



Louisiana Highway Safety Commission News Release Sept. 15, 2026

Record-high seat belt usage rate and record-low crash injuries in Louisiana

Sept. 15, 2026 – A sustained, record-high seat belt usage rate in Louisiana contributes to the fewest number of motor vehicle crash injuries in state history, according to new data released Tuesday by the Louisiana Highway Safety Commission.

The statistics, compiled by the Center for Analytics and Research in Transportation Safety at LSU, show that 54,684 people were injured in motor vehicle crashes in 2025, the lowest number of injuries recorded since the state began keeping detailed records. The statistics align with a record percentage of people in Louisiana using their seat belts, which has been measured at more than 88% for the last two years.

“We saw a record low number of injury crashes last year, which is tied to more people wearing their seat belts,” LHSC Executive Director Lisa Freeman said. “Wearing your seat belt is the difference-maker that allows you to walk away unhurt from a crash, and the statistics prove it.”

Louisiana recorded 35,197 crashes that resulted in one or more injuries in 2025. That represents only 25% of all motor vehicle crashes, the lowest injury crash rate in state history.

The other 75% of crashes were recorded as only involving property damage.

“We are pleased to see fewer injury crashes and fewer injuries, but much work remains,” Freeman said. “As long as drivers continue to make poor choices, we will continue to encourage people to pay attention, buckle up, and never drink and drive.”

An 11.8% increase in DWI fatalities fueled a year-to-year increase in overall motor vehicle fatalities, from 753 in 2024 to 766 last year, the CARTS statistics show.

“Despite recent gains we have made, impaired driving remains an issue,” Freeman said. “LHSC and our partners remain committed to eliminating drunk and drugged driving in Louisiana through campaigns such as Drive Sober or Get Pulled Over.”

The statistics also show:

- A 6% decline in bicycle injuries.
- A 13% decline in pedestrian injuries.
- A 7% decline in motorcycle injuries.
- A drop in bicycle fatalities, from 44 to 40.
- An increase in pedestrian fatalities, from 161 to 162.
- An increase in motorcycle fatalities, from 69 to 96.

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