

Department of Public Safety and Corrections
Public Safety Services
Louisiana Highway Safety Commission
(LHSC)

Strategic Plan
FY 2026-2027 through FY 2030-2031



Table of Contents

Vision Statement, Mission Statement, Philosophy, Goal 1

Objective 1 To reduce the number of traffic fatalities each calendar year 2

Objective 2 To reduce the percent of alcohol-impaired traffic fatalities each calendar year..... 3

Objective 3 To increase safety belt usage for all vehicle occupants..... 4

Objective 4 To reduce the number of vulnerable road user fatalities each calendar year..... 6

Objective 5 To reduce the number of highway-rail grade crossing fatalities 8

Appendix:

Principal Clients, Users and Beneficiaries; External Factors Affecting Agency Goals and Objectives 9

Statutory Requirements..... 10

Development of Objectives and Strategies; Description of Program Evaluations Used in Strategic Plan Development; Duplication of Effort 11

Performance Measure Validity, Reliability, etc.; Record Retention; Human Resource Policies Beneficial to Women and Families 12

Performance Indicator Documentation 13

Strategy Analysis Checklists..... 26

VISION STATEMENT:

Establish Louisiana as a recognized leader in behavioral traffic safety in the United States.

MISSION STATEMENT:

The Louisiana Highway Safety Commission (LHSC) administers the State's highway safety grant program. The LHSC committed to developing and implementing a comprehensive highway safety program that is designed to reduce traffic crashes and the resulting fatalities, injuries, and property damage on our highways.

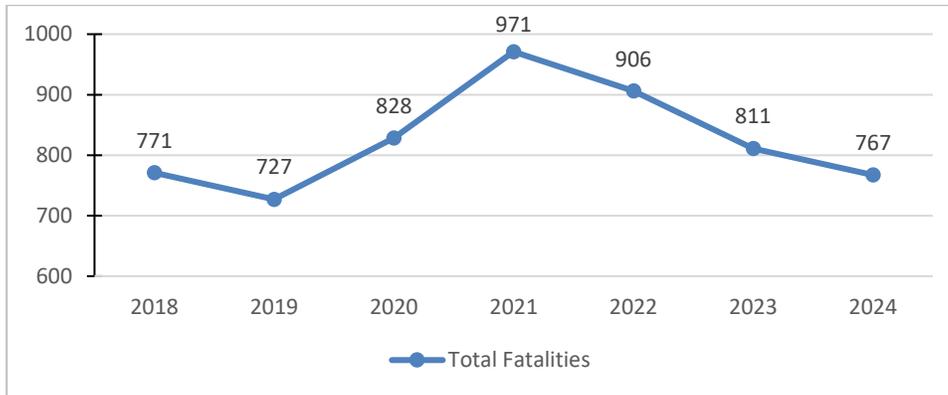
PHILOSOPHY:

Traffic safety is interwoven through all aspects of Louisiana life. Business and industry is dependent in part upon efficient and economical delivery of goods and services. Traffic crashes, fatalities, and injuries create a terrible human toll on Louisiana families, and rob society of its most precious asset—people. It is our philosophy that traffic crashes are preventable and unnecessary. The Louisiana Highway Safety Commission is committed to providing a safer traffic environment through informed decision-making, the enactment of appropriate legislation, and the development of and implementation of appropriate data-driven, evidence-based countermeasures.

GOAL:

Develop data-driven, evidence-based countermeasures and facilitate implementation of countermeasures and programs that will contribute to reducing fatalities and injuries on Louisiana highways, streets, and roads.

Objective 1 To reduce the number of traffic fatalities by one percent each calendar year through June 30, 2031.



Strategy 1.1: Administer traffic safety programs focusing on human behavior from a pre-crash, crash, and post-crash standpoint.

Action Plan:

- 1.1.1 Fund and administer law enforcement overtime that focuses on traffic safety issues.
- 1.1.2 Fund and administer education programs that focus on traffic safety issues.
- 1.1.3 Establish statewide and community public information campaigns to increase traffic safety awareness among Louisiana citizens.
- 1.1.4 Monitor legislative and policy issues related to traffic safety issues.

Strategy 1.2: Identify, fund, and assist in the implementation of traffic safety programs targeted to individuals 15-24 years old. Provide technical assistance to agencies and organizations regarding traffic safety issues involving individuals 15-24 years old.

Action Plan:

- 1.2.1 Develop new, and strengthen existing, networks and associations with state agencies and other organizations that focus on individuals 15-24 years old.
- 1.2.2 Administer traffic safety programs focusing on individuals 15-24 years old.
- 1.2.3 Partner with State Agencies and other organizations to develop and implement traffic safety programs focused individuals 15-24 years old.
- 1.2.4 Provide technical assistance to local, parish, state agencies and organizations on traffic safety issues related to individuals 15-24 years old.

Performance Indicators:

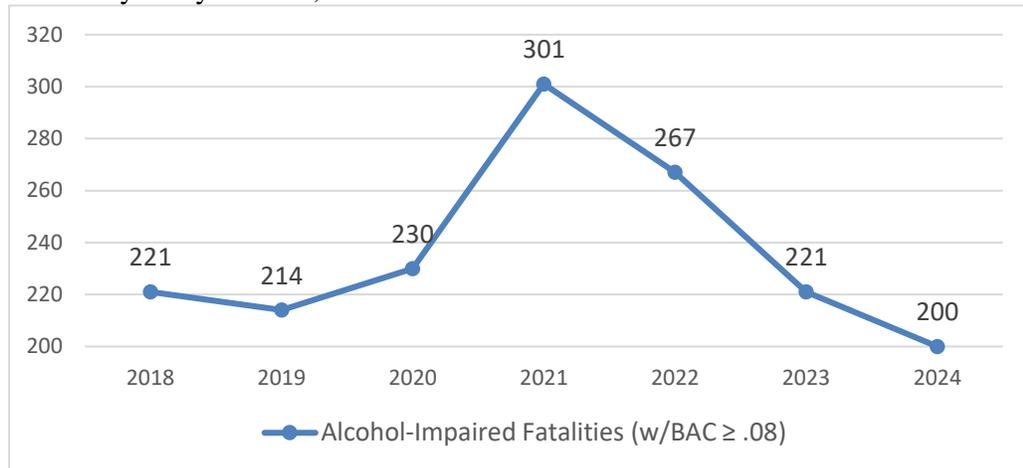
Outcome:

- Percent change in traffic fatalities
- Number of traffic fatalities
- Number of fatal crashes among drivers ages 15-24

Efficiency:

- Crash Cost per Licensed Driver

Objective 2 To reduce the number of alcohol-impaired traffic fatalities by one percent each calendar year by June 30, 2031.



Strategy 2.1: Identify, fund, and assist in the implementation of impaired driving prevention programs. Provide sub-grants to local, parish, and state agencies, as well as private organizations, to conduct impaired driving prevention programs. Provide technical assistance to agencies and organizations regarding impaired driving programs and issues.

Action Plan:

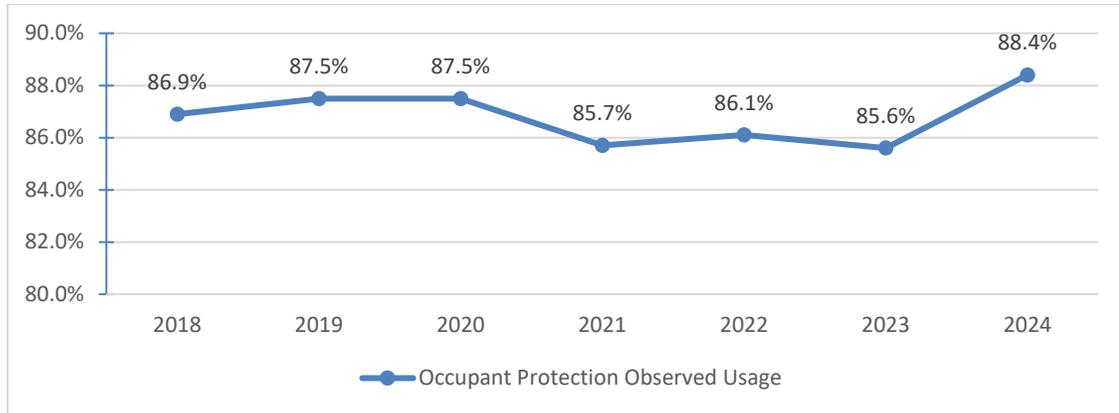
- 2.1.1 Fund and administer law enforcement overtime for DWI enforcement programs involving local police, Sheriff's departments, and State Police.
- 2.1.2 Fund and administer education programs that focus on impaired driving prevention.
- 2.1.3 Fund and administer a statewide impaired driving prevention public information campaign involving representatives from government, medical community, educators, business and industry, students, victims and citizens alike.
- 2.1.4 Develop new, and strengthen existing, impaired driving prevention networks and associations.
- 2.1.5 Fund and administer impaired driving intervention programs targeting repeat offenders.
- 2.1.6 Partner with State Agencies, non-profits, and other organizations to develop and implement impaired driving prevention programs focused on young drivers.
- 2.1.7 Monitor legislative and policy issues related to impaired driving issues.

Performance Indicators:

Outcome:

- Percent change of alcohol-impaired driving traffic fatalities
- Number of alcohol-impaired driving fatalities

Objective 3 To increase safety belt usage for all vehicle occupants by one percent each calendar year by June 30, 2031.



Strategy 3.1: Identify, fund, and assist in the implementation of occupant protection programs to increase the proper use of safety belts. Provide sub-grants to local, parish, and state agencies, as well as private organizations, to conduct safety belt programs. Provide technical assistance to agencies and organizations regarding occupant protection programs and issues.

Action Plan:

- 3.1.1 Administer observation surveys to measure occupant protection usage.
- 3.1.2 Administer public information and social media campaigns focused on occupant protection.
- 3.1.3 Develop and implement seat belt public information programs focusing on data-driven lower use populations; i.e., pickup truck drivers, youth, and minority populations.
- 3.1.4 Administer law enforcement overtime for seat belt enforcement programs involving local police, Sheriff's departments, and State Police.
- 3.1.5 Develop new, and strengthen existing, occupant protection networks and associations.
- 3.1.6 Provide occupant protection technical assistance to local, parish, state agencies and organizations.
- 3.1.7 Monitor legislative and policy issues related to safety belts and occupant protection.

Strategy 3.2: Identify, fund, and assist in the implementation of occupant protection programs to increase the proper use of child safety seats. Provide sub-grants to local, parish, and state agencies, as well as private organizations to conduct child safety seat programs. Provide technical assistance to agencies and organizations regarding child safety seat programs and issues.

Action Plan:

- 3.2.1 Administer child safety seat public information and social media campaigns.
- 3.2.2 Fund the Louisiana Passenger Safety Task Force, child passenger safety technician training courses, child passenger safety fitting stations, and safety seat check-up events.
- 3.2.3 Administer local, parish, and state police child restraint enforcement programs.
- 3.2.4 Provide child restraint technical assistance to local, parish, and state agencies and organizations.

3.2.5 Monitor legislative and policy issues related to child safety seats.

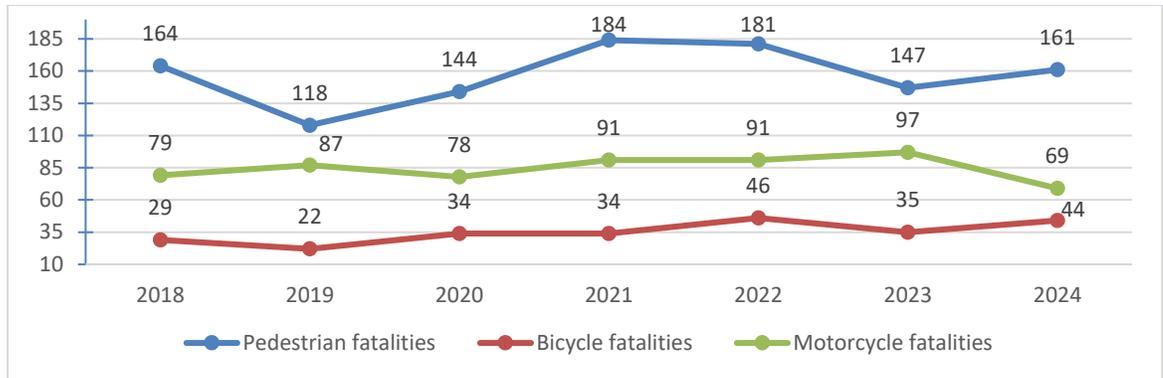
Performance Indicators:

Outcome:

Percentage of safety belt usage for front seat occupants statewide

Number of unrestrained fatalities

Objective 4 To reduce the number of vulnerable road user fatalities by 10 each calendar year from 274 in 2024 to 204 by June 30, 2031.



Strategy 4.1: Identify behavioral traffic safety measures to protect pedestrians from vehicular traffic in identified metropolitan areas.

Action Plan:

- 4.1.1 Research and fund best practices to protect pedestrians from vehicular traffic in identified metropolitan areas.
- 4.1.2 Support and promote existing and new developments led by the Louisiana DOTD to plan, design, and manage pedestrian facilities that provide safe and accessible transportation for citizens.
- 4.1.3 Fund law enforcement overtime for data-driven enforcement campaigns designed to enforce State traffic laws applicable to pedestrian safety.
- 4.1.4 Establish statewide public education and awareness campaign to inform motorists and pedestrians of applicable State traffic safety laws.

Strategy 4.2: Work with established bicycle education programs.

Action Plan:

- 4.2.1 Research and fund best practices to protect bicyclists from vehicular traffic in identified metropolitan areas.
- 4.2.1 Support and promote existing and new developments led by the Louisiana DOTD to plan, design, and manage bicycle facilities that provide safe and accessible transportation for citizens.
- 4.2.2 Fund law enforcement overtime for data-driven enforcement campaigns designed to enforce State traffic laws applicable to bicycle safety.

Strategy 4.3: Work with established motorcycle education training programs to train new riders and enhance skills of existing riders and work with established motorcycle safety organization to promote motor vehicle awareness of motorcyclists on roadways through the “share the road” and “watch for motorcycles” messages.

Action Plan:

- 4.3.1 Promote motorcycle operator training courses.
- 4.3.2 Support enforcement of motorcycle safety laws.
- 4.3.3 Partner with established motorcycle safety organizations to develop and implement motorcyclist safety programs focused on educating drivers to “share the road” and “watch for motorcycles”.

4.3.4 Provide funding for public awareness/signs to educate drivers to “share the road” and “watch for motorcycles”.

Performance Indicators:

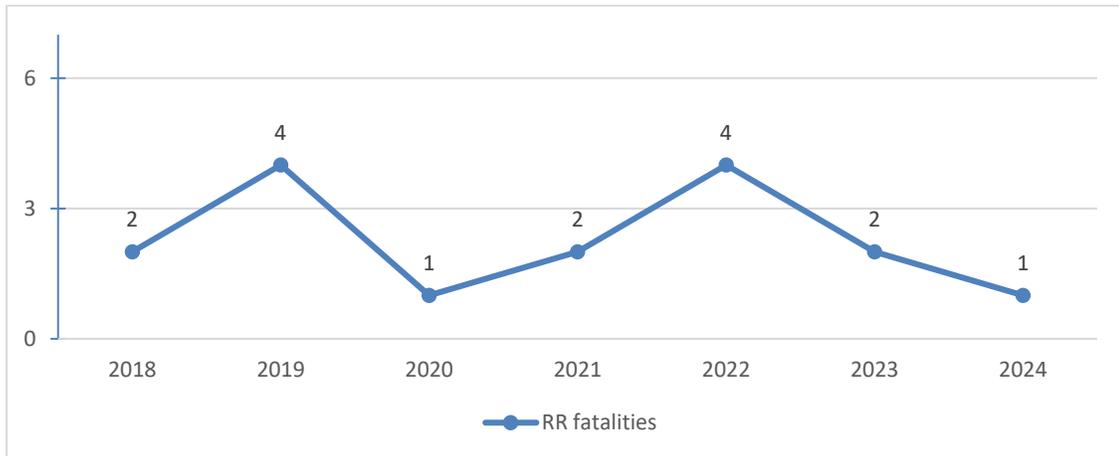
Outcome:

Number of pedestrian fatalities

Number of bicycle fatalities

Number of motorcycle fatalities

Objective 5 To ensure that the number of rail grade crossing fatalities is 5 or less through June 30, 2031.



Strategy 5.1: Identify, fund, and assist in the implementation of behavioral traffic safety measures and programs to protect motorists at rail grade crossings and provide technical assistance to agencies and organizations regarding rail grade crossing education programs and issues.

Action Plan:

- 5.1.1 Administer rail grade crossing safety public information and social media campaigns.
- 5.1.2 Support Louisiana Operation Lifesaver program.
- 5.1.3 Encourage the inclusion of rail grade crossing safety in driver licensing educational materials and testing requirements.
- 5.1.4 Support rail grade crossing safety training for law enforcement personnel.
- 5.1.5 Support local, parish, and state police rail grade enforcement programs.
- 5.1.6 Encourage consolidation of rail grade crossings as led by Louisiana DOTD.

Performance Indicators:

Outcome:

Number of rail grade crossing traffic fatalities

APPENDIX

Principal Clients, Users and Beneficiaries:

CFR Title 23 Part 1300 establishes funding criteria regarding political subdivisions of the State. Thus, at least 40 percent of Louisiana Highway Safety Commission (LHSC) clients are local or parish governments. State government agencies, safety organizations, traffic safety professionals, universities, researchers, students, business and industry, and the public comprise the greatest amount of clientele. These clients and citizens of the State benefit from the sharing of behavioral traffic safety expertise; efficient transportation of people, goods and services; funding of local improvement projects; and improvements in the safety environment on Louisiana's streets, roads and highways through crash reduction countermeasures and congestion mitigation.

External Factors Affecting Agency Goals and Objectives:

The number of crashes and crash rates result from risk due to exposure. Exposure is based on travel demand and the number and length of trips. Variations in travel demand are caused mainly by changes in the level of economic activity; however, there can be no doubt that the automobile will continue to be the dominant mode of personal transportation. Predictions during the seventies of the imminent death of the automobile have given way to a new optimism because of the flexibility of the basic concept and the robustness of automotive technology. Therefore, levels of travel demand, and thereby the number of personal trips will probably remain unchanged.

External factors affecting the traffic safety environment fall into several categories explained below:

Demographics: Population Growth: The U.S. population growth slowed during the COVID-19 pandemic, but it has experienced three consecutive years of growth. The risky driving behaviors exhibited during the COVID-19 pandemic which contributed to significant increases in traffic crashes and related fatalities and serious injuries, both nationally and in Louisiana, seem to have subsided. Recent years have shown that these negative trends have reversed and traffic fatalities have decreased. But the need for effective behavioral traffic safety programs continues.

Younger Drivers: The US Census predicts the population of younger drivers in the 15-24 age group will continue to increase. Crash data demonstrates that younger drivers are over-represented in traffic crashes. This trend will become more severe without the implementation of effective strategies.

Congestion: Automobile manufacturers estimate there will be nearly 384 million registered vehicles in the US by 2030 operating on our transportation infrastructure. Congestion reduces our nation's productivity and promotes aggressive driver behavior. We could witness an unprecedented increase in unsafe driving behaviors, as well as become less competitive in the global economy.

Women in the Workforce: Traditionally traffic safety programs targeted the general population with an emphasis on the high-risk male driver. The number of women in the workplace has nearly doubled since 1960. In 2023, women represent about 57% of the workforce. Traditionally, women have been safe drivers. However, as they continue to assimilate into the workforce, their crash experience is similar to that of the overall population due to increased exposure. New strategies are necessary to address these evolving

issues.

Economy: Increased economic growth and expansion are expected to continue well into the future. As a result, highway travel is expected to increase as well, thus creating increased crash exposure. Further, international transportation interests operating across our borders are expected to increase as well.

Government: The federal government indicates significant changes will occur in the way the federal government interacts with state and local governments and individuals. State government also plays a role through the direction and feedback provided by the Office of Planning and Budget throughout the year and that of the legislative staff leading up to and during session.

Cities and Towns: Inherent in informed decision making is obtaining timely and accurate information. Traffic crash information is provided by Louisiana local, parish, and State law enforcement agencies. The State is entirely dependent upon state and local governments to provide accurate crash data in a timely manner. Regulatory powers of the State are absent penalties for non-cooperation.

Statutory Requirements:

The Governor is responsible for the administration of the Highway Safety Grant Program. This program is directed by the United States Department of Transportation through the National Highway Traffic Safety Administration (NHTSA). It is a formula grant program that provides federal funds to states based on their populations and road miles.

The following is a list of the statutory and other authority:

23 U.S.C. 401 et Seq. -- Highway Safety Act of 1966, as amended;
49 CFR-Part 18 -- Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments;
23 CFR - Chapter II -- NHTSA Procedures and General Provisions for State Highway Safety Programs;
NHTSA Order 462-6C -- Matching Rates for State and Community Highway Safety Programs, November 30, 1993; and
Louisiana R.S. 48:1351- 1357, Act 275 of 1968.

In addition to this, LHSC operations are subject to the guidelines and policies established by other agencies. The Louisiana Division of Administration provides policies pertaining to the LHSC's purchasing, contracting, and traveling procedures, while the Department of Civil Service provides policies pertaining to the LHSC's personnel procedures. The LHSC is also subject to the policies in the Department of Public Safety Services' Policy and Procedure Manual.

The LHSC administers the state's Highway Safety Grant Program. This program is designed to reduce traffic crashes and resulting deaths, injuries, and property damage. Programs and projects are administered in accordance with guidelines promulgated by the National Highway Traffic Safety Administration (NHTSA). NHTSA, through the transportation authorization Infrastructure Investment and Jobs Act (IIJA), has identified National Priority Safety Program areas: Occupant protection, State traffic safety information system improvement, Impaired driving counter-measures, Occupant Protection, Distracted driving, Motorcyclist Safety, Non-motorized Safety, Preventing roadside deaths, and Driver and office safety education. Projects implemented by LHSC are limited

to priority safety program areas based on severity of the crash, over representation, and the magnitude of the problem. LHSC's Highway Safety Program seeks to develop projects that reduce traffic crashes, deaths, and injuries by focusing on enforcement, public information, and education. The Louisiana Department of Transportation and Development (DOTD) houses the Fatal Analysis Reporting System (FARS) Section and receives specific data elements of all fatal and serious injury crashes that occur on Louisiana roadways. Copies of Uniform Motor Vehicle Traffic Crash Reports prepared by law enforcement agencies are submitted electronically through the state's eCrash system to the Center for Analytics and Research in Transportation Safety (CARTS) at Louisiana State University for data quality review and data analysis. The LHSC contracts with the Center for Analytics and Research in Transportation Safety (CARTS) for the management of the Traffic Records Management Program. The crash data are used by DOTD to design and fund safety projects and by LHSC to identify and fund behavioral traffic safety projects to reduce fatalities, injuries, and economic losses from traffic crashes.

Development of Objectives and Strategies:

Goals are established and strategies developed by the LHSC staff through a problem identification process. Problem identification involves the study of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers are classified into subgroups according to age, sex, and other attributes. Vehicles are divided into subgroups according to year, make, body style, and such. Roads are divided into subgroups according to number of lanes, type of surface, political subdivision, etc. Crashes are further analyzed in terms of time, day, and month; primary collision factors; and use of safety equipment.

The isolation and identification of contributing factors is a great advantage in planning and developing strategies. When contributing factors are identified and corrected, the crash experience of the subgroup can be improved, and the resulting traffic crash fatalities and injuries will be reduced.

Description of Program Evaluations Used in Strategic Plan Development:

Recommendations obtained from the Governor's DWI Task Force; Louisiana Highway Safety Commission Triennial Highway Safety Plan; U.S. Department of Transportation Strategic Plan; Louisiana Transportation Research Center safety research reports; Louisiana Strategic Highway Safety Plan; National Highway Traffic Safety Administration, Traffic Records, and Occupant Protection program assessment were used in part to develop objectives and strategies.

Duplication of Effort:

The LHSC is an agency within Department of Public Safety Services (DPSS). Although the LHSC is administratively responsible to the DPSS, the LHSC is a separate budget unit. The Executive Director of the LHSC is the Governor's Representative for Highway Safety. The Executive Director is appointed by the Governor and reports to the Governor on policy matters. Programmatically, LHSC reports to the Deputy Secretary of Public Safety Services who reviews and approves each agency budget and programs. The budget and program review process provides assurance to the State that duplication is avoided.

A Board of Commissioners comprised of 21 members is responsible for providing the traffic safety program with policy direction and authorizing major highway safety actions to be implemented in Louisiana by LHSC staff. This Board of Commissioners is titled the Louisiana Highway Safety Commission. The agency which provides staff to the board is also known as the Louisiana Highway Safety Commission.

Performance Measure Validity, Reliability, etc.:

The LHSC utilizes performance measures established as required by the National Highway Traffic Safety Administration (NHTSA) in their traffic safety grant program. NHTSA issues guidelines for performance measures that apply to all fifty states. These measures are outcome based and are set utilizing traffic crash data based on 5 year trends. Beginning in 2024, federal regulations required states to develop triennial highway safety plans including targets for each of the three years. The performance targets and measures included in this triennial plan mirror those in this strategic plan. Additionally, federal regulations require the LHSC to perform an annual review of our performance in meeting the prior year's targets. As part of this review, the LHSC must provide details on necessary improvements or any program changes that will be implemented to further address any targets that were not met. Validity and reliability are assured as these measures are used by state governments and the federal government to allocate federal funds. They have been in use by NHTSA since the early 1960's and more recently by the states.

LHSC management utilizes these indicators to measure traffic safety program performance, monitor progress, make program changes as necessary, and conduct evaluations. Funding of the Governor's Highway Safety Program is based on these indicators.

Record Retention:

All data used in preparing this Strategic Plan will be preserved and maintained for a period of at least five years, or longer if required by record retention laws.

Human Resource Policies Beneficial to Women and Families:

Public Safety Services grants flexible work schedules, when possible, to accommodate employees with child care or other family issues. The Department has an Employee Assistance Program which provides information and guidance for employees and/or family members. In accordance with Federal Law, the Department supports the Family and Medical Leave Law Act and upholds practices within those guidelines, supporting employees and families. In creating this plan, consideration of the following factors was taken into account: youth education; diversified economic growth; transportation; hurricane protection and emergency preparedness; public safety; safe and thriving children and families; better health; natural resources; and transparent, accountable, and effective government.

Performance Indicator Documentation

Program: Louisiana Highway Safety Commission

Objective 1: To reduce the number of traffic fatalities by one percent each calendar year through June 30, 2031.

Indicator Name: Percent change in traffic fatalities

Indicator LaGov PI Code: 24411

1. **Type and Level:** Outcome; Key
2. **Rationale, Relevance, Reliability:** The LHSC goal is to reduce the number of traffic fatalities by one percent per year through 2031. This reduction amounts to approximately 75 people. Rates measure reduction of risk based on exposure. Reducing fatalities and injuries with an increase in vehicle miles traveled (increase in exposure) represents a reduction in risk. The LHSC measures success by reducing the traveling public's risk of being killed or seriously injured in a motor vehicle crash. Increases or decreases in licensed drivers/vehicle miles traveled affect raw data. The U.S. fatality rate for 2023 was 1.26 per 100 million vehicle miles traveled.
3. **Use:** In addition to the number being a consistent measure of progress each year, the number also provides the LHSC planner with a constant measure for use in determining problem identification for future years.
4. **Clarity:** The indicator name clearly identifies what is being measured.
5. **Data Source, Collection, and Reporting:** Data is published once per year by the Center for Analytics and Research in Transportation Safety (CARTS) at Louisiana State University. The data is approximately two years old upon reporting.
6. **Calculation Methodology:** This is a standard calculation for NHTSA and is utilized by all states. DOTD may use similar calculations and due to the NHTSA standardization the calculation is consistent. The specific calculation uses an estimate of total traffic fatalities in a calendar year.
7. **Scope:** Aggregate, and can be assessed by region or demographic population.
8. **Caveats:** The indicator has no limitations or weaknesses.
9. **Accuracy, Maintenance, Support:** The indicator has not been audited by the Office of the Legislative Auditor. The accuracy, maintenance, and support of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
10. **Responsible Person:** Louisiana Highway Safety Commission; Deputy Director Dortha Cummins, 7919 Independence Blvd., Baton Rouge, LA, 70809; 225-925-6993

Performance Indicator Documentation

Program: Louisiana Highway Safety Commission

Objective 1: To reduce the number of traffic fatalities by one percent each calendar year through June 30, 2031.

Indicator Name: Number of traffic fatalities

Indicator LaGov PI Code: 24412

1. **Type and Level:** Outcome; Supporting
2. **Rationale, Relevance, Reliability:** The LHSC goal is to reduce the number of traffic fatalities by one percent per year through 2031. This reduction amounts to approximately 75 people. Rates measure reduction of risk based on exposure. Reducing fatalities and injuries with an increase in vehicle miles traveled (increase in exposure) represents a reduction in risk. The LHSC measures success by reducing the traveling public's risk of being killed or seriously injured in a motor vehicle crash. Increases or decreases in licensed drivers/vehicle miles traveled affect raw data. The U.S. fatality rate for 2023 was 1.26 per 100 million vehicle miles traveled.
3. **Use:** In addition to the number being a consistent measure of progress each year, the number also provides the LHSC planner with a constant measure for use in determining problem identification for future years.
4. **Clarity:** The indicator name clearly identifies what is being measured.
5. **Data Source, Collection, and Reporting:** Data is published once per year by the Center for Analytics and Research in Transportation Safety (CARTS) at Louisiana State University. The data is approximately two years old upon reporting.
6. **Calculation Methodology:** This is a standard calculation for NHTSA and is utilized by all states. DOTD may use similar calculations and due to the NHTSA standardization the calculation is consistent. The specific calculation uses an estimate of total traffic fatalities in a calendar year.
7. **Scope:** Aggregate, and can be assessed by region or demographic population.
8. **Caveats:** The indicator has no limitations or weaknesses.
9. **Accuracy, Maintenance, Support:** The indicator has not been audited by the Office of the Legislative Auditor. The accuracy, maintenance, and support of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
10. **Responsible Person:** Louisiana Highway Safety Commission; Dortha Cummins, Deputy Director, 7919 Independence Blvd., Baton Rouge, LA, 70809; 225-925-6993

Performance Indicator Documentation

Program: Louisiana Highway Safety Commission

Objective 1: To reduce the number of traffic fatalities by one percent each calendar year through June 30, 2031.

Indicator Name: Number of fatal crashes among drivers ages 15-24

Indicator LaGov PI Code: 25511

1. **Type and Level:** Outcome; Supporting
2. **Rationale, Relevance, Reliability:** Specific statistics quantifies involvement of drivers age 15-24 in fatal traffic crashes. As of 2022, Drivers age 15-24 make up 14% of licensed drivers but traffic crash data show that they are involved in nearly 26% of all fatal traffic crashes. This represents an increase from 2020 where crash data showed they were involved in 23% of all fatal traffic crashes. This age group is consistently overrepresented in the fatal crash data.
3. **Use:** In addition to the number being a consistent measure of progress each year, the number also provides the LHSC planner with a constant measure for use in determining problem identification for future years.
4. **Clarity:** The indicator name clearly identifies what is being measured.
5. **Data Source, Collection, and Reporting:** Data is published once per year by the Center for Analytics and Research in Transportation Safety (CARTS) at Louisiana State University. The data is approximately two years old upon reporting.
6. **Calculation Methodology:** This is a standard calculation for NHTSA and is utilized by most states. The specific calculation uses the total number of fatal crashes for drivers ages 15-24 over time.
7. **Scope:** Aggregate, and can be assessed by region or demographic population.
8. **Caveats:** The indicator has no limitations or weaknesses.
9. **Accuracy, Maintenance, Support:** The indicator has not been audited by the Office of the Legislative Auditor. The accuracy, maintenance, and support of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
10. **Responsible Person:** Louisiana Highway Safety Commission; Deputy Director, Dortha Cummins, 7919 Independence Blvd., Baton Rouge, LA, 70809; 225-925-6993

Performance Indicator Documentation

Program: Louisiana Highway Safety Commission

Objective 1: To reduce the number of traffic fatalities by one percent each calendar year through June 30, 2031.

Indicator Name: Crash Cost per Licensed Driver

Indicator LaGov PI Code: New

1. **Type and Level:** Efficiency, Supporting
2. **Rationale, Relevance, Reliability:** The LHSC goal is to reduce the number of traffic fatalities by one percent per year through 2031. This reduction amounts to approximately 75 people. Rates measure reduction of risk based on exposure. Reducing fatalities and injuries with an increase in vehicle miles traveled (increase in exposure) represents a reduction in risk. The LHSC measures success by reducing the traveling public's risk of being killed or seriously injured in a motor vehicle crash. Additional success may be measured through the reduction in traffic crash costs to licensed drivers. Increases or decreases in licensed drivers/vehicle miles traveled affect raw data. The U.S. fatality rate for 2023 was 1.26 per 100 million vehicle miles traveled. In 2023, traffic crashes and related fatalities cost \$2,916 per licensed driver in Louisiana.
3. **Use:** In addition to the crash cost being a consistent measure of progress each year, this indicator will be used for internal management purposes.
4. **Clarity:** The indicator name clearly identifies what is being measured.
5. **Data Source, Collection, and Reporting:** Data is published once per year by the Center for Analytics and Research in Transportation Safety (CARTS) at Louisiana State University. The data is approximately two years old upon reporting.
6. **Calculation Methodology:** Cost estimates are determined using the methodology in a study conducted by NHTSA in 2019 – “The Economic and Societal Impact of Motor Vehicle Crashes, 2019 (Revised)” (DOT HS 813 403). Staff with CARTS uses data from the Louisiana motor vehicle crash report and the NHTSA methodology to determine the cost.
7. **Scope:** Disaggregate, and can be assessed by licensed driver.
8. **Caveats:** The indicator has no limitations or weaknesses.
9. **Accuracy, Maintenance, Support:** The indicator has not been audited by the Office of the Legislative Auditor. The accuracy, maintenance, and support of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
10. **Responsible Person:** Louisiana Highway Safety Commission; Deputy Director, Dortha Cummins 7919 Independence Blvd., Baton Rouge, LA, 70809; 225-925-6993

Performance Indicator Documentation

Program: Louisiana Highway Safety Commission

Objective 2: To reduce the number of alcohol-impaired traffic fatalities by one percent each calendar year by June 30, 2031.

Indicator Name: Percent change of alcohol-impaired driving traffic fatalities

Indicator LaGov PI Code: 22429

1. **Type and Level:** Outcome; Key
2. **Rationale, Relevance, Reliability:** Statewide impaired driving traffic fatalities is a standard rate of comparison for NHTSA and is utilized by all states to compare annual rates of impaired driving.
3. **Use:** In addition to the rate being a consistent measure of progress each year, the rate also provides the LHSC planner with a constant measure for use in determining problem identification for future years.
4. **Clarity:** Alcohol-impaired refers to traffic crashes that involve at least one driver with a blood alcohol concentration (BAC) of 0.08 grams per deciliter or above, the legal definition of impaired driving. This is the definition that NHTSA and all other states use.
5. **Data Source, Collection, and Reporting:** Data is published once per year by the Center for Analytics and Research in Transportation Safety (CARTS) at Louisiana State University. The data is approximately two years old upon reporting.
6. **Calculation Methodology:** This is a standard calculation for NHTSA and is utilized by all states. The specific calculation uses an estimate of vehicle miles traveled as it relates to alcohol involved fatalities.
7. **Scope:** Aggregate, and can be assessed by region or demographic population.
8. **Caveats:** This indicator has no limitations or weaknesses.
9. **Accuracy, Maintenance, Support:** The indicator has not been audited by the Office of the Legislative Auditor. The accuracy, maintenance, and support of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
10. **Responsible Person:** Louisiana Highway Safety Commission; Deputy Director, Dortha Cummins, 7919 Independence Blvd., Baton Rouge, LA, 70809; 225-925-6993

Performance Indicator Documentation

Program: Louisiana Highway Safety Commission

Objective 2: To reduce the number of alcohol-impaired traffic fatalities by one percent each calendar year by June 30, 2031.

Indicator Name: Number of alcohol-impaired driving fatalities

Indicator LaGov PI Code: 26455

1. **Type and Level:** Outcome; Key
2. **Rationale, Relevance, Reliability:** Specific statistics quantifies involvement alcohol-impairment in fatal traffic crashes. Number of statewide alcohol-impaired driving traffic fatalities is a required standard rate of measure for NHTSA and is utilized by all states to compare alcohol-impaired driving fatalities across the nation.
3. **Use:** In addition to the number being a consistent measure of progress each year, the number also provides the LHSC planner with a constant measure for use in determining problem identification for future years.
4. **Clarity:** Alcohol-impaired refers to traffic crashes that involve at least one driver with a blood alcohol concentration (BAC) of 0.08 grams per deciliter or above, the legal definition of impaired driving. This is the definition that NHTSA and all other states use.
5. **Data Source, Collection, and Reporting:** Data is published once per year by the Center for Analytics and Research in Transportation Safety (CARTS) at Louisiana State University. The data is approximately two years old upon reporting.
6. **Calculation Methodology:** This is a standard calculation for NHTSA and is utilized by all states. The specific calculation uses the total number of alcohol-impaired fatalities over time.
7. **Scope:** Aggregate, and can be assessed by region or demographic population.
8. **Caveats:** This indicator has no limitations or weaknesses.
9. **Accuracy, Maintenance, Support:** The indicator has not been audited by the Office of the Legislative Auditor. The accuracy, maintenance, and support of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
10. **Responsible Person:** Louisiana Highway Safety Commission; Deputy Director, Dortha Cummins, 7919 Independence Blvd., Baton Rouge, LA, 70809; 225-925-6993

Performance Indicator Documentation

Program: Louisiana Highway Safety Commission

Objective 3: To increase safety belt usage for all vehicle occupants by one percent each calendar year by June 30, 2031.

Indicator Name: Percentage of safety belt usage for front seat occupants statewide

Indicator LaGov PI Code: 26456

1. **Type and Level:** Outcome: Key
2. **Rationale, Relevance, Reliability:** Statewide seatbelt usage is a standard measure of comparison for NHTSA and is utilized by all states to compare annual usage of seatbelts among front seat vehicle occupants.
3. **Use:** In addition to the rate being a consistent measure of progress each year, the rate also provides the LHSC planner with a constant measure for use in determining problem identification for future years.
4. **Clarity:** Safety belt is any restraint device in a motor vehicle.
5. **Data Source, Collection, and Reporting:** The LHSC contracts with researchers and analysts to implement a NHTSA approved methodology and report on findings on an annual basis. The federal regulations mandate that the LHSC conduct a NHTSA approved seat belt observation survey on an annual basis.
6. **Calculation Methodology:** Established and approved by NHTSA, Section 153.
7. **Scope:** Aggregate, and can be assessed by region or demographic population.
8. **Caveats:** Cost of statewide survey and analysis is approximately \$200,000, annually.
9. **Accuracy, Maintenance, Support:** The indicator has not been audited by the Office of the Legislative Auditor. The accuracy, maintenance, and support of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
10. **Responsible Person:** Louisiana Highway Safety Commission; Deputy Director, Dortha Cummins 7919 Independence Blvd., Baton Rouge, LA, 70809; 225-925-6993

Performance Indicator Documentation

Program: Louisiana Highway Safety Commission

Objective 3: To increase safety belt usage for all vehicle occupants by one percent each calendar year by June 30, 2031.

Indicator Name: Number of unrestrained fatalities

Indicator LaGov PI Code: 26457

1. **Type and Level:** Outcome; Supporting
2. **Rationale, Relevance, Reliability:** Specific statistics quantifies involvement of seat belt use in fatal traffic crashes. Number unrestrained traffic fatalities is a required standard measure for NHTSA and is utilized by all states to compare unrestrained fatalities across the nation.
3. **Use:** In addition to the number being a consistent measure of progress each year, the number also provides the LHSC planner with a constant measure for use in determining problem identification for future years.
4. **Clarity:** Safety belt is any restraint device in a motor vehicle.
5. **Data Source, Collection, and Reporting:** Data is published once per year by the Center for Analytics and Research in Transportation Safety (CARTS) at Louisiana State University. The data is approximately two years old upon reporting.
6. **Calculation Methodology:** This is a standard calculation for NHTSA and is utilized by all states. The specific calculation uses the total number of unrestrained fatalities over time.
7. **Scope:** Aggregate, and can be assessed by region or demographic population.
8. **Caveats:** This indicator has no limitations or weaknesses.
9. **Accuracy, Maintenance, Support:** The indicator has not been audited by the Office of the Legislative Auditor. The accuracy, maintenance, and support of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
10. **Responsible Person:** Louisiana Highway Safety Commission; Deputy Director, Dortha Cummins 7919 Independence Blvd., Baton Rouge, LA, 70809; 225-925-6993

Performance Indicator Documentation

Program: Louisiana Highway Safety Commission

Objective 3: To increase safety belt usage for all vehicle occupants by one percent each calendar year by June 30, 2028.

Indicator Name: Percent change in safety belt usage for vehicle occupants age 5 and under

Indicator LaGov PI Code: 22430 - **Removing this indicator**

Justification: LHSC requests removal of indicator LaGov PI code 22430 from both the Strategic and Operational Plans. The LHSC no longer administers a survey to measure safety belt usage for vehicle occupants age 5 and under. While this survey was conducted by a research firm, the research staff employed to perform the observations were not required to be certified child safety technicians. With the technical nature of child safety seat selection and installation, the LHSC felt that having certified child safety technicians perform the observations was critical. After discussions with the research firm, it was determined that adding this requirement would make the administration of the survey cost prohibitive. Based on this information, the LHSC determined that it was best to no longer administer this survey.

Performance Indicator Documentation

Program: Louisiana Highway Safety Commission

Objective 4: To reduce the number of vulnerable road user fatalities by 10 each calendar year from 274 in 2024 to 204 by June 30, 2031.

Indicator Name: Number of pedestrian fatalities

Indicator LaGov PI Code: 26458

1. **Type and Level:** Outcome; Supporting
2. **Rationale, Relevance, Reliability:** Specific statistic quantifies involvement of pedestrians in traffic crashes.
3. **Use:** In addition to the number being a consistent measure of progress each year, the number also provides the LHSC planner with a constant measure for use in determining problem identification for future years.
4. **Clarity:** The indicator name clearly identifies what is being measured.
5. **Data Source, Collection, and Reporting:** Data is published once per year by the Center for Analytics and Research in Transportation Safety (CARTS) at Louisiana State University. The data is approximately two years old upon reporting.
6. **Calculation Methodology:** This is a standard calculation for NHTSA and is utilized by most states. The specific calculation uses the total number of fatal crashes for pedestrians over time.
7. **Scope:** Aggregate, and can be assessed by region and demographics.
8. **Caveats:** This indicator has no limitations or weaknesses.
9. **Accuracy, Maintenance, Support:** The indicator has not been audited by the Office of the Legislative Auditor. The accuracy, maintenance, and support of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
10. **Responsible Person:** Louisiana Highway Safety Commission; Deputy Director, Dortha Cummins, 7919 Independence Blvd., Baton Rouge, LA, 70809; 225-925-6993

Performance Indicator Documentation

Program: Louisiana Highway Safety Commission

Objective 4: To reduce the number of vulnerable road user fatalities by 10 each calendar year from 274 in 2024 to 204 by June 30, 2031.

Indicator Name: Number of bicycle fatalities

Indicator LaGov PI Code: 26459

1. **Type and Level:** Outcome; Supporting
2. **Rationale, Relevance, Reliability:** Specific statistic quantifies involvement of bicyclists in traffic crashes.
3. **Use:** In addition to the number being a consistent measure of progress each year, the measure also provides the LHSC planner with a constant measure for use in determining problem identification for future years.
4. **Clarity:** Bicycle is more commonly referred to as bicycle, but includes one wheel and three wheel modes of transportation.
5. **Data Source, Collection, and Reporting:** Data is published once per year by the Center for Analytics and Research in Transportation Safety (CARTS) at Louisiana State University. The data is approximately two years old upon reporting.
6. **Calculation Methodology:** This is a standard calculation for NHTSA and is utilized by most states. The specific calculation uses the total number of fatalities involving bicycles over time.
7. **Scope:** Disaggregate, and can be assessed by region.
8. **Caveats:** Limitations exists due to the fact that this data element involves small numbers and can only be assessed by state and region.
9. **Accuracy, Maintenance, Support:** The indicator has not been audited by the Office of the Legislative Auditor. The accuracy, maintenance, and support of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
10. **Responsible Person:** Louisiana Highway Safety Commission; Deputy Director, Dortha Cummins, 7919 Independence Blvd., Baton Rouge, LA, 70809; 225-925-6993

Performance Indicator Documentation

Program: Louisiana Highway Safety Commission

Objective 4: To reduce the number of vulnerable road user fatalities by 10 each calendar year from 274 in 2024 to 204 by June 30, 2031.

Indicator Name: Number of motorcycle fatalities

Indicator LaGov PI Code: 25512

1. **Type and Level:** Outcome; Supporting
2. **Rationale, Relevance, Reliability:** LHSC continues to support that an increase in education of new motorcycle riders and continued training for all riders will have a positive effect on the number of motorcycle crashes. The most common cause of motorcycle crashes and fatalities is the failure of motorists to detect motorcycles in traffic. Therefore, it continues to be critical to educate motorists to “watch for motorcycles” as a strategy to reduce the number of motorcycle crashes and fatalities.
3. **Use:** In addition to the number being a consistent measure of progress each year, the number also provides the LHSC planner with a constant measure for use in determining problem identification for future years.
4. **Clarity:** The indicator name clearly identifies what is being measured.
5. **Data Source, Collection, and Reporting:** Data is published once per year by the Center for Analytics in Research and Transportation Safety (CARTS) at Louisiana State University. The data is approximately two years old upon reporting.
6. **Calculation Methodology:** This is a standard calculation for NHTSA and is utilized by most states. The specific calculation uses the total number of fatalities involving motorcycle operators and passengers over time.
7. **Scope:** Disaggregate, and can be assessed by region.
8. **Caveats:** This indicator has no limitations or weaknesses.
9. **Accuracy, Maintenance, Support:** The indicator has not been audited by the Office of the Legislative Auditor. The accuracy, maintenance, and support of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
10. **Responsible Person:** Louisiana Highway Safety Commission; Deputy Director, Dortha Cummins, 7919 Independence Blvd., Baton Rouge, LA, 70809; 225-925-6993

Performance Indicator Documentation

Program: Louisiana Highway Safety Commission

Objective 5: To ensure that the number of rail grade crossing fatalities is 5 or less through June 30, 2031.

Indicator Name: Number of rail grade crossing traffic fatalities

Indicator LaGov PI Code: 26460

1. **Type and Level:** Outcome; Supporting
2. **Rationale, Relevance, Reliability:** Specific statistic quantifies the number rail grade crossing fatalities.
3. **Use:** In addition to the number being a consistent measure of progress each year, the number also provides the LHSC planner the ability to determine problem identification for future years.
4. **Clarity:** Rail grade crossing is more commonly referred to as rail road tracks, but is specific to public crossings.
5. **Accuracy, Maintenance, Support:** The indicator has not been audited by the Office of the Legislative Auditor. The accuracy, maintenance, and support of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
6. **Data Source, Collection, and Reporting:** Data is published once per year by the Center for Analytics and Research in Transportation Safety (CARTS) at Louisiana State University. The data is approximately two years old upon reporting. Additional data is available via the Federal Railroad Administration.
7. **Calculation Methodology:** This is a standard calculation for NHTSA and is utilized by most states. The specific calculation uses the total number of fatalities involving rail grade crossings over time.
8. **Scope:** Disaggregate.
9. **Caveats:** Limitations exist in the delay and inaccuracy in reporting from individual law enforcement agencies. Limitations exist in this indicator due to the small number it involves.
11. **Responsible Person:** Louisiana Highway Safety Commission; Deputy Director, Dortha Cummins, 7919 Independence Blvd., Baton Rouge, LA, 70809; 225-925-6993

STRATEGY ANALYSIS CHECKLIST

STRATEGY 1.1. Administer traffic safety programs focusing on human behavior from a pre-crash, crash, and post-crash standpoint.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Analysis | <input type="checkbox"/> Cost/benefit analysis conducted |
| | <input type="checkbox"/> Other analysis used |
| | <input checked="" type="checkbox"/> Impact on other strategies considered |
| <input checked="" type="checkbox"/> Authorization | <input checked="" type="checkbox"/> Authorization exists |
| | <input type="checkbox"/> Authorization needed |
| <input checked="" type="checkbox"/> Organizational Capacity | <input checked="" type="checkbox"/> Needed structural or procedural changes identified |
| | <input type="checkbox"/> Resource needs identified |
| <input checked="" type="checkbox"/> Time Frame | <input checked="" type="checkbox"/> Already ongoing |
| | <input type="checkbox"/> New, startup date estimated |
| | <input type="checkbox"/> Lifetime of strategy identified |
| <input checked="" type="checkbox"/> Fiscal Impact | <input checked="" type="checkbox"/> Impact on operating budget |
| | <input type="checkbox"/> Impact on capital outlay |
| | <input checked="" type="checkbox"/> Means of finance identified |

STRATEGY ANALYSIS CHECKLIST

STRATEGY 1.2. Identify, fund, and assist in the implementation of traffic safety programs targeted to individuals 15-24 years old. Provide technical assistance to agencies and organizations regarding traffic safety issues involving individuals 15-24 years old.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Analysis | <input type="checkbox"/> Cost/benefit analysis conducted |
| | <input type="checkbox"/> Other analysis used |
| | <input checked="" type="checkbox"/> Impact on other strategies considered |
| <input checked="" type="checkbox"/> Authorization | <input checked="" type="checkbox"/> Authorization exists |
| | <input type="checkbox"/> Authorization needed |
| <input checked="" type="checkbox"/> Organizational Capacity | <input checked="" type="checkbox"/> Needed structural or procedural changes identified |
| | <input type="checkbox"/> Resource needs identified |
| <input checked="" type="checkbox"/> Time Frame | <input checked="" type="checkbox"/> Already ongoing |
| | <input type="checkbox"/> New, startup date estimated |
| | <input type="checkbox"/> Lifetime of strategy identified |
| <input checked="" type="checkbox"/> Fiscal Impact | <input checked="" type="checkbox"/> Impact on operating budget |
| | <input type="checkbox"/> Impact on capital outlay |
| | <input checked="" type="checkbox"/> Means of finance identified |

STRATEGY ANALYSIS CHECKLIST

STRATEGY 2.1. Identify, fund, and assist in the implementation of impaired driving prevention programs. Provide sub-grants to local, parish, and state agencies, as well as private organizations, to conduct impaired driving prevention programs. Provide technical assistance to agencies and organizations regarding impaired driving programs and issues.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Analysis | <input type="checkbox"/> Cost/benefit analysis conducted |
| | <input type="checkbox"/> Other analysis used |
| | <input checked="" type="checkbox"/> Impact on other strategies considered |
| <input checked="" type="checkbox"/> Authorization | <input checked="" type="checkbox"/> Authorization exists |
| | <input type="checkbox"/> Authorization needed |
| <input checked="" type="checkbox"/> Organizational Capacity | <input checked="" type="checkbox"/> Needed structural or procedural changes identified |
| | <input type="checkbox"/> Resource needs identified |
| <input checked="" type="checkbox"/> Time Frame | <input checked="" type="checkbox"/> Already ongoing |
| | <input type="checkbox"/> New, startup date estimated |
| | <input type="checkbox"/> Lifetime of strategy identified |
| <input checked="" type="checkbox"/> Fiscal Impact | <input checked="" type="checkbox"/> Impact on operating budget |
| | <input type="checkbox"/> Impact on capital outlay |
| | <input checked="" type="checkbox"/> Means of finance identified |

STRATEGY ANALYSIS CHECKLIST

STRATEGY 3.1. Identify, fund, and assist in the implementation of occupant protection programs to increase the proper use of safety belts. Provide sub-grants to local, parish, and state agencies, as well as private organizations, to conduct safety belt programs. Provide technical assistance to agencies and organizations regarding occupant protection programs and issues.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Analysis | <input type="checkbox"/> Cost/benefit analysis conducted |
| | <input type="checkbox"/> Other analysis used |
| | <input checked="" type="checkbox"/> Impact on other strategies considered |
| <input checked="" type="checkbox"/> Authorization | <input checked="" type="checkbox"/> Authorization exists |
| | <input type="checkbox"/> Authorization needed |
| <input checked="" type="checkbox"/> Organizational Capacity | <input checked="" type="checkbox"/> Needed structural or procedural changes identified |
| | <input type="checkbox"/> Resource needs identified |
| <input checked="" type="checkbox"/> Time Frame | <input checked="" type="checkbox"/> Already ongoing |
| | <input type="checkbox"/> New, startup date estimated |
| | <input type="checkbox"/> Lifetime of strategy identified |
| <input checked="" type="checkbox"/> Fiscal Impact | <input checked="" type="checkbox"/> Impact on operating budget |
| | <input type="checkbox"/> Impact on capital outlay |
| | <input checked="" type="checkbox"/> Means of finance identified |

STRATEGY ANALYSIS CHECKLIST

STRATEGY 3.2. Identify, fund, and assist in the implementation of occupant protection programs to increase the proper use of child safety seats. Provide sub-grants to local, parish, and state agencies, as well as private organizations to conduct child safety seat programs. Provide technical assistance to agencies and organizations regarding child safety seat programs and issues.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Analysis | <input type="checkbox"/> Cost/benefit analysis conducted |
| | <input type="checkbox"/> Other analysis used |
| | <input checked="" type="checkbox"/> Impact on other strategies considered |
| <input checked="" type="checkbox"/> Authorization | <input checked="" type="checkbox"/> Authorization exists |
| | <input type="checkbox"/> Authorization needed |
| <input checked="" type="checkbox"/> Organizational Capacity | <input checked="" type="checkbox"/> Needed structural or procedural changes identified |
| | <input type="checkbox"/> Resource needs identified |
| <input checked="" type="checkbox"/> Time Frame | <input checked="" type="checkbox"/> Already ongoing |
| | <input type="checkbox"/> New, startup date estimated |
| | <input type="checkbox"/> Lifetime of strategy identified |
| <input checked="" type="checkbox"/> Fiscal Impact | <input checked="" type="checkbox"/> Impact on operating budget |
| | <input type="checkbox"/> Impact on capital outlay |
| | <input checked="" type="checkbox"/> Means of finance identified |

STRATEGY ANALYSIS CHECKLIST

STRATEGY 4.1. Identify behavioral traffic safety measures to protect pedestrians from vehicular traffic in identified metropolitan areas.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Analysis | <input type="checkbox"/> Cost/benefit analysis conducted |
| | <input type="checkbox"/> Other analysis used |
| | <input checked="" type="checkbox"/> Impact on other strategies considered |
| <input checked="" type="checkbox"/> Authorization | <input checked="" type="checkbox"/> Authorization exists |
| | <input type="checkbox"/> Authorization needed |
| <input checked="" type="checkbox"/> Organizational Capacity | <input checked="" type="checkbox"/> Needed structural or procedural changes identified |
| | <input type="checkbox"/> Resource needs identified |
| <input checked="" type="checkbox"/> Time Frame | <input checked="" type="checkbox"/> Already ongoing |
| | <input type="checkbox"/> New, startup date estimated |
| | <input type="checkbox"/> Lifetime of strategy identified |
| <input checked="" type="checkbox"/> Fiscal Impact | <input checked="" type="checkbox"/> Impact on operating budget |
| | <input type="checkbox"/> Impact on capital outlay |
| | <input checked="" type="checkbox"/> Means of finance identified |

STRATEGY ANALYSIS CHECKLIST

STRATEGY 4.2. Work with established bicycle education programs.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Analysis | <input type="checkbox"/> Cost/benefit analysis conducted |
| | <input type="checkbox"/> Other analysis used |
| | <input checked="" type="checkbox"/> Impact on other strategies considered |
| <input checked="" type="checkbox"/> Authorization | <input checked="" type="checkbox"/> Authorization exists |
| | <input type="checkbox"/> Authorization needed |
| <input checked="" type="checkbox"/> Organizational Capacity | <input checked="" type="checkbox"/> Needed structural or procedural changes identified |
| | <input type="checkbox"/> Resource needs identified |
| <input checked="" type="checkbox"/> Time Frame | <input checked="" type="checkbox"/> Already ongoing |
| | <input type="checkbox"/> New, startup date estimated |
| | <input type="checkbox"/> Lifetime of strategy identified |
| <input checked="" type="checkbox"/> Fiscal Impact | <input checked="" type="checkbox"/> Impact on operating budget |
| | <input type="checkbox"/> Impact on capital outlay |
| | <input checked="" type="checkbox"/> Means of finance identified |

STRATEGY ANALYSIS CHECKLIST

STRATEGY 4.3. Partner with established motorcycle safety organizations to develop and implement motorcyclist safety programs focused on educating drivers to “share the road” and “watch for motorcycles”.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Analysis | <input type="checkbox"/> Cost/benefit analysis conducted |
| | <input type="checkbox"/> Other analysis used |
| | <input checked="" type="checkbox"/> Impact on other strategies considered |
| <input checked="" type="checkbox"/> Authorization | <input checked="" type="checkbox"/> Authorization exists |
| | <input type="checkbox"/> Authorization needed |
| <input checked="" type="checkbox"/> Organizational Capacity | <input checked="" type="checkbox"/> Needed structural or procedural changes identified |
| | <input type="checkbox"/> Resource needs identified |
| <input checked="" type="checkbox"/> Time Frame | <input checked="" type="checkbox"/> Already ongoing |
| | <input type="checkbox"/> New, startup date estimated |
| | <input type="checkbox"/> Lifetime of strategy identified |
| <input checked="" type="checkbox"/> Fiscal Impact | <input checked="" type="checkbox"/> Impact on operating budget |
| | <input type="checkbox"/> Impact on capital outlay |
| | <input checked="" type="checkbox"/> Means of finance identified |

STRATEGY ANALYSIS CHECKLIST

STRATEGY 5.1. Identify, fund, and assist in the implementation of behavioral traffic safety measures and programs to protect motorists at rail grade crossings and provide technical assistance to agencies and organizations regarding rail grade crossing education programs and issues.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Analysis | <input type="checkbox"/> Cost/benefit analysis conducted |
| | <input type="checkbox"/> Other analysis used |
| | <input checked="" type="checkbox"/> Impact on other strategies considered |
| <input checked="" type="checkbox"/> Authorization | <input checked="" type="checkbox"/> Authorization exists |
| | <input type="checkbox"/> Authorization needed |
| <input checked="" type="checkbox"/> Organizational Capacity | <input checked="" type="checkbox"/> Needed structural or procedural changes identified |
| | <input type="checkbox"/> Resource needs identified |
| <input checked="" type="checkbox"/> Time Frame | <input checked="" type="checkbox"/> Already ongoing |
| | <input type="checkbox"/> New, startup date estimated |
| | <input type="checkbox"/> Lifetime of strategy identified |
| <input checked="" type="checkbox"/> Fiscal Impact | <input checked="" type="checkbox"/> Impact on operating budget |
| | <input type="checkbox"/> Impact on capital outlay |
| | <input checked="" type="checkbox"/> Means of finance identified |

Louisiana Strategic Plan Update

FY 2026-2027 through FY 2030-2031

Top Five Performance Indicators

Instructions: Use the boxes below to identify the top five performance indicators that highlight the efforts to achieve the agency’s vision, mission, and philosophy.

<p>Department and Agency Name: Department of Public Safety Services/Louisiana Highway Safety Commission</p>
<p>Performance Indicator 1 Number of traffic fatalities <i>(Please identify the objective associated with this performance indicator)</i></p>
<p>Objective 1: To reduce the number of traffic fatalities by one percent each calendar year through June 30, 2031.</p>
<p>Performance Indicator 2 Percent change of alcohol-impaired driving traffic fatalities <i>(please identify the objective associated with this performance indicator)</i></p>
<p>Objective 2: To reduce the number of alcohol-impaired traffic fatalities by one percent each calendar year by June 30, 2031.</p>
<p>Performance Indicator 3 Number of alcohol-impaired driving fatalities <i>(please identify the objective associated with this performance indicator)</i></p>
<p>Objective 2: To reduce the number of alcohol-impaired traffic fatalities by one percent each calendar year by June 30, 2031.</p>
<p>Performance Indicator 4 Number of unrestrained fatalities <i>(please identify the objective associated with this performance indicator)</i></p>
<p>Objective 3: To increase safety belt usage for all vehicle occupants by one percent each calendar year by June 30, 2031.</p>
<p>Performance Indicator 5 Percentage of safety belt usage for front seat occupants statewide <i>(please identify the objective associated with this performance indicator)</i></p>
<p>Objective 3: To increase safety belt usage for all vehicle occupants by one percent each calendar year by June 30, 2031.</p>