



**State of Louisiana**  
*Department of Public Safety and Corrections*  
*Louisiana Highway Safety Commission*

February 4, 2010

To Whom It May Concern:

The Louisiana Highway Safety Commission (LHSC) is announcing the availability of traffic safety grants to aid in decreasing the number and severity of traffic crashes leading to injury and death on Louisiana highways. Evidence points to the fact that Louisiana is facing three very severe traffic safety problems; impaired driving, lack of safety belt use, and aggressive driving/speed. Louisiana has been ranked among the states having the highest traffic fatality rates for the past ten years. Grants are being offered to local communities, organizations, and individuals to assist them in implementing effective strategies to address the traffic safety problems that are the cause of injury and death on Louisiana's highways.

The LHSC is committed to reducing traffic safety problems on Louisiana's highways by funding data-driven, effective strategies. In recent years, research has shown that strategies designed primarily to disseminate information such as individual speakers are among the least effective.

We have identified parishes having higher than the average numbers of fatalities and higher than average numbers of injury-fatal crashes. Please see the following list of available programs and priority locations.

If you have questions regarding the availability of grants, please call our office at 225.925.6991.

Sincerely,

A handwritten signature in black ink that reads "John A. LeBlanc".

John A. LeBlanc  
Executive Director  
Louisiana Highway Safety Commission

**The LHSC welcomes applications to implement effective strategies to address these identified traffic safety problems within the targeted parishes identified below.**

## **Section I High Risk Parishes**

### **Fatalities**

#### **Tier I**

East Baton Rouge, St. Tammany, Calcasieu, Tangipahoa, Caddo, Orleans, Terrebonne, Rapides, Lafayette, Jefferson, St. Landry, Livingston, Natchitoches, Iberville, Lafourche, West Baton Rouge, St. Martin, Ascension, Ouachita, Acadia, Vernon

#### **Tier II**

St. Charles, Pointe Coupee, St. Mary Bossier, Beauregard, Washington, Iberia, Lincoln, Assumption, Union, Vermilion

### **Fatal and Injury Crashes**

#### **Tier I**

East Baton Rouge, Orleans, Jefferson, Caddo, Lafayette, Calcasieu, St. Tammany, Ouachita, Rapides, Tangipahoa, Ascension, Terrebonne, Livingston, Bossier, St. Landry, Lafourche, Iberia

#### **Tier II**

Acadia, Vermilion, St. Martin, St. John, St. Charles, West Baton Rouge, Natchitoches, Lincoln, St. Mary, Avoyelles, Vernon, Iberville, Jefferson Davis, Webster

## **Section II Impaired Driving**

### **Alcohol Related Fatal and Injury Crashes**

#### **Tier I**

Orleans, Caddo, East Baton Rouge, Lafayette, Calcasieu, Jefferson, Terrebonne, Lafourche, St. Tammany, Ascension, Livingston, Rapides, St. Landry, Tangipahoa, Vermilion, Ouachita, Bossier, Acadia, Iberia, St. Martin

## **Tier II**

Avoyelles, Evangeline, St. John, Natchitoches, Vernon, St. Mary, St. Charles, Iberville, West Baton Rouge, Lincoln, Beauregard, Assumption, Jefferson Davis, Allen

### **Section III Occupant Protection**

#### **Safety Belts**

The lack of wearing safety belts or failure to use child restraints is the second leading cause of death on Louisiana highways, just below impaired driving. The statewide average for safety belt use in 2009 was 75%. Parishes identified in Tier I are well below the state average. Tier II parishes are at the state average or slightly above it. Tier III parishes are well above the state average and are leading the state in protecting their citizens.

#### **Tier I (Below State Average of 75%)**

Bienville, Bossier, Cameron, Claiborne, East Carroll, Jackson, Plaquemines, St. Bernard, St. Helena, Union, Madison, Ouachita, Calcasieu, Terrebonne, Lafayette, St. Mary, Vernon, Acadia, Assumption, Jefferson Davis, LaSalle, Lafourche, Morehouse, Sabine, St. James, Washington, St. Landry, St. Tammany, Tangipahoa, Webster, East Baton Rouge, Jefferson, Rapides, St. Charles, St. John, West Baton Rouge, Iberville, Livingston

#### **Tier II (At or Slightly Above State Average of 75%)**

Ascension, Caddo, Evangeline, East Feliciana, Natchitoches, St. Martin, Lincoln, Pointe Coupee

### **Section IV Other Traffic Safety Programs**

#### **Police Traffic Services**

Aggressive Driving and speeding in excess of safe or posted speed limits is the third leading factor contributing to injury and death on Louisiana's highways. It is a statewide problem and all parishes are eligible to apply for grants to implement effective strategies to reduce these factors.

#### **Motorcycles**

LHSC believes that motorcycle traffic crashes can be reduced through education, enforcement, outreach, and legislation. LHSC supports strategies to promote motorcycle rider education, proper driver licensing, reducing the number of impaired motorcyclists, increasing motorist awareness of motorcycles, and increasing helmet use.

### **Tier I (Motorcycle Crashes)**

Caddo, East Baton Rouge, Orleans, St. Tammany, Calcasieu, Jefferson, Lafayette, Terrebonne

### **Tier II**

Livingston, St. Landry, Tangipahoa, Ascension, Assumption, Iberville, Natchitoches, Ouachita, West Baton Rouge

### **Tier I (Alcohol Related)**

Orleans, Calcasieu, Jefferson, Lafayette, Livingston, St. Tammany, Ascension, Assumption, Tangipahoa

### **Tier II**

Terrebonne, Beauregard, Catahoula, Grant, Rapides, St. Martin, Vermilion, West Carroll, Winn

### **Safe Communities**

The Safe Communities approach represents a new way community traffic safety programs are established and managed. All partners participate as equals in developing solutions, sharing successes, assuming risks, and building a community structure and process to continue improvement of community life through the reduction of injuries and costs.

A Safe Community expands resources and partnerships, increases program visibility, and establishes community ownership and support for transportation injury prevention programs. As the Safe Community concept addresses all injuries, transportation and traffic safety becomes positioned within the context of the entire injury problem.

In addition, the Safe Communities approach emphasizes the need to involve the medical, acute care and rehabilitation communities. These groups need to be actively engaged as integral partners in preventing injuries.

Four main characteristics define Safe Communities:

1. Injury data analysis and (where possible) data linkage;
2. Expanded partnerships, especially with health care providers and businesses;
3. Citizen involvement and input; and
4. An integrated and comprehensive injury control system.

## **Traffic Records**

LHSC supports traffic records strategies to:

- Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data that is needed to identify priorities for state and local highway and traffic safety programs;
- Evaluate the effectiveness of efforts to make such improvements;
- Link data systems, including traffic records, with other data systems within the State, such as systems that contain medical, roadway, and economic data; and
- Improve the compatibility and interoperability of the data systems to enable the state and local communities to observe and analyze trends in crash occurrence rates, outcomes, and circumstances.
  - Examples of traffic records programs are laptop or desktop computers, (LaCrash software) for crash reporting, traffic citation processing enhancements, hotspot software for electronic transmission of crash data from police vehicles, and any other project that would improve the collect, accuracy, timeliness, or completeness of traffic records.