

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

Strategic Plan
FY 2017/2018 – 2021/2022



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VISION STATEMENT:

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

MISSION STATEMENT:

The Louisiana Highway Safety Commission (LHSC) is committed to developing and implementing comprehensive strategies aimed at saving lives and preventing injuries on our highways.

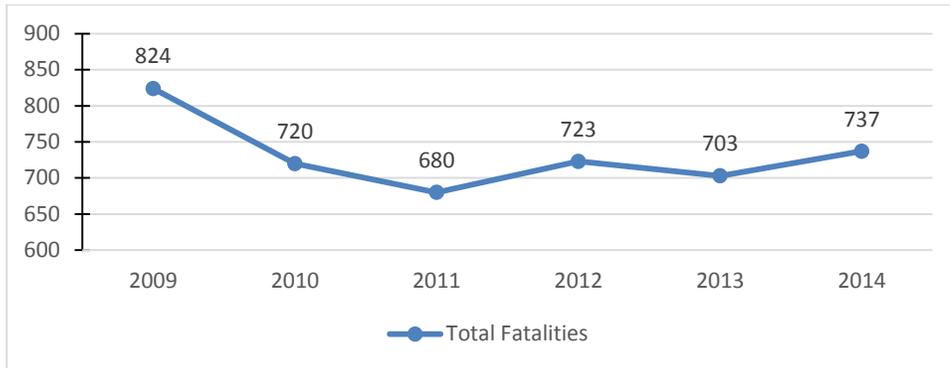
PHILOSOPHY:

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, injuries, and death cause 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 appropriate countermeasures.

GOAL:

Create countermeasures and facilitate implementation of programs which will contribute to reducing deaths and injuries on Louisiana streets, roads, and highways.

Objective 1 To reduce the number of traffic fatalities by six percent per year through June 30, 2022.



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

Action Plan:

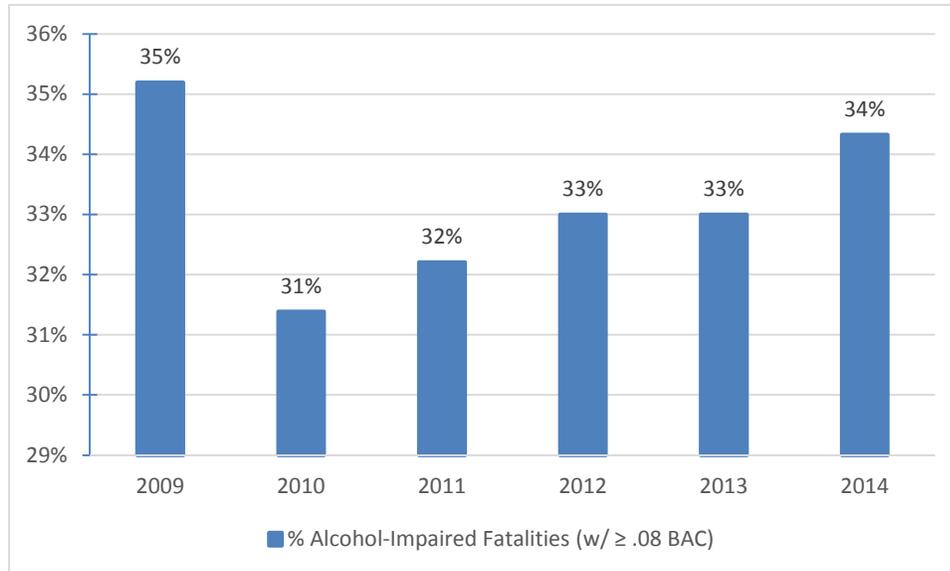
- 1.1.1 Fund law enforcement overtime that focuses on traffic safety issues.
- 1.1.2 Establish statewide and community public information campaigns to increase traffic safety awareness among Louisiana citizens.

Performance Indicators:

Outcome:

- Percent change in traffic fatalities
- Number of traffic fatalities

Objective 2 To reduce the percent of alcohol impaired traffic fatalities in Louisiana from 34% in 2014 to 30% by June 30, 2022.



Strategy 2.1: Identify, fund, and assist in the implementation of impaired driving prevention programs. Provide technical assistance to agencies and organizations regarding impaired driving programs and issues.

Action Plan:

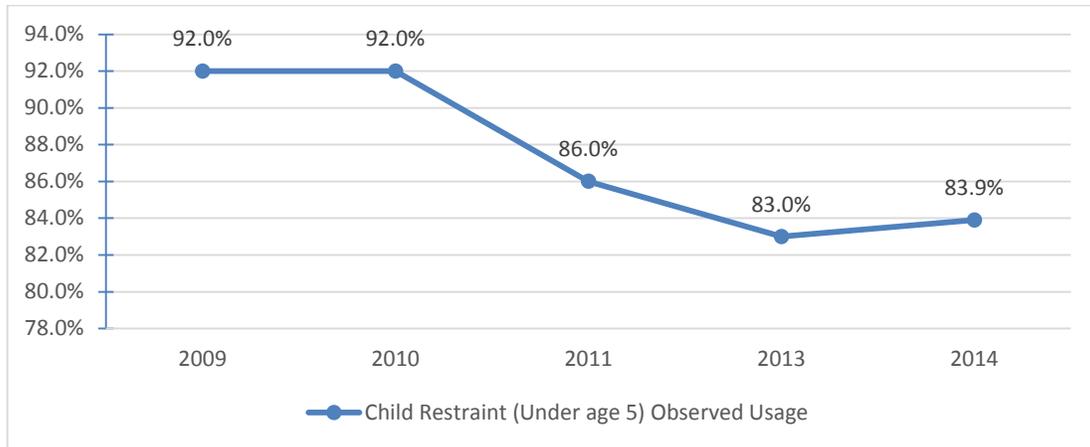
- 2.1.1 Administer a statewide impaired driving prevention public information campaign involving representatives from government, medical community, educators, business and industry, students, victims and citizens alike.
- 2.1.2 Administer high profile, DWI Enforcement programs involving local police, Sheriff's Departments and State Police.
- 2.1.3 Develop new, and strengthen existing, impaired driving prevention networks and associations.
- 2.1.4 Administer impaired driving intervention programs targeting repeat offenders.
- 2.1.5 Partner with State Agencies and other organizations to develop and implement impaired driving prevention programs focused on youth.

Performance Indicators:

Outcome:

Percent change of alcohol impaired traffic fatalities

Objective 3 To increase statewide safety belt usage for vehicle occupants age 5 and under from 83.9% in 2014 to 90% by June 30, 2022.



Strategy 3.1: Provide grants to local, parish, and state agencies, as well as private organizations to conduct occupant protection programs. Provide technical assistance to agencies and organizations regarding occupant protection programs and issues.

Action Plan:

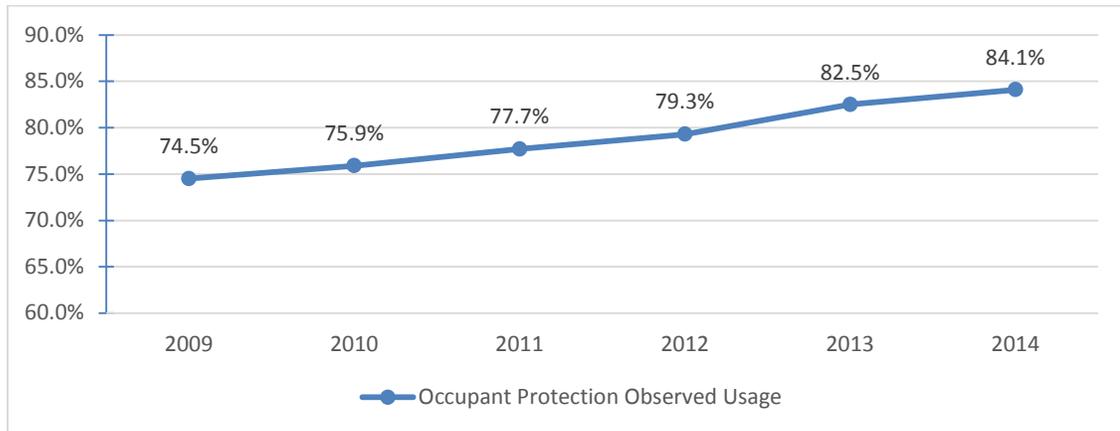
- 3.1.1 Administer occupant protection and child restraint usage surveys.
- 3.1.2 Administer safety belt and child passenger restraint public information campaigns.
- 3.1.3 Develop and implement safety belt public information programs targeting pickup truck drivers, youth, and minority populations.
- 3.1.4 Administer local, parish, and state police occupant protection enforcement programs.
- 3.1.5 Provide occupant protection technical assistance to local, parish, and state agencies and organizations.

Performance Indicators:

Outcome:

Percent change in statewide safety belt usage for vehicle occupants age 5 and under

Objective 4 To increase safety belt usage for all vehicle occupants from 84.1% in 2014 to 86.5% by June 30, 2022.



Strategy 4.1: Provide grants to local, parish, and state agencies, as well as private organizations, to conduct occupant protection programs. Provide technical assistance to agencies and organizations regarding occupant protection programs and issues.

Action Plan:

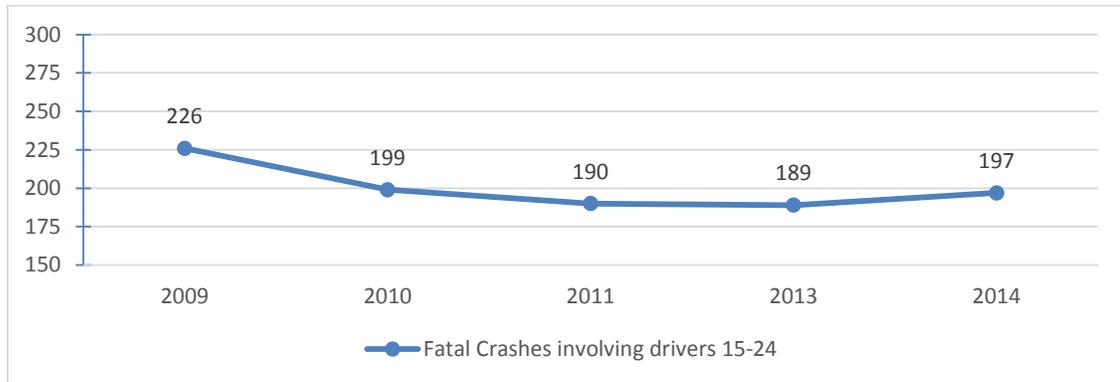
- 4.1.1 Administer occupant protection usage surveys.
- 4.1.2 Administer safety belt public information campaigns.
- 4.1.3 Develop and implement safety belt public information programs targeting pickup truck drivers, youth, and minority populations.
- 4.1.4 Administer local, parish, and state police occupant protection enforcement programs.
- 4.1.5 Develop new, and strengthen existing, occupant protection networks and associations.
- 4.1.6 Provide occupant protection technical assistance to local, parish, state agencies and organizations.

Performance Indicators:

Outcome:

Percentage of safety belt usage for all vehicle occupants statewide

Objective 5 To reduce the number of fatal crashes among drivers age 15-24 from 197 in 2014 to 180 by June 30, 2022.



Strategy 5.1: Seek adoption of additional and more restrictive Graduated Licensing Laws for individuals 15- 21.

Action Plan:

- 5.1.1 Conduct research regarding driver testing procedures and Graduated Licensing Laws in use in states having lower rates for similar age groups.
- 5.1.2 Assist and support Office of Motor Vehicles with model policy and procedure regarding driver testing for individuals age 15-24.
- 5.1.3 Conduct study to identify specific causation factors in crashes involving drivers age 15-24.

Strategy 5.2: 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:

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

Performance Indicators:

Outcome:

Number of fatal crashes among drivers ages 15-24

Objective 6 To reduce the number of pedestrian fatalities from 105 in 2014 to 90 by June 30, 2022.



Strategy 6.1: Identify measures to protect pedestrians from vehicular traffic in identified metropolitan areas.

Action Plan:

6.1.1 Research best methods to protect pedestrians from vehicular traffic in identified metropolitan areas.

6.1.2 Provide recommendations to government leaders.

Performance Indicators:

Outcome:

Number of pedestrian fatalities

Objective 7 To reduce the number of motorcycle fatalities from 83 in 2014 to 75 by June 30, 2022.



Strategy 7.1: Work with established motorcycle education training programs to train new riders and enhance skills of existing riders.

Action Plan:

7.1.1 Promote motorcycle operator training courses.

7.1.2 Support enforcement of motorcycle safety laws.

Performance Indicators:

Outcome:

Number of motorcycle fatalities

Objective 8 To reduce bicycle fatalities from 12 in 2014 to 8 by June 30, 2022.



Strategy 8.1: Work with established bicycle education programs.

Action Plan:

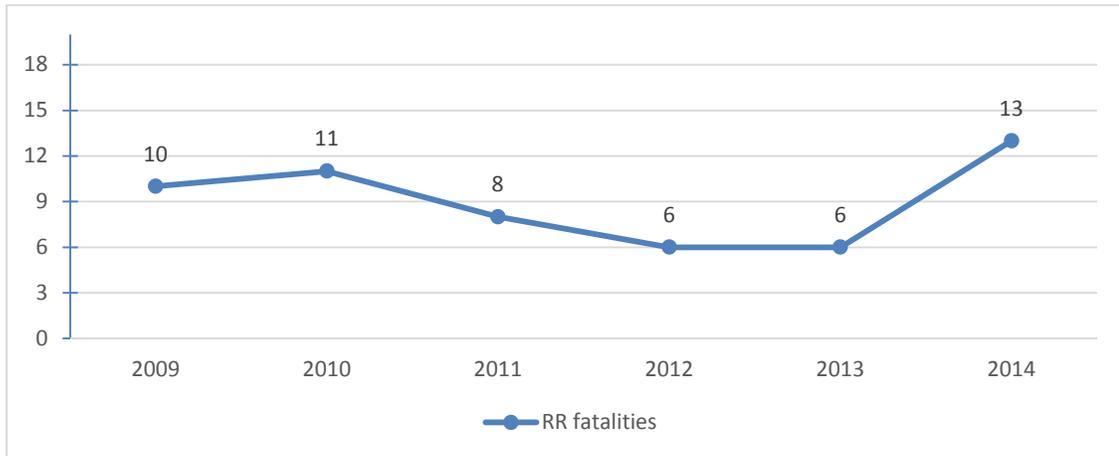
8.1.1 Support and promote existing and new developments led by the Louisiana DOTD.

Performance Indicators:

Outcome:

Number of bicycle fatalities

Objective 9 To reduce highway-rail grade crossing fatalities from 13 in 2014 to 5 by June 30, 2022.



Strategy 9.1: Support recommendations of the Rail Grade Crossing Traffic Crash Task Force.

Action Plan:

- 9.1.1 Encourage consolidation of rail grade crossings.
- 9.1.2 Support Louisiana Operation Lifesaver programs.
- 9.1.3 Include rail grade crossing safety in driver licensing educational materials and testing requirements.
- 9.1.4 Support rail grade crossing safety training for law enforcement personnel.

Performance Indicators:

Outcome:

Number of rail grade crossing traffic fatalities

APPENDIX

Principal Clients, Users and Beneficiaries:

CFR Title 23 Part 1250 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 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 is predicted to grow by 21 percent by the year 2020. More traffic crashes with expected higher injury and death rates are expected if effective traffic safety programs are not put in place.

Younger Drivers: It is predicted the population of younger drivers in the 15-24 age group will increase by 19% by the year 2020. Currently, younger drivers are over-represented in traffic crashes. Unless effective strategies are implemented, this trend will become more severe.

Congestion: It is estimated there will be 280 million registered vehicles in the US by 2020 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. Traditionally, women have been safe drivers. However, as they continue to be assimilated into the workforce, their crash experience is similar to that of the overall population due to increased exposure. New strategies are needed 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.

Cities and Towns: Inherent in informed decision making is obtaining timely and accurate information. Traffic crash information is provided by Louisiana local 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) and Federal Highway Administration (FHWA). It is a formula grant program in which federal funds are provided 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 and FHWA 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 and Corrections' 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) and the Federal Highway Administration (FHWA). NHTSA and FHWA, through the new transportation authorization Moving Ahead for Progress in the 21st Century (MAP-21), have identified six National Priority Program Areas (NPPA): Impaired Driving Countermeasures, Occupant Protection, Speed, State Traffic Safety Information Systems, Motorcyclist Safety, Distracted Driving, and State Graduated Driver Licensing. Projects implemented by LHSC

are limited to priority 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 which 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 crashes that occur on Louisiana roadways. Copies of Uniform Motor Vehicle Traffic Crash Reports prepared by law enforcement agencies are sent to the LHSC, and then forwarded to the Highway Safety Research Group at Louisiana State University for input and analysis. Electronic transfer of some crash reports are submitted directly to the Highway Safety Research Group. The LHSC contracts with the Highway Safety Research Group for the management of the Traffic Records Management Program. The data are used to design 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 can be classified into subgroups according to age, sex, and other attributes. Vehicles can be divided into subgroups according to year, make, body style, and such. Roads can be divided into subgroups according to number of lanes, type of surface, political subdivision, etc. Crashes can be 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 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; Rail Grade Crossing Traffic Crash Task Force; U.S. Department of Transportation Strategic Plan; Atchafalaya Speed Study; Louisiana's Safety Management System Plan; National Highway Traffic Safety Administration, Traffic Records, Alcohol, 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 & Corrections (DPS&C). Although the LHSC is administratively responsible to the DPS&C, 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 Commission 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 Commission 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 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. 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 three 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 six percent per year through June 30, 2022.
Indicator Name: Percent change in traffic fatalities
Indicator LaPAS 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 six percent per year through 2022. This reduction amounts to approximately 200 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 2013 was 1.11 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 the ability to determine problem identification for future years.
4. **Clarity:** The indicator name clearly identifies what is being measured.
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 Highway Safety Research Group at Louisiana State University. The data is approximately two years old upon reporting.
7. **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.
8. **Scope:** Aggregate, and can be assessed by region or demographic population.
9. **Caveats:** N/A
10. **Responsible Person:** Louisiana Highway Safety Commission; Deputy Director Ken Trull, 7919 Independence Blvd, Baton Rouge, LA, 70809; 225-925-6994

Performance Indicator Documentation

Program: Louisiana Highway Safety Commission

Objective 1: To reduce the number of traffic fatalities by six percent per year through June 30, 2022.

Indicator Name: Number of traffic fatalities

Indicator LaPAS 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 six percent per year through 2022. This reduction amounts to approximately 200 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 2013 was 1.11 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 the ability to determine problem identification for future years.
4. **Clarity:** The indicator name clearly identifies what is being measured.
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 Highway Safety Research Group at Louisiana State University. The data is approximately two years old upon reporting.
7. **Calculation Methodology:** This is a standard calculation for NHTSA and is utilized by all states. DOTD may use similar rates and due to the NHTSA standardization the calculation is consistent. The specific calculation uses an estimate of total traffic fatalities in a calendar year.
8. **Scope:** Aggregate, and can be assessed by region or demographic population.
9. **Caveats:** N/A
10. **Responsible Person:** Louisiana Highway Safety Commission; Ken Trull, Deputy Director, 7919 Independence Blvd, Baton Rouge, LA, 70809; 225-925-6994

Performance Indicator Documentation

Program: Louisiana Highway Safety Commission

Objective 2: To reduce the percent of alcohol impaired traffic fatalities in Louisiana from 34% in 2014 to 30% by June 30, 2022.
Indicator Name: Percent change of alcohol impaired traffic fatalities
Indicator LaPAS 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 the ability to determine problem identification for future years.
4. **Clarity:** Alcohol involved refers to traffic crashes where a law enforcement officer, medical personnel, or court personnel deem a crash as involving an alcohol substance.
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 Highway Safety Research Group at Louisiana State University. The data is approximately two years old upon reporting.
7. **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.
8. **Scope:** Disaggregate, and can be assessed by region or demographic population.
9. **Caveats:** N/A
10. **Responsible Person:** Louisiana Highway Safety Commission; Deputy Director, Ken Trull, 7919 Independence Blvd, Baton Rouge, LA, 70809; 225-925-6994

Performance Indicator Documentation

Program: Louisiana Highway Safety Commission

Objective 3: To increase statewide safety belt usage for vehicle occupants age 5 and under from 83.9% in 2014 to 90% by June 30, 2022.

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

Indicator LaPAS PI Code: 22430

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 vehicle occupants.
3. **Use:** In addition to the rate being a consistent measure of progress each year, the rate also provides the LHSC planner the ability to determine problem identification for future years.
4. **Clarity:** Safety belt is any restraint device on a motor vehicle.
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:** The LHSC contracts with researchers and analysts to implement a NHTSA approved methodology and report on findings on a biennial basis.
7. **Calculation Methodology:** Established and approved by NHTSA, Section 153.
8. **Scope:** Aggregate, and can be assessed by region or demographic population.
9. **Caveats:** Cost of statewide survey and analysis is approximately \$30,000.
10. **Responsible Person:** Louisiana Highway Safety Commission; Deputy Director, Ken Trull, 7919 Independence Blvd, Baton Rouge, LA, 70809; 225-925-6994

Performance Indicator Documentation

Program: Louisiana Highway Safety Commission

Objective 4: To increase safety belt usage for all vehicle occupants from 84.1% in 2014 to 86.5% by June 30, 2022.
Indicator Name: Percentage of safety belt usage for all vehicle occupants statewide
Indicator LaPAS PI Code: 2160

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 vehicle occupants.
3. **Use:** In addition to the rate being a consistent measure of progress each year, the rate also provides the LHSC planner the ability to determine problem identification for future years.
4. **Clarity:** Safety belt is any restraint device on a motor vehicle.
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:** The LHSC contracts with researchers and analysts to implement a NHTSA approved methodology and report on findings on an annual basis.
7. **Calculation Methodology:** Established and approved by NHTSA, Section 153.
8. **Scope:** Aggregate, and can be assessed by region or demographic population.
9. **Caveats:** Cost of statewide survey and analysis is approximately \$100,000.
10. **Responsible Person:** Louisiana Highway Safety Commission; Deputy Director, Ken Trull, 7919 Independence Blvd, Baton Rouge, LA, 70809; 225-925-6994

Performance Indicator Documentation

Program: Louisiana Highway Safety Commission

Objective 5: To reduce the number of fatal crashes among drivers age 15-24 from 197 in 2014 to 180 by June 30, 2022.

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

Indicator LaPAS PI Code: 25511

1. **Type and Level:** Outcome; Supporting
2. **Rationale, Relevance, Reliability:** Specific statistics quantifies involvement of drivers age 15-24 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 the ability to determine problem identification for future years.
4. **Clarity:** The indicator name clearly identifies what is being measured.
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 Highway Safety Research Group at Louisiana State University. The data is approximately two years old upon reporting.
7. **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.
8. **Scope:** Disaggregate, and can be assessed by region.
9. **Caveats:** N/A
10. **Responsible Person:** Louisiana Highway Safety Commission; Deputy Director, Ken Trull, 7919 Independence Blvd, Baton Rouge, LA, 70809; 225-925-6994

Performance Indicator Documentation

Program: Louisiana Highway Safety Commission

Objective 6: To reduce the number of pedestrian fatalities from 105 in 2014 to 90 by June 30, 2022.

Indicator Name: Number of pedestrian fatalities

Indicator LaPAS PI Code: New

1. **Type and Level:** Outcome; Supporting
2. **Rationale, Relevance, Reliability:** Quantifies the rate of pedestrian fatalities as it compares to all traffic fatalities.
3. **Use:** In addition to the rate being a consistent measure of progress each year, the rate also provides the LHSC planner the ability to determine problem identification for future years.
4. **Clarity:** The indicator name clearly identifies what is being measured.
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 Highway Safety Research Group at Louisiana State University. The data is approximately two years old upon reporting.
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 pedestrians compares it to the number of fatalities statewide.
8. **Scope:** Disaggregate, and can be assessed by region.
9. **Caveats:** N/A
10. **Responsible Person:** Louisiana Highway Safety Commission; Deputy Director, Ken Trull, 7919 Independence Blvd, Baton Rouge, LA, 70809; 225-925-6994

Performance Indicator Documentation

Program: Louisiana Highway Safety Commission

Objective 7: To reduce the number of motorcycle fatalities from 83 in 2014 to 75 by June 30, 2022.

Indicator Name: Number of motorcycle fatalities

Indicator LaPAS 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.
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:** The indicator name clearly identifies what is being measured.
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 Highway Safety Research Group at Louisiana State University. The data is approximately two years old upon reporting.
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 motorcycle operators and passengers over time.
8. **Scope:** Disaggregate, and can be assessed by region.
9. **Caveats:** N/A
10. **Responsible Person:** Louisiana Highway Safety Commission; Deputy Director, Ken Trull, 7919 Independence Blvd, Baton Rouge, LA, 70809; 225-925-6994

Performance Indicator Documentation

Program: Louisiana Highway Safety Commission

Objective 8: To reduce bicycle fatalities from 12 in 2014 to 8 by June 30, 2022.

Indicator Name: Number of bicycle fatalities

Indicator LaPAS PI Code: New

1. **Type and Level:** Outcome; Supporting
2. **Rationale, Relevance, Reliability:** Quantifies the rate of bicycle fatalities as it compares to all traffic fatalities.
3. **Use:** In addition to the rate being a consistent measure of progress each year, the rate also provides the LHSC planner the ability to determine 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. **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 Highway Safety Research Group at Louisiana State University. The data is approximately two years old upon reporting.
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 bicycles and compares it to the number of fatalities statewide.
8. **Scope:** Disaggregate, and can be assessed by region.
9. **Caveats:** N/A
12. **Responsible Person:** Louisiana Highway Safety Commission; Deputy Director, Ken Trull, 7919 Independence Blvd, Baton Rouge, LA, 70809; 225-925-6994

Performance Indicator Documentation

Program: Louisiana Highway Safety Commission

Objective 9: To reduce the highway-rail grade crossing fatalities from 13 in 2014 to 5 by June 30, 2022.

Indicator Name: Number of rail grade crossing traffic fatalities

Indicator LaPAS PI Code: New

1. **Type and Level:** Outcome; Supporting
2. **Rationale, Relevance, Reliability:** Quantifies the rate of highway-rail grade crossing fatalities as it compares to all traffic fatalities.
3. **Use:** In addition to the rate being a consistent measure of progress each year, the rate 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 Highway Safety Research Group 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 and compares it to the number of fatalities statewide.
8. **Scope:** Disaggregate
9. **Caveats:** Limitations exist in the delay and inaccuracy in reporting from individual law enforcement agencies.
13. **Responsible Person:** Louisiana Highway Safety Commission; Deputy Director, Ken Trull, 7919 Independence Blvd, Baton Rouge, LA, 70809; 225-925-6994

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 2.1. Identify, fund, and assist in the implementation of 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. Provide grants to local, parish, and state agencies, as well as private organizations to conduct protection 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 4.1. Provide grants to local, parish, and state agencies, as well as private organizations, to conduct occupant protection 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 5.1. Seek adoption of additional and more restrictive Graduated Licensing Laws for individuals 15-21.

- | | |
|---|--|
| <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 5.2. 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 6.1. Identify 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 7.1. Work with established motorcycle education training programs to train new riders and enhance skills of existing riders.

- | | |
|---|--|
| <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 8.1. 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 9.1. Support recommendations of the Rail Grade Crossing Traffic Crash Task Force.

- | | |
|---|--|
| <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 |