

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

Strategic Plan  
FY 2012 - 2016



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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 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 robs 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 for a safer traffic environment through informed decision making, through 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.

**Louisiana Vision 2020 Link:**

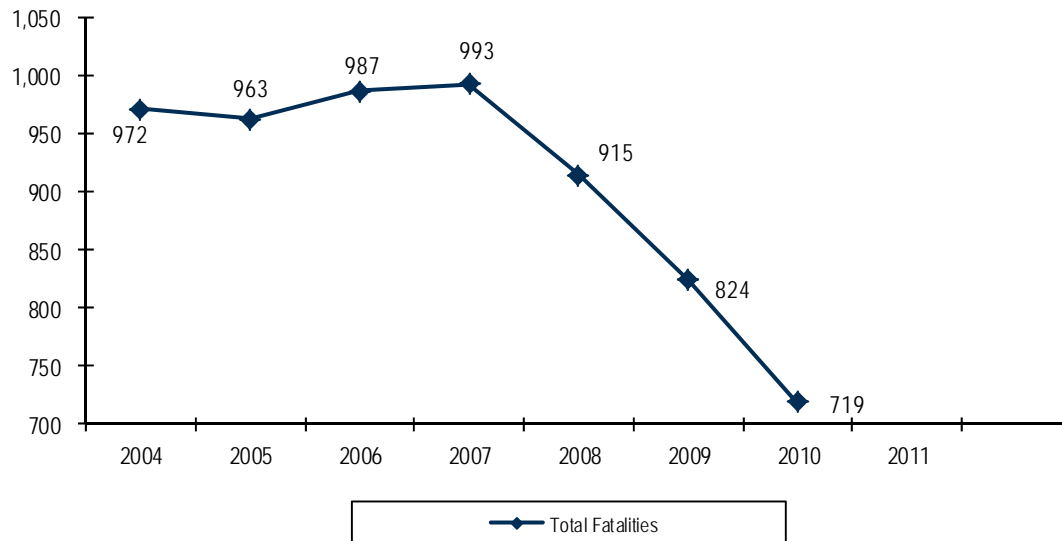
Goal 3: To have a standard of living among the top 10 states in America with safe and healthy communities, and where rich natural and cultural assets continue to make Louisiana a unique place in which to live, work, visit, and do business. Objective 3.3 To have safe homes, schools, and streets throughout the state.

**Children’s Budget Link:**

Not Applicable

**Human Resources Policies Beneficial to Women and Families Link:** Public Safety Services and LHSC grants flexible work schedules to accommodate employees with child care or other family needs. 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 and upholds practices within those guidelines, supporting employees and families.

**Objective 1** Reduce the number of traffic fatalities by six percent per year through 2016.



**1.1 Strategy:**

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

**Action Plan:**

- 1.1.1 Establish Safe Communities programs in parishes where needed. (2012-2016)
- 1.1.3 Fund law enforcement overtime that focuses on traffic safety issues. (2012-2016)
- 1.1.4 Establish statewide and community public information campaigns to increase traffic safety awareness among Louisiana citizens. (2012-2016)

**Objective 1: Performance Indicators**

**Input Indicators:**

- Baseline number of traffic fatalities
- Baseline number of traffic accidents
- Baseline resource allocation
- Baseline number of educational programs

**Output Indicators:**

- Number of Safe Communities programs held
- Number of hours of overtime funded
- Number of public information campaigns funded
- Number of traffic accidents in year
- Number of traffic fatalities in year

**Outcome Indicators:**

- Percent change in traffic fatalities

Efficiency:

Cost of Safe Communities Programs

Cost of law enforcement overtime

Cost of public information pieces campaigns

Quality:

Louisiana's rank in the number of traffic fatalities

**Objective 2** Increase the level of awareness among Louisiana citizens regarding traffic safety issues.

2.1 Strategy: To participate in and support national traffic safety public information/ education initiatives.

Action Plans:

2.1.1 Conduct interviews, issue press releases, and conduct traffic safety conferences etc. as appropriate. (2012-2016)

2.2 Strategy: To promote, inform, and network highway safety activities with individuals and organizations statewide.

Action Plans:

2.2.1 Partner with Louisiana media associations for networking of safety information dissemination. (2012-2016)

Objective 2: Performance Indicators

Input Indicators:

Baseline number of traffic safety education initiatives

Baseline level of citizen's safety awareness

Baseline amount of safety information pieces disseminated

Baseline number of traffic safety advocates contacted

Baseline number of safety conferences conducted

Output Indicators:

Number of traffic safety advocates contacted

Number of conferences conducted

Number of traffic safety education initiatives conducted

Number of safety information disseminated

Outcome Indicators:

Percent change in level of awareness among Louisiana citizens regarding traffic safety issues.

Efficiency:

Cost of educational programs

Cost of safety information production

Quality:

Louisiana's rank in the number of traffic fatalities

**Objective 3** Establish a legislative framework for the LHSC program.

3.1 Strategy: Gain public support of traffic safety legislation through education programs and by providing traffic safety information to safety advocates, state, local and parish government officials, members of the criminal justice community, legislators, business and industry leaders, and citizens.

Action Plan:

3.1.1 Conduct traffic safety education and information meetings and conferences. (2012-2016)

3.1.2 Develop and distribute traffic safety educational and informational materials. (2012-2016)

3.1.3 Research traffic safety legislative provisions of other states. (2012-2016)

3.1.4 Maintain a data base containing names and addresses of safety advocates, public officials, industry contacts, etc. (2012-2016)

3.2 Strategy: Work towards the enactment of legislation necessary for an effective Highway Safety Program.

Action Plan:

3.2.1 Provide legislative testimony and technical information as requested. (2012-2016)

3.2.2 Support legislation to improve traffic safety in the following areas: impaired driving, occupant protection, traffic records, roadway safety, emergency medical services, commercial motor vehicle, pedestrians, motorcycles, speed, rail grade crossing, heavy trucks, red light running, aggressive drivers, drowsy drivers, driver behavior, and motor vehicle safety. (2012-2016)

**Objective 3: Performance Indicators**

Input Indicators:

Number of legislative actions proposed (\*Many bills are introduced independently.)

Baseline percentage of legislature actions proposed

Baseline percentage of legislature actions proposed enacted into law

Baseline number of safety related laws currently in place

Output Indicators:

Number of traffic safety legislation articles introduced

Number of traffic safety legislation signed into law

Outcome Indicators:

Percentage of bills introduced that are passed into law

Percentage change of bills introduced that are passed into law

Efficiency:

Cost of educational programs

Cost of data base maintenance

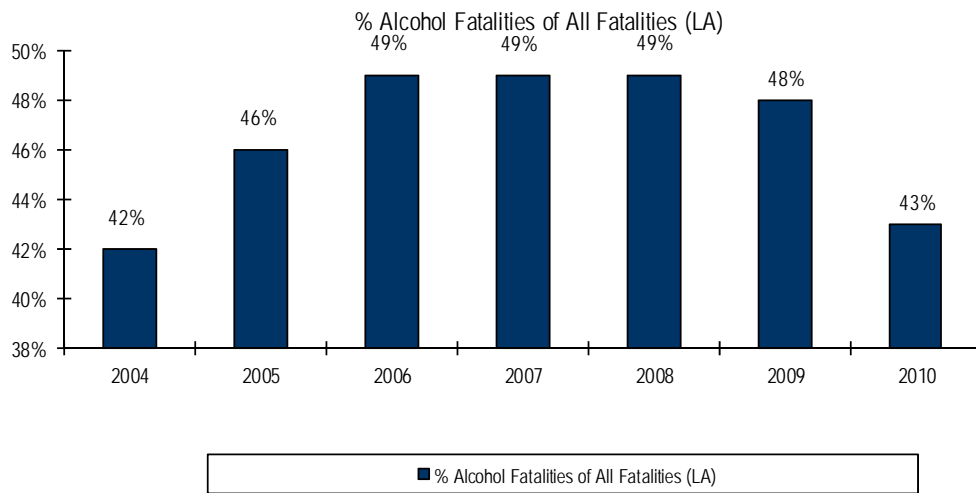
Cost of materials

Cost of research methodology

Quality:

Louisiana's rank among states for legislative actions regarding safety issues.

**Objective 4** Reduce the percent of impaired driving traffic fatalities in Louisiana from 49% in 2009 to 43% by year 2016.



4.1 Strategy: 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:

- 4.1.1 Administer a statewide impaired driving prevention public information campaign involving representatives from government, medical community, educators, business and industry, students, victims and citizens alike. (2012-2016)
- 4.1.2 Administer high profile, DWI Enforcement programs involving local police, Sheriff's Departments and State Police. (2012-2016)
- 4.1.3 Develop new, and strengthen existing, impaired driving prevention networks and associations. (2012-2016)
- 4.1.4 Administer impaired driving intervention programs targeting repeat offenders. (2012-2016)
- 4.1.5 Partner with State Agencies and other organizations to develop and implement impaired driving prevention programs focused on youth. (2012-2016)

Objective 4: Performance Indicators

Input Indicators:

- Baseline number of projects with a DWI component
- Baseline number of impaired driver traffic fatalities
- Baseline resource allocation

Output Indicators:

- Number of impaired driving traffic accidents
- Number of impaired driving traffic fatalities

Outcome Indicators:

- Percent change of alcohol involved traffic fatalities

Efficiency:

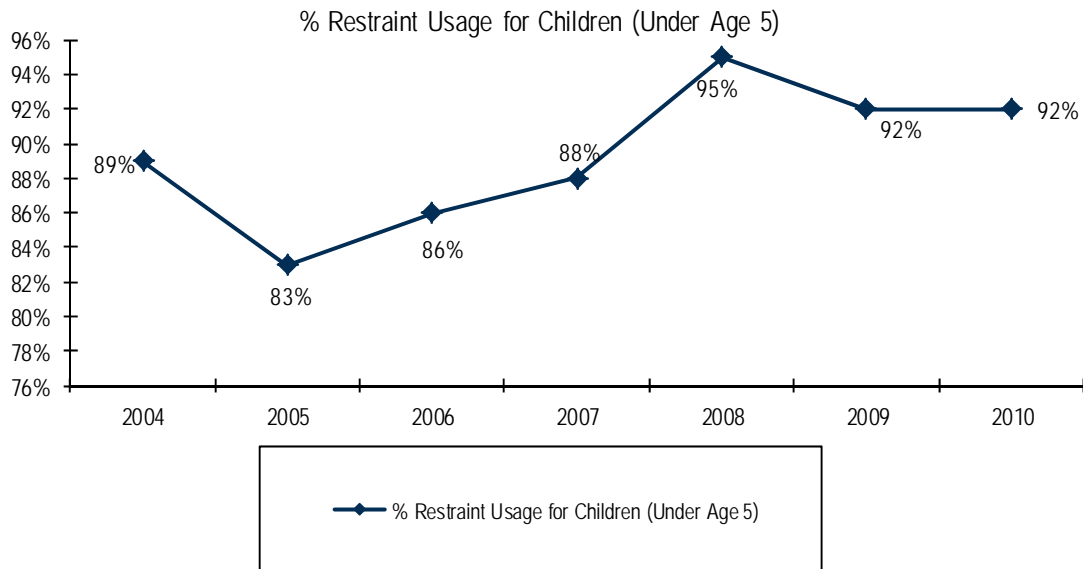
Cost of educational programs

Cost of impaired driving intervention program

Quality:

Louisiana's rank in percent change of impaired driver traffic fatalities

**Objective 5** Increase statewide safety belt usage for vehicle occupants age 5 and under from 88% in 2007 to 97% by the end of FY 2016.



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

Action Plan:

- 5.1.1 Administer occupant protection and child restraint usage surveys. (2012-2016)
- 5.1.2 Administer safety belt and child passenger restraint public information programs (2012-2016)
- 5.1.3 Develop and implement safety belt public information programs targeting pickup truck drivers, youth, and minority populations. (2012-2016)
- 5.1.4 Administer local, parish, and state police occupant protection enforcement programs. (2012-2016)
- 5.1.5 Provide occupant protection technical assistance to local, parish, and state agencies and organizations. (2012-2016)

Objective 5: Performance Indicators

Input Indicators:

- Baseline number of grants awarded
- Baseline data from survey
- Baseline resource allocation
- Baseline safety belt usage

Output Indicators:

- Data from survey
- Number of grants awarded
- Number of assistance programs administered
- Safety belt usage for vehicle occupants age 5 and under

**Outcome Indicators:**

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

**Efficiency:**

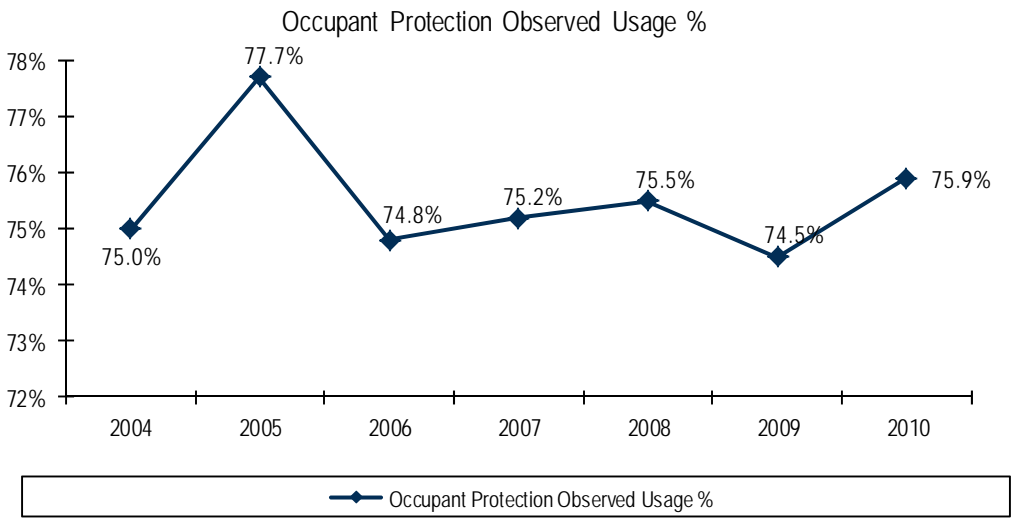
Cost of educational programs

Cost of technical assistance programs for local, parish, and state agencies

**Quality:**

Louisiana's ranking of percentage of safety belt usage for vehicle occupants age 5 and under

**Objective 6** Increase safety belt usage for all vehicle occupants from 75.5% in 2008 to 80% by the end of FY 2016.



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

Action Plan:

- 6.1.1 Administer occupant protection usage surveys. (2012-2016)
- 6.1.2 Administer safety belt public information programs (2012-2016)
- 6.1.3 Develop and implement safety belt public information programs targeting pickup truck drivers, youth, and minority populations. (2012-2016)
- 6.1.4 Administer local, parish, and state police occupant protection enforcement programs. (2012-2016)
- 6.1.5 Provide occupant protection technical assistance to local, parish, state agencies and organizations. (2012-2016)

Objective 6: Performance Indicators

Input Indicators:

- Baseline percentage of safety belt usage for all occupants
- Baseline number of educational programs
- Baseline resource allocation

Output Indicators:

- Percentage of safety belt usage for all occupants
- Number of educational programs

Outcome Indicators:

- Percent change in safety belt usage for all occupants statewide.

Percentage of safety belt usage for all occupants

Efficiency:

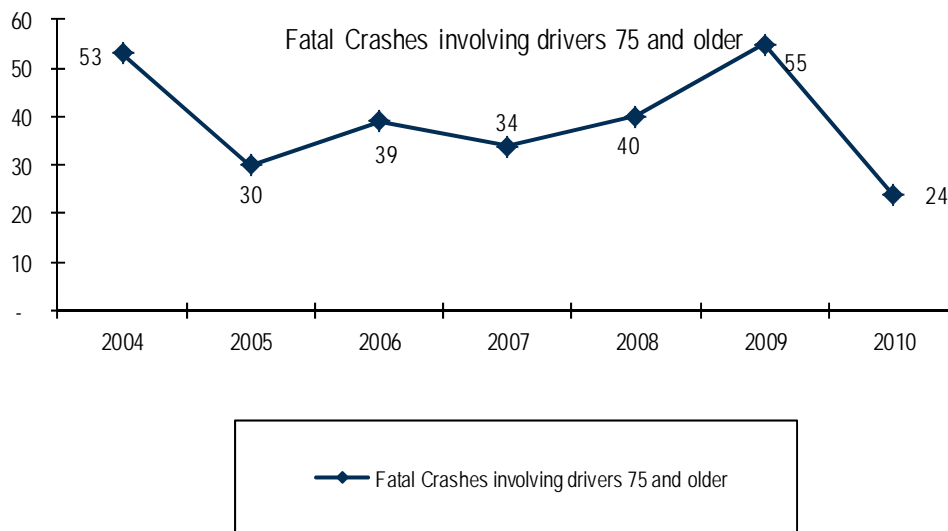
Cost of educational programs

Fatalities of accidents where no safety belt was used

Quality:

Louisiana's rank among states in percentage of vehicle occupants who use a safety belt

**Objective 7** Reduce the fatal crashes among drivers ages 75 and older from 40 in 2008 to 25 by the end of fiscal year 2016.



7.1 Strategy: Adopt administrative procedures regarding driver license testing for individuals age 75 and over.

Action Plan:

- 7.1.1 Conduct research regarding driver testing procedures in use in states having lower rates for similar age groups. (2012-2016)
- 7.1.2 Develop model policy and procedure regarding driver testing and retesting for individuals age 75 and older. (2012-2016)
- 7.1.3 Conduct study to identify specific causation factors in crashes involving individuals age 75 and older. (2008)
- 7.1.4 Partner with American Association of Retired Persons, Louisiana Safety Councils, Councils on Aging, and others to conduct traffic safety training for seniors. (2012-2016)

Objective 7: Performance Indicators

Input Indicators:

- Baseline number of fatal accidents for drivers age 75 and older
- Baseline number of traffic accidents for drivers age 75 and older
- Baseline number of traffic accidents with injury for drivers 75 and older
- Baseline allocated resources
- Baseline testing and retesting procedure for drivers 75 and older

Output Indicators:

- Number of fatal accidents for drivers age 75 and older
- Number of traffic accidents for drivers age 75 and older
- Number of traffic accidents with injury for drivers 75 and older
- Testing and retesting procedure for drivers 75 and older
- Identification of causation factors for accidents involving drivers 75 and older

Outcome Indicators:

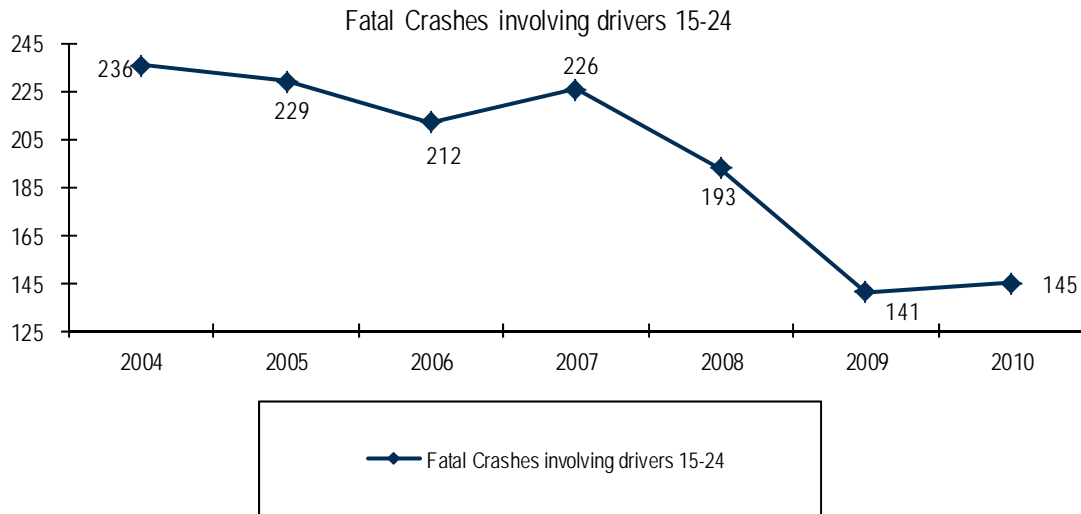
Percent change in the fatal crash rate among drivers ages 75 and older

Percent change in the injury crash rate among drivers ages 75 and older

Quality:

Louisiana's rank among states for traffic accidents, injuries, and fatalities among drivers age 75 and older.

**Objective 8** Reduce the number of fatal crashes among drivers age 15-24 from 289 in 2008 to 249 by the fiscal year end 2016.



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

Action Plan:

- 8.1.1 Conduct research regarding driver testing procedures and Graduated Licensing Laws in use in states having lower rates for similar age groups. (2012-2016)
- 8.1.2 Develop model policy and procedure regarding driver testing for individuals age 15-24 (2012-2016)
- 8.1.3 Conduct study to identify specific causation factors in crashes involving drivers age 15-24. (2012-2016)

Objective 8: Performance Indicators

Input Indicators:

- Baseline number of crashes among drivers age 15-24
- Baseline number of crashes with injury among drivers age 15-24
- Baseline number of fatal traffic accidents among drivers age 15-24
- Baseline policy and procedure regarding driver testing for individuals age 15-24
- Baseline allocated resources

Output Indicators:

- Number of crashes among drivers age 15-24
- Number of crashes with injury among drivers age 15-24
- Number of fatal traffic accidents among drivers age 15-24
- Updated policy and procedure regarding driver testing for individuals age 15-24
- Development of causation factors in crashes involving drivers age 15-24
- Number of safety presentations given to youth organizations

Outcome Indicators:

Percent change in the fatal and injury crashes among drivers ages 15-24

Efficiency:

Cost of educational programs

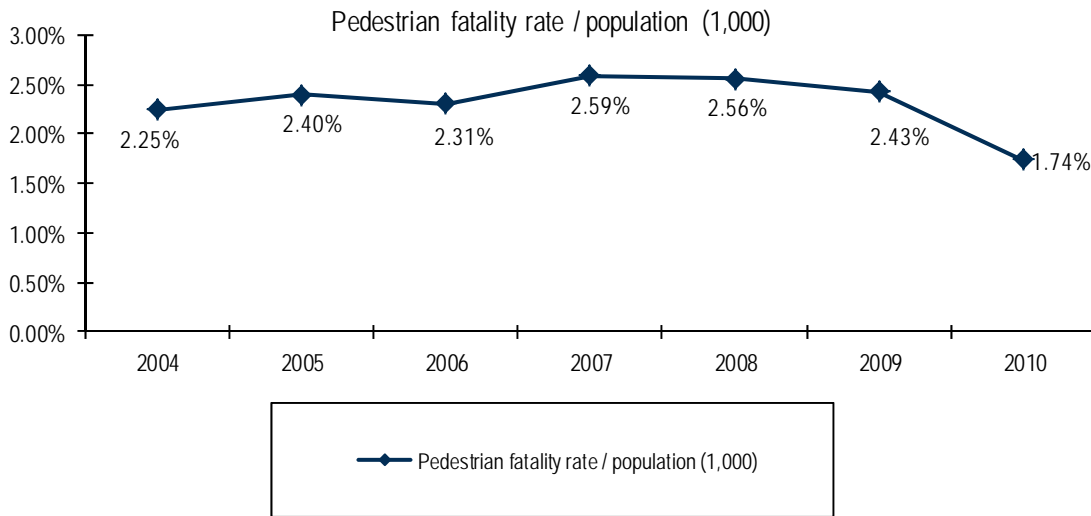
Cost of policy education

Cost of policy implementation

Quality:

Louisiana's rank among states for traffic accidents, injuries, and fatalities among drivers age 15-24

**Objective 9** Reduce the pedestrian fatality rate from 2.6% in 2008 to 2.2% per 100,000 population by fiscal year 2016.



9.1 Strategy: Promote pedestrian safety in preschool programs.

Action Plan:

9.1.1 Distribute nationally developed preschool pedestrian safety materials and programs to preschools and grade schools located in metropolitan areas and support use of programs. (2012-2016)

9.1.2 Monitor outcomes in metropolitan areas. (2012-2016)

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

Action Plan:

9.2.1 Research best methods to protect pedestrians from vehicular traffic in identified metropolitan areas. (2012-2016)

9.2.2 Provide recommendations to government leaders. (2012-2016)

Objective 9: Performance Indicators

Input Indicators:

Baseline number of accidents involving pedestrians

Baseline number of traffic accidents with injury involving pedestrians

Baseline number of traffic accidents with fatalities involving pedestrians

Baseline pedestrian fatality rate

Output Indicators:

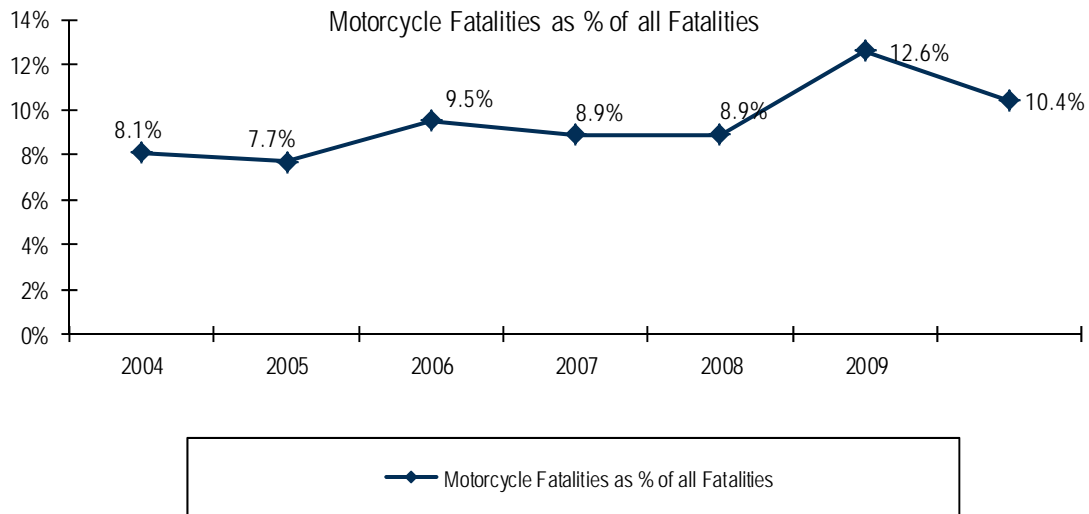
Number of accidents involving pedestrians

Outcome Indicators: Percent change in pedestrian death rate

Quality:

Louisiana's rank among states for pedestrian accidents, injuries, and fatalities

**Objective 10** Reduce the motorcycle fatality rate from 12.6% in 2008 to 8.0% by fiscal year 2016.



10.1 Strategy: Work with established motorcycle educating training programs to develop a program for new riders.

Action Plan:

10.1.1 Support mandatory motorcycle operator training courses as a requirement for the State to issue a motorcycle endorsement. (2012-2016)

10.1.2 Support enforcement of motorcycle safety laws. (2012-2016)

**Objective 10: Performance Indicators**

**Input Indicators:**

Baseline number of motorcycle safety education courses conducted

Baseline number of motorcycle accidents

Baseline number of traffic accidents with injury involving motorcycles

Baseline number of traffic accidents with fatalities involving motorcycles

Baseline motorcycle fatality rate

Baseline resource allocation

Current motorcycle safety laws

**Output Indicators:**

Number of motorcycle safety education courses conducted

Number of motorcycle accidents

Number of traffic accidents with injury involving motorcycles

Number of traffic accidents with fatalities involving motorcycles

Motorcycle fatality rate

New rider safety education program

**Outcome Indicators:**

Percent change in motorcycle fatality rate

Efficiency Indicators

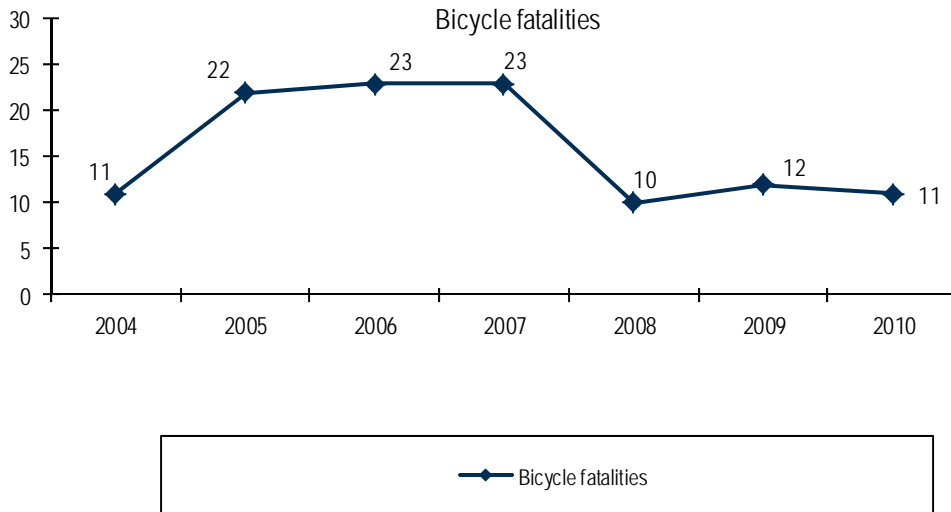
Cost of motorcycle educational programs

Cost of new rider program

Quality:

Louisiana's rank among states for motorcycle accidents, injuries, and fatalities

**Objective 11** Reduce the pedicycle fatalities from 9 in 2008 to 5 by the end of fiscal year 2016.



11.1 Strategy: Work with established pedicycle education programs.

Action Plan:

11.1.1 Support bicycle instructor training courses. (2012-2016)

11.1.2 Support existing and new developments led by the Louisiana DOTD. (2012-2016)

**Objective 11: Performance Indicators**

Input Indicators:

- Baseline number of pedicycle safety education courses conducted
- Baseline number of pedicycle accidents
- Baseline number of traffic accidents with injury involving pedicycle
- Baseline number of traffic accidents with fatalities involving pedicycle
- Baseline pedicycle fatality rate
- Baseline resource allocation

Output Indicators:

- Number of pedicycle safety education courses conducted
- Number of pedicycle accidents
- Number of traffic accidents with injury involving pedicycle
- Number of traffic accidents with fatalities involving pedicycle
- Pedicycle fatality rate
- Updated pedicycle safety laws

Outcome Indicators:

- Percent change in pedicycle fatality rate

Efficiency Indicators

- Cost of pedicycle educational programs

Quality:

Louisiana's rank among states for pedicycle accidents, injuries, and fatalities

**Objective 12** Reduce the highway-rail grade crossing fatalities from 15 in 2008 to 8 by the end of fiscal year 2016.

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

Action Plan:

- 12.1.1 Encourage consolidation of rail grade crossings. (2012-2016)
- 12.1.2 Support Louisiana Operation Lifesaver programs. (2012-2016)
- 12.1.3 Include rail grade crossing safety in driver licensing educational materials and testing requirements. (2012-2016).
- 12.1.4 Initiate Operation Lifesaver public information blitz in the ten parishes having the highest number of rail grade crossing crashes. (2012-2016)
- 12.1.5 Conduct competitive high school speech contest regarding rail/traffic safety. (2012-2016)
- 12.1.6 Produce Louisiana Operation Lifesaver Newsletter. (2012-2016)
- 12.1.7 Support rail grade crossing safety training for law enforcement personnel.

Objective 12: Performance Indicators

Input Indicators:

- Baseline number of highway railgrade crossing safety education courses conducted
- Baseline number of highway railgrade crossing accidents
- Baseline number of traffic accidents with injury involving highway railgrade crossing
- Baseline number of traffic accidents with fatalities involving highway railgrade crossing
- Baseline highway railgrade crossing fatality rate

Output Indicators:

- Number of highway railgrade crossing safety education courses conducted
- Number of highway railgrade crossing accidents
- Number of traffic accidents with injury involving highway railgrade crossing
- Number of traffic accidents with fatalities involving highway railgrade crossing
- Highway railgrade crossing fatality rate
- Rail grade crossing safety training for law enforcement personnel

Outcome Indicators:

- Percent change of rail grade crossing traffic crashes, injuries, and fatalities

Efficiency:

- Cost of educational programs

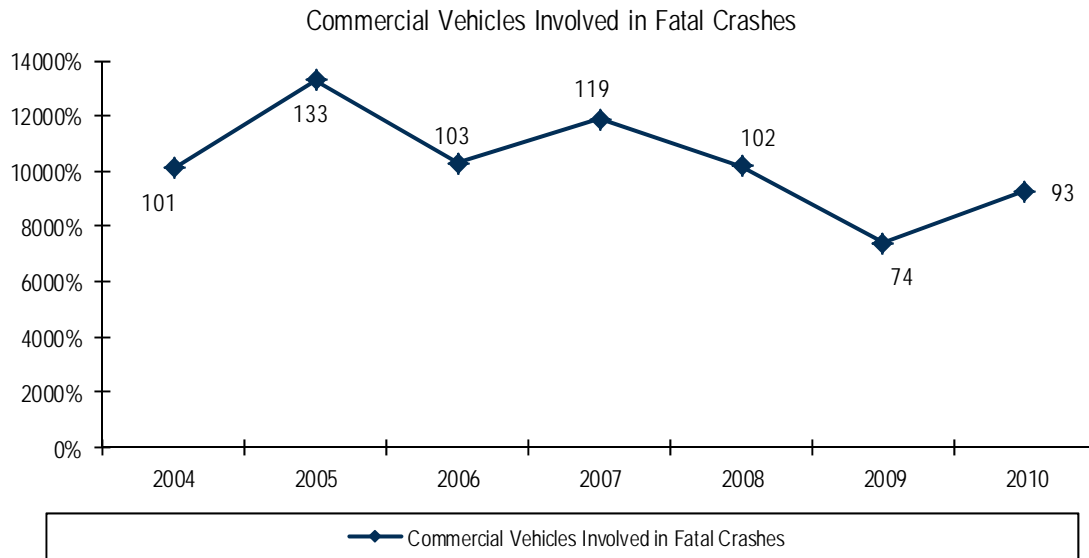
Cost of dissemination of LOF Newsletter

Cost of inclusion of safety information in driver licensing material

Quality:

Louisiana's rank among the states in rail grade crossing traffic crashes, injuries and fatalities

**Objective 13** Reduce the number of Motorcarrier Crashes (FARS Data) from 110 in 2006 to 100 by the end of fiscal year 2016.



13.1 Strategy: Identify measures to reduce motorcarrier crashes.

Action Plans:

13.1.1 Support efforts to provide motorcarrier safety countermeasures.

Objective 13: Performance Indicators

Input Indicators:

Baseline number of motorcarrier accidents

Baseline resource allocation

Output Indicators:

Number of motorcarrier accidents

Identification of measures to reduce motorcarrier crashes

Outcome Indicators:

Change in the number of motorcarrier crashes

Efficiency:

Cost of educational programs

Quality:

Louisiana's rank among states for motorcarrier accidents

**Objective 14** Support a comprehensive Traffic Records Management Program.

14.1 Strategy: To assist in the collection and submission of accurate traffic crash data to FARS and LSU.

Action Plans:

14.1.1 Collect and review for completeness fatal crash reports from state, parish and local police.

14.1.2 Conduct quarterly Traffic Records Committee Meetings

Objective 14: Performance Indicators

Input Indicators:

Baseline number of law enforcement agencies submitting traffic crash data electronically

Baseline procedures for collection of traffic crash data to FARS and LSU

Baseline accuracy reports

Output Indicators:

Collection of traffic crash data to FARS and to LSU

Error rate on traffic crash data submitted to FARS and LSU

Number of incomplete fatal crash reports from state, parish, and local police

Quarterly Traffic Records Committee Meetings

Outcome Indicators:

Maintain a comprehensive and accurate Traffic Records Management Program

Efficiency:

Cost of non-electronic submittal of data

Cost of quarterly Traffic Records Committee Meetings

Cost incurred due to incomplete traffic crash data

Cost incurred due to inaccurate traffic crash data

Quality:

A comprehensive and accurate Traffic Records Management Program

### **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.

### **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.

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 have identified nine National Priority Program Areas (NPPA): Impaired Driving, Occupant Protection, Speed, Traffic Records, Emergency Services, Police Traffic Services, Motorcycle Safety, Pedestrian and Bicycle Safety, and Roadway Safety. 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, education, and legislation.

The NHTSA Fatal Analysis Reporting System (FARS) Section contracts with LHSC annually to receive specific data elements of all fatal crashes that occur on Louisiana roadways. All data are entered and transmitted to a mainframe computer in Washington, D.C. FARS compiles the data from all sites and develops a report from national statistics. The data are used to design safety projects to reduce fatalities, injuries, and economic losses from traffic crashes.

The LHSC maintains the crash file for the State of Louisiana. Copies of Uniform Motor Vehicle Traffic Crash Reports prepared by law enforcement agencies are sent to LHSC, and then forwarded to LSU for input and analysis. Electronic transfer of some crash reports are submitted directly to LSU. In addition, LHSC administers the records for the Motor Carrier Safety Crash Program. This program requires that all crashes involving commercial motor carriers be reviewed and additional data elements captured. This information, concerning large truck and bus safety, is of vital concern to the public, industry, and government.

**Duplication of Effort:**

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.

**Overview:**

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 and Police Traffic Services program assessment were used in part to develop objectives and strategies.

**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.

**Seniors:** Individuals over the age of 65 are the fastest-growing group in the United States. It is projected that by the year 2020 they will make up 21 percent of the population. This group has acquired lifestyles and travel habits in which the automobile plays a central role. Traditionally, the elderly have lower trip rates due to the absence of work trips and higher crash rates per vehicle mile traveled. This demographic shift will impact the fatal crash rate.

**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:** Economic Growth: 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:** Role of the Federal 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.

**Performance Measure Validity, Reliability, etc:**

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.

**APPENDIX A**  
**Performance Indicator Documentation**

## **Program: Louisiana Highway Safety Commission**

**Objective: 1** Reduce the number of traffic fatalities by six percent per year through 2016.

**Indicator Name:** Number of traffic safety projects awarded

**Indicator LaPAS PI Code:** 6747

1. **Type and Level:** Input; Supporting
2. **Rationale:** The number of grants awarded by the LHSC shows the level of attention given to the particular traffic safety issue and the level of interest among law enforcement, community groups, etc. that are interested in participating in the issues.
3. **Use:** The LHSC expects to provide similar number of contracts each Fiscal Year depending of the Federal Funds available. It will be used as an internal management purpose only, but will assist in the assessment of the consistent efforts of the LHSC.
4. **Clarity:** “Grants” and “contracts” are synonymous and refer to the contractual agreement between the LHSC and the individual vendor.
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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:** Internal LHSC
7. **Calculation Methodology:** Add the number of grants awarded.
8. **Scope:** Aggregated and can be assessed by region or demographic population.
9. **Caveats:** None
10. **Responsible Person:** LHSC Planner, Dortha Cummins, 7919 Independence Blvd, Baton Rouge, LA, 70809; 225-925-6994;dortha.cummins@dps.la.gov

## **Program: Louisiana Highway Safety Commission**

**Objective: 1** Reduce the number of traffic fatalities by six percent per year through 2016.

**Indicator Name:** Percent change in traffic fatalities

**Indicator LaPAS PI Code:** 2144

1. **Type and Level:** Outcome; Key
2. **Rationale:** The fatality rate for each state is based on vehicle miles traveled and the 1.0 goal is replicates the National Highway Traffic Safety Administration (NHTSA) goal. Fatality rate measures change with regards to exposure (VMT) for traffic fatalities.
3. **Use:** In addition to the rate being a consistent measure of progress each year, the rate also provides the LHSC planner to determine problem identification for future years.
4. **Clarity:** VMT – represents Vehicle Miles Traveled
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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 LHSC and 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 vehicle miles traveled as it relates to fatalities.
8. **Scope:** Aggregated and can be assessed by region or demographic population.
9. **Caveats:** VMT is an estimate reported by La DOTD based on average daily traffic flow counts extrapolated to annual VMT in Louisiana.
10. **Responsible Person:** LHSC contracts with the LSU ISDS Department of collect and analyze traffic crash data.

**Program: Louisiana Highway Safety Commission**

**Objective: 2** Raise the level of awareness among Louisiana citizens regarding traffic safety issues.

**Indicator Name:** Number of traffic safety advocates contacted

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Output; Supporting
2. **Rationale:** The number of advocates contacted by the LHSC shows the level of attention given to the particular traffic safety issue and the level of interest among law enforcement, community groups, etc. that are interested in participating in the issues.
3. **Use:** The LHSC expects to contact similar number of advocates each Fiscal Year. It will be used as an internal management purpose only, but will assist in the assessment of the consistent efforts of the LHSC.
4. **Clarity:** None
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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:** Internal LHSC
7. **Calculation Methodology:** Add number of advocates contacted.
8. **Scope:** Aggregated and can be assessed by region or demographic population.
9. **Caveats:** None
10. **Responsible Person:** LHSC Planner, Dortha Cummins, 7919 Independence Blvd, Baton Rouge, LA, 70809; 225-925-6994;dortha.cummins@dps.la.gov

## **Program: Louisiana Highway Safety Commission**

**Objective: 2** Raise the level of awareness among Louisiana citizens regarding traffic safety issues.

**Indicator Name:** Number of conferences conducted

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Output; Supporting
2. **Rationale:** Measure of new/additional meetings conducted regarding traffic safety issues. Provides greater awareness and knowledge on the total traffic safety problems in Louisiana.
3. **Use:** The LHSC expects to provide similar number of conferences each Fiscal Year depending of the Federal Funds available. It will be used as an internal management purpose only, but will assist in the assessment of the consistent efforts of the LHSC.
4. **Clarity:** None
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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:** Internal LHSC
7. **Calculation Methodology:** Add number of conferences conducted
8. **Scope:** Aggregated and can be assessed by region or demographic population.
9. **Caveats:** None
10. **Responsible Person:** LHSC Planner, Dortha Cummins, 7919 Independence Blvd, Baton Rouge, LA, 70809: 225-925-6994;dortha.cummins@dps.la.gov

## **Program: Louisiana Highway Safety Commission**

**Objective: 2** Raise the level of awareness among Louisiana citizens regarding traffic safety issues.

**Indicator Name:** Reduction in traffic fatalities per 100 million vehicle miles traveled

**Indicator LaPAS PI Code:** 2144

1. **Type and Level:** Outcome; Key
2. **Rationale:** The fatality rate for each state is based on vehicle miles traveled and the 1.0 goal is replicates the National Highway Traffic Safety Administration (NHTSA) goal. Fatality rate measures change with regards to exposure (VMT) for traffic fatalities.
3. **Use:** In addition to the rate being a consistent measure of progress each year, the rate also provides the LHSC planner to determine problem identification for future years.
4. **Clarity:** VMT – represents Vehicle Miles Traveled
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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 LHSC and 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 vehicle miles traveled as it relates to fatalities.
8. **Scope:** Aggregated and can be assessed by region or demographic population.
9. **Caveats:** VMT is an estimate reported by La DOTD based on average daily traffic flow counts extrapolated to annual VMT in Louisiana.
10. **Responsible Person:** LHSC contracts with the LSU ISDS Department of collect and analyze traffic crash data. Helmut Schneider, LSU ISDS Dept.; 7919 Independence Blvd, Baton Rouge, LA, 70809: 225-925-6994

**Program: Louisiana Highway Safety Commission**

**Objective: 3** Establish a legislative framework for the LHSC program.

**Indicator Name:** Number of legislative actions proposed

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Input; Supporting
2. **Rationale:** Establishes a base for legislative proposals.
3. **Use:** The LHSC similar number of legislative actions each year. It will be used as an internal management purpose only, but will assist in the assessment of the consistent efforts of the LHSC.
4. **Clarity:** None
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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:** Internal LHSC
7. **Calculation Methodology:** Add number of proposed legislative actions
8. **Scope:** Aggregated and can be assessed by program area.
9. **Caveats:** Filing bills is out of the direct control of LHSC; however, the LHSC provides information and tracks all traffic safety related legislation.
10. **Responsible Person:** LHSC Executive Director responsible for providing information to Legislators and the LHSC planner tracks the progress of each Legislative Session. Dortha Cummins, 7919 Independence Blvd, Baton Rouge, LA, 70809: 225-925-6994

## **Program: Louisiana Highway Safety Commission**

**Objective: 3** Establish a legislative framework for the LHSC program.

**Indicator Name:** Number of traffic safety legislation signed into law.

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Output; Supporting
2. **Rationale:** The number of enrolled traffic safety legislation shows the level of attention given to the particular traffic safety issue among law makers.
3. **Use:** The LHSC there to legislation passed each year; however, the quantity and quality are beyond the LHSC direct control. It will be used as an internal management purpose only, but will assist in the assessment of the consistent efforts of the LHSC.
4. **Clarity:** None
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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:** Internal LHSC
7. **Calculation Methodology:** Add number of legislative actions signed into law
8. **Scope:** Aggregated and can be assessed by program area.
9. **Caveats:** Passage of bills is out of the direct control of LHSC; however, the LHSC provides information and tracks all traffic safety related legislation.
10. **Responsible Person:** LHSC Executive Director responsible for providing information to Legislators and the LHSC planner tracks the progress of each Legislative Session. Dortha Cummins, 7919 Independence Blvd, Baton Rouge, LA, 70809: 225-925-6994

## **Program: Louisiana Highway Safety Commission**

**Objective: 3** Establish a legislative framework for the LHSC program.

**Indicator Name:** Reduction in traffic fatalities per 100 million vehicle miles traveled

**Indicator LaPAS PI Code:** 2144

1. **Type and Level:** Outcome; Key
2. **Rationale:** The fatality rate for each state is based on vehicle miles traveled and the 1.0 goal is replicates the National Highway Traffic Safety Administration (NHTSA) goal. Fatality rate measures change with regards to exposure (VMT) for traffic fatalities.
3. **Use:** In addition to the rate being a consistent measure of progress each year, the rate also provides the LHSC planner to determine problem identification for future years.
4. **Clarity:** VMT – represents Vehicle Miles Traveled
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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 LHSC and 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 vehicle miles traveled as it relates to fatalities.
8. **Scope:** Aggregated and can be assessed by region or demographic population.
9. **Caveats:** VMT is an estimate reported by La DOTD based on average daily traffic flow counts extrapolated to annual VMT in Louisiana.
10. **Responsible Person:** LHSC contracts with the LSU ISDS Department of collect and analyze traffic crash data. Helmut Schneider, LSU ISDS Dept.; 7919 Independence Blvd, Baton Rouge, LA, 70809: 225-925-6994

## **Program: Louisiana Highway Safety Commission**

**Objective: 4** Reduce the percent of impaired driving traffic fatalities in Louisiana from 45% in 2004 to 38% by year 2016.

**Indicator Name:** Number of projects with a DWI component

**Indicator LaPAS PI Code:** 6750

1. **Type and Level:** Input; Supporting
2. **Rationale:** Establishes a base for resources allocated to combat impaired driving.
3. **Use:** The LHSC expects to provide similar number of impaired driving grants each Fiscal Year depending of the Federal Funds available. It will be used as an internal management purpose only, but will assist in the assessment of the consistent efforts of the LHSC.
4. **Clarity:** “Grants” and “contracts” are synonymous and refer to the contractual agreement between the LHSC and the individual vendor.
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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:** Internal LHSC
7. **Calculation Methodology:** Add the number of grants awarded
8. **Scope:** Aggregated and can be assessed by region or demographic population.
9. **Caveats:** Selected projects may not have a direct impact on impaired driving statistics; however, enforcement, public information and education are the avenues supported by NHTSA to combat impaired driving.
10. **Responsible Person:** LHSC Planner, Dortha Cummins, 7919 Independence Blvd, Baton Rouge, LA, 70809; 225-925-6994;dortha.cummins@dps.la.gov

## **Program: Louisiana Highway Safety Commission**

**Objective: 4** Reduce the percent of impaired driving traffic fatalities in Louisiana from 45% in 2004 to 38% by year 2016.

**Indicator Name:** Reduction in percent of alcohol involved traffic fatalities

**Indicator LaPAS PI Code:** 2150

- 1. Type and Level:** Outcome; Key
- 2. Rationale:** 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. Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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 LHSC and 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:** Disaggregated, can be assessed by region or demographic population.
- 9. Caveats:** None
- 10. Responsible Person:** LHSC contracts with the LSU ISDS Department of collect and analyze traffic crash data Helmut Schneider, LSU ISDS Dept.; 7919 Independence Blvd, Baton Rouge, LA, 70809: 225-925-6994

## **Program: Louisiana Highway Safety Commission**

**Objective: 5** Increase statewide safety belt usage for vehicle occupants age 5 and under from 88% in 2007 to 97% by the end of FY 2016.

**Indicator Name:** Increase in child safety belt usage statewide

**Indicator LaPAS PI Code:** 22430

1. **Type and Level:** Outcome; Key
2. **Rationale:** Statewide seatbelt usage is a standard rate 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. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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.
7. **Calculation Methodology:** Established and approved by NHTSA, Section 153.
8. **Scope:** Aggregated, can be assessed by region or demographic population.
9. **Caveats:** Cost of statewide survey and analysis approximately \$30,000.
10. **Responsible Person:** LHSC contractors Vickie Sims, 7919 Independence Blvd, Baton Rouge, LA, 70809: 225-925-6994

## **Program: Louisiana Highway Safety Commission**

**Objective: 6** Increase safety belt usage for all vehicle occupants from 77.7% in 2005 to 85% by the end of FY 2016.

**Indicator Name:** Percentage of safety belt usage for all occupants

**Indicator LaPAS PI Code:** 2160

1. **Type and Level:** Outcome; Key
2. **Rationale:** Statewide seatbelt usage is a standard rate 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. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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.
7. **Calculation Methodology:** Established and approved by NHTSA, Section 153.
8. **Scope:** Aggregated, can be assessed by region or demographic population.
9. **Caveats:** Cost of statewide survey and analysis approximately \$50,000.
10. **Responsible Person:** LHSC contractors Vickie Sims, 7919 Independence Blvd, Baton Rouge, LA, 70809: 225-925-6994

## **Program: Louisiana Highway Safety Commission**

**Objective: 7** Reduce the fatal crashes among drivers ages 75 and older from 53 in 2004 to 25 by the end of fiscal year 2016.

**Indicator Name:** Number of safety presentations given to senior organizations

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Output; Supporting
2. **Rationale:** Public information and education is one avenue to reduce the involvement of high risk populations. Drivers age 75 and older are over-represented in traffic crashes.
3. **Use:** The LHSC expects to provide similar number of safety presentations each Fiscal Year depending of the Federal Funds available. It will be used as an internal management purpose only, but will assist in the assessment of the consistent efforts of the LHSC.
4. **Clarity:** None
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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:** Internal LHSC
7. **Calculation Methodology:**
8. **Scope:** Aggregated and can be assessed by region or demographic population.
9. **Caveats:** None
10. **Responsible Person:** LHSC Program Coordinators Jim Dickerson, 7919 Independence Blvd, Baton Rouge, LA, 70809: 225-925-6994

## **Program: Louisiana Highway Safety Commission**

**Objective: 7** Reduce the fatal crashes among drivers ages 75 and older from 53 in 2004 to 25 by the end of fiscal year 2016.

**Indicator Name:** Reduction in the fatal and injury crash rate among drivers ages 75 and older

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Outcome; Supporting
2. **Rationale:** Specific statistics quantifies involvement of drivers age 75 and older in traffic crashes.
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:** None
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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 LHSC and 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 and injury crashes for drivers ages 75 and older and compares it to the crash rates of all drivers.
8. **Scope:** Disaggregated, can be assessed by region.
9. **Caveats:** None
10. **Responsible Person:** LHSC contracts with the LSU ISDS Department of collect and analyze traffic crash data. Helmut Schneider, 7919 Independence Blvd, Baton Rouge, LA, 70809: 225-925-6994

## **Program: Louisiana Highway Safety Commission**

**Objective: 8** Reduce the number of fatal crashes among drivers age 15-24 from 289 in 2008 to 249 by the fiscal year end 2016.

**Indicator Name:** Number of safety presentations given to youth organizations

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Output; Supporting
2. **Rationale:** Public information and education is one avenue to reduce the involvement of high risk populations. Drivers age 15-24 are over-represented in traffic crashes.
3. **Use:** The LHSC expects to provide similar number of safety presentations each Fiscal Year depending of the Federal Funds available. It will be used as an internal management purpose only, but will assist in the assessment of the consistent efforts of the LHSC.
4. **Clarity:** None
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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:** Internal LHSC
7. **Calculation Methodology:** Add number of presentations given.
8. **Scope:** Aggregated and can be assessed by region or demographic population.
9. **Caveats:** None
10. **Responsible Person:** LHSC Program Coordinators Nichole Davis, 7919 Independence Blvd, Baton Rouge, LA, 70809: 225-925-6994

## **Program: Louisiana Highway Safety Commission**

**Objective: 8** Reduce the number of fatal crashes among drivers age 15-24 from 289 in 2008 to 249 by the fiscal year end 2016.

**Indicator Name:** Percent change in fatal and injury crashes among drivers age 15-24

**Indicator LaPAS PI Code:** 22431

1. **Type and Level:** Outcome; Supporting
2. **Rationale:** Specific statistics quantifies involvement of drivers age 15-24 in traffic crashes.
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:** None
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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 LHSC and 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 and injury crashes for drivers ages 15-24 and compares it to the crash rates of all drivers.
8. **Scope:** Disaggregated, can be assessed by region.
9. **Caveats:** None
10. **Responsible Person:** LHSC contracts with the LSU ISDS Department of collect and analyze traffic crash data Helmut Schneider, 7919 Independence Blvd, Baton Rouge, LA, 70809: 225-925-6994

## **Program: Louisiana Highway Safety Commission**

**Objective: 9** Reduce the pedestrian fatality rate from 2.2% in 2004 to 1.8% per 100,000 population by fiscal year 2016.

**Indicator Name:** Number of studies funded to identify pedestrian safety problems and solutions.

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Input; Supporting
2. **Rationale:** Establishes the quantity of LHSC involvement in pedestrian issues.
3. **Use:** It will be used as an internal management purpose only, but will assist in the assessment of the consistent efforts of the LHSC.
4. **Clarity:** None
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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:** Internal LHSC
7. **Calculation Methodology:** This is a standard calculation for NHTSA and is utilized by most states. The specific calculation uses the total number of pedestrian crashes and compares it to the crash rates of all drivers.
8. **Scope:** Aggregated and can be assessed by region.
9. **Caveats:** None
10. **Responsible Person:** LHSC contracts with the LSU ISDS Department of collect and analyze traffic crash data Helmut Schneider, 7919 Independence Blvd, Baton Rouge, LA, 70809: 225-925-6994

## **Program: Louisiana Highway Safety Commission**

**Objective: 9** Reduce the pedestrian fatality rate from 2.2% in 2004 to 1.8% per 100,000 population by fiscal year 2016.

**Indicator Name:** Reduction in pedestrian death rate

**Indicator LaPAS PI Code:** 6754

1. **Type and Level:** Outcome; Supporting
2. **Rationale:** 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:** None
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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 LHSC and 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:** Disaggregated, can be assessed by region.
9. **Caveats:** None
10. **Responsible Person:** LHSC contracts with the LSU ISDS Department of collect and analyze traffic crash data. Helmut Schneider, 7919 Independence Blvd, Baton Rouge, LA, 70809: 225-925-6994

**Program: Louisiana Highway Safety Commission**

**Objective: 10** Reduce the motorcycle fatality rate from 8.06 in 2004 to 5.0% by fiscal year 2016.

**Indicator Name:** Number of education courses conducted

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Input; Supporting
2. **Rationale:** Public information and education is one avenue to reduce the involvement of high risk populations. Motorcycle fatalities continue to increase at a disproportionate rate.
3. **Use:** The LHSC expects to provide similar number of education courses each Fiscal Year depending of the Federal Funds available. It will be used as an internal management purpose only, but will assist in the assessment of the consistent efforts of the LHSC.
4. **Clarity:** None
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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:** Internal LHSC
7. **Calculation Methodology:** Add number of education courses provided
8. **Scope:** Aggregated and can be assessed by region or demographic population.
9. **Caveats:** None
10. **Responsible Person:** LHSC Program Coordinators Jamie Ainsworth, 7919 Independence Blvd, Baton Rouge, LA, 70809: 225-925-6994

**Program: Louisiana Highway Safety Commission**

**Objective: 10** Reduce the motorcycle fatality rate from 8.06 in 2004 to 5.0% by fiscal year 2016.

**Indicator Name:** Reduction in motorcycle fatality rate

**Indicator LaPAS PI Code:** 6755; however, previous indicator measured fatalities and new code will measure fatality rate

1. **Type and Level:** Outcome; Supporting
2. **Rationale:** 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 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:** None
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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 LHSC and 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 compares it to the number of fatalities statewide.
8. **Scope:** Disaggregated, can be assessed by region.
9. **Caveats:** Louisiana's lack of a motorcycle helmet law requiring all riders to use safety gear will continue to impede the reduction of motorcycle fatalities.
10. **Responsible Person:** LHSC contracts with the LSU ISDS Department of collect and analyze traffic crash data. Helmut Schneider, 7919 Independence Blvd, Baton Rouge, LA, 70809: 225-925-6994

## **Program: Louisiana Highway Safety Commission**

**Objective: 11** Reduce the pedicycle fatalities from 22 in 2005 to 14 by the end of fiscal year 2016.

**Indicator Name:** Number of education courses conducted

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Input; Supporting
2. **Rationale:** Public information and education is one avenue to reduce the involvement of persons involved in traffic related fatalities. Pedicycle fatalities in Louisiana continue to be one of the highest in the Nation.
3. **Use:** The LHSC expects to provide similar number of education courses each Fiscal Year depending of the Federal Funds available. It will be used as an internal management purpose only, but will assist in the assessment of the consistent efforts of the LHSC.
4. **Clarity:** None
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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:** Internal LHSC
7. **Calculation Methodology:** Add number of education courses conducted.
8. **Scope:** Aggregated and can be assessed by region or demographic population.
9. **Caveats:** None
10. **Responsible Person:** LHSC Program Coordinators Jim Dickerson, 7919 Independence Blvd, Baton Rouge, LA, 70809: 225-925-6994

## **Program: Louisiana Highway Safety Commission**

**Objective: 11** Reduce the pedicycle fatalities from 22 in 2005 to 14 by the end of fiscal year 2016.

**Indicator Name:** Reduction in pedicycle fatality rate

**Indicator LaPAS PI Code:** 6758; however, previous indicator measured crashes and new code will measure fatality rate

1. **Type and Level:** Outcome; Supporting
2. **Rationale:** Quantifies the rate of pedicycle 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:** Pedicycle is more commonly referred to as bicycle, but includes one wheel and three wheel modes of transportation.
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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 LHSC and 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 pedicycles and compares it to the number of fatalities statewide.
8. **Scope:** Disaggregated, can be assessed by region.
9. **Caveats:** None
10. **Responsible Person:** LHSC contracts with the LSU ISDS Department of collect and analyze traffic crash data Helmut Schneider, 7919 Independence Blvd, Baton Rouge, LA, 70809: 225-925-6994

## **Program: Louisiana Highway Safety Commission**

**Objective: 12** Reduce the highway-rail grade crossing fatalities from 23 in 2004 to 10 by the end of fiscal year 2016.

**Indicator Name:** Reduction of rail grade crossing traffic crashes

**Indicator LaPAS PI Code:** 2147

1. **Type and Level:** Outcome; Supporting
2. **Rationale:** Quantifies the rate of highway-railgrade 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. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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 LHSC and 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:**
9. **Caveats:** Limitations exist in the delay and inaccuracy in reporting from individual law enforcement agencies.
10. **Responsible Person:** LHSC contracts with the LSU ISDS Department of collect and analyze traffic crash data. Helmut Schneider, 7919 Independence Blvd, Baton Rouge, LA, 70809: 225-925-6994

## **Program: Louisiana Highway Safety Commission**

**Objective: 13** Reduce the number of Motorcarrier Crashes (FARS Data) from 133 in 2005 to 107 by the end of fiscal year 2016.

**Indicator Name:** Reduction in fatal motorcarrier crashes

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Outcome; Supporting
2. **Rationale:** Quantifies the rate of motorcarrier 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:** Motorcarrier is more commonly referred to as 18-Wheelers.
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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 LHSC and Louisiana State University. The data is approximately two years old upon reporting. Additional data available via the Federal Motorcarrier 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 motorcarriers and compares it to the number of fatalities statewide.
8. **Scope:** Disaggregated, can be assessed by region.
9. **Caveats:** Limitations exist in the delay and inaccuracy in reporting from individual law enforcement agencies.
10. **Responsible Person:** LHSC contracts with the LSU ISDS Department of collect and analyze traffic crash data. Helmut Schneider, 7919 Independence Blvd, Baton Rouge, LA, 70809: 225-925-6994

## **Program: Louisiana Highway Safety Commission**

**Objective: 14** Support a comprehensive Traffic Records Management Program.

**Indicator Name:** Number of law enforcement agencies submitting traffic crash data electronically

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Input; Supporting
2. **Rationale:** Number of electronic submissions is a standard rate of comparison for FARS and is utilized by all states.
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:** None
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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 statistician and LSU ISDS contractor will maintain a list of all agencies participating in the electronic submission of crash data.
7. **Calculation Methodology:** Add number of electronic submissions
8. **Scope:** Aggregated and can be assessed by region.
9. **Caveats:** None
10. **Responsible Person:** LHSC Statistician Helmut Schneider, 7919 Independence Blvd, Baton Rouge, LA, 70809: 225-925-6994

## **Program: Louisiana Highway Safety Commission**

**Objective: 14** Support a comprehensive Traffic Records Management Program.

**Indicator Name:** Number of complete fatal crash reports entered into FARS system

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Output; Supporting
2. **Rationale:** Number of electronic submissions is a standard rate of comparison for FARS and is utilized by all states.
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:** FARS is an acronym for the Fatal Analysis Reporting System.
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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:** Internal LHSC
7. **Calculation Methodology:** Add number of completed fatal crash reports entered into FARS.
8. **Scope:** Aggregated and can be assessed by region.
9. **Caveats:** None
10. **Responsible Person:** LHSC Statistician Helmut Schneider, 7919 Independence Blvd, Baton Rouge, LA, 70809: 225-925-6994

## **Program: Louisiana Highway Safety Commission**

**Objective: 14** Support a comprehensive Traffic Records Management Program.

**Indicator Name:** Reduction in time lapse between law enforcement electronic submission and LHSC reporting.

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Outcome; Supporting
2. **Rationale:** Number of electronic submissions is a standard rate of comparison for FARS and is utilized by all states.
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:** FARS is an acronym for the Fatal Analysis Reporting System.
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy 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:** Internal LHSC
7. **Calculation Methodology:** Add number of completed fatal crash reports entered into FARS and evaluate the time lapse between LHSC reporting.
8. **Scope:** Aggregated and can be assessed by region.
9. **Caveats:** None
10. **Responsible Person:** LHSC Statistician Corey Hutchinson, 7919 Independence Blvd, Baton Rouge, LA, 70809; 225-925-6994

## STRATEGY ANALYSIS CHECKLIST

**STRATEGY I.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 checked="" 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 type="checkbox"/> Needed structural or procedural changes identified |
|   | <input checked="" 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. To participate in and support national traffic safety public information/education initiatives.

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Analysis                | <input type="checkbox"/> Cost/benefit analysis conducted                    |
|   | <input checked="" 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 type="checkbox"/> Needed structural or procedural changes identified |
|   | <input checked="" 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 2.2. To promote, inform, and network highway safety activities with individuals and organizations statewide.**

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Analysis                | <input type="checkbox"/> Cost/benefit analysis conducted                    |
|   | <input checked="" 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 type="checkbox"/> Needed structural or procedural changes identified |
|   | <input checked="" 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. Gain public support of traffic safety legislation through education programs and by providing traffic safety information to safety advocates, state, local and parish government officials, members of the criminal justice community, legislators, business and industry leaders, and citizens alike.**

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

## STRATEGY ANALYSIS CHECKLIST

### STRATEGY 3.2. Work towards the enactment of legislation necessary for an effective Highway Safety Program.

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

## STRATEGY ANALYSIS CHECKLIST

**STRATEGY 4.1. Identify, fund, and assist in the implementation of impaired during 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 checked="" 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 type="checkbox"/> Needed structural or procedural changes identified |
|   | <input checked="" 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. Provide grants and technical assistance to local, parish, and state agencies, as well as private organizations to conduct occupant protection programs.**

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Analysis                | <input type="checkbox"/> Cost/benefit analysis conducted                    |
|   | <input checked="" 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 type="checkbox"/> Needed structural or procedural changes identified |
|   | <input checked="" 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. Provide grants and technical assistance to local, parish, and state agencies, as well as organizations to conduct occupant protection programs.**

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Analysis                | <input type="checkbox"/> Cost/benefit analysis conducted                    |
|   | <input checked="" 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 type="checkbox"/> Needed structural or procedural changes identified |
|   | <input checked="" 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. Adopt administrative procedures regarding driver license testing for individuals age 75 and over.

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Analysis                | <input type="checkbox"/> Cost/benefit analysis conducted                    |
|   | <input checked="" 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 type="checkbox"/> Needed structural or procedural changes identified |
|   | <input checked="" 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. 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 checked="" 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 type="checkbox"/> Needed structural or procedural changes identified |
|   | <input checked="" 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. Promote pedestrian safety in preschool programs.

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Analysis                | <input type="checkbox"/> Cost/benefit analysis conducted                    |
|   | <input checked="" 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 type="checkbox"/> Needed structural or procedural changes identified |
|   | <input checked="" 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 9.2. 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 checked="" 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 type="checkbox"/> Needed structural or procedural changes identified |
|   | <input checked="" 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 10.1. Work with established motorcycle educating training programs to develop a program for new riders.**

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Analysis                | <input type="checkbox"/> Cost/benefit analysis conducted                    |
|   | <input checked="" 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 type="checkbox"/> Needed structural or procedural changes identified |
|   | <input checked="" 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 11.1. Work with established pedicycle education programs.

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Analysis                | <input type="checkbox"/> Cost/benefit analysis conducted                    |
|   | <input checked="" 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 type="checkbox"/> Needed structural or procedural changes identified |
|   | <input checked="" 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 12.1. Support recommendations of the Rail Grade Crossing Traffic Crash Task Force.

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Analysis                | <input type="checkbox"/> Cost/benefit analysis conducted                    |
|   | <input checked="" 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 type="checkbox"/> Needed structural or procedural changes identified |
|   | <input checked="" 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 13.1. Identify measures to reduce motorcarrier crashes.

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Analysis                | <input type="checkbox"/> Cost/benefit analysis conducted                    |
|   | <input checked="" 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 type="checkbox"/> Needed structural or procedural changes identified |
|   | <input checked="" 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 14.1. To assist in the collection and submission of accurate traffic crash data to FARS and LSU.

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Analysis                | <input type="checkbox"/> Cost/benefit analysis conducted                    |
|   | <input checked="" 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 type="checkbox"/> Needed structural or procedural changes identified |
|   | <input checked="" 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             |