Center for Analytics & Research in Transportation Safety

Louisiana Traffic Records Data Report 2023

Presented by
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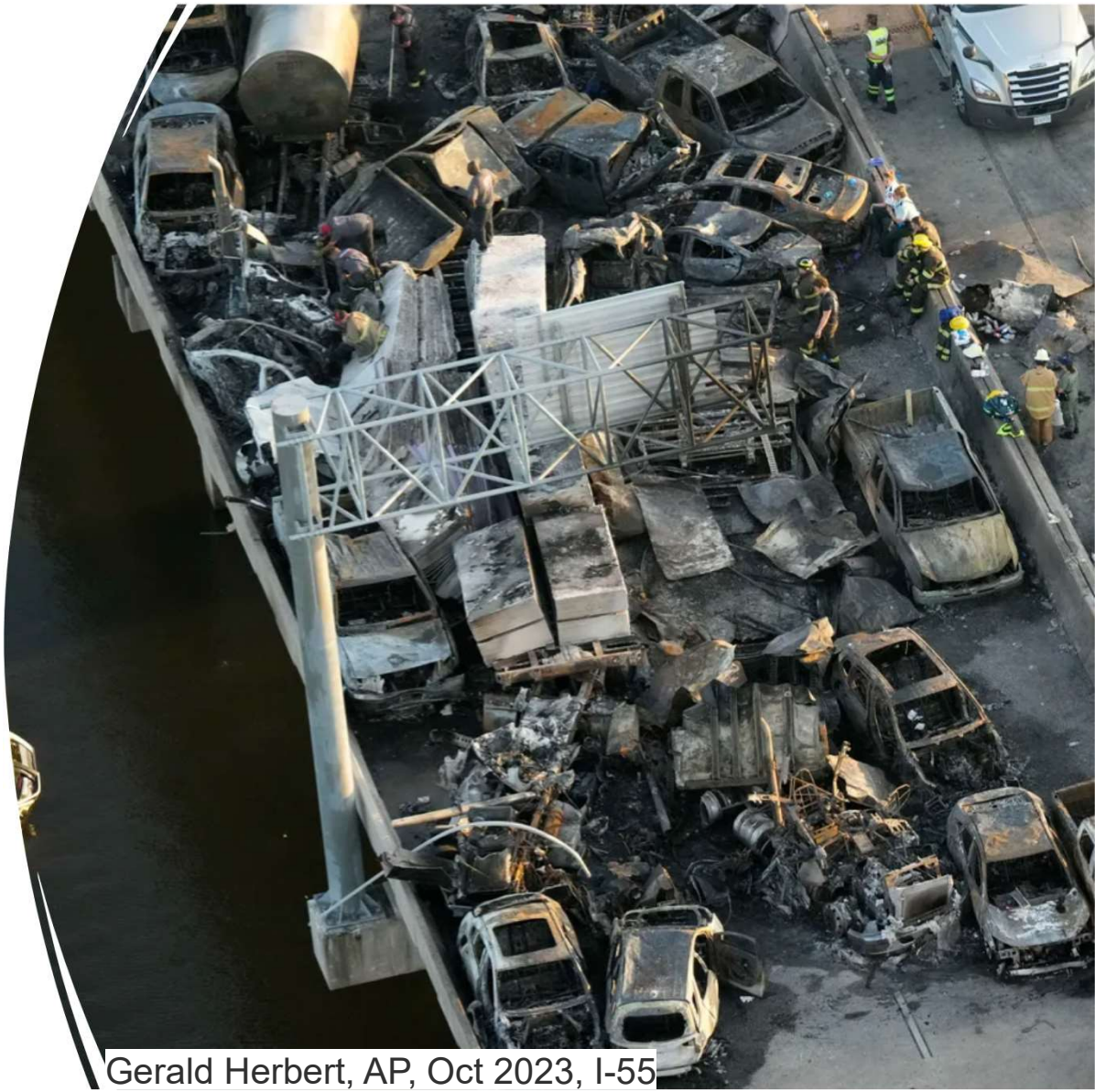
September 4, 2024

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

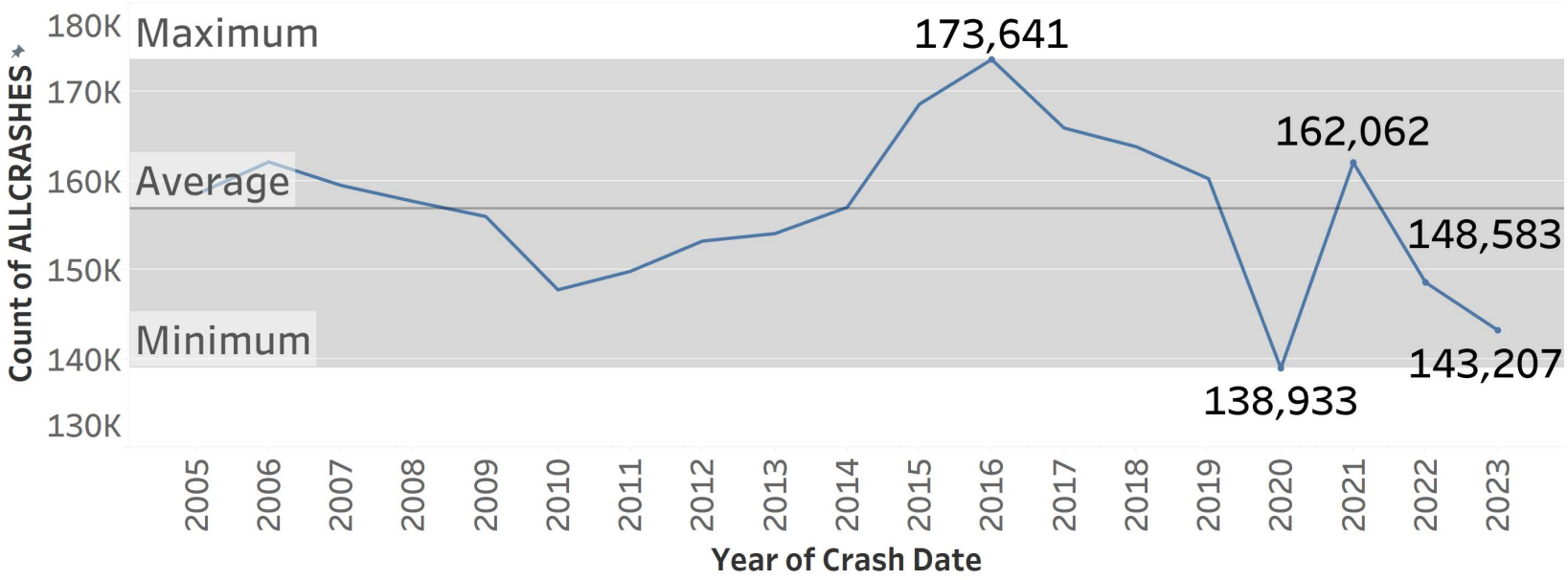
Overview

- Changes in Crash Report
- Trends in Crashes, Fatalities & Injuries
- Specific Problem identification
- Four Main Contributing Factors to fatalities: Alcohol/drugs, Seat Belt Use, Distractions and Aggressive Driving
- Crash Costs

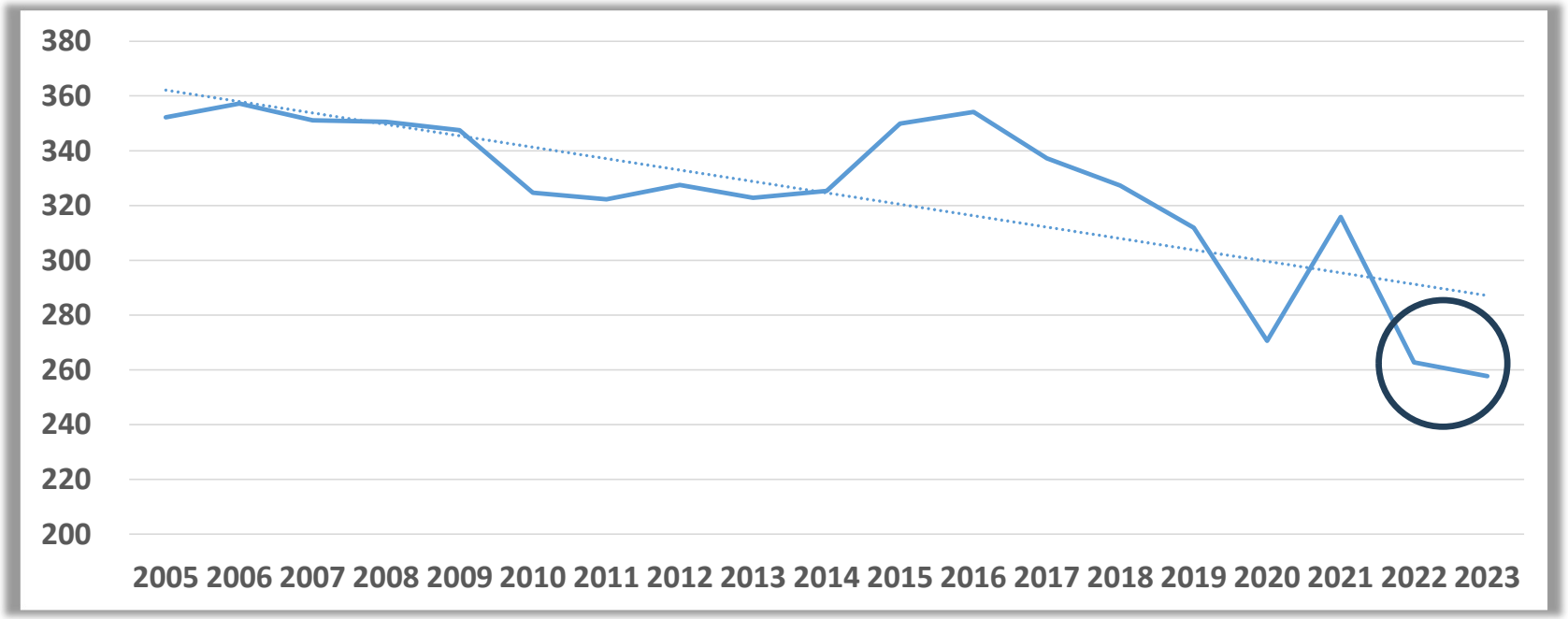


Gerald Herbert, AP, Oct 2023, I-55

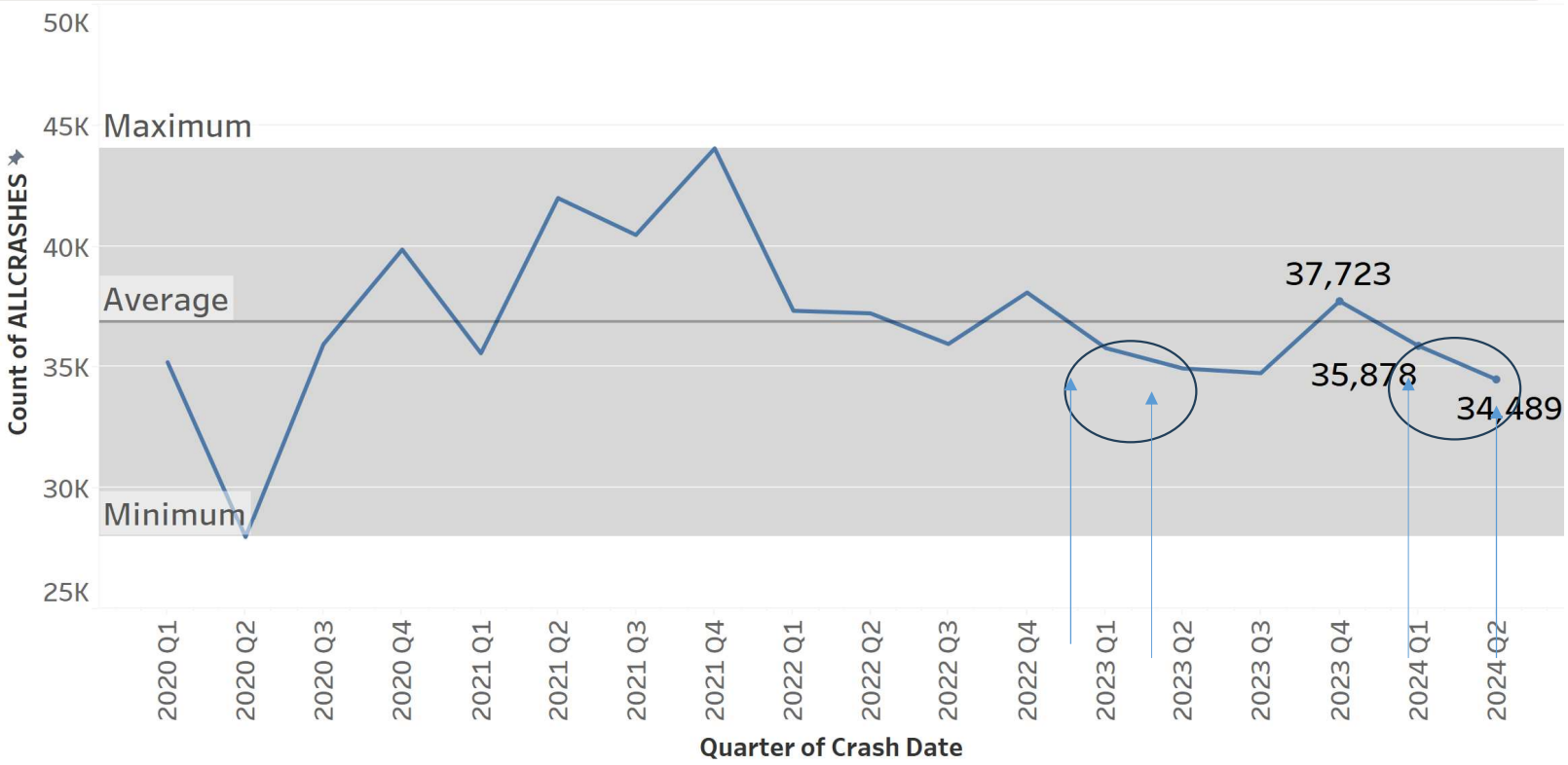
Louisiana Crashes by Year: Historical Average at 160,000 a year. Range from 173,641 in 2016 to 138,933 in 2020.



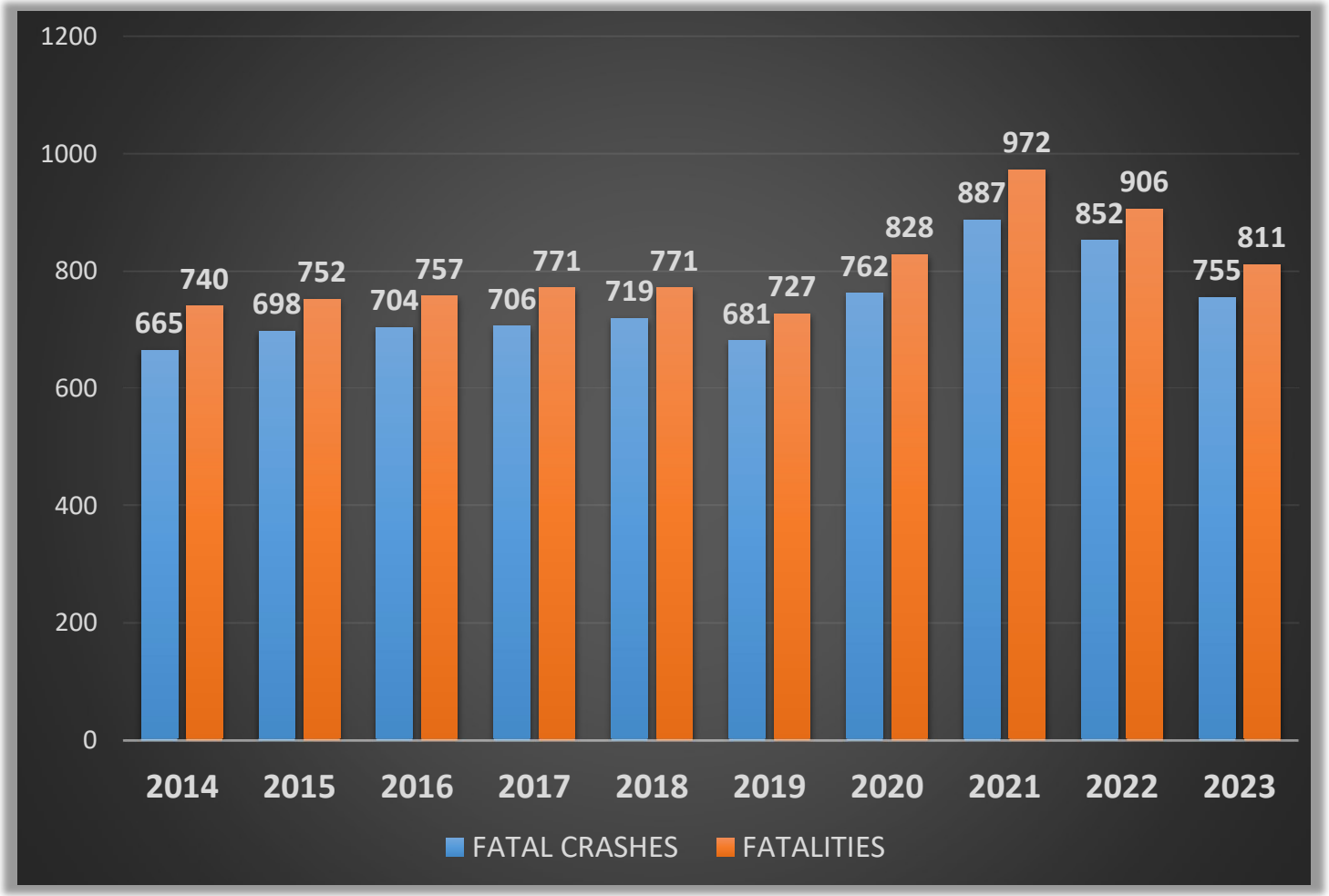
Crash Rate per 100 Million Miles Traveled



Louisiana Crashes by Quarter

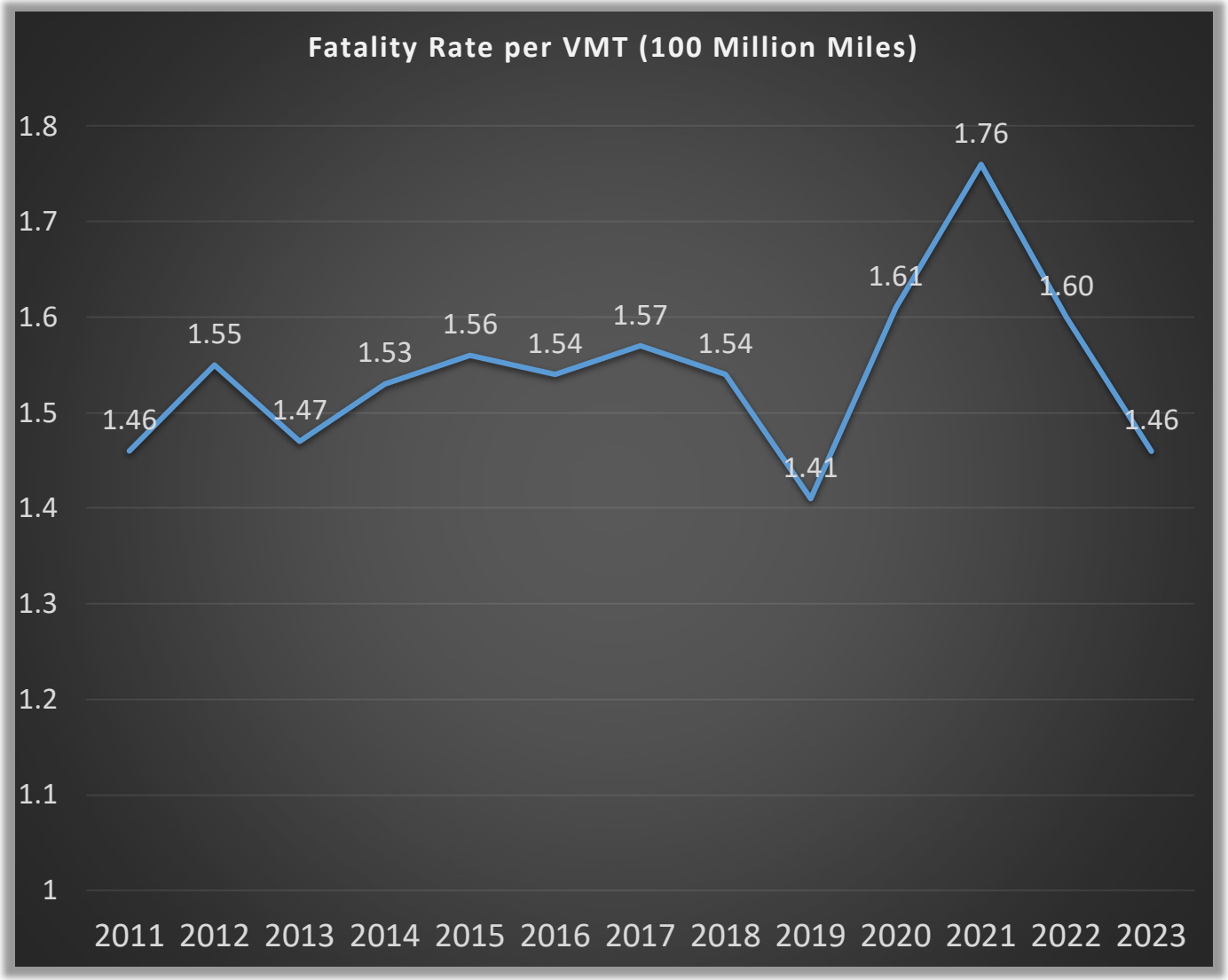


755 Fatal Crashes with 811 Fatalities in 2023 Predictions for fatal crashes in 2024 are lower.



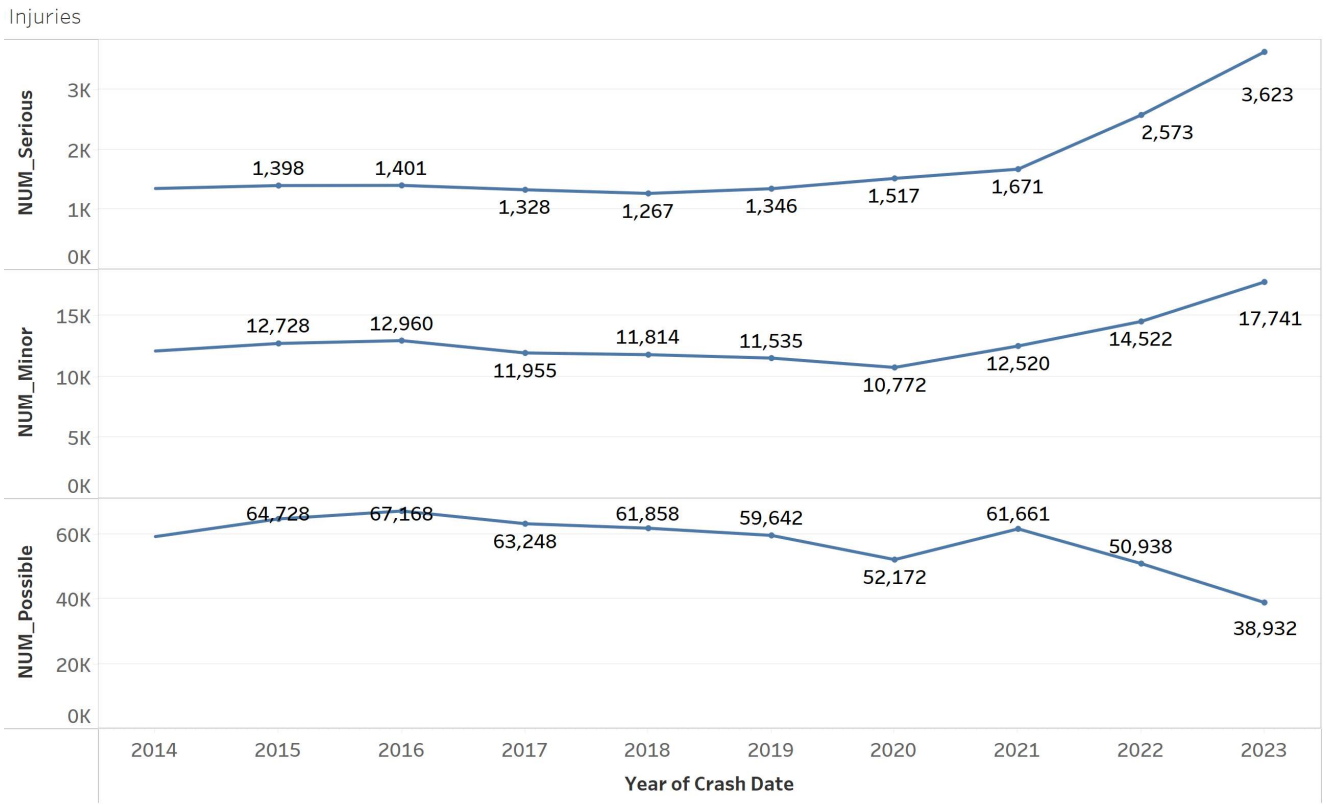
Fatalities per 100 Million Miles Traveled

Fatalities per 100 million miles traveled continued to decreased after its peak in 2021. From 2022 to 2023 the rate declined from 1.60 to 1.46 which is close to the rate in 2016.



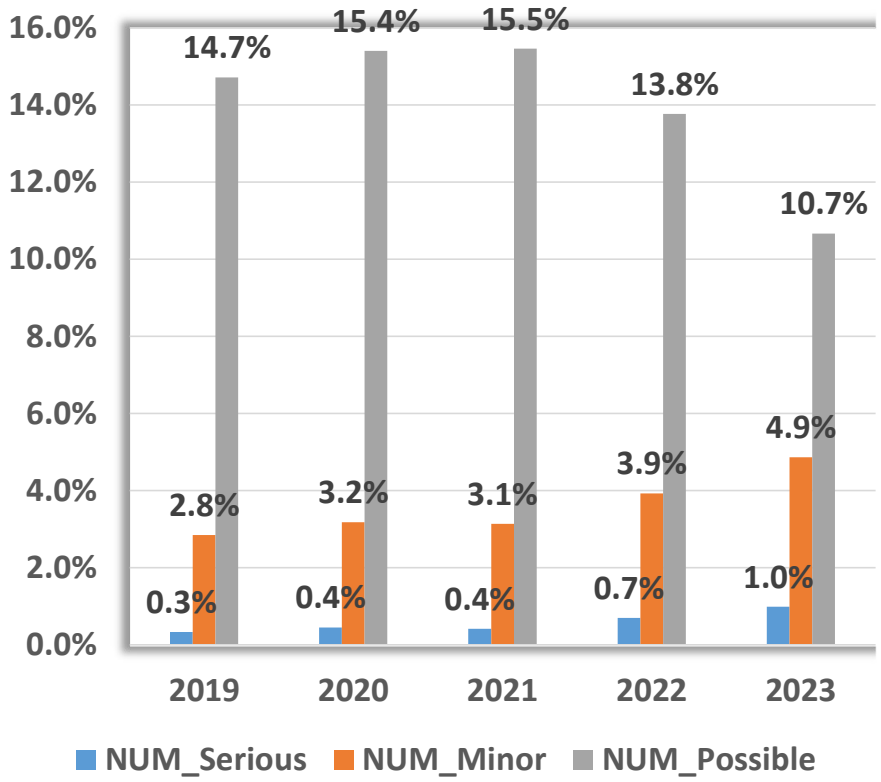
Injuries

2023 was the first year that the new injury definition was in full effect.



Louisiana Injury Percentages in Crashes

KABCO Scale



LA – U.S. Comparison
Medical Abbreviated Injury Scale

	LA	US
MAIS0	82.4%	43.7%
MAIS1	14.8%	47.6%
MAIS2	1.8%	5.8%
MAIS3	0.6%	2.5%
MAIS4	0.1%	0.4%
MAIS5	0.0%	0.1%
MAIS 6-Fatal	0.2%	0.7%

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).

Injury Severity versus EMS & Transportation to Medical Facility

		Injury Status				
Transported by	Transported to	FATAL	SERIOUS	MINOR	POSSIBLE	NONE
EMS	Medical Facility	40.2%	91.1%	59.1%	28.2%	0.3%
	Other	1.1%	0.9%	0.8%	0.5%	0.0%
	NOT APPLICABLE	0.9%	0.2%	1.1%	0.8%	0.1%
N/A	Medical Facility	2.0%	3.7%	4.2%	2.1%	0.1%
	Other	10.7%	0.9%	0.9%	2.0%	6.9%
	NOT APPLICABLE	45.1%	3.1%	33.9%	66.5%	92.7%

Specific Issues

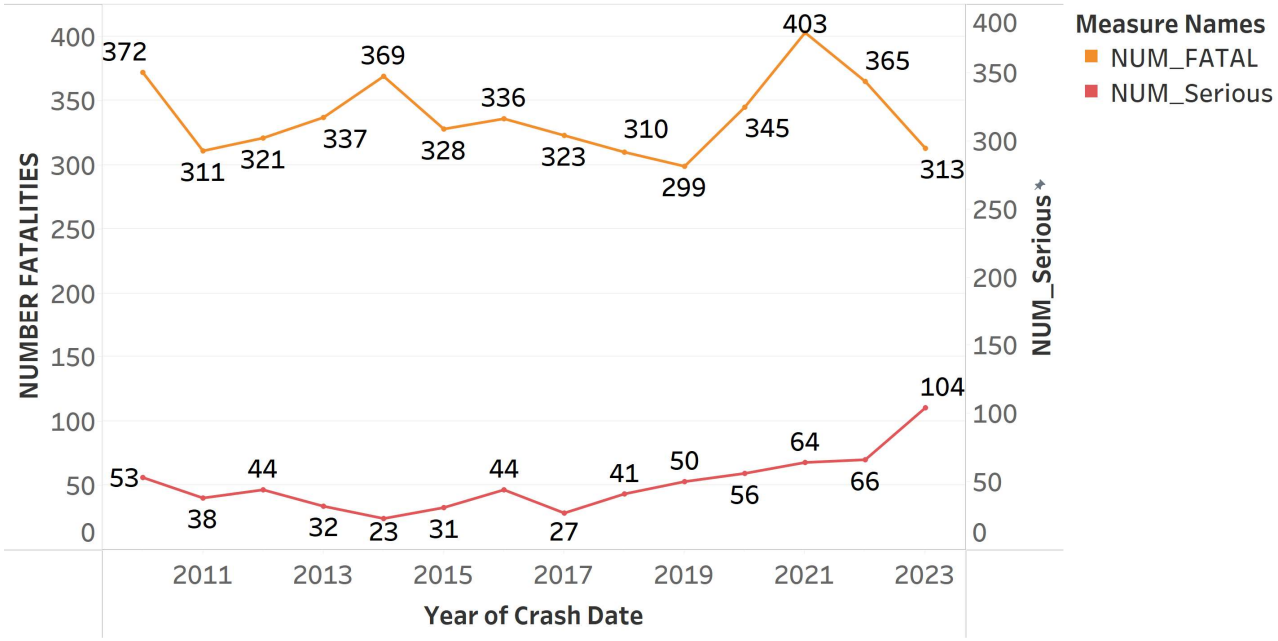
- Lane Departure Crashes
- Interstate Crashes
- Bicycle Crashes
- Motorcycle Crashes
- Pedestrian Fatalities
- Young Drivers
- Older Drivers

Lane Departure Fatalities

excluding FMCSA reportable, motorcycles, pedestrian and bicycle crashes

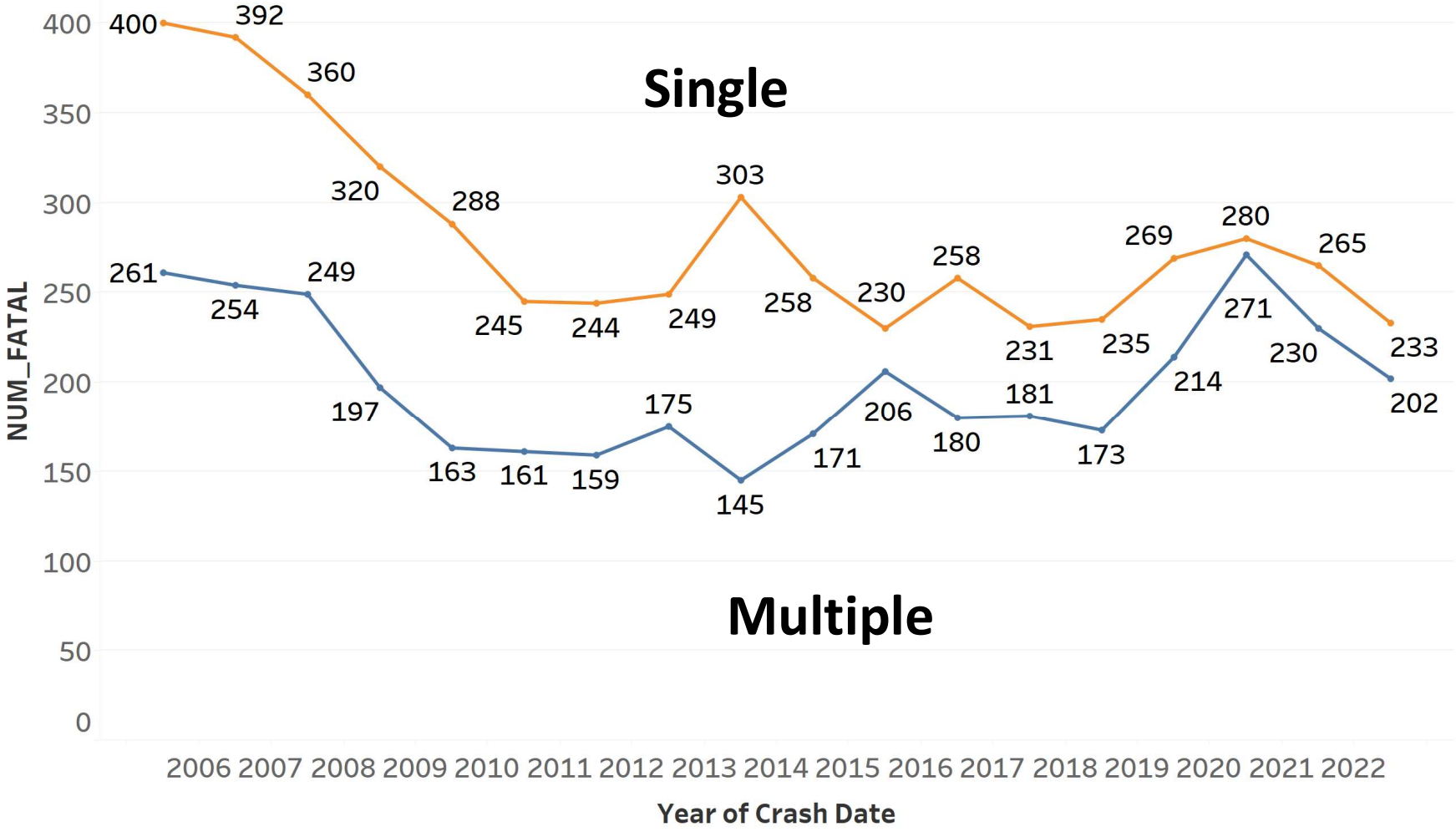
Fatal lane departure crashes
were down from 365 in 2022
to 313 in 2023, a 14% decline.

*Definition changed in 2022



Fatalities in Single and Multiple Vehicle Crashes

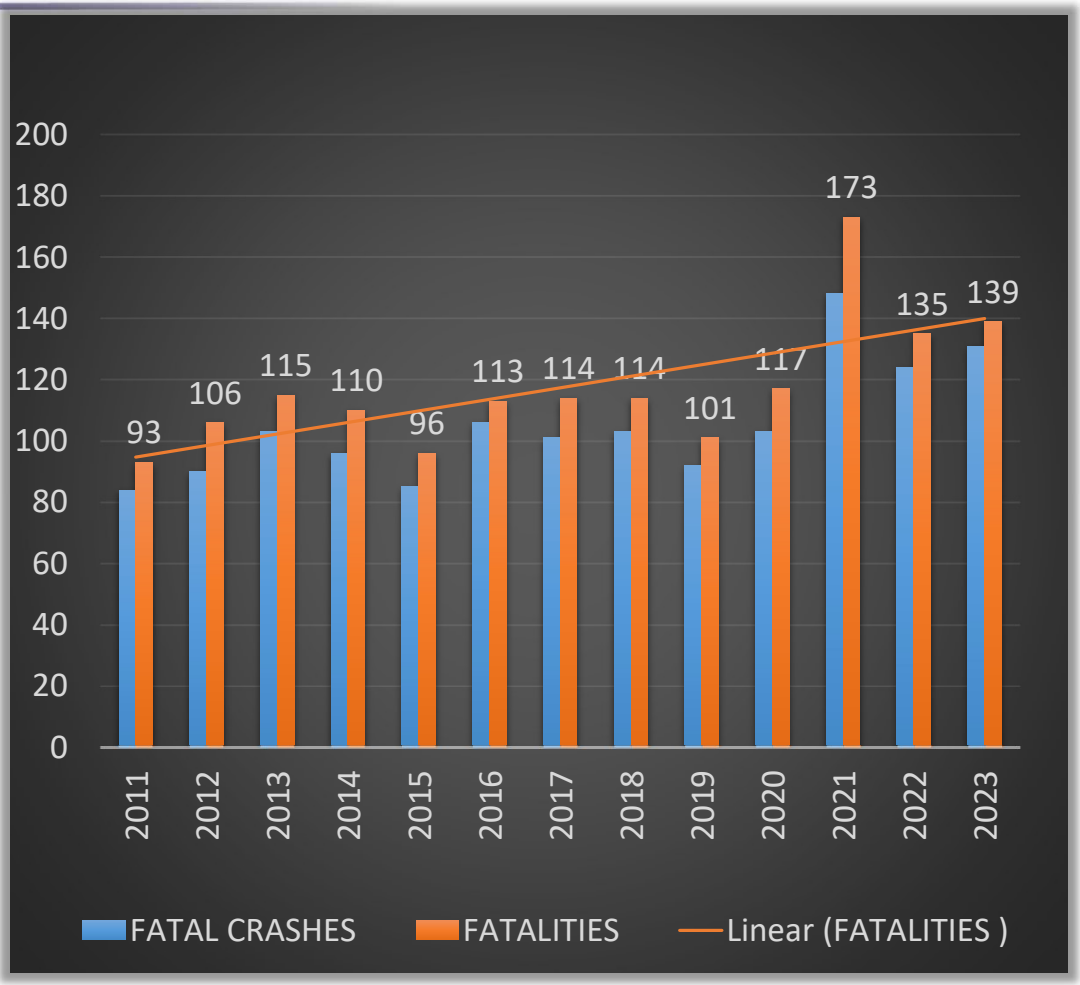
excluding FMCSA reportable, motorcycles, pedestrian and bicycle crashes



Interstate Fatalities & Fatal Crashes

- Fatal Crashes Up 5.7% from 2022
- Fatalities Up 3.0% from 2022

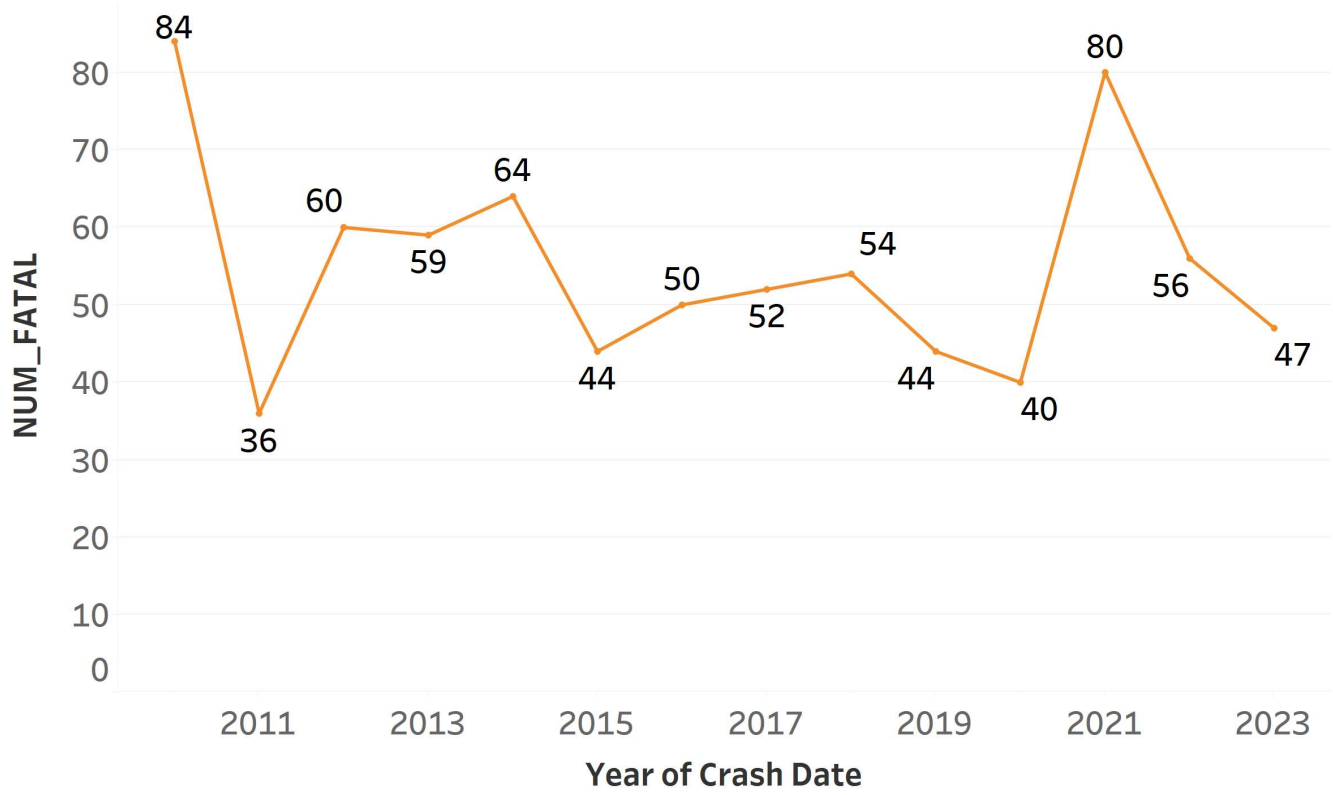
Heavy traffic on Interstate 10 in Lafayette near the exit for I-49. *Advertiser File Photo*



Lane Departure Fatalities on Interstates

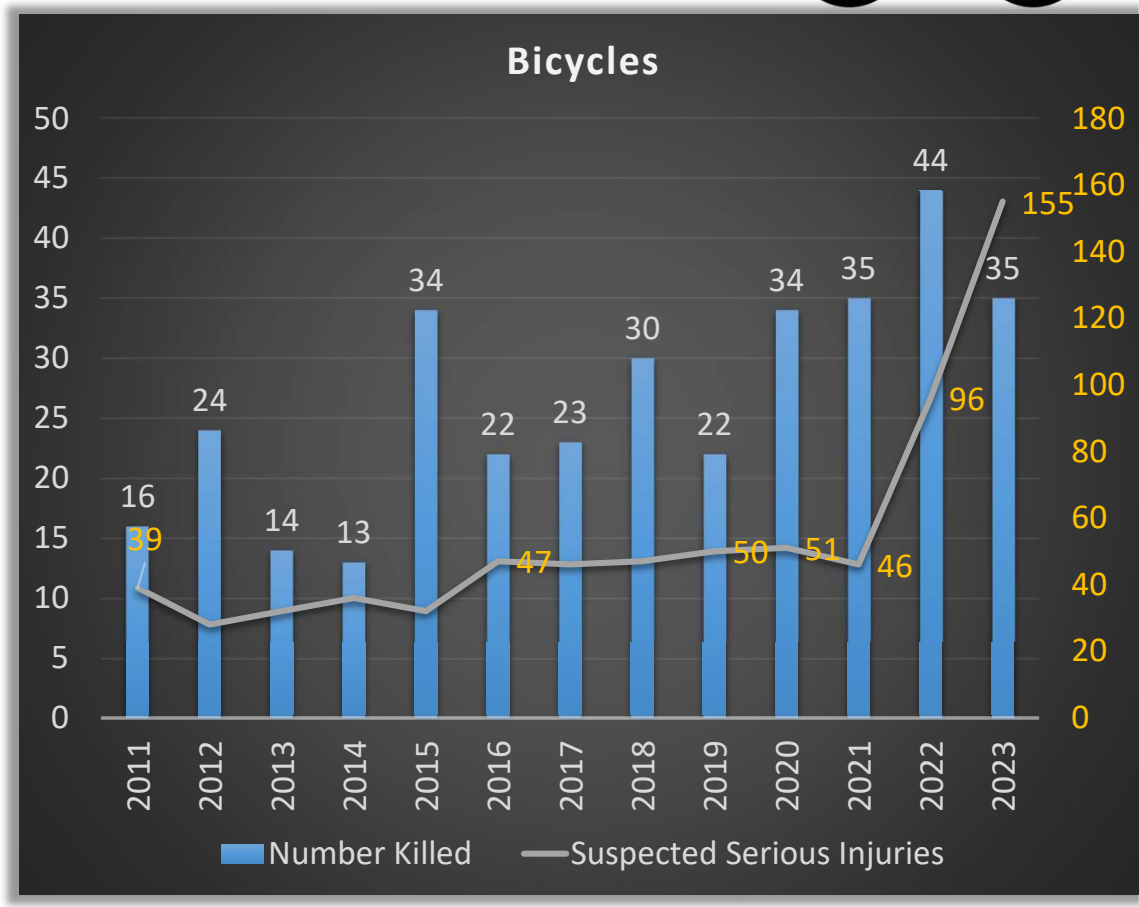
excluding motorcycles, pedestrian and bicycle crashes

- Down 16% from 2022
- Down 41% from 2021



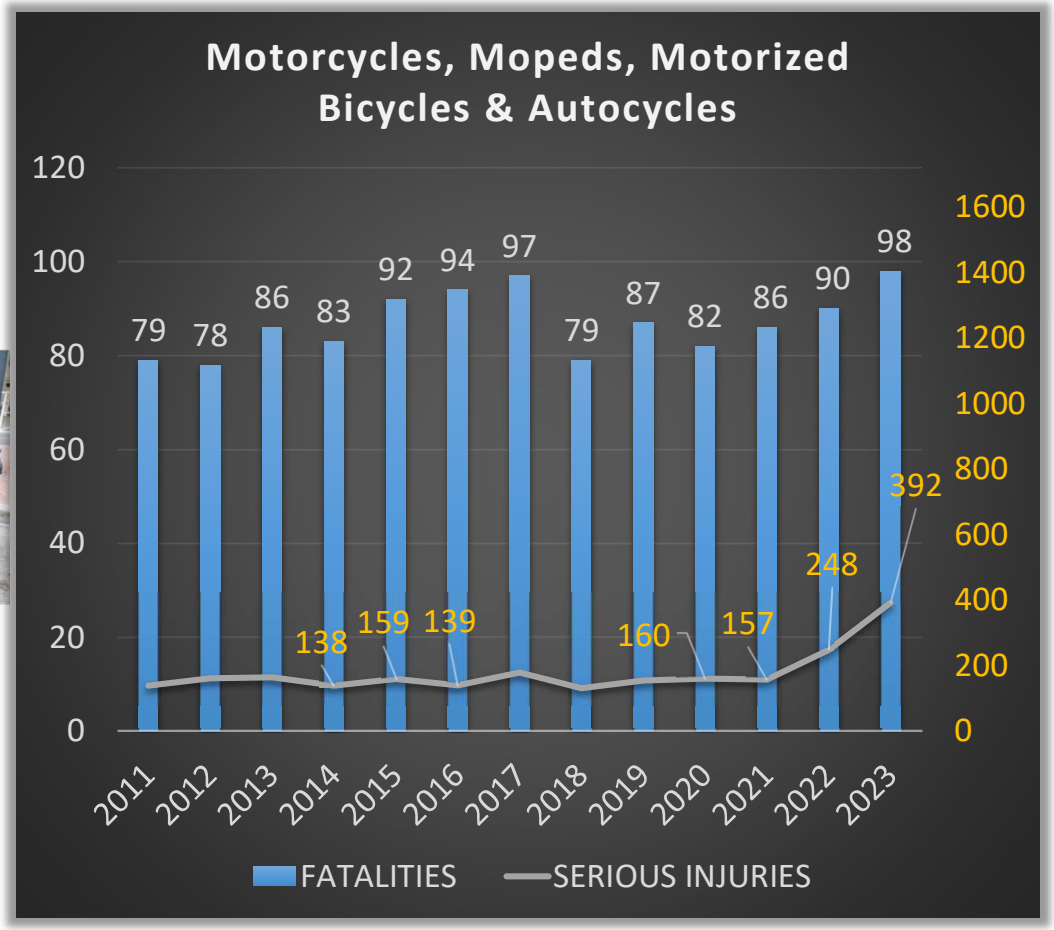
Bicyclist Fatalities

- Fatalities were down 20.5% from 2022.
- Bicyclist fatalities 33.6% above pre COVID 5-year average between 2015 and 2019.
- Based on the new injury definition Serious Injuries are much higher than past years have shown.



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

- Fatalities up 7.7%
- Serious Injuries in 2023 were 392
- Approved Helmet use among fatalities was 59%.
- Alcohol involvement of the fatal motorcycle driver was estimated to be 24% in 2023.



Fatalities Among Riders of Motorcycles, Mopeds, Motorized Bicycles & Autocycles 2022 & 2023

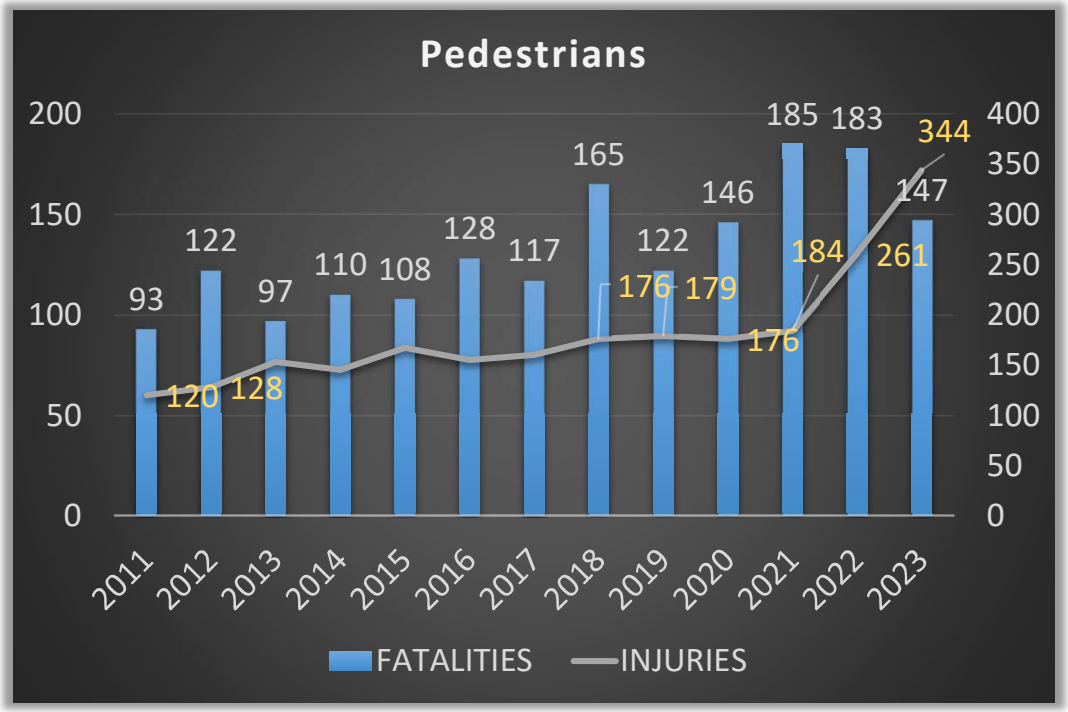
- In 2023 riders on:
  - Motorcycle: Fatalities 97, Serious Injuries 372
  - 3-wheeled motorcycles: Fatality 1, Serious Injuries 5
  - Autocycles: Serious Injuries 3
  - Moped or Motorized Bicycle: Serious Injuries 12




Year	Body Type	(A) SUSPECTED SERIOUS INJURY	(K) FATAL INJURY
2022	2-WHEELED MOTORCYCLE	230	86
	3-WHEELED MOTORCYCLE	6	
	AUTOCYCLE	4	2
	MOPED OR MOTORIZED BICYCLE	8	2
	TOTAL	248	90
2023	2-WHEELED MOTORCYCLE	372	97
	3-WHEELED MOTORCYCLE	5	1
	AUTOCYCLE	3	
	MOPED OR MOTORIZED BICYCLE	12	0
	TOTAL	392	98

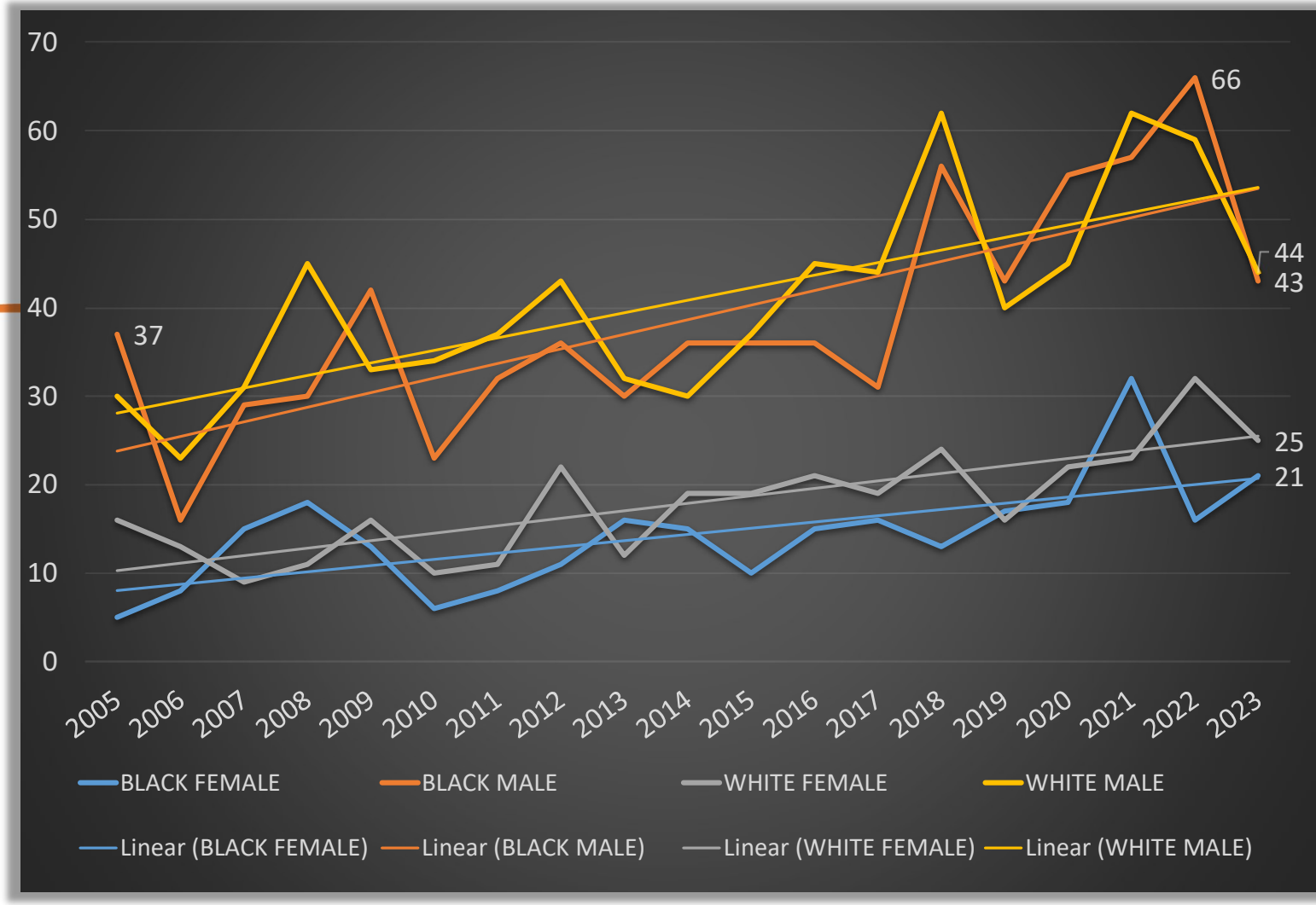
Pedestrian Fatalities & Serious Injuries

- Pedestrian fatalities were 147 in 2023, down 19.7 percent from 2022 and down 21.3 percent from the all-time high of 185, in 2021
- Pedestrian fatalities were still 14.8% above the pre-Covid 5-year average from 2015-2019.
- Serious injuries were 344 in 2023



Trend in Pedestrian Fatalities

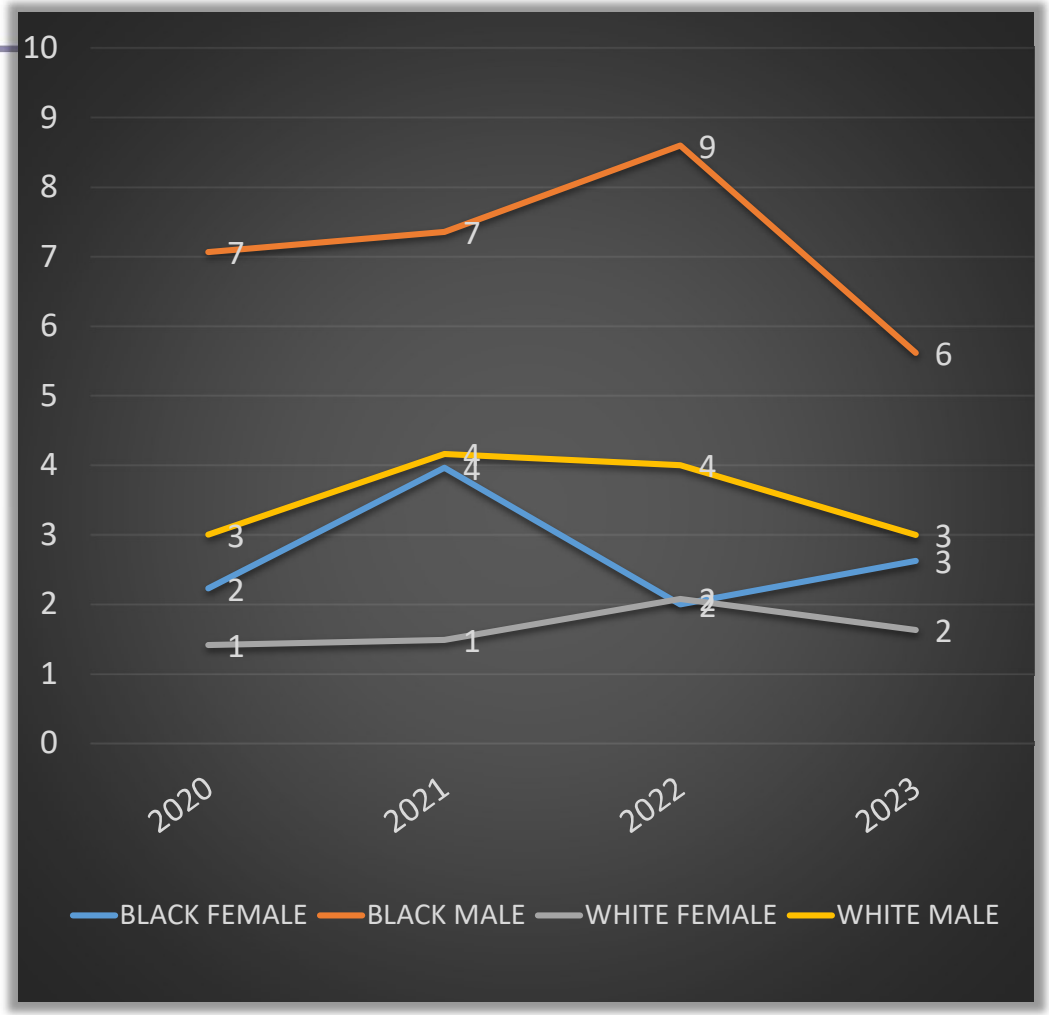
- Increase of about 9 fatalities per year over the past 10 years.
- Black male fatalities were at an all-time high at 66 in 2022.



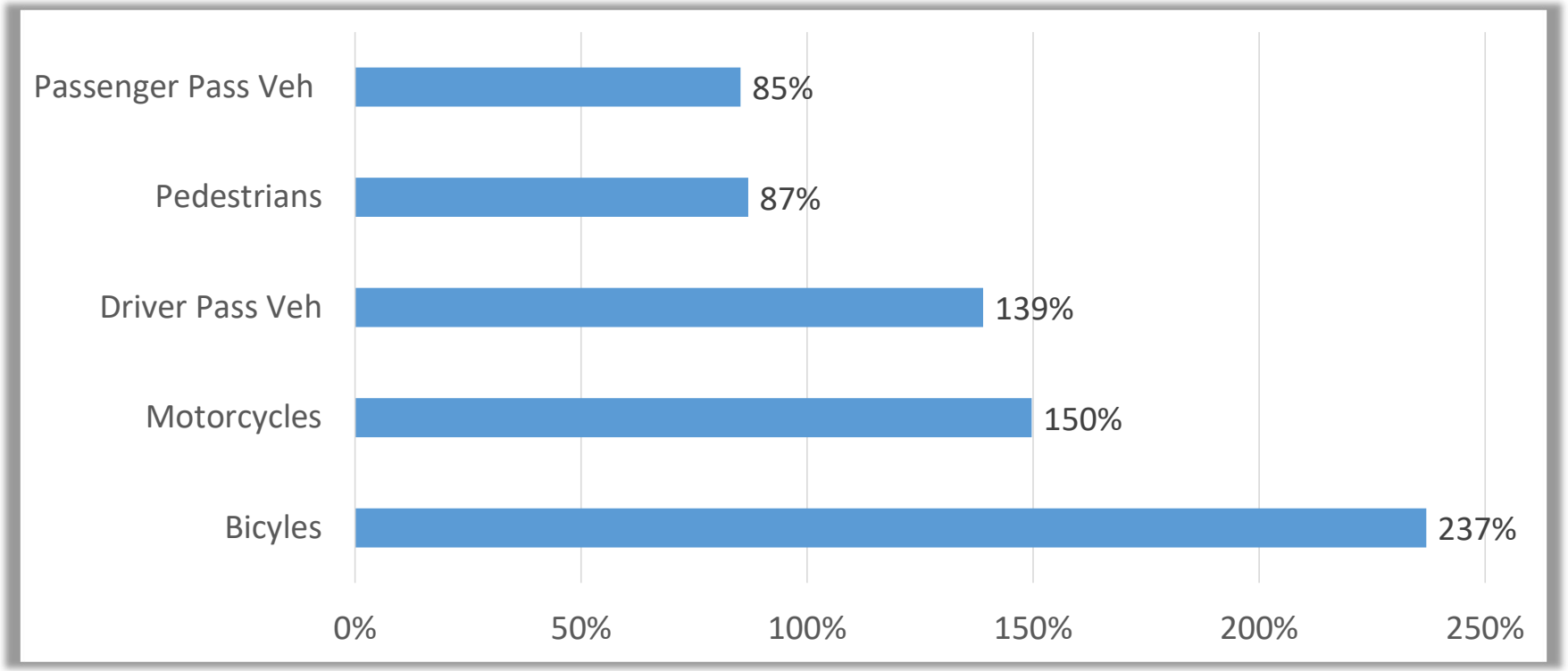
Fatalities Adjusted for Population 2020-2024

The fatality rate per 100,000 population in 2023 by race and gender.

- Black female versus white female 1.6
- Black male versus white male 1.9.

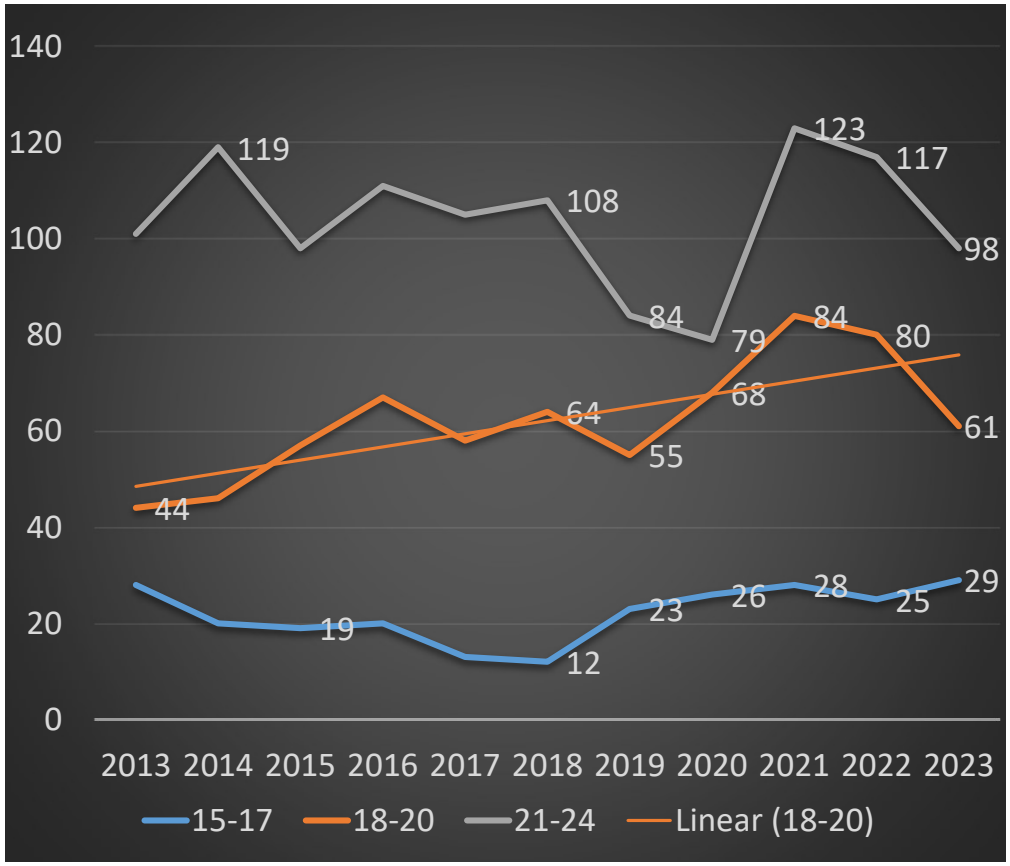


Impact of Changes in Injury Definition
Increase in Serious Injuries from 2021 to 2023



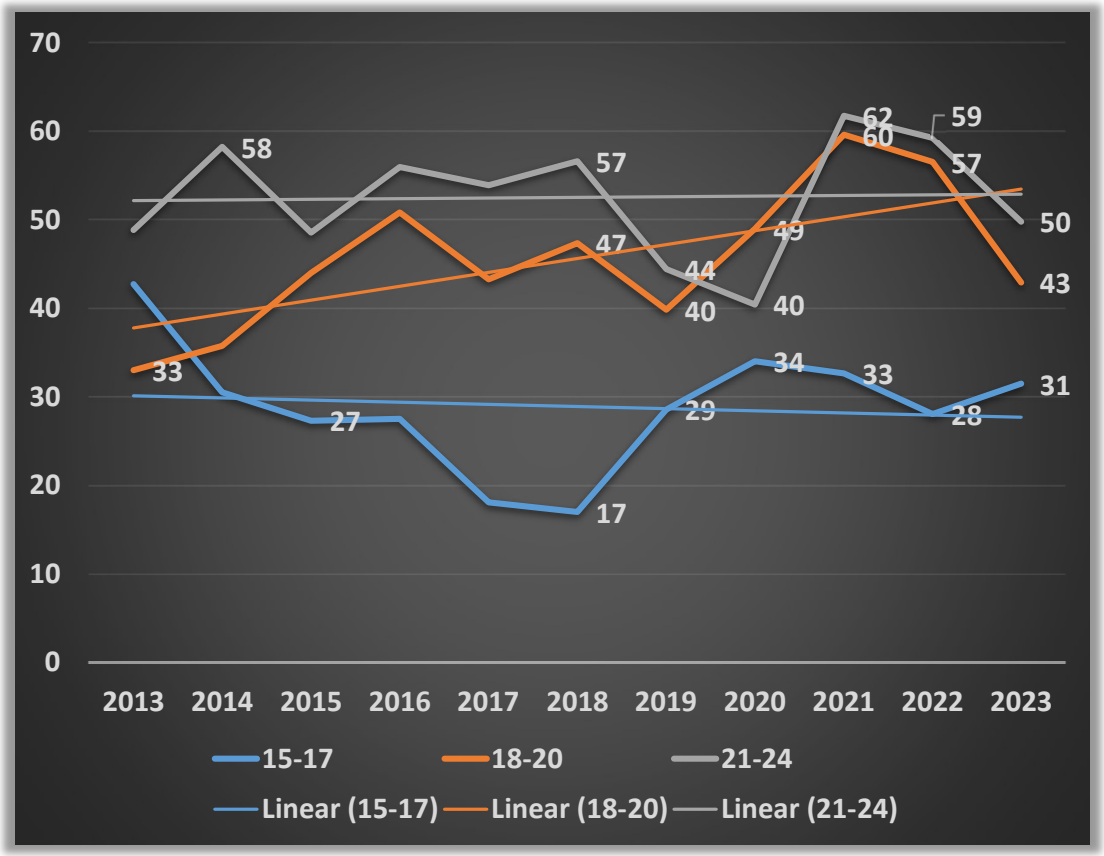
Young Drivers in Fatal Crashes

- Trending upwards between 2013 and 2022
- Young Drivers ages 18-20 involvement in fatal crashes declined from 80 in 2022 to 61 in 2023.



Fatal Crash Rates Per 100,000 licensed Drivers

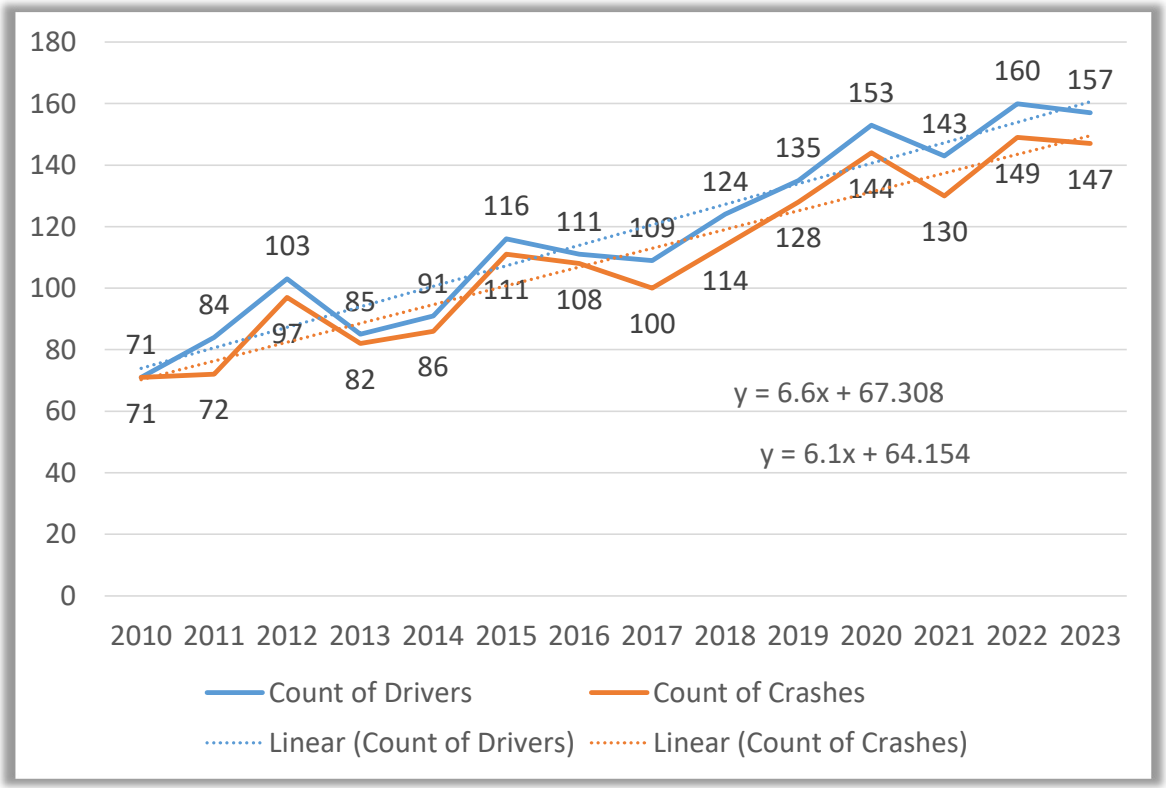
- Fatal crash rates Per 100,000 licensed Drivers declined in 2023 for ages 18-20 as well as ages 21-24.



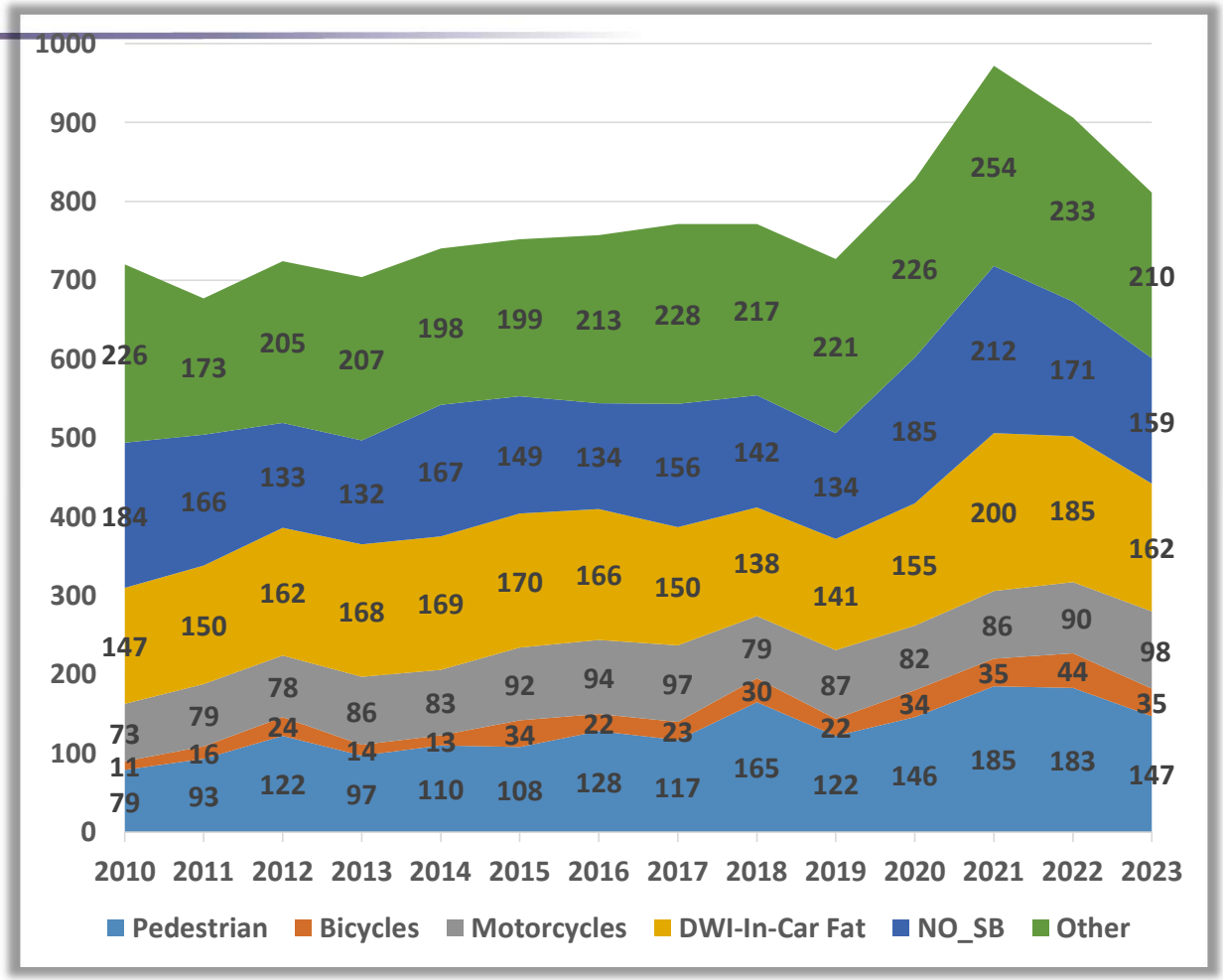
Senior in Fatal Crashes

121% increase 2010 to 2023

Louisiana – Seniors (Age 65 and up)

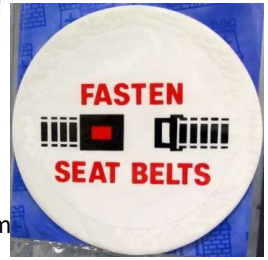


Fatalities 2010 to 2023

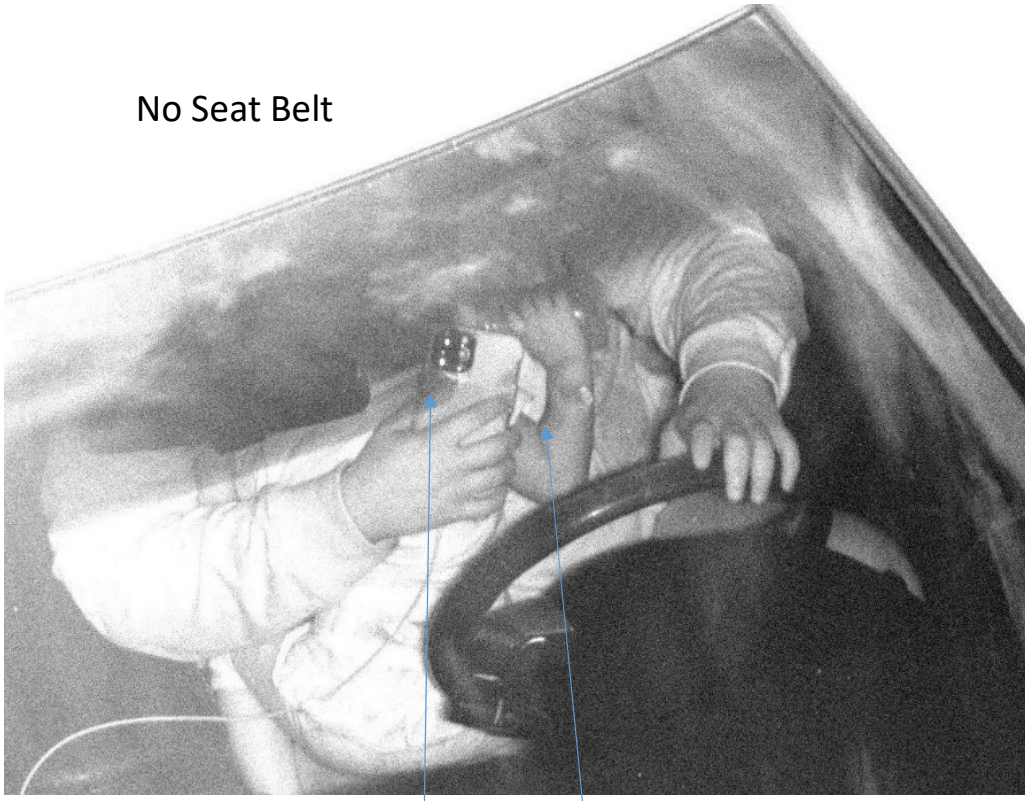


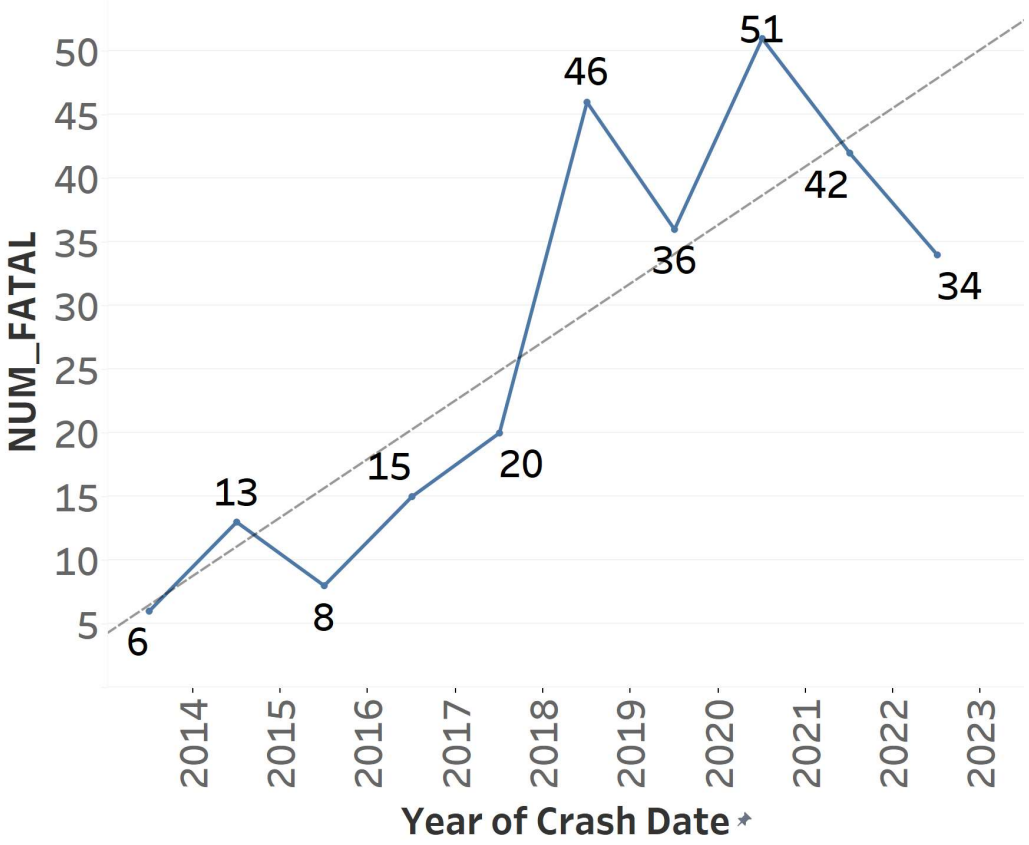
The four Major Contributing Factors

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

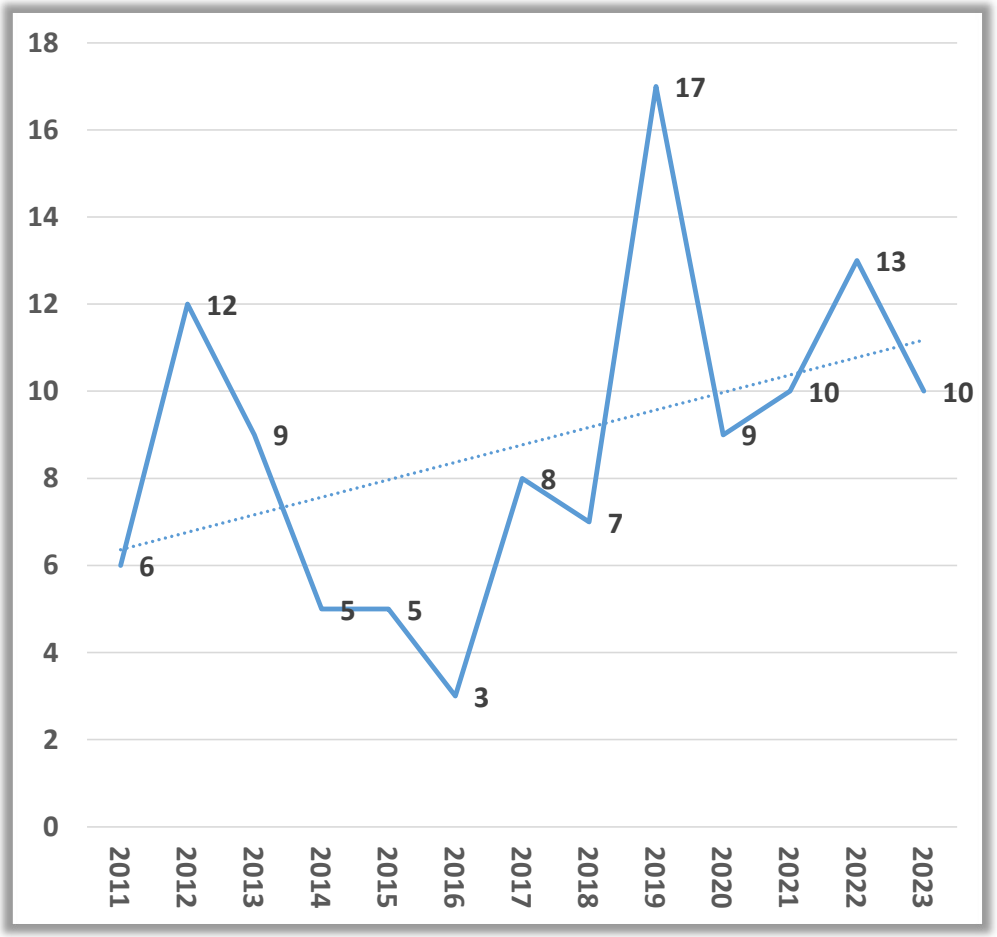


Fatalities Involving Distracted Driving





Cell Phone Distraction



Aggressive Driving

2005-2021 **Aggressive Driving Definition**

- Exceeding stated speed limit
- Exceeding safe speed limit
- Failure to Yield
- Following too closely
- Improper passing
- Disregarded traffic control
- Careless operation

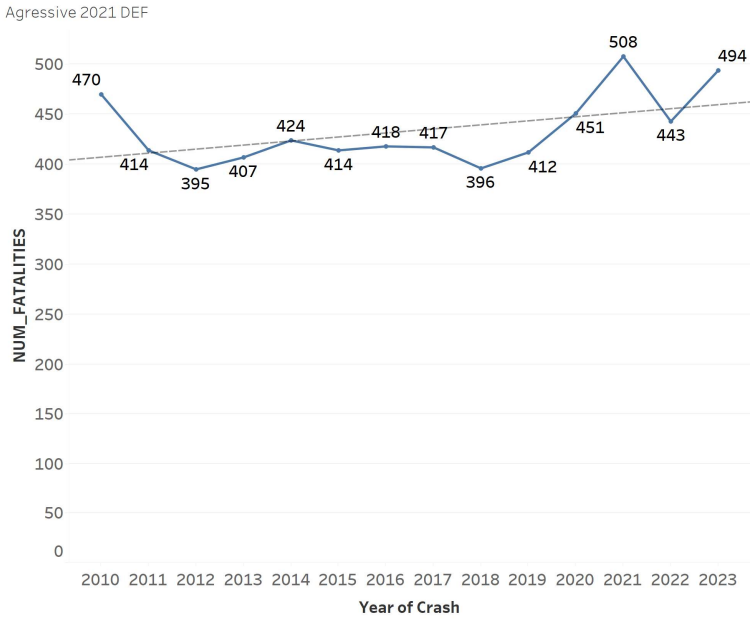
2022- Based on Driver Action 1-4

Operated Motor Vehicle in Reckless or Aggressive

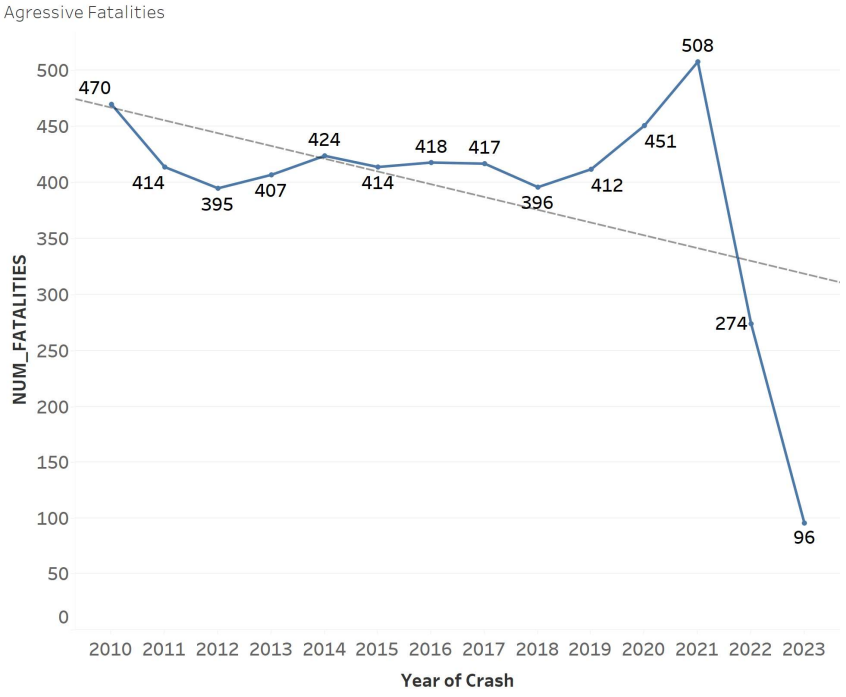
(blank)	663
OPERATED MOTOR VEHICLE IN INATTENTIVE, CARELESS, NEGLIGENT, OR ERRATIC MANNER	161
FAILED TO KEEP IN PROPER LANE	152
RAN OFF ROADWAY	147
IMPROPER PASSING	68
DISREGARDED OTHER ROAD MARKINGS	66
DISREGARDED OTHER TRAFFIC SIGN	63
OTHER CONTRIBUTING ACTION	63
FAILED TO YIELD RIGHT-OF-WAY	60
OVER-CORRECTING OR OVER-STEERING	55
WRONG SIDE OR WRONG WAY	54
RAN STOP SIGN	48
IMPROPER TURN	40
FOLLOWED TOO CLOSELY	34
RAN RED LIGHT	32

Fatalities & Aggressive Driving

2021 Definition



2022 Definition



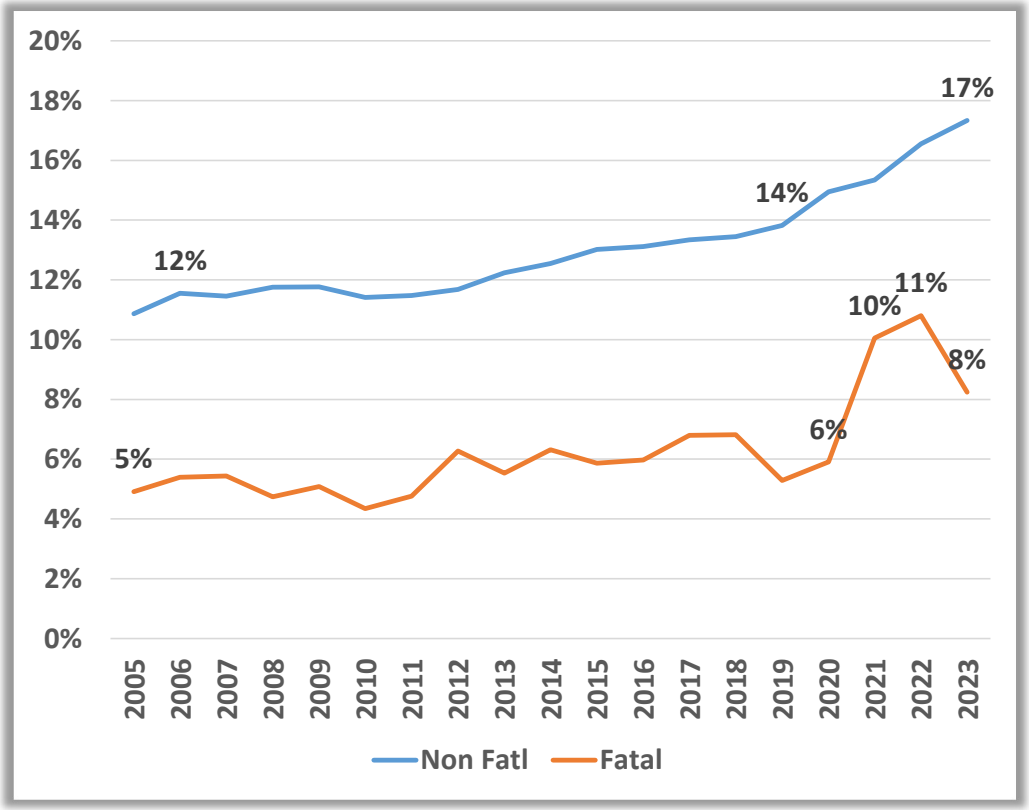
Hit & Run Crashes

Hit & Run Fatal Crashes

By Troop Area 2021-2023

Troop	% of Crashes in Troop Area
A-BR	13%
B-N.O.	17%
C-Houma	5%
D-Calcasieu	8%
E-Natchitoches	7%
F-Monroe	8%
G-Shreveport	7%
I-Lafayette	8%
L-Hammond	6%

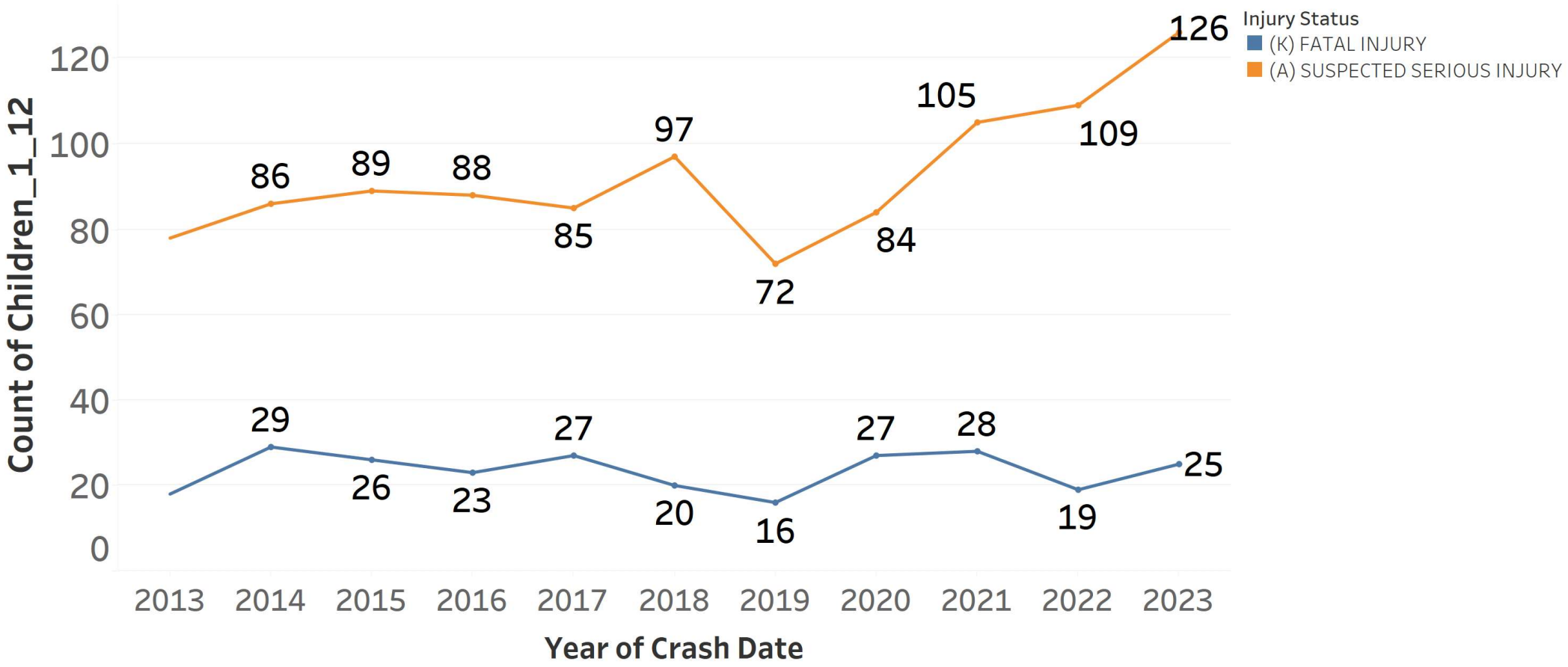
Percentage of Hit & Run Crashes in Louisiana



Children <13 in Crashes and Restraint Use

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

Children Ages <13 killed or Seriously Injured: 2013-2023



2023 Child (Age <2) Injuries by Restraint Type in Passenger Vehicles

Age <2	Injury Status				
Restraint System Type	FATAL	SERIOUS	MINOR	POSSIBLE	NONE
CHILD REST. - REAR FAC.		1	14	102	947
CHILD REST. - FORW. FAC.	1	2	22	86	634
BOOSTER SEAT			1	4	17
BELT USED		2	6	17	79
NONE USED/NON-COMPLIANT		3	8	41	304
VIOLATION	100%	88%	73%	59%	52%

Age <2	Injury Status				
Restraint System Type	FATAL	SERIOUS	MINOR	POSSIBLE	NONE
CHILD REST. - REAR FAC.	0.0%	0.1%	1.3%	10%	89%
CHILD REST. - FORW. FAC.	0.13%	0.27%	3.0%	12%	85%
BOOSTER SEAT	0.00%	0.00%	4.5%	18%	77%
BELT USED	0.00%	1.92%	5.8%	16%	76%
NONE USED/NON-COMPLIANT	0.00%	0.84%	2.2%	12%	85%

Rear-Facing Car Seat: Infants and toddlers under 2 years old must ride in a rear-facing car seat until they reach the height or weight limit specified by the seat manufacturer.

2023 Children (Ages 2-3) Injured by Restraint Type in Passenger Vehicles

Age 2-3	Injury Status				
Restraint System Type	FATAL	SERIOUS	MINOR	POSSIBLE	NONE
CHILD REST. – FAC.REAR.	0	1	1	50	244
CHILD REST.- FAC. - FORW			1	9	43
BOOSTER SEAT				4	27
BELT USED			2	3	45
NONE USED/NON-COMPLIANT		1	10	53	115
Violation	NA	50%	86%	50%	39%

Age 2-3	Injury Status				
Restraint System Type	FATAL	SERIOUS	MINOR	POSSIBLE	NONE
CHILD REST. – FAC.REAR.	0.04%	0.34%	0.3%	17%	82%
CHILD REST.- FAC. - FORW	0.00%	0.00%	1.9%	17%	81%
BOOSTER SEAT	0.00%	0.00%	0.0%	13%	87%
BELT USED	0.00%	0.00%	4.0%	6%	90%
NONE USED/NON-COMPLIANT	0.11%	0.56%	5.6%	30%	64%

Forward-Facing Car Seat: Once children outgrow the rear-facing seat, typically around age 2, they should transition to a forward-facing car seat with an internal harness. This should be used until they exceed the height or weight limit set by the manufacturer, usually between ages 2 and 4.

2023 Children (Ages 4-8) Injured by Restraint Type in Passenger Vehicles

Age 4-8	Injury Status				
Restraint System Type	FATAL	SERIOUS	MINOR	POSSIBLE	NONE
CHILD REST. – FAC.REAR.			1	18	77
CHILD REST.- FAC. - FORW	2	2	57	268	2,341
BOOSTER SEAT	2	5	43	156	1211
BELT USED	1	7	127	440	3,137
NONE USED/NON-COMPLIANT	2	18	98	260	1,556
VIOLATION	43%	78%	69%	61%	56%

Age 4-8	Injury Status				
Restraint System Type	FATAL	SERIOUS	MINOR	POSSIBLE	NONE
BOOSTER SEAT	0.0%	0.0%	1.0%	19%	80%
CHILD REST.- FORW. FACING	0.07%	0.07%	2.1%	10%	88%
CHILD REST.- REAR FACING	0.14%	0.35%	3.0%	11%	85%
BELT USED	0.03%	0.19%	3.4%	12%	85%
NONE USED/NON-COMPLIANT	0.10%	0.93%	5.1%	13%	80%

Booster Seat: Children who are at least 4 years old or weigh at least 40 pounds should use a booster seat. The booster seat should be used until the child is big enough for the vehicle's seat belt to fit properly, usually around age 9 or when the child reaches 4'9" in height.

2023 Children (Ages 9-12) Injured by Restraint Type in Passenger Vehicles

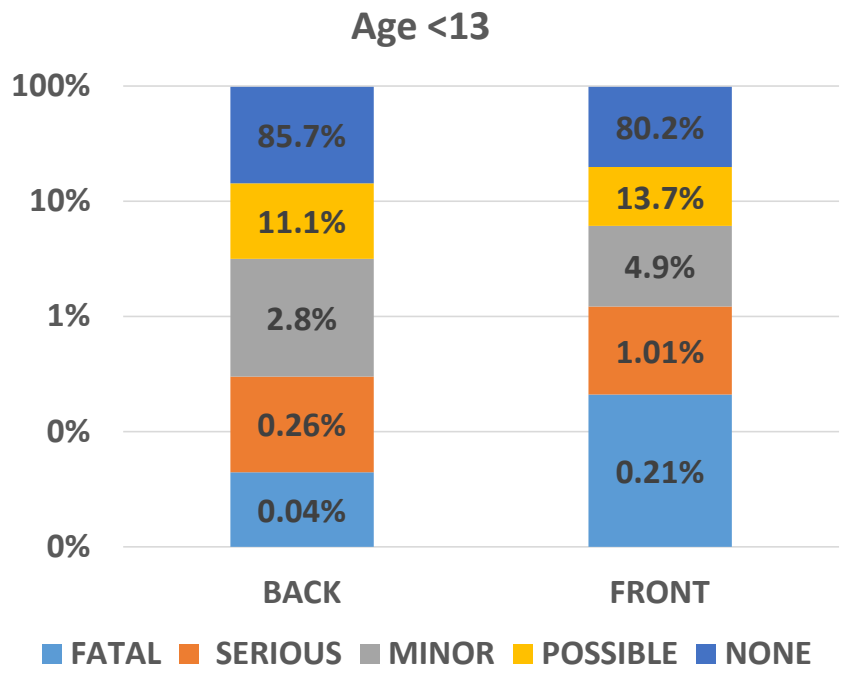
Age 9-12	Injury Status				
Restraint System Type	FATAL	SERIOUS	MINOR	POSSIBLE	NONE
CHILD REST. – FAC.REAR.					15
CHILD REST.- FAC. - FORW			2	11	122
BOOSTER SEAT		1	7	16	147
BELT USED	2	13	163	603	4546
NONE USED/NON-COMPLIANT	4	18	68	185	951
VIOLATION	67%	56%	28%	23%	16%

Age 9-12	Injury Status				
Restraint System Type	FATAL	SERIOUS	MINOR	POSSIBLE	NONE
CHILD REST. – FAC.REAR.	0.0%	0.0%	0.0%	0.0%	100.0%
CHILD REST.- FAC. - FORW	0.0%	0.0%	1.5%	8.1%	90.4%
BOOSTER SEAT	0.0%	0.6%	4.1%	9.4%	86.0%
BELT USED	0.0%	0.2%	3.1%	11.3%	85.3%
NONE USED/NON-COMPLIANT	0.3%	1.5%	5.5%	15.1%	77.6%

Seat Belt: Once a child reaches 9 years old and can sit with the vehicle's seat belt fitting correctly, they can transition out of a booster seat. However, children under 13 years of age are required to sit in the back seat whenever possible.

Seating position of children in Crashes

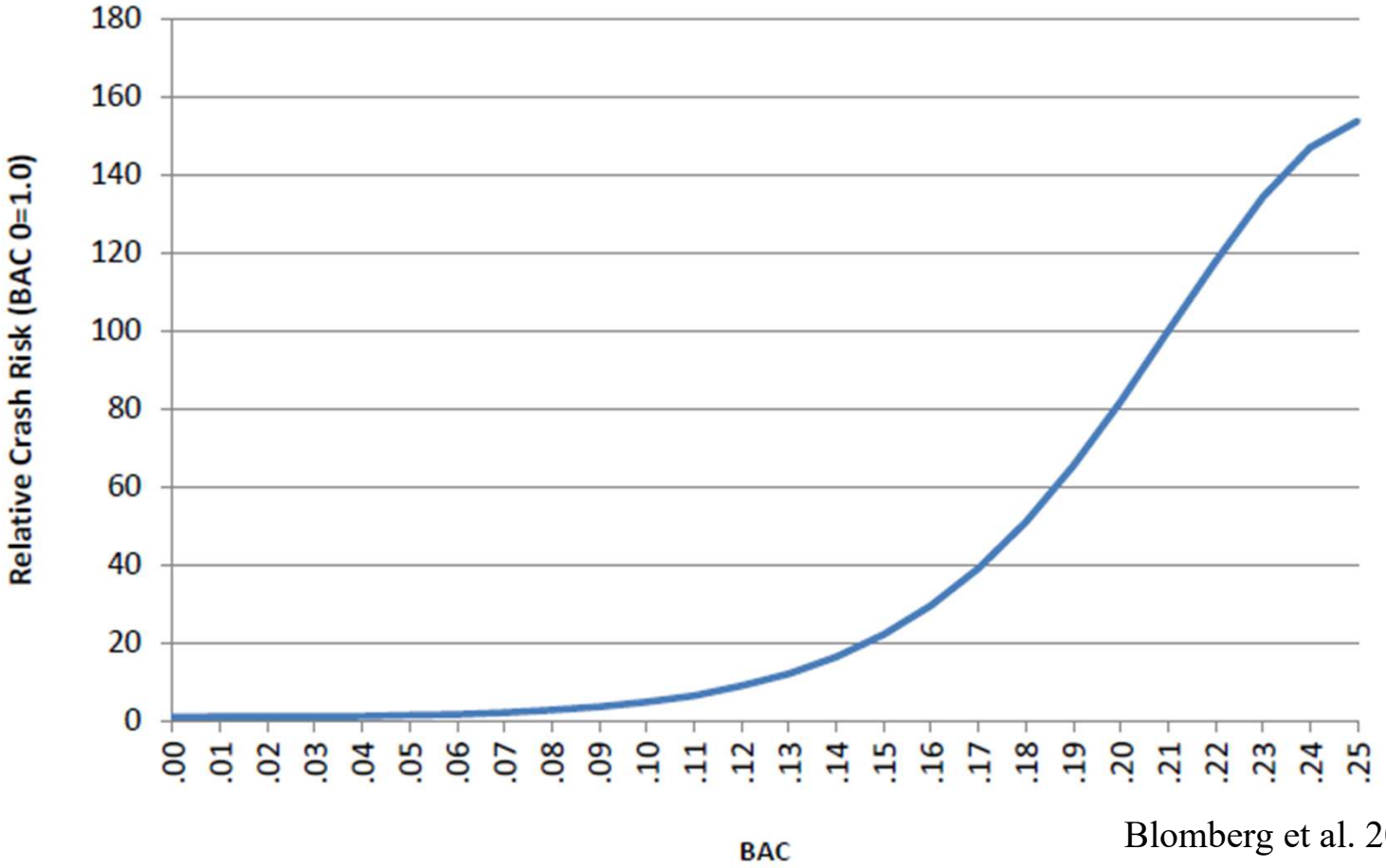
AGE <13	Injury Status				
Seating Position	FATAL	SERIOUS	MINOR	POSSIBLE	NONE
BACK	9	52	578	2,263	17,412
FRONT	5	24	116	328	1,913
OTHER		4	25	70	437
Violation	36%	30%	16%	12%	10%



Front Seat: Children under the age of 13 are required to ride in the back seat of a vehicle if available. This is due to the potential danger posed by airbags in the front seat.

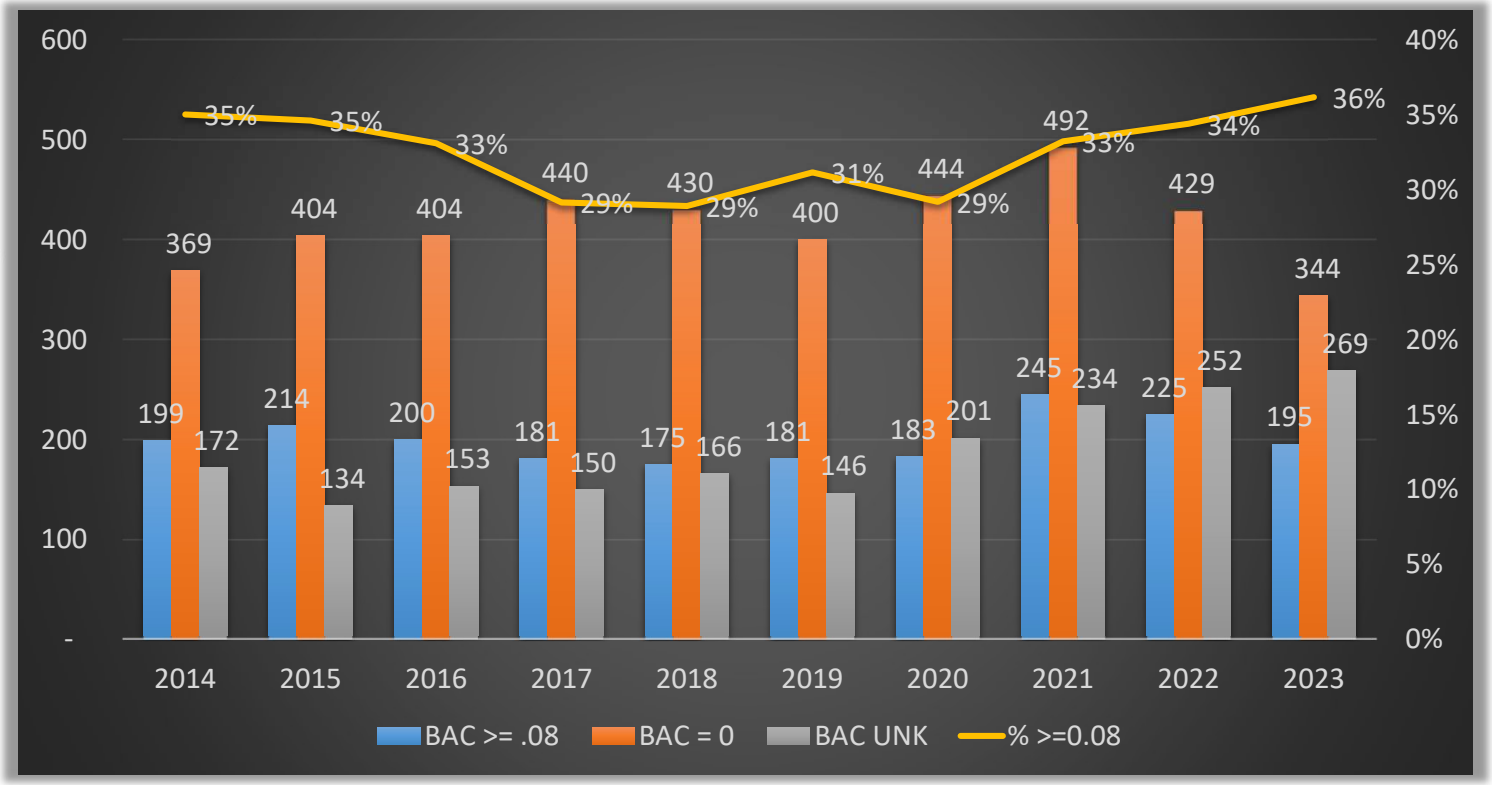
Drinking and Driving

Relative Crash Risk versus Driver BAC Levels



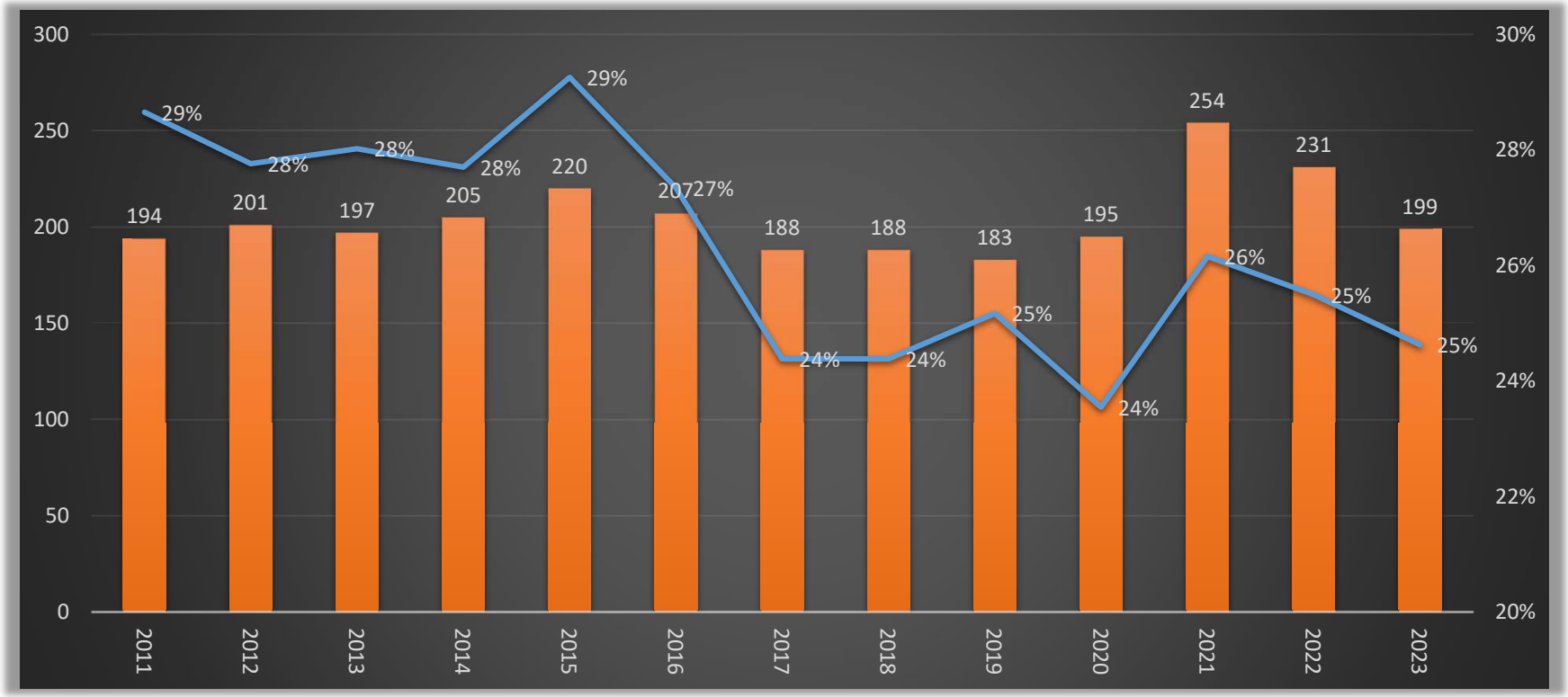
Blomberg et al. 2005

Fatalities in Crashes with Driver BAC>=0.08



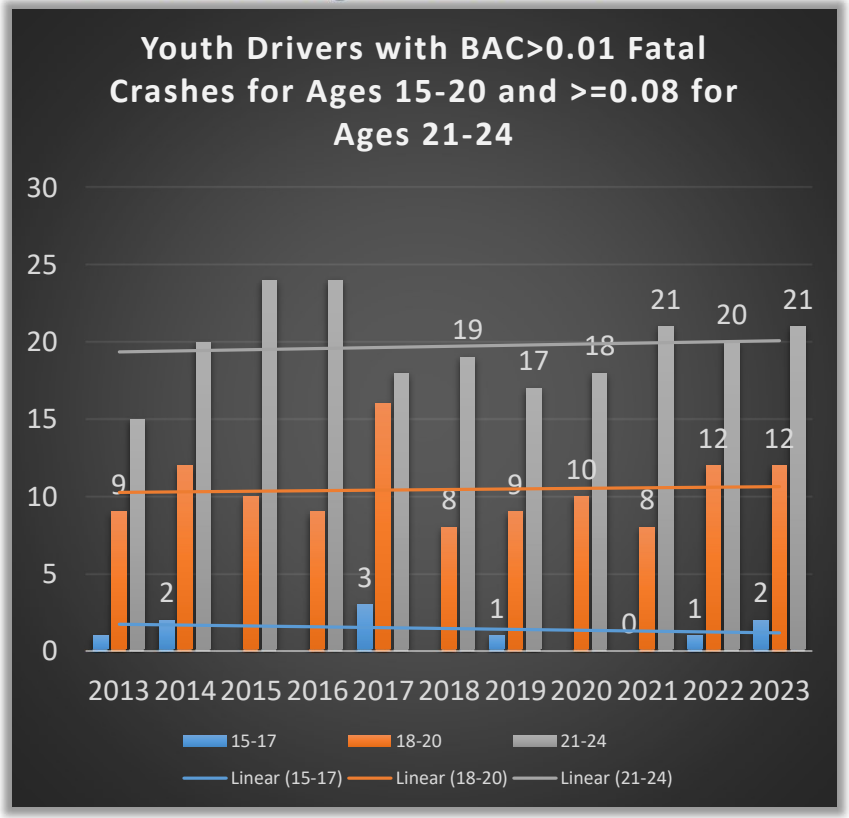
The number of fatalities where a driver had a BAC >=0.08 was 195 in 2023 down from 225 in 2022. Percentage is based only on crashes with known BAC for all drivers.

Fatalities in Crashes with Predicted BAC>= 0.08

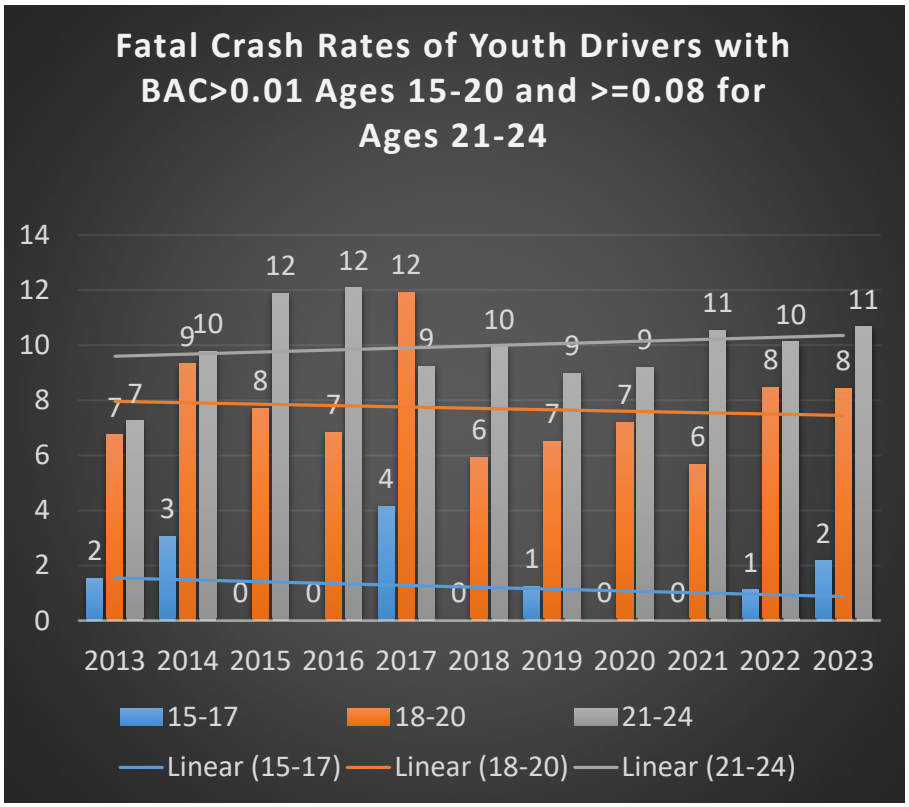


Youth Drivers and Alcohol Involvement in Fatal

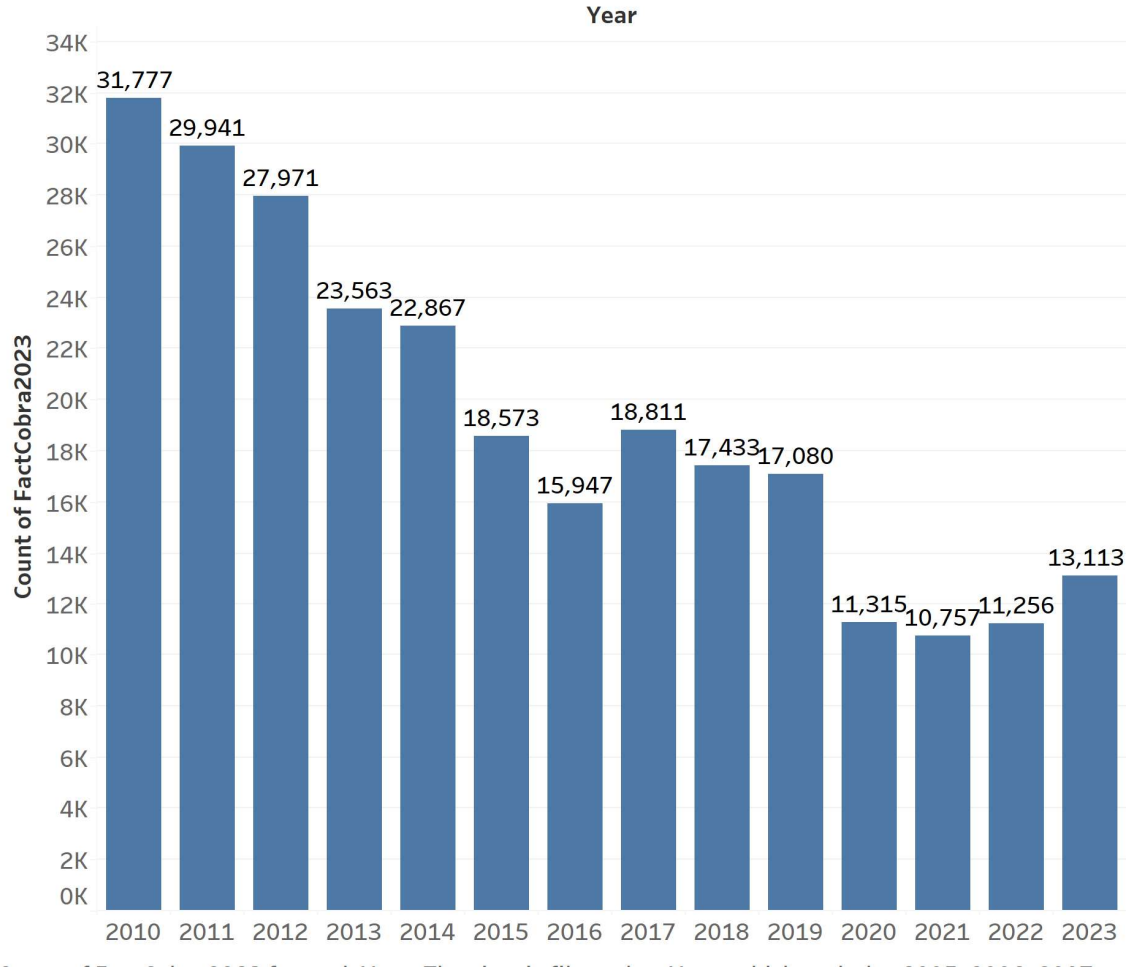
Youth Drivers using Alcohol in Fatal



Alcohol-Related Crashes Rate (per 100,000 lic. Drivers)



DWI Arrests from COBRA



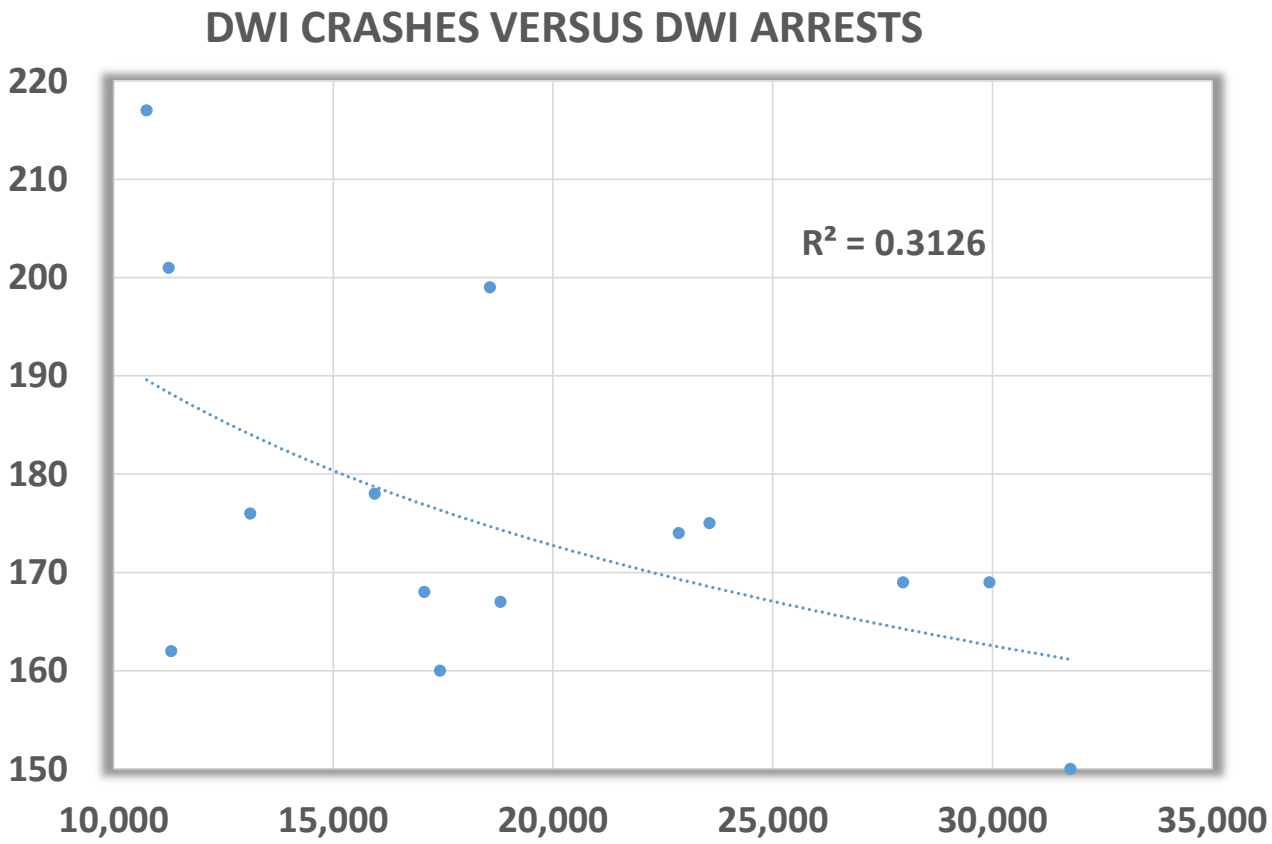
DWI Arrests from COBRA

Rule of Thumb:

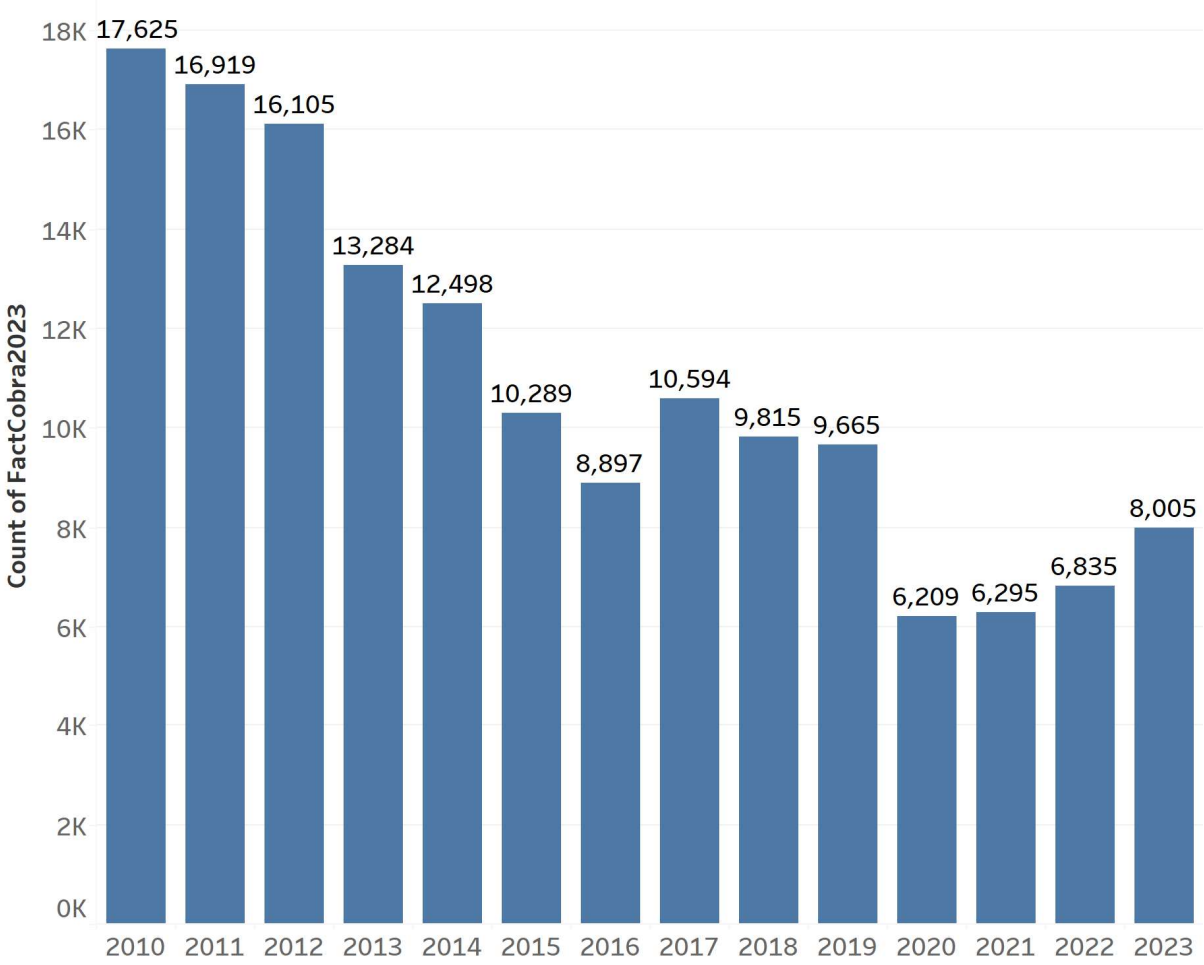
For every 1,000 hours Saturation Patrol 4 fewer fatalities.

For every SFST conducted 3 fewer fatalities.

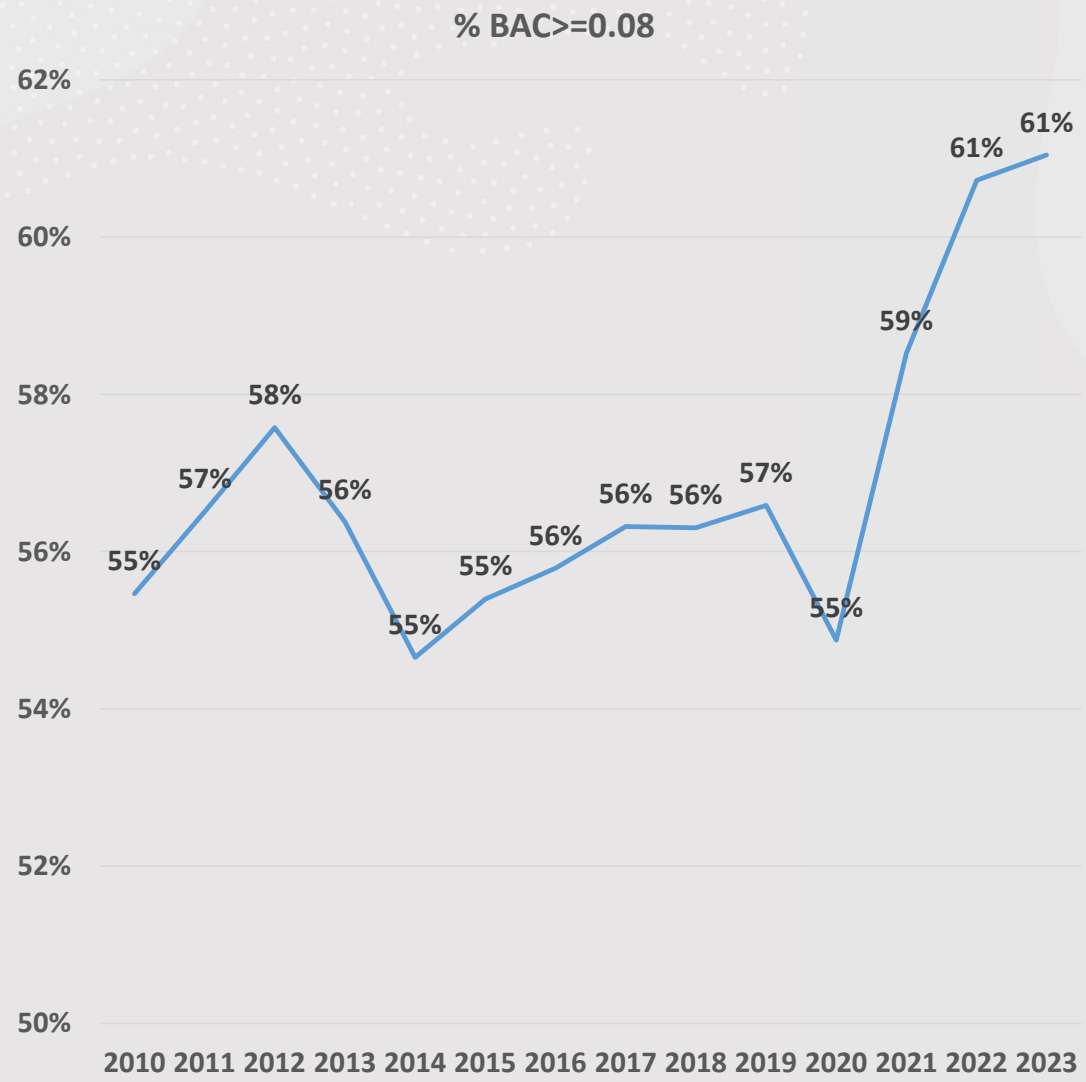
Source: Target of Opportunity Report.



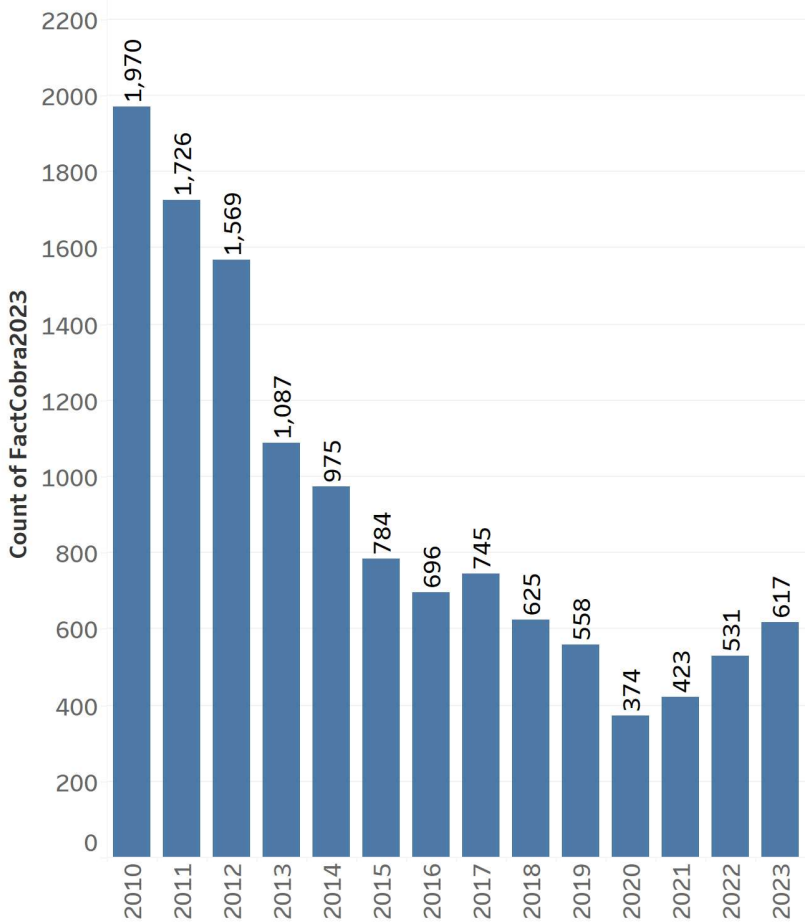
DWI Arrests from COBRA BAC>=0.08



% of BAC>=0.08 in COBRA ARREST DATA



DWI Arrests Age <21 with BAC>=0.02

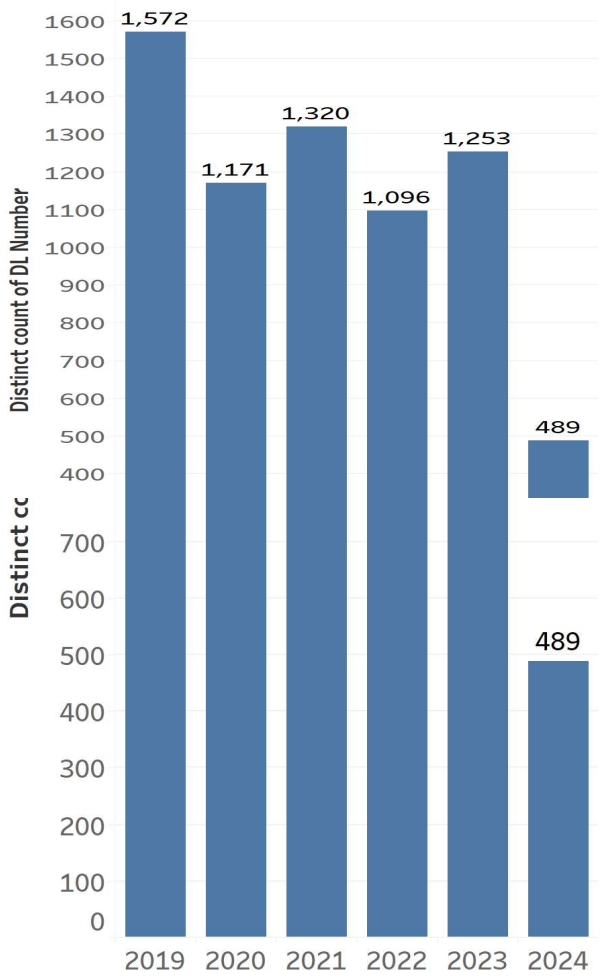


Drivers with Drugs In Crashes and Traffic Violations

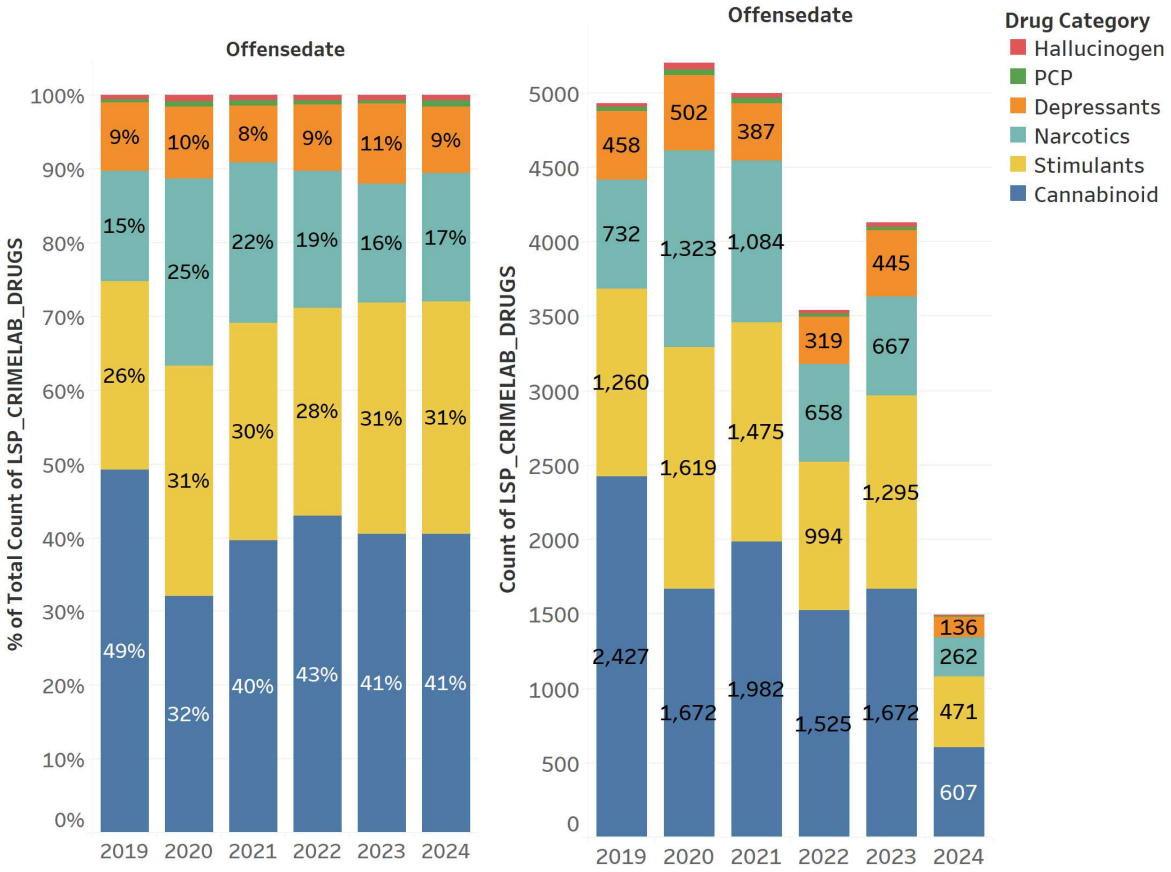
Number of Drivers

Drug Category

- [ ] (All)
- [x] Cannabinoid
- [x] Depressants
- [x] Hallucinogen
- [x] Narcotics
- [ ] No test results
- [ ] None
- [x] Other
- [x] PCP
- [x] Stimulants



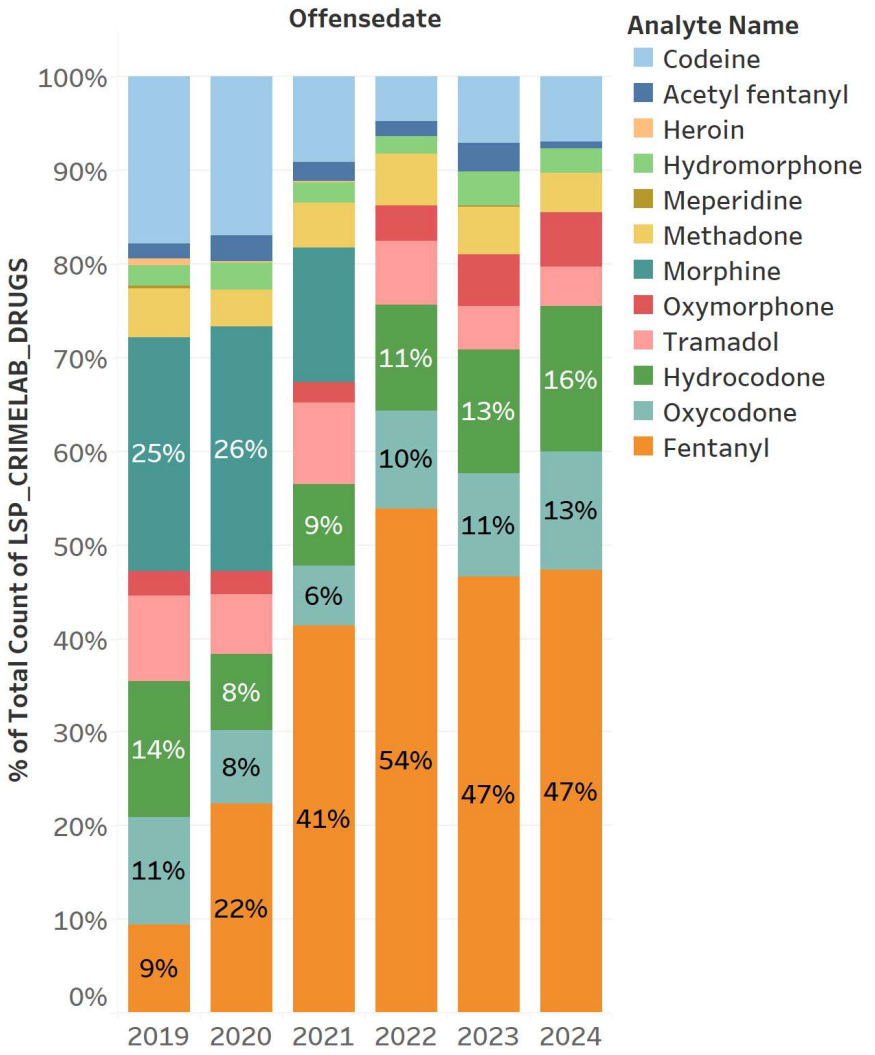
Number of Drugs in Traffic Arrests



Includes multiple drugs.
In Crashes and Traffic Violations.

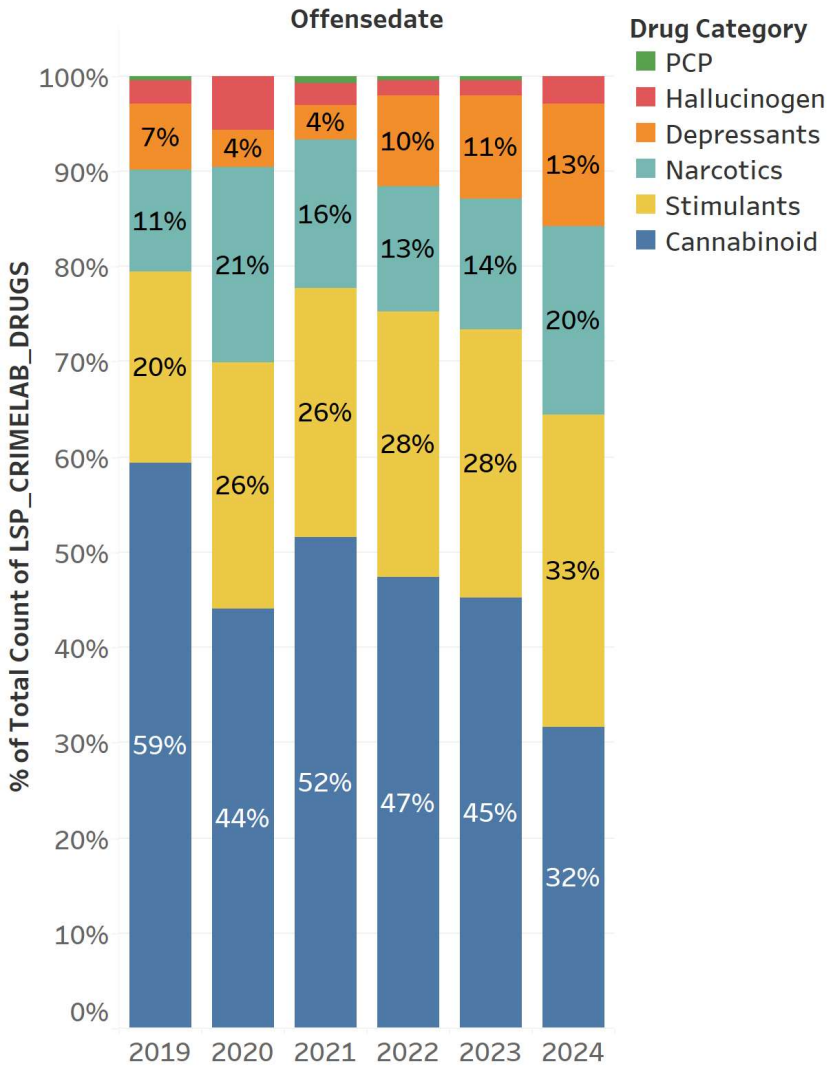
Narcotics (Crime Lab Data)

Includes multiple drugs.

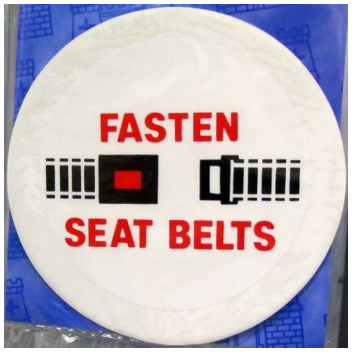


Drugs in Fatal Crashes (Crime Lab Data)

Includes multiple drugs.

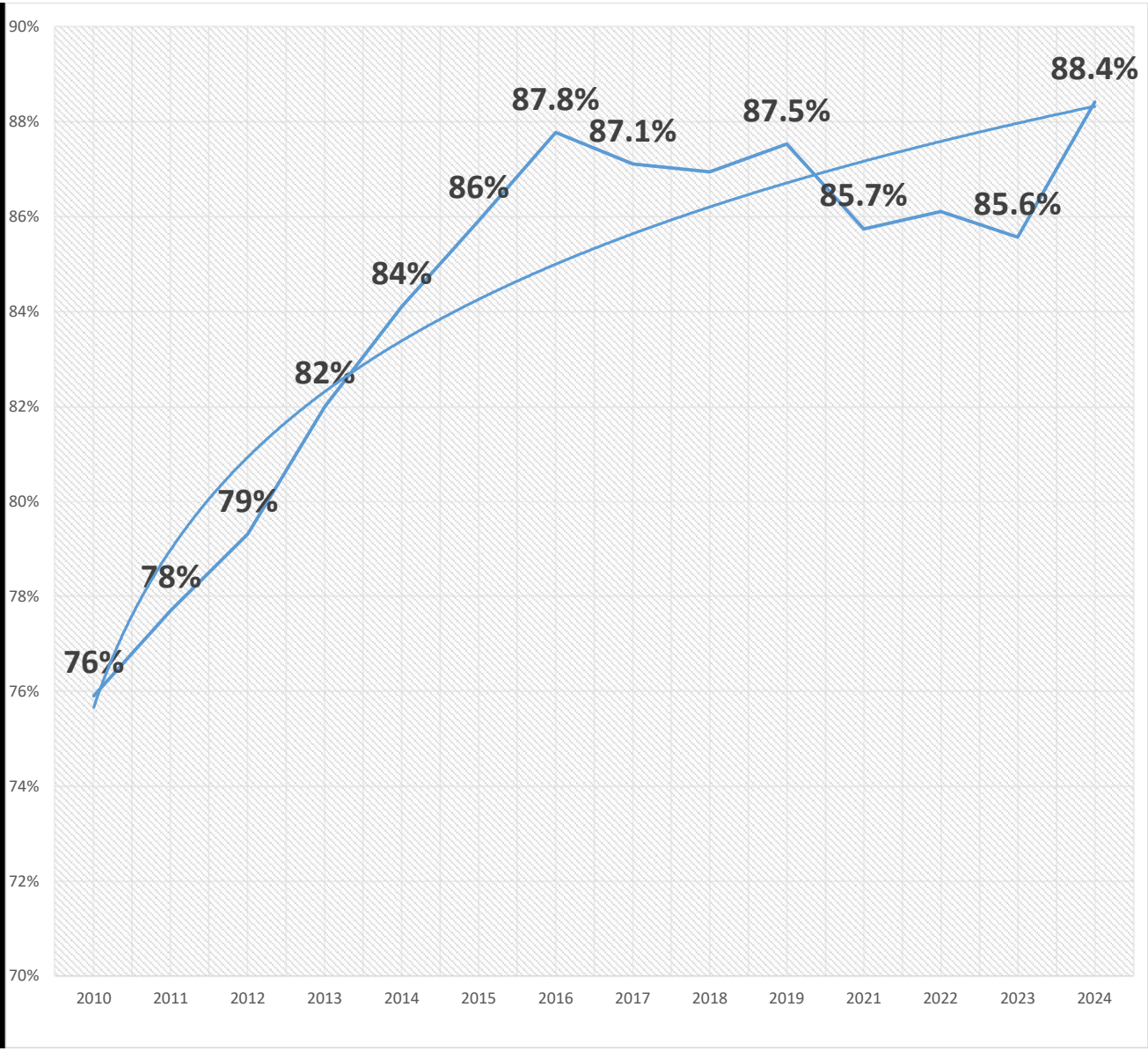


Occupant Protection



Seat Belt Usage (2010-2024)

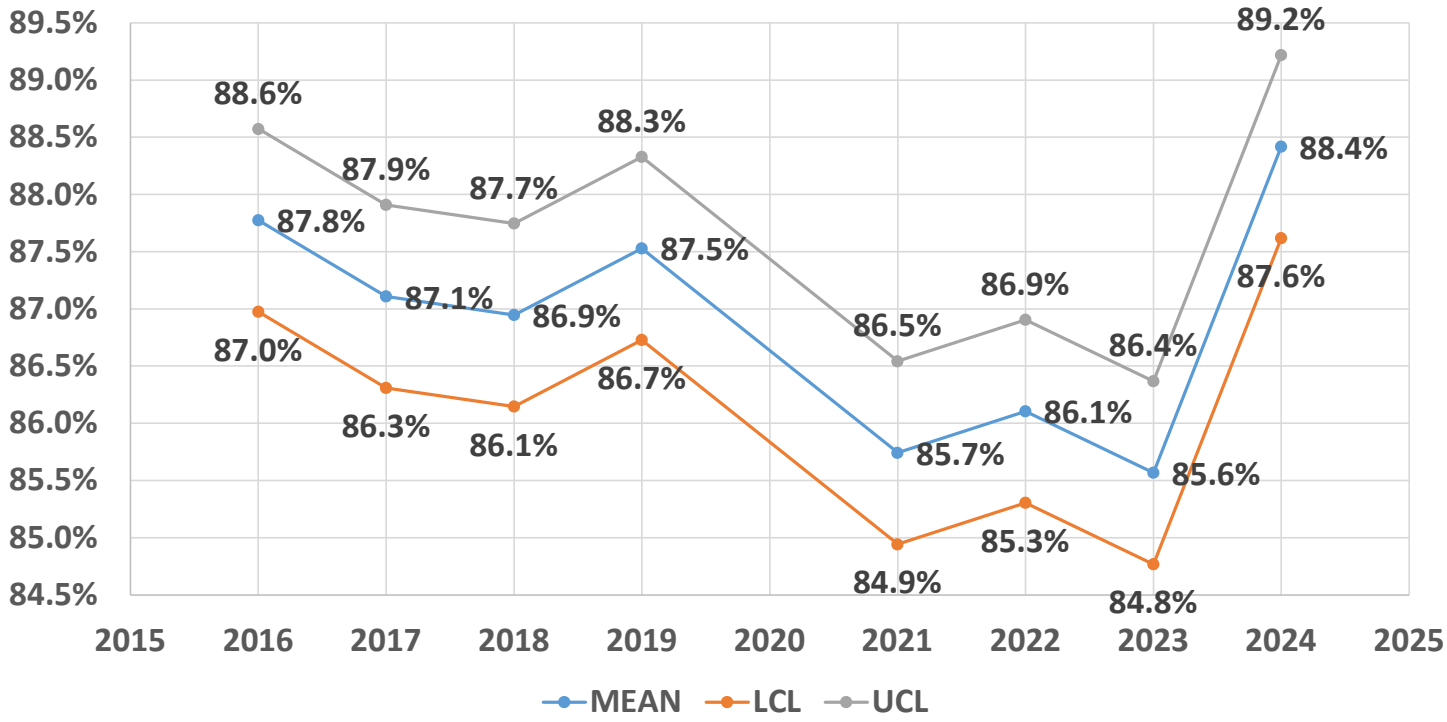
No Survey in 2020



Seat Belt Use by Region 2024 and Difference to 2023

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 ESTIMATES WITH CONFIDENCE BANDS



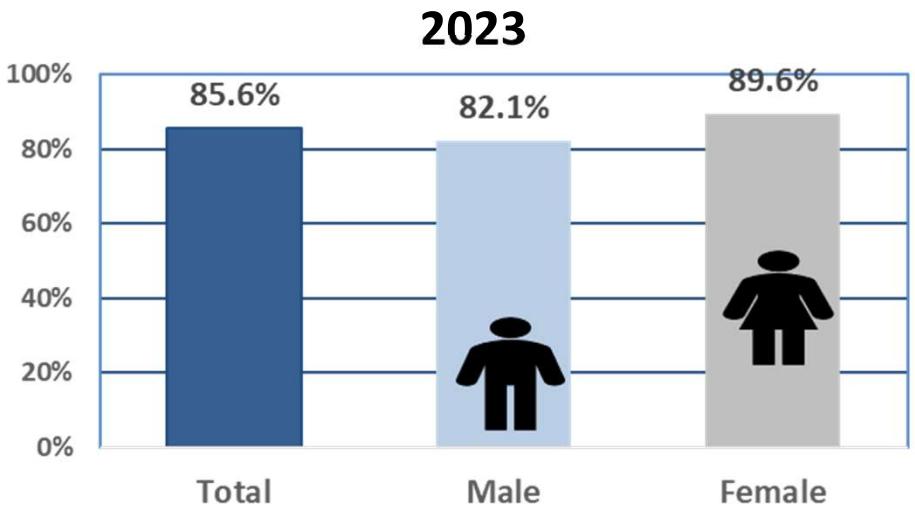
Seat Belt Use by Troop

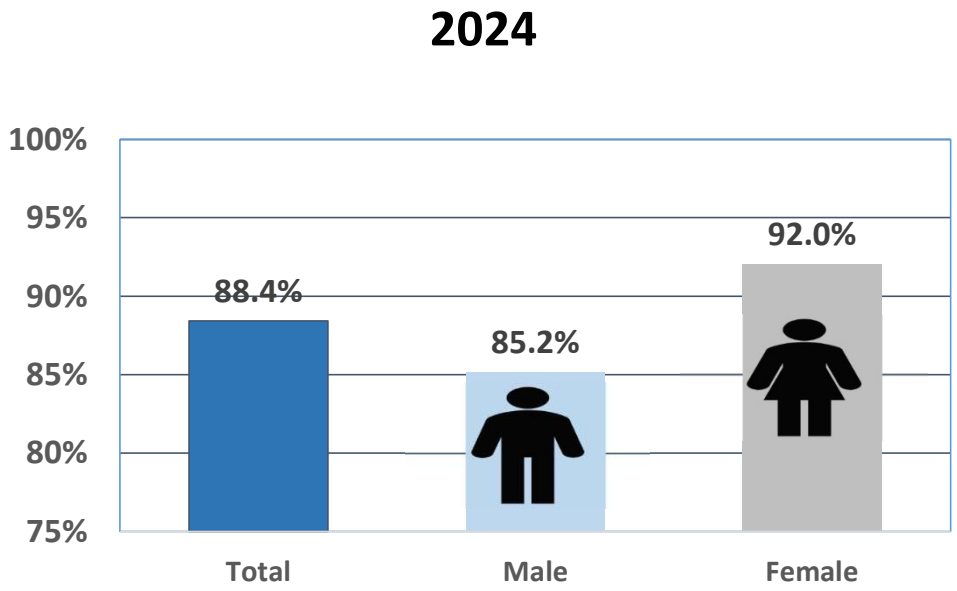
Troop	Estimate	STD Error	LCL	UCL	Difference to last year	significant
A-Baton Rouge	82.8%	1.0%	80.8%	84.9%	2.1%	NO
B-New Orleans	90.1%	0.8%	88.6%	91.6%	1.5%	NO
C-Houma	87.8%	1.0%	85.9%	89.8%	-2.2%	NO
D-Calcasieu	95.7%	0.7%	94.3%	97.1%	5.6%	NO
E-Natchitoches	76.7%	1.4%	74.0%	79.5%	-1.2%	NO
F-Monroe	88.4%	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

Seat Belt Use by Road Type

Road Type	Estimate	STD-Error	LCL	UCL	Diff	Sig
Interstate	91.9%	0.7%	90.6%	93.3%	2.6%	YES
US & State	85.8%	0.4%	85.1%	86.5%	0.8%	NO
Local Road	89.5%	0.6%	88.3%	90.8%	3.9%	YES

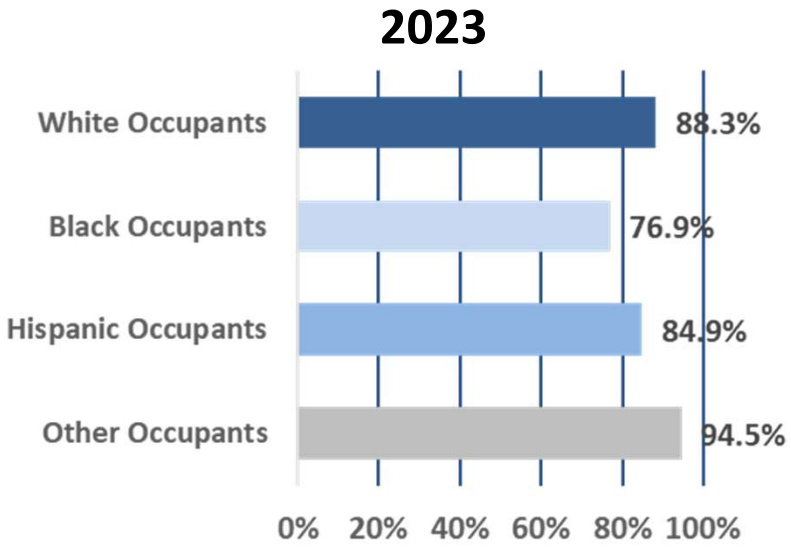
Seat Belt Use by Sex 2024 versus 2023

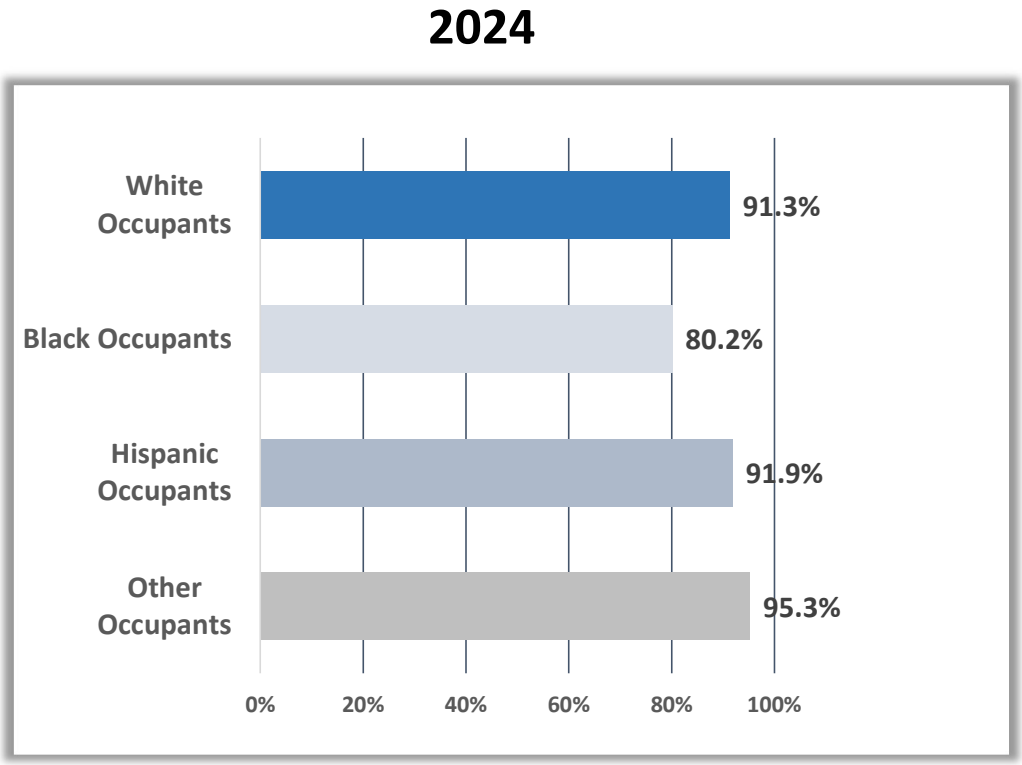




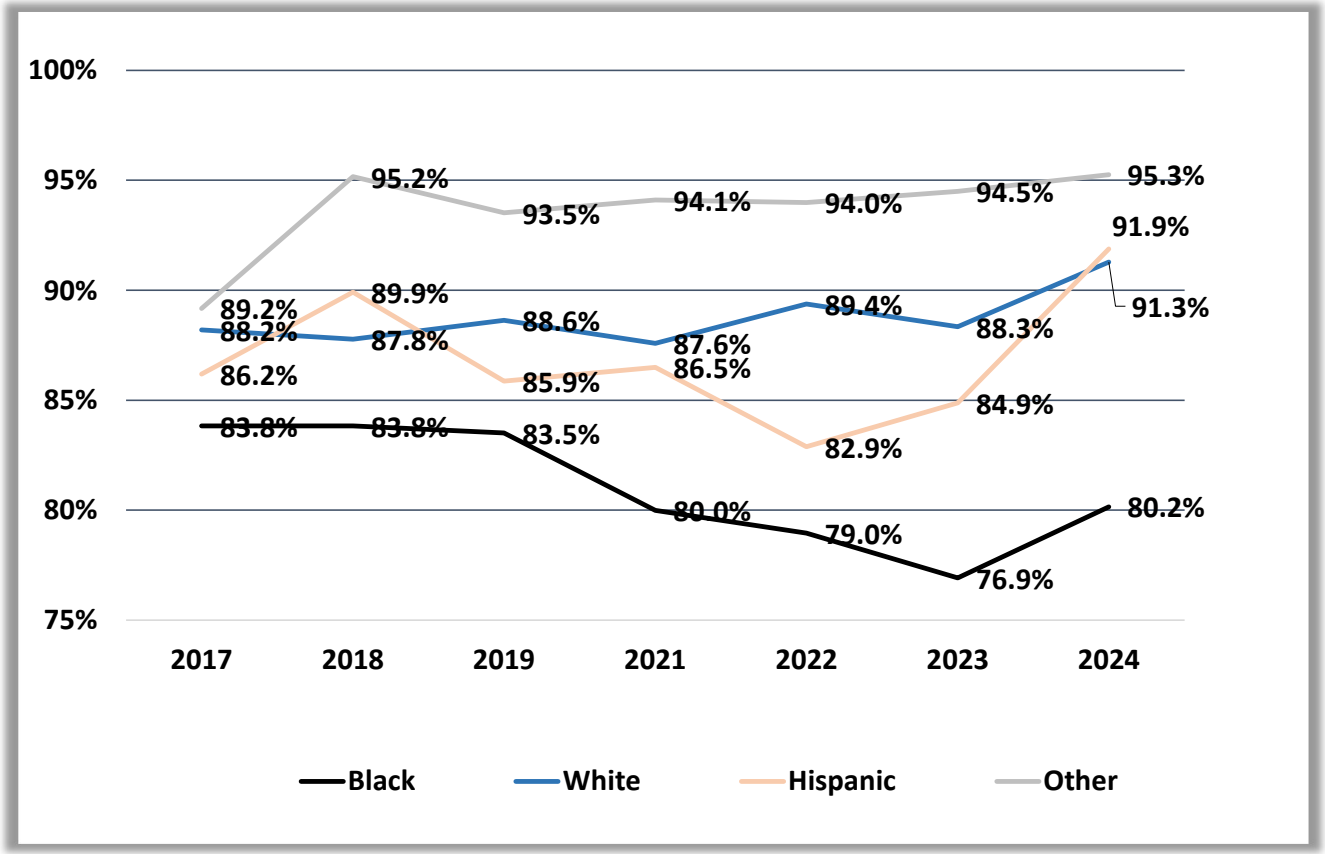
Seat Belt Use by Race 2024 versus 2023

Seat belt use of black occupants lowest since 2015.

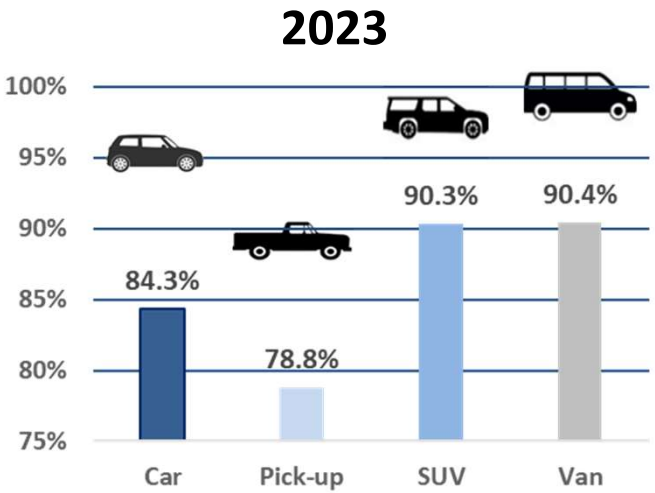


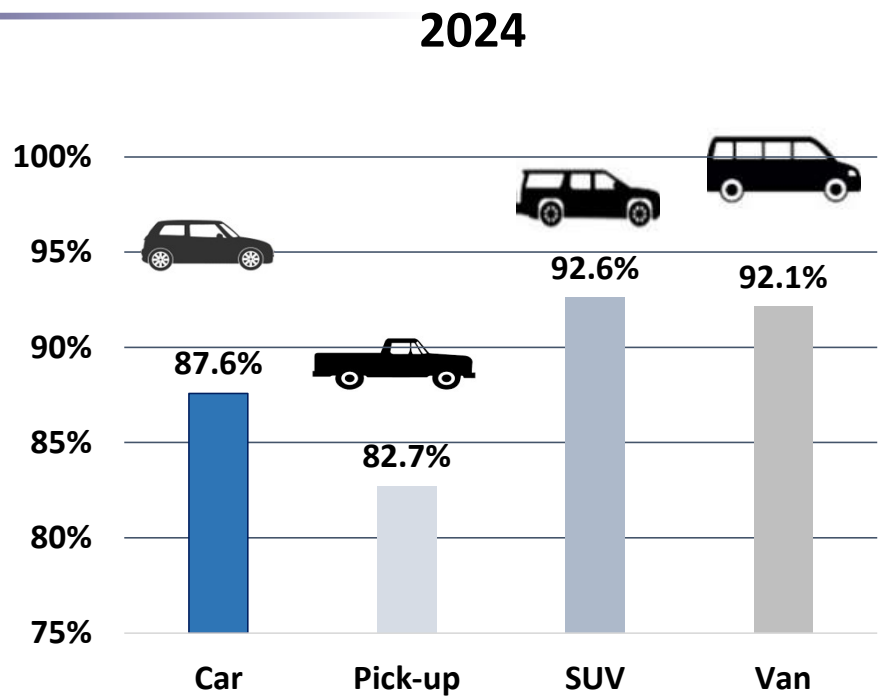


Trend in Belt Use by Race

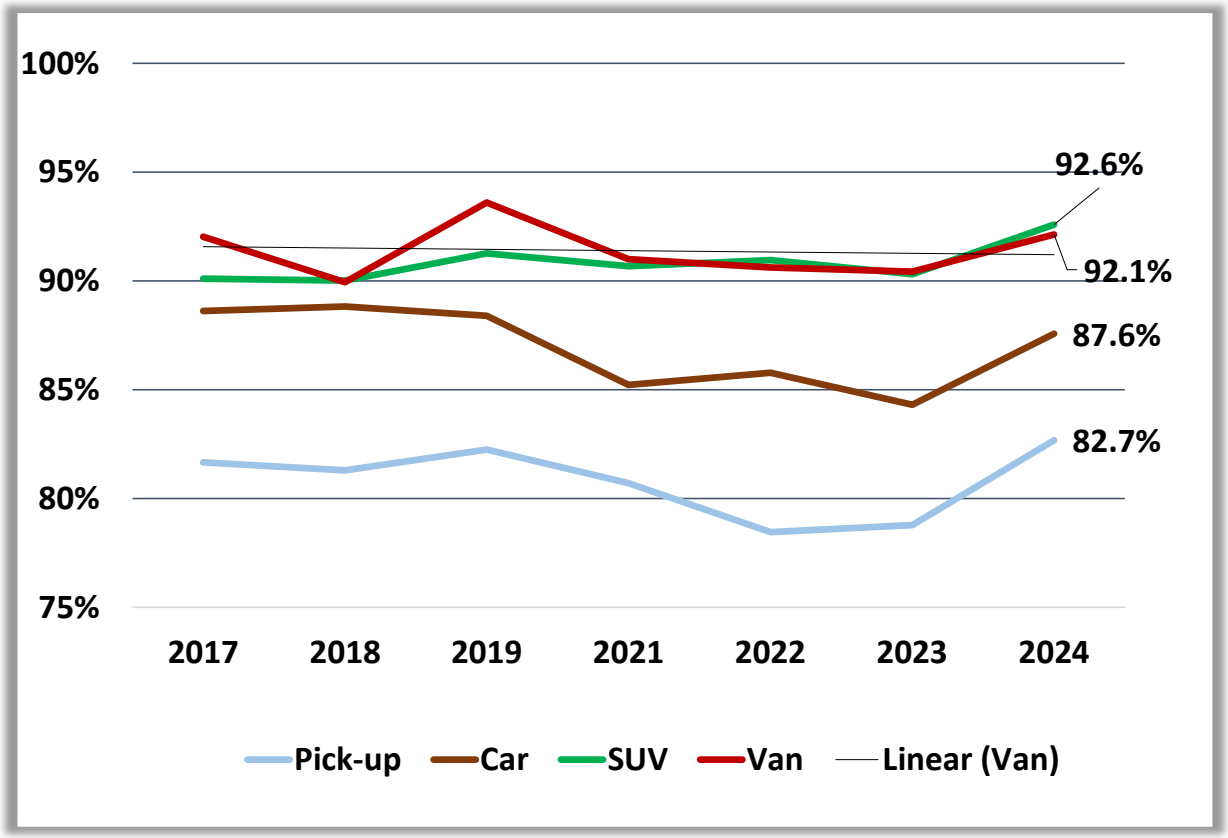


Seat Belt Use by Vehicle Type 2024 versus 2023



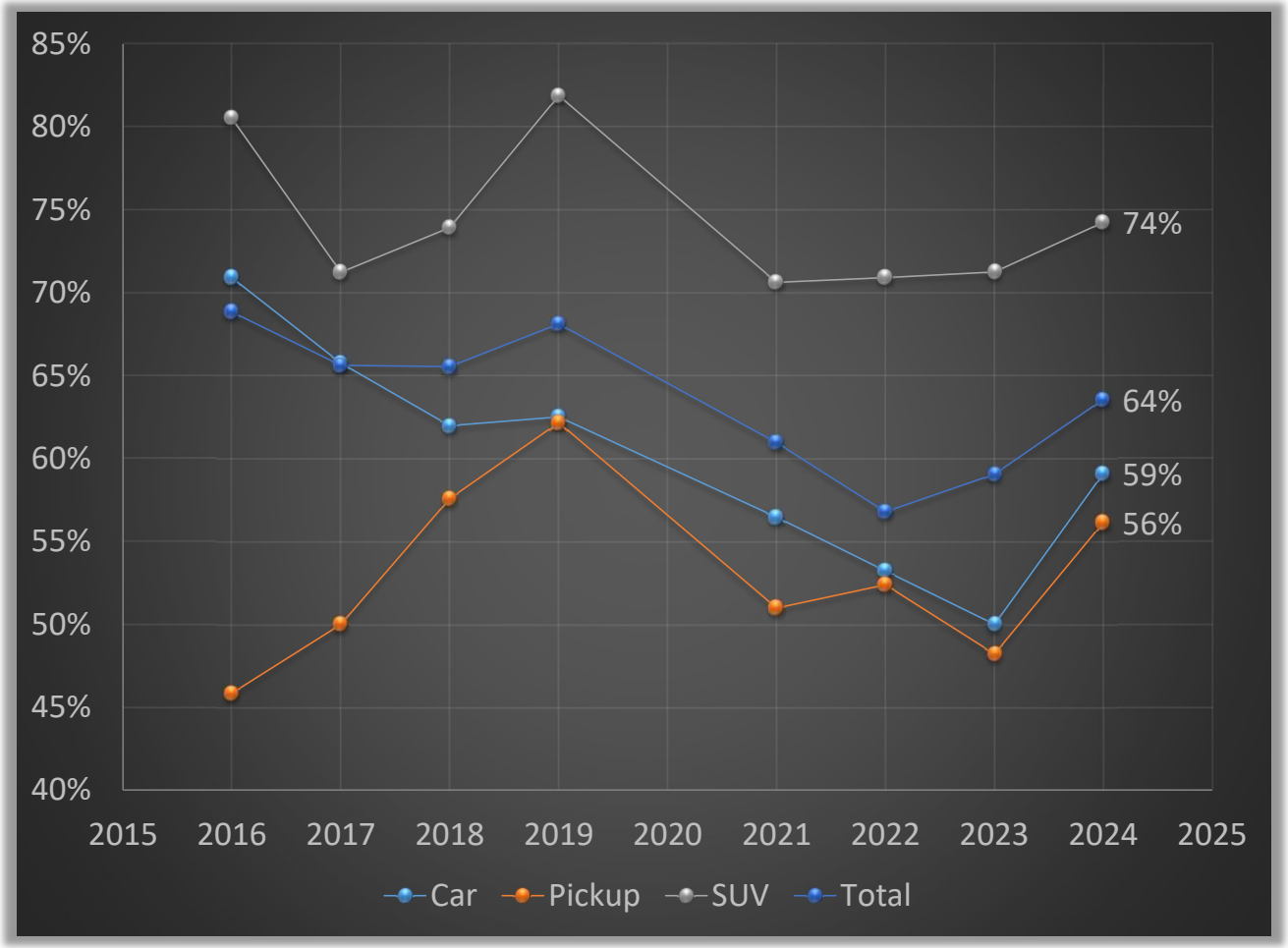


Trend of Belt Use by vehicle Type



Trend in Rear Belt Use by vehicle Type

Seat-belt use of passengers in the rear seats of passenger vehicles has increased in 2024 for all vehicle types.



Seat Belt Use rate estimates by Parish: 2024 and 3-year Average

Parish	2024	3-Year Average	Region
Jefferson	91.9%	91.3%	1
Orleans	90.5%	87.8%	1
Ascension	83.3%	82.4%	2
East Baton Rouge	82.2%	81.9%	2
East Feliciana	74.9%	76.9%	2
Iberville	71.3%	72.4%	2
Livingston	86.5%	83.4%	2
Pointe Coupee	79.4%	80.3%	2
West Baton Rouge	87.7%	87.5%	2
Lafourche	84.4%	87.0%	3
St. Charles	84.7%	86.3%	3
St. John	80.7%	82.3%	3
Terrebonne	89.1%	89.2%	3
Acadia	83.3%	78.3%	4
Evangeline	82.9%	82.7%	4
Iberia	87.7%	86.9%	4
Lafayette	88.8%	90.7%	4
St. Landry	72.2%	70.9%	4
St. Martin	72.2%	78.9%	4

Parish	2024	3-Year Average	Region
Allen	90.3%	89.9%	5
Calcasieu	96.6%	91.4%	5
Jefferson Davis	89.0%	87.9%	5
Avoyelles	59.6%	64.9%	6
Grant	64.0%	73.2%	6
LaSalle	79.3%	71.3%	6
Rapides	65.7%	72.0%	6
Vernon	97.2%	93.2%	6
Bossier	92.9%	89.7%	7
Caddo	95.2%	89.4%	7
Natchitoches	90.0%	83.1%	7
Sabine	95.5%	92.3%	7
Webster	85.7%	86.0%	7
Morehouse	72.9%	72.6%	8
Ouachita	89.2%	86.5%	8
Richland	89.3%	86.2%	8
St. Tammany	83.1%	85.4%	9
St. Helena	95.1%	94.3%	9
Tangipahoa	94.5%	87.6%	9
Washington	88.9%	79.1%	9

3-Year Average of belt Use by Region and Vehicle Type

Region	CAR	STD Error	PICKUP	STD Error	SUV	STD Error	VAN	STD Error	Diff PKUP-other
1-New Orleans	88.4%	0.9%	80.3%	1.4%	92.7%	0.7%	91.7%	0.7%	-10.6%
2-Baton Rouge	79.3%	1.0%	76.8%	1.3%	87.6%	1.0%	89.1%	1.0%	-8.5%
3-Houma	87.0%	0.8%	82.3%	1.0%	90.6%	0.7%	92.8%	0.7%	-7.8%
4-Lafayette	84.0%	1.2%	79.2%	1.3%	92.3%	0.9%	89.1%	0.9%	-9.2%
5-Lake Charles	93.2%	1.5%	88.3%	2.6%	95.8%	1.7%	76.4%	1.7%	-0.2%
6-Alexandria	74.0%	1.9%	66.6%	1.9%	80.3%	1.6%	82.9%	1.6%	-12.4%
7-Shreveport	87.6%	1.5%	84.3%	2.0%	93.7%	1.2%	97.3%	1.2%	-8.6%
8-Monroe	86.7%	1.7%	78.5%	2.1%	89.3%	1.6%	94.1%	0.4%	-11.5%
9-North Shore	86.9%	1.7%	82.4%	2.1%	90.6%	1.6%	94.3%	4.3%	-8.3%
LA total	85.8%	0.5%	79.8%	0.6%	91.0%	0.4%	90.9%	1.8%	-9.5%

Center for Analytics & Research in Transportation Safety

Cost Estimates

CONFIDENTIAL INFORMATION – The information within this presentation is exempt from discovery or admission under 23 U.S.C. 407.

Total Cost of Crashes 2023

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	**$1,911,906**	**811**	**$1.5**	**$10.8**
Serious Injuries	**$170,589**	**3,623**	**$0.6**	**$4.0**
Suspected Minor Injuries	**$44,262**	**17,741**	**$0.8**	**$4.2**
Possible Injuries	**$26,964**	**38,932**	**$1.0**	**$5.1**
Occupants with No Injury	**$7,367**	**304,664**	**$2.2**	**$5.5**
Property Damage (Vehicle)	**$9,416**	**267,242**	**$2.5**	**$2.5**
Grand Total Cost		**633,013**	**$8.8**	**$32.1**
Cost per licensed Driver			**$2,916**	**$10,680**

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).

2023 Unit Cost per Crash

Highest Severity	Unit Economic Crash Costs	Unit Crash Costs including Loss of Life
(K) FATAL INJURY	2,133,496	14,769,554
(A) SUSPECTED SERIOUS INJURY	239,929	1,409,024
(B) SUSPECTED MINOR INJURY	92,154	392,152
(C) POSSIBLE INJURY	68,698	238,292
(O) PROPERTY DAMAGE ONLY	35,793	62,048

2023 Cost of DWI Crashes

Type	Injuries	Total Cost by Injury Category in Million Dollars	Total Cost by Injury Category in Millions Including Loss of Quality of Life
Fatal Injuries	**195**	**$373**	**$2,613**
Severe Injuries	**261**	**$45**	**$286**
Moderate Injuries	**691**	**$31**	**$164**
Complaint Injuries	**906**	**$24**	**$118**
Occupants with No Injury	**3,466**	**$26**	**$62**
Property Damage (Vehicle)	**4,215**	**$40**	**$40**
Grand Total	**9,734**	**$538**	**$3,282**
Cost per licensed Driver		**$179**	**$1,092**

2023 Cost of Injuries for not Wearing Seat Belt

Type	Injuries	Total Cost by Injury Category in Million Dollars	Total Cost by Injury Category in Millions Including Loss of Quality of Life
(K) FATAL INJURY	261	$499	$3,497
(A) SUSPECTED SERIOUS INJURY	585	$100	$640
(B) SUSPECTED MINOR INJURY	1,566	$69	$372
(C) POSSIBLE INJURY	1,664	$45	$216
Grand Total Cost	4,076	$713	$4,726
Cost per licensed Driver		$237	$1,572

The 2023 LOUISIANA TRAFFIC RECORDS DATA REPORT indicates the following:

- 755 fatal crashes
- 811 fatalities
- 3,623 serious injuries
- 17,741 minor injuries
- 267,242 vehicles in 143,202 crashes
- It is estimated that 199 people died in DWI (BAC>=0.08) crashes

2023 Summary

Positive Results

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

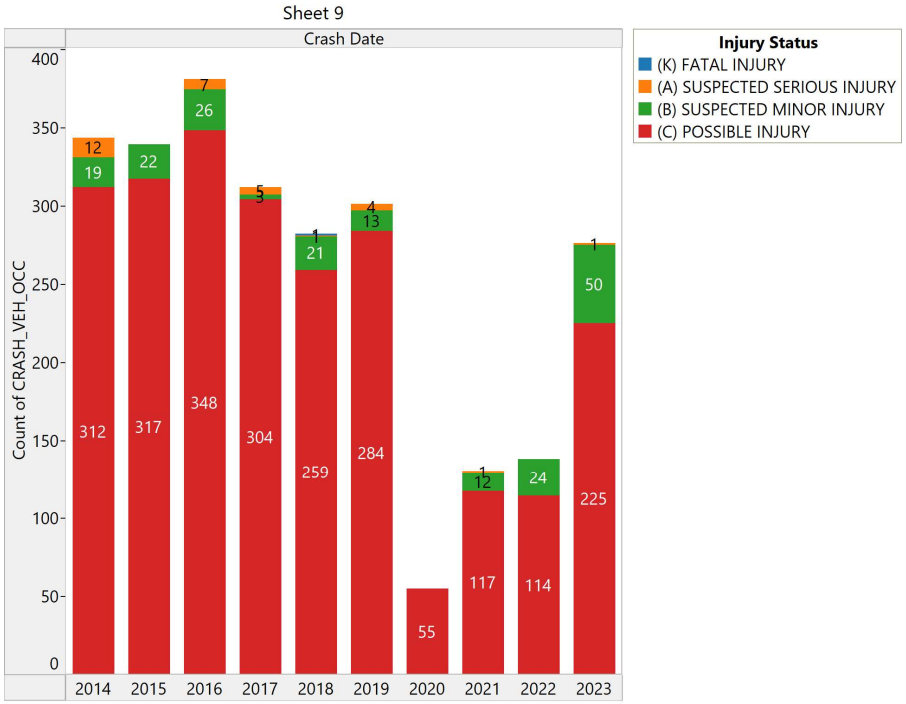
Negative Trends

- Seniors in fatal crashes is increasing
- Children ages <13 seriously injured is increasing.
- Some parishes still have persistent low seat belt use rates, specifically in Region 6.

Q & A

Answers to questions will be provided on a later date.

School Bus Fatalities and Injuries



	Injury Status			
Year	(K) FATAL INJURY	(A) SUSPECTED SERIOUS INJURY	(B) SUSPECTED MINOR INJURY	(C) POSSIBLE INJURY
2014		12	19	312
2015			22	317
2016		7	26	348
2017		5	3	304
2018	1	1	21	259
2019		4	13	284
2020				55
2021		1	12	117
2022			24	114
2023		1	50	225