Highlights of the 2005 Louisiana Traffic Records Data Report and Summary of LHSC Speed Campaign

Presented by:
James E. Champagne
Executive Director
Louisiana Highway Safety Commission
Overview

• 872 Fatal Crashes (-1.6 % from 2004)
• 936 Persons Killed (-2.9 % from 2004)
• 49,247 Injury Traffic Crashes (-1.7 % from 2004)
• 82,502 Injuries in Traffic Crashes (-3.0 % from 2004)
• 107,391 Property-Damage-Only Crashes (-5.3 %)
Louisiana’s Fatality Rates

• Louisiana's 2005 mileage fatality rate was 2.14 per 100 million miles traveled, a decrease of 3.98% from 2004. (2.23)

• Louisiana's 2005 fatality rate was 21.94 per 100,000 population, a decrease of 0.14% from 2004. (21.95)

• Louisiana's 2005 fatality rate was 33.92 per 100,000 licensed drivers, a decrease of 1.93% from 2004. (34.6)
Over 90% of driver fatalities involve one of these three factors:

- Aggressive Driving (60%)
- Alcohol (40%)
- Lack of Seatbelt Use (54%)
Not Wearing a Safety Belt Remains the Leading Cause of Death in Motor Vehicle Crashes

- 60% of drivers killed were not wearing a safety belt.

- 60% of passengers ages 5 and older who were killed were not wearing a safety belt. (a decrease of 9% from 2004)

- In rollover crashes
  - 21% of drivers not wearing a seat belt were killed or severely injured
  - 1.5% of drivers wearing a seat belt were killed or severely injured
Alcohol and Gender are Factor in Seatbelt Use

- 41% of killed drivers **without** alcohol were not wearing a seat belt
- 68% of killed drivers **with** alcohol were not wearing a seat belt

<table>
<thead>
<tr>
<th>Gender Alcohol</th>
<th>F</th>
<th>M</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Alcohol</td>
<td>37%</td>
<td>43%</td>
</tr>
<tr>
<td>Alcohol</td>
<td>61%</td>
<td>70%</td>
</tr>
</tbody>
</table>

(Cars, PKUPs, Vans only)
Alcohol-Related Deaths in Traffic Crashes declined in 2005

In 2005, 400 (42%) of all traffic fatalities were estimated to be alcohol-related.

- a decrease of 51 fatalities (451 in 2004)

- a decrease of 3 percentage points from 2004 (45% to 42%)
Alcohol-Related Death by Role

- **Driver with alcohol**: 66%
- **Passenger of Driver with alcohol**: 15%
- **Pedestrian**: 4%
- **Other car occupant**: 12%
- **Pedestrian drunk**: 3%
# 3 Aggressive Driving

<table>
<thead>
<tr>
<th>VIOLATION</th>
<th>PDO</th>
<th>INJ</th>
<th>FAT</th>
<th>ALL</th>
</tr>
</thead>
<tbody>
<tr>
<td>CARELESS OPERATION</td>
<td>26%</td>
<td>31%</td>
<td>33%</td>
<td>27%</td>
</tr>
<tr>
<td>FAILURE TO YIELD</td>
<td>18%</td>
<td>21%</td>
<td>11%</td>
<td>19%</td>
</tr>
<tr>
<td>DISREGARDED TRAF CNTL</td>
<td>3%</td>
<td>6%</td>
<td>5%</td>
<td>4%</td>
</tr>
<tr>
<td>OVER STATED SPEED LIMIT</td>
<td>0%</td>
<td>1%</td>
<td>4%</td>
<td>0%</td>
</tr>
<tr>
<td>OVER SAFE SPEED LIMIT</td>
<td>1%</td>
<td>1%</td>
<td>2%</td>
<td>1%</td>
</tr>
<tr>
<td>FOLLOWING TOO CLOSELY</td>
<td>14%</td>
<td>13%</td>
<td>1%</td>
<td>14%</td>
</tr>
<tr>
<td>CUT IN/IMPROPER PASS</td>
<td>2%</td>
<td>1%</td>
<td>1%</td>
<td>2%</td>
</tr>
<tr>
<td>OTHER IMPROPER TURNING</td>
<td>2%</td>
<td>1%</td>
<td>1%</td>
<td>2%</td>
</tr>
</tbody>
</table>
Distractions

- 7 persons were killed as a result of distractions involving cell phone use.
- 1,322 persons were injured as a result of distractions involving cell phone use.
Motorcycle Fatalities

- Motorcycle fatalities decreased by 7.5% from 2004 to 2005 (80 to 74).

- Motorcycle injuries increased by 1% from 2004 to 2005 (1,496 to 1,497).

- There were 38 deaths per 1,000 motorcycle crashes in 2005 as compared to 41 per 1,000 crashes in 2004.

- Helmet use in motorcycle crashes increased from 50% in 2004 to 81% in 2005.

Figure A4d: Motorcycle Fatalities

![Figure A4d: Motorcycle Fatalities](chart.png)
What Louisiana Crash Data Show

• Motorcycle rider fatalities increased after the repeal of the motorcycle helmet law

• Motorcycle rider fatalities decreased after the reinstatement of the motorcycle helmet law

• The risk of fatal injury in a crash doubles when motorcycle riders do not wear a helmet (6% versus 3%).
Motorcycle Summary

• Overall, there is a statistically significant difference between the death rate of motorcycle riders in crashes with and without helmets (2.7%).

• The difference increases to 5% when alcohol is involved.

• When no alcohol is involved the difference in death rates between wearing and not wearing a helmet is 0.9%.

• However, alcohol is a much larger contributing factor to the death rate than wearing a helmet (15.1% versus 2.7%).
Commercial Truck Crashes

• 2,223 crashes--a decline of 21%

• 96 fatal crashes--a decline of 9.4%
Pedestrian Fatalities

- 108 were killed as pedestrians which increased by 6.9% from 2004.
- Pedestrian fatalities make up 11.2% of all fatalities.
- 722 were seriously or fatally injured
Cost of Crashes are Still High for Louisiana

- $5.97 billion dollars for the citizens of Louisiana
- This accounts for about 4.5% of personal income
- $2,103 for every licensed driver in Louisiana (based on 2.839 million licensed drivers)

Source: Cost estimates are based on a study conducted by NHTSA in 2000 “The Economic Impact of Motor Vehicle Crashes” (DOT HS 809446).
NEEDED LEGISLATION

• Driver License Point System
• Alcohol ignition locks for all those convicted of DWI
• No hardship provisions for those convicted of second DWI
• Drag racing – increase penalty
• No motorcycle endorsement before completion of a certified motorcycle safety course
• Prohibit the use of cell phones while operating a motor vehicle
• Ban radar detectors
• Require the use of safety restraints for all occupants of motor vehicles
• Prohibit the presence of persons under twenty-one years of age at certain drinking establishments
100 DAYS OF SUMMER HEAT

PURPOSE
To ascertain if a dedicated enforcement effort, together with an intense public education campaign, directed at speeding motorists can result in a decrease in traffic crashes, injuries and fatalities.
Basic Facts:

1. Observational speed surveys conducted by the Louisiana Department of Transportation and Development have concluded that 80% of Louisiana motorists exceed the posted speed limits.

2. The highest concentration of motorists traveling in Louisiana takes place during the summer months.

3. The Louisiana Highway Safety Commission will commit $850,000 to the enforcement and public education campaign.

4. The “100 Days of Summer Heat” campaign will have the support of Louisiana law enforcement.

5. Editorial boards of our state’s major newspapers will support the campaign.
100 Days of Summer Heat
June 5 – September 12, 2006

Number of agencies participating 126
Total hours worked through 9/12 15,735
Speeding citations issued 53,235
  a. Citations issued 11-15 mph over posted speed limit 45%
  b. Citations issued 16 mph or more over the posted speed limit 35%
  c. Citations issued at 10 mph or less over the posted speed limit 20%

Vehicle type driven by person issued speeding citation:
  Car      54%              Large Truck  3%
  Pickup   29%              SUV          14%
Other Interesting Facts

Cell phone in use at time of issuance of speeding citation – 4%.

Speeding citations issued for 31 mph or over the posted speed limit – 1%.

Drivers under suspension at time of being stopped for speeding – 2%.

Safety belt citation issued in conjunction with speeding citation – 5%.
What Have We Learned

• Speeding is rampant in Louisiana, regardless of type of roadway.
• Officers are issuing an average of 3.5 speeding citations per hour worked.
• Cell phone use while speeding appears to be a major distraction.
• Drivers operating motor vehicles while under suspension is very high when compared with other states.
• Large trucks are not engaged in speeding to the degree thought by the motoring public.
• Law enforcement officers working this campaign wrote many additional types of citations:
  1. Safety belt or child restraint – 1,995
  2. DWI/open container – 171
  3. Driving under suspension/revocation – 779
  4. Other moving violations – 3,347
• It is possible to have an enforcement campaign supported by the media and the general public.
Left To Be Done

• Determine if crash activity was reduced
• Inform the media, and therefore the public, of the final results of the campaign

Near Future:
• Conduct another observational speed survey to determine compliance.
• Additional speed campaigns ????
Internet Site

http://lhsc.lsu.edu