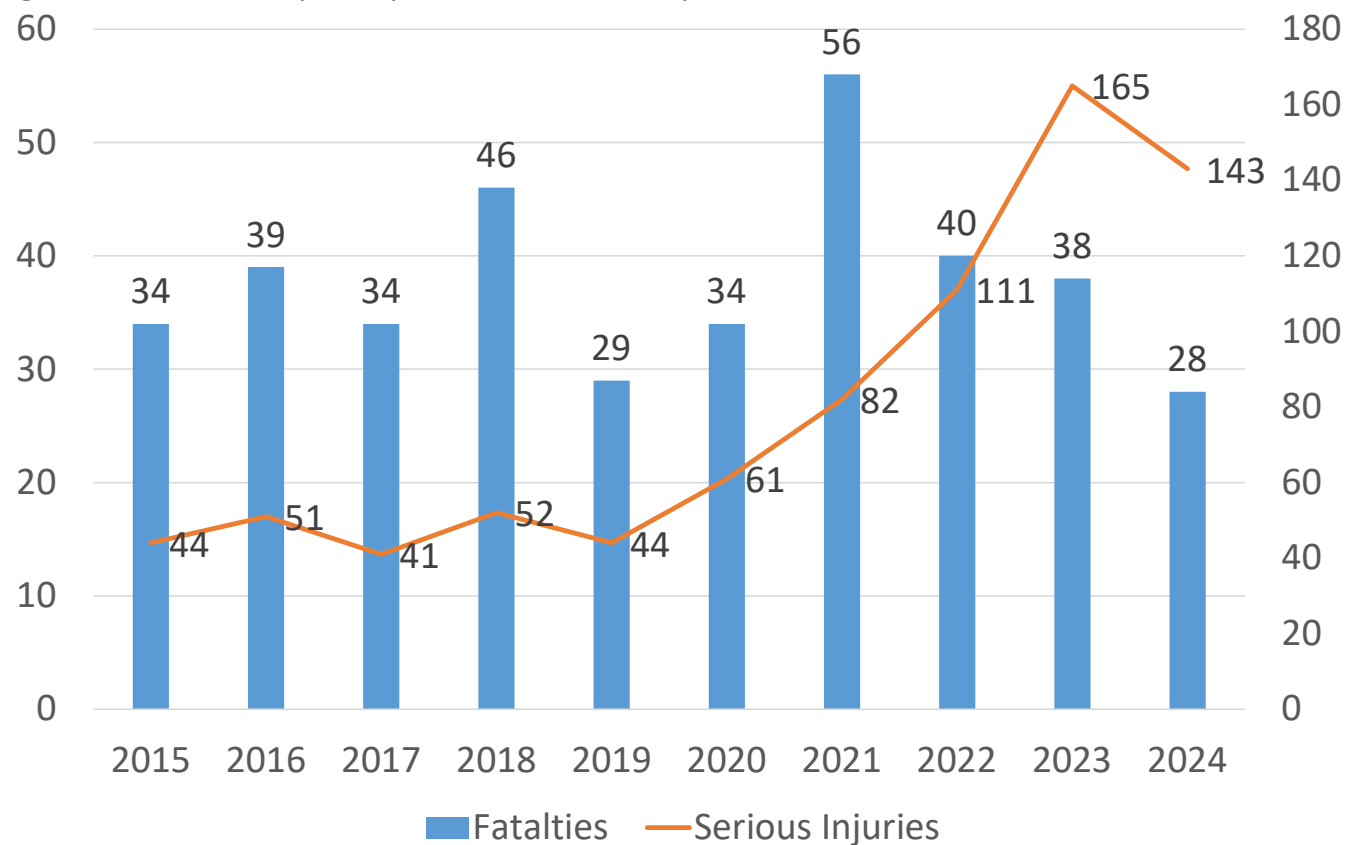
Heavy traffic on Interstate 10 in Lafayette near the exit for I-49. Advertiser File Photo

- Interstate Fatalities **decreased** by 26.6%
- Interstate Fatal crashes **decreased** by 26%



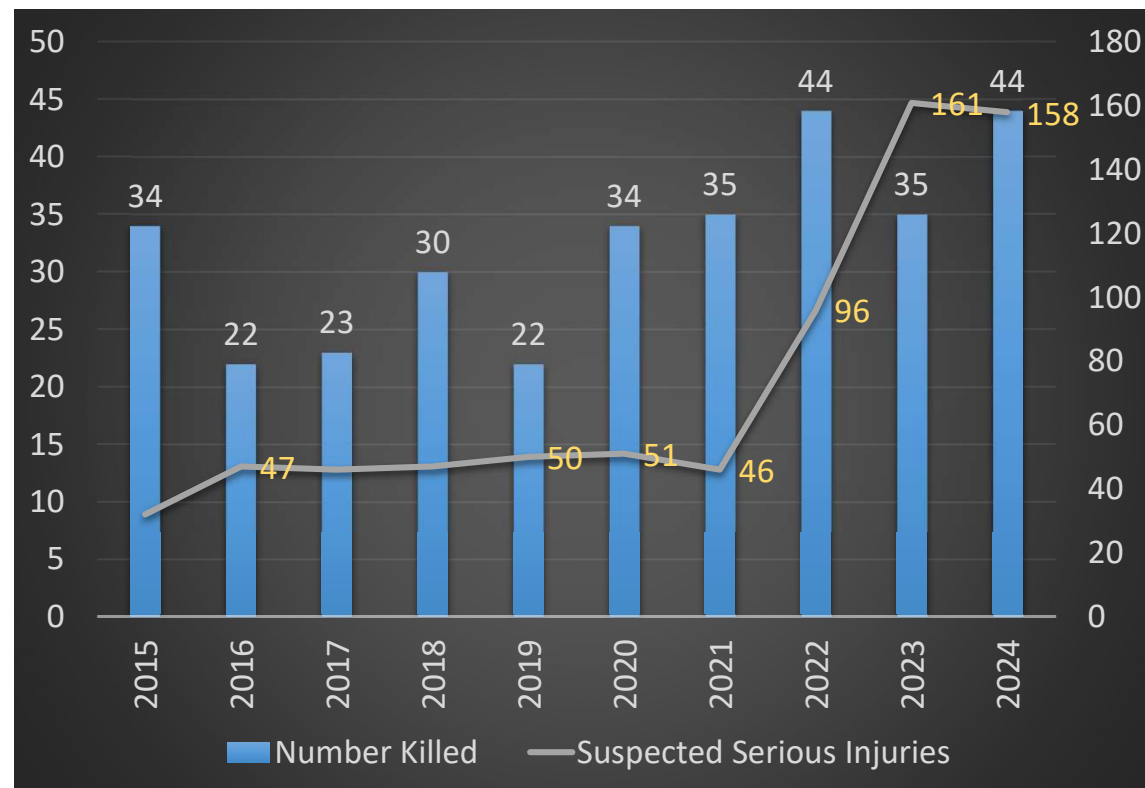
Passenger Vehicle Lane Departure Fatalities on Interstates excluding FMCSA, motorcycles, pedestrian and bicycle crashes

- Fatalities:
 - Down 26% from 2023
- Serious Injuries
 - Down 13.3%



Bicyclist Fatalities

- Fatalities were **up 25.7%**.
- Serious Injuries were **down** slightly.



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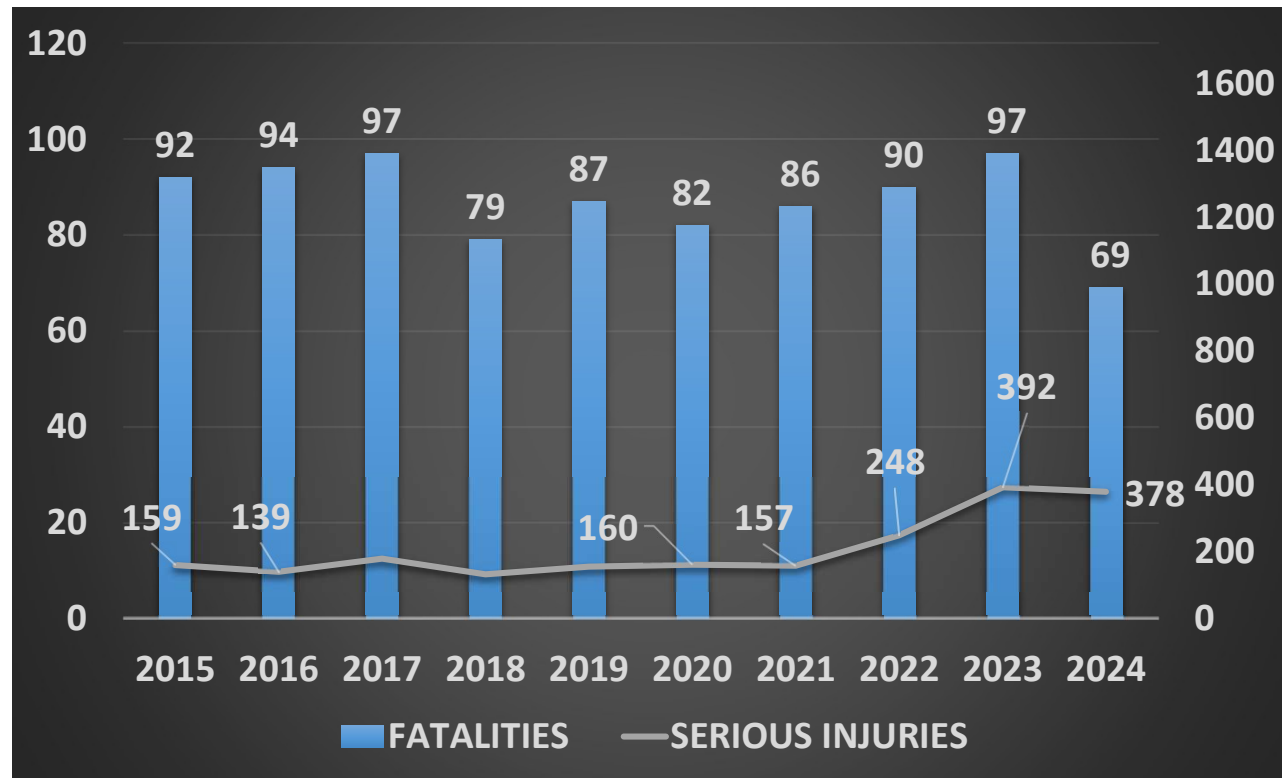
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- Fatalities were 69, down 28.9%
- Serious Injuries were 378, down 3.6%
- Approved Helmet use among fatalities was 66.7%, up 7.7 percentage points.
- Alcohol involved drivers in fatal motorcycle crashes was estimated to be 32%.



Fatalities Among Riders of Motorcycles, Mopeds, Motorized Bicycles & Autocycles



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- In 2024 riders on:
 - Motorcycle: Fatalities 67, Serious Injuries 357
 - 3-wheeled motorcycles: Fatality 1, Serious Injuries 11
 - Autocycles: Serious Injuries 5
 - Moped or Motorized Bicycle: Serious Injuries 5



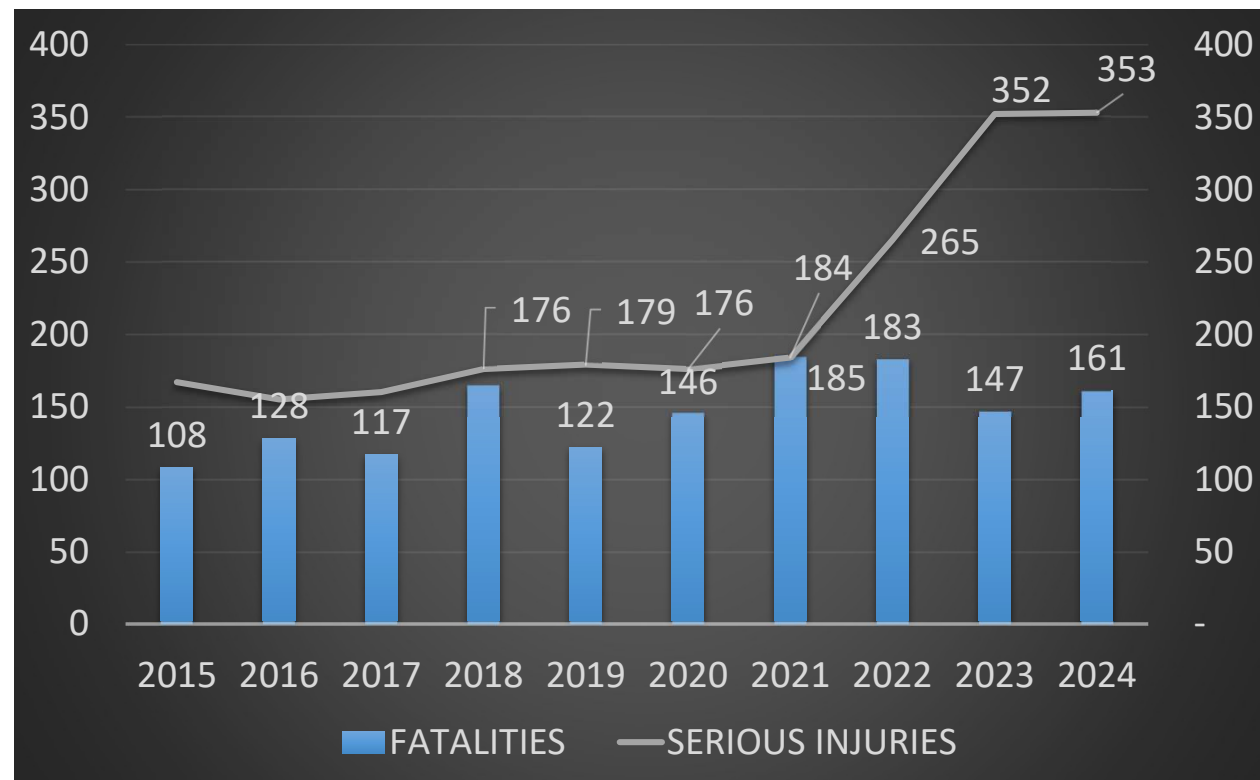
Fatalities Among Riders of Motorcycles, Mopeds, Motorized Bicycles & Autocycles

Year	Body Type	(A) SUSPECTED SERIOUS INJURY	(K) FATAL INJURY
2024	2-WHEELED MOTORCYCLE	357	67
	3-WHEELED MOTORCYCLE	11	1
	AUTOCYCLE	5	0
	MOPED OR MOTORIZED BICYCLE	5	1
	TOTAL	378	69
2023	2-WHEELED MOTORCYCLE	372	97
	3-WHEELED MOTORCYCLE	5	1
	AUTOCYCLE	3	
	MOPED OR MOTORIZED BICYCLE	12	0
	TOTAL	392	98

- Pedestrian fatalities **up 9.5%**
- Serious injuries up only by 1.

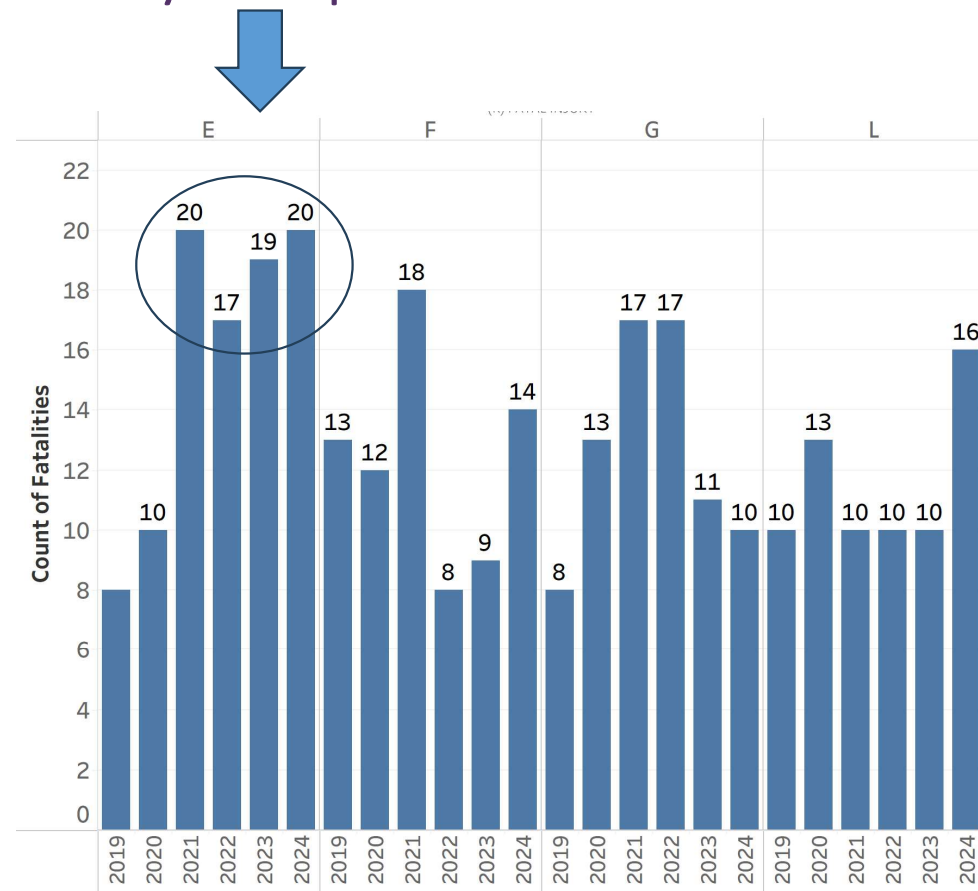
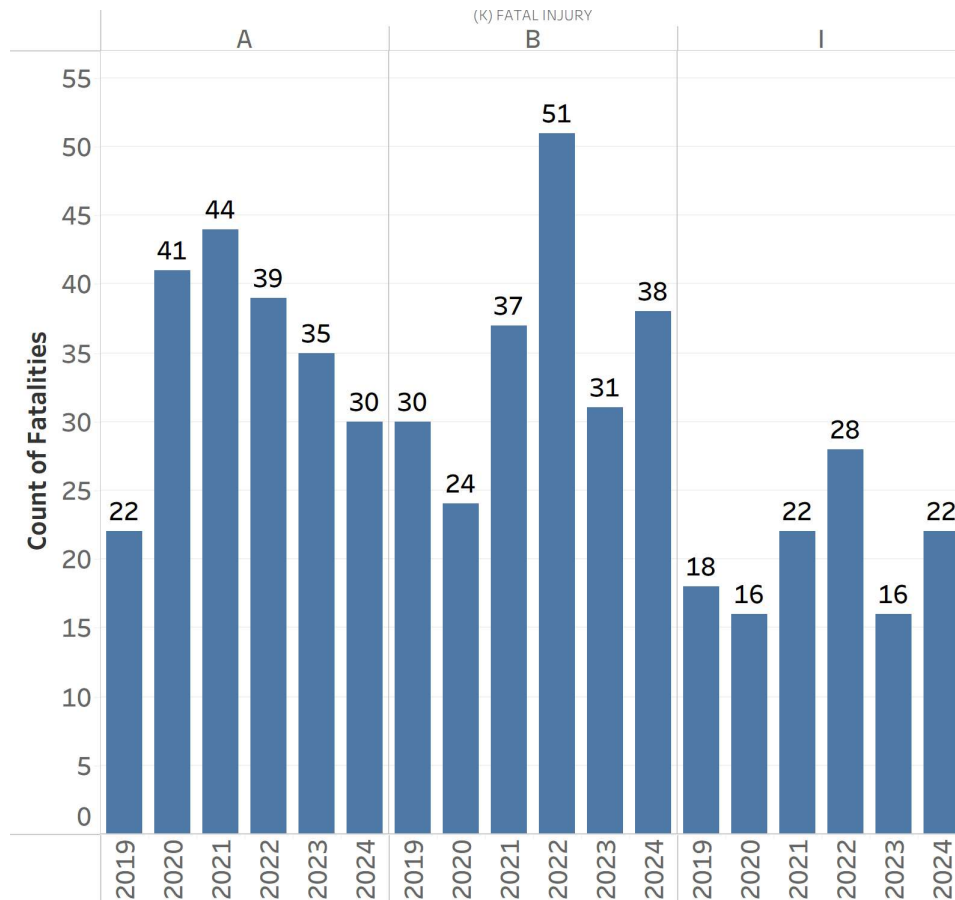


Pedestrian Fatalities & Serious Injuries



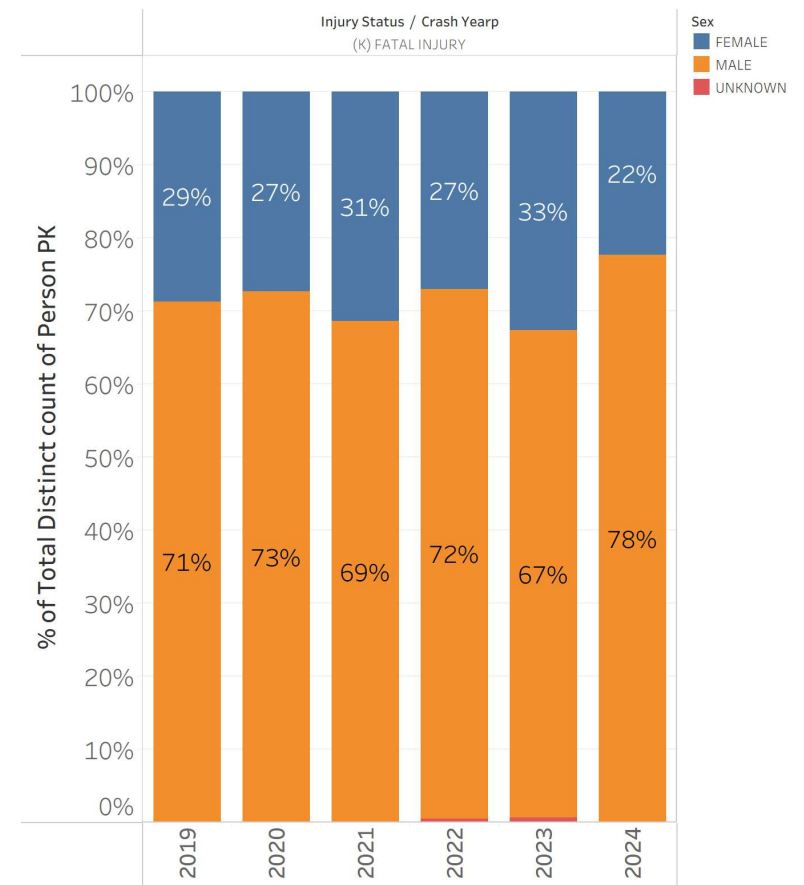
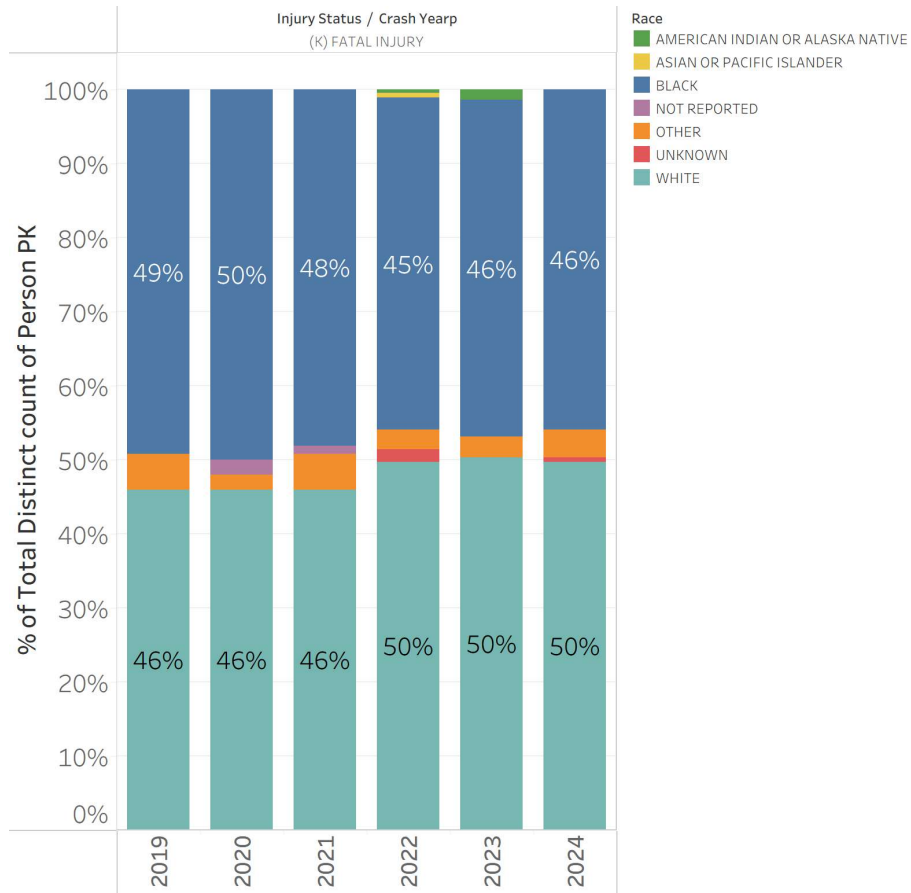
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Pedestrian Fatalities by Troop Area



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Pedestrian Fatalities by Race and Gender



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2024 Pedestrian Fatalities by Race and Gender

Race	FEMALE	MALE
BLACK	9%	37%
WHITE	13%	37%
Others	1%	4%

- 37% were Black Males
- 37% were White Males

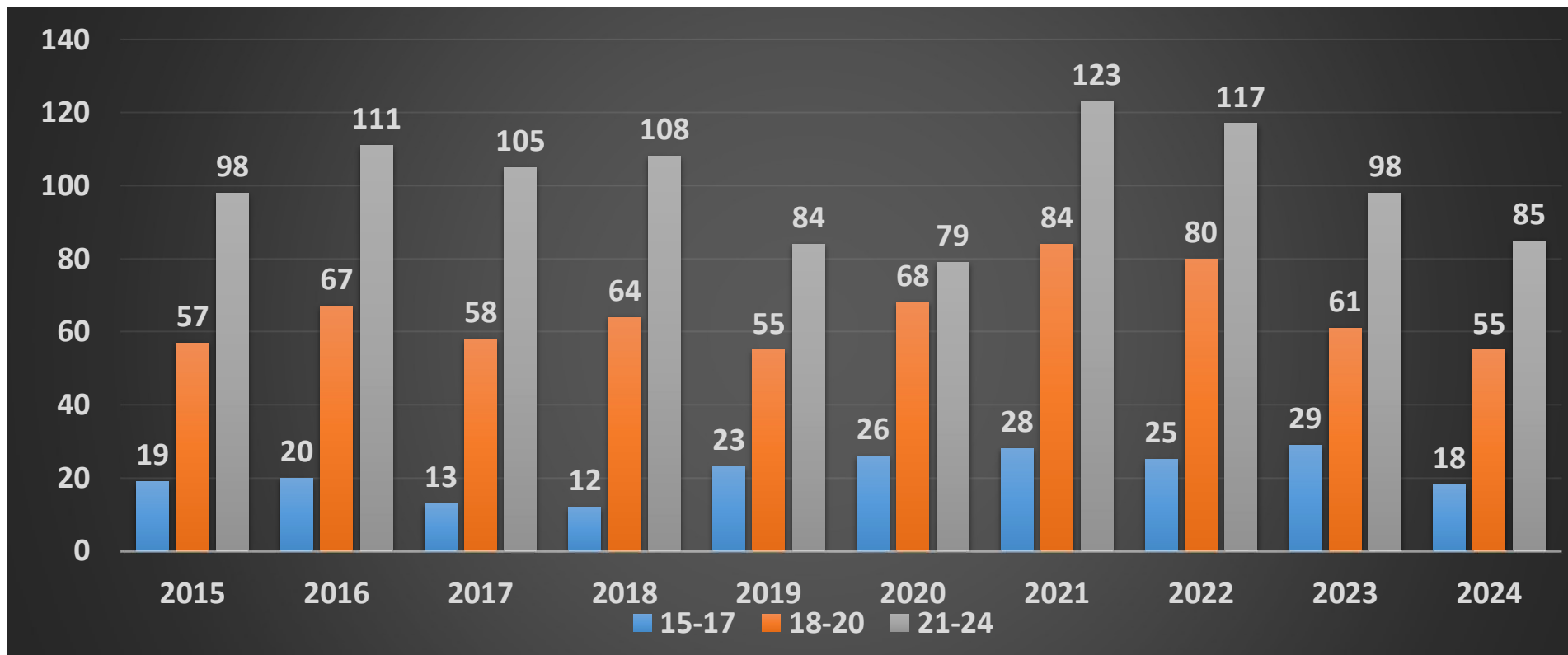
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Young and Senior Drivers

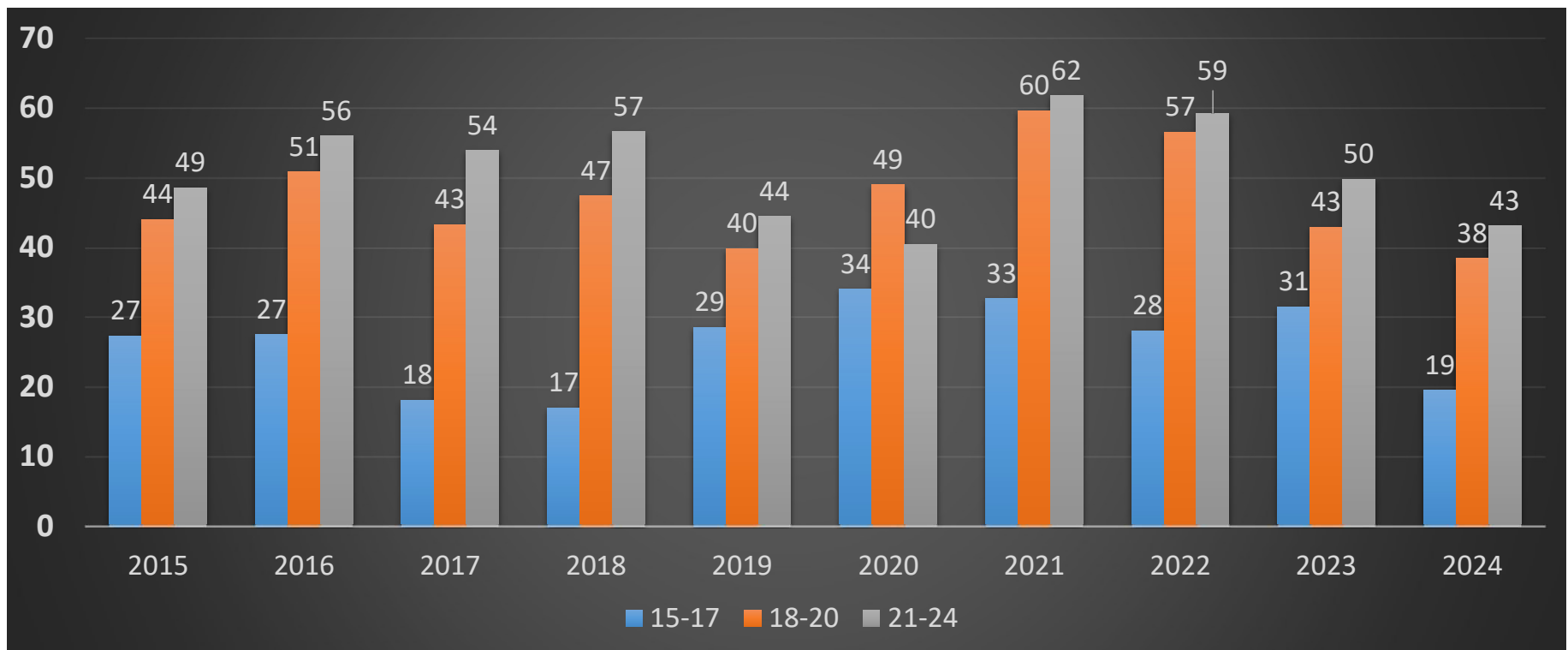


Young Drivers in Fatal Crashes



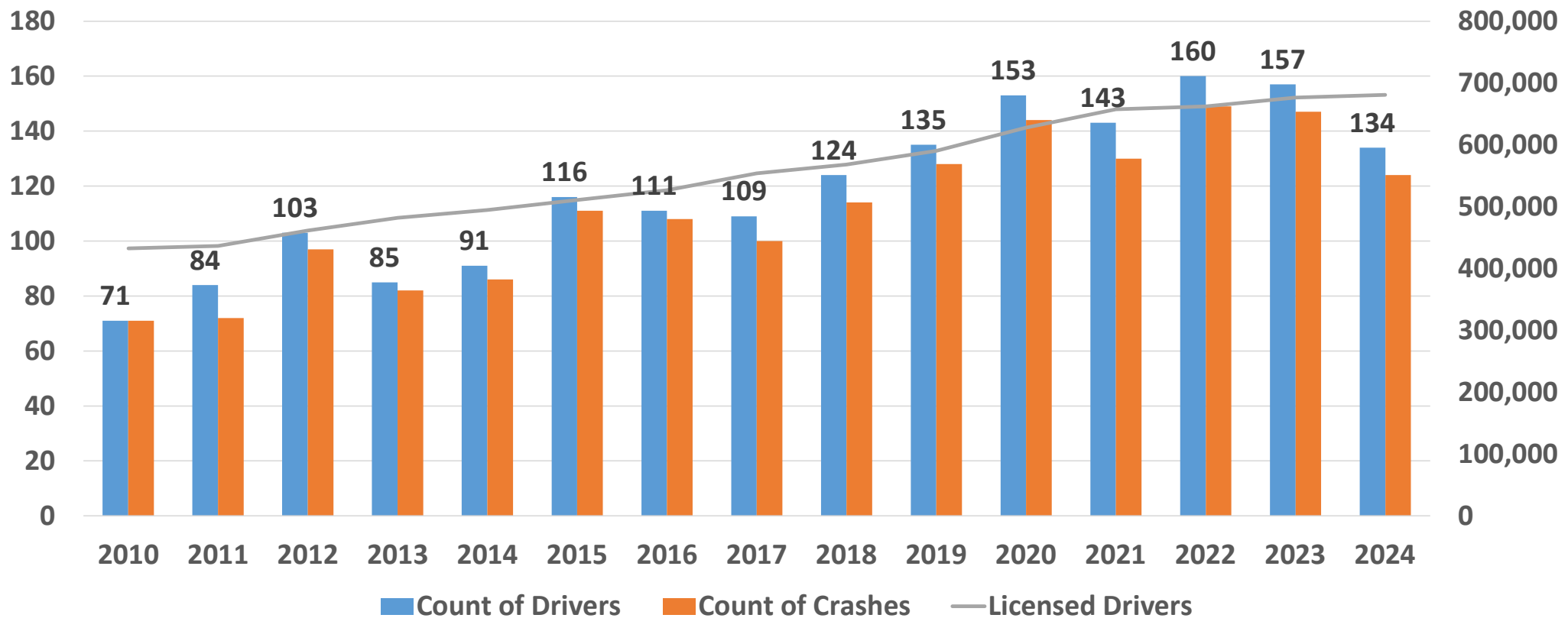
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Fatal Crash Rates Per 100,000 Licensed Drivers



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Seniors in Fatal Crashes 65+



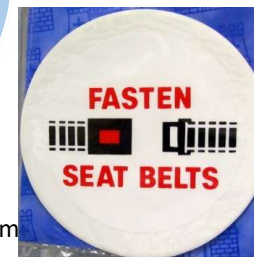
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The four Major Contributing Factors



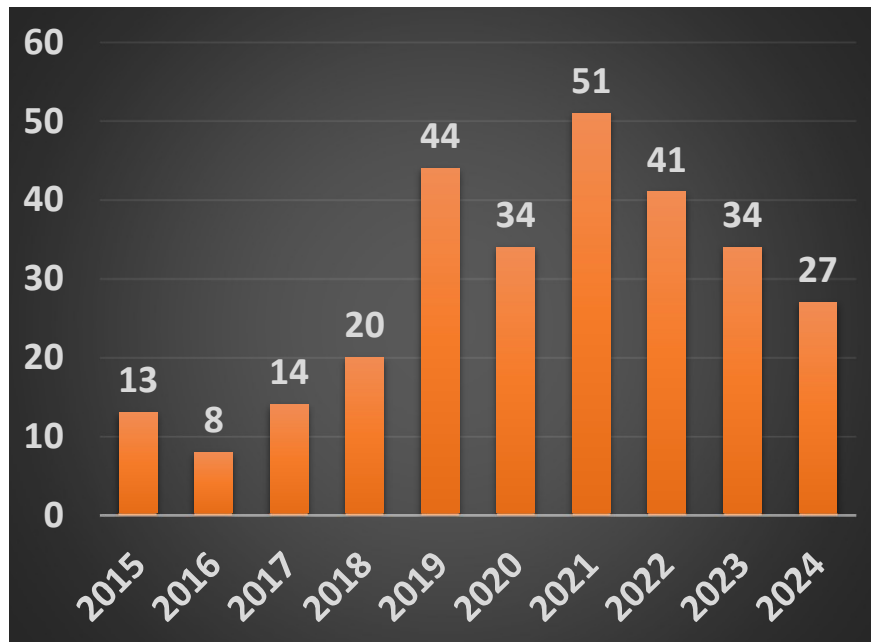
shutterstock 157826705

About 85% of non-pedestrian fatal crashes involves one of the four factors.

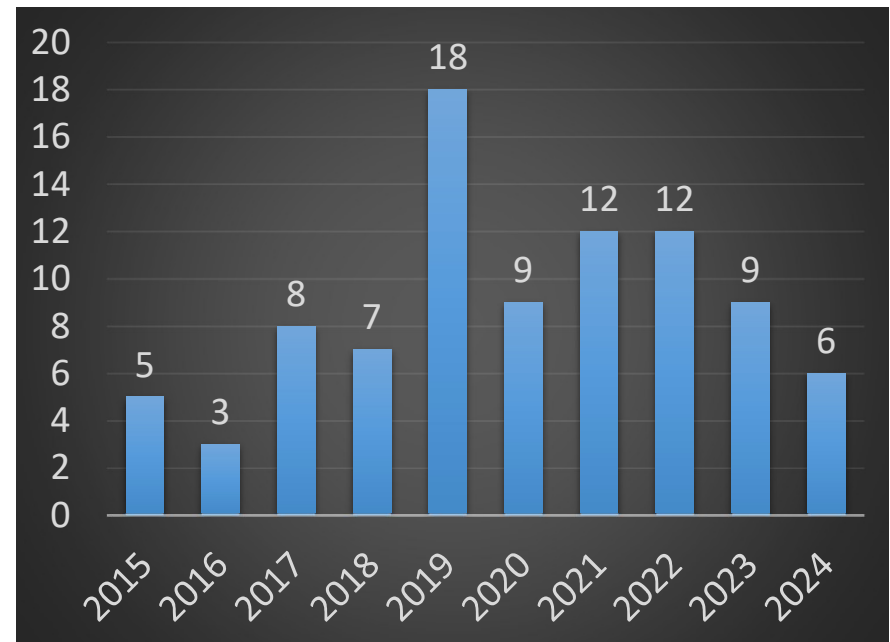


Fatalities Involving: Distracted Driving, Hand-Held Cell Phone Use

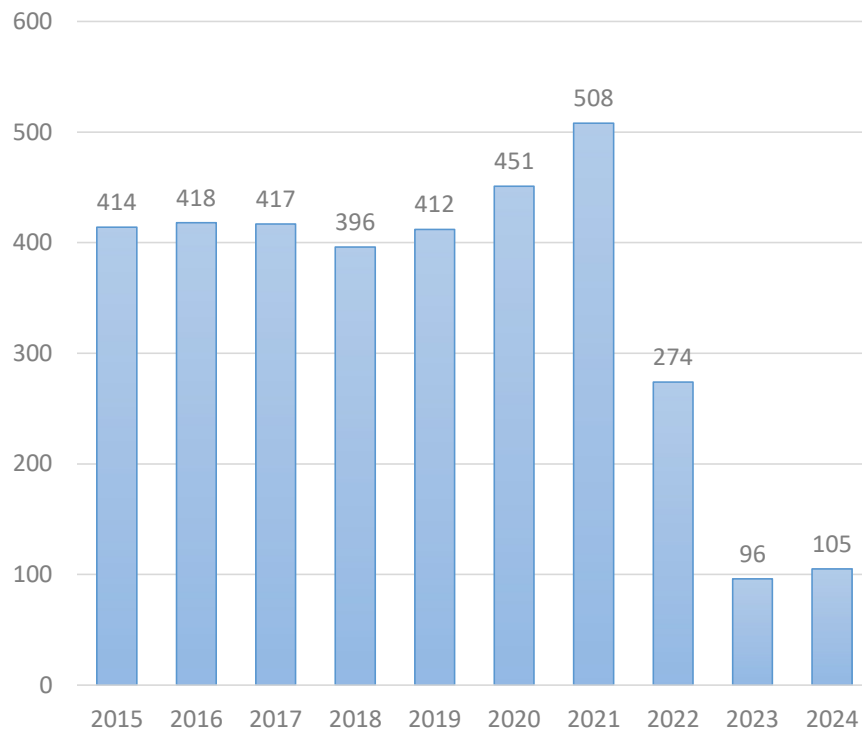
Distractions



Hand-held Cell Phone



Fatalities & Aggressive Driving



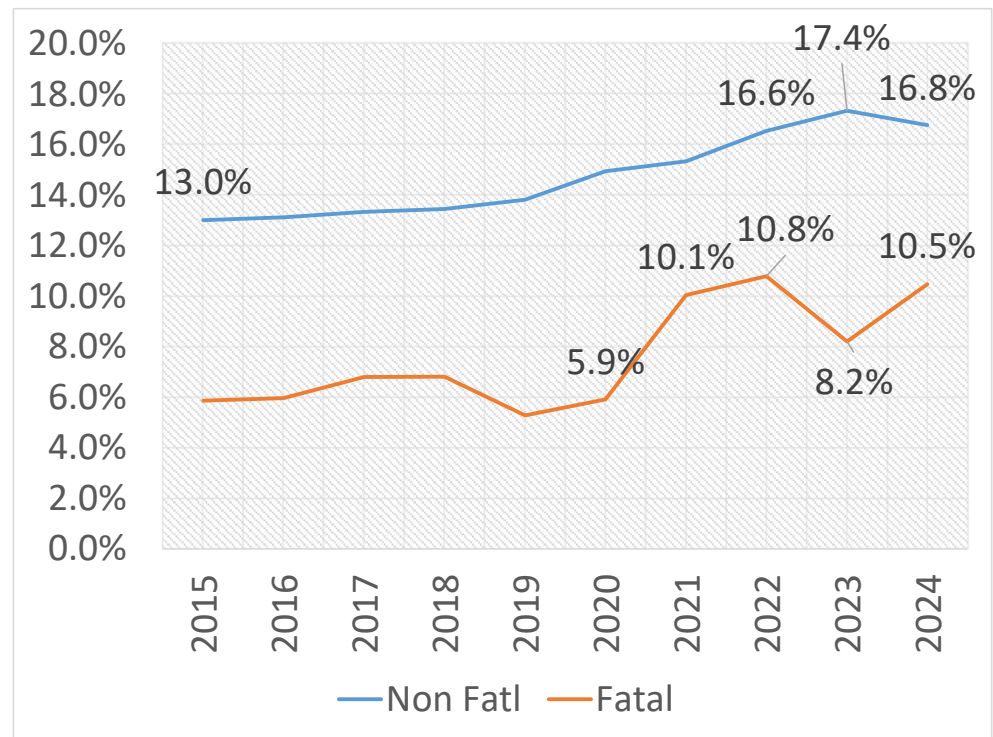
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Hit & Run Crashes

Fatal Crashes By Troop Area

Troop	No Hit & Run	Hit & Run	%
A-BR	125	14	10%
B-N.O.	84	23	21%
C-Houma	25	3	11%
D-Calcasieu	45	4	8%
E-Natchitoches	70	8	10%
F-Monroe	64	3	4%
G-Shreveport	70	6	8%
I-Lafayette	78	12	13%
L-Hammond	71	1	1%

Percentage of Crashes in LA



In School Bus Fatalities and Injuries

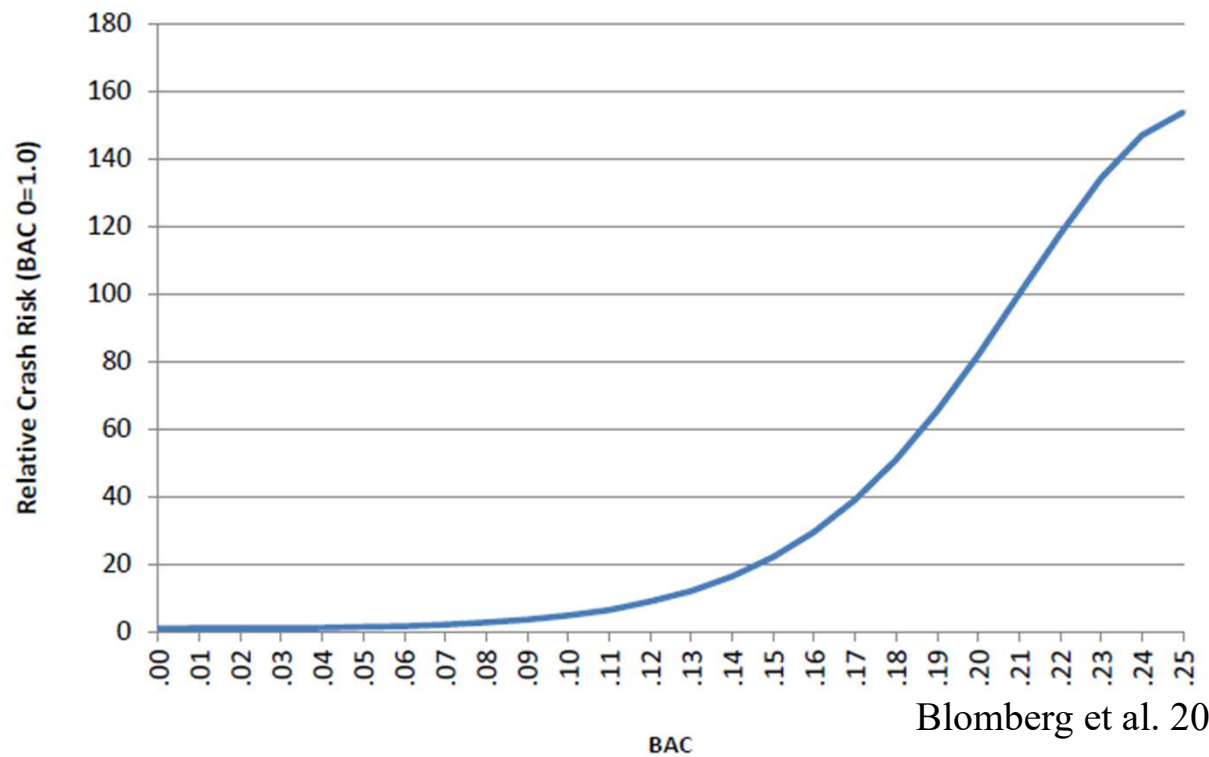
Year of Crash	(K) FATAL INJURY	(A) SUSPECTED SERIOUS INJURY	(B) SUSPECTED MINOR INJURY	(C) POSSIBLE INJURY	(O) NO APPARENT INJURY
2015		1	26	404	1,704
2018	1	1	34	348	1,713
2019		4	21	417	1,451
2020			1	93	474
2021		1	14	187	845
2022		4	39	183	1,312
2023		1	56	273	1,485
2024		3	51	304	1,892

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Drinking and Driving

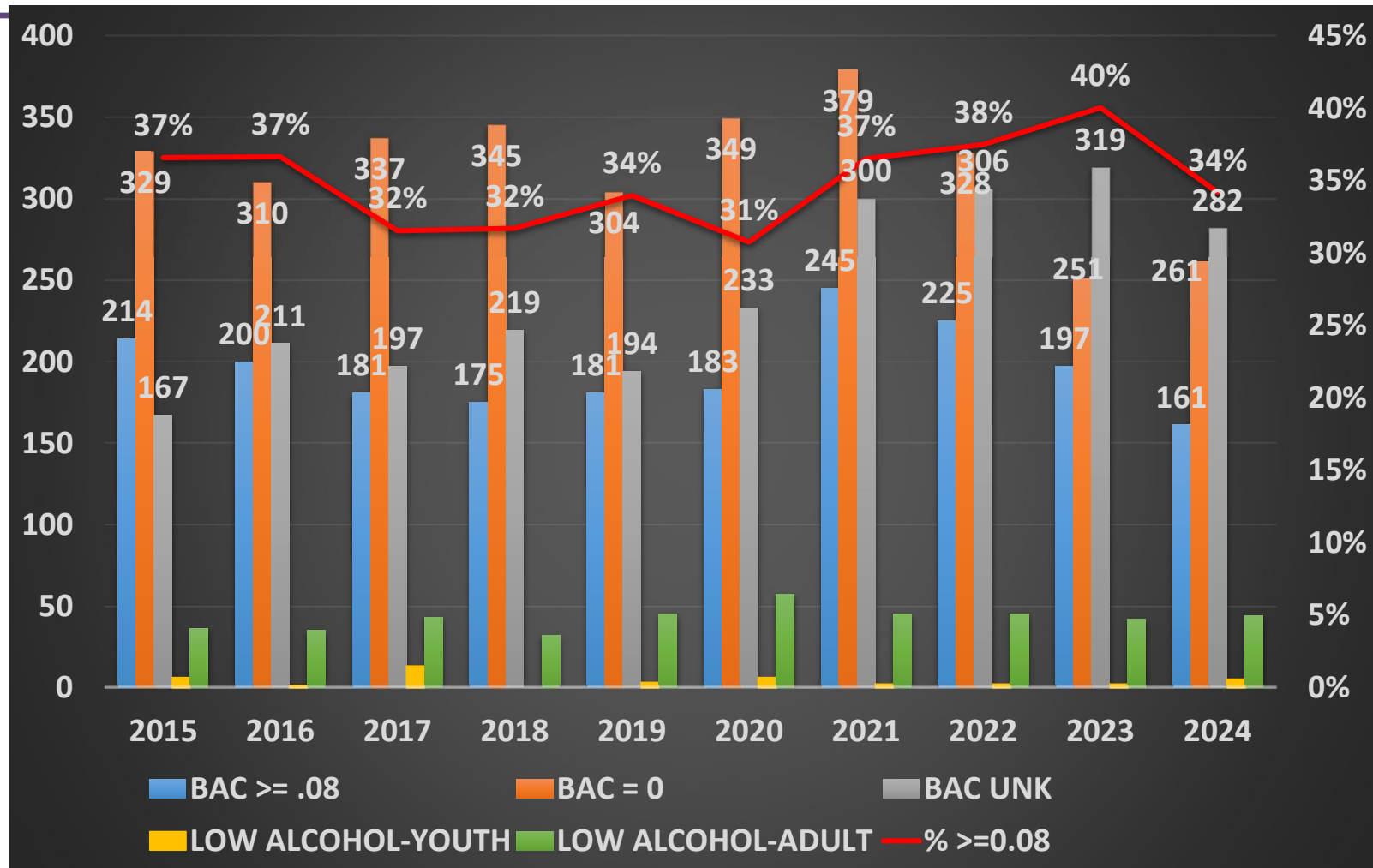


Relative Crash Risk versus Driver BAC Levels



Blomberg et al. 2005

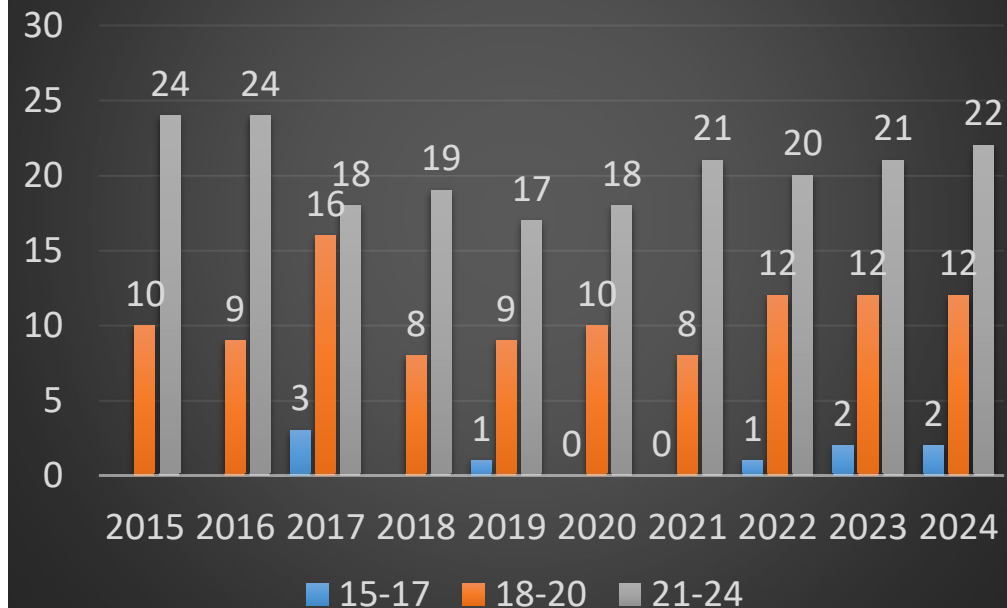
Fatalities in Crashes with Driver Alcohol Status



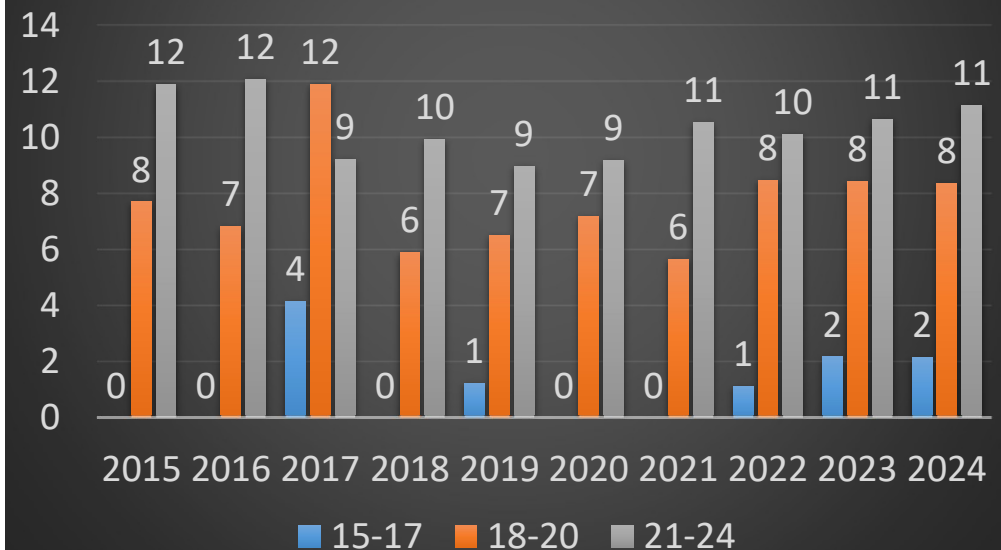
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Young Drivers and Alcohol Involvement in Fatal

Young Drivers with BAC>0.01 Fatal Crashes for Ages 15-20 and ≥ 0.08 for Ages 21-24

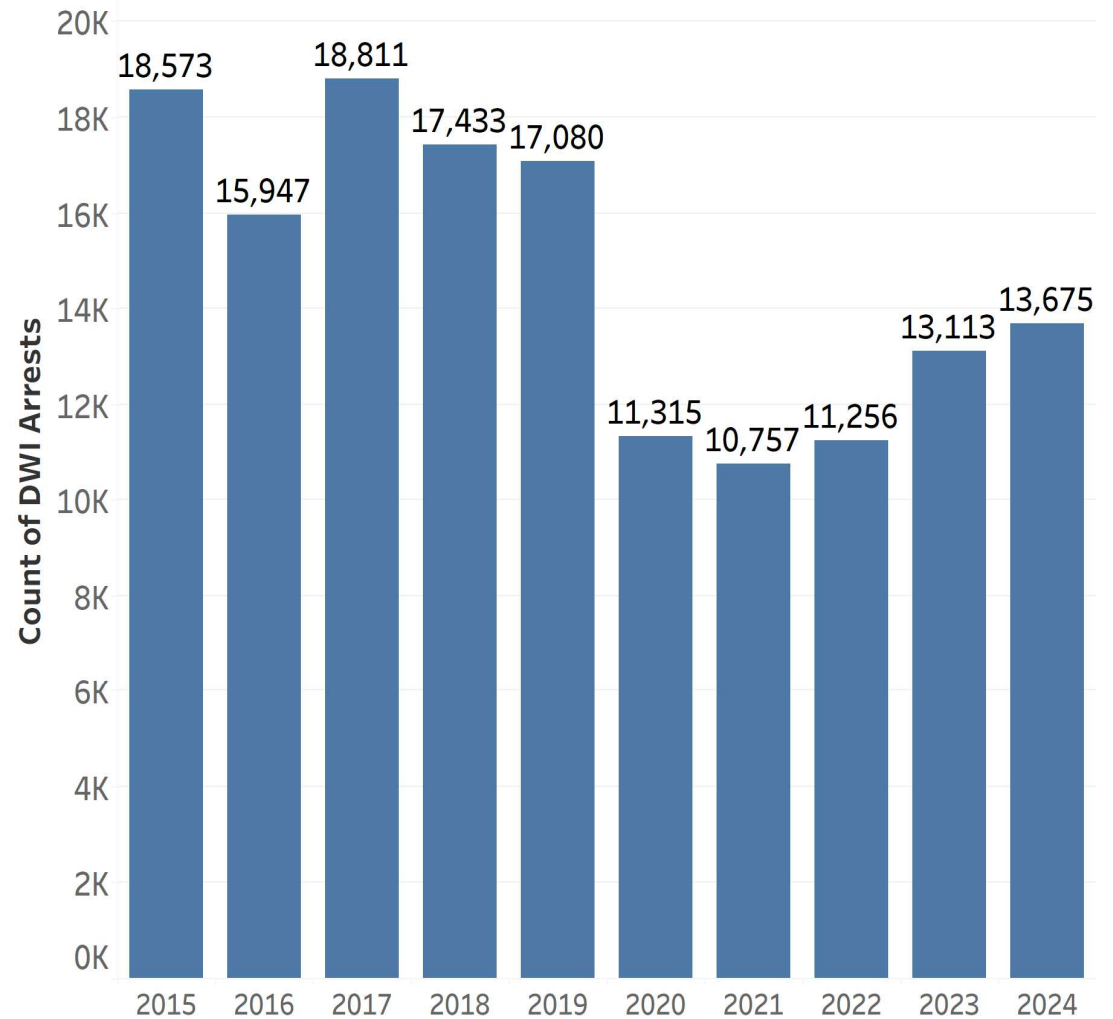


Fatal Crash Rates of Young Drivers with BAC>0.01 Ages 15-20 and ≥ 0.08 for Ages 21-24



DWI Arrests have increased by 27% between 2021 and 2024.

DWI Arrests from COBRA

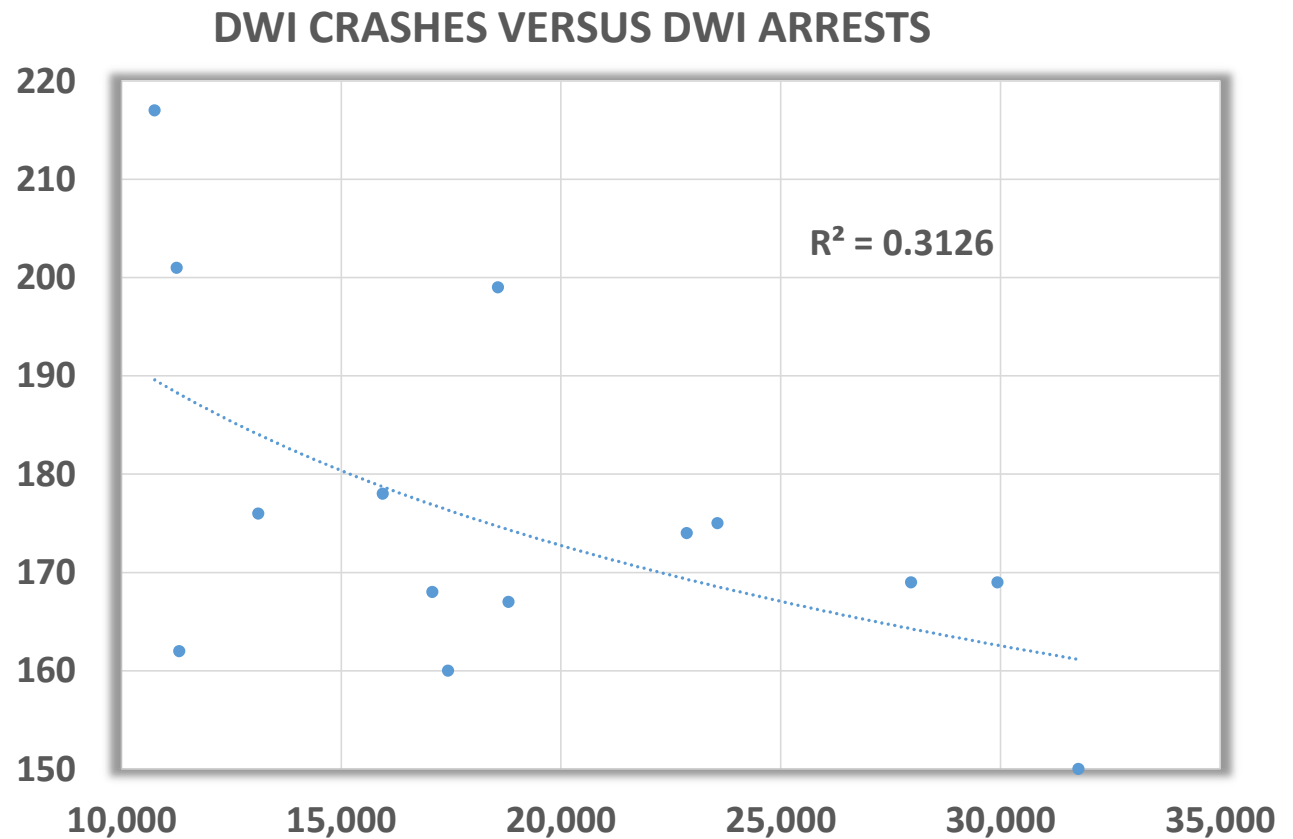


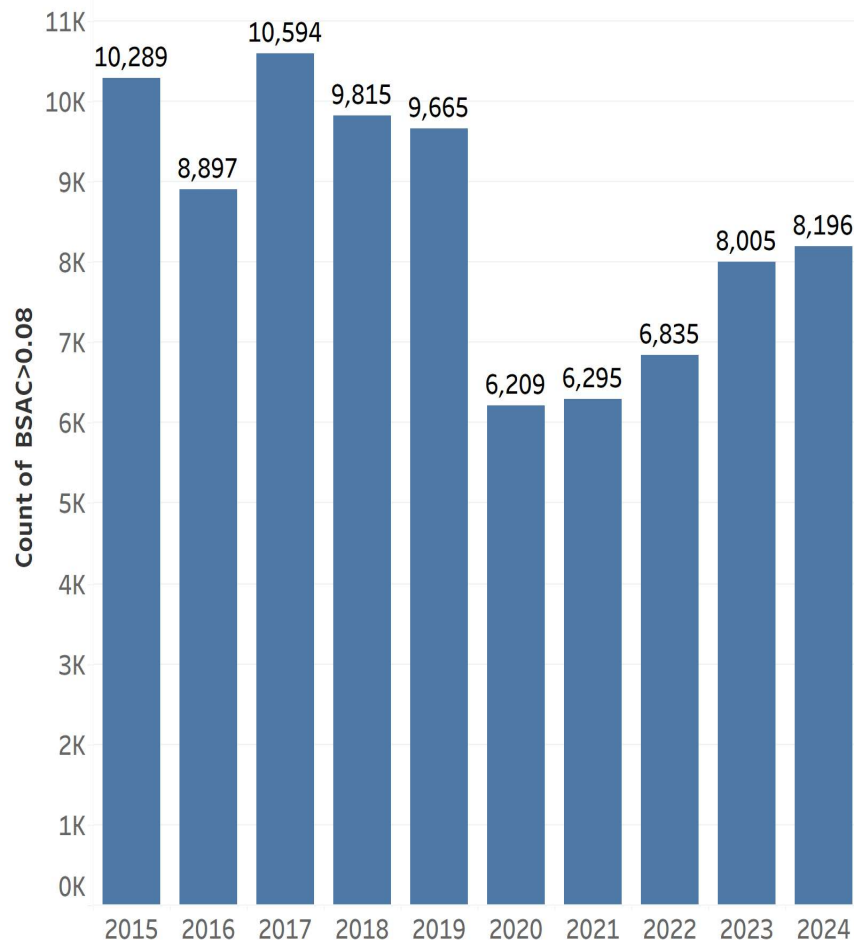
Rule of Thumb:

For every 1,000 hours
Saturation Patrol 4 fewer fatalities.

For every SFST conducted
3 fewer fatalities.

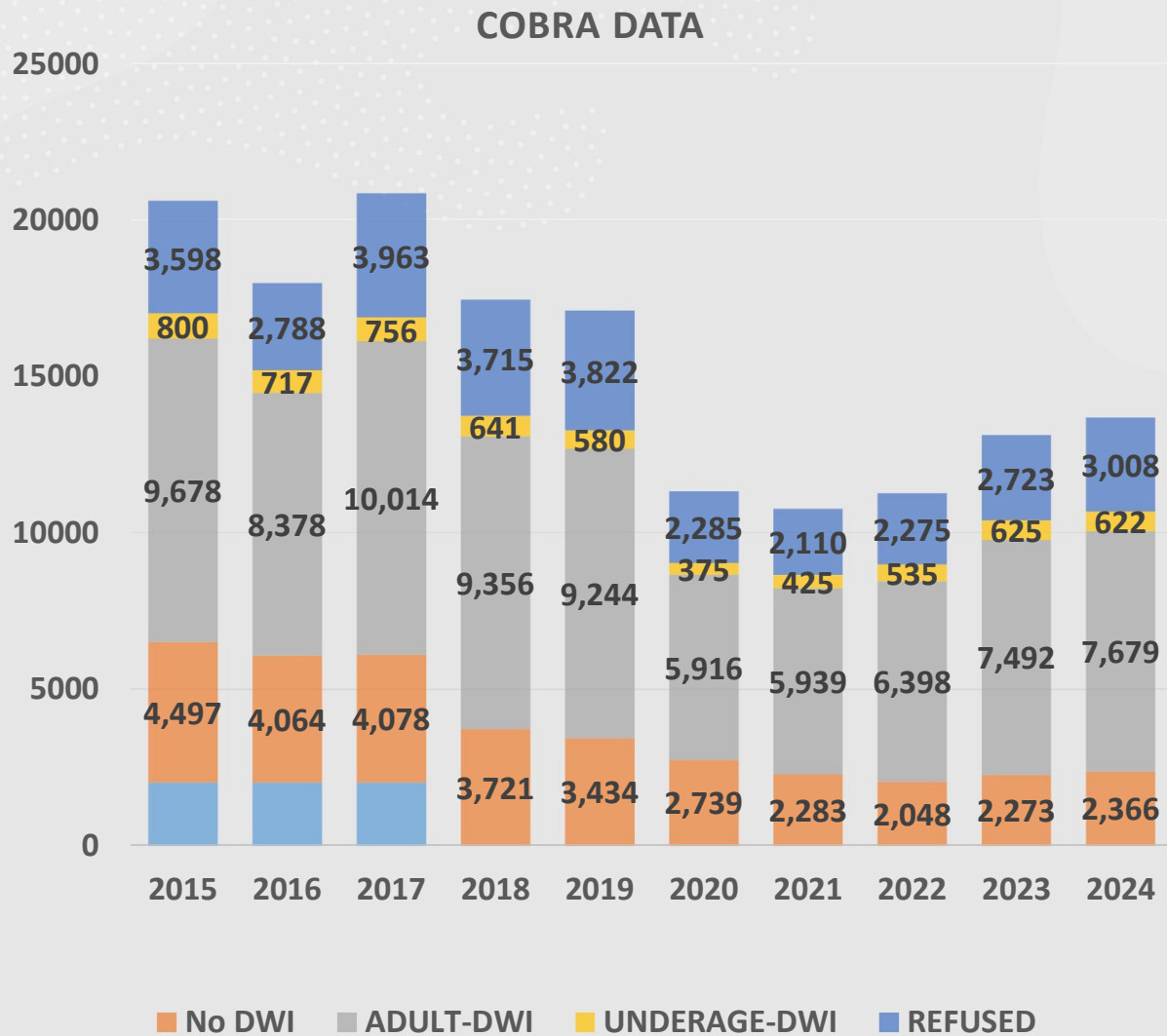
Source: Target of Opportunity Report.



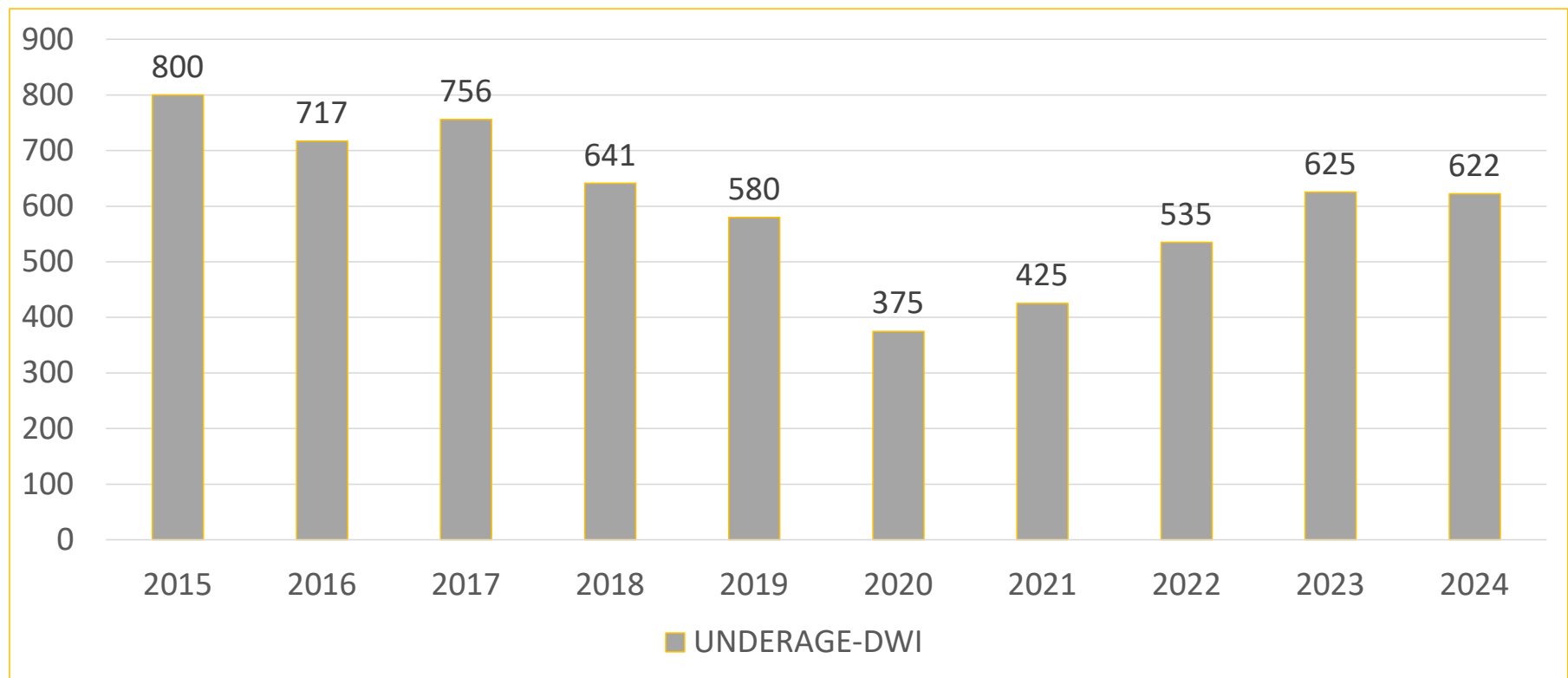


DWI Arrests from COBRA
BAC ≥ 0.08

COBRA ARREST DATA



DWI Arrests Age <21 with BAC \geq 0.01



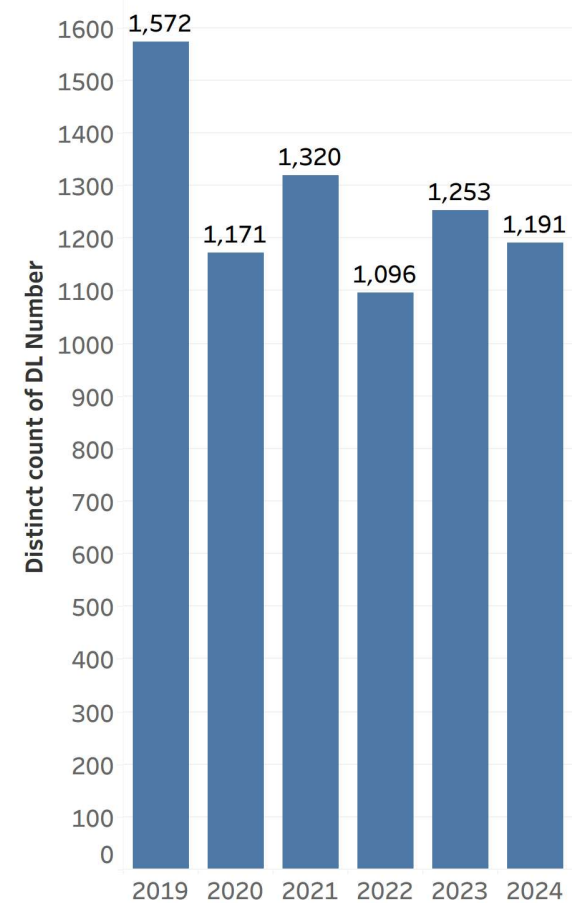
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Drivers with Drugs In Crashes and Traffic Violations

Number of
Drivers

Drug Category

- ☐ (All)
- ☒ Cannabinoid
- ☒ Depressants
- ☒ Hallucinogen
- ☒ Narcotics
- ☐ No test results
- ☐ None
- ☒ Other
- ☒ PCP
- ☒ Stimulants

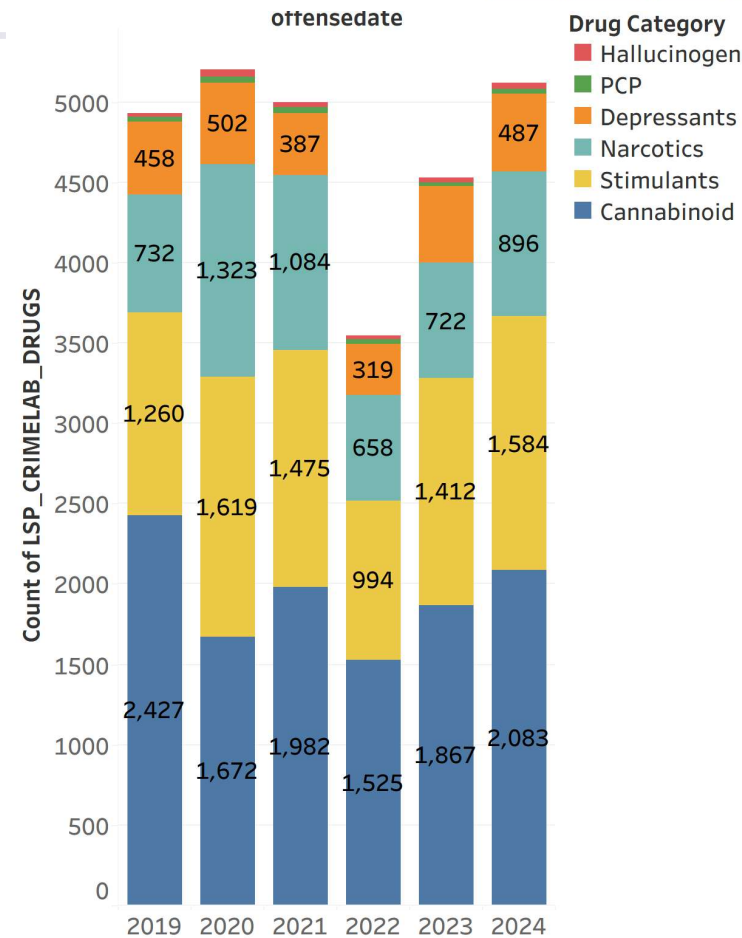
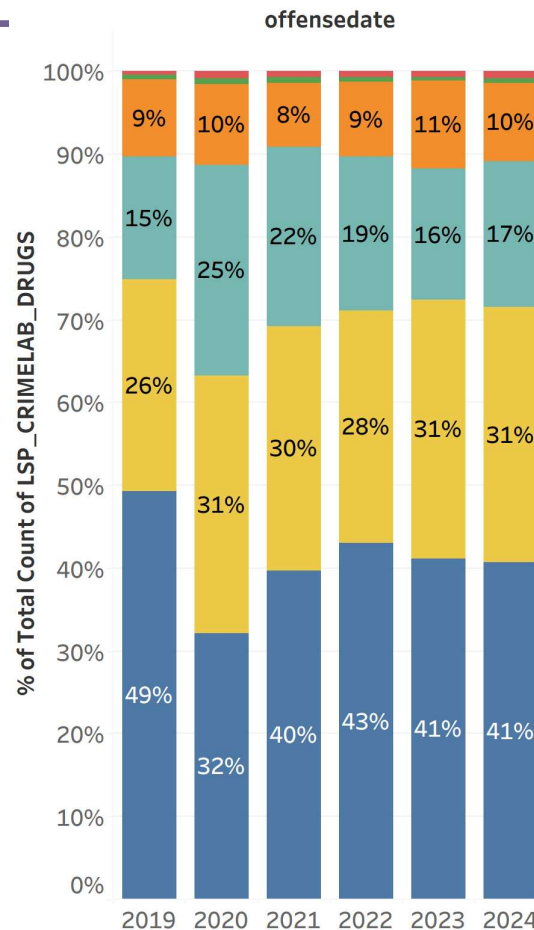


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Number of Drugs in Traffic Arrests

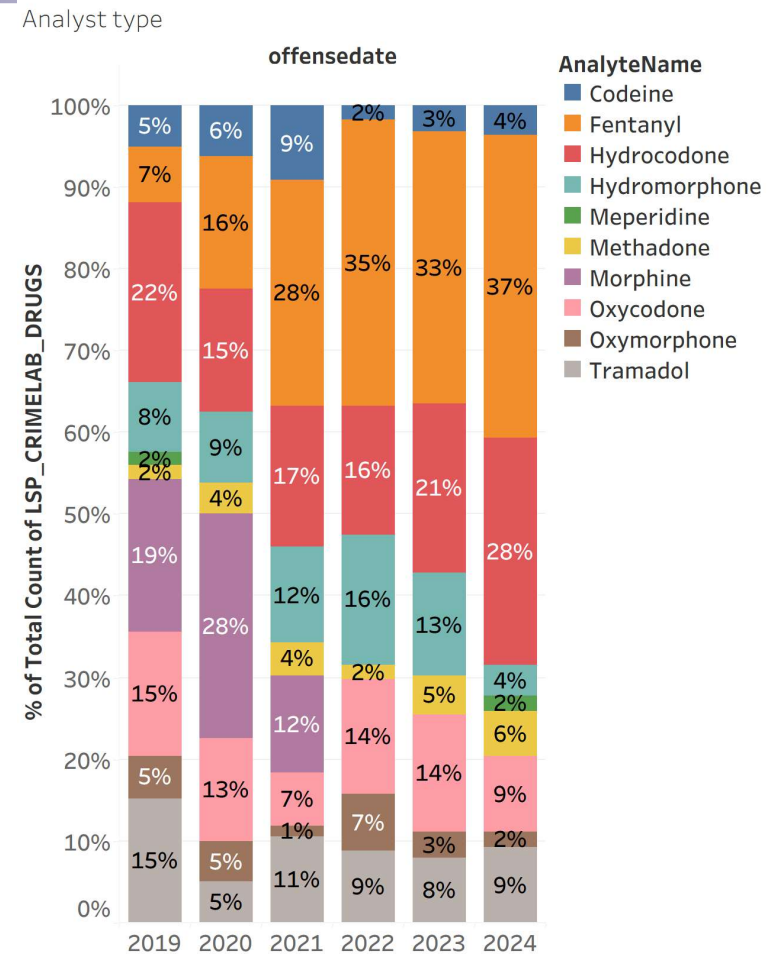
Includes multiple drugs.
In Crashes and Traffic Violations.



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Narcotics (Crime Lab Data)

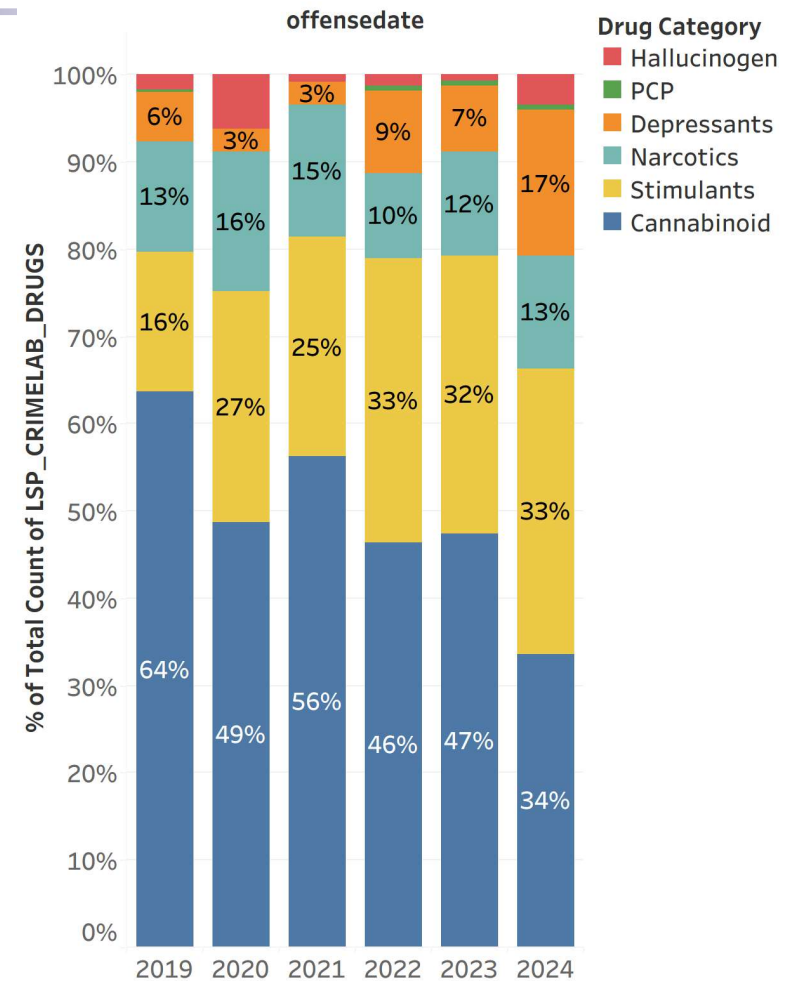
Includes multiple drugs.



FATAL CRASHES

Drugs in Fatal Crashes (Crime Lab Data)

Includes multiple drugs.



Occupant Protection

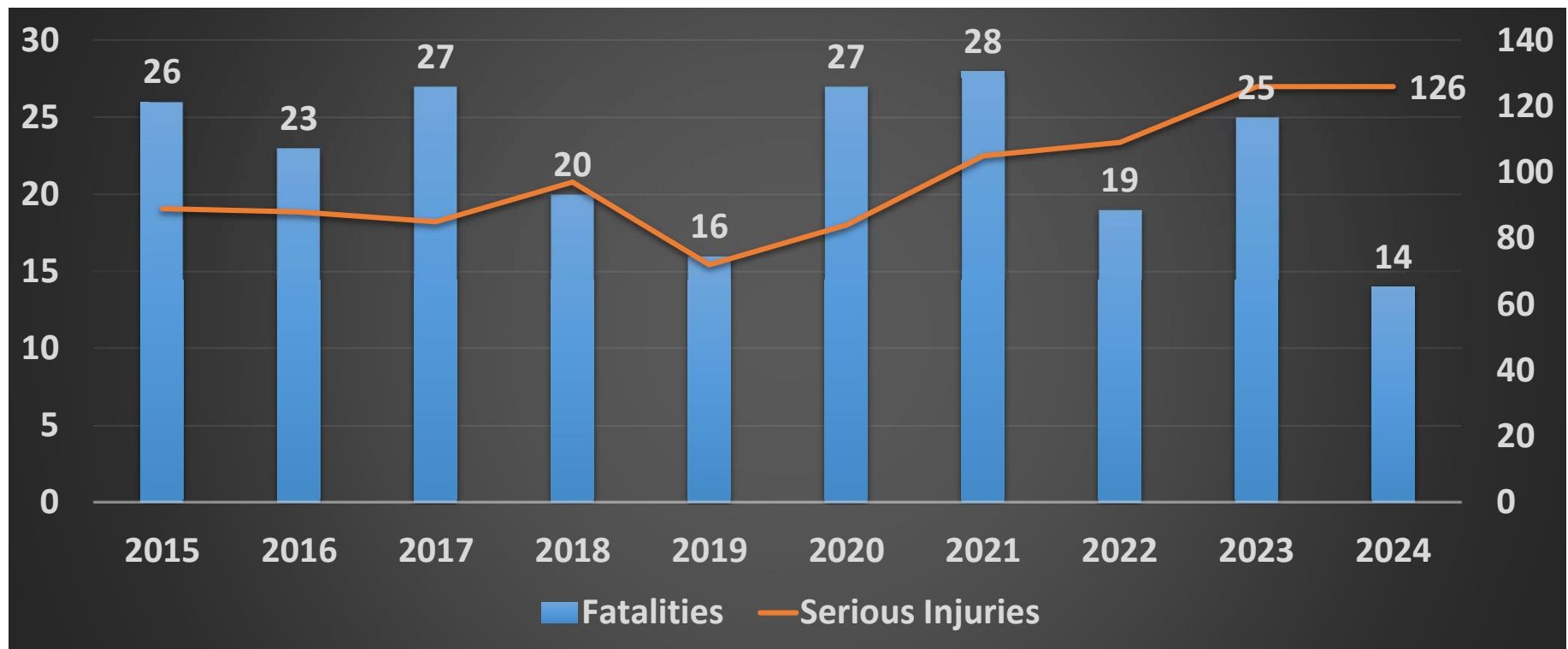


Children <13 in Crashes and Restraint Use

- Ages <2
- Ages 2-3
- Ages 4-8
- Ages 9-12



Children Ages 0-12 killed or Seriously Injured: 2015-2024



Restrained Use of Children Fatalities Age<=12

Year of Crash	CHILD RESTRAINT SYSTEM - FORWARD FACING	CHILD RESTRAINT SYSTEM - REAR FACING	CHILD RESTRAINT SYSTEM - TYPE UNKNOWN	NONE USED - MOTOR VEHICLE OCCUPANT	SHOULDER AND LAP BELT USED
2015	3	5	1	8	1
2016		5	3	8	
2017	2	7	3	4	
2018	3	5		6	1
2019	2	3		5	
2020				13	2
2021	4	2	1	6	3
2022	1	3		4	3
2023	4			9	3
2024	1			3	1
10-Year Total	20	30	8	66	14

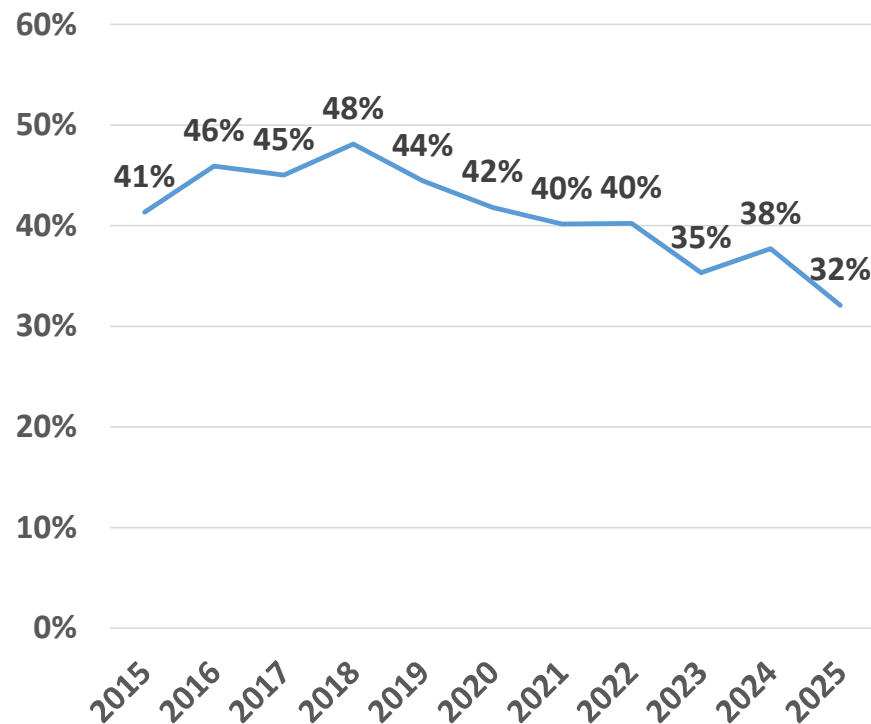
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School Bus Injuries by Belt use

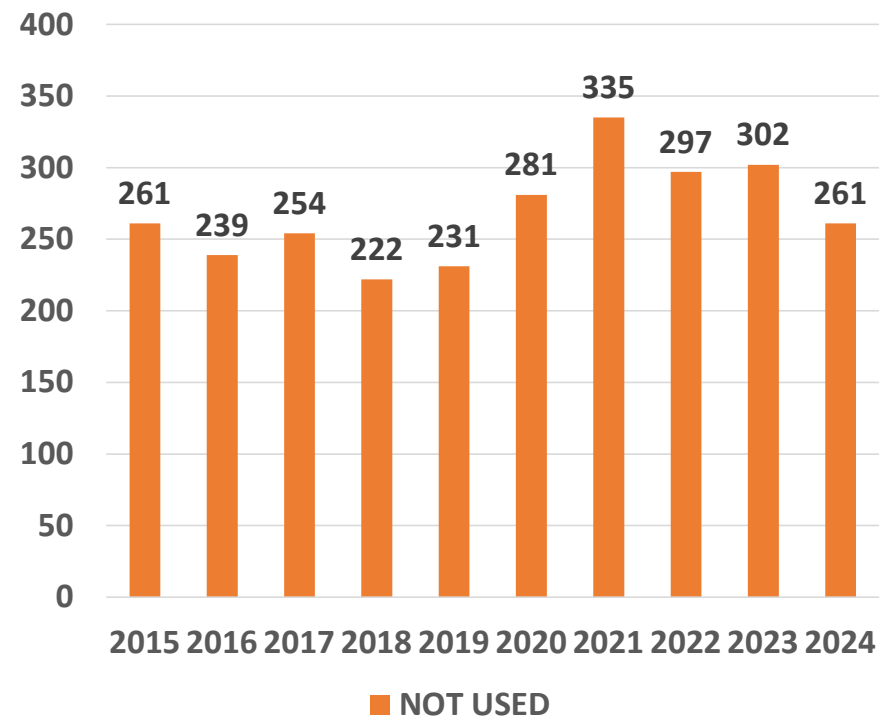
	Lap or Shoulder Belt used				None Used				Other/Unknown			
Year	(A) SERIOUS INJURY	(B) MINOR INJURY	(C) POSSIBLE INJURY	(O) NO APPARENT INJURY	(K) FATAL INJURY	(A) SERIOUS INJURY	(B) MINOR INJURY	(C) POSSIBLE INJURY	(O) NO APPARENT INJURY	(B) MINOR INJURY	(C) POSSIBLE INJURY	(O) NO APPARENT INJURY
2015		1	31	179		1	25	254	1,223		119	302
2018		8	41	253	1	1	23	271	1,161	3	36	299
2019		2	40	130		4	18	227	1,044	1	150	277
2020		1	20	85				66	311		7	78
2021		3	31	130		1	11	134	537		22	178
2022	1	8	22	147		3	25	92	636	6	69	529
2023		6	66	221		1	40	167	644	10	40	620
2024	3	6	30	185			9	205	724	36	69	983

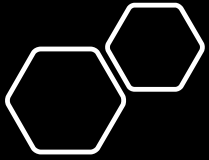
Excludes Unknown Injuries

% Adult Fatal Vehicle Occupants Using Seat Belt



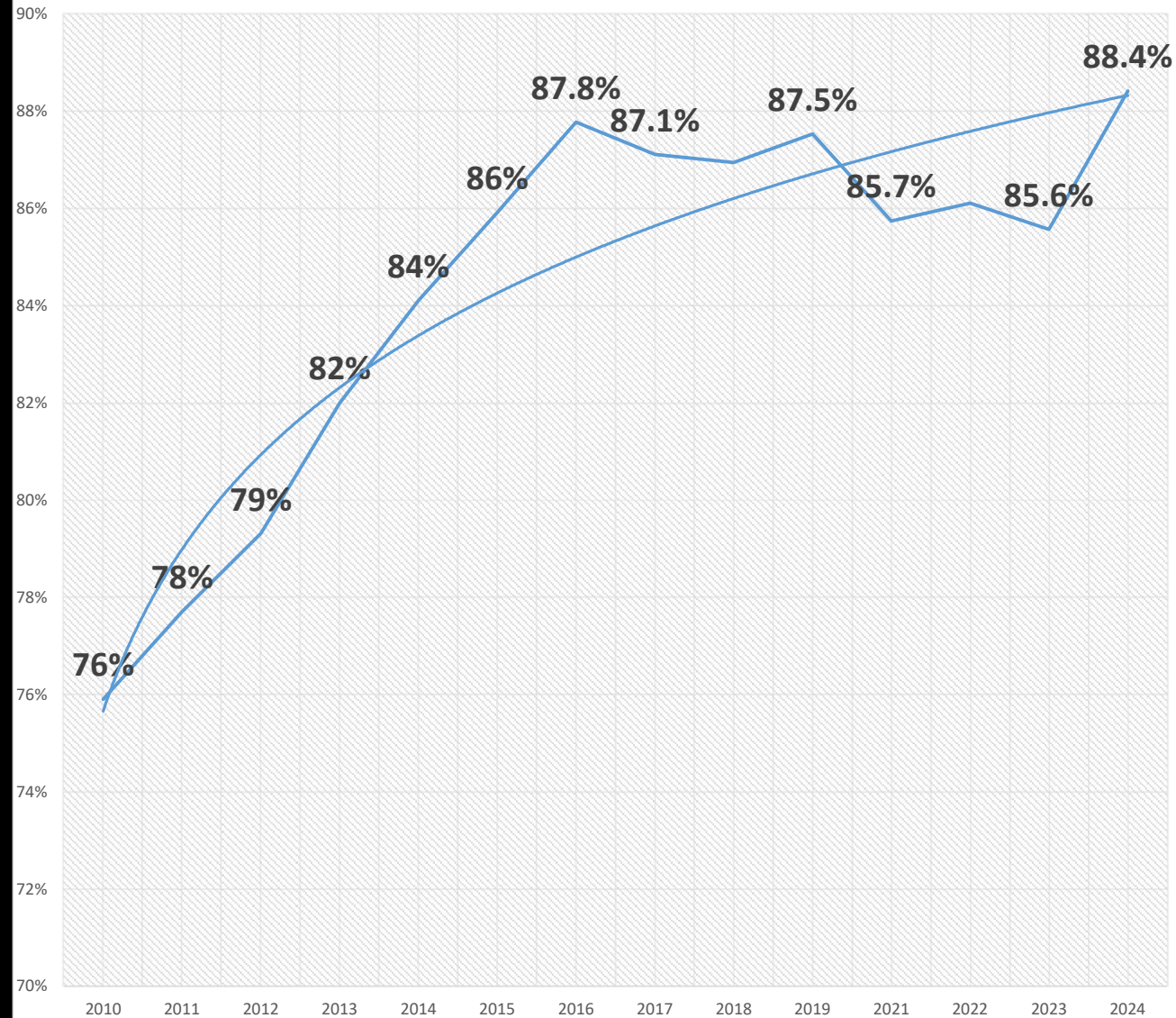
Adult Fatalities of Vehicle Occupants not Using Seat Belt





Seat Belt Usage (2010-2024)

No Survey in 2020
and no survey yet
in 2025.



Seat Belt Use by Region 2024

Region	Estimate	STD Error	LCL	UCL	Diff	Significance
1-New Orleans	91.2%	0.8%	89.5%	92.9%	2.1%	NO
2-Baton Rouge	82.8%	1.0%	80.8%	84.9%	2.1%	NO
3-Houma	85.9%	0.8%	84.4%	87.5%	-2.0%	NO
4-Lafayette	85.2%	1.2%	82.9%	87.6%	-3.2%	NO
5-Lake Charles	95.7%	0.7%	94.3%	97.1%	5.6%	NO
6-Alexandria	70.5%	1.8%	66.9%	74.0%	-6.5%	NO
7-Shreveport	94.2%	0.9%	92.4%	96.1%	9.1%	YES
8-Monroe	88.4%	0.8%	86.7%	90.1%	9.2%	YES
9-North Shore	94.4%	0.8%	92.7%	96.1%	13.6%	YES
LA total	88.4%	0.4%	87.7%	89.2%	2.9%	YES

Seat Belt Use by Troop in 2024

Troop	Estimate	STD Error	LCL	UCL	Difference to last year	significant
A-Baton Rouge	82.8%	1.0%	80.8%	84.9%	2.1%	NO
B-New Orleans	90.1%	0.8%	88.6%	91.6%	1.5%	NO
C-Houma	87.8%	1.0%	85.9%	89.8%	-2.2%	NO
D-Calcasieu	95.7%	0.7%	94.3%	97.1%	5.6%	NO
E-Natchitoches	76.7%	1.4%	74.0%	79.5%	-1.2%	NO
F-Monroe	88.4%	1.4%	85.5%	91.3%	9.2%	YES
G-Shreveport	94.5%	1.1%	92.3%	96.6%	9.0%	YES
I-Lafayette	85.2%	0.8%	83.5%	86.9%	-3.2%	NO
L-Hammond	94.4%	0.8%	92.7%	96.1%	13.6%	YES

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Cost Estimates

Total Cost of Crashes 2024

Type	Average Cost per Person	Injuries/ Vehicle	Total Cost by Injury Category in Billion Dollars	Total Cost by Injury Category in Billions Including Loss of Quality of Life
Fatal Injuries	\$1,976,172	753	\$1.49	\$10.4
Serious Injuries	\$176,323	3,456	\$0.61	\$3.91
Suspected Minor Injuries	\$45,750	17,428	\$0.80	\$4.28
Possible Injuries	\$27,871	38,134	\$1.06	\$5.12
Occupants with No Injury	\$7,615	311,388	\$2.37	\$5.79
Property Damage (Vehicle)	\$9,733	276,902	\$2.70	\$2.70
Grand Total Cost		648,061	\$9.024	\$32.22
Cost per licensed Driver			\$3,002	\$10,720
Increase/Decrease from past Year			-4.2%	-3.5%

Cost estimates are based on a study conducted by NHTSA in 2019 "The Economic and Societal Impact of Motor Vehicle Crashes, 2019 (Revised)" (DOT HS 813 403). Conversion Table C-5

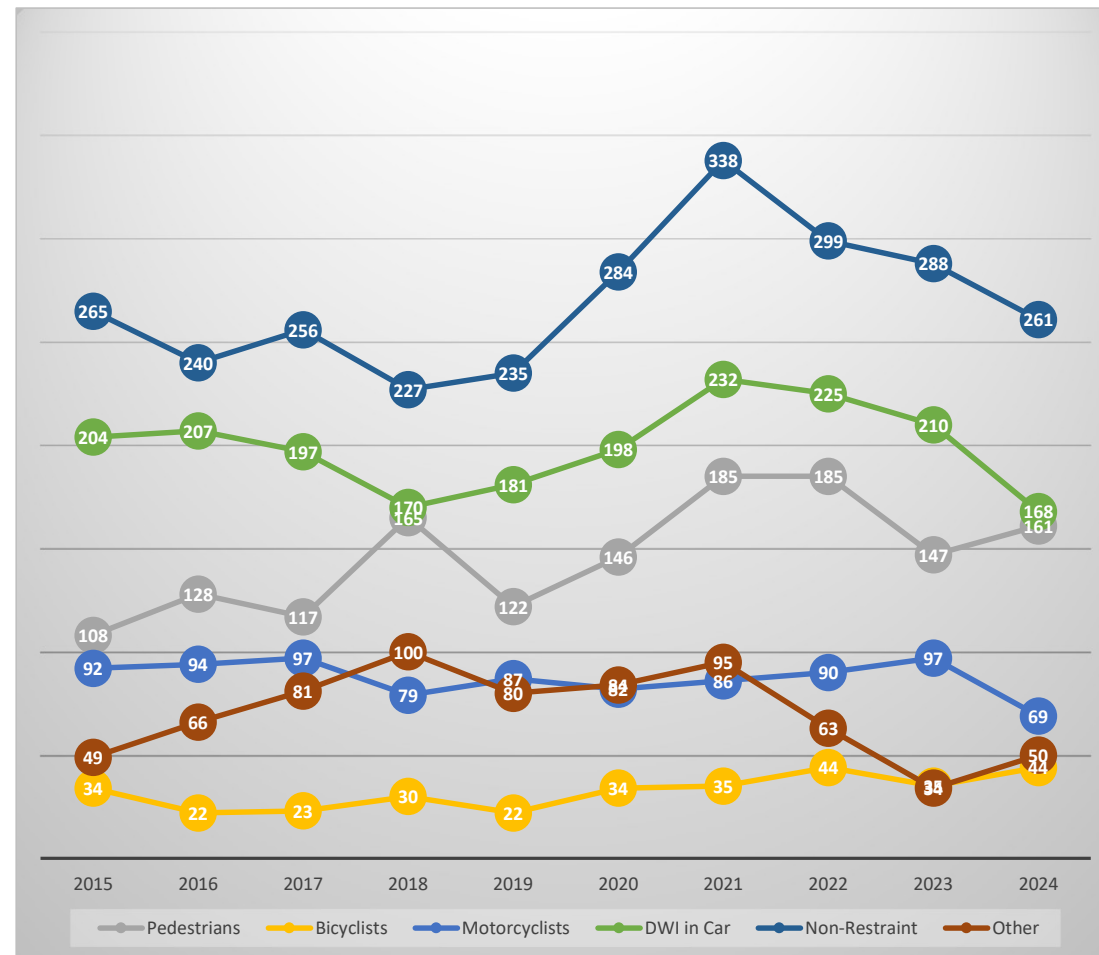
2024 Unit Cost per Crash

Highest Severity	Unit Economic Crash Costs	Unit Crash Costs including Loss of Life
(K) FATAL INJURY	2,183,539	15,131,984
(A) SUSPECTED SERIOUS INJURY	250,500	1,468,388
(B) SUSPECTED MINOR INJURY	95,683	405,681
(C) POSSIBLE INJURY	71,463	247,276
(O) PROPERTY DAMAGE ONLY	37,096	64,009

Cost of Crashes by Top 4 Safety Issues

Type	Total Costs in Million Dollars		Cost per Licensed Driver	
	Economic Cost	Cost Including Loss of Quality of Life	Economic Cost	Cost Including Loss of Quality of Life
Occupant Protection	\$755	\$4,981	\$252	\$1,659
DWI Crashes	\$485	\$2,913	\$162	\$970
Aggressive	\$380	\$2,195	\$126	\$731
Distraction	\$327	\$1,229	\$109	\$409

Fatality Summary by Contributing Factors 2015-2024



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Center for Analytics & R

The 2024 LOUISIANA TRAFFIC RECORDS DATA REPORT indicates the following:

- 706 fatal crashes
- 753 fatalities
- 3,456 serious injuries
- 17,428 minor injuries
- 38,134 Possible Injuries
- 276,902 vehicles in 146,189 crashes
- 161 people died in DWI (BAC \geq 0.08) crashes
- 261 vehicle passengers died not wearing a seat belt



CONFIDENTIAL INFORMATION – The information

2024 Summary

Positive Trends starting in 2022 Continued

Positive Results

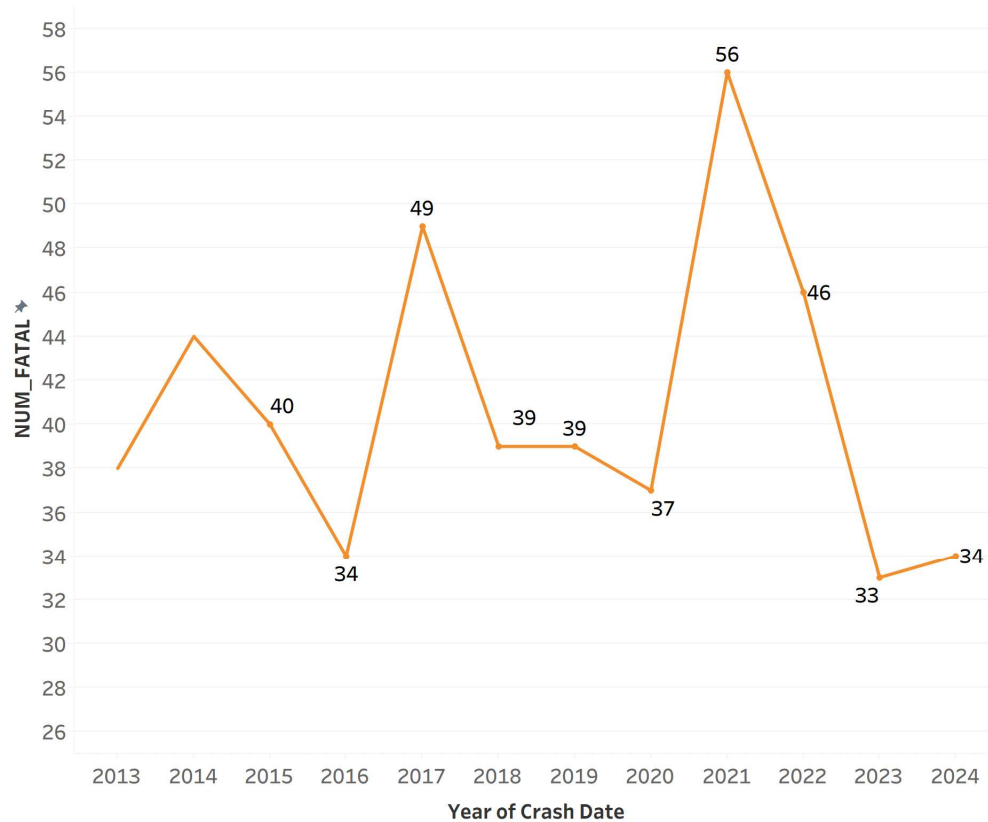
- Decline in crashes
- Decline in fatal crashes and fatalities
- Decline in DWI fatal crashes
- Young driver ages 18-20 involvement in fatal crashes decreased.
- Seniors in fatal crashes decreased
- Seat belt use increased in 2024 for vehicle types, gender and race.

Areas of Concern

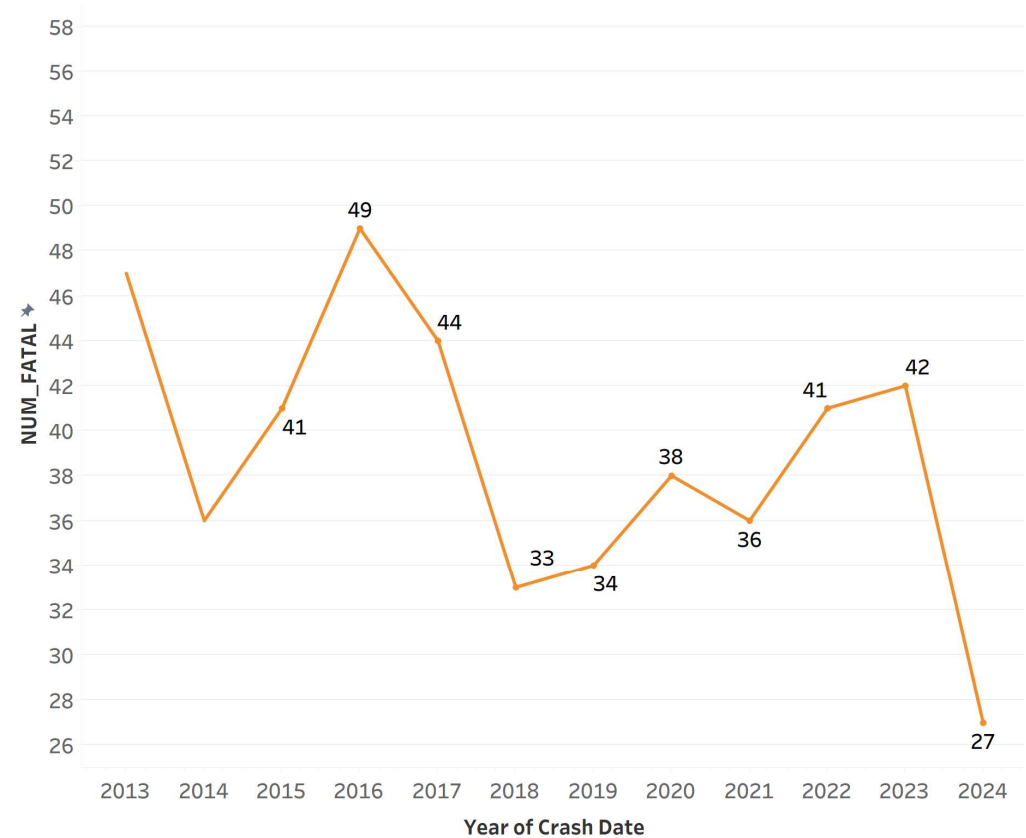
- Pedestrian fatalities while down from its peak in 2021 are still at an elevated level. Especially, the Natchitoches area remains at high levels of pedestrian fatalities.
- Young drivers in fatal crashes ages 18-20 using alcohol are still at elevated level.

Q & A

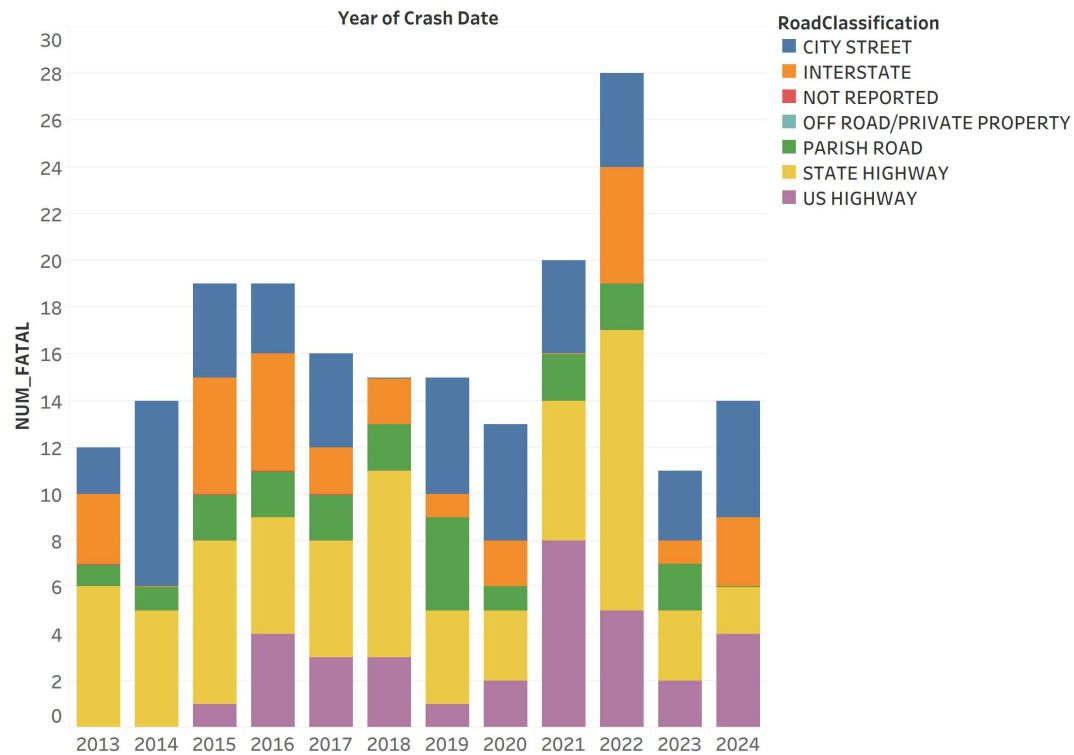
Fatalities in Lane Departures Involving Motor Carriers



Fatalities in Lane Departures Involving Motorcycles



Fatalities in Lane Departures Involving Pedestrians



Fatalities in Lane Departures Involving Bicycles

