

Center for Analytics & Research in Transportation Safety



# Louisiana Traffic Records Data Report 2025



Presented by  
Dr. Helmut Schneider  
September 15, 2026



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



# Executive Summary

## Overall Positive 2025 Results

- Total number of crashes declined 4.5%
- Injury crashes declined 5.8%; injuries declined 7.2%
- Injury Crash rate per 100 Million Miles Traveled declined by 5.6%.
- Bicycle fatalities declined by 9% & serious injuries by 6%.
- Passenger vehicle lane departure Fatalities declined by 11% and serious injuries by 10%.
- Pedestrian serious injuries declined by 13%.
- Young drivers using alcohol in fatal crashes down slightly.
- Involvement of young drivers in fatal crashes was about the same level as in 2024.
- Overall seat belt use remains high at 88.2%, but has plateaued since 2024.

# Executive Summary

## Areas of Concern

- Fatal crashes increased by 3.0% and fatalities by 1.7%.
- Fatality rate increased from 1.37 to 1.42 per 100M VMT
- DWI fatalities increased by 11.8%
- Drug-impaired driving may be under-identified when alcohol concentration is below 0.08.
- Cannabinoids and narcotics remain the most common illegal-drug categories detected among drivers.

## Overview

- Trends
  - Lane Departure
  - Interstate
  - Bicycle
  - Motorcycle
  - Pedestrian
  - Young-older drivers
- The four Major Contributing Factors:
  1. Alcohol & Drugged impaired driving
  2. Seat Belt Use & 2026 road-side use survey
  3. Distracted Driving
  4. Aggressive Driving
- Crash Costs

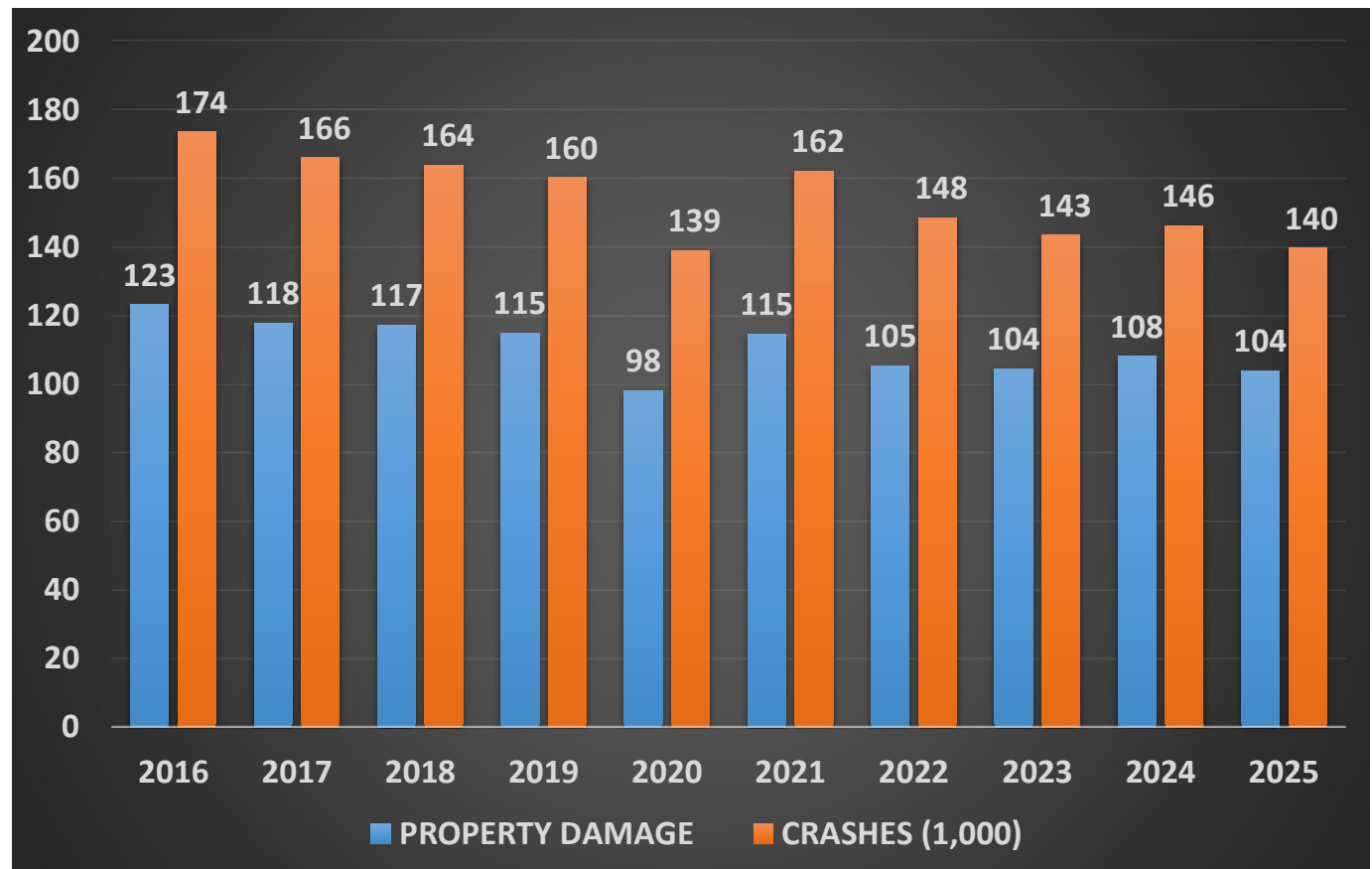


WDAM-TV

<https://www.wdam.com> › 2026/08/26 › 2-killed-nearly-...

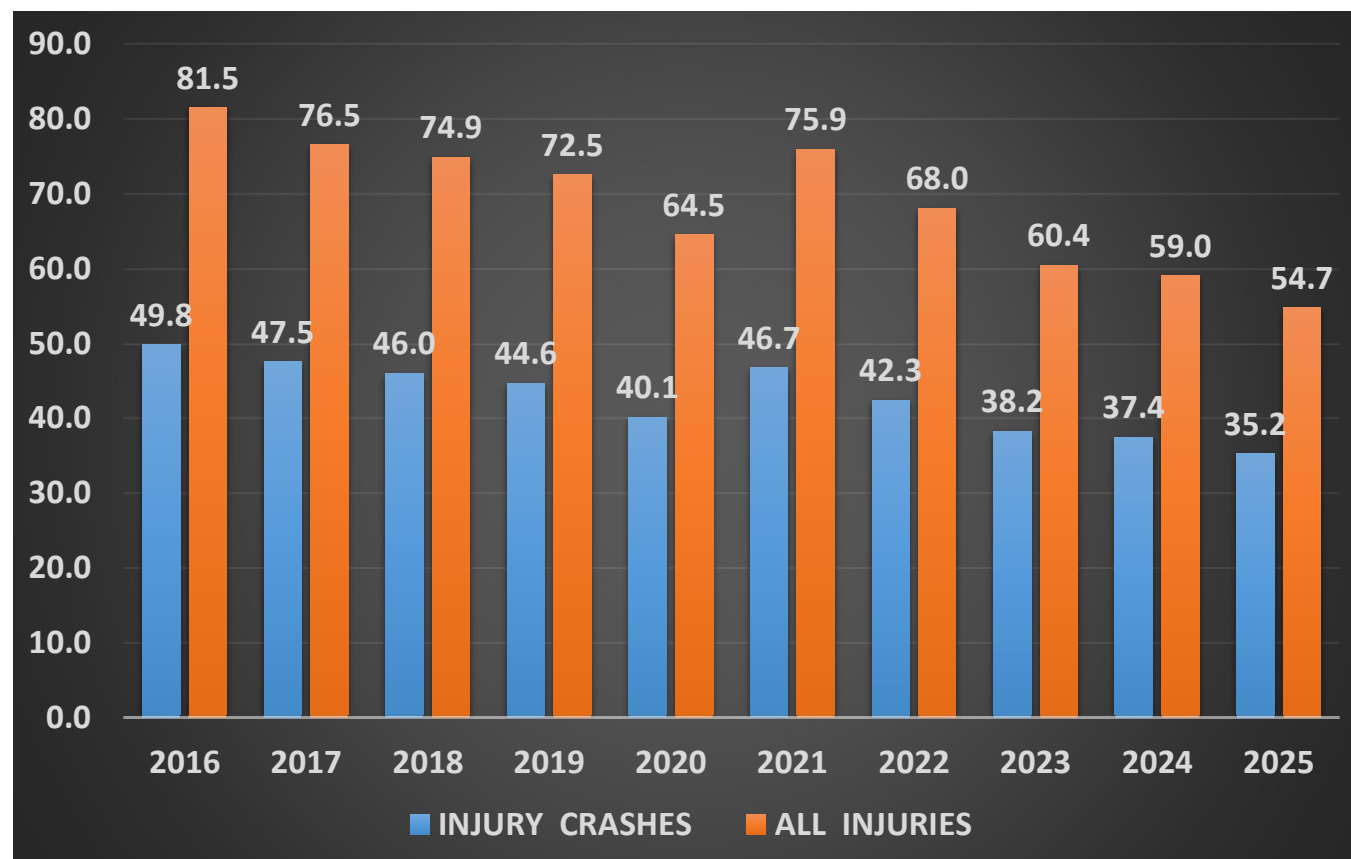
2 killed, nearly 20 injured in charter bus highway crash ...

Crashes declined over the past 4 years (in 1,000)



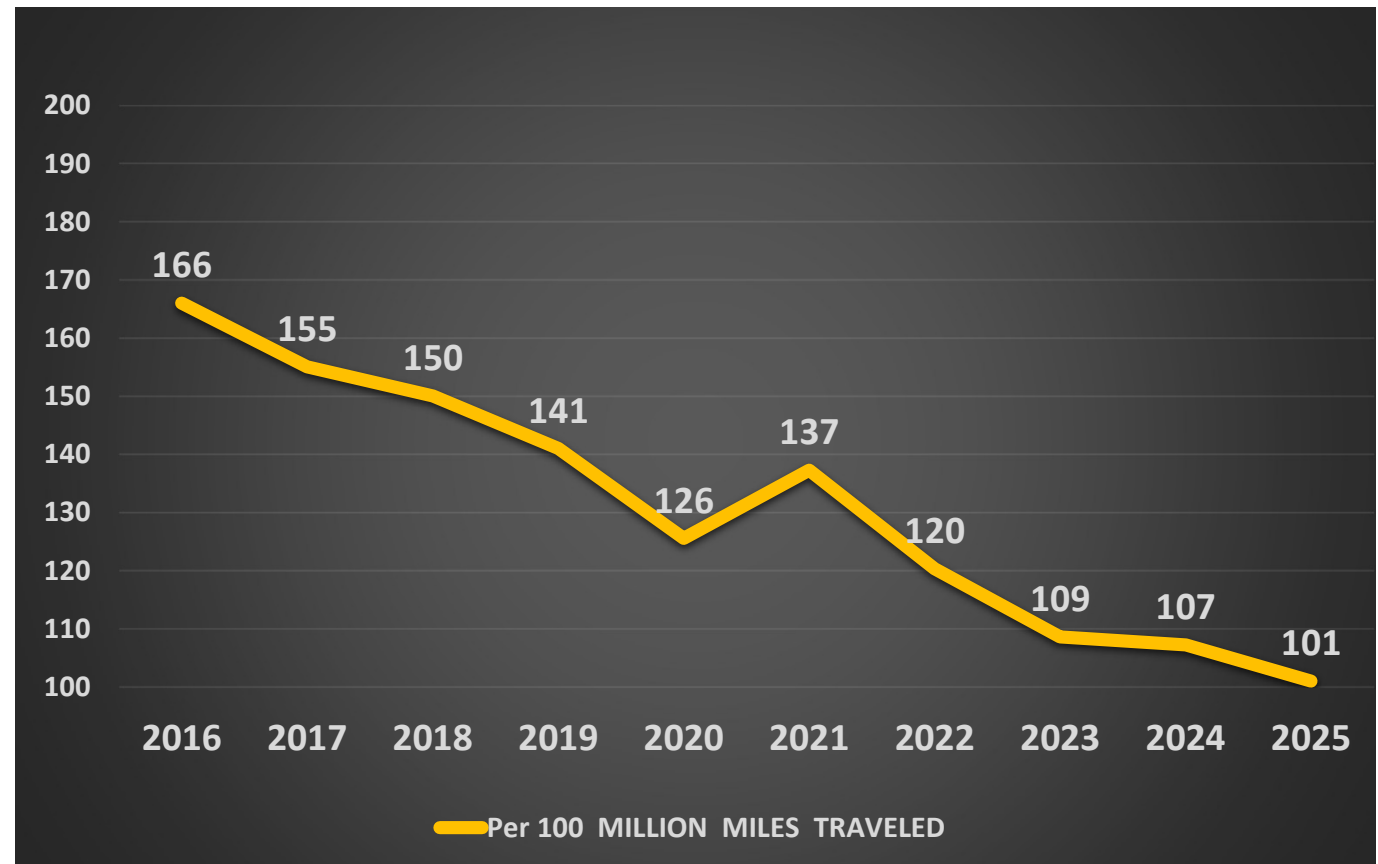
Louisiana's number of injuries fell to 54.7 Thousand — the lowest level recorded in LA.

Injuries in crashes declined over the past 4 years.



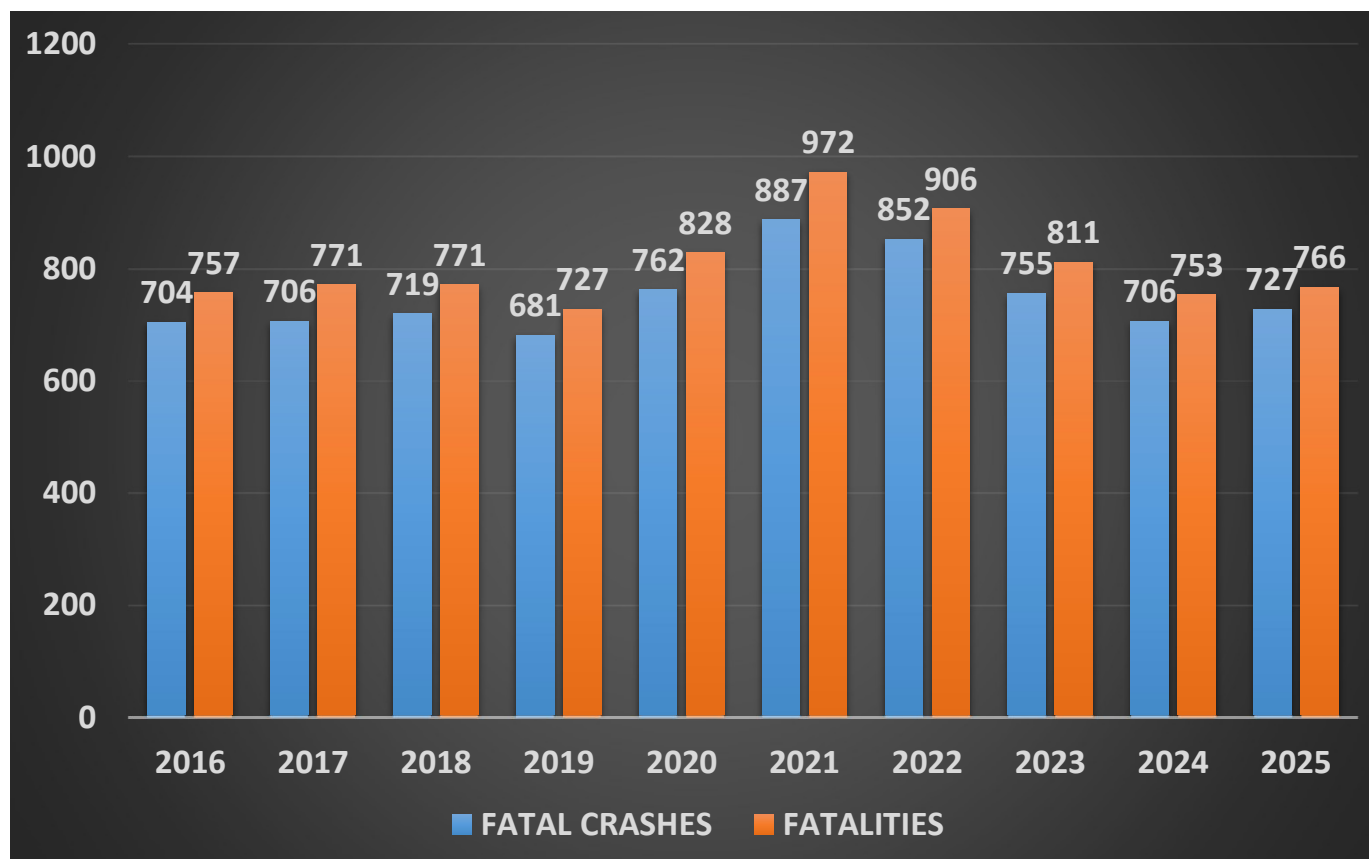
Louisiana's injury rate fell to 101 per 100M VMT — the lowest level recorded in LA.

Injury Rate  
declined over  
the past 4  
years.

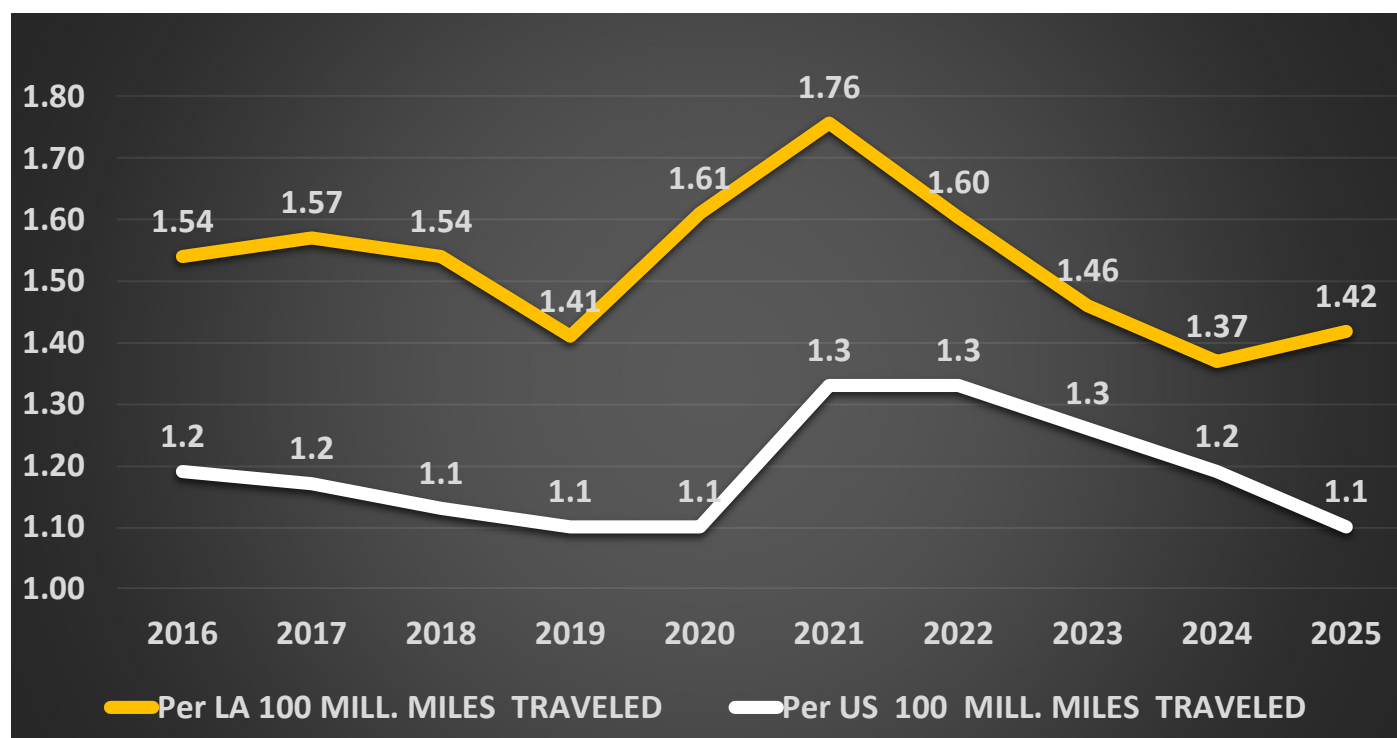


Louisiana's number of fatalities increased by 13 (1.7%) in 2025.

2025  
766 Fatalities  
in 727 Fatal  
Crashes



Louisiana fatality rate rose to 1.42 and remains about 29% above the U.S. rate of 1.10.

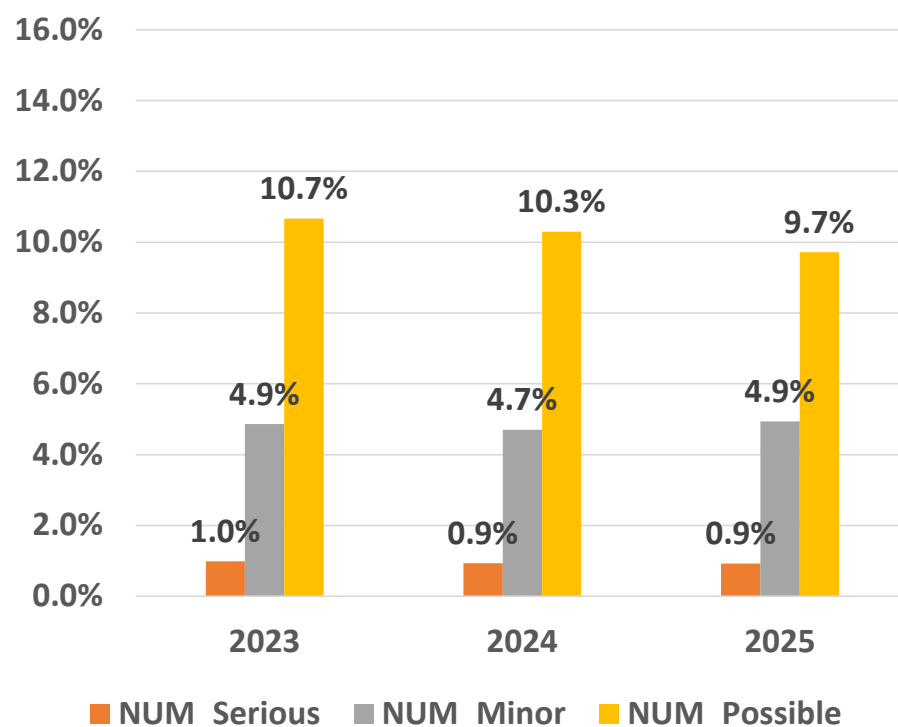


- Lane Departure Crashes
- Hit & Run Crashes
- Interstate Crashes
- Bicycle Crashes
- Motorcycle Crashes
- Pedestrian Fatalities
- Young Drivers
- Older Drivers

## Specific Issues



## Louisiana Injury Percentages in Crashes KABCO Scale



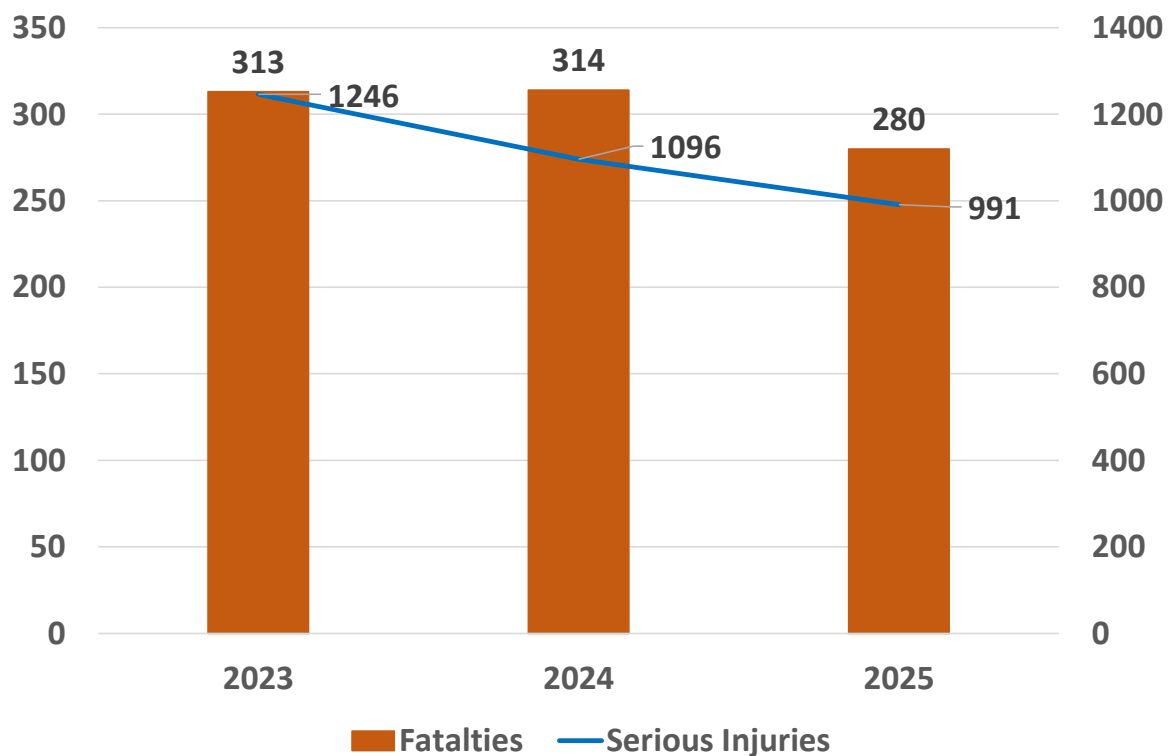
## LA – U.S. Comparison Maximum Abbreviated Injury Scale

| MAIS Code | LA                   | US    | LA                      | US    |
|-----------|----------------------|-------|-------------------------|-------|
|           | Based on all crashes |       | Based on Injury crashes |       |
| MAIS0     | 83%                  | 43%   |                         |       |
| MAIS1     | 14.5%                | 47.3% | 84.5%                   | 83.5% |
| MAIS2     | 1.7%                 | 5.7%  | 10.0%                   | 10.1% |
| MAIS3     | 0.6%                 | 2.4%  | 3.6%                    | 4.3%  |
| MAIS4     | 0.1%                 | 0.4%  | 0.5%                    | 0.6%  |
| MAIS5     | 0.1%                 | 0.1%  | 0.2%                    | 0.2%  |
| Fatal     | 0.2%                 | 0.7%  | 1.2%                    | 1.2%  |

## Passenger Vehicle Lane Departure Fatalities

excluding FMCSA reportable, motorcycles, pedestrian and bicycle crashes

- Fatalities:
  - Down 11% from 2024
- Serious Injuries
  - Down 10%

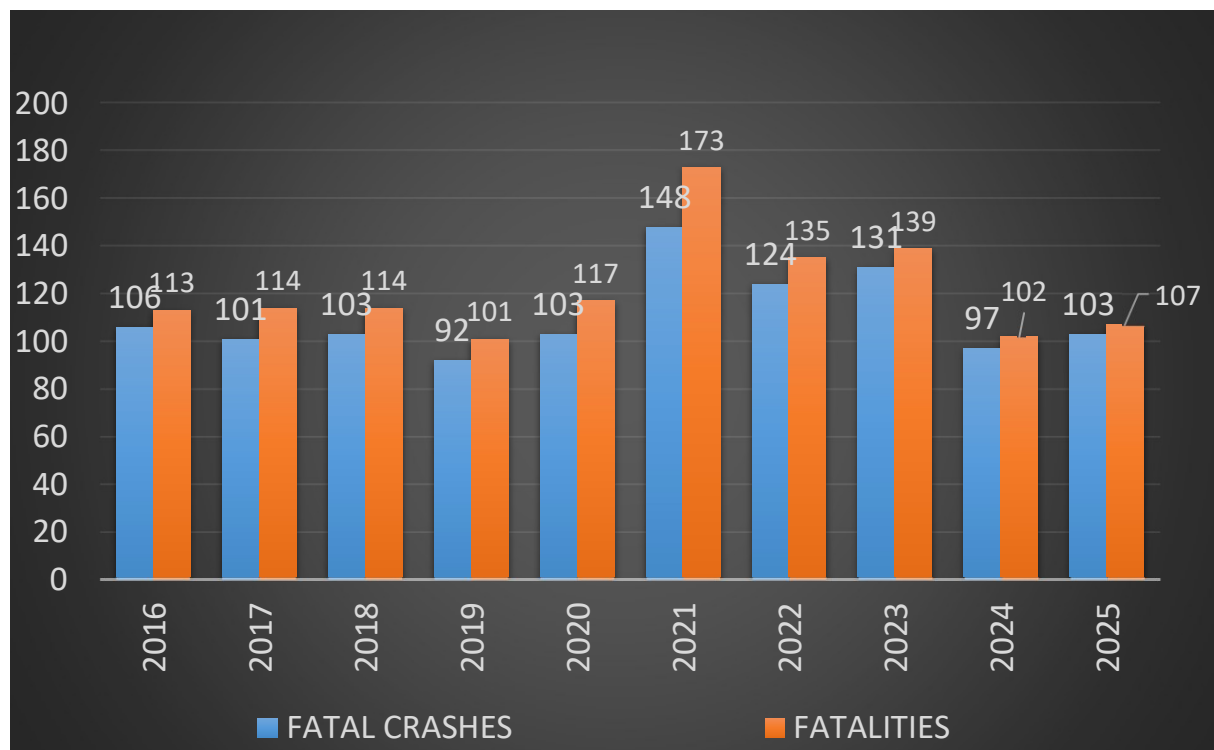


## Interstate Fatalities & Fatal Crashes



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

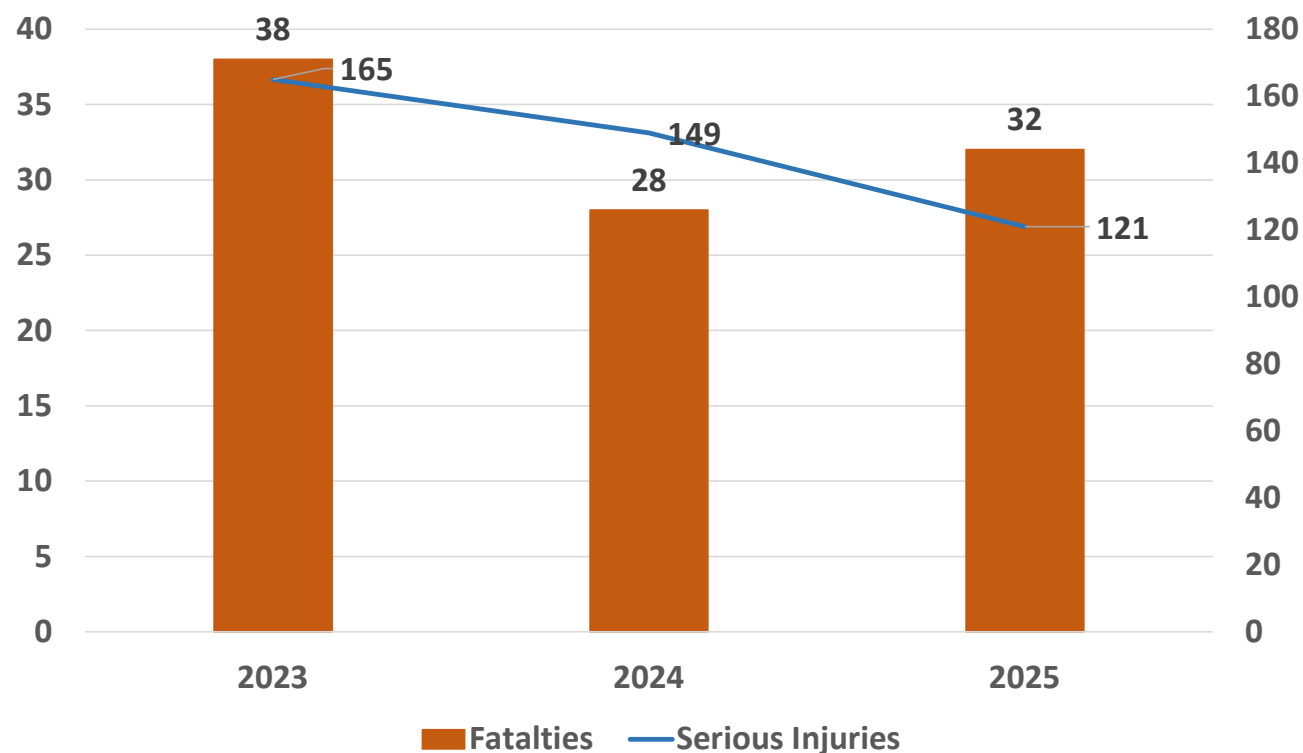
- Interstate Fatalities **increased** by 4.9%
- Interstate Fatal crashes **increased** by 6.2%



### Passenger Vehicle Lane Departure Fatalities on Interstates

excluding FMCSA, motorcycles, pedestrian and bicycle crashes

- Fatalities:
  - Up 14% from 2024
- Serious Injuries
  - Down 19%



## Hit & Run Fatalities by Troop Area

| Troop          | No<br>Hit & Run 2025 | Hit & Run 2025 | Hit & Run%<br>Average 2021-2025 |
|----------------|----------------------|----------------|---------------------------------|
| A-BR           | 136                  | 13             | 11%                             |
| B-N.O.         | 100                  | 20             | 18%                             |
| C-Houma        | 27                   | 0              | 5%                              |
| D-Lake Charles | 63                   | 6              | 8%                              |
| E-Alexandria   | 61                   | 2              | 7%                              |
| F-Monroe       | 63                   | 7              | 8%                              |
| G-Shreveport   | 84                   | 5              | 6%                              |
| I-Lafayette    | 104                  | 9              | 8%                              |
| L-Hammond      | 60                   | 5              | 5%                              |

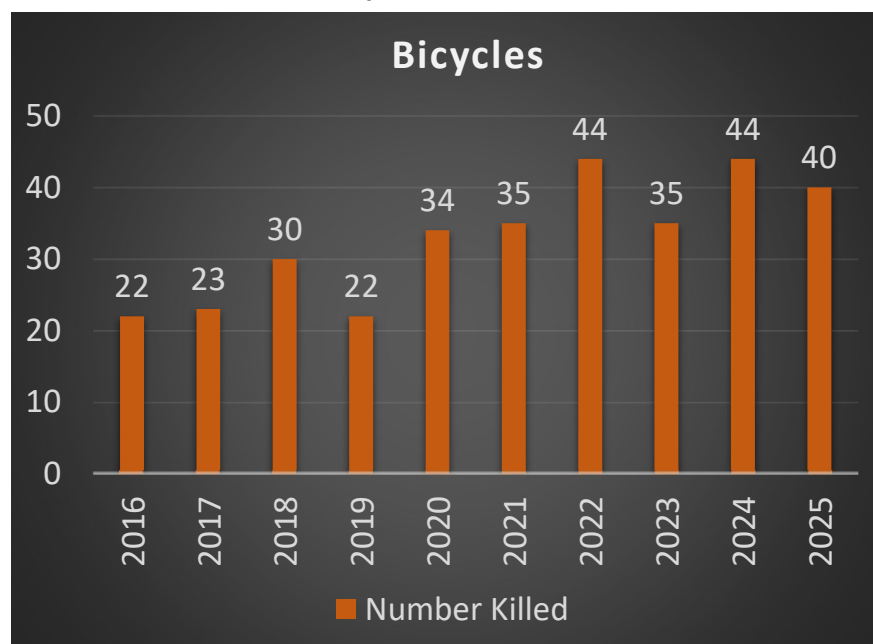


## Bicyclist Fatalities and Serious Injuries

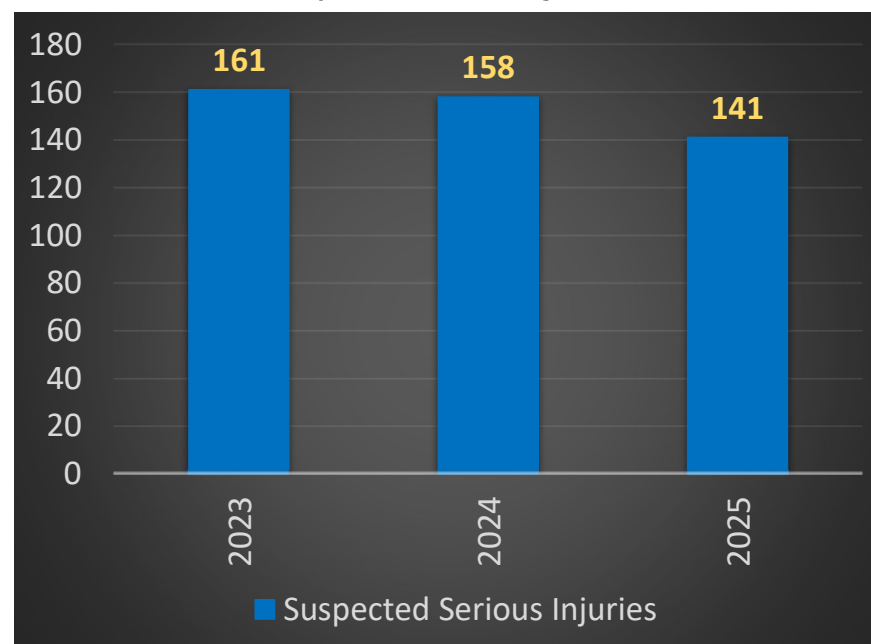
Fatalities were **down 9%**.

Serious Injuries were **down 6%**.

Bicycle Fatalities



Bicycle Serious Injuries



## School Bus Injuries

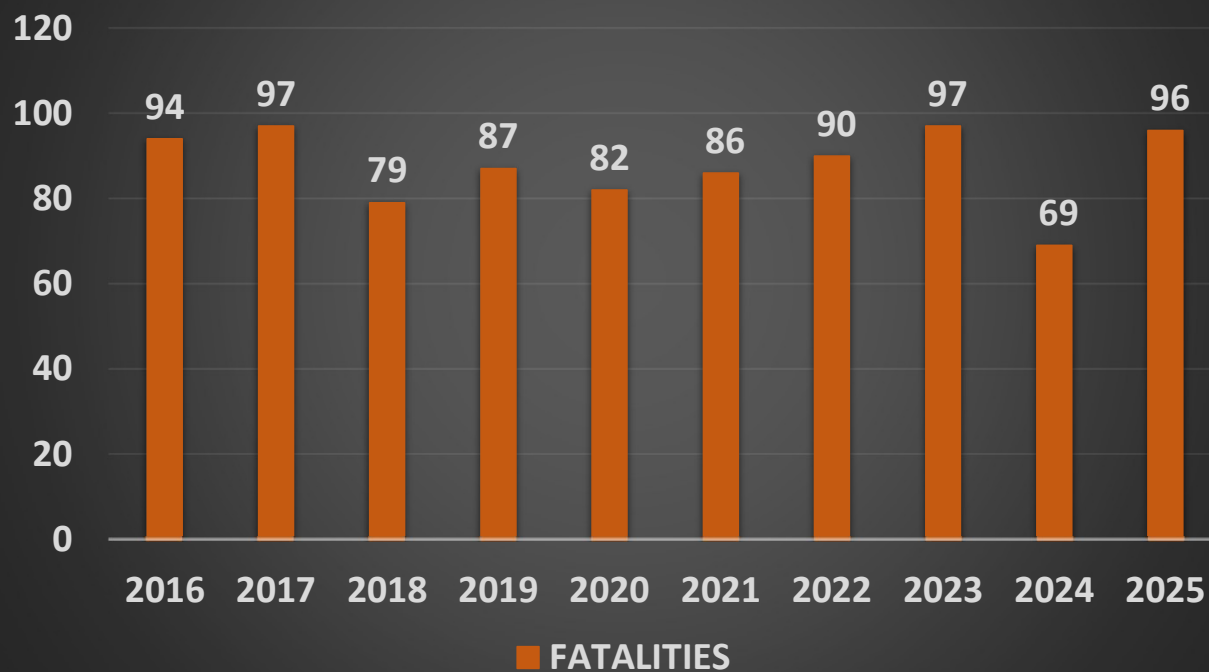
| Year | Number Crashes | (K) FATAL INJURY | (A) SUSPECTED SERIOUS INJURY | (B) SUSPECTED MINOR INJURY | (C) POSSIBLE INJURY | (O) NO APPARENT INJURY |
|------|----------------|------------------|------------------------------|----------------------------|---------------------|------------------------|
| 2023 | 861            | 0                | 1                            | 65                         | 463                 | 6,855                  |
| 2024 | 956            | 0                | 3                            | 71                         | 502                 | 8,070                  |
| 2025 | 906            | 1                | 0                            | 52                         | 262                 | 7,621                  |

Excludes Unknown Injuries

- Fatalities were 96, **up 39%**
- Serious Injuries were 367, down **2.4%**
- Approved Helmet use among fatalities was 61%.
- Alcohol or drug involved drivers in fatal motorcycle crashes was 31%.

Motorcycle-related fatalities jumped 39% in 2025, reversing the sharp 2024 decline.

### Motorcycles, Mopeds, Motorized Bicycles & Autocycles



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



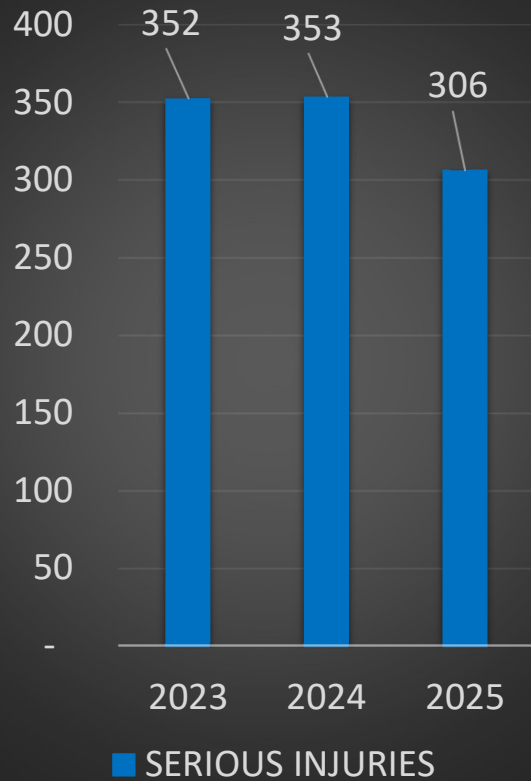
|                           | 2023       |                  | 2024       |                  | 2025       |                  |                         |
|---------------------------|------------|------------------|------------|------------------|------------|------------------|-------------------------|
| Type<br>Motorcycle        | Fatalities | Serious Injuries | Fatalities | Serious Injuries | Fatalities | Serious Injuries | Included in Motorcycles |
| 2-WHEELED                 | 96         | 372              | 67         | 355              | 89         | 351              | Y                       |
| 3-WHEELED                 | 1          | 5                | 1          | 11               | 2          | 3                | Y                       |
| MOPED                     | 0          | 12               | 1          | 5                | 0          | 9                | Y                       |
| AUTOCYCLE                 | 0          | 3                | 0          | 5                | 5          | 4                | Y                       |
| ALL-TERRAIN*<br>(ATV/ATC) | 15         | 45               | 9          | 32               | 5          | 44               | N                       |
| GOLF CART*                | 1          | 4                | 1          | 8                | 0          | 11               | N                       |

\* Not included in Motorcycles

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## Pedestrian Fatalities &amp; Serious Injuries

## INJURIES



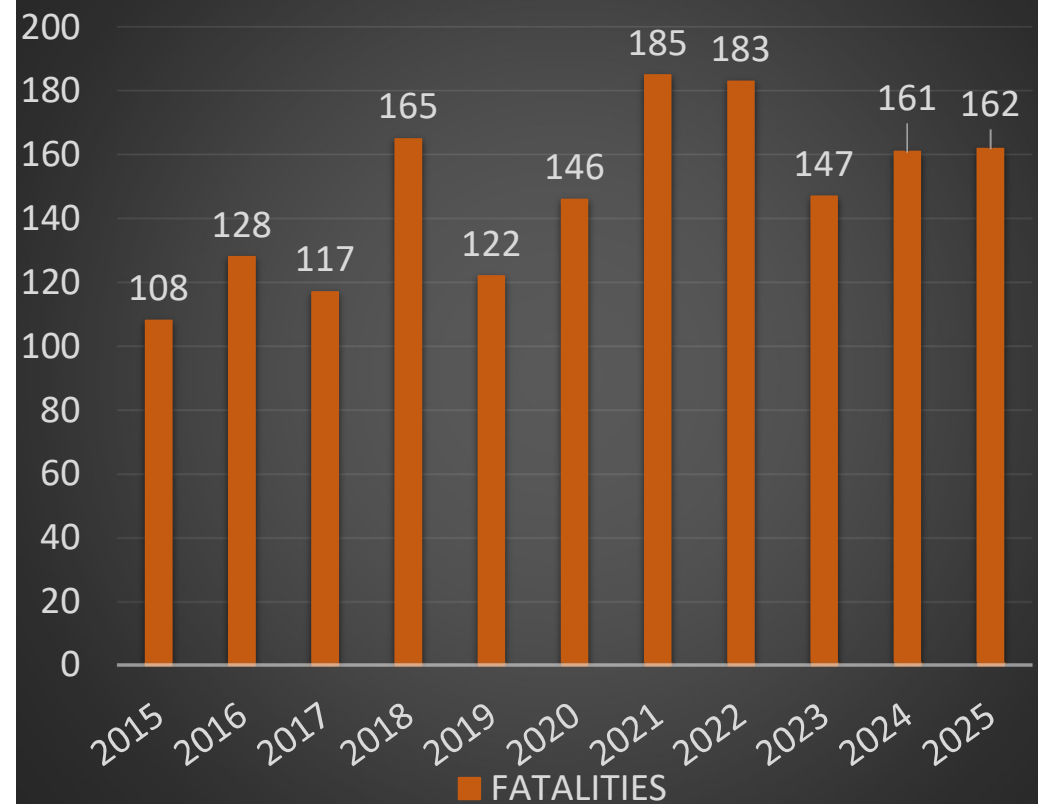
Fatalities increased by 1

Serious injuries

decreased 13%.



## FATALITIES

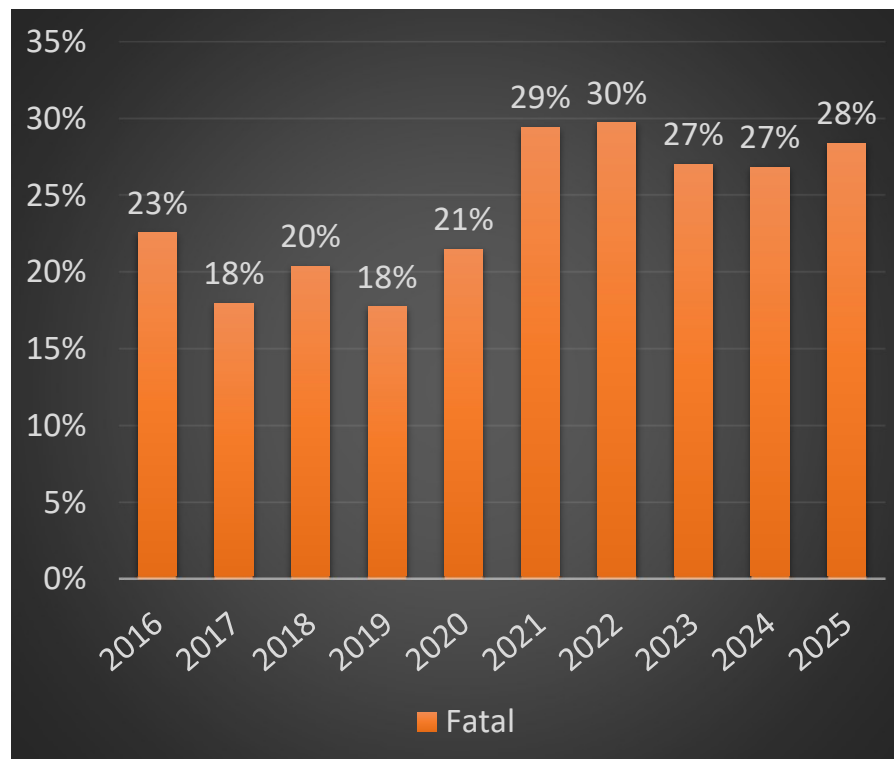


### Pedestrian Fatalities: What Changed Over the Past 10 Years?

- Pedestrians' injuries declined by 20%, while fatalities increasing by 30%.
- The odds of a pedestrian being killed by a large vehicle (pickup trucks, SUV, large Van) are **1.5 times the odds** of being killed by a small vehicle (cars).
- Newer Pickup trucks and SUVs are larger than older models.
- Pickup trucks and SUVs on LA roads increased by **10 percentage points**
- Pickup trucks and SUVs involved in pedestrian crashes increased by **8 percentage points**.



## Percentage Pedestrian Fatalities with Hit & Run



- 8 percentage points increase in Hit & Run pedestrian fatalities from 2016-2020 to 2021-2025.



## Other Pedestrians (electric scooters, etc. not propelled by pedaling).

|                                     | 2023       | 2024      | 2025       |
|-------------------------------------|------------|-----------|------------|
| <b>(K) FATAL INJURY</b>             | <b>1%</b>  | <b>1%</b> | <b>6%</b>  |
| <b>(A) SUSPECTED SERIOUS INJURY</b> | <b>3%</b>  | <b>6%</b> | <b>8%</b>  |
| <b>(B) SUSPECTED MINOR INJURY</b>   | <b>2%</b>  | <b>4%</b> | <b>8%</b>  |
| <b>(C) POSSIBLE INJURY</b>          | <b>3%</b>  | <b>3%</b> | <b>11%</b> |
| <b>(O) NO APPARENT INJURY</b>       | <b>21%</b> | <b>9%</b> | <b>17%</b> |

### In 2025 of the Pedestrian fatalities

- 6% Fatalities were on a motorized device.
- 8% Serious injuries were on a motorized device.
- 8% Minor injuries were on a motorized device.



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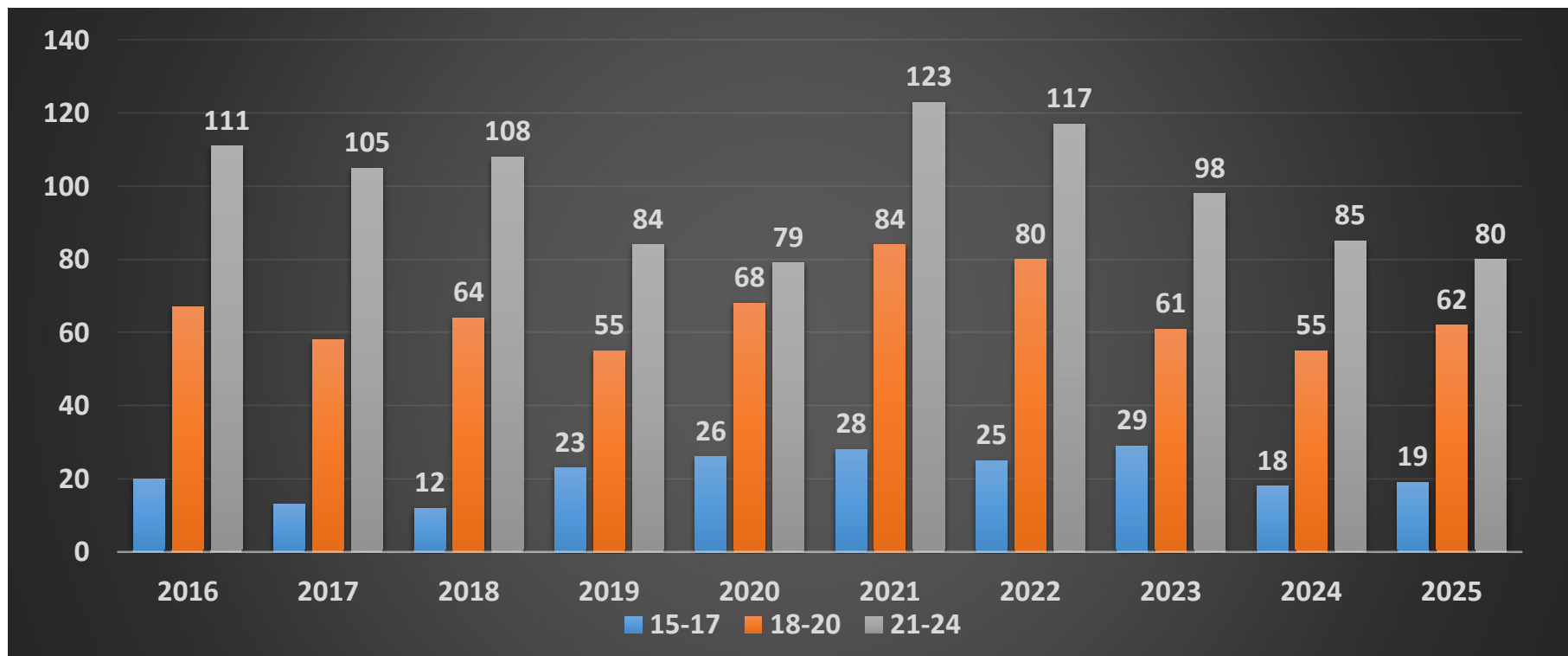


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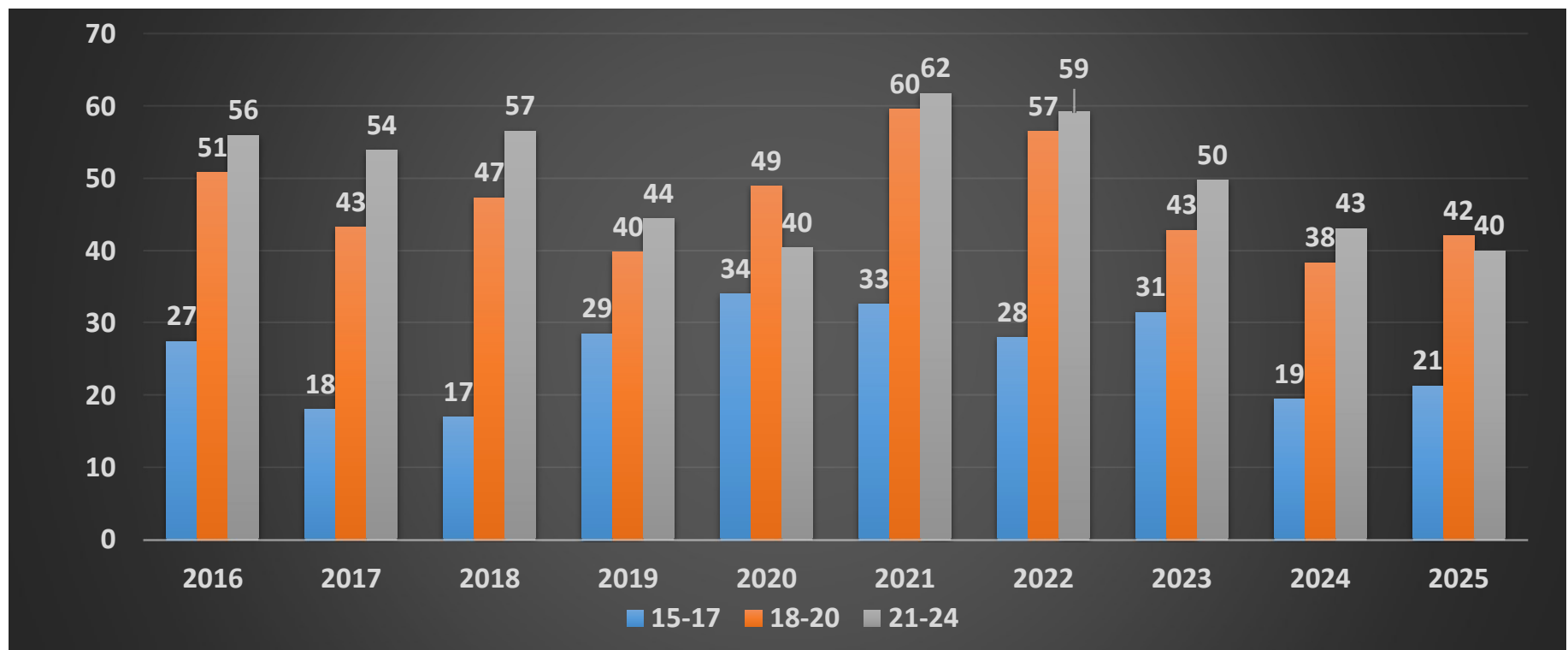
## Young and Senior Drivers



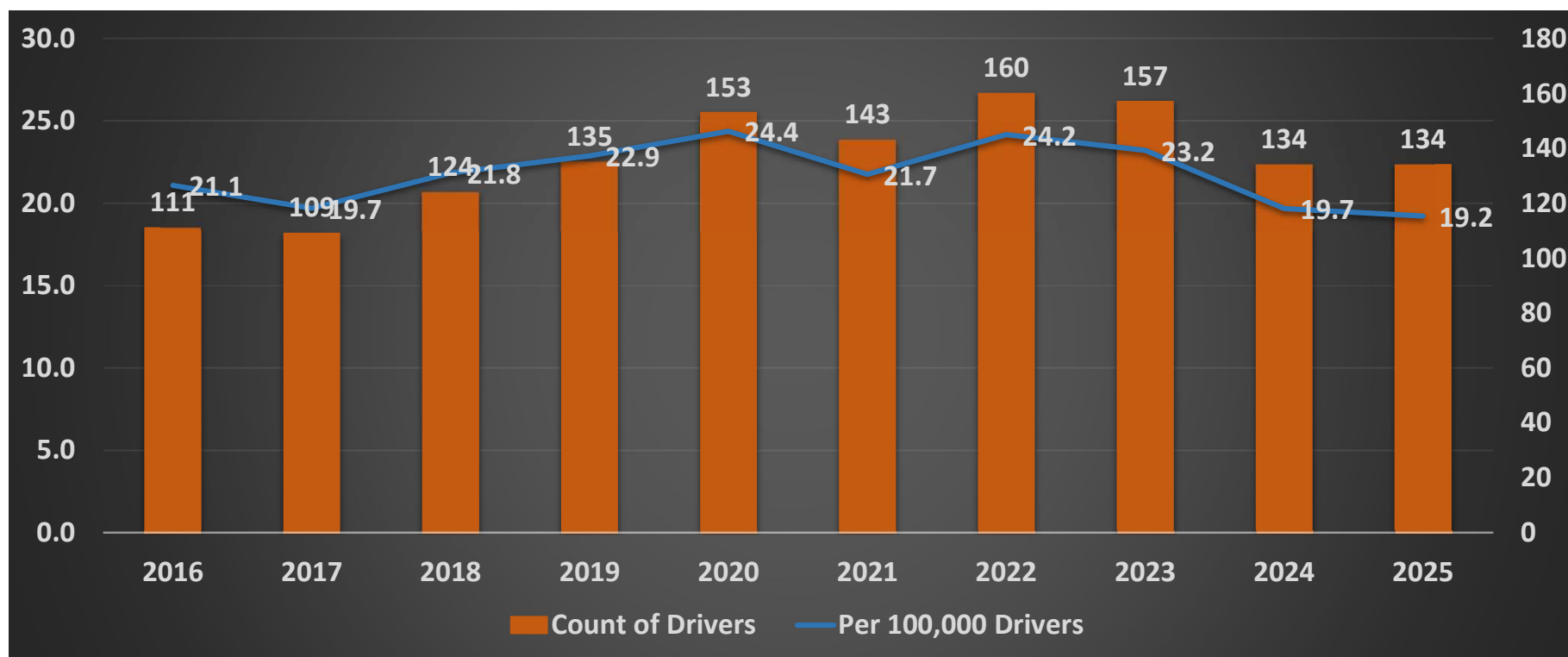
## Young Drivers in Fatal Crashes



## Fatal Crash Rates Per 100,000 Licensed Drivers



## Seniors in Fatal Crashes, Age 65+



## The Four Major Contributing Factors



shutterstock 157826705

**About 85% of non-pedestrian fatal crashes involve at least one of these four factors.**



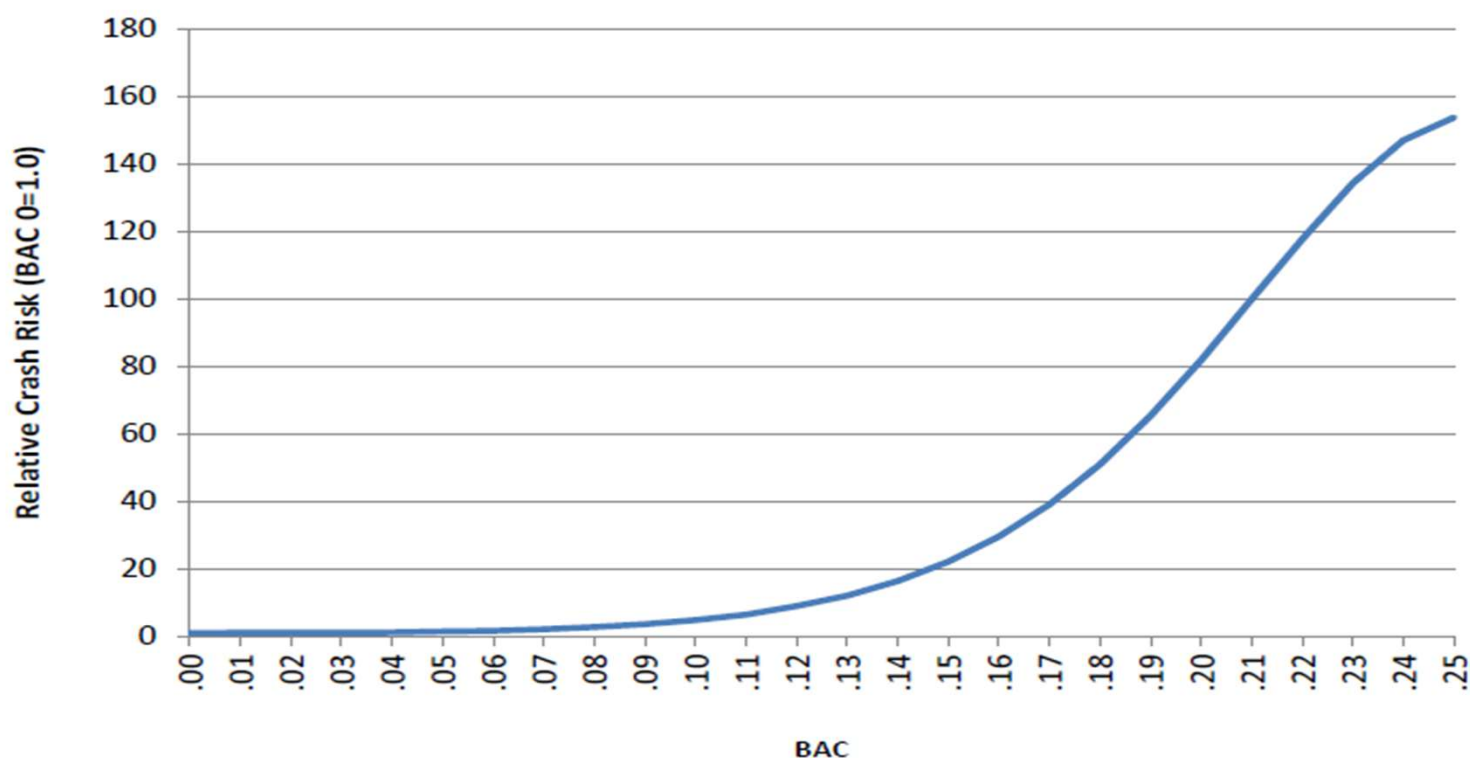
## Impaired Driving



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## Relative Crash Risk versus Driver BAC Levels

Blomberg et al. 2005



## Selection Bias in Alcohol Tests for non-Fatal Crashes



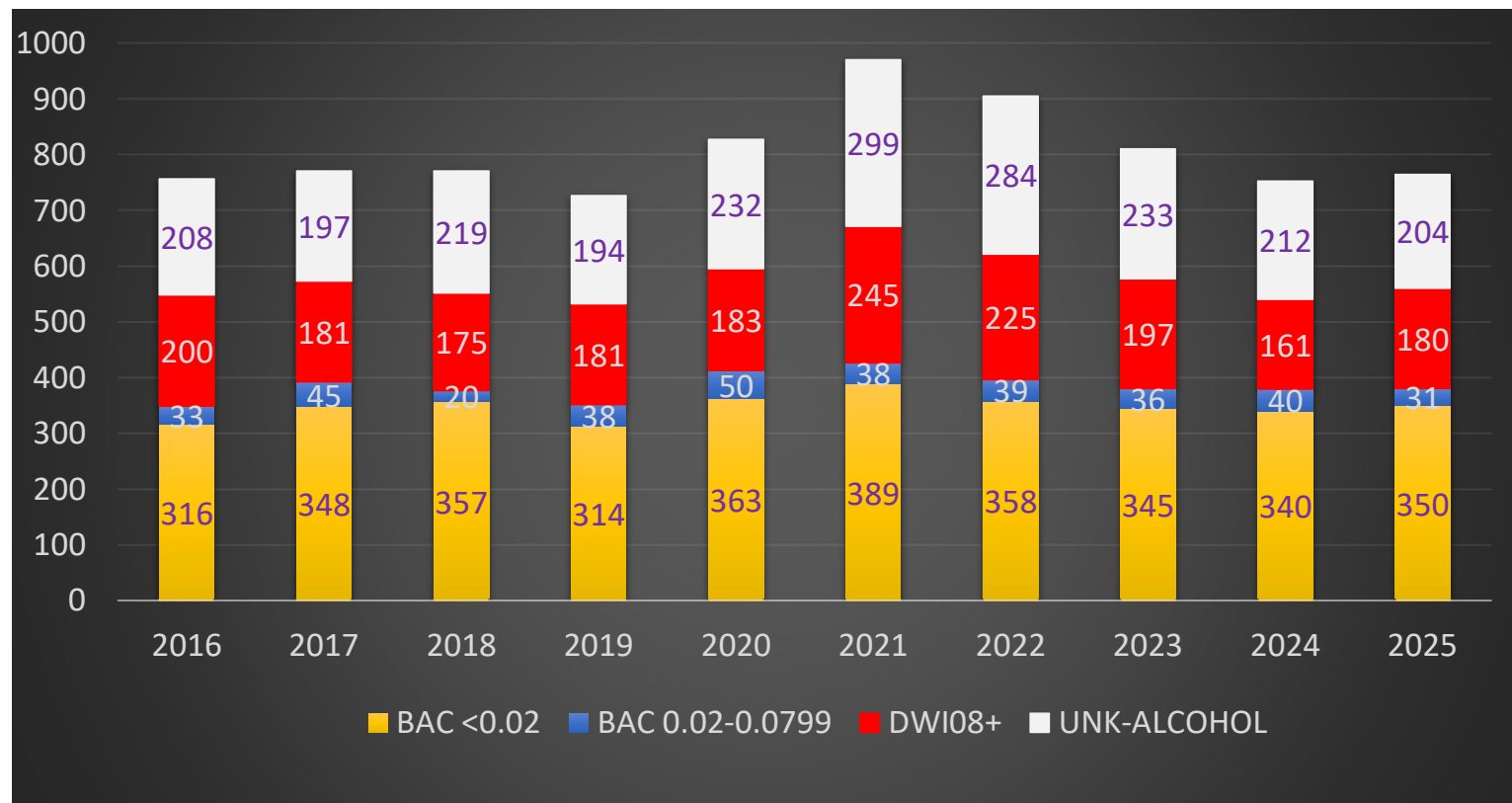
## Selection Bias in Alcohol Tests for non-Fatal Crashes

| Injury Status                | % Tested | % Police Suspicion | AVG BAC | Sample   |
|------------------------------|----------|--------------------|---------|----------|
| (K) FATAL INJURY             | 72%      | 29%                | 0.04    | Unbiased |
| (A) SUSPECTED SERIOUS INJURY | 11%      | 52%                | 0.06    | Biased   |
| (B) SUSPECTED MINOR INJURY   | 5%       | 83%                | 0.10    | Biased   |
| (C) POSSIBLE INJURY          | 2%       | 85%                | 0.12    | Biased   |
| (O) NO APPARENT INJURY       | 1%       | 86%                | 0.14    | Biased   |

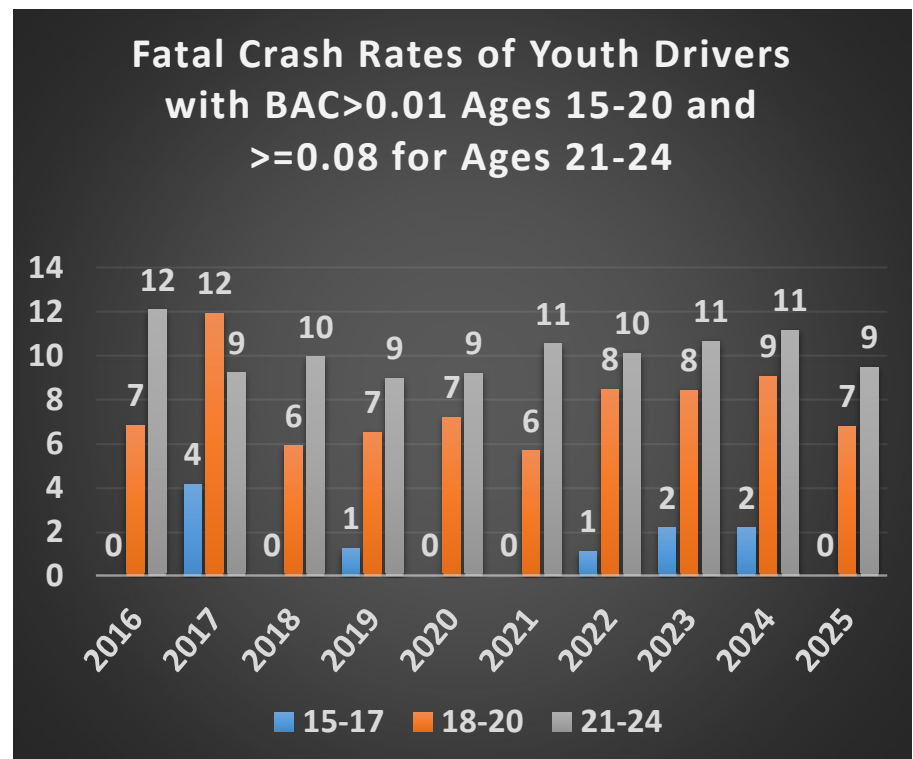
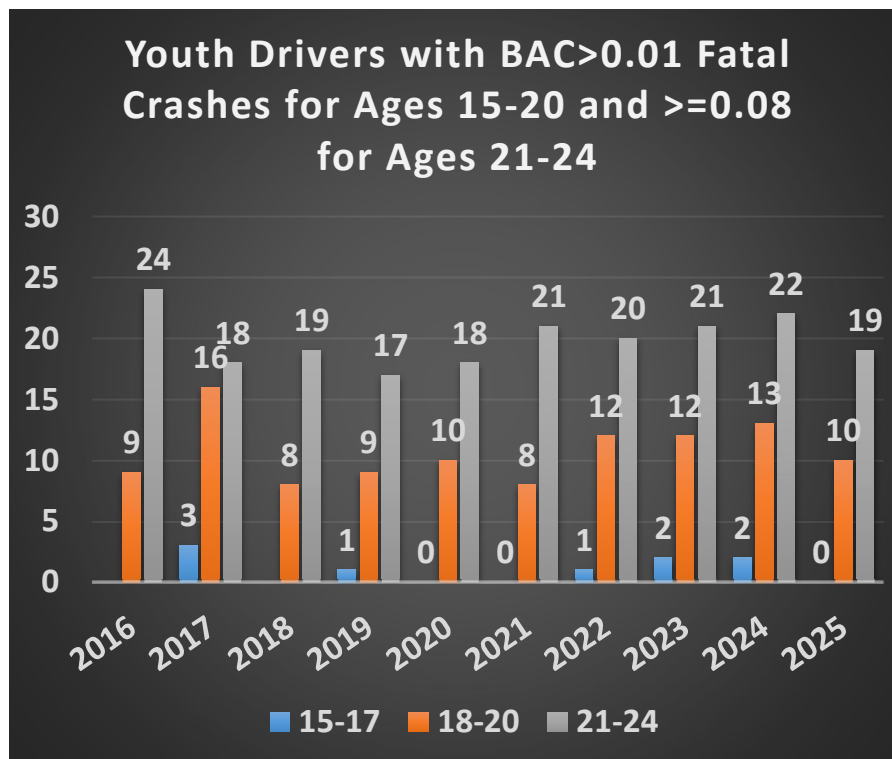
***When testing is discretionary rather than universal, the data reflects who we chose to test, not the true state of the overall population."***

An estimated 32% of fatalities involved a driver in the crash with  $BAC \geq 0.08$  in 2025  
Compared to 30% in 2024 & 34% in 2023  
(Excluding Unknowns)

Fatalities in  
Crashes  
with Driver  
Maximum  
Alcohol  
Status



## Young Drivers and Alcohol Involvement in Fatal Crashes





## Impaired Driving Arrest Data

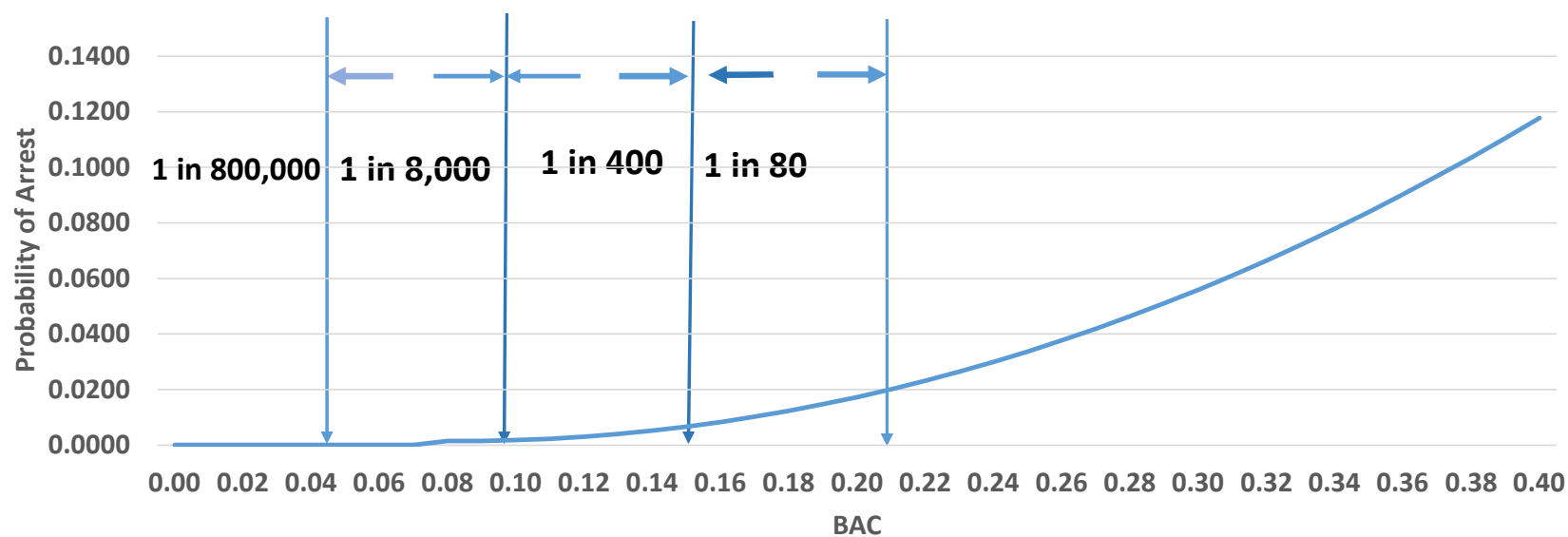
- ☐ What do DWI Arrests tell us about **Impaired Driving**?
- ☐ How do we measure **Recidivism**?
- ☐ What to expect from **Marijuana** legalization?
- ☐ What are the **Costs** of impaired driving in Louisiana?

## Probability of DWI Arrest versus Driver BAC Levels

George A Beitel, Michael C Sharp, William D Glauz, 2000

***Estimated impaired-driving trips = Observed DWI arrests ÷ Probability of arrest***

**Example BAC between 0.1 - 0.14: 1,000 arrests ÷ 0.0025 = 400,000 estimated impaired-driving trips**



## The DWI Detection Problem

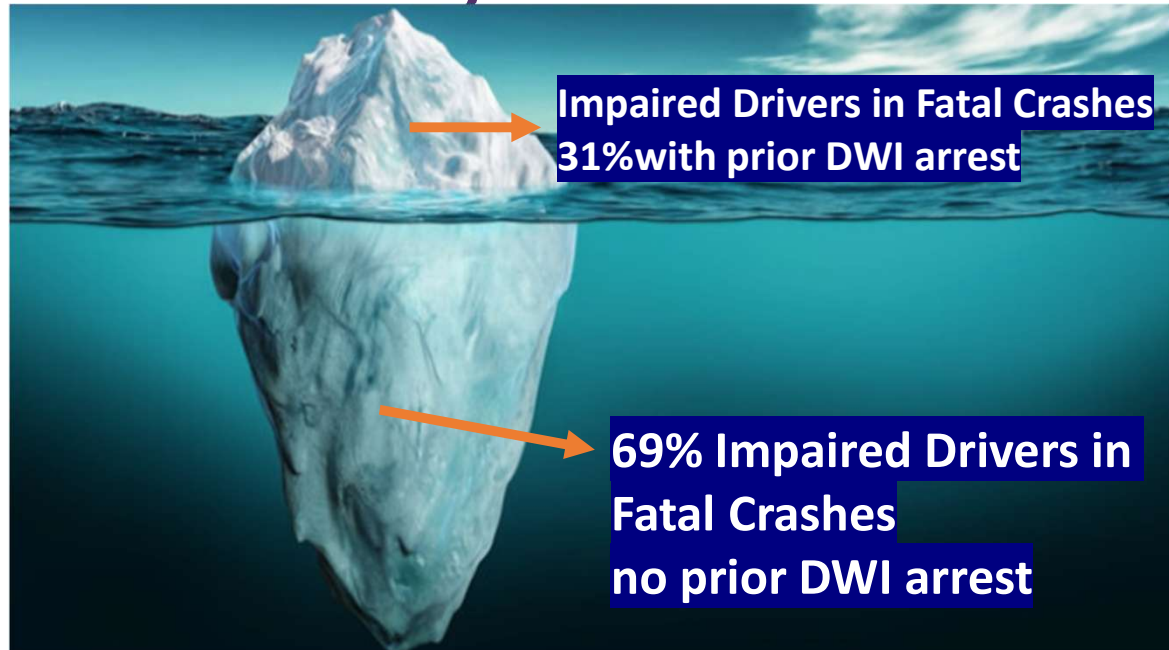
### The Unknown Impaired Driver Population.



- Estimate of probability of arrests for BAC [0.1-0.14]
  - is 0.25% or 1/400.
  - For every 1,000 DWI arrests 399,000 impaired driving trips took place without arrests.

Beitel, G. A., Sharp, M. C., Glauz, W. D. (2000). "Probability of arrest while driving under the influence." *Injury Prevention* 2000;6:158–161

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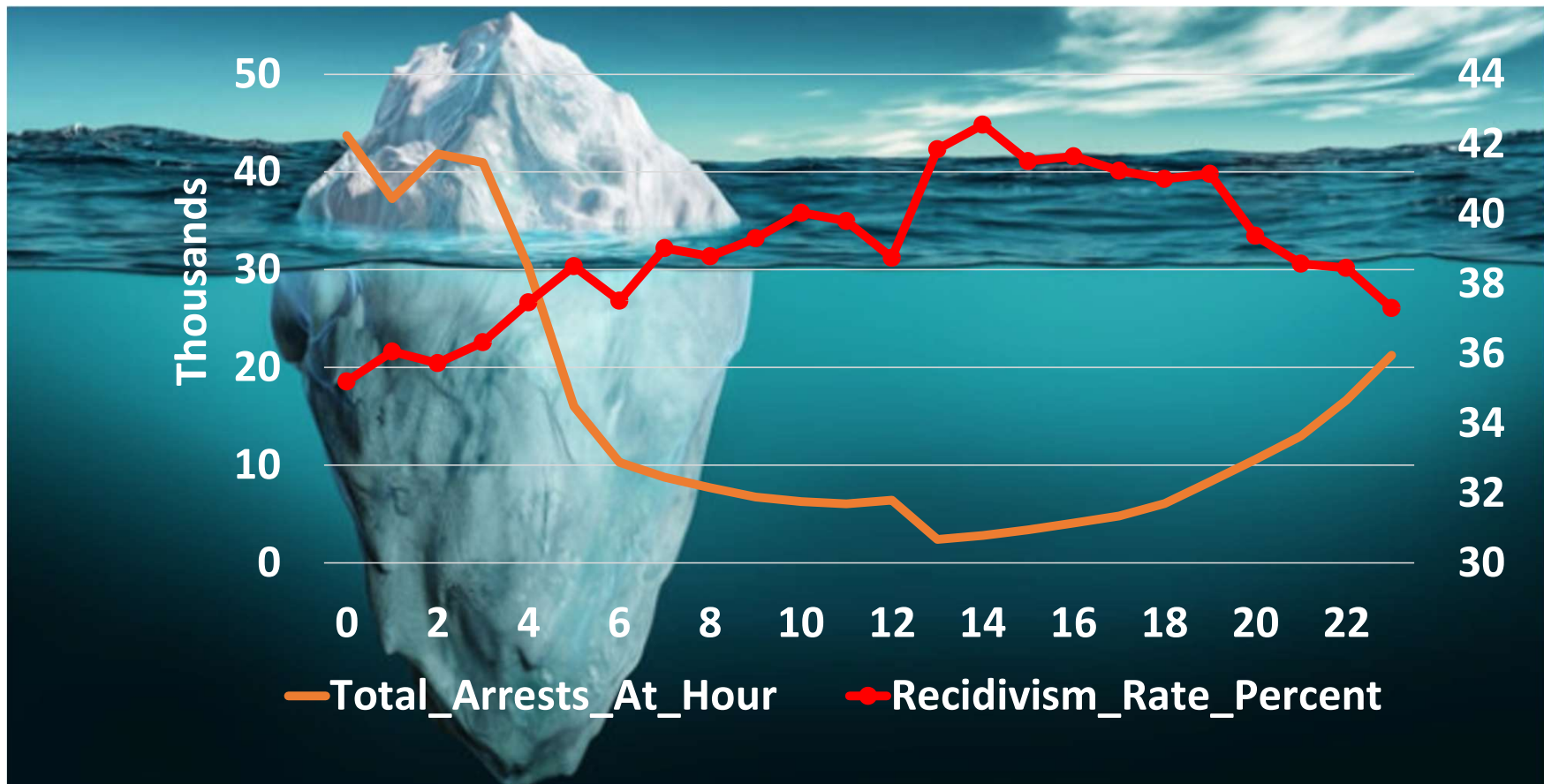
Prior DWI Arrest of legally Impaired Louisiana Drivers in Fatal Crashes (2019 -2025)

31% of these drivers had a prior DWI arrest

(COBRA, LSP CRIME LAB or OMV with over the legal limit or refused testing).

|              | ARREST                         | CRASHES IN LOUISIANA |                       |                                   |
|--------------|--------------------------------|----------------------|-----------------------|-----------------------------------|
| YEAR         | DWI<br>(COBRA & LSP CRIME LAB) | BAC>=0.08            | BAC>=0.08 Fatal Crash | BAC>=0.08 or Drugs in Fatal Crash |
| 2019         | 8,757                          | 2,604                | 168                   | 246                               |
| 2025         | 7,551                          | 2,593                | 170                   | 245                               |
| % Difference | -14%                           | -0.4%                | 1.2%                  | -0.4%                             |

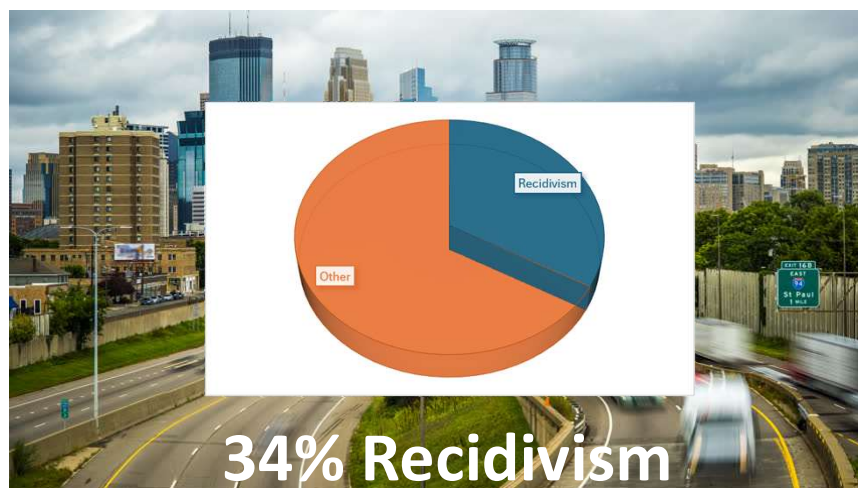
## Recidivism Percentage & Arrests by Hour of Day



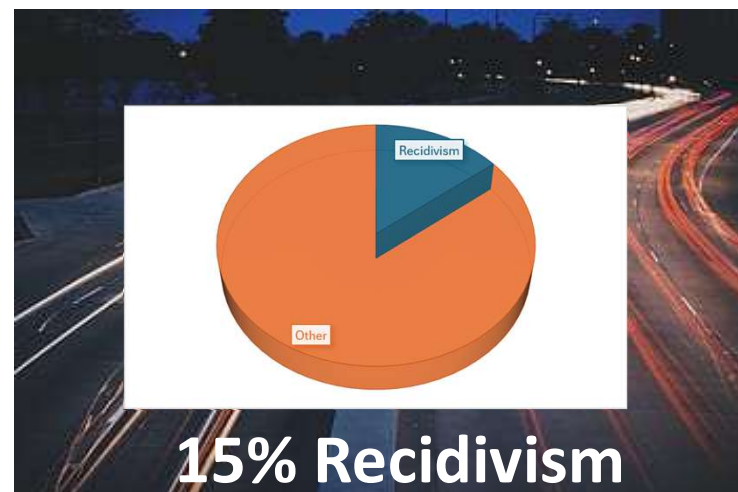
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# Recidivism by Day & Night Arrests

Some Day-Time DWI Arrest



Only Night -Time DWI arrest



## Drug Tested (LSP Crime Lab)

| Year | All   | BAC=0 | 0<BAC<0.08 | BAC>=0.08 | Refused Alcohol Test |
|------|-------|-------|------------|-----------|----------------------|
| 2019 | 2,042 | 1,686 | 260        | 74        | 20                   |
| 2020 | 1,419 | 1,232 | 129        | 34        | 22                   |
| 2021 | 1,678 | 1,450 | 148        | 46        | 32                   |
| 2022 | 1,409 | 1,184 | 136        | 55        | 32                   |
| 2023 | 1,609 | 1,270 | 207        | 115       | 17                   |
| 2024 | 1,676 | 1,349 | 249        | 67        | 9                    |
| 2025 | 1,392 | 1,089 | 236        | 58        | 5                    |

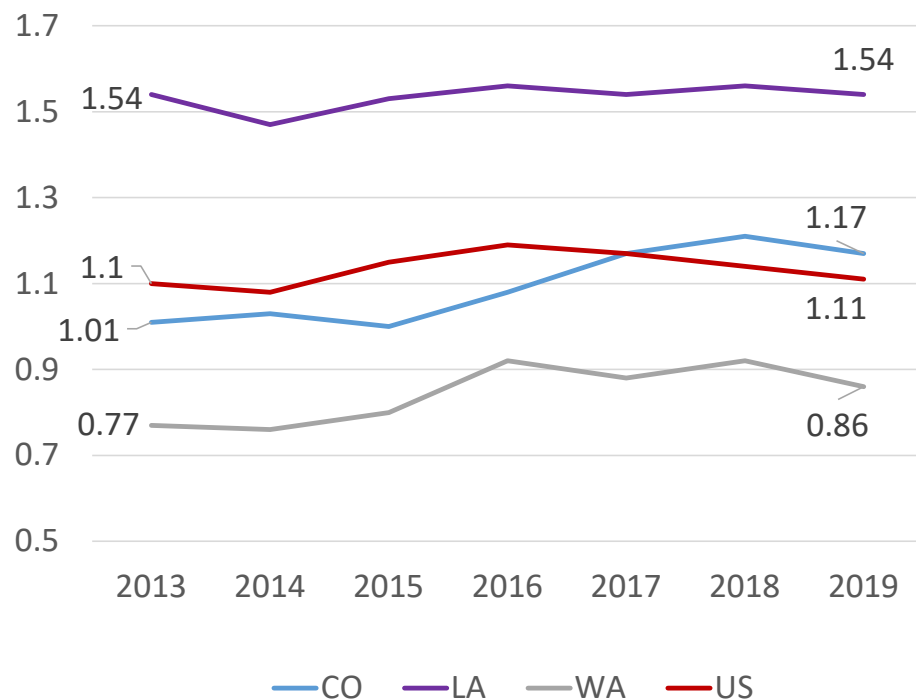
## Percent Testing Positive for Illegal Drugs

| Year | All | BAC=0 | 0<BAC<0.08 | BAC>=0.08 | Refused Alcohol Test |
|------|-----|-------|------------|-----------|----------------------|
| 2019 | 76% | 79%   | 67%        | 42%       | 80%                  |
| 2020 | 80% | 82%   | 71%        | 50%       | 86%                  |
| 2021 | 80% | 82%   | 76%        | 50%       | 81%                  |
| 2022 | 75% | 77%   | 71%        | 56%       | 66%                  |
| 2023 | 74% | 77%   | 70%        | 49%       | 53%                  |
| 2024 | 76% | 78%   | 69%        | 51%       | 78%                  |
| 2025 | 70% | 73%   | 61%        | 50%       | 40%                  |

## Illegal Drug Positivity by BAC and Drug Type, 2019-2025

|                       | % ILL Drugs | Cannabinoid | Narcotics  |
|-----------------------|-------------|-------------|------------|
| <b>BAC=0</b>          | <b>78%</b>  | <b>52%</b>  | <b>40%</b> |
| <b>BAC 0.01-0.079</b> | <b>68%</b>  | <b>60%</b>  | <b>26%</b> |
| <b>BAC&gt;=0.08</b>   | <b>42%</b>  | <b>48%</b>  | <b>18%</b> |
| <b>Refused</b>        | <b>66%</b>  | <b>64%</b>  | <b>28%</b> |
| <b>All</b>            | <b>75%</b>  | <b>53%</b>  | <b>38%</b> |

## Fatality Rates Colorado, Washington, Louisiana & US



| Fatality Rate |           |
|---------------|-----------|
| State         | 2013-2019 |
| CO            | 16%       |
| WA            | 12%       |
| US            | 1%        |
| LA            | 0%        |

An estimated **21.4 million Americans** aged 12 and older reported using **marijuana** daily or near-daily

An estimated **17.2 million Americans** reported drinking alcohol daily or near-daily  
(SAMHSA, 2025)

### Potential confounders

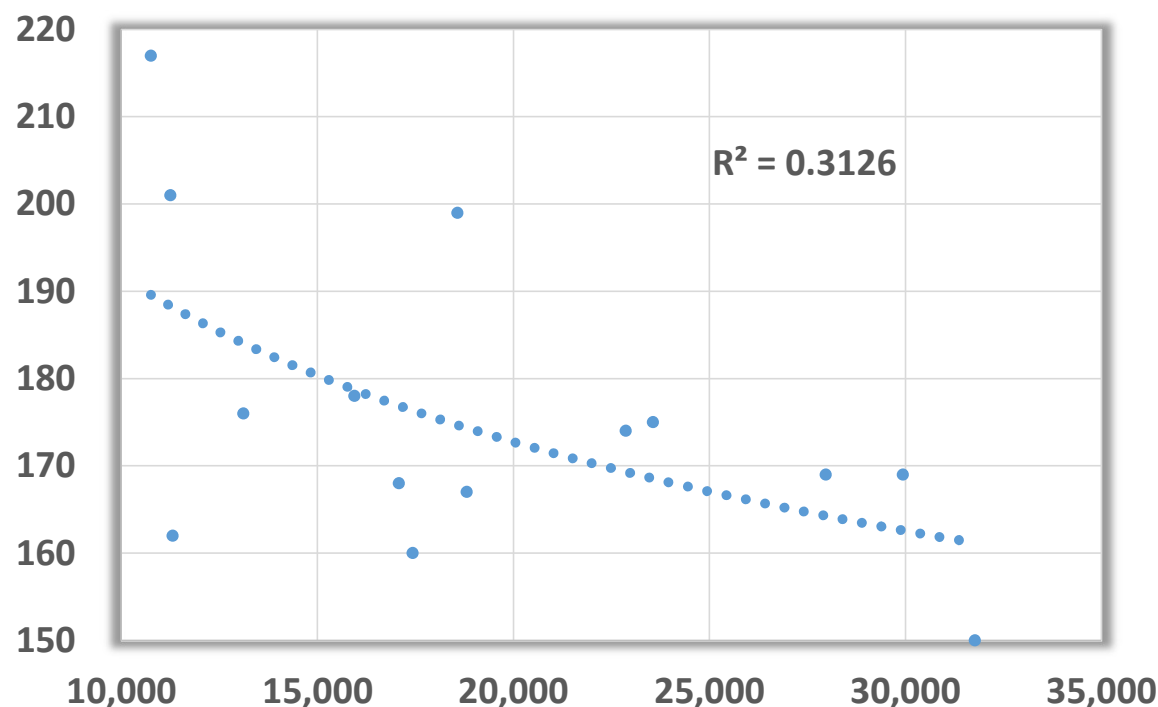
#### Population growth, 2013–19:

CO +9.3% | WA +9.3% | US +3.9% | LA +0.7%

alcohol/poly-drug impairment, seat-belt use, motorcycles/pedestrians, and demographic/urbanization



DWI CRASHES VERSUS DWI ARRESTS



**Rule-of-thumb associations from the Target of Opportunity Report:**

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

**(2) For every SFST conducted 3 fewer fatalities.**

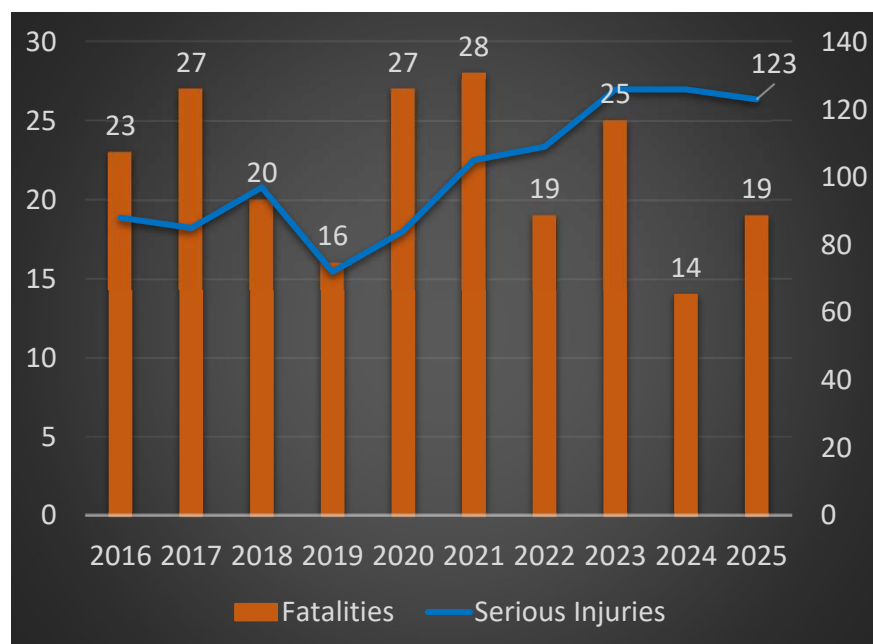
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## Occupant Protection



## Children Ages 0-12 Killed or Seriously Injured

Fatalities & Serious Injuries



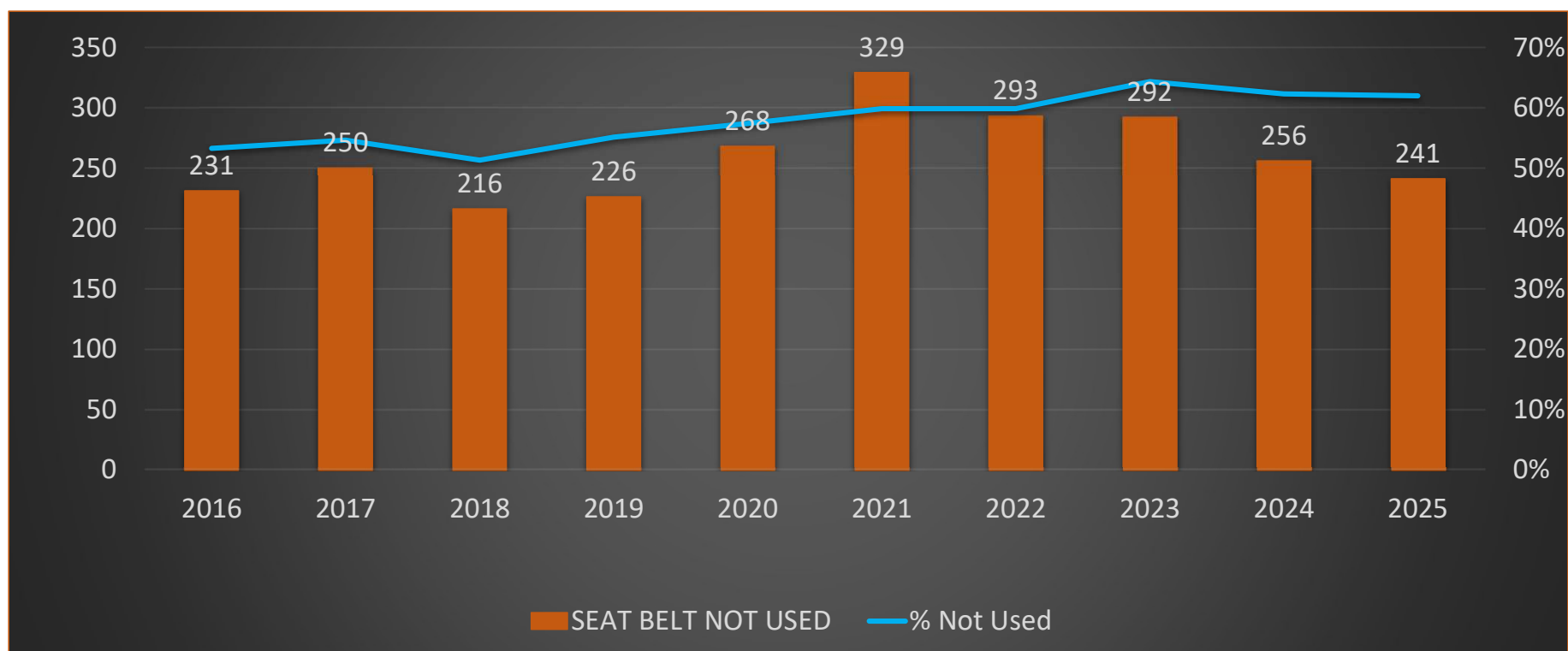
Driver Using Cell phone & Holding Baby



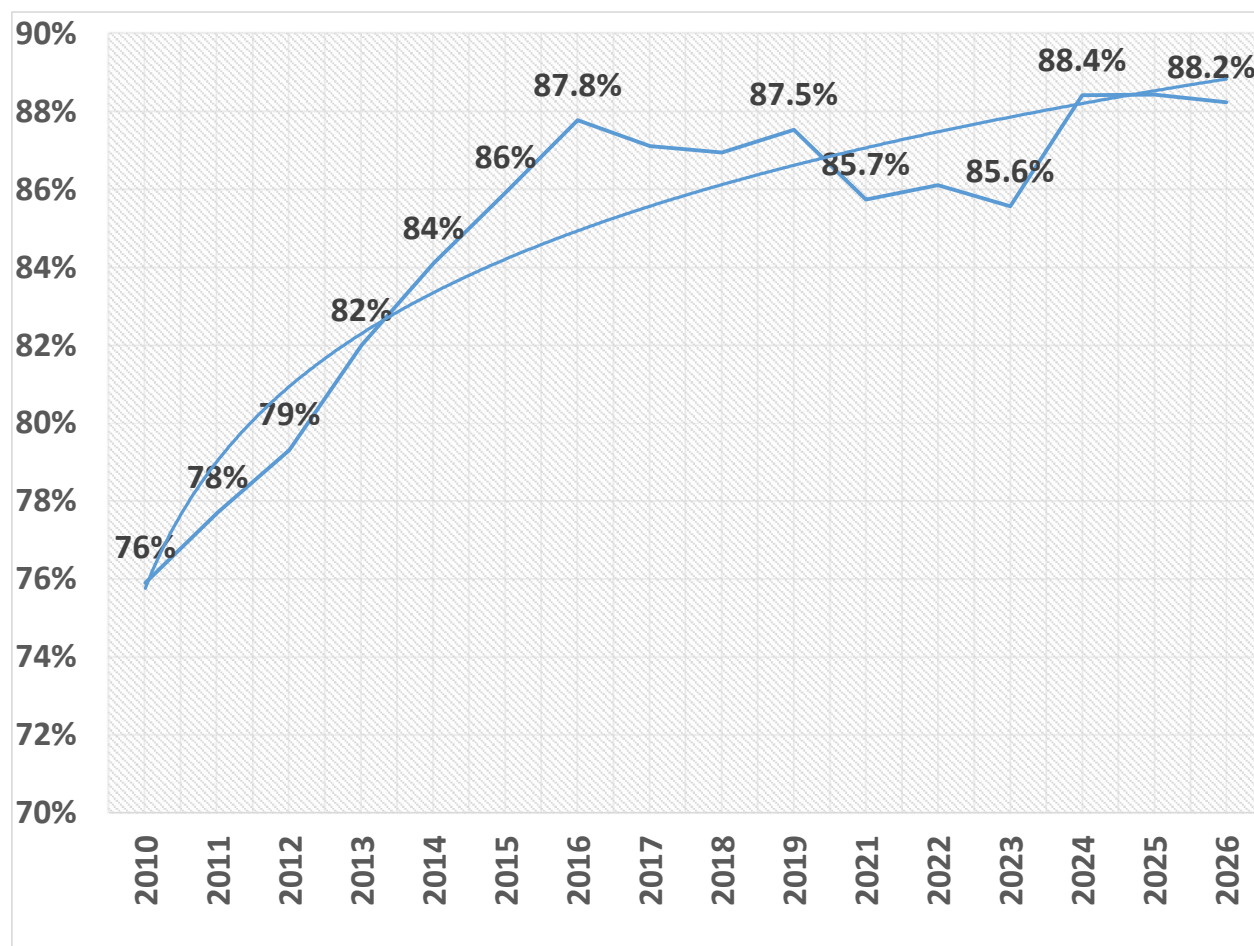
## Restrained Use of Children Fatalities Age≤12

| Year of Crash | CHILD RESTRAINT SYSTEM - FORWARD FACING | CHILD RESTRAINT SYSTEM - REAR FACING | CHILD RESTRAINT SYSTEM - TYPE UNKNOWN | NONE USED - MOTOR VEHICLE OCCUPANT | SHOULDER AND LAP BELT USED |
|---------------|-----------------------------------------|--------------------------------------|---------------------------------------|------------------------------------|----------------------------|
| 2016          |                                         | 5                                    | 3                                     | 8                                  |                            |
| 2017          | 2                                       | 7                                    | 3                                     | 4                                  |                            |
| 2018          | 3                                       | 5                                    |                                       | 6                                  | 1                          |
| 2019          | 2                                       | 3                                    |                                       | 5                                  |                            |
| 2020          |                                         |                                      |                                       | 13                                 | 2                          |
| 2021          | 4                                       | 2                                    | 1                                     | 6                                  | 3                          |
| 2022          | 1                                       | 3                                    |                                       | 4                                  | 3                          |
| 2023          | 4                                       |                                      |                                       | 9                                  | 3                          |
| 2024          | 1                                       |                                      |                                       | 3                                  | 1                          |
| <b>2025</b>   | <b>1</b>                                | <b>2</b>                             | <b>7</b>                              | <b>5</b>                           | <b>2</b>                   |

In 2025: 241 of passenger-vehicle occupants killed were unbelted (62%)



## 2026 Seat Belt Use Survey Results



## Seat Belt Use by Region 2026

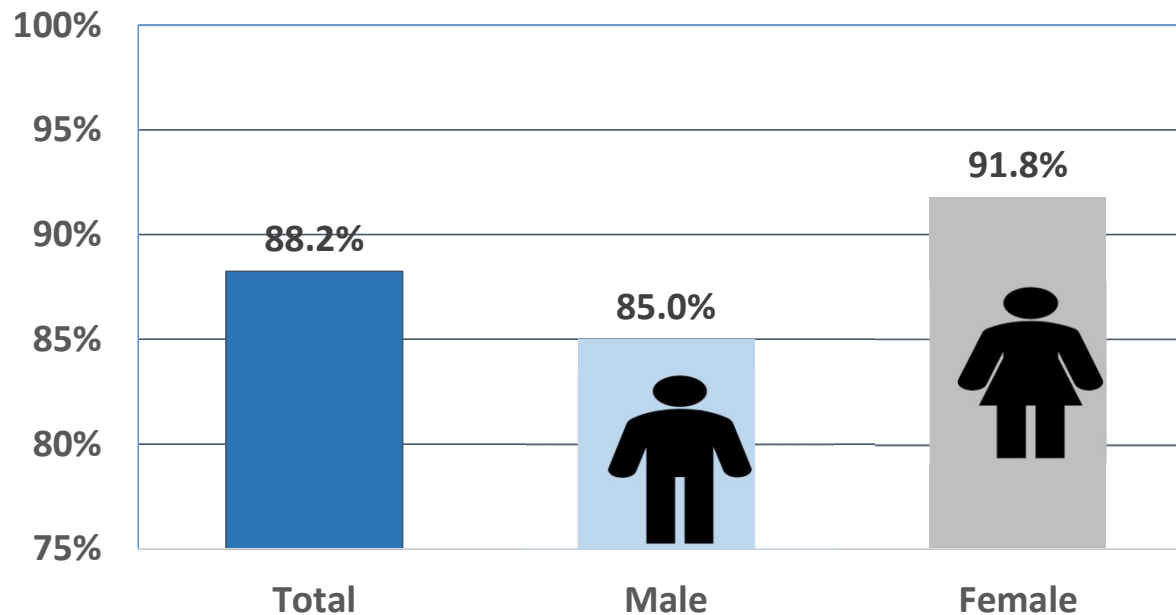
| Region         | Estimate | STD Error | LCL   | UCL   | Diff  | Significance |
|----------------|----------|-----------|-------|-------|-------|--------------|
| 1-New Orleans  | 91.5%    | 0.9%      | 89.8% | 93.3% | 2.6%  | NO           |
| 2-Baton Rouge  | 80.2%    | 1.2%      | 77.8% | 82.6% | 1.3%  | NO           |
| 3-Houma        | 91.9%    | 0.5%      | 90.8% | 92.9% | 2.6%  | NO           |
| 4-Lafayette    | 85.2%    | 1.3%      | 82.6% | 87.8% | -1.1% | NO           |
| 5-Lake Charles | 93.9%    | 1.7%      | 90.5% | 97.3% | 0.9%  | NO           |
| 6-Alexandria   | 77.2%    | 1.6%      | 74.1% | 80.3% | -9.6% | YES          |
| 7-Shreveport   | 88.8%    | 1.5%      | 85.9% | 91.7% | -6.6% | YES          |
| 8-Monroe       | 88.3%    | 1.4%      | 85.5% | 91.1% | 0.9%  | NO           |
| 9-North Shore  | 92.4%    | 0.9%      | 90.6% | 94.1% | -1.3% | NO           |
| LA total       | 88.2%    | 0.4%      | 87.4% | 89.1% | -0.2% | NO           |

## Seat Belt Use by Troop in 2026

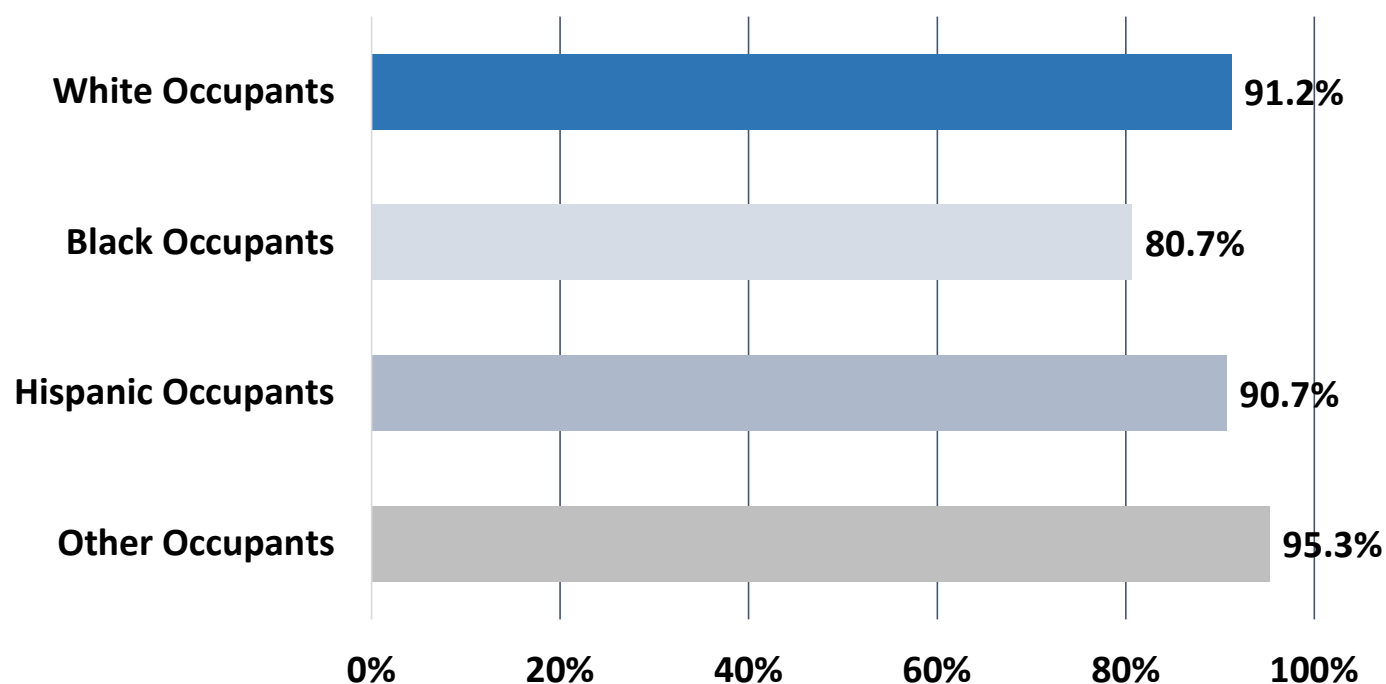
(Note: Troop Areas include slightly different Parishes than Region)

| Troop          | Estimate | STD Error |       | UCL   | Difference to last year | significant |
|----------------|----------|-----------|-------|-------|-------------------------|-------------|
| A-Baton Rouge  | 80.2%    | 1.2%      | 77.8% | 82.6% | 1.3%                    | NO          |
| B-New Orleans  | 90.9%    | 0.8%      | 89.4% | 92.4% | 2.6%                    | NO          |
| C-Houma        | 94.4%    | 0.6%      | 93.2% | 95.6% | 2.3%                    | NO          |
| D-Lake Charles | 93.9%    | 1.7%      | 90.5% | 97.3% | 0.9%                    | NO          |
| E-Alexandria   | 78.1%    | 1.4%      | 75.4% | 80.9% | -9.6%                   | YES         |
| F-Monroe       | 88.3%    | 1.4%      | 85.5% | 91.1% | 0.9%                    | NO          |
| G-Shreveport   | 89.3%    | 1.6%      | 86.1% | 92.4% | -6.7%                   | YES         |
| I-Lafayette    | 85.2%    | 1.3%      | 82.6% | 87.8% | -1.1%                   | NO          |
| L-Hammond      | 92.4%    | 0.9%      | 90.6% | 94.1% | -1.3%                   | NO          |

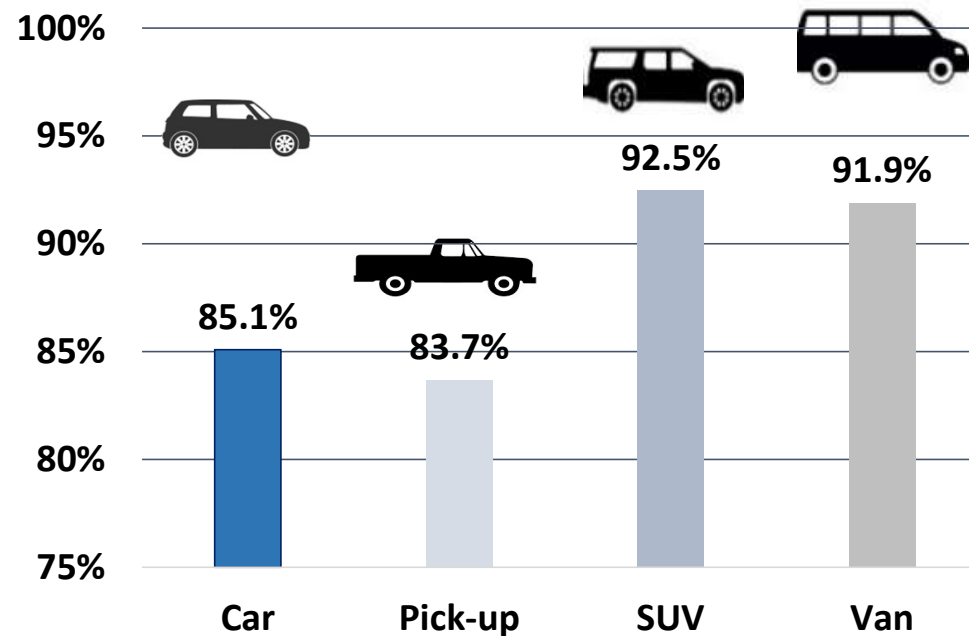
2026 Seat Belt Use by Sex  
6.8 Percentage point Difference in Use Rate  
between Male and Female



## 2026 Seat Belt Use by Race/Ethnicity



## 2026 Seat Belt Use by Vehicle Type



## Seat Belt Use 2024-2026 by Driver Sex and Race/Ethnicity

| SEX    | Race/Ethnicity | Car | SUV | Truck | Van |
|--------|----------------|-----|-----|-------|-----|
| Female | Black          | 84% | 87% | 84%   | 87% |
| Female | Hispanic       | 90% | 90% | 90%   | 90% |
| Female | White          | 92% | 96% | 90%   | 96% |
| Male   | Black          | 77% | 80% | 72%   | 77% |
| Male   | Hispanic       | 92% | 88% | 86%   | 94% |
| Male   | White          | 91% | 93% | 83%   | 93% |

## Seat Belt Use 2024-2026 by Driver Sex and Race/Ethnicity

### Region 2

| SEX    | Race/Ethnicity | Car | SUV | Truck | Van  |
|--------|----------------|-----|-----|-------|------|
| Female | Black          | 74% | 79% | 72%   | 76%  |
| Female | Hispanic       | 90% | 90% | 50%   | 100% |
| Female | White          | 88% | 92% | 92%   | 97%  |
| Male   | Black          | 63% | 71% | 67%   | 74%  |
| Male   | Hispanic       | 80% | 89% | 78%   | 90%  |
| Male   | White          | 86% | 87% | 79%   | 94%  |

### Region 6

| SEX    | Race/Ethnicity | Car | SUV | Truck | Van  |
|--------|----------------|-----|-----|-------|------|
| Female | Black          | 65% | 81% | 88%   | 59%  |
| Female | Hispanic       | 70% | 90% | 80%   | 60%  |
| Female | White          | 84% | 88% | 80%   | 94%  |
| Male   | Black          | 63% | 63% | 70%   | 56%  |
| Male   | Hispanic       | 64% | 25% | 58%   | 100% |
| Male   | White          | 83% | 85% | 71%   | 86%  |

## Seat Belt Use rate estimates by Parish: 2026 and 3-year Average

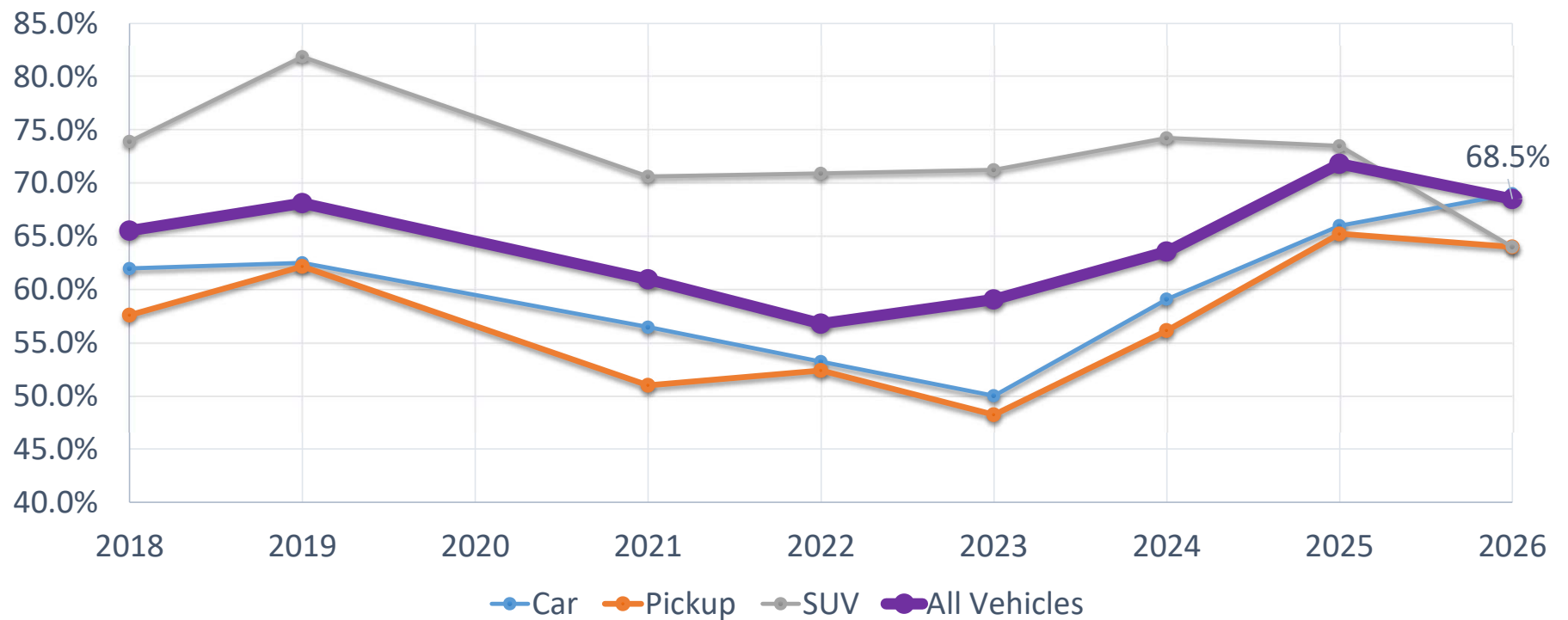
| Parish           | OCCUPANTS 2026 | 3-Year Average |
|------------------|----------------|----------------|
| Jefferson        | 92.6%          | 92.2%          |
| Orleans          | 90.5%          | 89.1%          |
| Ascension        | 81.5%          | 81.1%          |
| East Baton Rouge | 80.6%          | 80.3%          |
| East Feliciana*  | 77.1%          | 76.6%          |
| Iberville        | 69.4%          | 72.3%          |
| Livingston       | 80.7%          | 83.3%          |
| Pointe Coupee*   | 75.1%          | 78.2%          |
| West Baton Rouge | 80.0%          | 82.8%          |
| Lafourche        | 94.4%          | 90.0%          |
| St. Charles      | 88.8%          | 87.3%          |
| St. John         | 85.7%          | 82.3%          |
| Terrebonne       | 94.5%          | 92.1%          |
| Acadia           | 90.6%          | 85.1%          |
| Evangeline       | 92.6%          | 85.4%          |
| Iberia           | 87.4%          | 87.5%          |
| Lafayette        | 85.6%          | 87.8%          |
| St. Landry       | 77.2%          | 77.3%          |
| St. Martin       | 79.5%          | 77.9%          |

| Parish          | OCCUPANTS 2026 | 3-Year Average |
|-----------------|----------------|----------------|
| Allen*          | 93.8%          | 90.2%          |
| Calcasieu       | 93.8%          | 94.7%          |
| Jefferson Davis | 95.1%          | 94.2%          |
| Avoyelles*      | 69.5%          | 70.9%          |
| Grant*          | 78.2%          | 77.1%          |
| LaSalle*        | 83.3%          | 82.0%          |
| Rapides         | 76.7%          | 76.0%          |
| Vernon          | 88.0%          | 92.9%          |
| Bossier         | 88.6%          | 91.3%          |
| Caddo           | 89.3%          | 93.7%          |
| Natchitoches    | 81.9%          | 87.1%          |
| Sabine          | 86.0%          | 91.4%          |
| Webster*        | 89.8%          | 87.6%          |
| Morehouse       | 85.3%          | 80.4%          |
| Ouachita        | 88.6%          | 88.5%          |
| Richland*       | 86.4%          | 88.0%          |
| St. Helena*     | 95.5%          | 93.7%          |
| St. Tammany     | 81.2%          | 86.0%          |
| Tangipahoa      | 84.8%          | 91.2%          |
| Washington      | 82.6%          | 84.2%          |

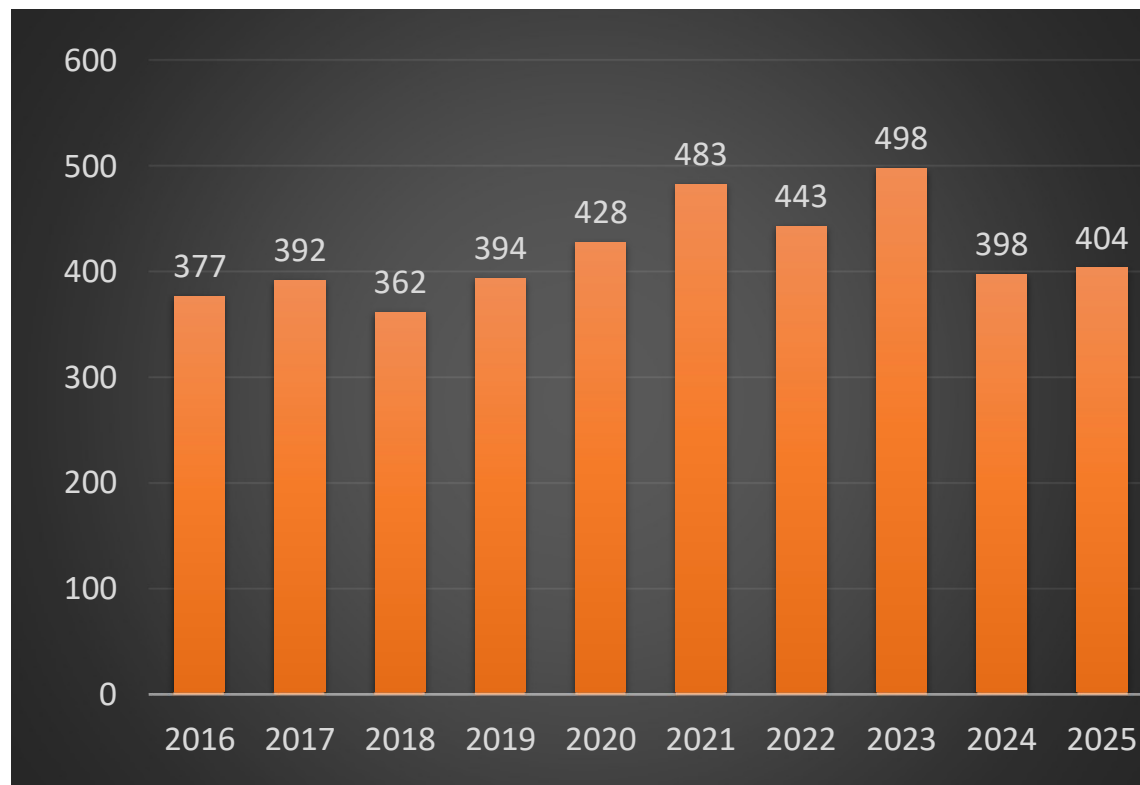
## 3-Year Average of belt Use by Region and Vehicle Type

| Region          | CAR          | PICKUP       | SUV          | VAN          | Diff PKUP.   |
|-----------------|--------------|--------------|--------------|--------------|--------------|
| 1-New Orleans   | 88%          | 84%          | 95%          | 92%          | -8%          |
| 2-Baton Rouge   | 77%          | 78%          | 83%          | 89%          | -5%          |
| 3-Houma         | 90%          | 89%          | 95%          | 96%          | -5%          |
| 4-Lafayette     | 83%          | 82%          | 90%          | 95%          | -7%          |
| 5-Lake Charles  | 94%          | 90%          | 98%          | 93%          | -6%          |
| 6-Alexandria    | 72%          | 70%          | 87%          | 92%          | -13%         |
| 7-Shreveport    | 90%          | 86%          | 90%          | 90%          | -4%          |
| 8-Monroe        | 82%          | 88%          | 95%          | 86%          | 1%           |
| 9-North Shore   | 91%          | 83%          | 97%          | 99%          | -13%         |
| <b>LA total</b> | <b>85.1%</b> | <b>83.7%</b> | <b>92.5%</b> | <b>91.9%</b> | <b>-6.1%</b> |

## Rear Seat Belt Use



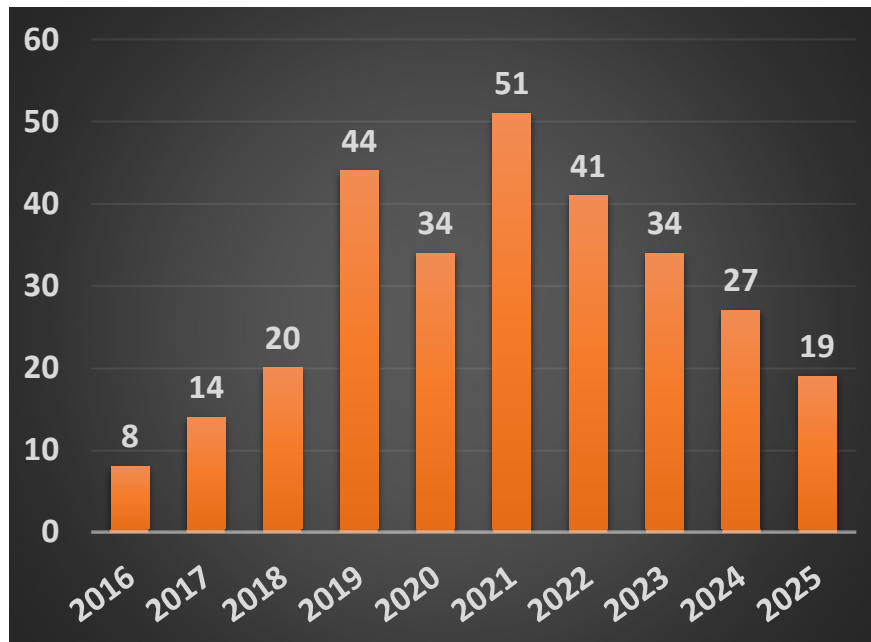
## Fatalities Involving: Aggressive Driving and Speeding



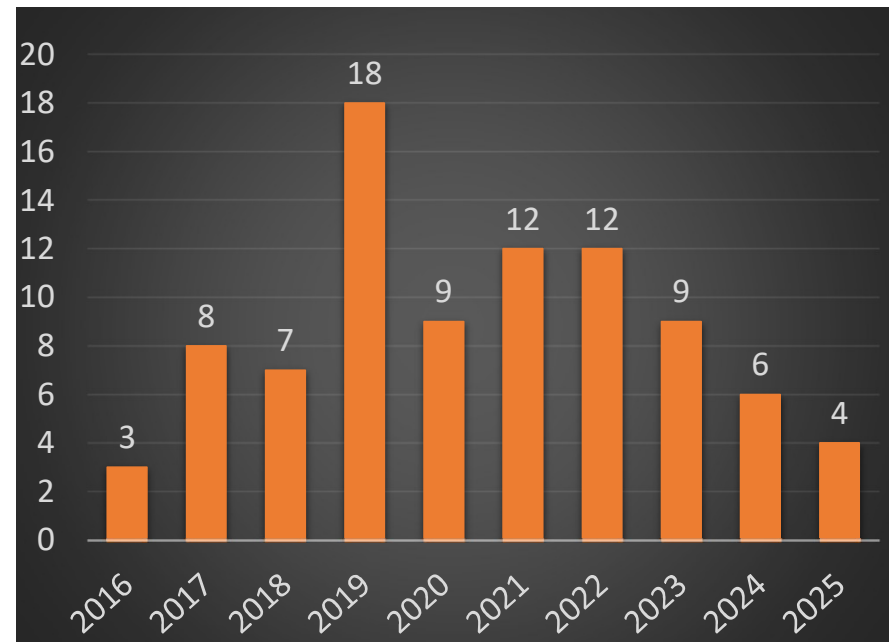
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## Fatalities Involving: Distracted Driving, Hand-Held Cell Phone Use

### Distractions



### Hand-held Cell Phone



# Center for Analytics & Research in Transportation Safety

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## Cost Estimates

## Crash Costs in 2025 - by Person Injury Severity Level

| Type                         | Average Economic Cost per Person | Total Economic Cost by Injury Category in Billion Dollars | Average Cost per Person Including Loss of Quality of Life | Total Cost by Injury Category in Billions Including Loss of Quality of Life |
|------------------------------|----------------------------------|-----------------------------------------------------------|-----------------------------------------------------------|-----------------------------------------------------------------------------|
| (K) FATAL INJURY             | \$2,024,371                      | \$1.55                                                    | \$14,185,704                                              | \$10.9                                                                      |
| (A) SUSPECTED SERIOUS INJURY | \$180,624                        | \$0.59                                                    | \$1,158,872                                               | \$3.76                                                                      |
| (B) SUSPECTED MINOR INJURY   | \$46,866                         | \$0.81                                                    | \$251,766                                                 | \$4.37                                                                      |
| (C) POSSIBLE INJURY          | \$28,550                         | \$0.97                                                    | \$137,534                                                 | \$4.69                                                                      |
| (O) NO APPARENT INJURY       | \$7,801                          | \$2.31                                                    | \$19,042                                                  | \$5.64                                                                      |
| VEHICLES                     | \$9,970                          | \$2.63                                                    | \$9,970                                                   | \$2.63                                                                      |
| TOTAL COSTS                  |                                  | \$8.864                                                   |                                                           | \$31.95                                                                     |

**Total economic costs were estimated to be \$8.8 billion or \$2,913 per licensed driver, in 2025.**

## 2025 Unit Costs per Crash

| Type                         | Unit Economic Crash Costs per Crash | Unit Crash Costs Including Loss of Quality of Life |
|------------------------------|-------------------------------------|----------------------------------------------------|
| (K) FATAL INJURY             | 2,208,755                           | \$ 15,283,513                                      |
| (A) SUSPECTED SERIOUS INJURY | 257,372                             | \$ 1,475,320                                       |
| (B) SUSPECTED MINOR INJURY   | 96,410                              | \$ 257,548                                         |
| (C) POSSIBLE INJURY          | 72,361                              | \$ 249,695                                         |
| PDO CRASH                    | 37,912                              | \$ 65,366                                          |

## Alcohol and Illegal Drug Impairment in Crashes in 2025

| Type                         | Total Economic Cost by Injury Category in Million Dollars | Total Cost by Injury Category in Millions Including Loss of Quality of Life | Total Economic Cost by Injury Category in Million Dollars | Total Cost by Injury Category in Millions Including Loss of Quality of Life |
|------------------------------|-----------------------------------------------------------|-----------------------------------------------------------------------------|-----------------------------------------------------------|-----------------------------------------------------------------------------|
|                              | Alcohol Impaired Driving*                                 |                                                                             | Alcohol & Drug-Impaired Driving                           |                                                                             |
| (K) FATAL INJURY             | \$375                                                     | \$2,624                                                                     | \$532                                                     | \$3,731                                                                     |
| (A) SUSPECTED SERIOUS INJURY | \$44                                                      | \$279                                                                       | \$57                                                      | \$369                                                                       |
| (B) SUSPECTED MINOR INJURY   | \$33                                                      | \$179                                                                       | \$39                                                      | \$210                                                                       |
| (C) POSSIBLE INJURY          | \$21                                                      | \$100                                                                       | \$25                                                      | \$120                                                                       |
| (O) NO APPARENT INJURY       | \$27                                                      | \$65                                                                        | \$30                                                      | \$72                                                                        |
| NUMBER OF VEHICLES           | \$41                                                      | \$41                                                                        | \$47                                                      | \$47                                                                        |
| TOTAL COSTS                  | \$540                                                     | \$3,288                                                                     | \$731                                                     | \$4,549                                                                     |
|                              |                                                           |                                                                             | \$240 per licensed Driver                                 |                                                                             |

\* Over the legal limit

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## Alcohol and Illegal Drug Impairment in Crashes in 2025

| Year            | Economic Costs in Million Dollars | Costs Including Loss of Quality of Life (Million Dollars) |
|-----------------|-----------------------------------|-----------------------------------------------------------|
| Alcohol         | \$540                             | \$3,288                                                   |
| Alcohol & Drugs | \$731                             | \$4,549                                                   |

**Total Impaired driving costs was estimated to be \$240 per licensed driver in 2025**

## Cost of Crashes in 2025

|                             | Total Costs in Million Dollars |                                        |                                   |
|-----------------------------|--------------------------------|----------------------------------------|-----------------------------------|
| Type                        | Economic Cost                  | Cost Including Loss of Quality of Life | Economic Cost per licensed driver |
| Lack of Occupant Protection | \$712                          | \$4,714                                | \$234                             |
| Alcohol & Drugs*            | \$731                          | \$4,549                                | \$240                             |
| Total                       | \$8,864                        | \$31,946                               | \$2,913                           |

\*Known illegal drug use

The 2025 LOUISIANA TRAFFIC RECORDS DATA REPORT indicates the following:

- 727 fatal crashes
- 766 fatalities
- 3.24 Thousand serious injuries
- 17.3 Thousand minor injuries
- 34.1 Thousand Possible Injuries
- 263.9 Thousand vehicles in 139.7 Thousand crashes
- 180 people died in DWI (BAC $\geq$ 0.08) crashes
- An additional 83 people died in crashes with drivers using illegal drugs, but alcohol <0.08.
- 241 vehicle passengers died not wearing a seat belt
- Impaired Driving Crash Costs:
  - Economic \$731 Million
  - Including Loss of Quality of Life \$4.55 Billion
- Total Crash Costs:
  - \$8.86 billion in Economic crash costs
  - \$31.95 billion including Loss of Quality of Life



# Q & A