HIGHWAY SAFETY RESEARCH GROUP

Louisiana Traffic Records Data Report 2017

crashdata.lsu.edu

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HSRG
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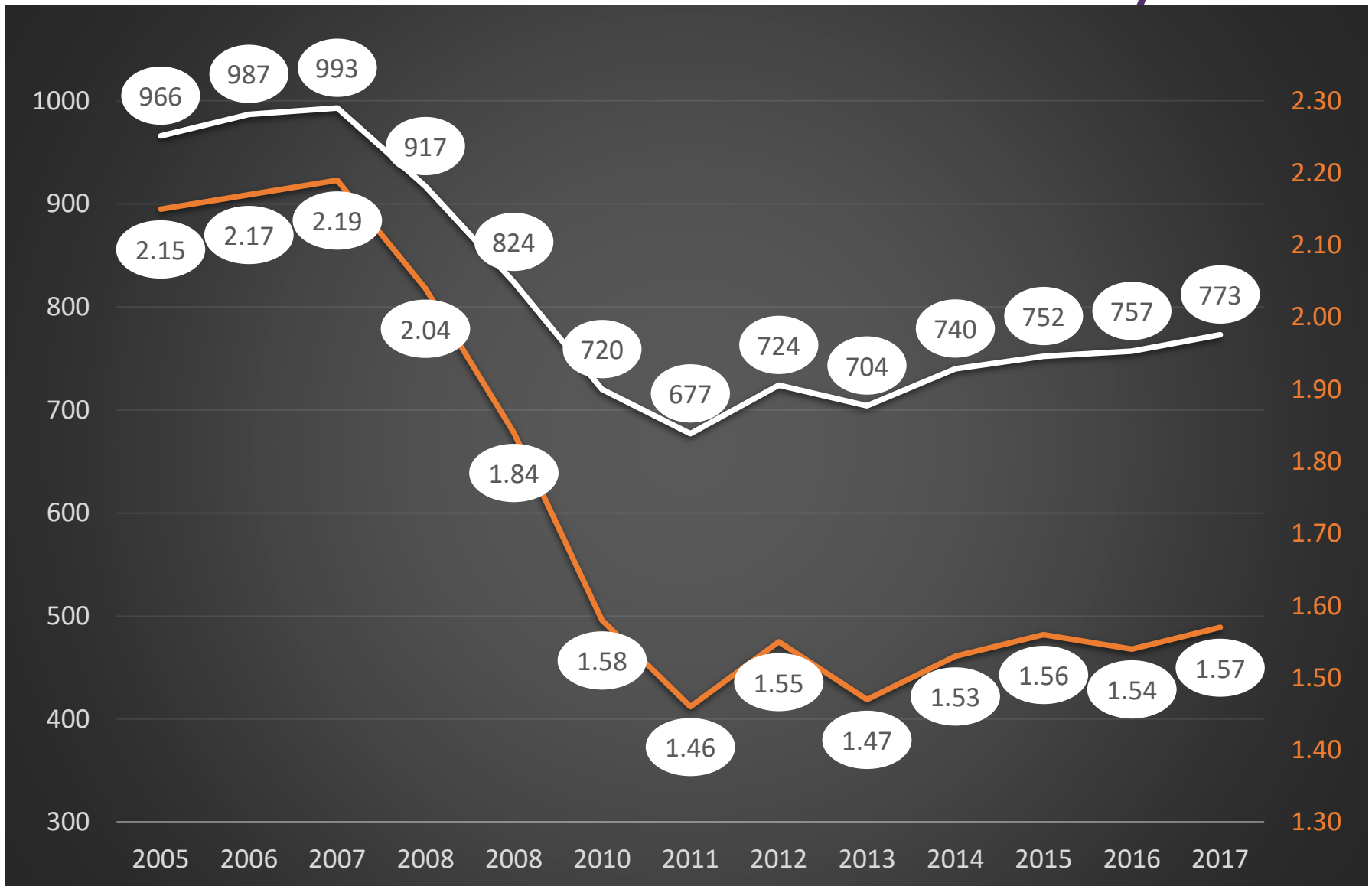
Overview

- Trends in crashes, fatalities & injuries
- Findings from the Occupant Protection Survey of 2018
- Driving Under the Influence of Alcohol: Crashes and DWI Arrests
- Driver score card: violations and crashes

Trends

- What are the trends in crashes, fatalities and injuries?
- What are the trend in rates?
- What are one-year changes
- What are changes from 2010/11 to 2017
- Highlights:
  - Interstates
  - Bicycles
  - Pedestrians
  - Motorcycles
  - Young drivers
  - Crash costs

Trends in Fatalities & Fatality Rate



Since 2012 the fatalities have been on the rise again:

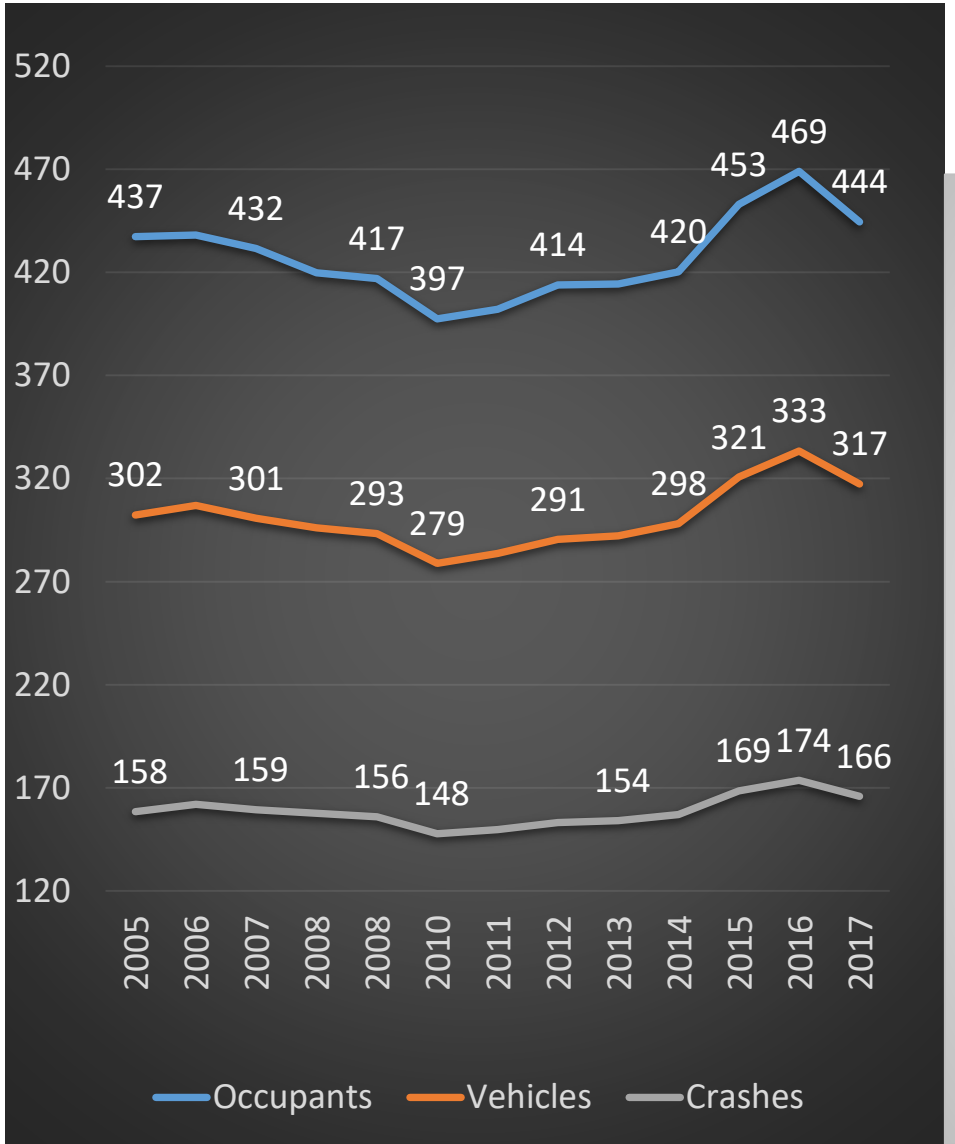
- 2.1% from 2016-2017
- 14.2% from 2011-2017

Fatalities per 100 million miles traveled have been increasing by a smaller percentage since 2012.

- 1.9% from 2016-2017
- 7.5% from 2011-2017

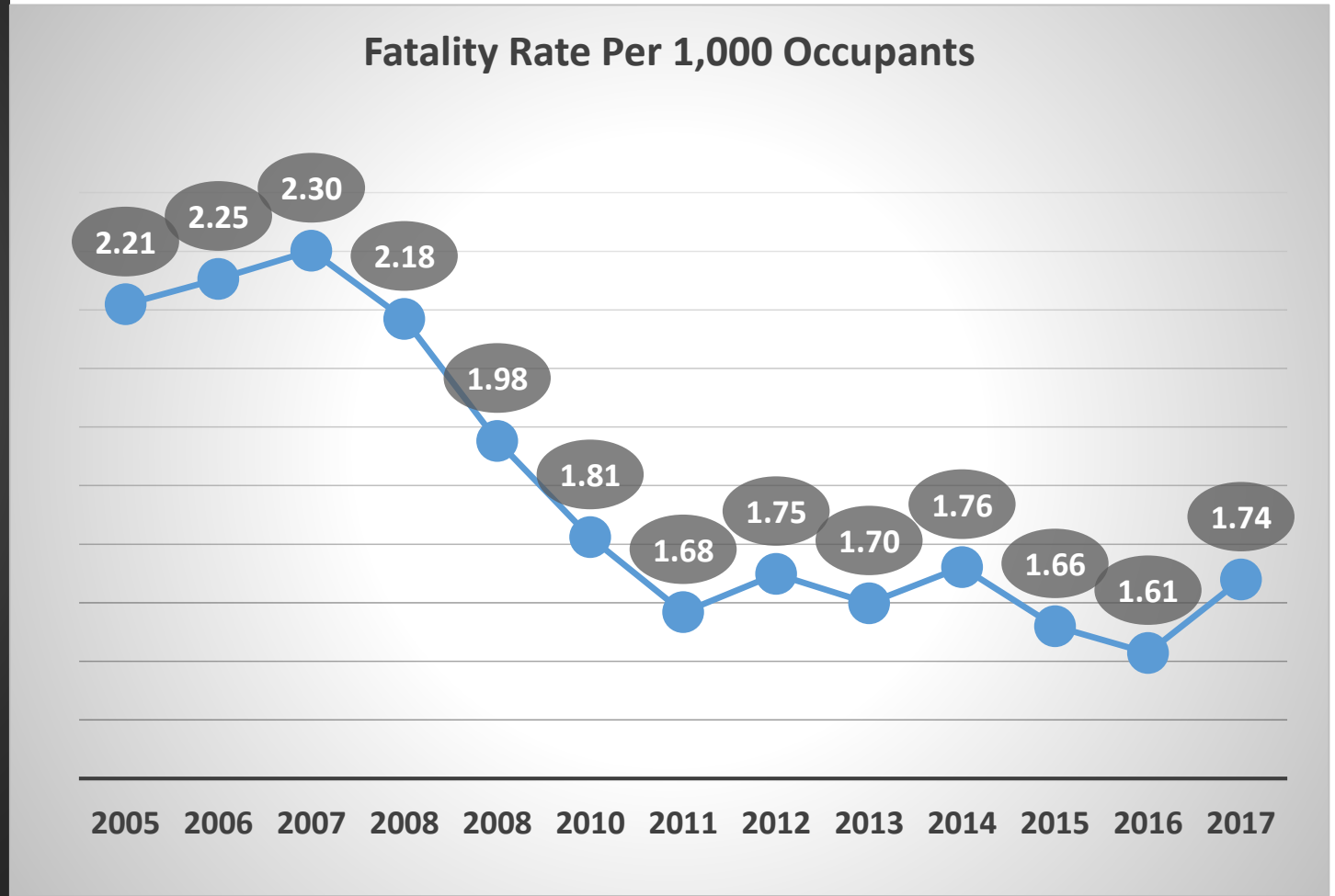
For comparison, the U.S fatality rate was at 1.18 in 2016.

Crashes, Vehicles, Occupants (1,000)

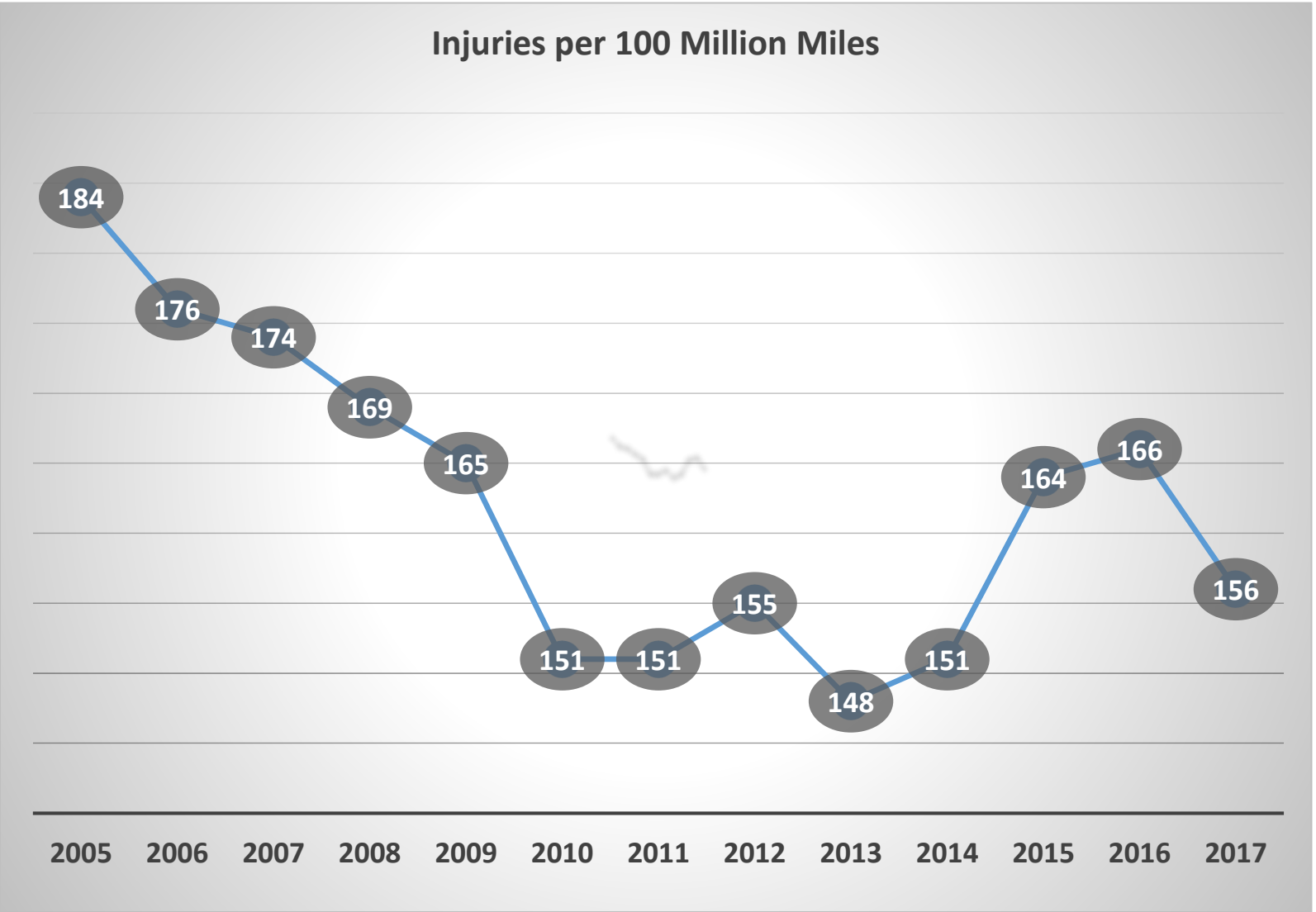


Number of occupants and number of vehicles in crashes had increased dramatically from 2014 & 2015, but have fallen in 2017.

If we still had the same fatality rate per occupant as in 2007 we would expect 1,023 fatalities in 2017.



Injury Rate (per 100 Million Miles)

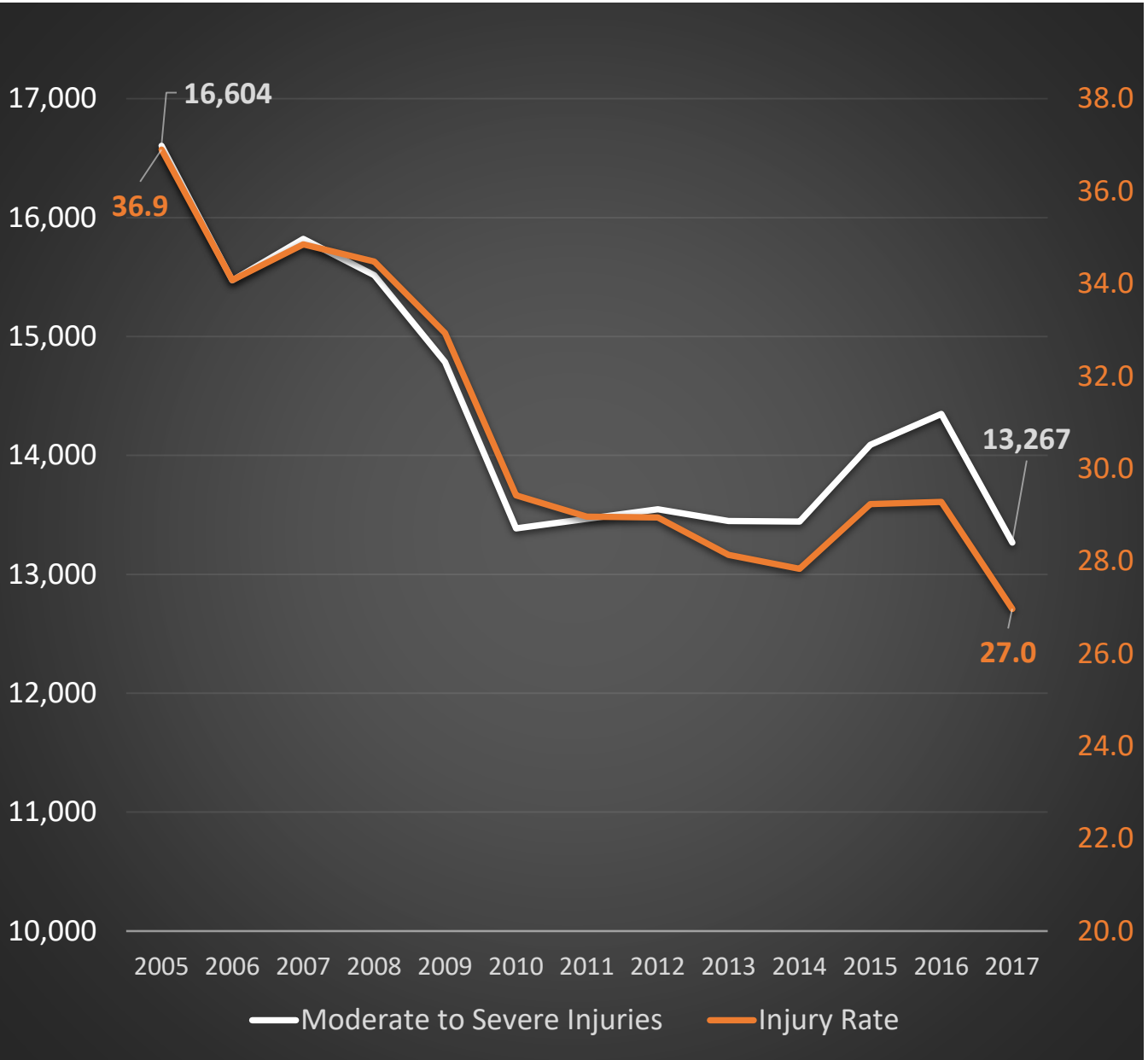


From 2016 to 2017

- Dropped from 166 to 156

From 2010 to 2017

- Increased from 151 to 156.



Moderate and Severe Injury

Moderate-to- Severe Injuries:
Increased in 2015 and 2016,
but dropped in 2017 to 2014 levels.

The Moderate-to- Severe-Injury Rate:
per 100 million miles:
Increased in 2015, BUT NOT IN 2016
and dropped in 2017 to the
lowest level since 1999 when the injury code
was first used.

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Increase in Crashes 2010 – 2017 by Troop

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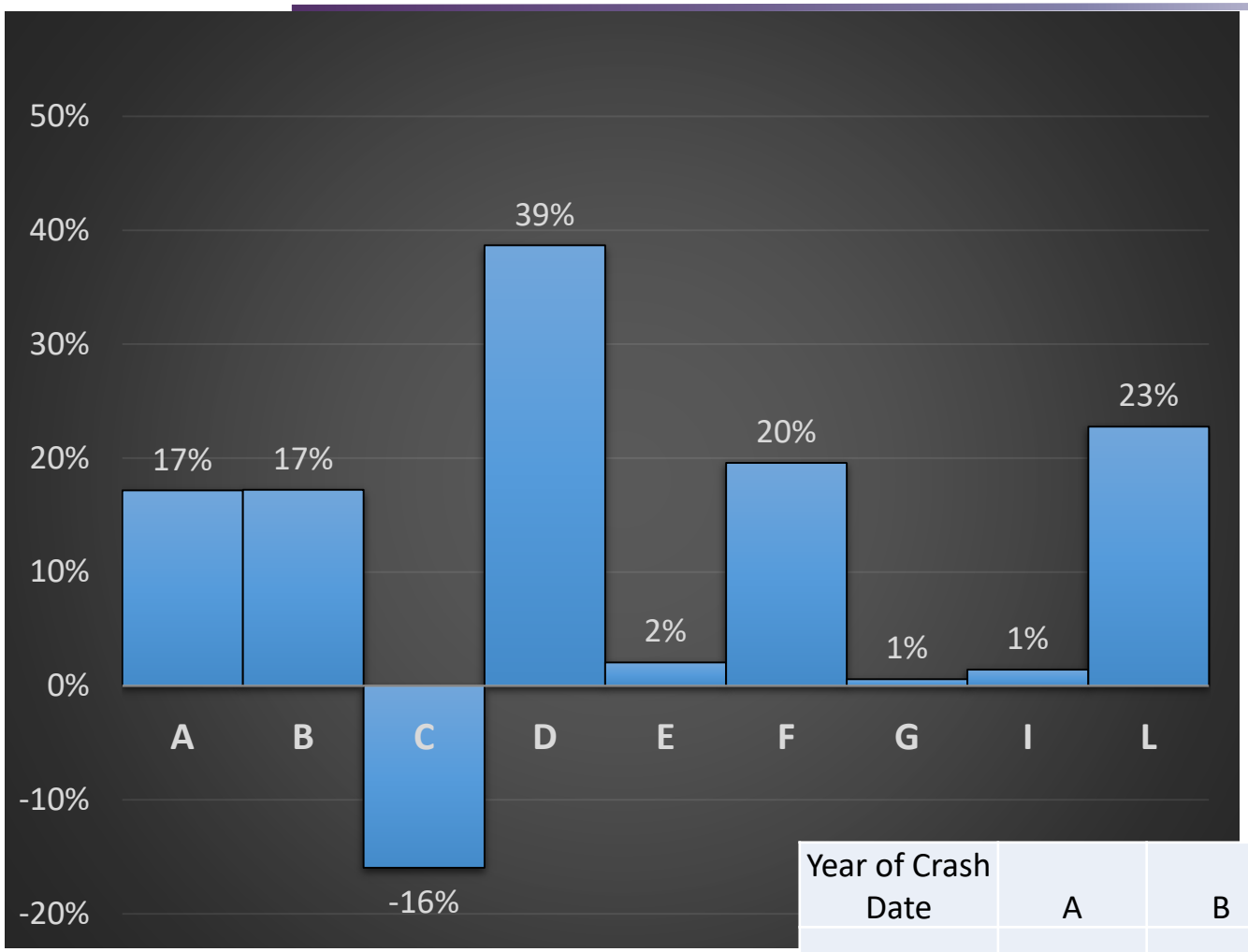
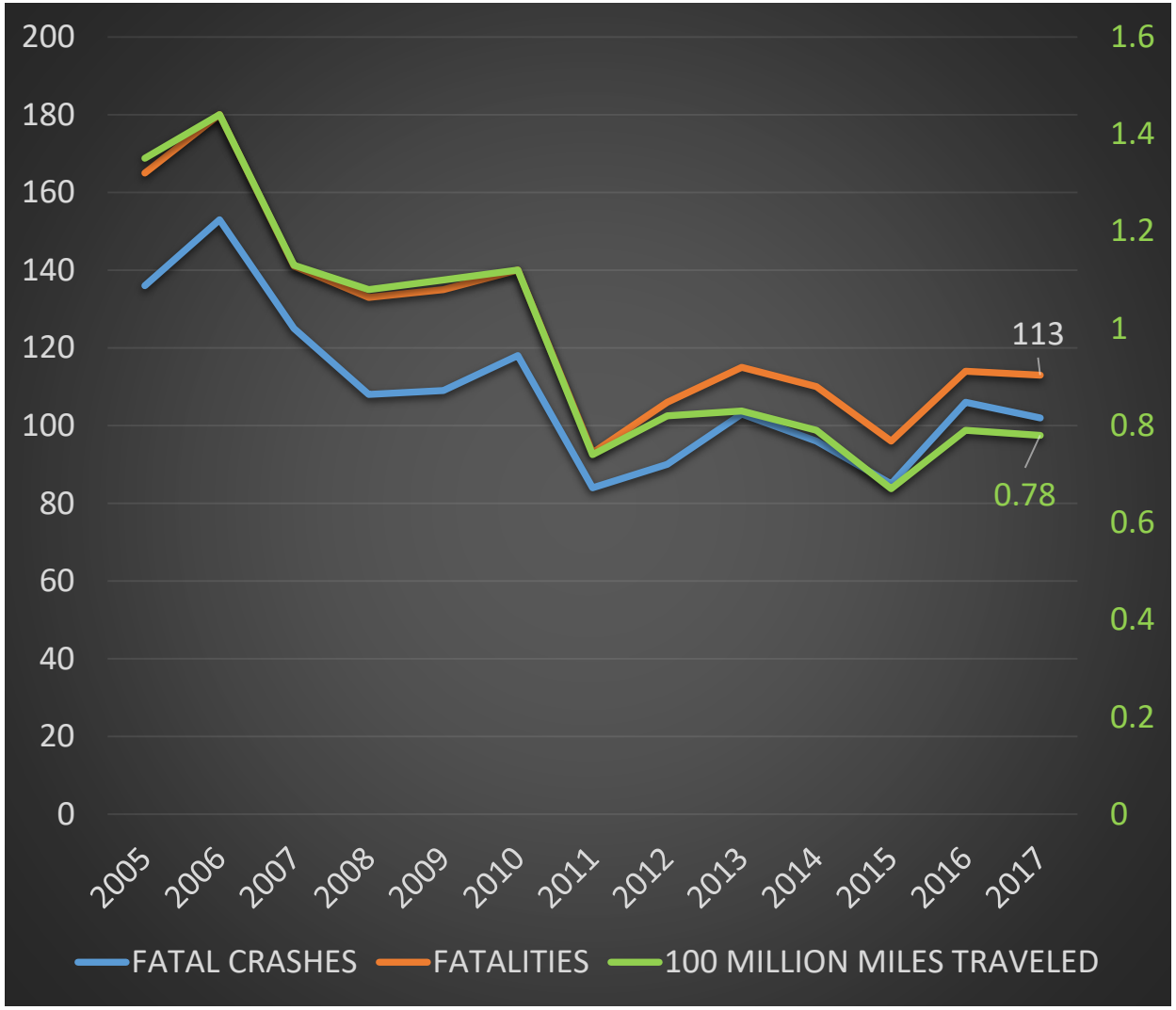


Troop D had the highest increase from 2010 to 2017.
But the 2017 crashes are only slightly above 2005 numbers.
This is likely due to changes in the oil industry.
Troop C had a large decline in crashes from 2010 to 2007.

Changes in Troop A, B and L are likely related to increase in traffic in the I10/I12 corridor.
Changes in Troop F have a less clear causes.

Year of Crash Date	A	B	C	D	E	F	G	I	L
2005	32,611	38,762	6,496	**10,838**	9,434	7,911	16,802	22,866	12,734
2010	30,708	36,404	7,037	8,222	8,759	8,034	16,742	21,406	10,419
2017	35,976	42,673	5,913	**11,401**	8,940	9,606	16,842	21,713	12,789
% Change 2010 to 2017	17%	17%	-16%	39%	2%	20%	1%	1%	23%

Interstate Fatalities



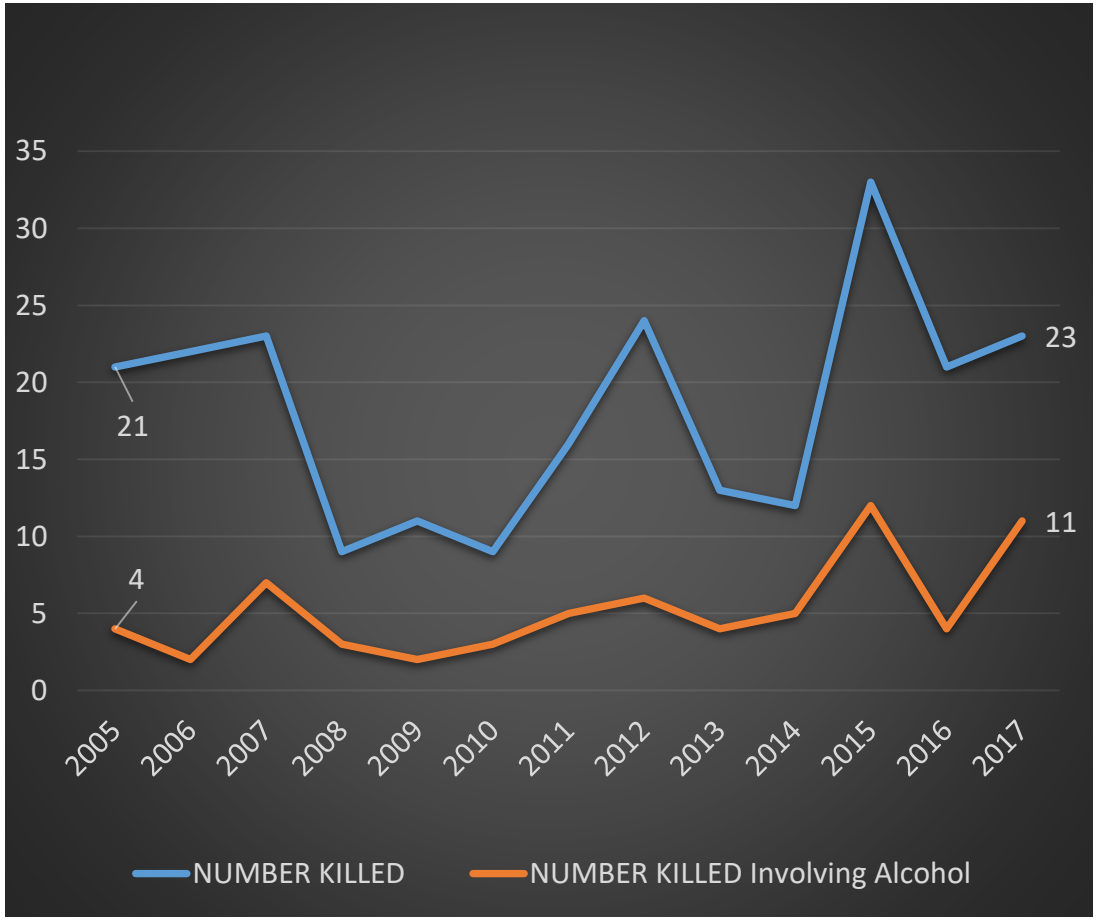
From 2016 to 2017

- Fatalities decreased by 3.8%
- Fatality rate decreased by 0.9%

From 2011-2017

- Fatalities increased by 21.5%
- Fatality Rate increased by 5.4%

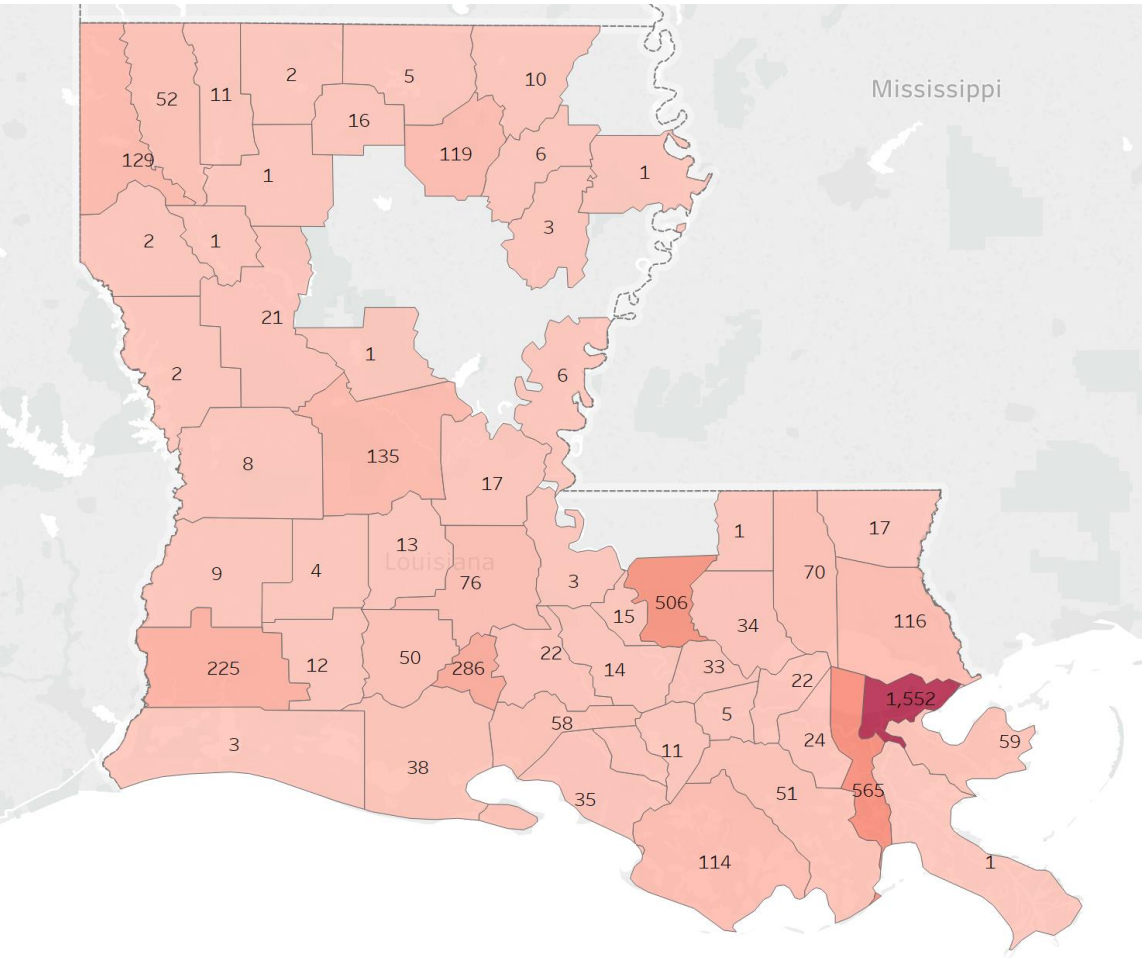
Bicyclist Fatalities



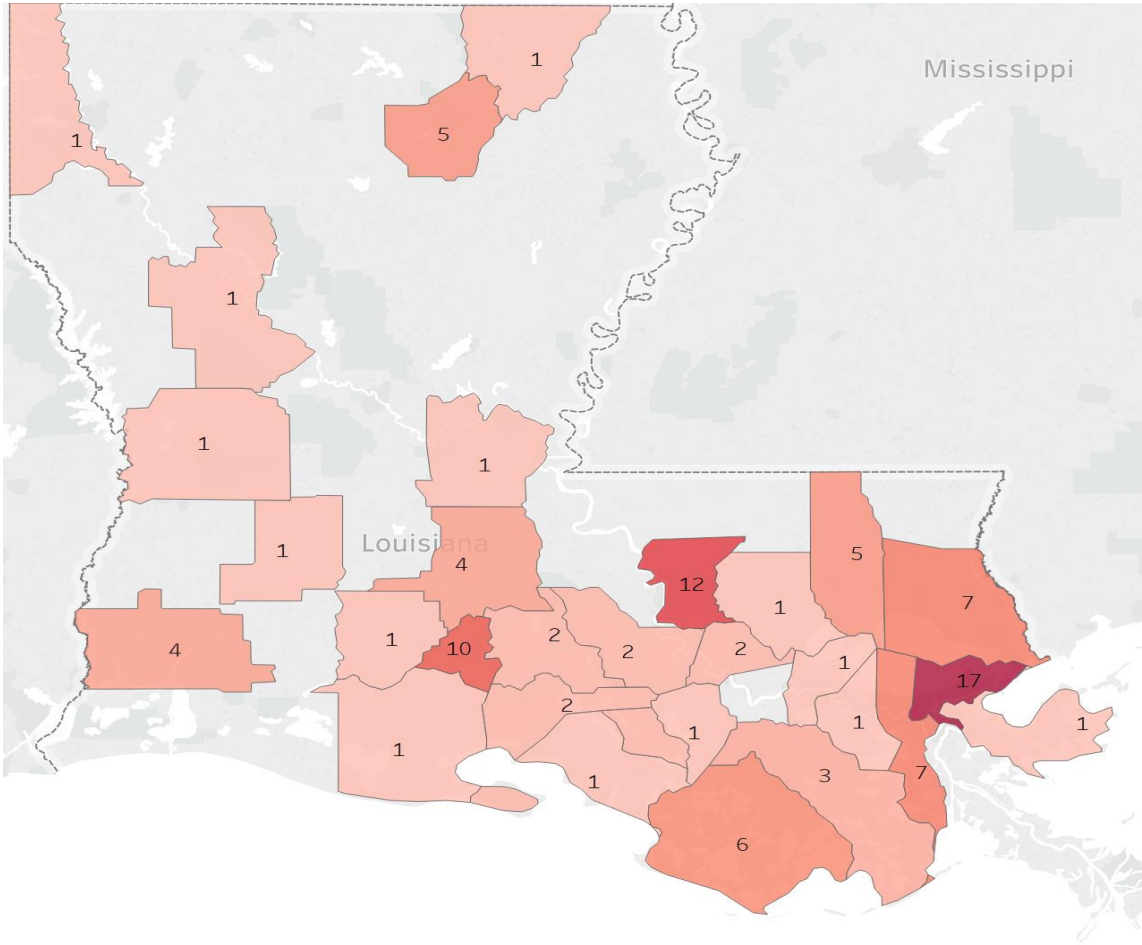
- 2010-2017 increase
  - Bicyclist fatalities up 155.6%
  - Alcohol involved bicyclists death up 266.7%
- 2016-2017 Increase
  - Bicyclist fatalities up 9.5%
  - Alcohol involved bicyclists death up 175%

Bicycle Crashes by Parish

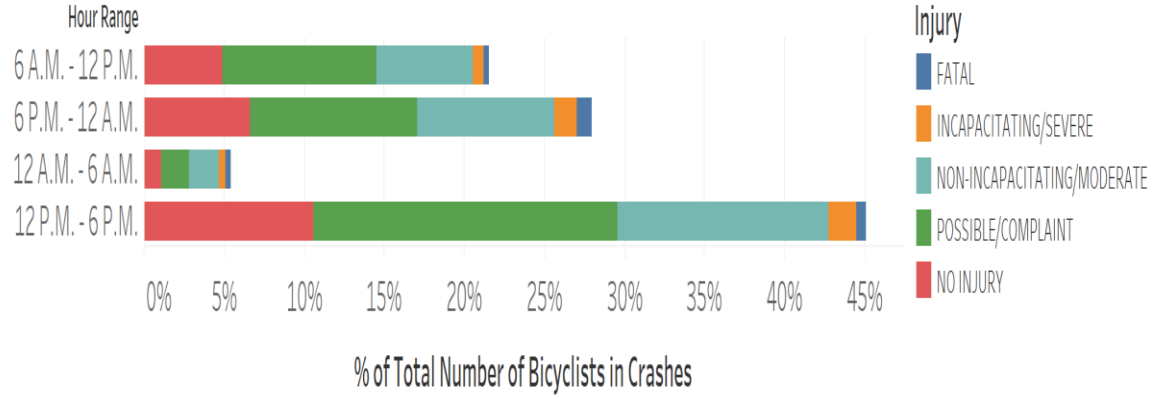
Bicycle Injuries



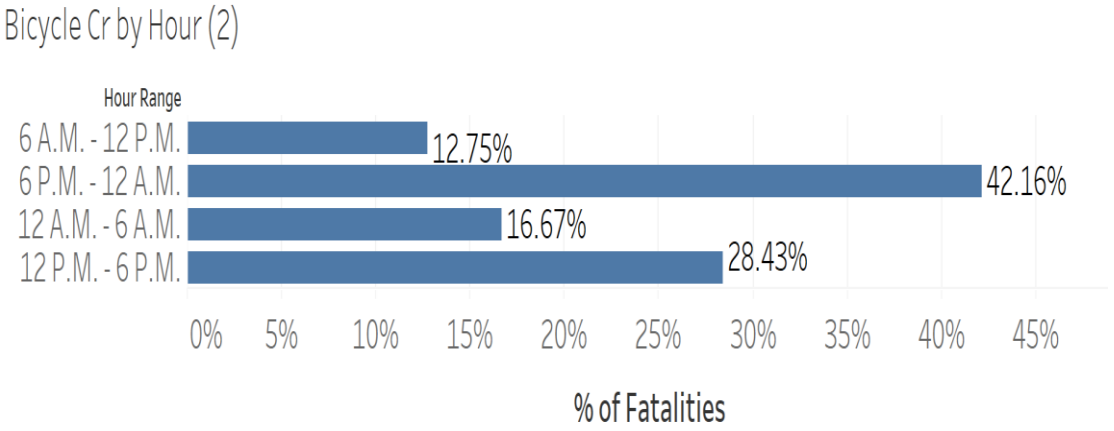
Bicycle Fatalities



Time of Day



Injuries: 46.1% African American, 49.6% Caucasian

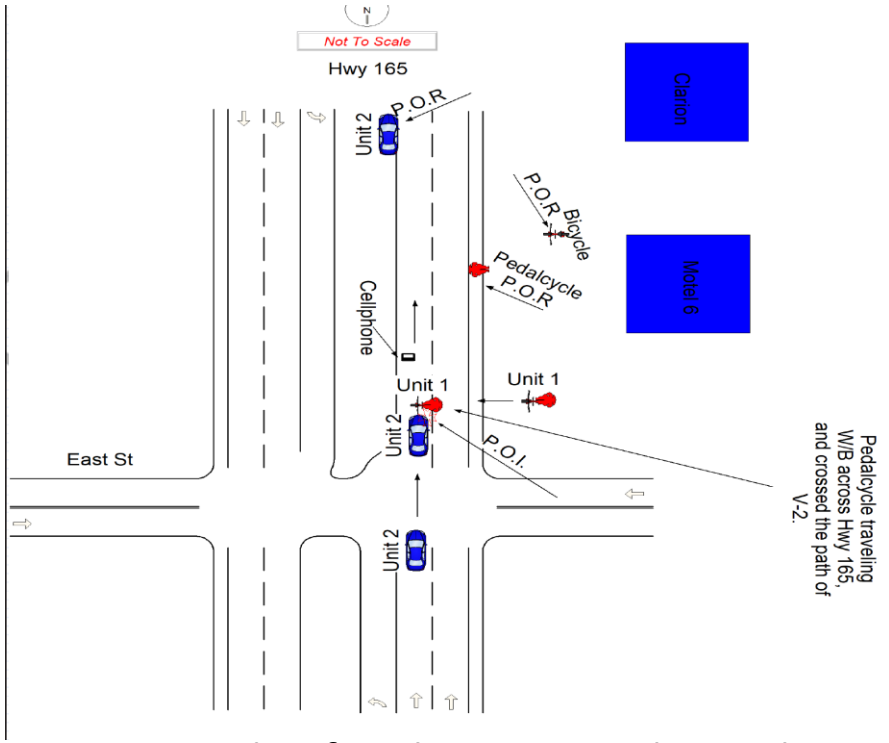


Fatalities: 41.2% African American, 48% Caucasian

Bicycle Fatalities

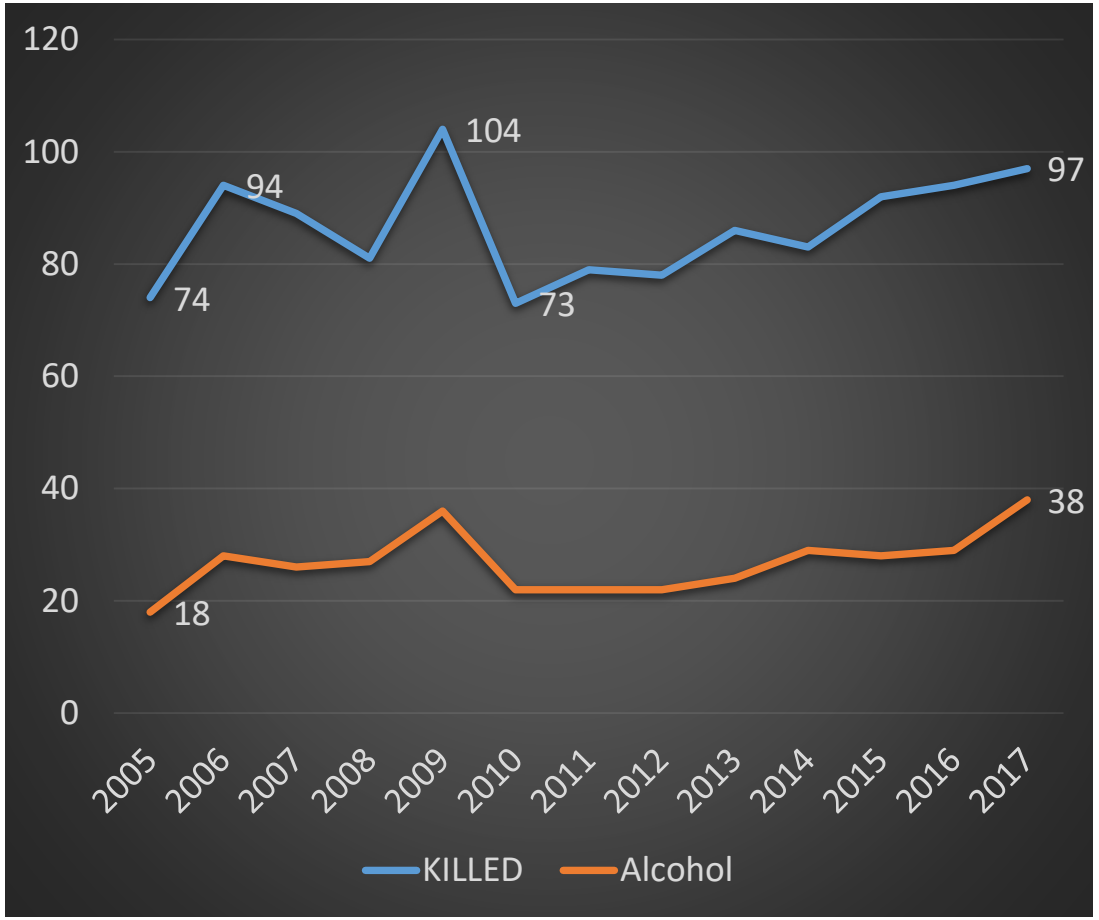
In 31% of the fatalities, the bicyclist had consumed alcohol and 50% involved either drugs and/or alcohol of the bicyclist.

	Injury		Fatality	
VIOLATION TYPE	Bicycle	Motor Vehcile	Bicycle	Motor Vehcile
OTHER VIOLATION	37.5%	24.7%	48.5%	31.2%
FAILURE TO YIELD	14.1%	8.9%	17.5%	0.7%
DISREGARDED TRAFFIC CONTROL	8.2%	1.7%	7.8%	0.7%
CARELESS OPERATION	6.8%	6.2%	5.8%	8.6%
NO VIOLATIONS	33.3%	58.6%	20.4%	58.9%



Example of Nighttime Bicycle Fatality

Motorcyclist Fatalities



2016-2017 Change

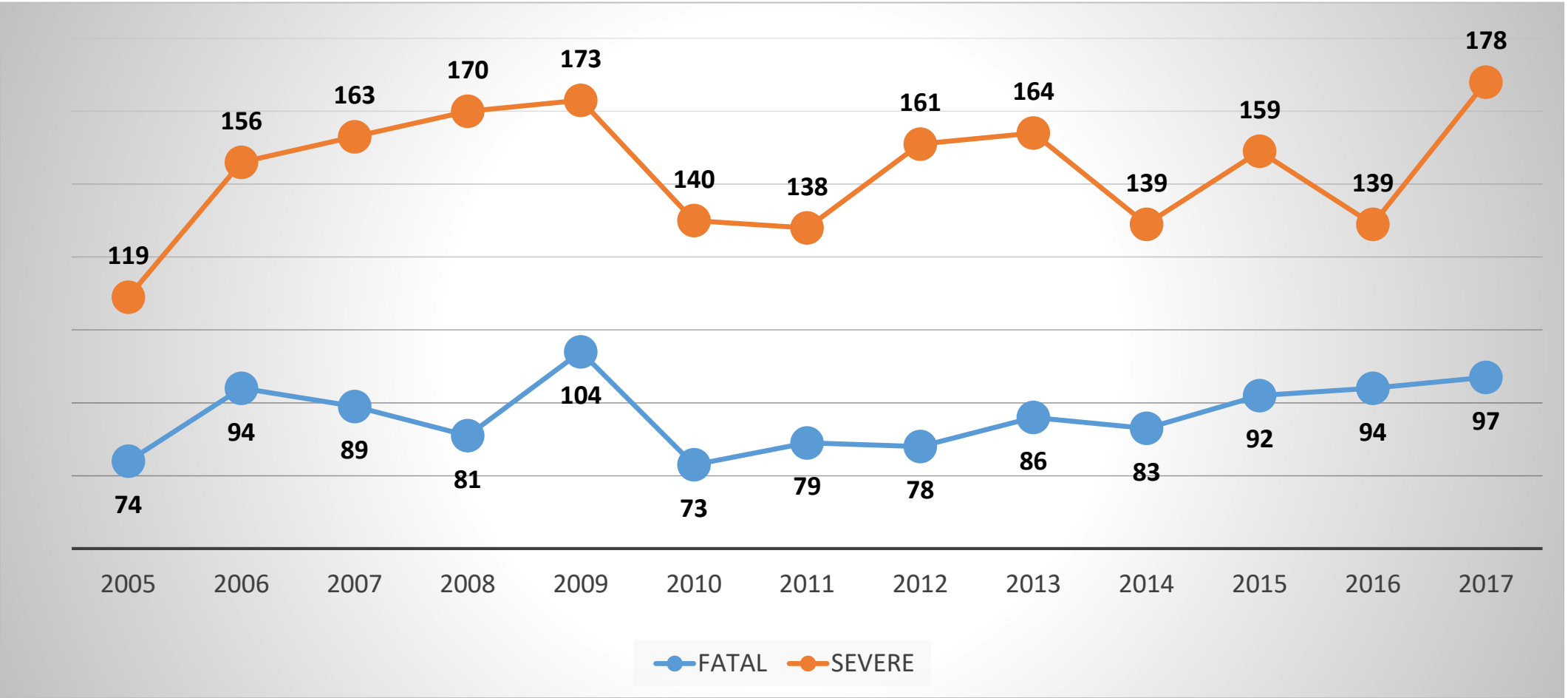
- Motorcyclist fatalities up 3.2%
- Alcohol involved motorcyclists death up 31%

2010-2017 Change

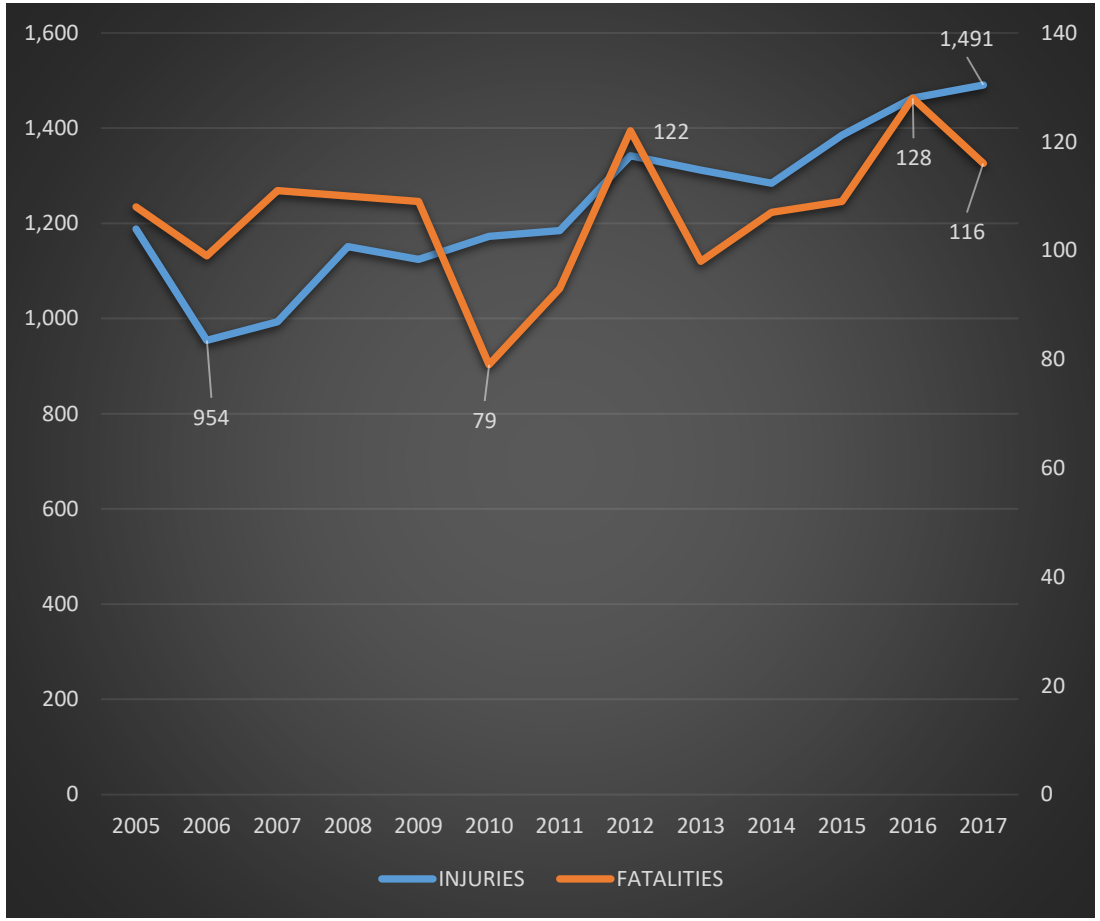
- Motorcyclist fatalities up 32.9%
- Alcohol involved motorcyclists death up 72.7%

Motorcycle Fatalities & Severe Injuries

86.5% of motorcyclist in crashes were wearing a helmet in 2017.
Only 72.9% of fatal motorcyclists were wearing a helmet properly.



Pedestrian Fatalities & Injuries



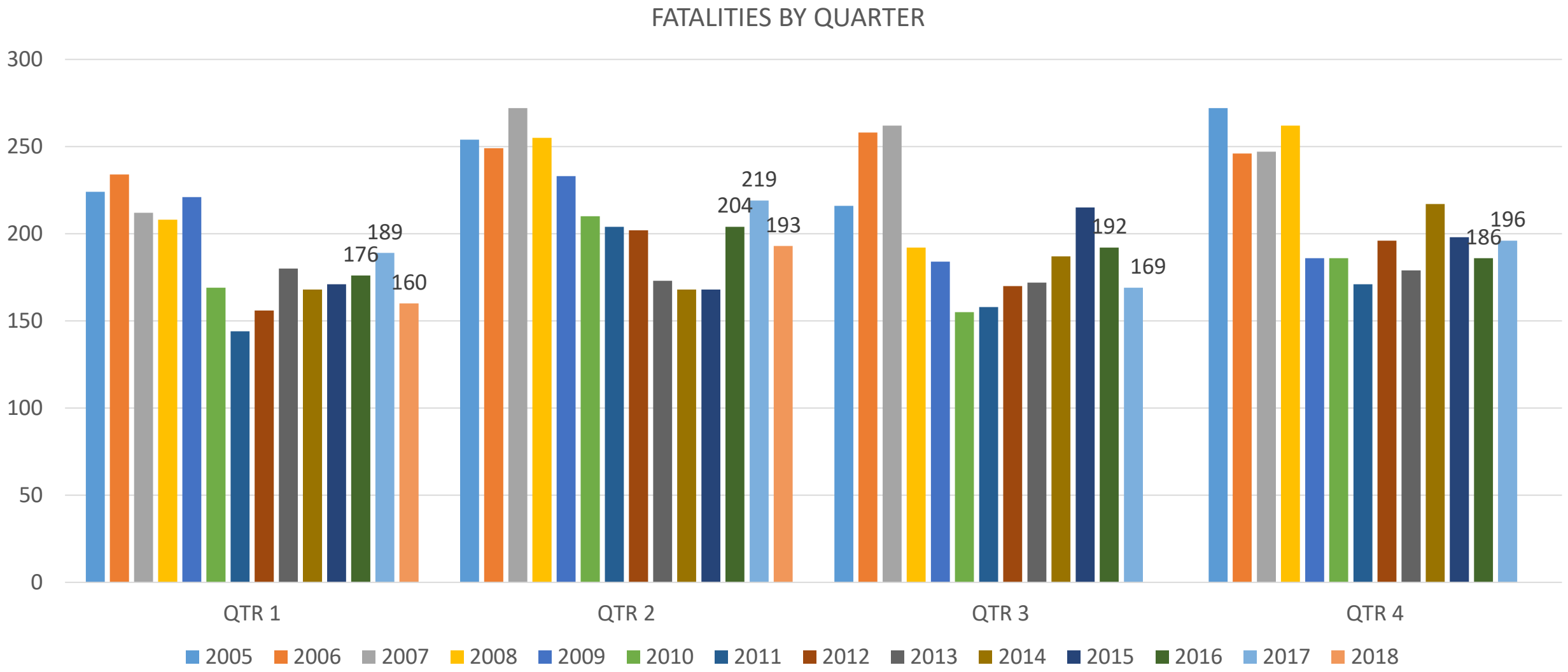
2010-2017 change

- 47% increase in pedestrian fatalities
- 27% increase in pedestrian injuries

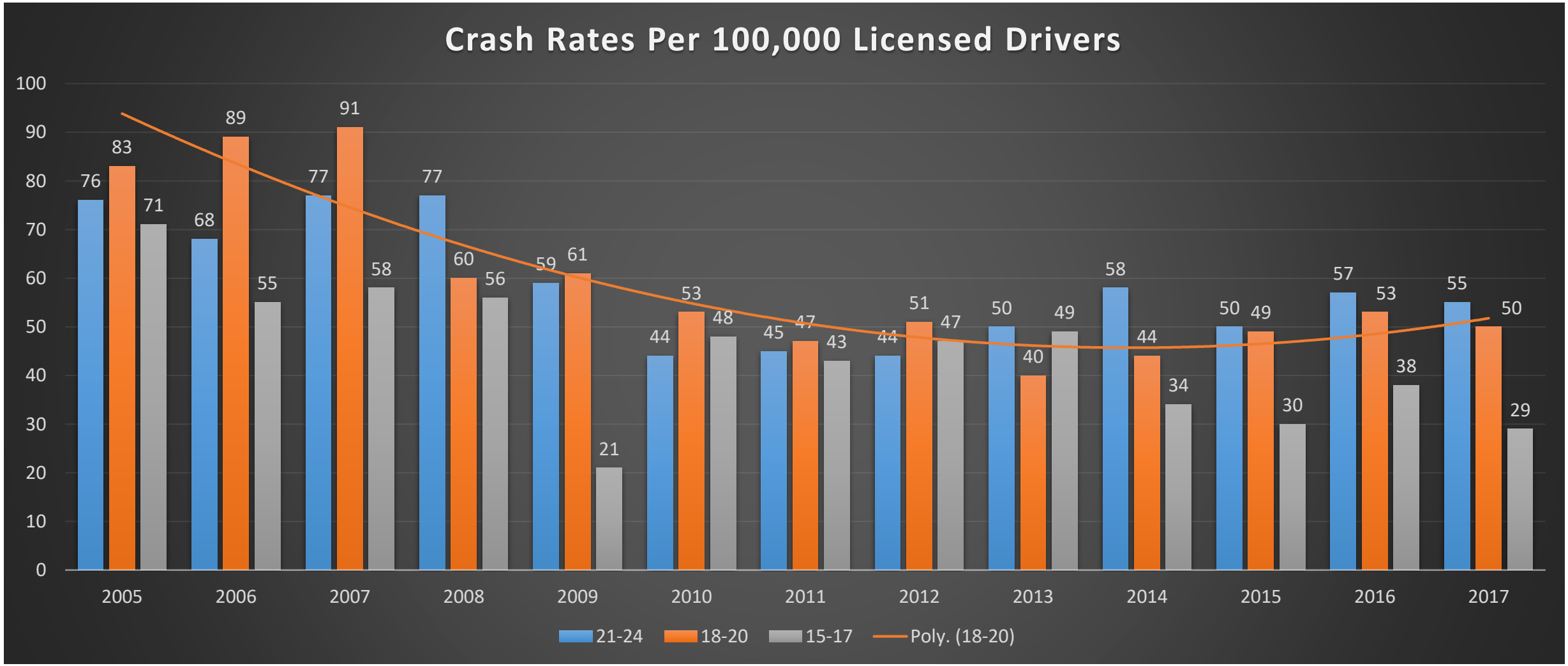
2016-2017 Change

- 9.4% decrease in pedestrian fatalities
- 13.2% increase in pedestrian injuries

FATALITIES BY QUARTER



Young Drivers in Fatal Crashes



Cost of Crashes

Type	Average Cost per Person	Injuries	Total Cost by Injury Category in Billion Dollars
Fatal Injuries	$1,566,786	773	$1.21
Severe Injuries	$400,758	1,327	$0.53
Moderate Injuries	$117,571	11,940	$1.40
Complaint Injuries	$25,512	63,175	$1.61
Occupants with No Injury	$4,906	367,169	$1.80
Property Damage	$6,805	317,362	$2.16
Grand Total Cost		**761,746**	**$8.72**
Cost per licensed Driver			$2,922
Percent change from past year			-3.5%

The Economic and Societal Impact Of Motor Vehicle Crashes, 2010, page 12, unit cost are adjusted by CPI.

Cost of Crashes Including Loss of Quality of Life

Type	Average Cost per Person	Injuries	Total Cost by Injury Category In Billion $
Fatal Injuries	$10,243,518	773	$7.92
Severe Injuries	$1,721,424	1,327	$2.28
Moderate Injuries	$499,348	11,940	$5.96
Complaint Injuries	$51,542	63,175	$3.26
Occupants with No Injury	$4,906	367,169	$1.80
Property Damage	$6,805	317,362	$2.16
Grand Total Cost		**761,746**	**$23.38**
Cost per licensed Driver	Including Loss of Quality of Life		$7,837

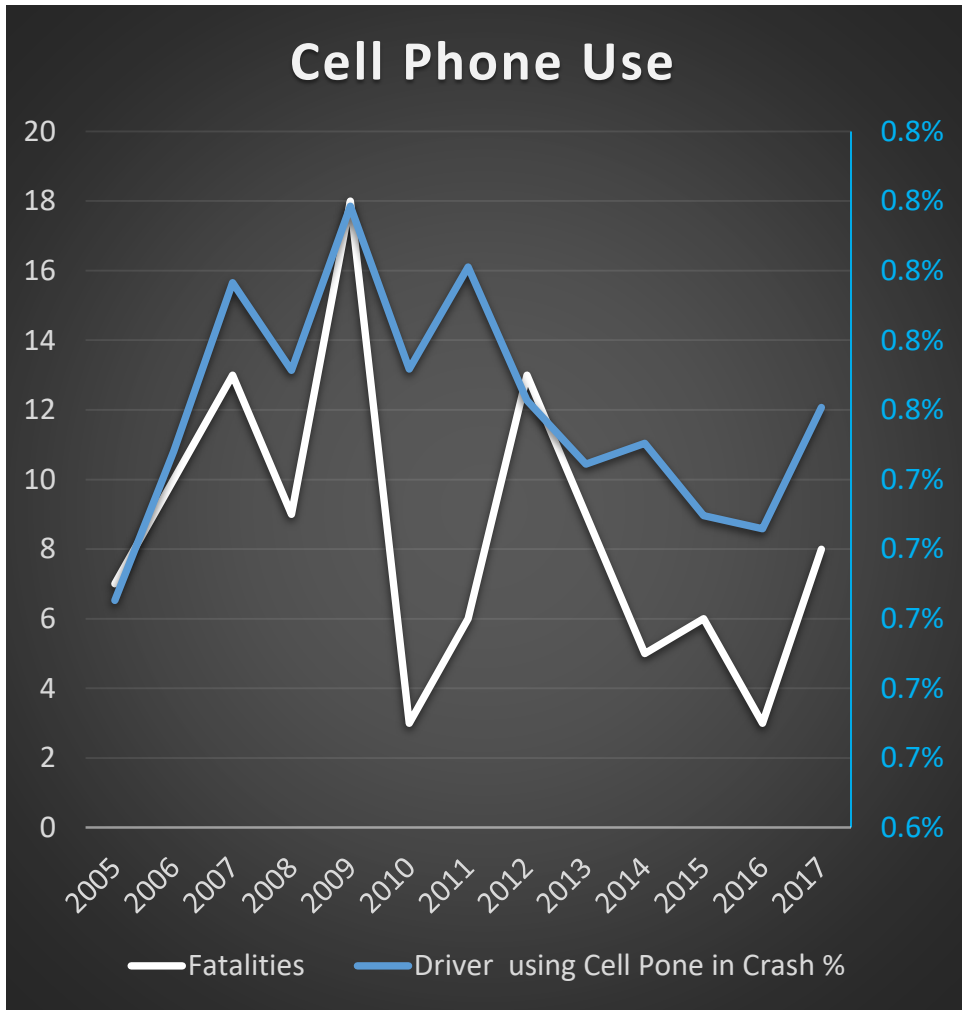
The Economic and Societal Impact Of Motor Vehicle Crashes, 2010, page 22, unit cost are adjusted by CPI.

The four Major Contributing Factors

78% of the 2017 fatalities
Involved one of the four factors.
The 5-year average is also 78%.

Distractions

Distractions & Inattentive

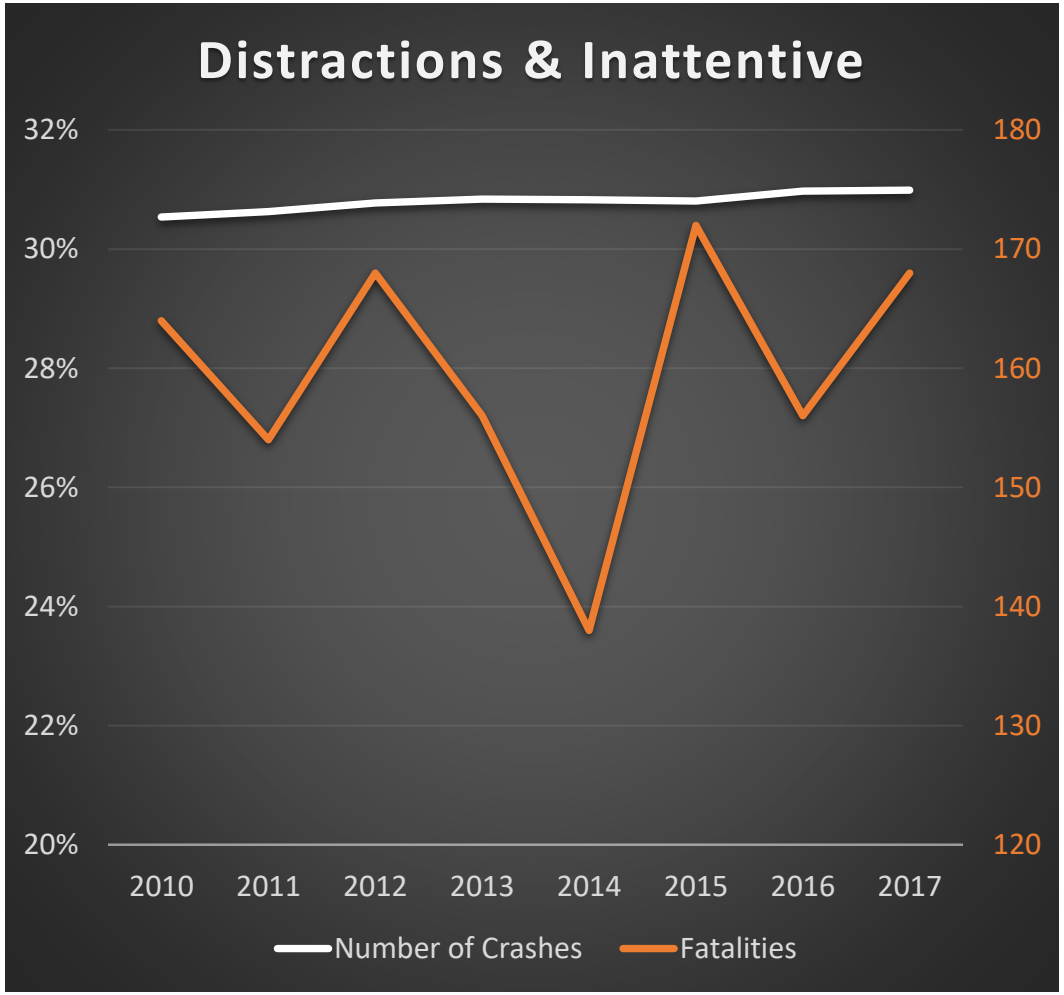


Cell Phone use while driving is about 10% according to surveys.

But cell phone use in crashes is only about 1%.

Distractions & Inattentiveness in all crashes are slightly above 30% and about 20% of fatalities are associated with distractions and inattentiveness.

But distractions & inattentiveness are difficult to address with enforcement.

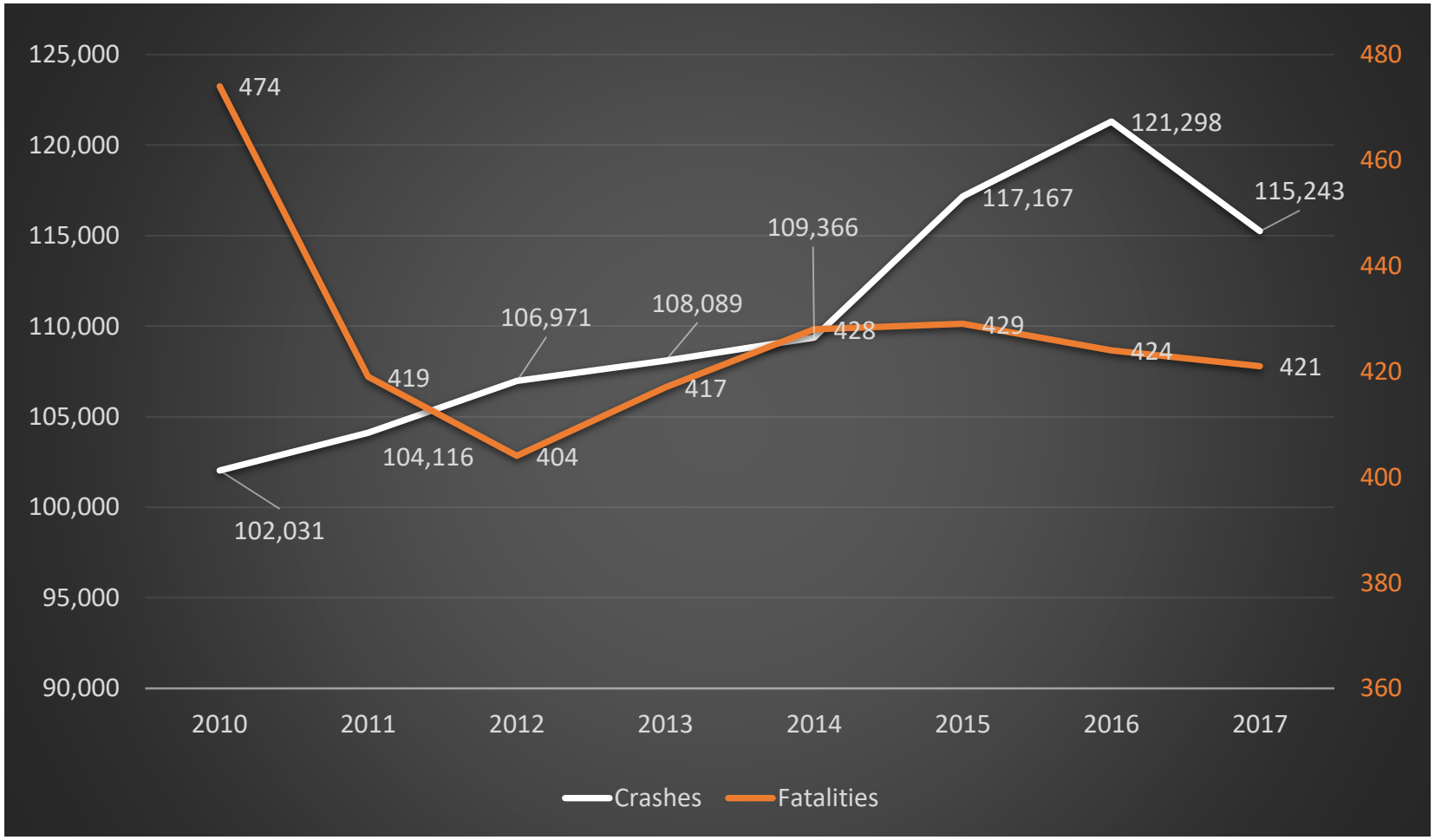


Aggressive Driving

Aggressive Driving is defined as either

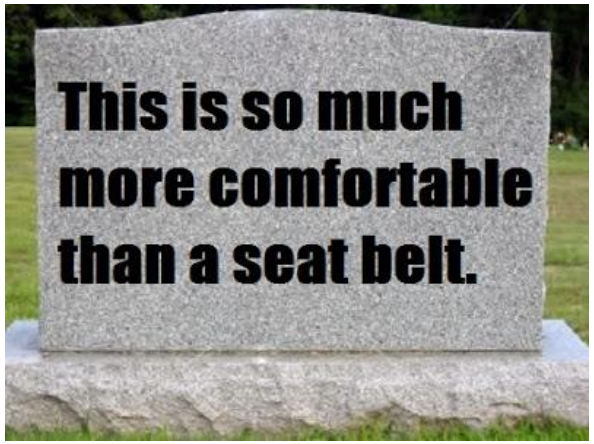
- Exceeding stated speed limit
- Exceeding safe speed limit
- Failure to Yield
- Following too closely
- Improper passing
- Disregarded traffic control
- Careless operation

Aggressive Driving Violations



Aggressive driving has been on the rise,
But has declined over the past year.

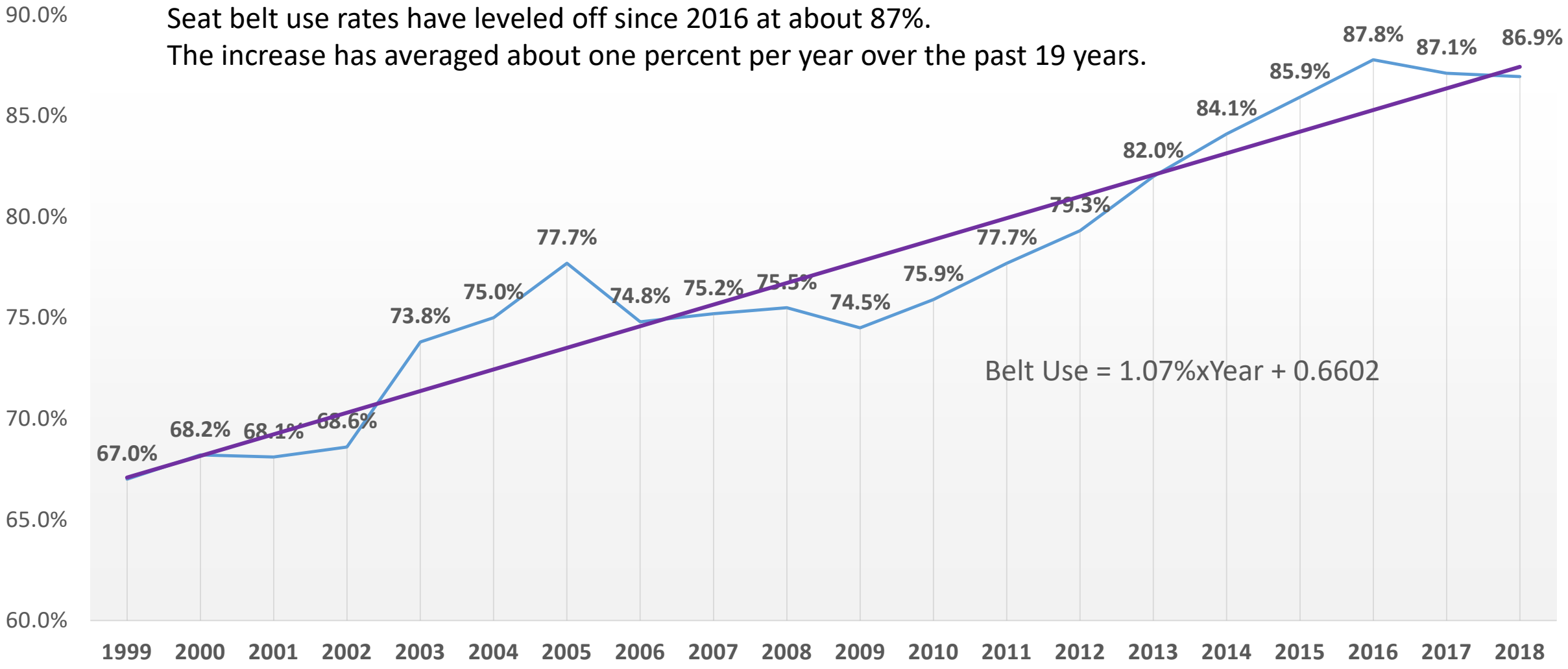
Occupant Protection



What progress has Louisiana made over the past 19 years?
What are the insights from the 2018 data?
How are fatalities linked to belt use by troop area?

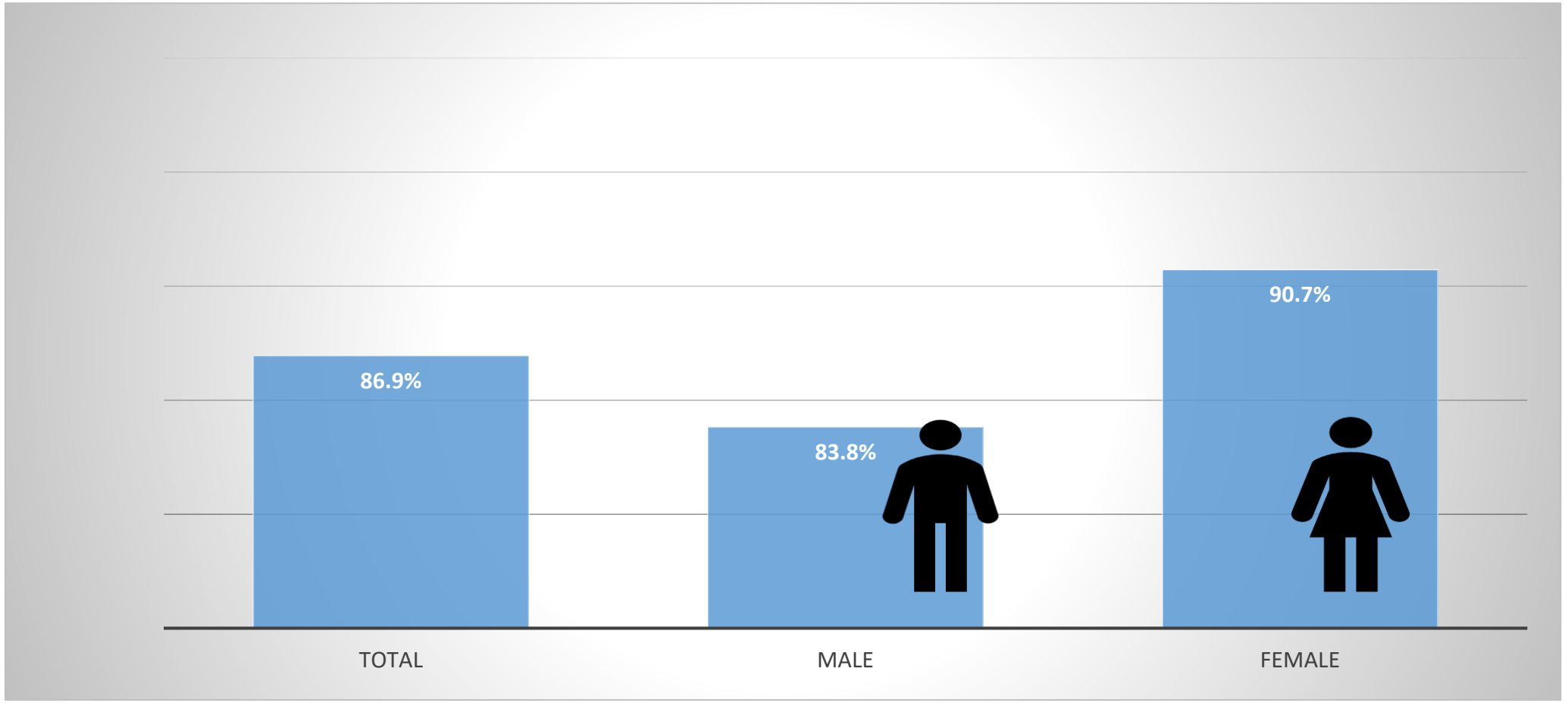
Seat Belt Usage (Survey)

Seat belt use rates have leveled off since 2016 at about 87%.
The increase has averaged about one percent per year over the past 19 years.



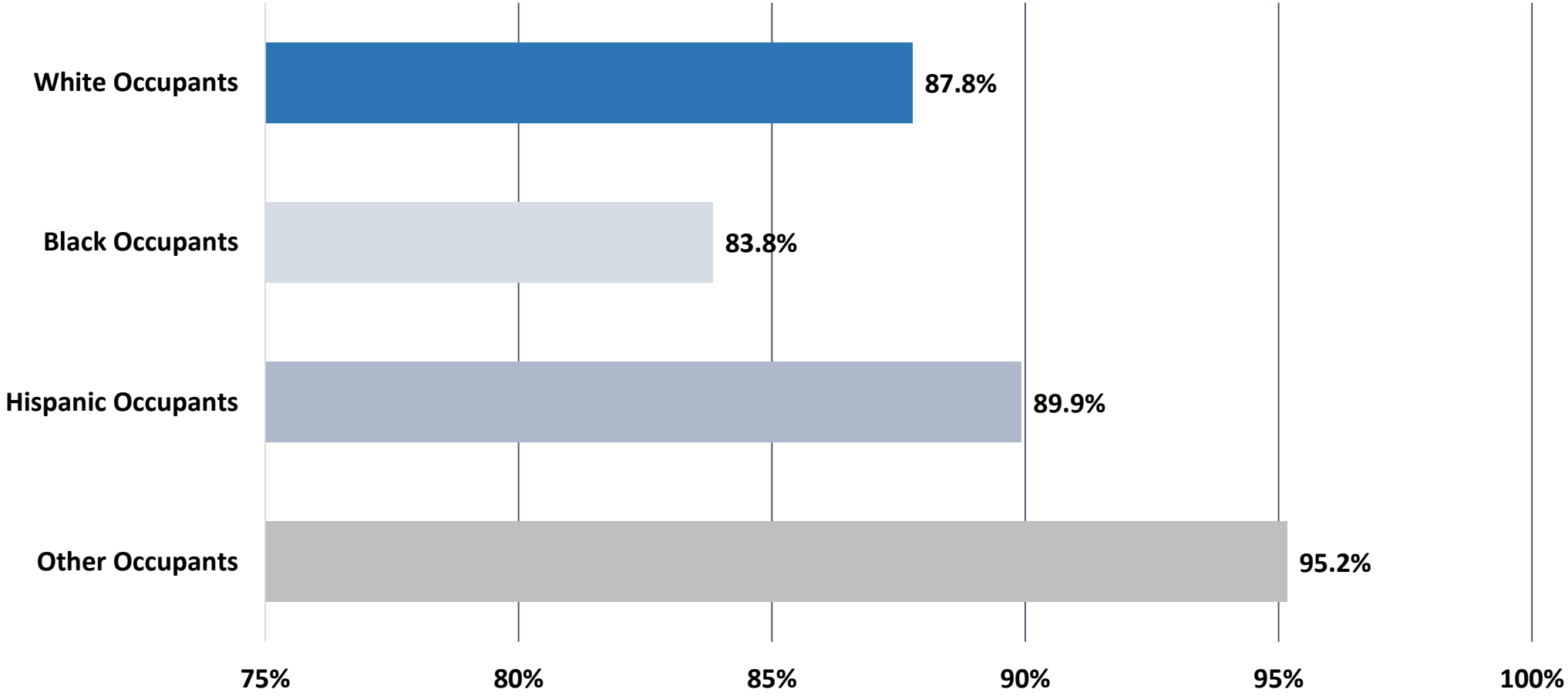
Belt Use by Gender

Belt use among male is still significantly below female belt use.



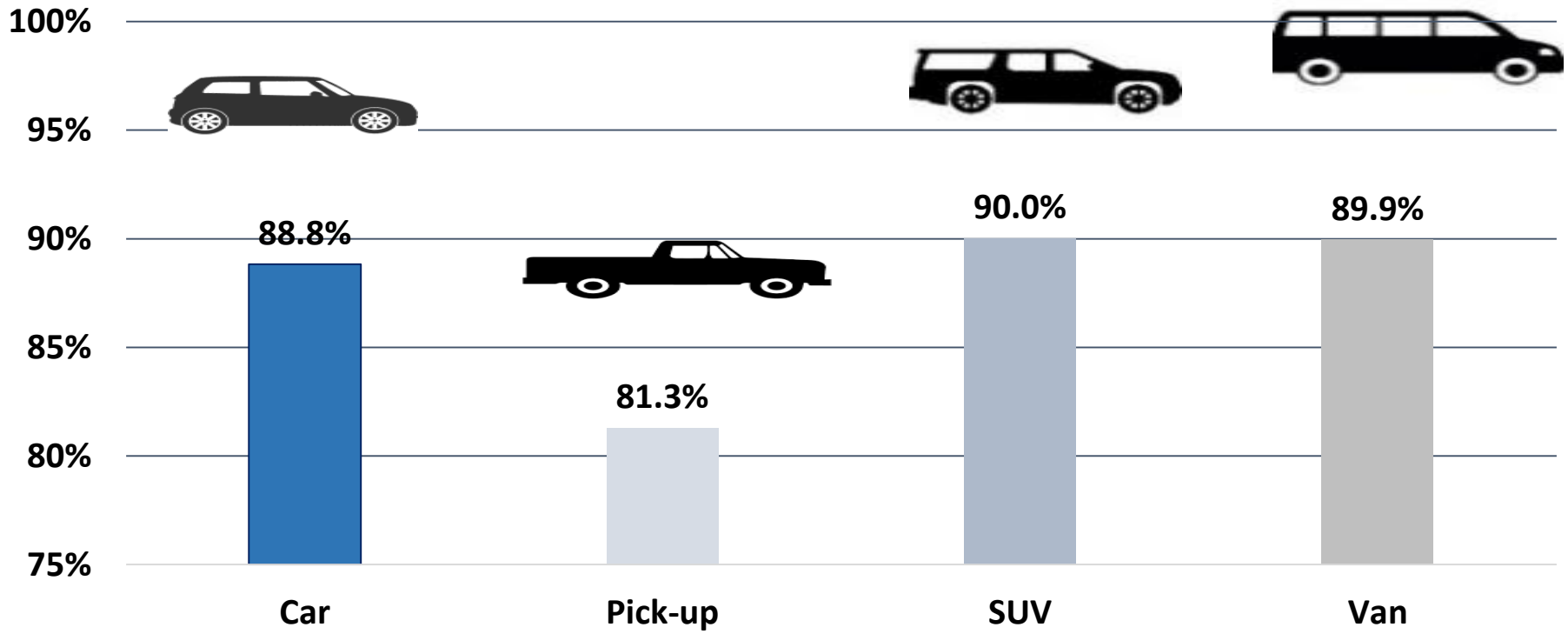
Belt Use By Ethnicity

There is still a 4 percentage points gap between belt use of white and black front seat occupants.



Belt Use by Vehicle Type

- There is still a 7.5 to 8.7 percentage point gap in belt use between pickup trucks and other vehicle occupants.



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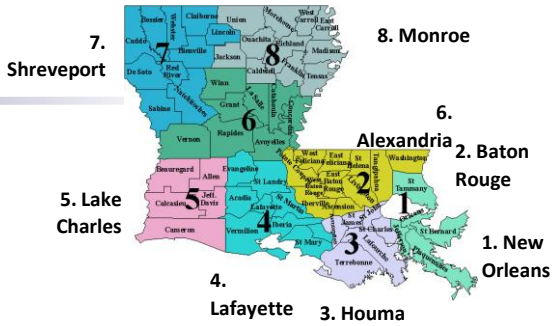
Seat Belt Use by Region

FIGURE 1: LOUISIANA SURVEY REGIONS



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Region	Estimate	STD Error	Diff 2018-2017
1-New Orleans	91.3%	0.4%	1.0%
2-Baton Rouge	87.7%	0.7%	2.6%*
3-Houma	89.3%	0.8%	1.2%
4-Lafayette	88.4%	1.3%	2.0%
5-Lake Charles	89.2%	1.6%	-3.0%
6-Alexandria	81.3%	0.6%	-1.5%
7-Shreveport	83.8%	1.1%	-2.0%
8-Monroe	85.4%	1.4%	-1.6%
LA total	86.9%	0.4%	-0.2%

Seat Belt Usage by Region

Region	Estimate	STD Error	Diff 2018-2017
1-New Orleans	91.3%	0.4%	1.0%
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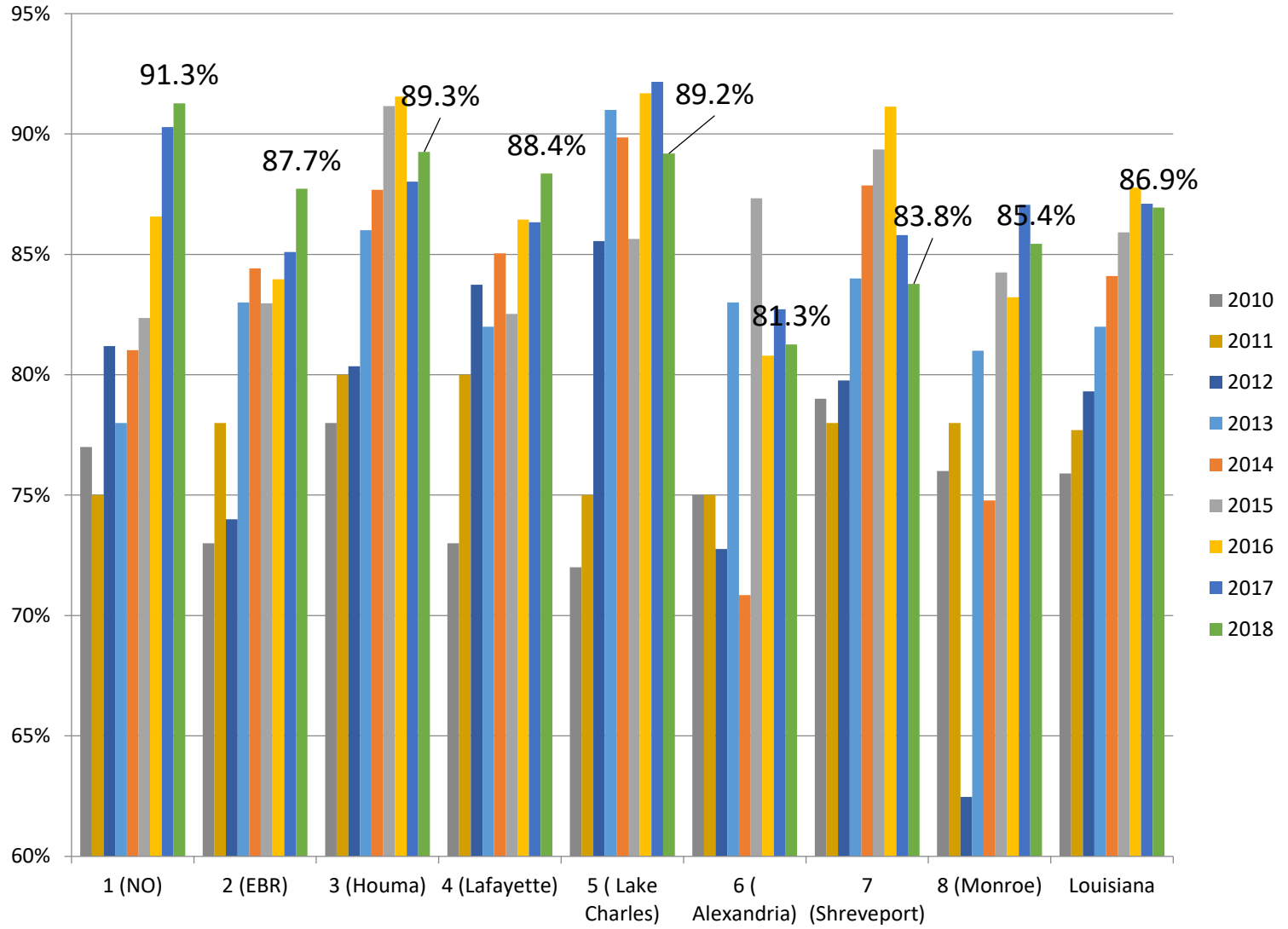
LA total	86.9%	0.4%	-0.2%



Is there a sample bias for belt use by region?

Distribution of Vehicle Type by Region

Region	% Car	% Pickup	% SUV	% Van
1-New Orleans	39.7%	21.1%	34.3%	5.0%
2-Baton Rouge	43.6%	29.4%	23.5%	3.5%
3-Houma	38.6%	30.8%	26.3%	4.4%
4-Lafayette	42.7%	30.7%	22.4%	4.2%
5-Lake Charles	31.4%	32.6%	30.8%	5.2%
6-Alexandria	38.1%	32.3%	24.7%	4.9%
7-Shreveport	39.8%	28.1%	29.0%	3.2%
8-Monroe	34.6%	32.4%	28.9%	4.1%
LA Total	40.0%	28.4%	27.4%	4.2%

Gender Distribution by Region

Region	% Males	% Females	%Unknown
1-New Orleans	52.8%	47.2%	0.0%
2-Baton Rouge	54.9%	44.6%	0.5%
3-Houma	55.2%	44.8%	0.0%
4-Lafayette	56.2%	43.6%	0.2%
5-Lake Charles	*53.4%*	46.5%	0.1%
6-Alexandria	*53.3%*	46.7%	0.0%
7-Shreveport	50.2%	48.1%	1.7%
8-Monroe	50.9%	49.0%	0.0%
LA Total	53.5%	46.1%	0.4%

Ethnicity by Region

Region	% White Occupants	% Black Occupants	% Hispanic Occupants	% Other Occupants	% Unknown
1-New Orleans	67.6%	26.8%	3.8%	1.8%	0.0%
2-Baton Rouge	65.2%	28.9%	2.9%	2.2%	0.9%
3-Houma	69.7%	22.6%	6.3%	1.3%	0.0%
4-Lafayette	68.7%	25.3%	3.8%	1.8%	0.4%
5-Lake Charles	86.3%	10.6%	1.1%	2.0%	0.1%
6-Alexandria	81.9%	15.0%	2.3%	0.8%	0.0%
7-Shreveport	68.6%	27.9%	1.7%	0.5%	1.4%
8-Monroe	70.6%	26.9%	1.6%	0.8%	0.1%
LA Total	69.7%	25.2%	3.1%	1.5%	0.5%

Seat Belt Use by Troop

Troop	Estimate	STD Error	Diff 2018-2017	Troop
A-Baton Rouge	87.9%	0.6%	2.4%*	A-Baton Rouge
B-New Orleans	89.5%	0.5%	1.1%	B-New Orleans
C-Houma	90.4%	1.0%	0.0%	C-Houma
D-Calcasieu	89.2%	1.6%	-3.0%	D-Calcasieu
E-Natchitoches	80.6%	0.8%	-3.1%*	E-Natchitoches
F-Monroe	85.1%	1.2%	-2.2%	F-Monroe
G-Shreveport	84.6%	1.3%	-0.6%	G-Shreveport
I-Lafayette	88.4%	1.3%	2.0%	I-Lafayette
L-Hammond	90.8%	1.1%	0.9%	L-Hammond

Belt Use by Parish

1. Union
2. Assumption
3. Washington
4. Rapides
5. De Soto

Union and Washington had large increases in belt use in 2018. Assumption Rapides and DeSoto stayed low in 2018.

Parish	OCCUPANTS-2018	OCCUPANTS-2017	OCCUPANTS-2016	OCCUPANTS-2015	OCCUPANTS-2014	5-Year Average
Lafourche	94.4%	94.9%	94.3%	94.8%	87.7%	93.2%
Terrebonne	94.0%	93.6%	95.7%	90.0%	92.8%	93.2%
Beauregard	93.2%	96.2%	91.0%	90.9%	91.0%	92.5%
Jefferson Davis	89.7%	92.5%	93.5%	92.5%	89.2%	91.5%
St. Tammany	94.4%	92.6%	86.4%	87.9%	88.7%	90.0%
St. Charles	93.5%	92.4%	93.0%	83.1%	87.5%	89.9%
Calcasieu	92.6%	93.8%	93.4%	78.9%	88.3%	89.4%
Vermilion	93.8%	88.2%	89.4%	91.5%	83.2%	89.2%
Ascension	90.0%	87.4%	88.2%	91.3%	87.4%	88.9%
St. Landry	91.1%	86.8%	89.2%	88.9%	87.5%	88.7%
Pointe Coupee	92.0%	92.2%	92.4%	83.4%	83.0%	88.6%
St. Martin	89.5%	86.5%	92.1%	86.7%	85.4%	88.0%
Bossier	85.2%	86.9%	87.0%	89.6%	91.2%	88.0%
Evangeline	89.0%	86.7%	88.0%	93.6%	82.6%	88.0%
Caddo	84.7%	87.0%	88.9%	89.5%	87.6%	87.5%
Vernon	85.4%	87.3%	86.6%	84.5%	93.2%	87.4%
East Baton Rouge	89.3%	88.7%	89.2%	83.3%	85.2%	87.2%
Lincoln	87.5%	89.4%	88.7%	87.1%	81.8%	86.9%
Jefferson	89.5%	90.0%	88.5%	83.6%	80.7%	86.5%
Acadia	87.8%	93.2%	87.5%	82.0%	81.8%	86.4%
Lafayette	91.5%	87.6%	89.0%	78.7%	84.1%	86.2%
Livingston	89.3%	89.1%	85.8%	82.1%	82.6%	85.8%
West Baton Rouge	91.0%	86.3%	82.9%	79.9%	85.7%	85.1%
St. Mary	90.0%	91.5%	82.0%	82.6%	79.6%	85.1%
St. James	91.5%	84.6%	80.1%	82.3%	86.3%	85.0%
Tangipahoa	87.8%	87.1%	82.3%	81.9%	82.1%	84.3%
Ouachita	85.1%	87.9%	87.1%	83.9%	76.9%	84.2%
Natchitoches	83.8%	87.4%	85.5%	81.5%	81.7%	84.0%
Orleans	91.8%	89.0%	90.1%	75.5%	72.2%	83.7%
De Soto	75.9%	81.1%	92.1%	86.3%	82.8%	83.7%
Assumption	75.8%	77.4%	83.9%	94.5%	86.3%	83.6%
Iberville	77.4%	83.1%	87.1%	80.0%	87.1%	82.9%
Washington	95.5%	79.3%	76.9%	77.3%	82.6%	82.3%
Sabine	73.7%	83.6%	85.9%	86.2%	79.5%	81.8%
Iberia	88.8%	88.3%	84.0%	68.8%	79.0%	81.8%
St. John	87.1%	86.4%	82.2%	76.0%	69.2%	80.2%
Rapides	78.9%	80.9%	82.0%	87.5%	68.7%	79.6%
Union	90.8%	75.8%	76.2%	86.0%	59.2%	77.6%

	Driver		Passenger		All Occupants		
	Estimate	STDError	Estimate	STDError	Estimate	STDError	Diff from Past Year
Sex							
Male	83.9%	0.6%	83.1%	1.5%	83.8%	0.6%	-0.3%
Female	90.7%	0.6%	90.8%	0.8%	90.7%	0.5%	0.0%
Race							
White	87.4%	0.5%	89.5%	0.9%	87.8%	0.5%	-0.4%
Black	84.3%	0.8%	81.3%	1.9%	83.8%	0.8%	0.0%
Hispanic	91.0%	1.0%	86.4%	1.7%	89.9%	1.8%	3.7%
Other	95.1%	0.9%	95.4%	0.5%	95.2%	1.1%	6.0%
Vehicle Type							
Car	88.7%	0.6%	89.5%	1.1%	88.8%	0.6%	0.2%
Pick-up	81.3%	0.9%	81.3%	2.0%	81.3%	0.8%	-0.4%
SUV	89.9%	0.7%	90.5%	1.2%	90.0%	0.7%	-0.1%
Van	90.5%	1.7%	88.1%	3.9%	89.9%	1.6%	-2.1%

No statistically significant change.

Road Type and Vehicle Type

Road Type	Estimate	STD Error	Diff 2018-2017
Interstate	90.1%	0.4%	1.1%
US & State	87.1%	0.2%	-0.3%
Local Road	86.0%	0.9%	-0.2%

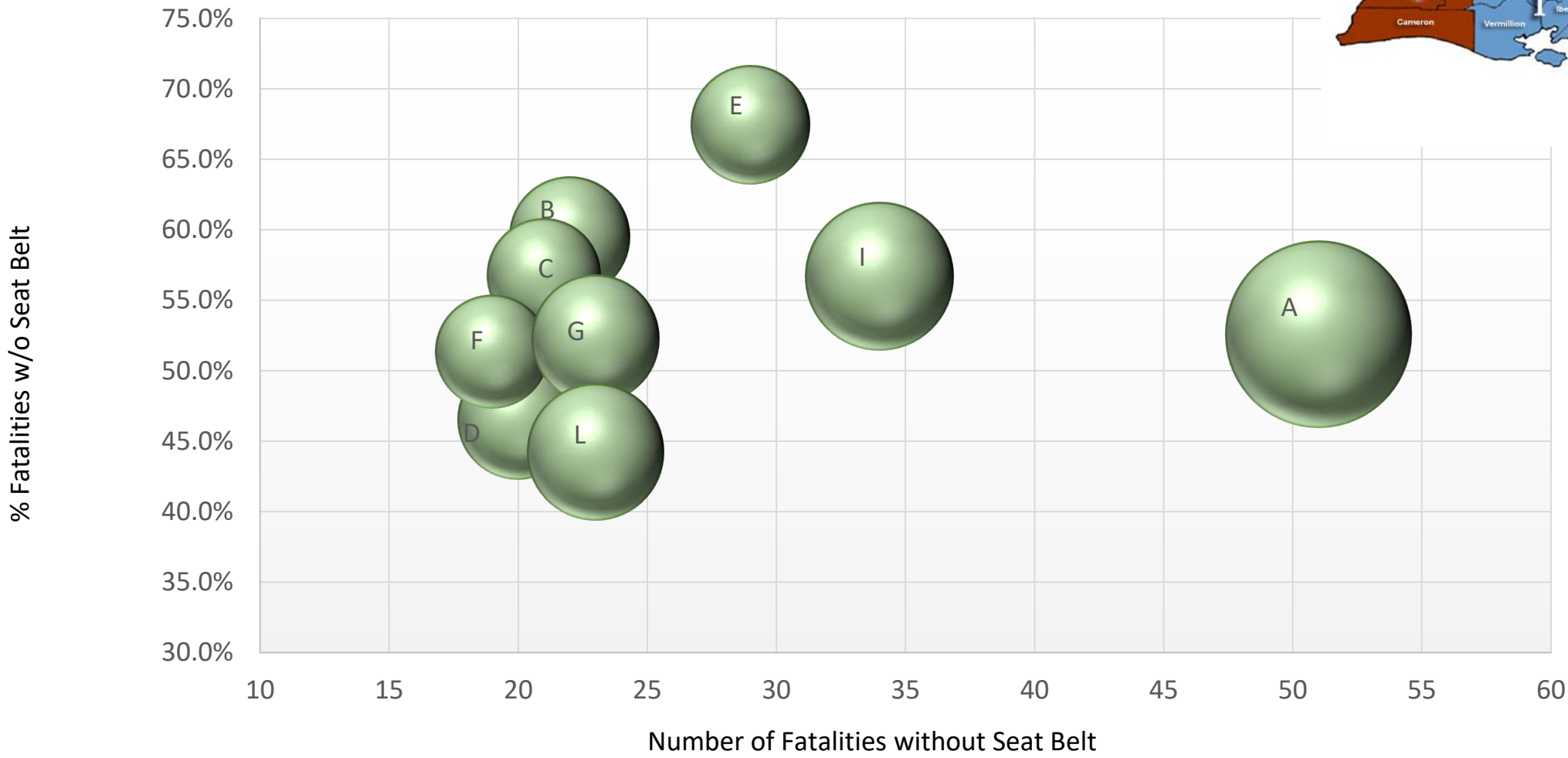
Pickup truck belt use is the lowest in the three northern regions.

Region	CAR	STD Error	PICKUP	STD Error	SUV	STD Error	VAN	STD Error
1-New Orleans	92.1%	0.5%	86.9%	1.2%	93.2%	0.6%	91.7%	2.8%
2-Baton Rouge	88.1%	1.0%	83.5%	1.5%	91.2%	1.2%	93.7%	1.2%
3-Houma	89.8%	1.2%	85.8%	1.6%	93.6%	1.3%	85.9%	4.9%
4-Lafayette	87.4%	2.4%	85.9%	1.8%	91.7%	1.9%	94.2%	3.2%
5-Lake Charles	92.8%	1.9%	87.2%	2.6%	88.3%	4.0%	90.7%	5.6%
6-Alexandria	85.2%	0.9%	75.2%	1.3%	83.2%	1.3%	83.9%	2.6%
7-Shreveport	87.5%	1.0%	75.5%	2.2%	85.3%	1.9%	96.3%	1.2%
8-Monroe	89.0%	2.2%	76.2%	2.9%	92.8%	1.6%	79.3%	7.0%
LA total	88.8%	0.6%	81.3%	0.8%	90.0%	0.7%	89.9%	1.6%

Rear Seat Belt Use

	Auto	Pickup	SUV	Van	Total
Rear Seat 2008	27.30%	12.50%	31.30%	29.40%	27.20%
Rear Seat 2010	50.00%	47.80%	77.20%	90.70%	58.40%
Rear Seat 2011	46.00%	40.30%	71.40%	93.60%	53.80%
Rear Seat 2013	50.88%	46.97%	67.09%	62.30%	54.84%
Rear Seat 2014	48.76%	42.39%	69.31%	77.36%	54.92%
Rear Seat 2015	67.85%	55.12%	80.53%	79.22%	68.86%
Rear Seat 2016	70.92%	45.83%	80.52%	84.09%	68.83%
Rear Seat 2017	65.75%	50.00%	71.22%	77.78%	65.61%
Rear Seat 2018	61.97%	57.58%	73.91%	89.47%	65.53%

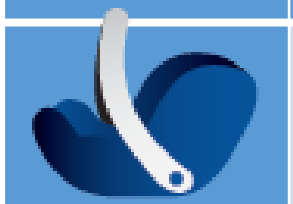
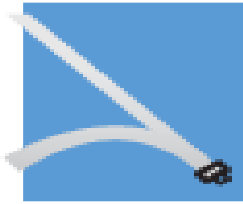
Unbelted Fatalities: Percentage versus number of fatalities



Child Occupant Protection

	Age Group	Ages	Weight	Facing	Restraint Device	
	Infant	< 1	< 20 pounds	rear-facing	infant seat	
	1 - 3	1, 2, 3	20-39 pounds	forward-facing	child safety seat (with internal harness)	
	4 - 5	4, 5	40-59 pounds	(not specified)	belt positioning booster seat (backless or high-backed)	
	6 - 12	6, 7, 8, 9, 10, 11, 12	60 or more pounds	(not specified)	child booster seat or safety belt	

2018 Child Occupant Protection Survey

		Age < 1 (n=107)	Age 1-3 (n=341)	Age 4-5 (n=330)	Age 6-12 (n=978)
	Rear-Facing Carrier	94.4% (n=101)	7.0% (n=24)	0% (n=0)	0% (n=0)
	Forward-Facing Carrier	4.7% (n=5)	80.1% (n=273)	2.4% (n=8)	0.1% (n=1)
	Booster Seat	0% (n=0)	0.3% (n=1)	56.3% (n=186)	0.4% (n=4)
	Vehicle Safety Belt	0% (n=0)	0.6% (n=2)	17.3% (n=57)	87.9% (n=860)
	No Restraint Used	0.9% (n=1)	12.0% (n=41)	23.9% (n=79)	11.6% (n=113)

2018 Child Safety by Region

52.2% (n=13)
But 43.8% in 2017.

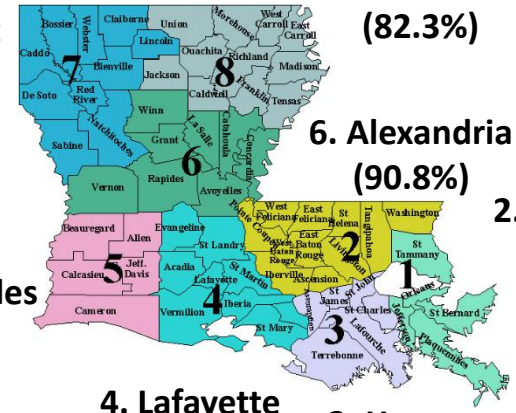
Regions	Age < 1	Age 1 - 3	Age 4 - 5	Age 6 - 12	Age <6	Age <13	Error Age <6	Error Age <13
1. New Orleans	100.0%	95.3%	89.2%	90.6%	93.8%	91.8%	2.1%	2.5%
2. Baton Rouge	100.0%	93.4%	84.9%	85.5%	90.7%	87.4%	3.0%	2.3%
3. Houma/Thibodaux	100.0%	83.6%	80.8%	87.8%	85.4%	86.9%	3.1%	2.5%
4. Lafayette	100.0%	97.0%	52.2%	93.4%	81.1%	88.9%	3.1%	1.7%
5. Lake Charles	100.0%	100.0%	78.8%	89.2%	92.3%	90.3%	7.2%	3.1%
6. Alexandria	100.0%	95.5%	76.2%	91.9%	89.0%	90.8%	3.6%	2.2%
7. Shreveport	98.1%	77.0%	71.1%	80.4%	78.7%	79.8%	3.9%	3.1%
8. Monroe	100.0%	79.5%	74.7%	83.2%	80.7%	82.3%	3.0%	3.3%
Statewide	99.8%	91.3%	77.7%	88.1%	87.6%	87.9%	1.2%	1.0%
Error	0.2%	1.7%	2.4%	1.4%	1.2%	1.0%		

2018 Child Restraint Usage Estimates by Troop

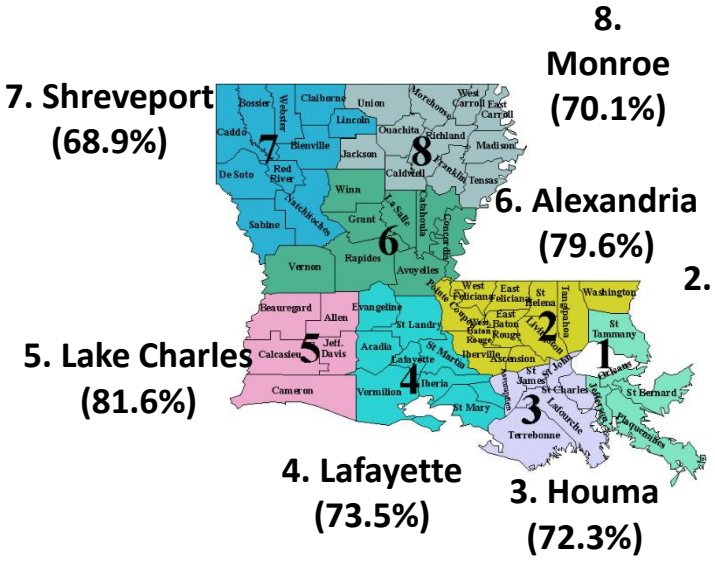
Troop Region	Age < 1	Age 1 - 3	Age 4 - 5	Age 6 - 12	Age < 6	Age < 13	Standard Error Age <6	Standard Error Age <13
A (Baton Rouge)	100.0%	96.6%	81.5%	85.5%	90.8%	87.4%	2.1%	2.5%
B (New Orleans)	100.0%	92.1%	88.3%	88.0%	92.2%	89.5%	3.0%	2.3%
C (Houma)	100.0%	90.3%	84.9%	93.9%	90.0%	92.4%	3.1%	2.5%
D (Lake Charles)	100.0%	100.0%	78.8%	89.2%	92.3%	90.3%	3.1%	1.7%
E (Alexandria)	100.0%	95.5%	76.2%	91.9%	89.0%	90.8%	7.2%	3.1%
F (Monroe)	100.0%	79.5%	74.7%	83.2%	80.7%	82.3%	3.6%	2.2%
G (Shreveport)	98.1%	77.0%	71.1%	80.4%	78.7%	79.8%	3.9%	3.1%
I (Lafayette)	100.0%	97.0%	52.2%	93.4%	81.1%	88.9%	3.0%	3.3%
L (Hammond)	100.0%	91.3%	93.4%	93.1%	93.4%	93.2%	3.0%	3.3%
Standard Error	0.2%	1.7%	2.4%	1.4%	1.2%	1.0%		

2018 Child Restraint Usage v. 5-Year Average

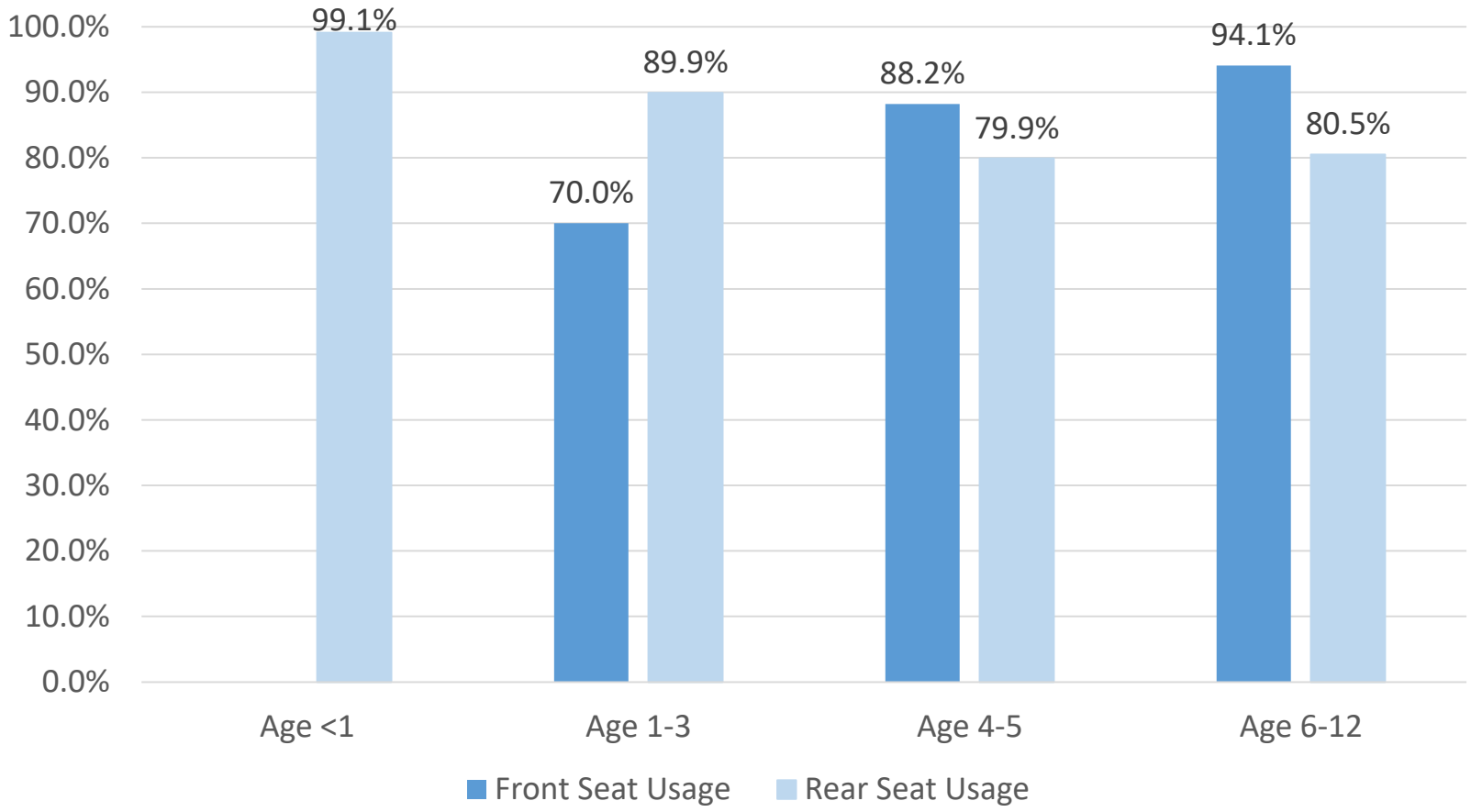
2018 Child Restraint Usage (Age < 13) per Region



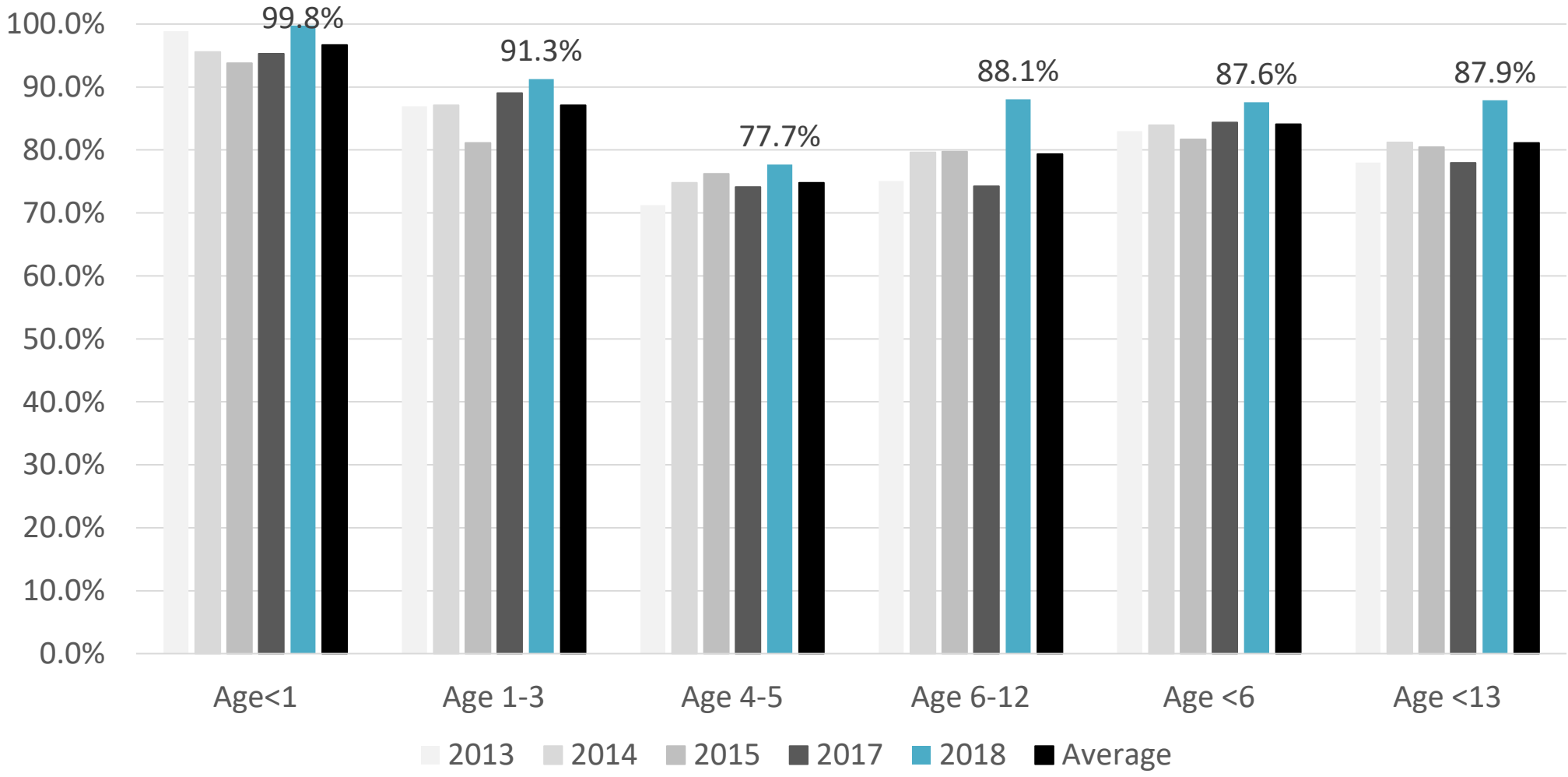
Five-year Average Child Restraint Usage (Age < 13) per Region



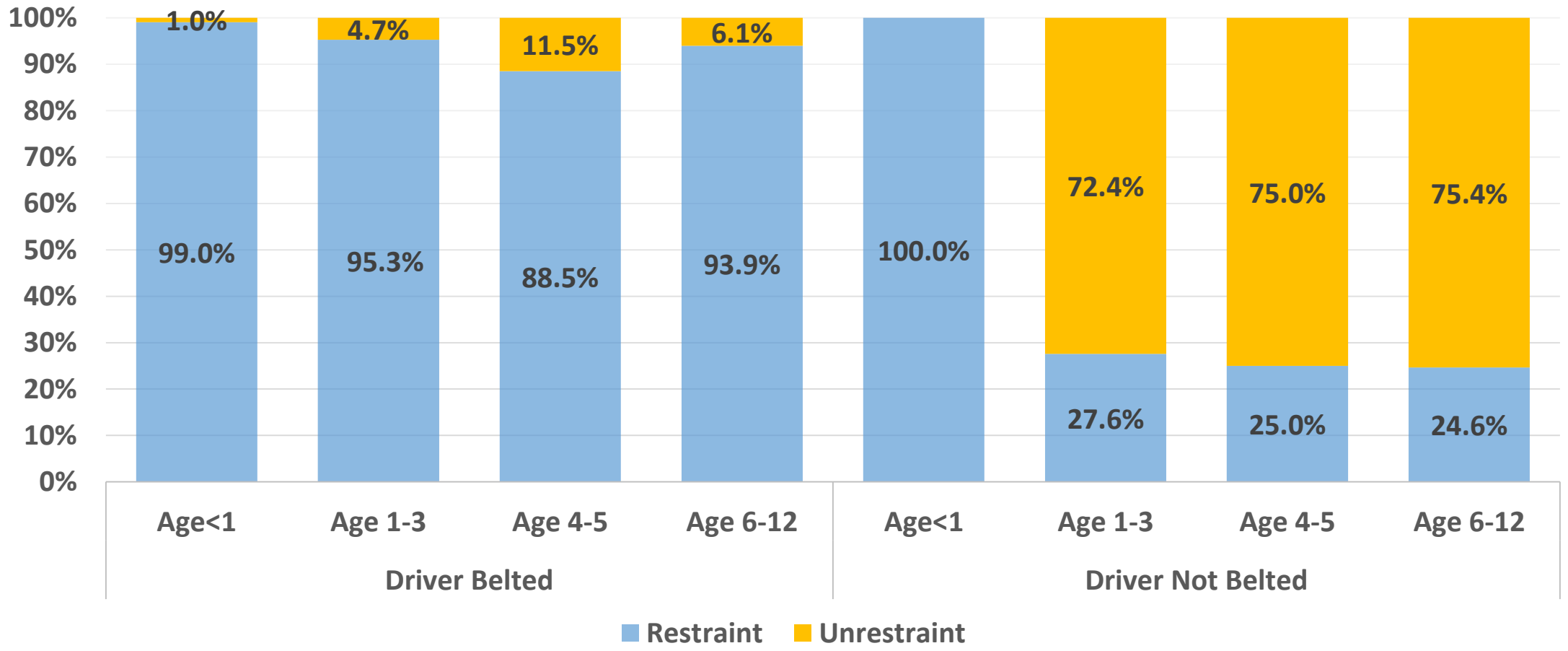
Child Occupant Protection by Seating Position



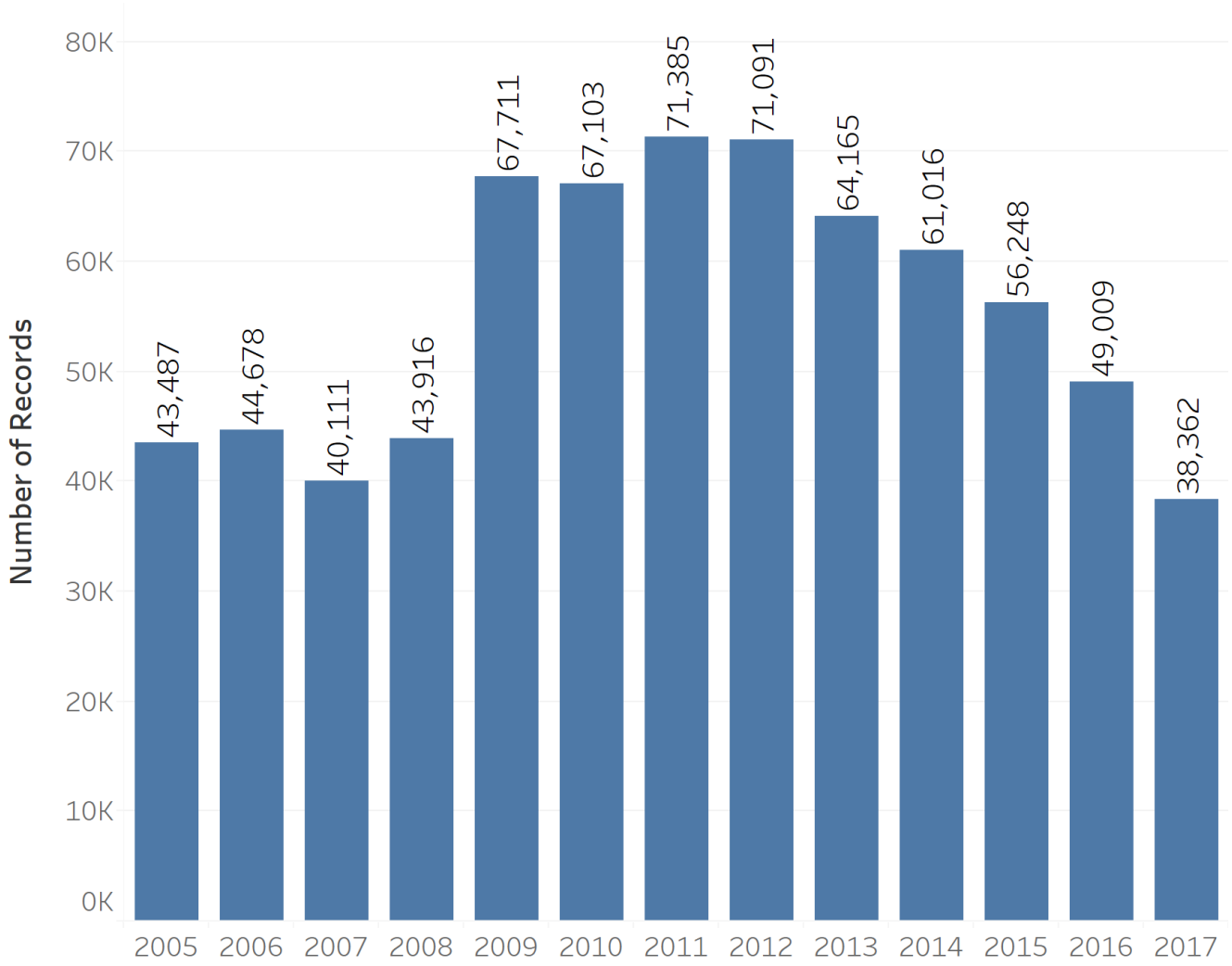
Child Occupant Protection by Year and Age Group



CHILD RESTRAINT USAGE ESTIMATE BY AGE GROUP AND DRIVER BELT USE



OMV Recorded Seat Belt Violations have been trending down since 2013.

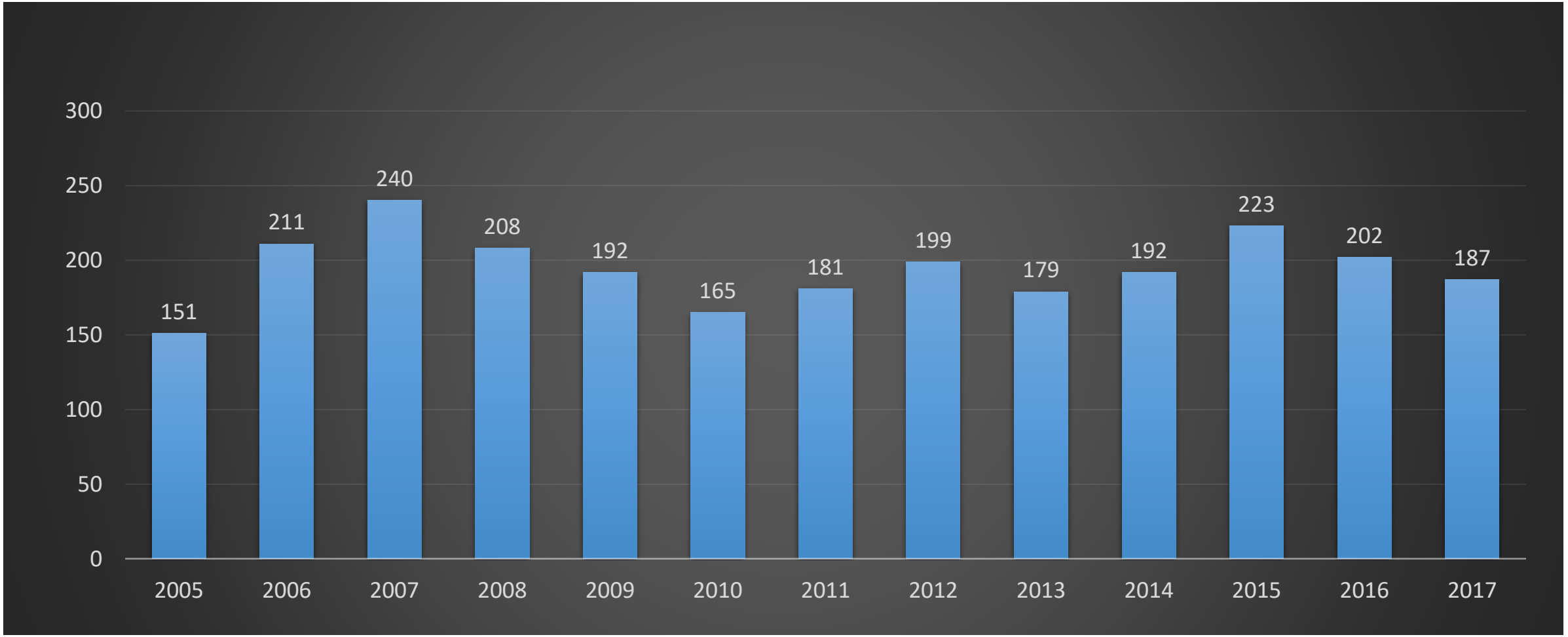


Drinking and Driving

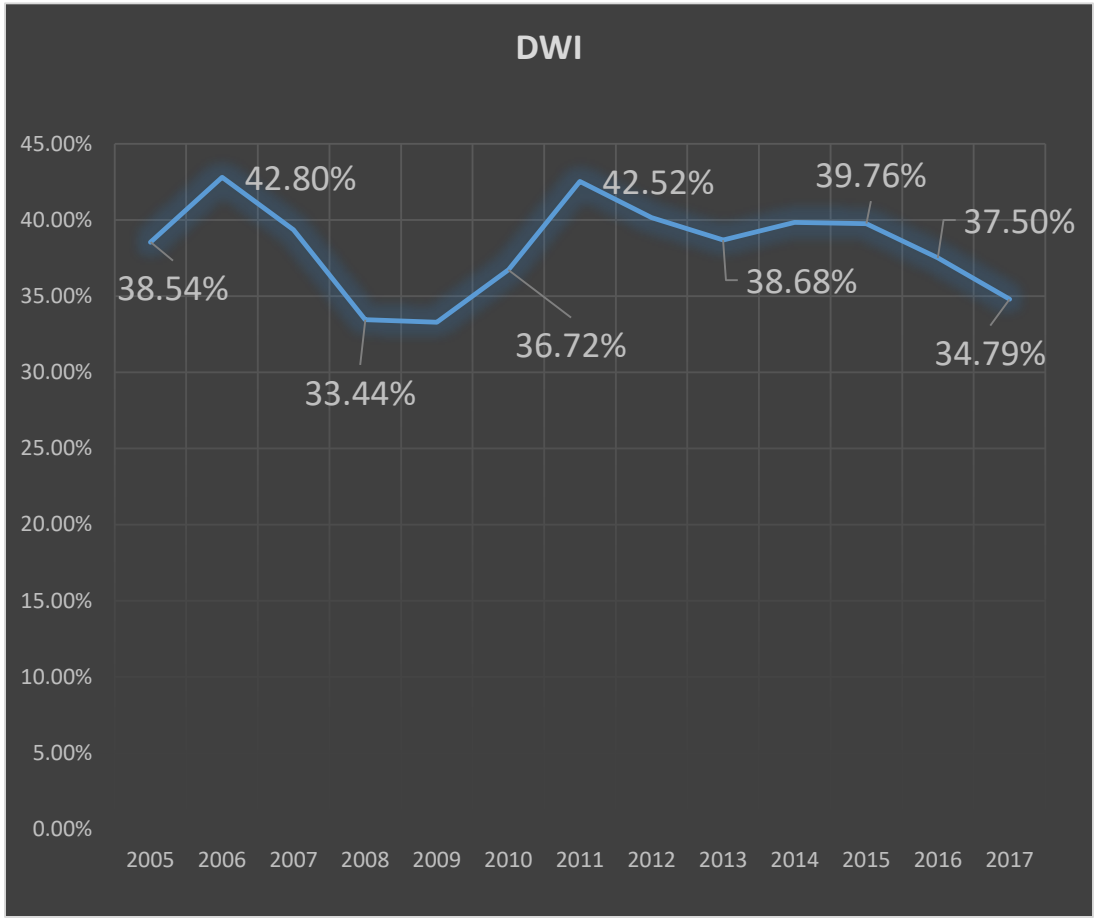
DWI Task Force: 1 in 4 La. residents drives drunk or high

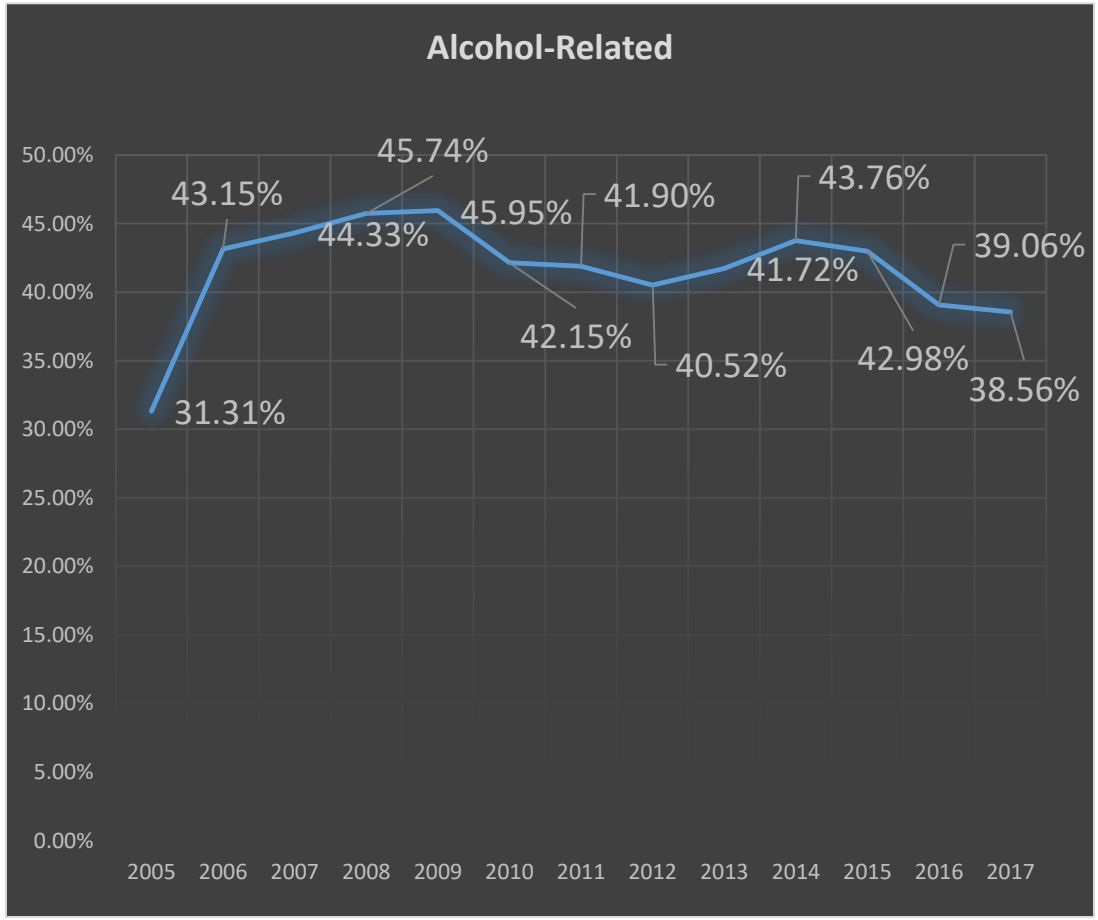
YEAR	BAC 0		PENDING AND ALCOHOL USE UNKOWN		NOT TESTED AND ALCOHOL USE UNKOWN		UNKNOWN		KNOWN BAC > 0		TEST REFUSED	TOTAL
	DRIVERS	%	DRIVERS	%	DRIVERS	%	DRIVERS	%	DRIVERS	%	DRIVERS	DRIVERS
ALL DRIVERS												
2012	498	50.2%	85	8.6%	166	16.7%	34	3.4%	208	21.0%	1	992
2013	531	53.0%	34	3.4%	199	19.9%	16	1.6%	222	22.2%	0	1,002
2014	498	50.1%	39	3.9%	222	22.3%	13	1.3%	223	22.4%	0	995
2015	584	53.4%	18	1.6%	223	20.4%	15	1.4%	253	23.1%	0	1,093
2016	585	51.7%	3	0.3%	305	27.0%	9	0.8%	228	20.2%	1	1,131
2017	601	53.8%	1	0.1%	289	25.9%	0	0.0%	225	20.1%	1	1,117
DIFFERENCE - ALL DRIVERS												
1 YEAR	2.7%	2.1%	-66.7%	-0.2%	-5.2%	-1.1%	-100.0%	-0.8%	-1.3%	0.0%	0.0%	-1.2%
5 YEAR	20.7%	3.6%	-98.8%	-8.5%	74.1%	9.1%	-100.0%	-3.4%	8.2%	-0.8%	0.0%	12.6%
AVERAGE	11.5%	2.1%	-97.2%	-3.5%	29.6%	4.6%	-100.0%	-1.7%	-0.8%	-1.6%	150.0%	7.1%
FATALITIES												
2012	198	43.2%	58	12.7%	39	8.5%	20	4.4%	143	31.2%	0	458
2013	239	48.8%	20	4.1%	58	11.8%	11	2.2%	162	33.1%	0	490
2014	207	42.2%	30	6.1%	75	15.3%	12	2.4%	167	34.0%	0	491
2015	245	46.9%	16	3.1%	71	13.6%	6	1.1%	184	35.2%	0	522
2016	247	50.2%	1	0.2%	74	15.0%	3	.6%	167	33.9%	0	492
2017	277	53.3%	1	0.2%	69	13.3%	0	.0%	173	33.3%	0	520
DIFFERENCE - FATAL DRIVERS												
1 YEAR	12.1%	3.1%	0.0%	0.0%	-6.8%	-1.8%	-100.0%	-0.6%	3.6%	-0.7%		5.7%
5 YEAR	39.9%	10.0%	-98.3%	-12.5%	76.9%	4.8%	-100.0%	-4.4%	21.0%	2.0%		13.5%
AVERAGE	21.9%	7.0%	-96.0%	-5.0%	8.8%	0.4%	-100.0%	-2.2%	5.1%	-0.2%		6.0%

Fatalities in Crashes with BAC>=0.08

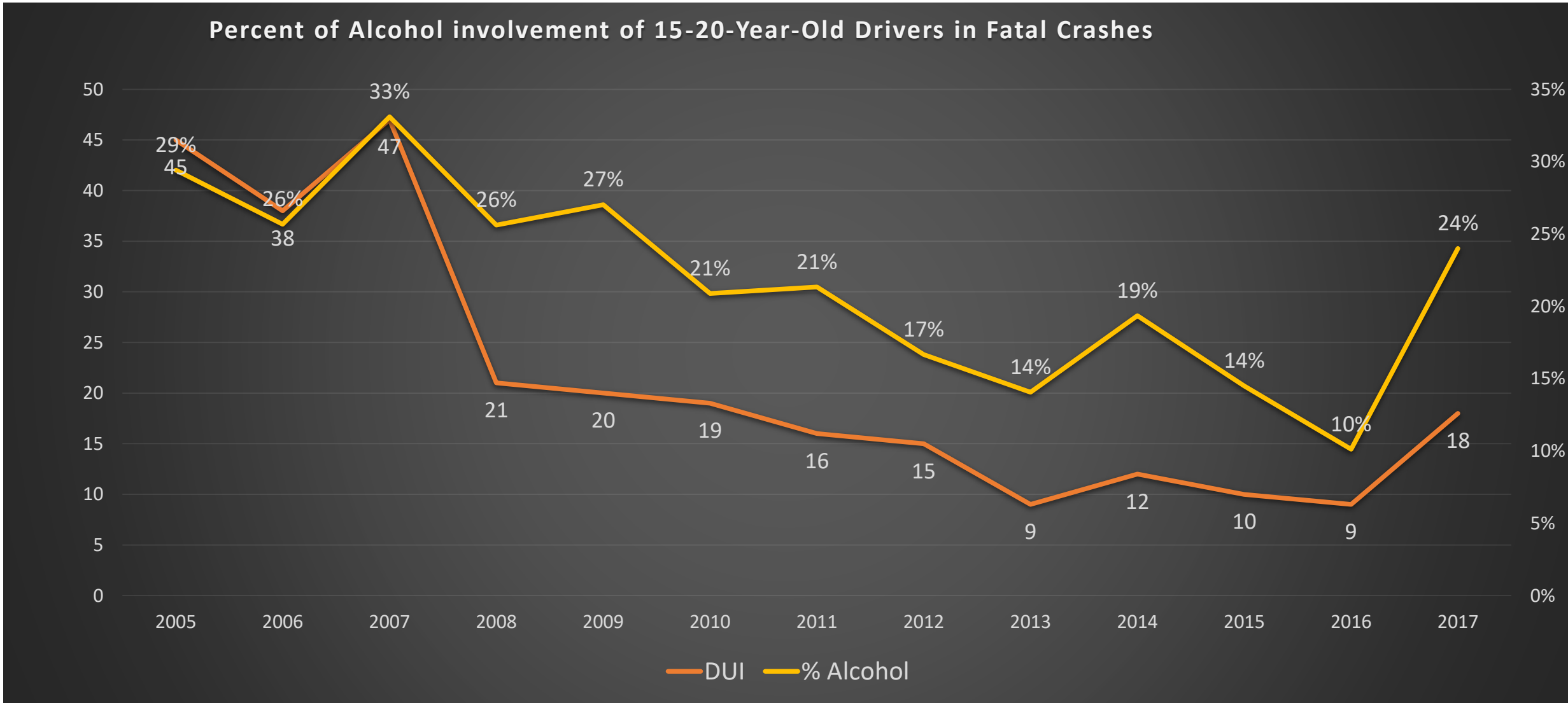


DWI Fatalities (>0.08) & Alcohol-Related

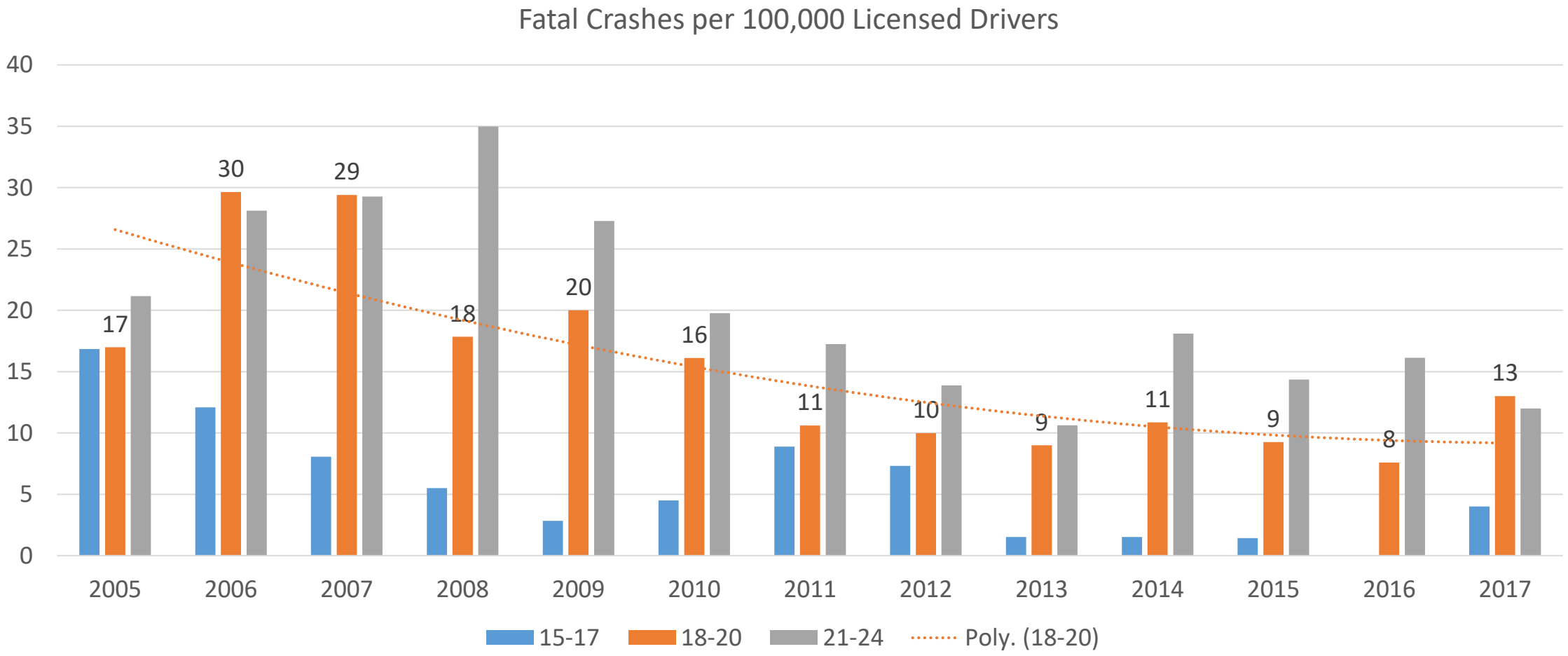




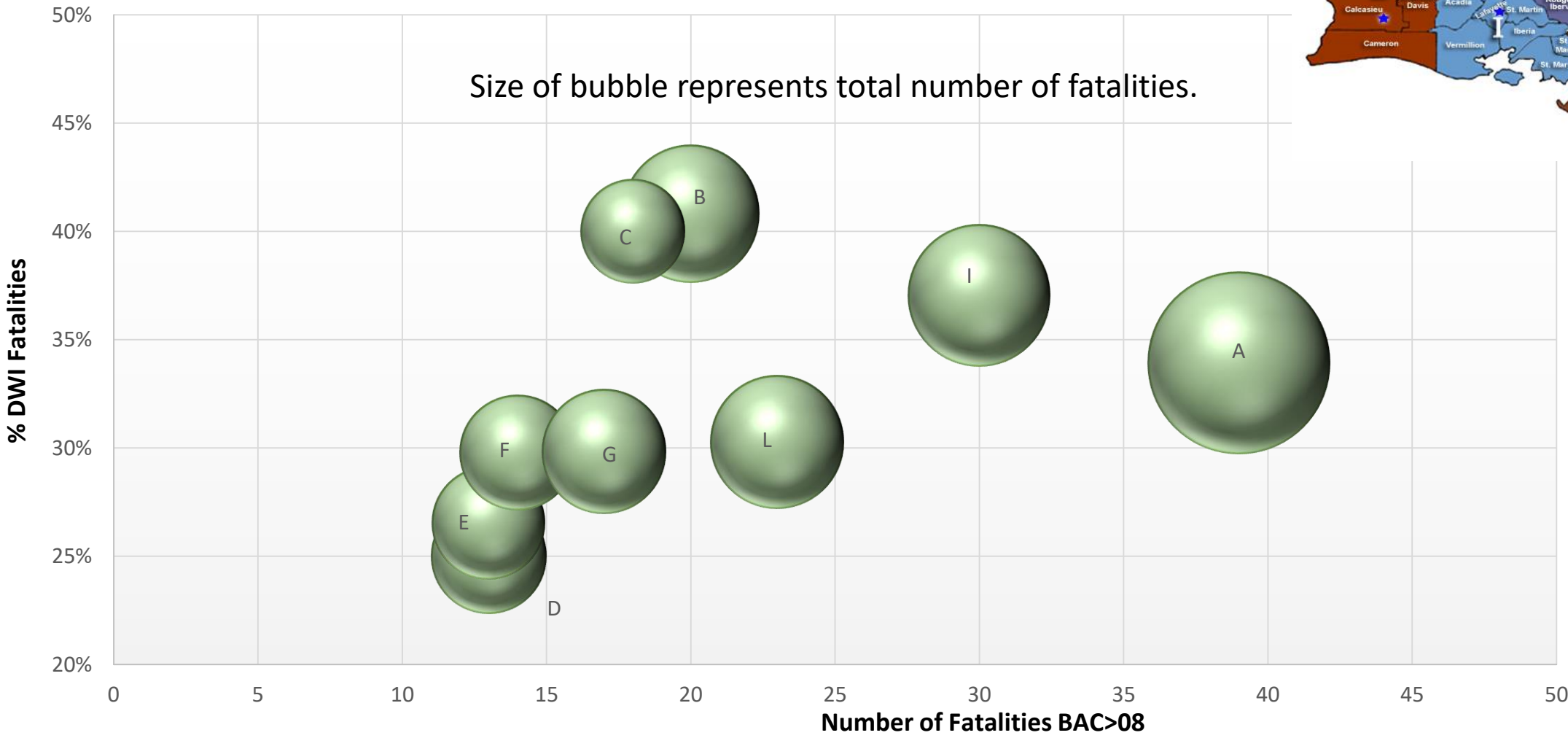
Fatalities Underage DUI



Youth Drivers and Alcohol Involvement

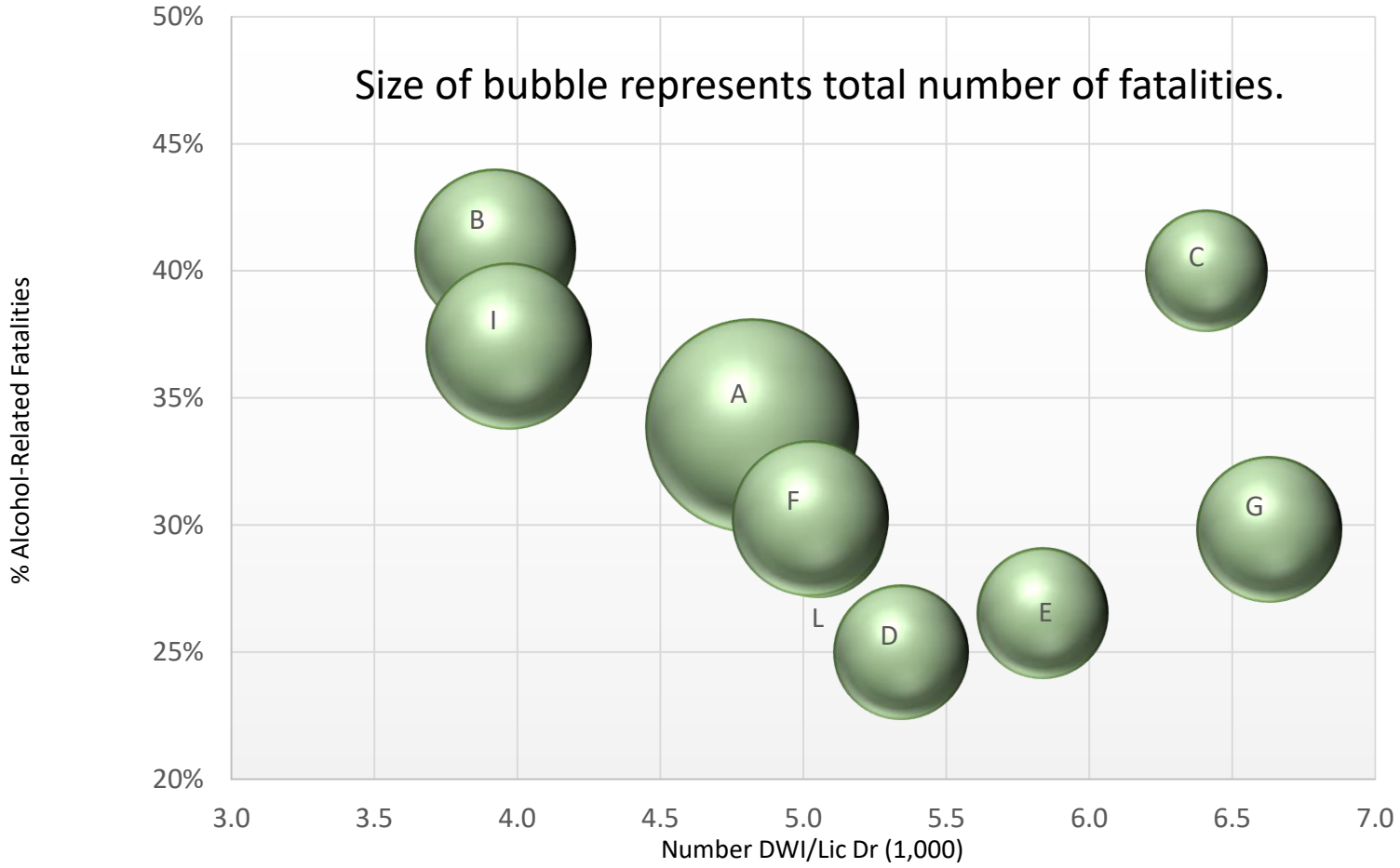


DWI Fatalities and % DWI Fatalities Involving of BAC>=0.08 by Troop Area

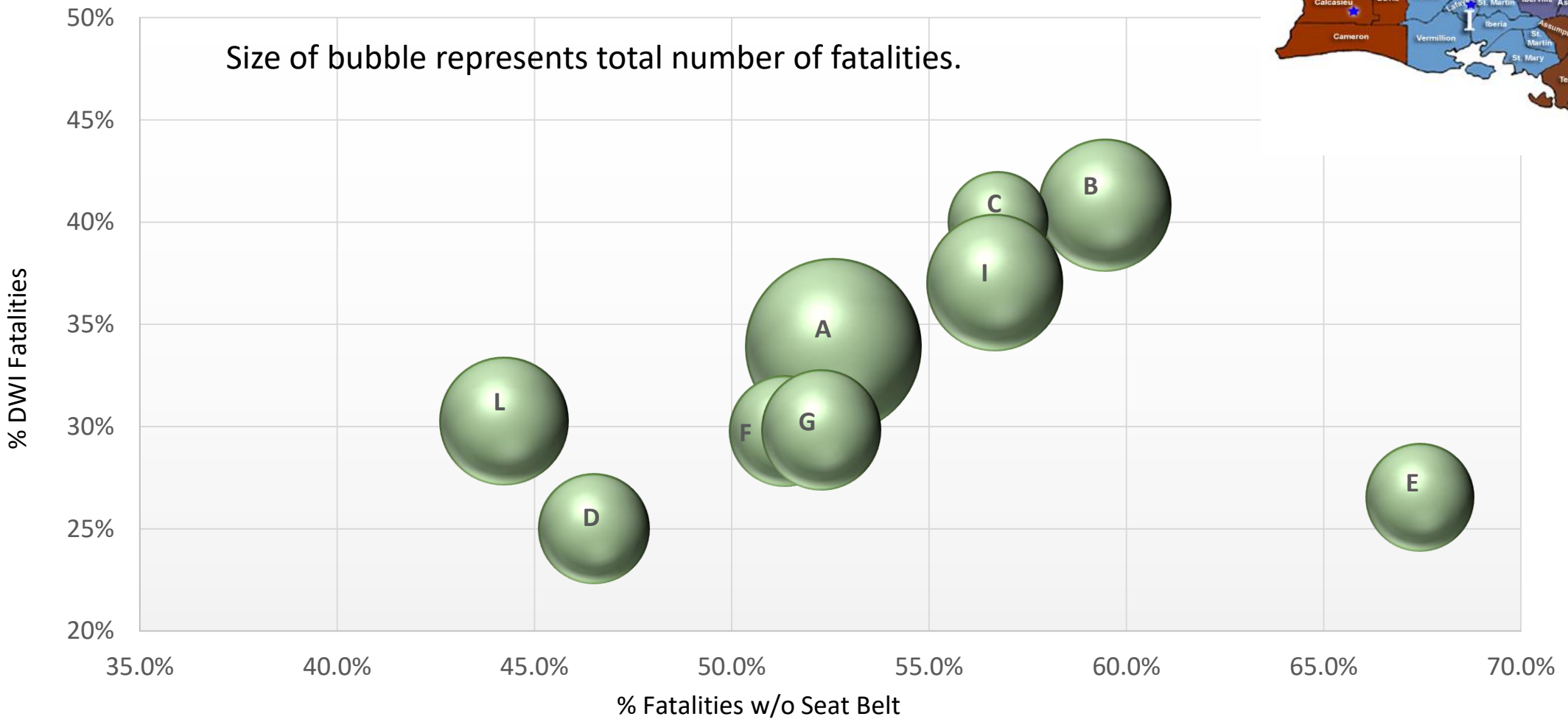


HIGHWAY SAFETY RESEARCH GROUP

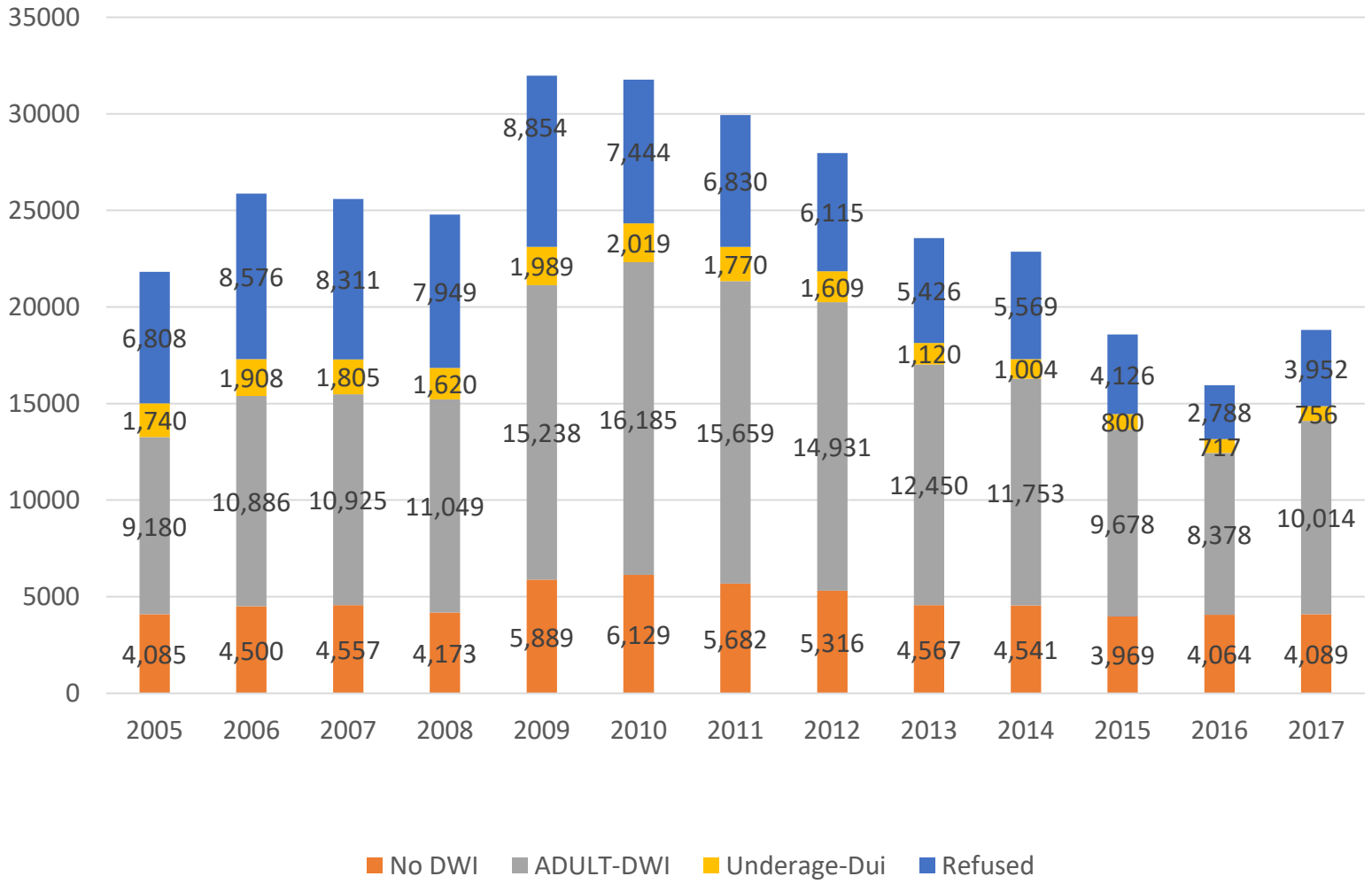
DWI Fatalities & DWI Arrests by Troop Area



Fatalities: DWI and Seat Belt Use



DWI Arrests



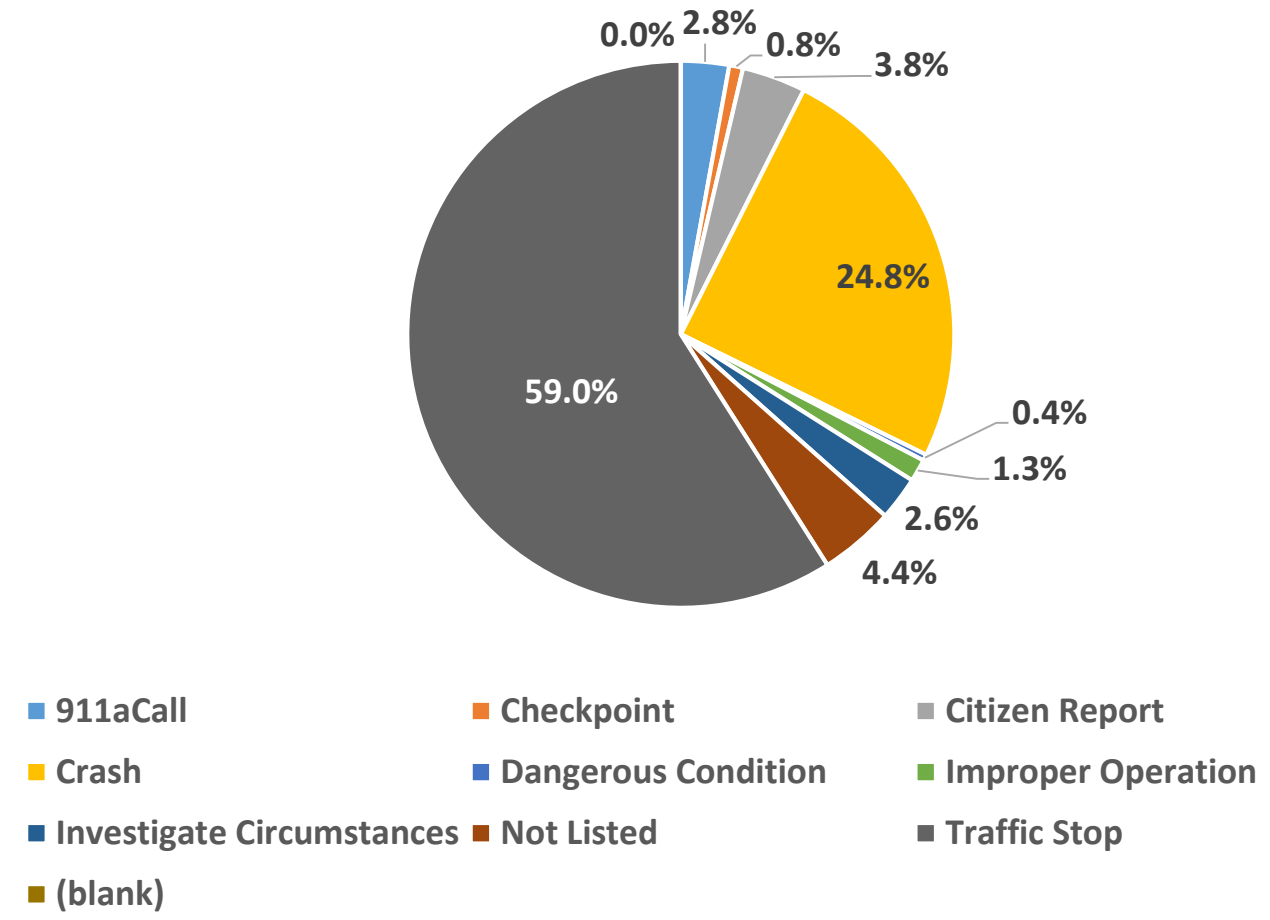
Rule of Thumb:

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

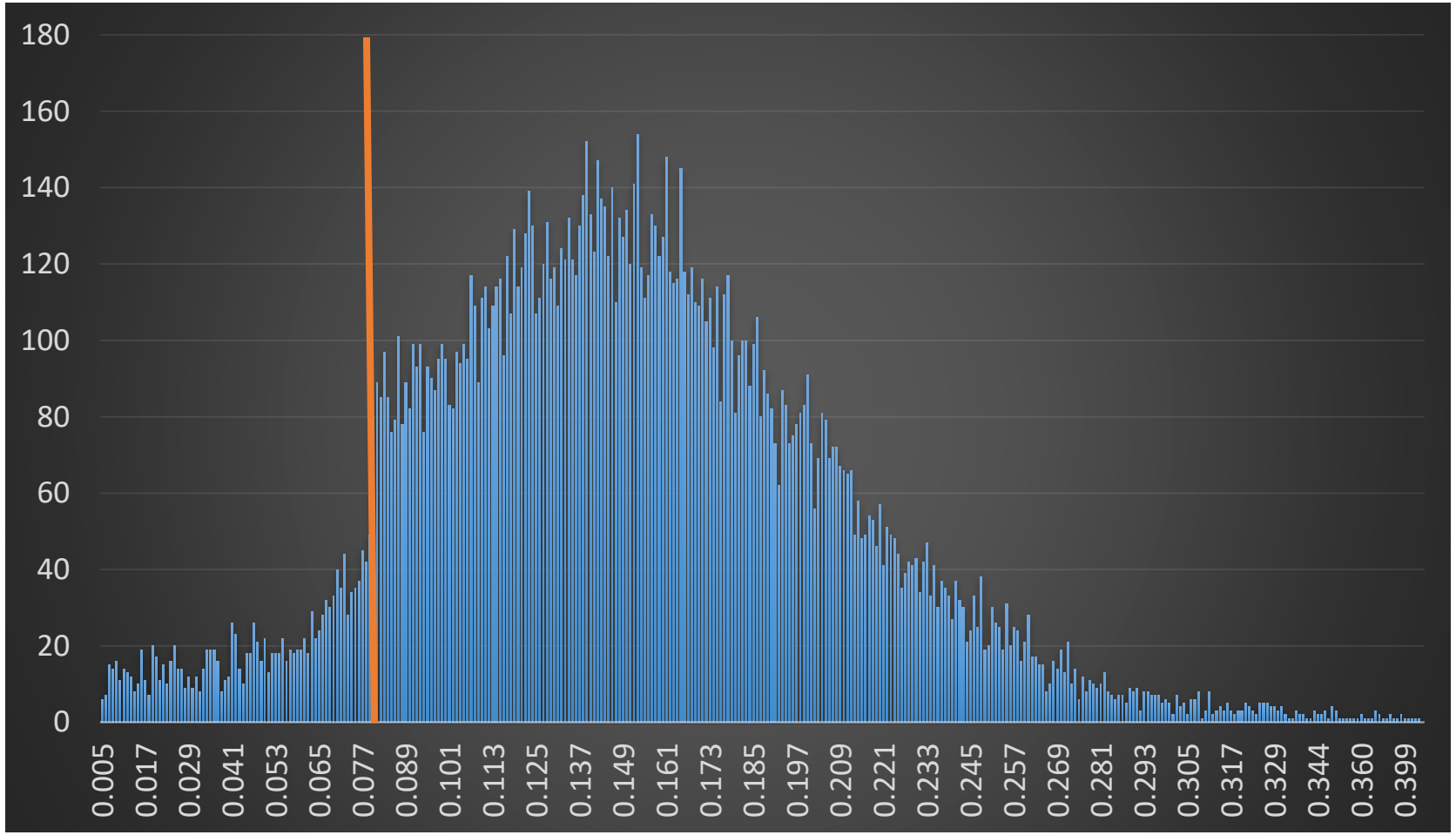
For every SFST conducted 3 fewer fatalities.

Source: Target of Opportunity Report.

LA Driving Records: Percent of Arrests by Type

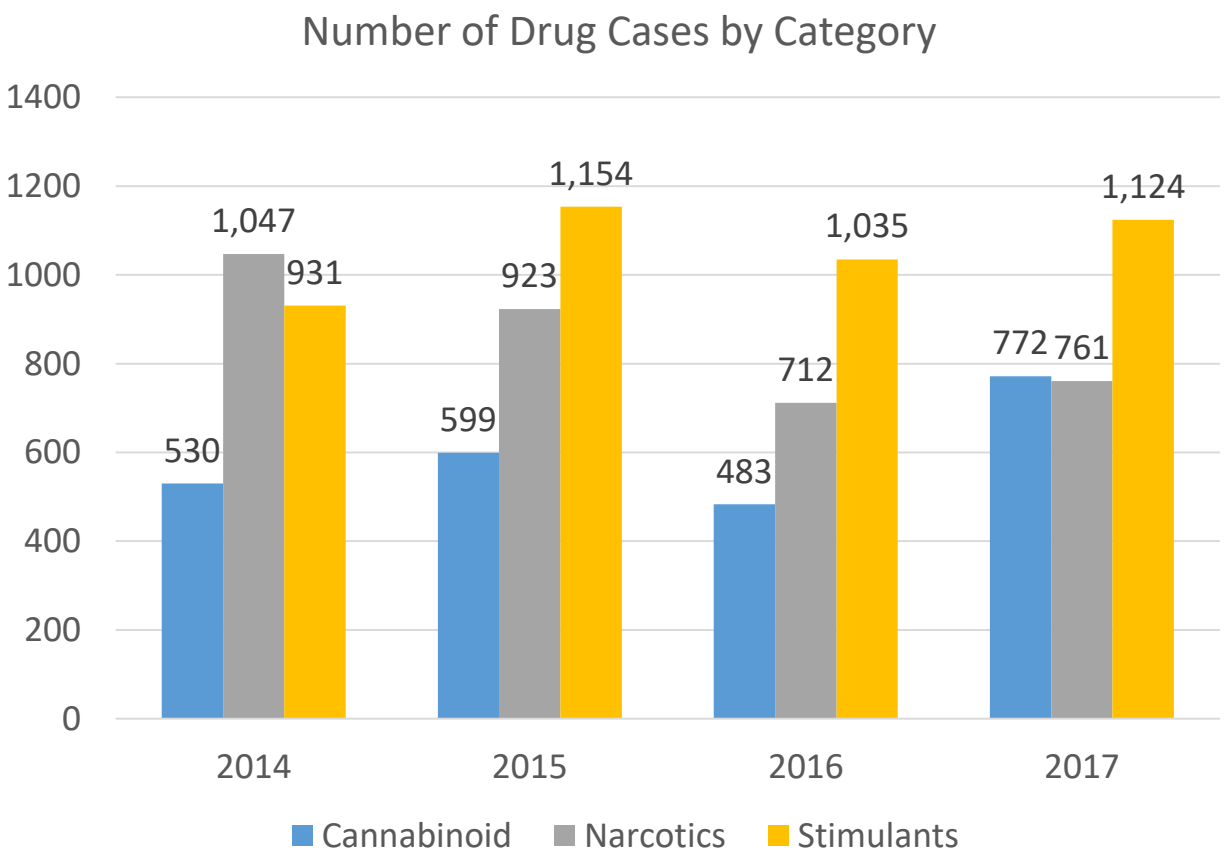


Distribution of BAC



- 27.5% Refused
- 10.5% BAC=0
- 77% Male
- Of those BAC>0
  - 8.3% had BAC<0.08
  - 48.4% had BAC>0.15
  - 17.9% had BAC>0.2

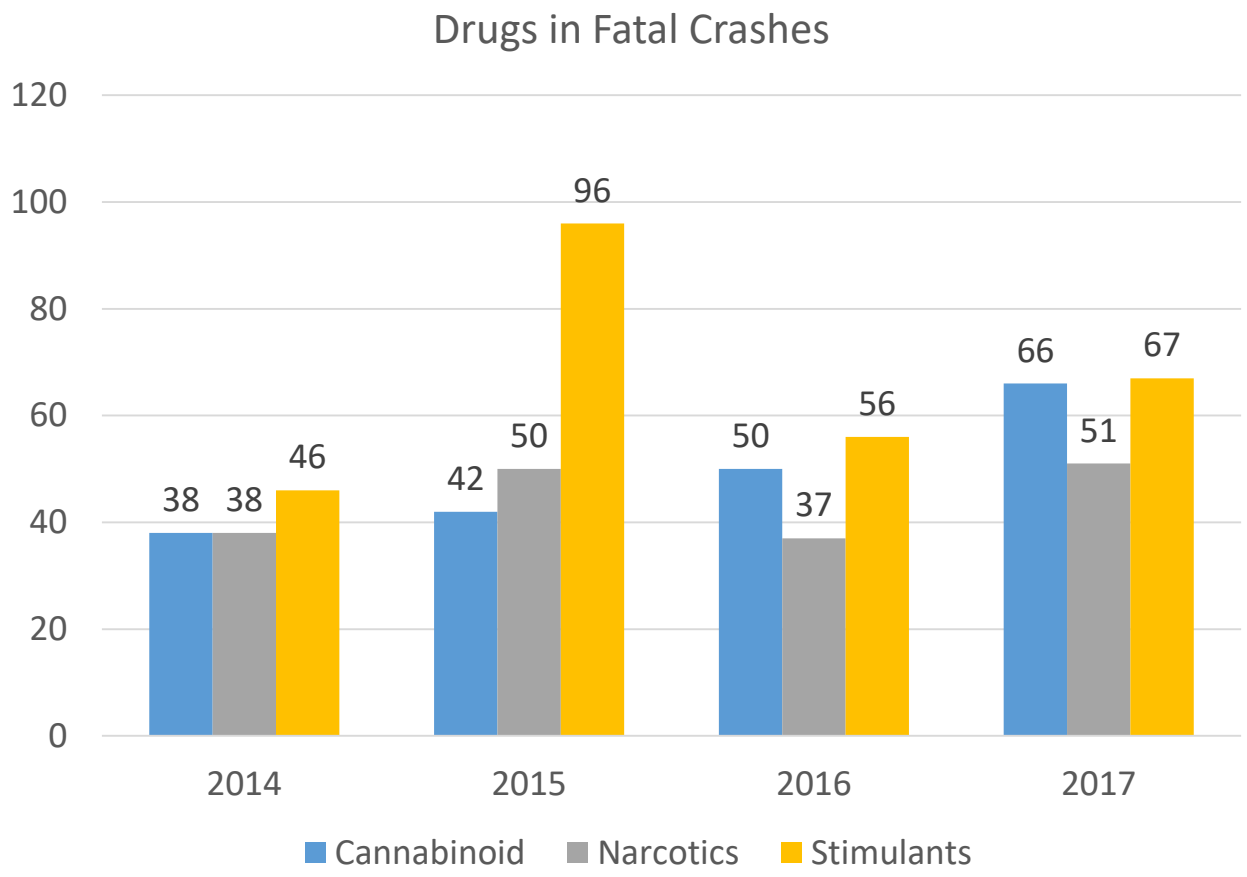
Drugged Driving



	Description			
Year	Crash Investigation	D.W.I	Fatality Crash	Hit & Run
2014	38	2,348	122	
2015	90	2,389	188	9
2016	54	2,027	143	6
2017	90	2,372	184	11

Cannabinoids have increased by 60% from 2016 to 2017.

Drugs in Fatal Crashes



Cannabinoids have increased by 32% from 2016 to 2017.

Driving Record Perspective

Minnesota man faces possibly his 28th DWI arrest

By FORUM NEWS SERVICE |
PUBLISHED: October 4, 2017 at 12:44 pm | UPDATED: October 4, 2017 at 5:53 pm

A western Minnesota man may be headed back to prison after being arrested for what is believed to be his 28th DWI.


Danny Lee Bettcher

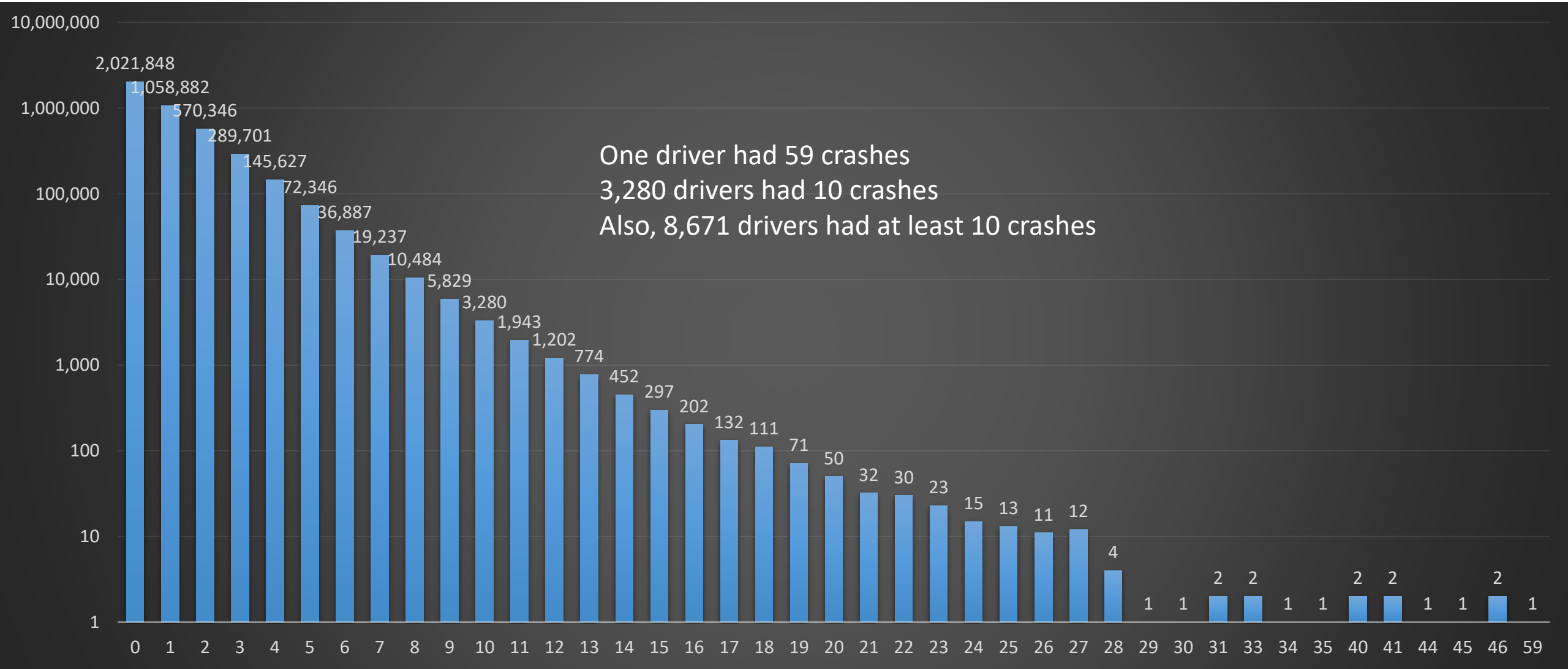
Danny Lee Bettcher, 64, of New York Mills was arrested Thursday, Sept. 28, after an off-duty officer spotted him drinking at a bar. Bettcher left the bar and was pulled over when an officer saw him swerving over the road while driving at 10-15 mph, according to charges.

Bettcher smelled of alcohol and had bloodshot, watery eyes, according to a criminal complaint. He initially refused to roll down the window and get out of the car and then berated the arresting officer.

The officer reported that Bettcher was stumbling and refused to do any tests, but said, “I am way over, take me to jail.”

Bettcher faces two felony counts for driving under the influence of alcohol and refusing to take a breath or chemical test.

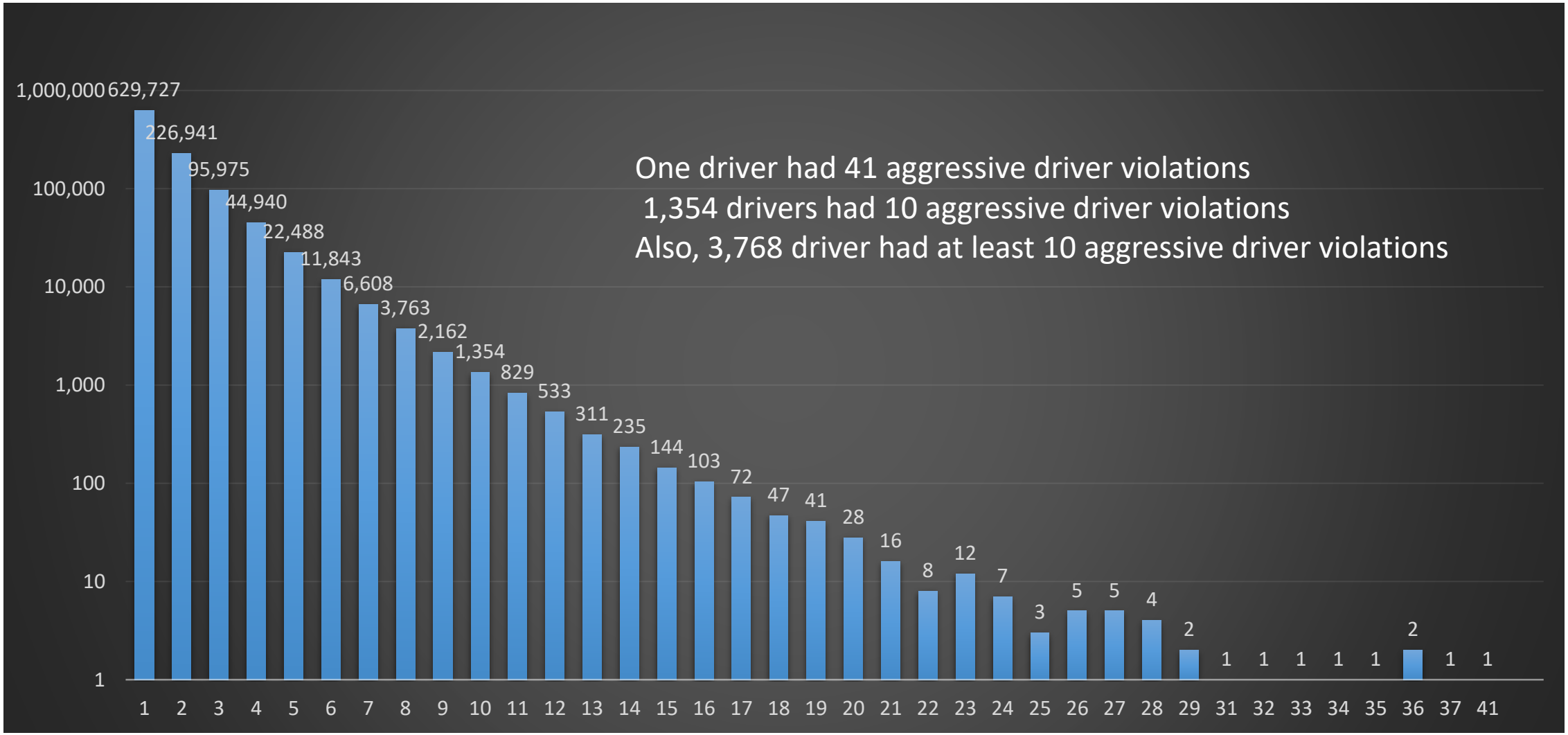
Number of Crashes



Aggressive Driving

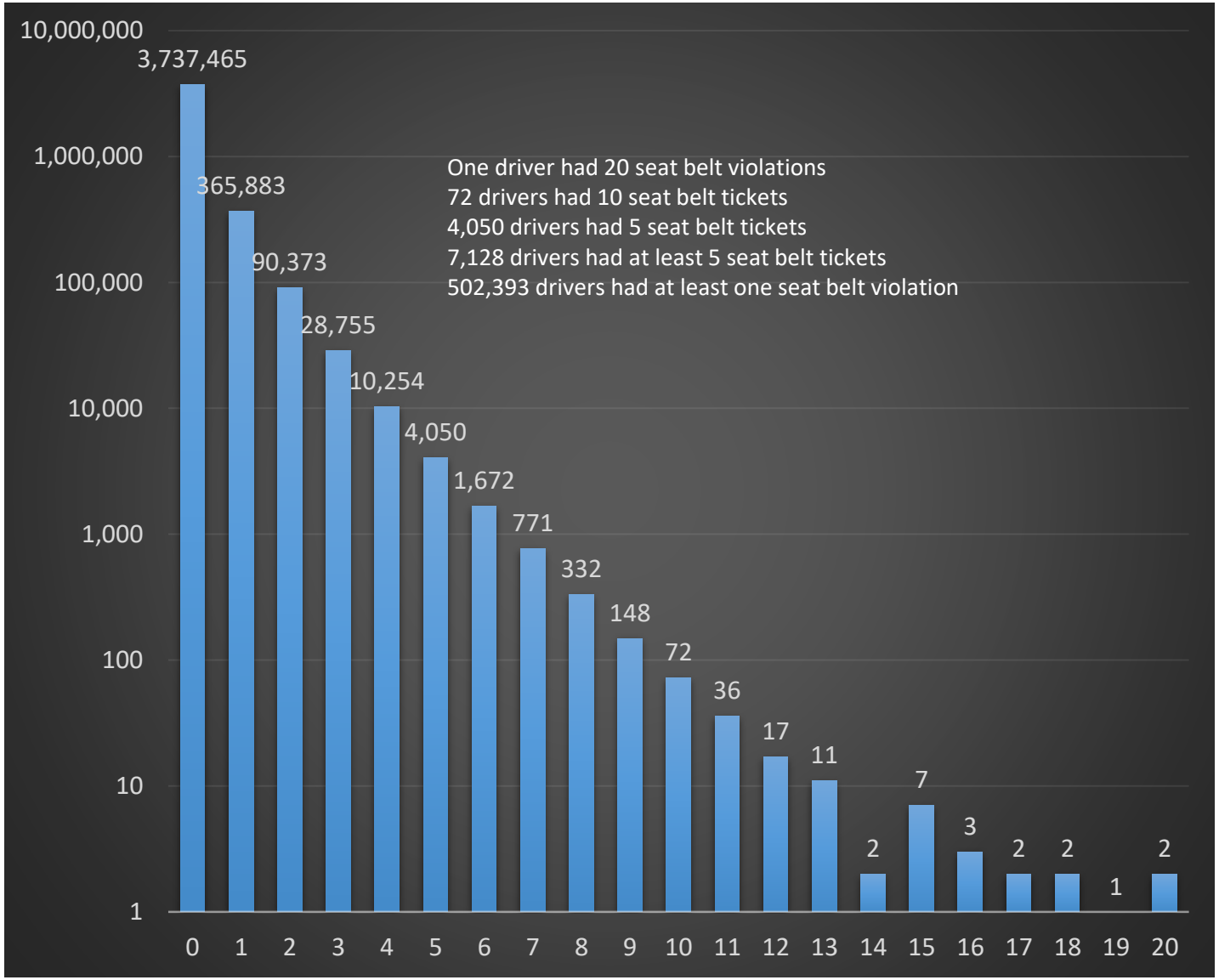
- Aggressive Driving is defined as either
- Exceeding stated speed limit
- Exceeding safe speed limit
- Failure to Yield
- Following too closely
- Improper passing
- Disregarded traffic control
- Careless operation

Aggressive Driving Violations



Number of Seat Belt Violations

- Example:
- 4,050 drivers had 5 seat belt tickets
- 72 drivers had 10 seat belt tickets



DWI 1st and COBRA Arrests

95.44% had no DWI arrest

29% of arrests lead to conviction of DWI 1st to DWI3+ (Excluding 984)

Mr. M.P Age 33
4 DWI Arrests above the legal limit
2 while under age
4 times refused
In 2 crashes
In crash once no test given
No Convicted DWI

	DWI Arrest in COBRA (BAC>0.08 or BAC>0.02 & underage)								
Number DWI 1st	0	1	2	3	4	5	6	7	8
0	4,046,397	91,716	12,517	2,110	382	66	13	3	2
1	42,009	24,589	10,355	2,926	718	166	30	9	3
2	1,805	2,057	1,069	392	121	25	3		
3	139	88	59	14	5	1	1		
4	23	9	6		1				
5	8	5					1		
6	6								
7	3	1							
10	2								
11	1								
13	2								

Mr. M.G. Age 28
6 DWI Arrests above the legal limit
6 while under age
Twice refused
In 8 crashes
In crash once tested at 0.127, refused once, no test given six times
Convicted DWI 2nd

Note: COBRA includes only breathalyzer tests from 2004-2017. Arrests using blood as evidence are not included, but convictions are.

Two Recent Examples of Drivers with no DWI conviction but multiple Arrests in COBRA

Last Name	Parish	DWI_Year	Test	Refused
L	Natchitoches	2005	NULL	Yes
L	Natchitoches	2005	0.186	No
L	Natchitoches	2006	NULL	Yes
L	Natchitoches	2008	NULL	Yes
L	Natchitoches	2015	NULL	Yes
L	Natchitoches	2016	0.149	No
R	Cameron	2004	0.138	No
R	St. Landry	2004	0.183	No
R	St. Landry	2007	NULL	Yes
R	Bossier	2008	0.04	No
R	Evangeline	2011	0.059	No
R	St. Landry	2016	0.091	No
R	St. Landry	2016	0.106	No

Final Thoughts

- 78% of the fatal crashes involve one of the four issues:
  - No seat belt use
  - Alcohol
  - Aggressive driving
  - Distraction
- An information system that tracks repeat offenders is critical to assessing the magnitude of the problem.
- LADRIVING – Will increase tracking of DWI offenders, but can information be used in traffic stops?
- Diversion Programs – Good for first-time offenders, but do we loose information?
- Checkpoints – Good to publicize enforcement, but may be responsible for reduced arrest rates