

STATE OF ALABAMA
FISCAL YEAR 2009
HIGHWAY SAFETY PLAN

Prepared for

THE US DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
and
FEDERAL HIGHWAY ADMINISTRATION

by the

STATE OF ALABAMA
Bob Riley, Governor

ALABAMA DEPARTMENT OF ECONOMIC AND COMMUNITY AFFAIRS
LAW ENFORCEMENT / TRAFFIC SAFETY DIVISION
Bill Johnson, ADECA – Director
Robert H. Pruitt, Division Director

August 13, 2008



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State Certifications

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -

- 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

*Certification Regarding Debarment, Suspension, and Other Responsibility Matters-
Primary Covered Transactions*

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

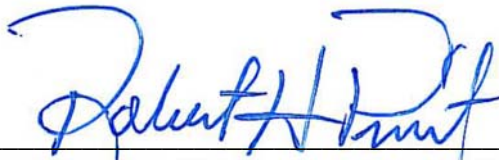
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion
-- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2009 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety



Date

Highway Safety Plan Cost Summary

State: Alabama

U.S. Department of Transportation National Highway Traffic Safety Administration

Highway Safety Plan Cost Summary

2009-HSP-1

Posted: 07/16/2008

Report Date: 08/20/2008

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Deere)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2009-00-00-00	Planning and Administration	\$.00	\$150,000.00	\$.00	\$150,000.00	\$150,000.00	\$.00
	Planning and Administration Total		\$.00	\$150,000.00	\$.00	\$150,000.00	\$150,000.00	\$.00
Alcohol								
	AL -2009-00-00-00	Alcohol	\$.00	\$.00	\$.00	\$40,000.00	\$40,000.00	\$.00
	Alcohol Total		\$.00	\$.00	\$.00	\$40,000.00	\$40,000.00	\$.00
Police Traffic Services								
	PT-2009-00-00-00	Police Traffic Safety Services	\$.00	\$.00	\$.00	\$1,400,000.00	\$1,400,000.00	\$700,000.00
	Police Traffic Services Total		\$.00	\$.00	\$.00	\$1,400,000.00	\$1,400,000.00	\$700,000.00
Community Traffic Safety Project								
	CP-2009-00-00-00	Community Traffic Safety Project	\$.00	\$.00	\$.00	\$2,035,119.01	\$2,035,119.01	\$2,035,119.01
	Community Traffic Safety Project Total		\$.00	\$.00	\$.00	\$2,035,119.01	\$2,035,119.01	\$2,035,119.01
	NHTSA 402 Total		\$.00	\$150,000.00	\$.00	\$3,625,119.01	\$3,625,119.01	\$2,735,119.01
405 OP SAFETEA-LU								
	K2-2009-00-00-00	Occupant Protection, Surveys, and Analys	\$.00	\$.00	\$.00	\$393,390.00	\$393,390.00	\$.00
	405 Occupant Protection Total		\$.00	\$.00	\$.00	\$393,390.00	\$393,390.00	\$.00
	405 OP SAFETEA-LU Total		\$.00	\$.00	\$.00	\$393,390.00	\$393,390.00	\$.00
NHTSA 406								
	K4PM-2009-00-00-00	Paid Media	\$.00	\$.00	\$.00	\$500,000.00	\$500,000.00	\$.00
	406 Safety Belts Paid Media Total		\$.00	\$.00	\$.00	\$500,000.00	\$500,000.00	\$.00
406 Police Traffic Services								
	K4PT-2009-00-00-00	Police Traffic Safety Services	\$.00	\$.00	\$.00	\$250,000.00	\$250,000.00	\$.00

Highway Safety Plan Cost Summary

State: Alabama

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
 2009-HSP-1
 Posted: 07/16/2008

Program Area	Project	Description	Prior Approved Program Funds	State Funds		Incre/ (Decre)	Current Balance	Share to Local
	406 Police Traffic Services Total		\$0.00	\$0.00	\$0.00	\$250,000.00	\$250,000.00	\$0.00
	NHTSA 406 Total		\$0.00	\$0.00	\$0.00	\$750,000.00	\$750,000.00	\$0.00
408 Data Program SAFETEA-LU								
	K9-2009-00-00-00	E - Crash, E - Citations	\$0.00	\$0.00	\$0.00	\$349,820.21	\$349,820.21	\$0.00
	408 Data Program Incentive Total		\$0.00	\$0.00	\$0.00	\$349,820.21	\$349,820.21	\$0.00
	408 Data Program SAFETEA-LU Total		\$0.00	\$0.00	\$0.00	\$349,820.21	\$349,820.21	\$0.00
410 Alcohol SAFETEA-LU								
	K8-2009-00-00-00	Police Traffic Safety Services	\$0.00	\$0.00	\$0.00	\$250,000.00	\$250,000.00	\$0.00
	410 Alcohol SAFETEA-LU Total		\$0.00	\$0.00	\$0.00	\$250,000.00	\$250,000.00	\$0.00
410 Alcohol SAFETEA-LU Paid Media								
	K8PM-2009-00-00-00	Paid Media	\$0.00	\$0.00	\$0.00	\$531,250.00	\$531,250.00	\$0.00
410 Alcohol SAFETEA-LU Paid Media			\$0.00	\$0.00	\$0.00	\$531,250.00	\$531,250.00	\$0.00
	Total							
	410 Alcohol SAFETEA-LU Total		\$0.00	\$0.00	\$0.00	\$781,250.00	\$781,250.00	\$0.00
	NHTSA Total			\$150,000.00	\$0.00	\$5,899,579.22	\$5,899,579.22	\$2,735,119.01
	Total		\$0.00	\$150,000.00	\$0.00	\$5,899,579.22	\$5,899,579.22	\$2,735,119.01

PROCEDURE FOR PROBLEM IDENTIFICATION

Alabama Department of Economic and Community Affairs (ADECA), Alabama Office of Highway Safety (AOHS) has a contract with the University of Alabama for the purpose of continually improving and streamlining the problem identification process. Among other innovations, this has resulted in the creation of the Critical Analysis Reporting Environment (CARE) system, which won the National Highway and Traffic Safety Administration (NHTSA) Administrator's Award for innovation in traffic records processing for 1995. However, CARE is still being continuously improved to produce greater information benefits to the state.

For the Fiscal Year (FY) 2006 and 2007 Highway Safety Plans (HSP), the CARE program was used to determine the location of problem areas across the state for SHARP crashes (crashes involving speed, alcohol use or the lack of restraint usage). The decision was made to focus completely on SHARP crashes due to the dangerous nature of these crashes and the possibility that the behavior of drivers involved in these crashes can be changed.

For the Fiscal Year 2008 plan, a slightly different approach was taken. Instead of focusing on SHARP crashes, the focus moved to Speeding and Alcohol Related hotspots only. While using restraints can save lives, the lack of restraint usage is not a *cause* of a traffic crash. Keeping that in mind, the decision was made to shift focus and enforcement efforts to those crashes involving speeding and alcohol use, while removing restraint usage as a factor in the hotspots. Additionally, a larger dataset was used for the FY 2008 plan. In order to get a more accurate representation of problem areas (or hotspots) a three year dataset (2004-2006 calendar year data) was used to find the hotspots.

The strategy employed for defining hotspots in the Fiscal Year 2008 HSP was again used in the Fiscal Year 2009 HSP. By using the same search criteria to locate hotspots, comparison can be made from year to year for the state as a whole, or for a particular region within the state. For this FY 2009 HSP, the 2005-2007 calendar year dataset was used. The criteria given above for defining hotspots will continue to be used in future years in order to allow for comparison of data and hotspots from one year to the next.

These Speeding and Alcohol Related crash location hotspots can be divided into seven groups. These groups are: (1) Speeding Mileposted Locations on Interstate Routes, (2) Alcohol Related Mileposted Locations on Interstate Routes, (3) Speeding Mileposted Locations on State/Federal Routes, (4) Alcohol Related Mileposted Locations on State/Federal Routes, (5) Alcohol Related Non-Mileposted Intersection Locations (6) Speeding Non-Mileposted Segment Locations and (7) Alcohol Related Non-Mileposted Segment Locations.

Criteria for finding hotspots were defined for each of these seven categories and the CARE system was used to find the hotspots: (1) Speeding Mileposted Locations on Interstate Routes with five or more Injury or Fatality crashes within 10 miles. Injuries and fatalities were then summed and hotspots (10 miles in length) with eight or more injury or fatality crashes were used, (2) Alcohol Related Mileposted Locations on Interstate Routes with two or more crashes within five miles. Injuries and fatalities were then summed and hotspots (5 miles in length) with eight or more injury or fatality crashes were used, (3) Speeding Mileposted Locations on State/Federal Routes with five or more Injury or Fatality crashes within 10 miles. Injuries and fatalities were then summed and hotspots (10 miles in length) with eight or more injury or fatality crashes were used, (4) Alcohol Related Mileposted Locations on State/Federal Routes with two or more crashes within five miles. Injuries and fatalities were then summed and hotspots (5 miles in length) with nine or more injury or fatality crashes were used, (5) Alcohol Related Non-Mileposted Intersection Locations with three or more crashes, (6) Speeding Non-Mileposted Segment Locations with three or more crashes resulting in injury or fatality and (7) Alcohol Related Non-Mileposted Segment Locations with three or more crashes.

These search criteria were reviewed this year for the FY 2009 HSP and were determined to be appropriate for continued analysis. Therefore, no adjustments were made to the search criteria for the FY 2009 HSP. In the FY 2008 HSP, the 2004-2006 dataset was used and a total of 338 hotspots located across the state were identified. For the FY 2009 HSP, the 2005-2007 dataset was used and a total of 333 hotspots across the state were identified.

With this number of hotspots spread across nine regions, each regional coordinator should be able to better focus their efforts over the coming year on the hotspots that have been defined. A more detailed explanation of what makes up a hotspot crash and the process used in determining hotspot crash locations is given in Part I. Additional discussion is also included in Part IV of the HSP.

Once the hotspots were defined and the locations were found using CARE, the CTSP/LELs from across the state were given information on the hotspot locations for the state as a whole. They were also provided detailed hotspot reports specific to their region to assist them in their focused efforts. A copy of the statewide report that was developed using CARE and integrated GIS mapping programs is given in Part IV of the HSP.

Using the reports and maps developed for each region, the CTSP/LELs will develop a plan for their region that focuses on the hotspot crashes. More detailed information on the goals and strategies for the state are included in Part III of the HSP. The goals set on a regional basis will be in line with the goals and strategies laid out in this section.

PROBLEM IDENTIFICATION

PART I – INTRODUCTION

The Alabama Highway Safety Plan (HSP) for the 2009 Fiscal Year (FY) continues the strategy and focus that was laid out in the FY 2008 HSP for identifying and focusing on alcohol and speed related hotspots in the State of Alabama. The changes made for the FY 2008 HSP continue to be the most effective and accurate way of identifying problem areas. Therefore that methodology for identifying hotspots will continue to be used in future years to aid in comparing data and determining the effectiveness of the focus given to the hotspot locations.

The changes made for the FY 2008 HSP were a slight revision or improvement to the methodology used in the FY 2006 and FY 2007 plan. The change in the FY 2008 plan was not a major change, just a slight adjustment to the type of hotspot being identified and the quantity of data used for finding those hotspots. The major change that facilitated the focus on the “hotspot” data occurred for the FY 2006 plan. This shift was a significant step in the right direction as it identified specific problem locations from across the state and compelled regional coordinators to focus their efforts on these specific locations. The change for the FY 2008 plan, while still focusing on hotspot locations, shifted the focus away from seat belt issues to locations directly related to speeding and alcohol use. The methodology used for the FY 2008 plan is used in the FY 2009 plan and will continue to be used in future years in order to gauge the progress made towards reaching both short term and long terms goals set for the state.

In the plan for FY 2009 and FY 2008, an effort was made to focus on alcohol related hotspots and speed related hotspots with high numbers of injuries and fatalities. It is clear by looking at Table 1 (seen below) that the two biggest problem areas, in terms of behavior that causes crashes, are speeding and alcohol/drug use. This trend is seen year after year and it is one that cannot be ignored and must be consistently and continually addressed.

While increasing the number of drivers and passengers wearing restraints would certainly cause a positive trend in the number of fatalities resulting from lack of restraint usage, failure to wear proper restraint is not a behavior that *causes* a crash. Because of this, efforts and funding will be focused on categories two and three from Table 1. Lack of restraint usage certainly will not be ignored but other funding will be used to help increase the number of individuals wearing their seat belts.

The categories given in Table 1 were identified by the Safety Management Action Resources Taskforce (SMART), a task force formed in 2001 to enhance communication among the various agencies involved with traffic safety. The group was based on a cooperative agreement signed by the heads of Alabama Department of Economic and Community Affairs (ADECA), Alabama Department of Transportation (ALDOT), Alabama Department of Public Safety (DPS), Alabama Department of Public Health (ADPH), Alabama Administrative Office of Courts (AOC), Federal Motor Carrier Safety Administration (FMCSA), and Federal Highway Administration (FHWA). While participation in SMART by other agencies is voluntary, it represents the broad spectrum of the traffic safety community.

The Law Enforcement Traffic Safety Division (LETS) of the Alabama Department of Economic and Community Affairs (ADECA) has served on the steering committee for the development of and is presently active in the implementation phase of the Alabama Strategic Highway Safety Plan (SHSP). The Alabama Highway Safety Plan has been incorporated into the Alabama SHSP.

Table 1. Summary of Crash Severity by Crash Type – CY 2007 Alabama Data

Crash Type (Causal Driver)	Fatal Number	Fatal %	Injury Number	Injury %	PDO No.	PDO %	Total
1. Restraint Not Used*	532	4.19%	5,201	41.01%	6,949	54.79%	12,682
2. Speeding	359	4.69%	3,392	44.32%	3,902	50.99%	7,653
3. Alcohol/Drug	257	3.57%	2,715	37.76%	4,218	58.66%	7,190
4. Obstacle Removal	161	2.12%	2,792	36.71%	4,653	61.18%	7,606
5. Youth -- Age 16-20	156	0.61%	5,724	22.55%	19,503	76.83%	25,383
6. License Status Deficiency	129	2.28%	1,785	31.51%	3,750	66.21%	5,664
7. Mature -- Age > 64	93	0.82%	2,455	21.66%	8,785	77.52%	11,333
8. Motorcycle	84	4.23%	1,287	64.74%	617	31.04%	1,988
9. Ped., Bicycle, School bus	80	5.94%	781	58.02%	485	36.03%	1,346
10. Pedestrian	69	10.65%	526	81.17%	53	8.18%	648
11. Fail to Conform to S/Y Sign	60	0.78%	2,062	26.79%	5,574	72.43%	7,696
12. Roadway Defects – All	41	1.18%	793	22.74%	2,653	76.08%	3,487
13. Utility Pole	38	1.60%	829	34.91%	1,508	63.49%	2,375
14. Non-pickup Truck Involved	36	0.68%	882	16.55%	4,410	82.77%	5,328
15. Construction zone	31	1.35%	478	20.82%	1,787	77.83%	2,296
16. Fail To Conform to Signal	28	0.32%	2,570	29.30%	6,173	70.38%	8,771
17. Vehicle Defects – All	23	0.95%	519	21.54%	1,867	77.50%	2,409
18. Vision Obscured – Env.	18	1.42%	330	26.09%	917	72.49%	1,265
19. Railroad Trains	11	13.25%	20	24.10%	52	62.65%	83
20. Child Not Restrained*	8	0.69%	578	50.09%	568	49.22%	1,154
21. Bicycle	8	2.89%	196	70.76%	73	26.35%	277
22. School Bus	3	0.71%	59	14.01%	359	85.27%	421

* The numbers for "Restraint Not Used" and "Child Not Restrained" are the total number of individuals killed, injured, or uninjured. This is slightly different than the other categories within this table. For all other categories the number of *crashes* is given but for the two categories marked, the total number of *individuals* is given.

The major goal of SMART is to bring about a more effective statewide allocation of traffic safety resources, including funding and equipment, but most importantly, personnel. A simple, intuitive tool was sought to bring into focus the true issues involved in making traffic safety improvements. To this end, Table 1 was developed in an attempt to bring together and initiate a process of prioritization for all of the key traffic safety categories. All SMART participants were encouraged to add any categories that they felt were appropriate. The data contained in this table is used year after year by those in the traffic safety profession across the State of Alabama as the data provides a broad overview of the key categories of concern to those within this field.

Table 1 is sorted so that the crash type category with the highest number of fatal crashes is listed first, descending to the crash type category with the lowest number of fatal crashes listed last. Each crash type category lists the crashes that happened for that particular category between January 1, 2007 and December 31, 2007. This time period of January 1 through December 31 will be called our Calendar Year (CY). Within the Performance Goals and Strategies section, all past statistics have been updated to reflect the CY. Unless otherwise noted, all crash statistics within this document are for this time period. The categories given in Table 1 are not mutually exclusive (e.g., you could have an alcohol crash that also involved speeding). However, they still tend to demonstrate the relative criticality of that particular category. All other things being equal, to reduce fatalities, we need to start towards the top of the list.

The Highway Safety Plan for FY 2009 takes a critical look at the two biggest factors in Table 1 that cause crashes, injuries and fatalities. Crashes that fell into either the Speed or Alcohol/Drug category were identified and locations with high numbers of these crashes (particularly the severe crashes) are included in the Hotspots lists in Part IV of the plan. This is the second year that these two categories are exclusively targeted in the HSP. As was done last year, this focus will continue to allow the ADECA LETS division to focus traffic safety funding efforts for 2009 on the top problem locations. The hotspot definitions used for the FY 2009 plan will be used again in subsequent years.

Using the focus that was set for the 2008 plan, problem areas across the state were again identified. These problem areas are known as hotspots and specific criteria for each of the hotspot categories is given in the section titled "Procedure for Problem Identification" as well as Part IV of the plan. A total of 142 Speeding hotspots and 191 Alcohol Related hotspots were identified. These hotspots are defined, listed and mapped (when possible) in Part IV of this plan. The plans for each of the regional coordinators for the coming year will focus on these hotspot areas, as portions of their funding will be restricted to working the speeding and alcohol related hotspot locations defined for each region.

A note regarding the alcohol related crashes: There is a noticeable difference between the number of Alcohol Related fatalities found in the *CARE* system and those reported by FARS. The number reported by FARS is approximately twice what is reported in *CARE* for crashes occurring in 2007. The HSP will use the numbers reported by the *CARE* system.

The crash frequency within each severity classification is given in Table 1. The percentage is for that classification only, and thus it represents a relative severity that can be used to compare the classifications. For example, it might be noticed that the severity of pedestrian, motorcycle and railroad crashes are quite high, as is true for those crashes in which the driver was not properly restrained.

This document will continue by presenting the Vision, Ideals and Mission in Part II. This section gives an overview of the ADECA strategic planning efforts. Part III presents the goals and strategies to address hotspot crashes. Finally, Part IV gives the statewide analyses of speed and alcohol related hotspot crashes. Each regional coordinator receives a copy of the statewide list as well as information that is specific for their region. These lists allow them to focus on the countermeasures that will have the most impact on their area of the state.

Alabama's fatality counts and fatality rates (per 100 million vehicle miles traveled) for the last 21 years are given below.

<u>Year</u>	<u>Rate</u>	<u>Fatalities</u>	<u>Miles Driven (100 MVMT)</u>
1987	2.98	1116	374.37
1988	2.58	1023	396.84
1989	2.52	1028	407.65
1990	2.64	1118	423.47
1991	2.59	1110	429.24
1992	2.26	1033	457.62
1993	2.20	1040	472.03
1994	2.21	1081	489.56
1995	2.20	1113	506.28
1996	2.22	1142	514.33
1997	2.23	1190	534.58
1998	1.94	1071	552.05
1999	2.03	1148	564.13
2000	1.74	986	565.71
2001	1.76	998	567.08
2002	1.80	1038	575.32
2003	1.71	1001	586.33
2004	1.96	1154	588.62
2005	1.92*	1148*	596.62
2006	2.00	1207**	603.94
2007	1.81	1110	613.13

* - The number of fatalities for 2005 was adjusted up from 1134 to 1148 after the FY2007 HSP was published. This change caused a change in the rate as well. Following the adjustment in the number of fatalities, the rate changed from 1.90 to 1.92.

** - The number of fatalities for 2006 was adjusted down from 1208 to 1207 after the FY2007 HSP was published. This change did not cause the rate to change for 2006.

Alabama can be proud that we have cut our crash rate by over 39% over the past 20 years. If we were still operating with the 1987 rate, the number of fatalities in 2007 would have been over 1,825. The reduction in rates over the past few years is extremely promising, reflecting major efforts in publicizing and enforcing the primary seat belt law, and the many other efforts along the broad range of traffic safety activities. We will not be satisfied, however, with even one death on the roadway and one shattered family, and we will continue to put forth a concerted effort to assure that traffic safety resources are utilized to their maximum capabilities.

After seeing a rise in the total number of fatalities and the fatality rate in 2006, a drop in both numbers was seen in 2007. This drop was seen as a great success to the traffic safety community in Alabama and a success that can, in part, be attributed to the concentrated efforts that were made by all involved to reduce this number. However, these efforts cannot be relaxed or that number may easily rise again as it did in 2006. It is often difficult to track exactly why the number rises and falls from year to year but many of the efforts outlined in this report played a role in helping to bring that number down over

the past year. The number of fatalities is closely monitored throughout the year in the state of Alabama and again appears to be trending down for 2008.

By continuing to fund efforts related to speed and alcohol related hotspot crashes in FY 2009, it is hoped that the dollars used to fund efforts focusing on these areas will have a significant impact and continue to reduce the number of fatalities seen in future years. Because the speed and alcohol related crashes look at the two biggest causal factors in the state in terms of traffic safety, focusing on these crashes should give the biggest “bang for the buck” for the State of Alabama.

PART II – VISION, IDEALS, MISSION

VISION:

To create the safest surface transportation system in the Southeast by means of a cooperative effort that involves all organizations and individuals within the state who have traffic safety interests.

This vision is measurable in terms of crash, injury and fatality rates (per million vehicle mile). In order to perform an accurate evaluation of the metric, Alabama will be compared to the other states in NHTSA Region 4.

IDEALS:

Coordination and cooperation to accomplish these goals require that the following ideals be accepted as guiding principles in this endeavor:

- *Saving Lives.* Preserve the lives of all users of the Alabama surface transportation system by minimizing the frequency and severity of all potentially fatal crashes, regardless of the countermeasure type or the organization that has primary responsibility for its implementation.
- *Reduction in Suffering.* Reduce suffering and property loss resulting from injury and property damage only crashes.
- *Focus on speed and alcohol related hotspots.* When looking at crashes in Alabama and the damage that they cause in terms of suffering and property loss, crashes caused by speeding and alcohol use were determined to be the biggest problem areas. In order to help reduce these crashes, all organizations and individuals in the area of traffic safety must be committed to working on these hotspot crashes. Plans developed by the state's safety coordinators should reflect this focus and funding will be concentrated on hotspot crash locations that have been identified as problems.
- *Teamwork and Diversity.* Recognize that these ideas will only be attained through the dedication to cooperative efforts among a wide range of federal, state and local organizations. All highway users and user groups must be adequately represented, and all sub-disciplines will be given the opportunity to provide input and information.

MISSION:

Reduce fatalities by focusing on the problem locations identified for speed and alcohol related hotspots.

Speeding and alcohol use are the biggest causes of traffic crash fatalities and are major problem areas for traffic safety in the State of Alabama. By focusing efforts to reduce the number of speed and alcohol related crashes, lives can be saved and crash severity can be reduced. Each of these crashes is caused by the *choice* to speed or drive drunk. By changing driver behavior, the number of hotspot crashes can be reduced and traffic safety will be improved.

PART III – GOALS AND STRATEGIES

PROCESS FOR DEVELOPING GOALS

In FY 2006 and FY 2007, the idea of using SHARP crashes was developed. This focus was a revolutionary improvement over the plans from earlier years as the state began to target specific locations from across the state. For FY 2008, the idea of SHARP crashes was further limited to only looking at speeding and alcohol related crashes. This revision is being carried out in the FY 2009 HSP exactly as it was performed last year. The adjustment made beginning with the FY 2008 HSP was due to the fact that lack of restraint usage cannot *cause* a crash. While the effects of seat belt use should not be minimized, the efforts for the FY 2009 Highway Safety Plan will be focused solely on Speed and Alcohol Related Hotspots.

The goals defined below were established for both of the hotspot countermeasure categorical priority areas (alcohol and speed). Countermeasures and efforts planned for fiscal year 2009 will focus on one or both of these key areas. Specific thresholds and target dates were set based on past trends and expectations from past programs.

For 2009, funding to the state safety coordinators will be largely focused on the problem areas discussed and defined in Part IV of this plan. The two notable exceptions to this rule are ADECA's continued participation in the "Click It or Ticket" and "Drunk Driving. Over the Limit. Under Arrest." campaigns. ADECA continues to pledge its support to these programs and will fund the participating regions accordingly.

In the FY 2008 HSP, all long range goals were changed due to the shift in focus to speeding and alcohol hotspots and away from a focus on restraint usage. The overall program goal was also changed in order to reflect an alignment with the state's Strategic Highway Safety Plan (SHSP) and a larger focus on reducing the fatality rate in the state. The long range goals set in the FY 2008 plan were designed to take the state through a total of five fiscal years and will therefore not be adjusted for another four years. However, comment will be made where appropriate on the progress made over the past year in reaching that long range goal.

The overall goal set in the Strategic Highway Safety Plan for the State of Alabama was developed based on the 2002 fatality rate 1.80 and currently looks at meeting goals with the 2008 data. While the data for the state, including the fatality rate, has continued to change from year to year, the Strategic Highway Safety Plan has not been updated to reflect the changes in rates seen in recent years. Because of this, the overall program goal that was set in this FY 2008 Highway Safety Plan was in line with the overall long range goal set in the Alabama Strategic Highway Safety Plan but was adjusted as described in the Overall Program Goal section below.

Unlike the long range goal, new short range goals are established each year. These goals are along the same line as the long range goals but are adjusted more frequently in order to track progress that the state has made by looking at the coming fiscal year (2009). When looking at these goals, it is important to note that the data being used for these goals is somewhat delayed. Because of the delay in receiving completed crash data for the year, 2007 data must be used to develop the plan for fiscal year 2009 while 2008 data will be used next year to develop the plan for fiscal year 2010. The short range goals will concentrate on statistics for calendar year 2008 while long-range goals concentrated on statistics for calendar years 2007-2011.

We look forward to receiving the 2008 data, as it will be the first full year of the data that should be positively affected by the hotspot focus discussed and first used in the FY 2008 Highway Safety Plan for Alabama. Because of the delay in receiving crash data, the FY 2008 HSP went into practice in late 2007 and therefore the effects of these efforts cannot be fully realized until the 2008 data is received and analyzed. In addition to accurately measuring the short term goals, the 2008 calendar year data will be the first true measure of how the state is doing in working towards the long range goals set in the FY 2008 plan for the next five years.

Goals cannot be progressively realized without appropriate performance measures. These will be given with the goals along with a description of the data sources used. Performance measures include one or more of the following:

1. Crash frequency (e.g., the number of speed related crashes),
2. Crash severity (and a combination of frequency and severity metrics),
3. Percentage of all crashes (to gauge the proportion within the overall population of crashes), and

Unless otherwise specified, all collisions (regardless of severity) will be included in the particular crash frequency goal. In these cases it is assumed that the relative severity of the crashes of the goal type will not change due to the implementation of the countermeasure. Where a countermeasure is specifically intended to reduce severity as opposed to frequency (as is the case in some restraint usage projects), then severity will be explicitly stated in the goal.

Goals will now be presented in the following categories: (1) overall, (2) performance, (3) administrative, and (4) legislative.

OVERALL PROGRAM GOAL

The overall strategic program goals follow:

To reduce the fatal mileage rate in Alabama by 25% from 2.0 in 2006 to 1.5 per 100 million vehicle miles traveled by calendar year 2011.

In the Alabama Strategic Highway Safety Plan, the following goal was set: “The goal of this plan is to decrease the fatal mileage rate in Alabama from 1.8 to 1.5 per 100 million vehicle miles traveled by 2008.” This long term goal was based on the rate from 2002 and was not updated to reflect the rising rates seen in 2004-2006. If the downward trend seen in 2007 continues, this goal may be reached or even exceeded by 2011. For the overall program goal (first set in the FY 2008 plan), we stayed in line with the intent of the goal established in Alabama’s Strategic Highway Safety Plan. However, an updated time frame for reaching the goal of a rate of 1.5 per 100 million vehicle miles must be established.

This goal of reducing the rate by 25% was set for the first year in the FY 2008 plan and will remain in effect until the FY 2013 plan is developed. As the state works to achieve this goal over the five year time period, yearly short term goals also need to be established. For the first year (CY 2007), the state hoped to see a 3% reduction in the fatality rate. The fatal mileage rate went from 2.0 in 2006 to 1.81 in 2007 which is a drop of 9.5%. This well exceeds the reduction expected for one year and will help in reaching the goal of a 25% reduction over five years. For the second year (CY 2008) the state has a goal of an additional 8% reduction, with a 5% reduction in the three remaining years (2009-2011). If these short term goals are reached, the state will reach and even exceed the long term goal set in last year’s Highway Safety Plan.

The number of hotspots will continue to be monitored (as seen below in Table 2) and the rate will be monitored as seen on page 22. By focusing on two of the biggest killers (speed and alcohol related crash hotspots), the goal of reducing the fatality rate should be achievable. The criteria used to find the number of hotspots and the calculation of the rate will not change between the years in order to lend consistency in the total number of hotspots found for the State.

Table 2. Number of Hotspots

Year	Speed Hotspots	Alcohol Related Hotspots	Total Number of Hotspots
2006	120	218	338
2007	142	191	333

As the State works to reduce the fatality rate by reducing the number of hotspots, a statewide effort must be made to focus traffic safety funding on hotspot crashes. By doing this, every possible option will be taken to bring these numbers down in the coming years. Additionally, the reduction in the number of hotspots found (using identical search criteria) in each year will be monitored. A slight drop in the total number of hotspots was seen between 2006 and 2007. This trend will be monitored in coming years and efforts will continue to see this number fall each year.

General Strategy: To require the Community Traffic Safety Programs/Law Enforcement Liaisons (CTSP/LEL) to focus their plans primarily on hotspot crashes and the problem locations identified for their respective region. By doing this, every effort will be made to focus on the biggest problem areas, and the biggest killers in traffic safety and reduce the number of hotspots and fatalities in the State of Alabama.

Table 3. Summary of All Crashes – CY 2000-2007 Alabama Data

Performance Measures	2000	2001	2002	2003	2004	2005	2006	2007
Fatal Crashes	905	902	931	899	1033	1013	1074	1010
Percent Fatal Crashes	0.68	0.67	0.66	0.64	0.71	0.70	0.77	0.75
Injury Crashes	29,950	29,771	30,922	30,748	31,856	31,335	30,527	28,295
Percent Injury Crashes	22.58	22.26	22.02	21.80	21.77	21.76	21.84	20.92
PDO Crashes	101,771	103,066	108,583	109,420	113,469	111,645	108,179	105,951
Percent PDO Crashes	76.74	77.07	77.32	77.57	77.53	77.54	77.39	78.33
Total	132,626	133,739	140,436	141,067	146,358	143,993	139,780	135,256

Table 3 is a summary of all crashes for the Calendar Years 2000-2007. These statistics should be referenced as overall goals and strategies are discussed and determined. All figures in this table have been updated to reference the calendar year for their respective years.

Table 4. Hotspot Listing for State and Individual Regions

Hotspots	Speed Hotspots			Alcohol Related Hotspots		
	Number of Hotspots (2006)	Number of Hotspots (2007)	Percentage of Total Hotspots (2007)	Number of Hotspots (2006)	Number of Hotspots (2007)	Percentage of Total Hotspots (2007)
Birmingham Region	25	35	23.97%	37	32	16.75%
North Region	10	18	12.33%	22	15	7.85%
North East Region	11	17	11.64%	42	32	16.75%
East Region	14	16	10.96%	13	11	5.76%
West Region	14	16	10.96%	20	19	9.95%
Mobile Region	15	15	10.27%	52	48	25.13%
Central Region	15	12	8.22%	23	26	13.61%
South West Region	5	10	6.85%	4	6	3.14%
South East Region	11	7	4.79%	5	2	1.05%
TOTAL HOTSPOTS	120	146	100.00%	218	191	100.00%

** - Note that in 2007, some hotspots are counted twice. For example, if a hotspot (5 miles or ten miles in length) fell in more than one region, that hotspot was included in the count for both regions. This occurred for four Speed Hotspots in 2007. This method of including hotspots in more than one region did not take place in the 2006 data.*

Table 4 is a summary of all Speed and Alcohol Related Hotspots for Calendar Year 2006 and 2007. The 2006 data was included here in order to allow for comparison within each region. In future years, data will continue to be added to this table to track the progress made in reducing hotspots across the state and within individual regions.

PERFORMANCE GOALS AND STRATEGIES

Fatal Mileage Rate and Hotspots

Long range goals were set in the FY 2008 HSP and will be in place until the FY 2011 HSP is under development. At that time they will be adjusted. This is done in order to monitor the long term progress in relation to a particular goal. The short-range goals have been adjusted to follow closely with the new long range goals and will continue to be adjusted each year or every other year.

Long-range goals (2008-2011):

- To reduce the fatal mileage rate in Alabama by 25% from 2.0 in 2006 to 1.5 per 100 million vehicle miles traveled by calendar year 2011.
- To focus a large percentage of the efforts on a per region basis on reducing the number of hotspot locations in the state by 10%. By focusing on reducing these hotspot crash locations and the severity of these hotspots crashes, the number of fatalities and the fatality rate will decline as a result.

Short-range goals (2009):

- To reduce the fatal mileage rate by 8% by the end of calendar year 2008. This will reduce the rate to 1.67 by December 2008 from the fatal mileage rate of 1.81 seen in calendar year 2007. Based on the trend seen in 2007, this goal should be achievable. However, less significant drops in the rate and even increasing rates have been seen in recent years. This number will continue to be tracked closely on a yearly basis in order to make sure that the state is making progress towards the long-range goal.
- To focus a large percentage of the effort on a per region basis on reducing the number of hotspots and hotspot crashes. Individual goals should be set by the regional coordinators that focus on reducing the number of hotspot crashes by approximately 2% per region over the coming year. This goal is the same as the short-range goal set for 2008. While this goal was not reached by very many of the regions, efforts must continue to reach a 2% reduction per year within each region.

Strategies (for one year):

- Planning and Administration – The Law Enforcement/Traffic Safety (LETS) Division of the Alabama Department of Economic and Community Affairs is charged with implementing the state's highway safety efforts to reduce traffic deaths, injuries and crashes.
- Continue the nine Community Traffic Safety Program/Law Enforcement Liaison (CTSP/LEL) projects.
- Continue to support the CARE Research & Development Laboratory (CRDL) in exchange for their support of the ADECA LETS division. CRDL provides ADECA LETS with their crash and traffic safety data throughout the year.
- Conduct nine local Hotspot Special Traffic Enforcement Program (STEP) projects, one within each of the CTSP/LEL regions. Additionally, a statewide STEP project will be conducted in conjunction with the Alabama Department of Public Safety (DPS). The efforts of all CTSP/LEL coordinators should be focused on hotspot crashes. By focusing on the hotspot crashes, every effort will be taken to reduce speed and alcohol related crashes, and in so doing, reduce the fatality rate for the state.

Strategies (for one year) - Continued:

- Continue the Law Enforcement Liaison (LEL) programs statewide. Beginning in FY 2007, this program was absorbed by the regional CTSP offices and was funded through the Community Traffic Safety Projects. This funding arrangement will continue in FY 2009.
- Participate in national "Click It or Ticket" campaign on the statewide level.
- Participate in the "Buckle Up In Your Truck" campaign.
- Conduct statewide "Drunk Driving. Over the Limit. Under Arrest." campaign as a part of the national campaign.

Hotspots

Performance Measure: The following table indicates performance measures for Speed and Alcohol Related Hotspots. As the hotspots continue to be tracked, more columns will be added to this table:

Performance Measure	2006	2007
Speed Hotspots	120	142
Alcohol Related Hotspots	218	191
Total Number of Hotspots	338	333

Short Term Hotspot Goals:

- Reduce the number of speed hotspots from 120 in 2006 to 118 in 2008.
- Reduce the number of alcohol hotspots from 218 in 2006 to 214 in 2008.
-

These short term goals were set in the FY 2008 plan and will remain unchanged in the FY 2009 plan. Because these goals are looking to the number of Hotspots found in 2008, it is important to keep these goals in place. We feel that it would be inappropriate to make adjustments to the short term goals at this time due to the fact that the 2008 data is the first complete year of data that will allow the state to see the full effects of the hotspot plan put in place with the FY 2008 plan. This goal is something that can be reached and is one that is being heavily targeted with the strategies laid out for the coming year.

While the goals and strategies for the coming years are focused on the hotspot crashes, tables referencing the types of crashes making up the hotspots will be maintained. Below are the tables for Alcohol/Drug Crashes and Speeding Crashes.

Alcohol/Drug Crashes

Performance Measures: The following table indicates performance measures for alcohol/drug crashes:

Performance Measure	2000	2001	2002	2003	2004	2005	2006	2007
Alcohol Fatal Crashes	238	219	214	203	228	212	237	257
% Alcohol Fatal Crashes	26.30%	24.28%	22.99%	22.58%	22.07%	20.93%	22.07%	25.45%
Alcohol Injury Crashes	3211	3066	3078	2878	2876	2948	3042	2719
% Alcohol Injury Crashes	10.72%	10.30%	9.95%	9.36%	9.03%	9.41%	9.96%	9.61%
Total	3449	3285	3292	3081	3104	3160	3279	2976

Short Term Alcohol/Drug Goals:

- Reduce the number of alcohol fatal crashes from 237 in 2006 to 233 in 2008.
- Reduce the number of alcohol injury crashes from 3,042 in 2006 to 2,650 in 2008.

Again, the short term goals will not be adjusted until the FY 2010 plan due to the fact that the goals set deal with 2008 numbers. Alcohol and drug related crashes continue to be one of the main focuses of the FY 2009 plan and we hope to see these numbers continue to decline in the coming year in order to help the state of Alabama reach the goals that have been set.

Speeding

Performance Measures: The following table indicates performance measures for speed-related ("Speed") crashes:

Performance Measures	2000	2001	2002	2003	2004	2005	2006	2007
Speed Fatal Crashes	277	256	298	293	317	331	370	359
Percent Speed Fatal Crashes	30.6	28.4	32.0	32.6	30.7	32.7	34.5	35.5
Speed Injury Crashes	3260	3119	3253	3208	3325	3502	3712	3392
Percent Speed Injury Crashes	10.9	10.5	10.5	10.4	10.4	11.2	12.2	12.0
Total Speed Crashes	7322	7146	7648	7497	7583	3833	4082	3751

Short Term Speeding Goals:

- Reduce the number of speed fatal crashes from 370 in 2006 to 341 in 2008.
- Reduce the number of speed injury crashes from 3,712 in 2006 to 3,222 in 2008.

Short term goals will be updated with the FY 2010 HSP after the goals set in the FY 2008 can be fully evaluated with the inclusion of the 2008 data.

Occupant Protection

Performance Measures: The performance measures for both child safety seat and overall restraint use are obtained from annual surveys conducted by the Alabama Department of Public Health. The Safety Belt Usage Rate is obtained immediately following the "Click It or Ticket" campaign in June and the Child Safety Seat Usage Rate data is collected in August. The latest data for both of these rates was obtained from reports made available by the Alabama Department of Public Health. At the time this report was published, the 2008 Child Safety Seat Usage Rate was not yet available. This data is expected to be released at the end of August 2008.

While the hotspots given for FY 2009 do not include the factor of restraint usage, it is important to continue to track these numbers and work towards increasing the usage rates in both categories through programs outside of the scope of the Highway Safety Plan funding.

Performance Measures	2000	2001	2002	2003	2004	2005	2006	2007	2008
Safety Belt Usage Rate	71%	79.4%	78.8%	77.4%	80.0%	81.9%	82.9%	82.3%	86.1%
Child Safety Seat Usage Rate	77%	77%	89.4%	87.0%	82.9%	91.6%	88.0%	92.3%	N/A

Short Term Occupant Protection Goals:

The short term goal set for the FY 2008 plan sought to see an increase in the statewide seat belt usage rate from 82.2% to 83.3% in 2008. This rate was exceeded in 2008, hitting a new high for the State of Alabama at 86.1%. A new goal for 2009 is included below.

- Increase the statewide seat belt usage rate from 86.1% in 2008 to 86.8% in 2009.

ADMINISTRATIVE GOALS

Traffic Records

Goals:

- To ensure that all agencies with responsibility for traffic safety have timely access and complete information needed to identify problems, select optimal countermeasures, and evaluate implemented improvements.
- To assure that effective data are available that pinpoint and target the exact locations of speed and alcohol related hotspots for each region in the state.
- To administer the Section 408 funded projects so that the comprehensive traffic records plan developed to support those efforts is brought to fruition.

Strategies:

- Provide at least one statewide training session for CTSP/LEL's in which the basics of CARE information mining will be taught in terms of application to local problem identification and evaluation.
- Initiate systems studies to finalize and obtain approval for the recently developed MMUCC-compatible crash report form, and
- To develop the prototype for an effective in-vehicle crash data entry and data uploading system (e-crash).

The remainder of the strategies are organized into seven components that correspond with the seven parts of the Section 408 plan:

- *Citation and Adjudication Component* includes the extension and roll out of the electronic citation, a proposed DUI defendant intake system, a method for moving digital information directly to the field officers using available cell phones, a statewide Internet based incident reporting network (ULTRA) which is the forerunner of the electronic crash, and technological advances to make the traffic citation reporting and processing system paperless (virtual citation).
- *Crash Component* includes the further integration of GIS capabilities into CARE, the generation of an updated Crash Facts Book, and the development of an electronic crash (e-crash) reporting system. The e-crash will facilitate the transition to the MMUCC-compatible crash form.
- *Driver Component* calls for more effective driver licensing information (including pictures) to be made available to the field through the extremely successful Law Enforcement Tactical System (LETS). This has currently been deployed to over 10,000 officers in the field via that Alabama Criminal-justice Operations Portal (AlaCOP).
- *EMS-Medical Component* includes the implementation of the National Emergency Medical Services Information System (NEMSIS), an ambulance stationing research project, the development of a spinal injury database, and a pilot project to reduce EMS delay time to the scene of crashes with a moving map display.

- The *Roadway Component* involves a wide diversity of projects. This includes a major upgrade in the video monitoring system for the City of Birmingham as part of the states ITS projects. Several projects are ongoing and proposed for converting the state's link-node reference systems to GIS, including a project upgrading of the state and federal routes (mile-posted roadways), and several projects for addressing city streets and county roadways. Two projects are involved with using imagery to view actual roadways, one from the air and the other as a driver would view the roadway. Finally, a system to monitor congestion and incidents on I-65 is included that will have a major impact on safely removing citizens from areas threatened with hurricanes.
- *Vehicle Component* plans include a statewide distribution network that will make vehicle information immediately available to all consumers of these data in the state, including police officers through the LETS system.
- An *Integration Component* was added to the other functionally oriented categories to consider those projects that transcend and have the goal of integrating several databases. The Centralized Agency Management System (CAMS) is essential to enabling users to access multiple systems from a single logon source. The CODES implementation project is necessary to integrate crash, EMS and medical records. Finally, the next phase of the Safe Home Alabama web portal will be designed and stakeholders will be brought in to help determine the continued role of the system in integrating all of the information generated by all agencies and presenting it in one unified source to the traffic safety community.

LEGISLATIVE GOALS

ADECA is currently working with the State Safety Coordinating Committee to establish a legislative agenda for the 2009 session. When the package is finalized, we will forward it as an appendix.

OTHER KEY LAW ENFORCEMENT ACTIVITIES

The Take Back Our Highways (TBOH) campaign was pioneered by the Alabama Department of Public Safety (DPS) in 2007. This program was put in place to save lives on Alabama's roadways, reverse the state's rising fatality rate and increase public awareness about highway safety. By the end of 2007, rural crashes in Alabama were down almost 4 percent; injuries were down more than 10 percent; and troopers worked 62 fewer traffic fatalities than in 2006. The effects of the 2007 campaign carried over into 2008 as there were 93 fewer trooper-worked fatalities as of August 12, 2008 as compared to the same period in 2007.

TBOH emphasizes strict enforcement of all traffic laws. This means equipping troopers with the tools necessary to perform their duties in an effective manner. During the 2008 TBOH, troopers will for the first time, use the new Breath Alcohol Testing (BAT) Mobiles. These vehicles are specially equipped DUI enforcement vehicles that will be assigned to trooper DUI task forces statewide (Task Force Zero). Also, DPS has added 11 new semi-marked Dodge Chargers to the trooper fleet of patrol vehicles. DPS use the Chargers as interceptor vehicles in targeting aggressive drivers.

PART IV – HOTSPOT LISTINGS AND REGIONAL REPORTS

All of the counties in the state were grouped together to form regions for the purpose of identifying problem locations within their region that need attention. The designated regions are as follows:

<u>Region</u>	<u>Counties</u>
Central	Autauga, Bullock, Elmore, Lee, Lowndes, Macon, Montgomery and Russell
East	Calhoun, Chambers, Clay, Cleburne, Coosa, Randolph, Talladega, and Tallapoosa
Jefferson	Bibb, Blount, Chilton, Jefferson, Shelby, St. Clair, and Walker
Mobile Area	Baldwin, Escambia and Mobile
North East	Cherokee, DeKalb, Etowah, Jackson, Madison and Marshall
North	Colbert, Cullman, Franklin, Lauderdale, Lawrence, Limestone, Marion, Morgan, and Winston
South East	Barbour, Butler, Coffee, Covington, Crenshaw, Dale, Geneva, Henry, Houston, and Pike
South West	Choctaw, Clarke, Conecuh, Dallas, Marengo, Monroe, Washington, and Wilcox
West	Fayette, Greene, Hale, Lamar, Perry, Pickens, Sumter, and Tuscaloosa

In order to determine the hotspots for each region, several statewide reports were generated. Through the use of the 2005-2007 crash data for the State of Alabama, the CARE program and the ESRI Arc GIS suite of programs, a complete listing and illustration of problem crash locations (or hotspots) throughout the state was developed. While the focus on Speed and Alcohol Related hotspots crashes in this plan has already been discussed, it was important to focus on this type of crash on all types of roadways within the state. With the help of the CARE program, it was possible to identify hotspots in four major categories. These were: (1) hotspots on the Interstate, (2) hotspots on Federal or State Routes, (3) hotspots at non-mileposted intersections (for Alcohol Related Crashes only) and (4) hotspots on non-mileposted segments. By doing this, a total of 142 Speed Hotspots and 191 Alcohol Related Hotspots around the state were identified. The reports generated detailing this information for the entire state included:

1. State of Alabama Fatalities Bar Graph (2003-2007)
2. 2007 Alabama Fatalities by County and Region Map
3. Alabama Fatalities for State and Region (2003-2007)
4. 2007 Alabama Fatalities by Region and County
5. Top 51 Speeding Mileposted Interstate Crashes Map
6. Top 51 Speeding Mileposted Interstate Crashes Breakdown by Region
7. Top 51 Speeding Mileposted Interstate Crashes Listing
8. Top 24 Alcohol Related Mileposted Interstate Crashes Map
9. Top 24 Alcohol Related Mileposted Interstate Crashes Breakdown by Region
10. Top 24 Alcohol Related Mileposted Interstate Crashes Listing
11. Top 40 Speeding Mileposted State/Federal Route Crashes Map
12. Top 40 Speeding Mileposted State/Federal Route Crashes Breakdown by Region
13. Top 40 Speeding Mileposted State/Federal Route Crashes Listing
14. Top 61 Alcohol Related Mileposted State/Federal Route Crashes Map
15. Top 61 Alcohol Related Mileposted State/Federal Route Crashes Breakdown by Region
16. Top 61 Alcohol Related Mileposted State/Federal Route Crashes Listing
17. Top 55 Alcohol Related Non-Mileposted Intersection Crashes Breakdown by Region
18. Top 55 Alcohol Related Non-Mileposted Intersection Crashes Listing
19. Top 51 Speeding Non-Mileposted Segment Crashes Breakdown by Region
20. Top 51 Speeding Non-Mileposted Segment Crashes Listing
21. Top 51 Alcohol Related Non-Mileposted Segment Crashes Breakdown by Region
22. Top 51 Alcohol Related Non-Mileposted Segment Crashes Listing
23. Hotspot Count and Totals by Region and County Map for All Hotspots
24. Hotspot Breakdown by Region for All Hotspots
25. Hotspot Count and Totals by Region and County Map for Interstate Hotspots Only
26. Hotspot Count Breakdown by Region for Interstate Hotspots Only
27. Hotspot Count and Totals by Region and County Map for Speed Hotspots Only
28. Hotspot Count Breakdown by Region for Speed Hotspots Only
29. Hotspot Count and Totals by Region and County Map for Alcohol Related Hotspots Only
30. Hotspot Count Breakdown by Region for Alcohol Related Hotspots Only

Each of these statewide lists and maps are included in the pages that follow.

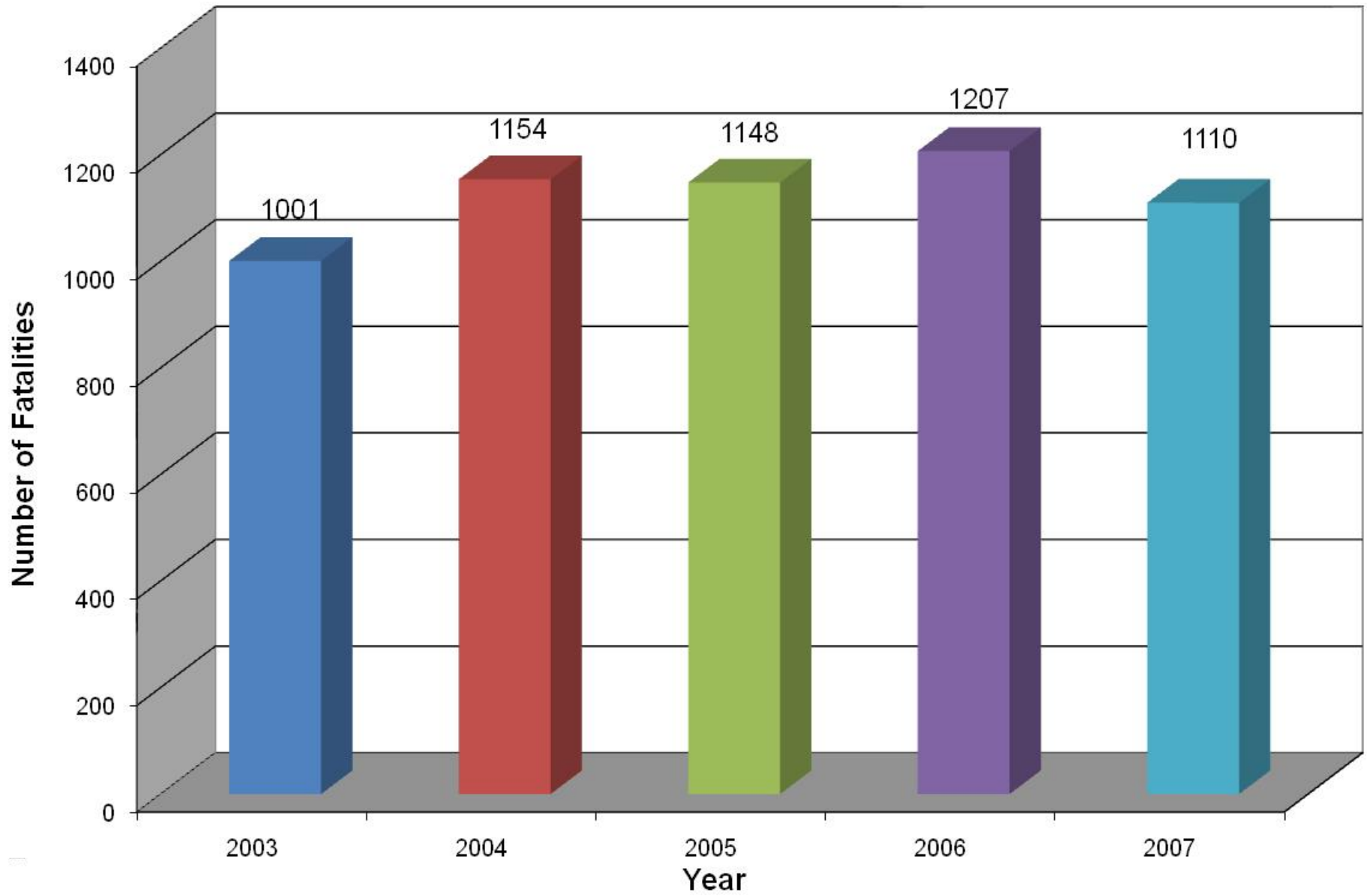
In addition to the statewide information, regional information was generated for each of the nine regions across the state. This information was formatted in the same way as the statewide reports but only included information on hotspots specific to their region. Regions were also not given copies of the Interstate Hotspots. The Interstate Hotspots will be covered by the Alabama Department of Public Safety and are not under the control of the nine regional coordinators. These hotspots lists that each region received were not different than statewide list, rather a subset of that list that applied only to the region in question. The reports provided on a regional basis were as follows:

1. Regional Fatalities Bar Graph (2003-2007)
2. Top Speeding Mileposted State/Federal Route Crashes Map for Region
3. Top Speeding Mileposted State/Federal Route Crashes Listing for Region
4. Top Alcohol Related Mileposted State/Federal Route Crashes Map for Region
5. Top Alcohol Related Mileposted State/Federal Route Crashes Listing for Region
6. Top Alcohol Related Non-Mileposted Intersection Crashes Listing for Region
7. Top Speeding Non-Mileposted Segment Crashes Listing for Region
8. Top Alcohol Related Non-Mileposted Segment Crashes Listing for Region

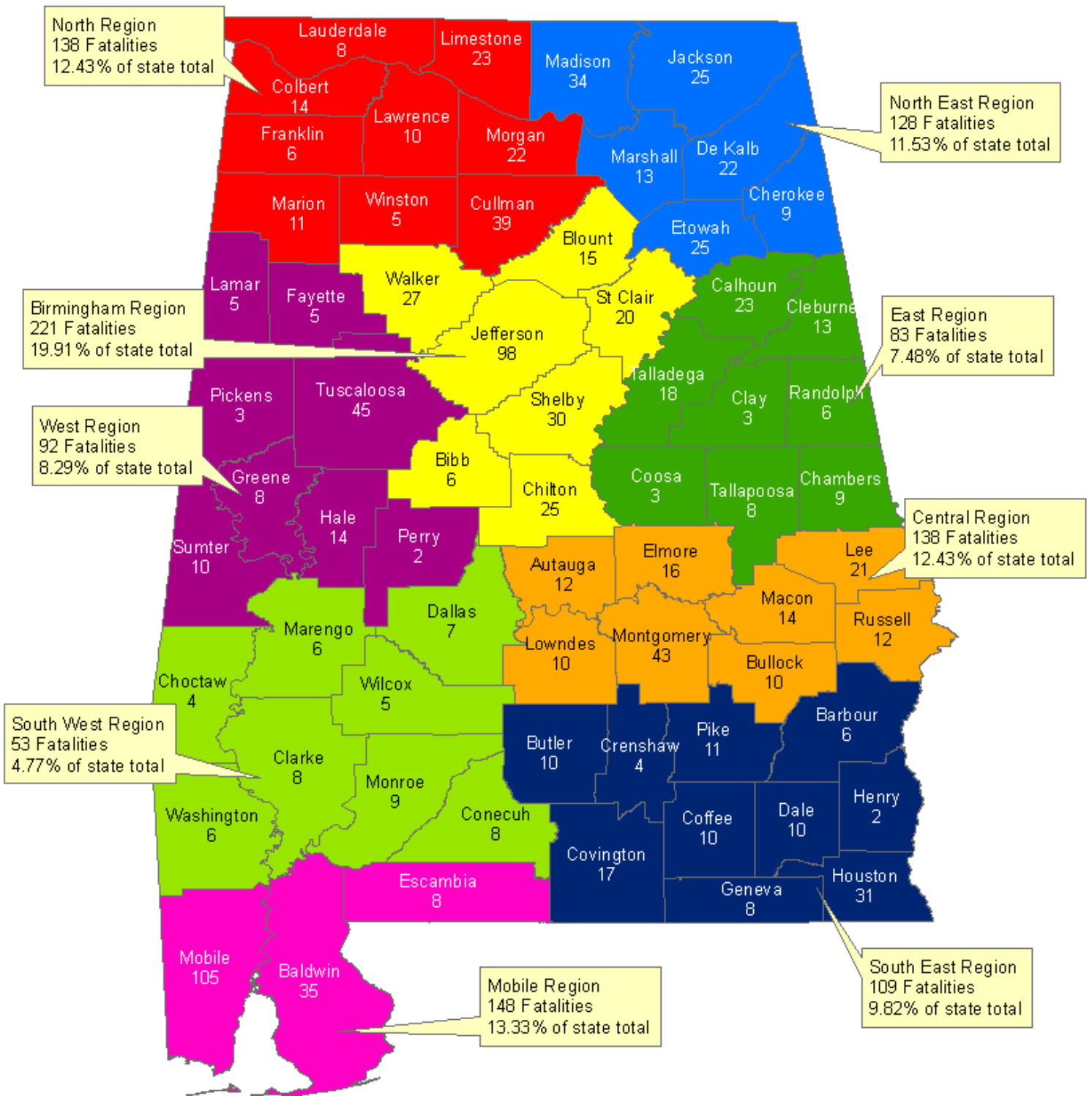
By providing both statewide information and information specific to their region, the regional coordinators were able to identify the problem areas in their region but also look at how they were doing on a statewide level.

Once this information was provided to the regional coordinators, they were instructed to focus their plans for the coming year on the Hotspot locations given in the reports for their region. Money distributed by ADECA LETS division this year will focus completely on these areas within the region. By employing this method of funds distribution, a measurable effect on the two largest factors that cause crashes (speed and alcohol use) should be seen. In coming years, the same criteria used to identify the 142 Speeding Hotspots and 191 Alcohol Related hotspots located this year will be used. If funds are employed effectively and correctly, the number of hotspots should fall within the next few years on both a statewide level and within each individual region.

State of Alabama Fatalities



2007 Fatalities in Alabama



Statewide Total Fatalities = 1,110

State of Alabama Fatalities

<u>Year</u>	<u>Number</u>
2003	1001
2004	1154
2005	1148
2006	1207
2007	1110

State of Alabama Fatalities by Region

Central

<u>Year</u>	<u>Number</u>
2003	114
2004	133
2005	147
2006*	170
2007*	138

North

<u>Year</u>	<u>Number</u>
2003	171
2004	218
2005	224
2006*	154
2007*	138

East

<u>Year</u>	<u>Number</u>
2003	98
2004	90
2005	89
2006*	94
2007*	83

South East

<u>Year</u>	<u>Number</u>
2003	123
2004	140
2005	145
2006*	98
2007*	109

Birmingham

<u>Year</u>	<u>Number</u>
2003	174
2004	212
2005	166
2006*	202
2007*	221

South West

<u>Year</u>	<u>Number</u>
2003	40
2004	48
2005	56
2006*	71
2007*	53

Mobile

<u>Year</u>	<u>Number</u>
2003	111
2004	128
2005	143
2006*	162
2007*	148

West

<u>Year</u>	<u>Number</u>
2003	89
2004	103
2005	91
2006*	92
2007*	92

North East

<u>Year</u>	<u>Number</u>
2003	81
2004	82
2005	87
2006*	164
2007*	128

* - The 2006 data reflects a realignment of the regions as discussed in earlier sections of the Highway Safety Plan. Several counties were moved to different regions in order to help distribute the hotspots and fatalities more evenly. This realignment continues in 2007.

2007 Alabama Fatalities

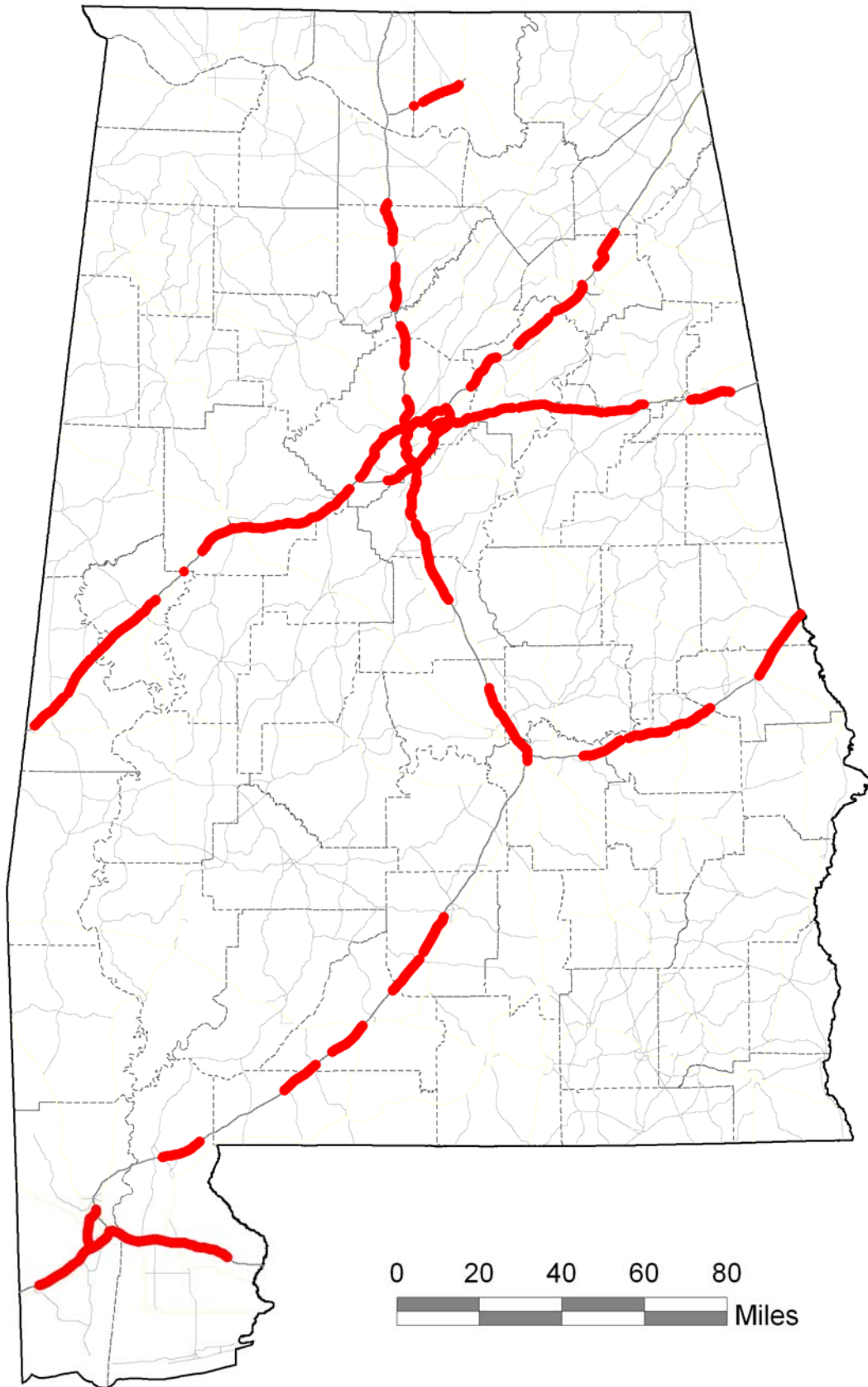
Fatalities by Region

<u>Region</u>	<u>Number of Fatalities</u>
Birmingham	221
Mobile	148
Central	138
North	138
North East	128
South East	109
West	92
East	83
South West	53
TOTAL	1110

Fatalities by County

<u>County</u>	<u># of Fatalities</u>	<u>County</u>	<u># of Fatalities</u>	<u>County</u>	<u># of Fatalities</u>
MOBILE	105	RUSSELL	12	WILCOX	5
JEFFERSON	98	MARION	11	WINSTON	5
TUSCALOOSA	45	PIKE	11	CHOCTAW	4
MONTGOMERY	43	BULLOCK	10	CRENSHAW	4
CULLMAN	39	BUTLER	10	CLAY	3
BALDWIN	35	COFFEE	10	COOSA	3
MADISON	34	DALE	10	PICKENS	3
HOUSTON	31	LAWRENCE	10	HENRY	2
SHELBY	30	LOWNDES	10	PERRY	2
WALKER	27	SUMTER	10	TOTAL	1110
CHILTON	25	CHAMBERS	9		
ETOWAH	25	CHEROKEE	9		
JACKSON	25	MONROE	9		
CALHOUN	23	CLARKE	8		
LIMESTONE	23	CONECUH	8		
DEKALB	22	ESCAMBIA	8		
MORGAN	22	GENEVA	8		
LEE	21	GREENE	8		
SAINT CLAIR	20	LAUDERDALE	8		
TALLADEGA	18	TALLAPOOSA	8		
COVINGTON	17	DALLAS	7		
ELMORE	16	BARBOUR	6		
BLOUNT	15	BIBB	6		
COLBERT	14	FRANKLIN	6		
HALE	14	MARENGO	6		
MACON	14	RANDOLPH	6		
CLEBURNE	13	WASHINGTON	6		
MARSHALL	13	FAYETTE	5		
AUTAUGA	12	LAMAR	5		

Top 51 Mileposted Interstate Locations (10 miles in length) in Alabama with 8 or more Speeding Crashes Resulting in Injury or Fatality



Top 51 Mileposted Locations on Interstate Routes (10 miles in length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality

Regional Breakdown

Birmingham Region	33.33%
Mobile Region	14.81%
West Region	14.81%
Central Region	11.11%
East Region	9.26%
North East Region	5.56%
North Region	3.70%
South East Region	3.70%
South West Region	3.70%

Top 51 Mileposted Interstate Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality

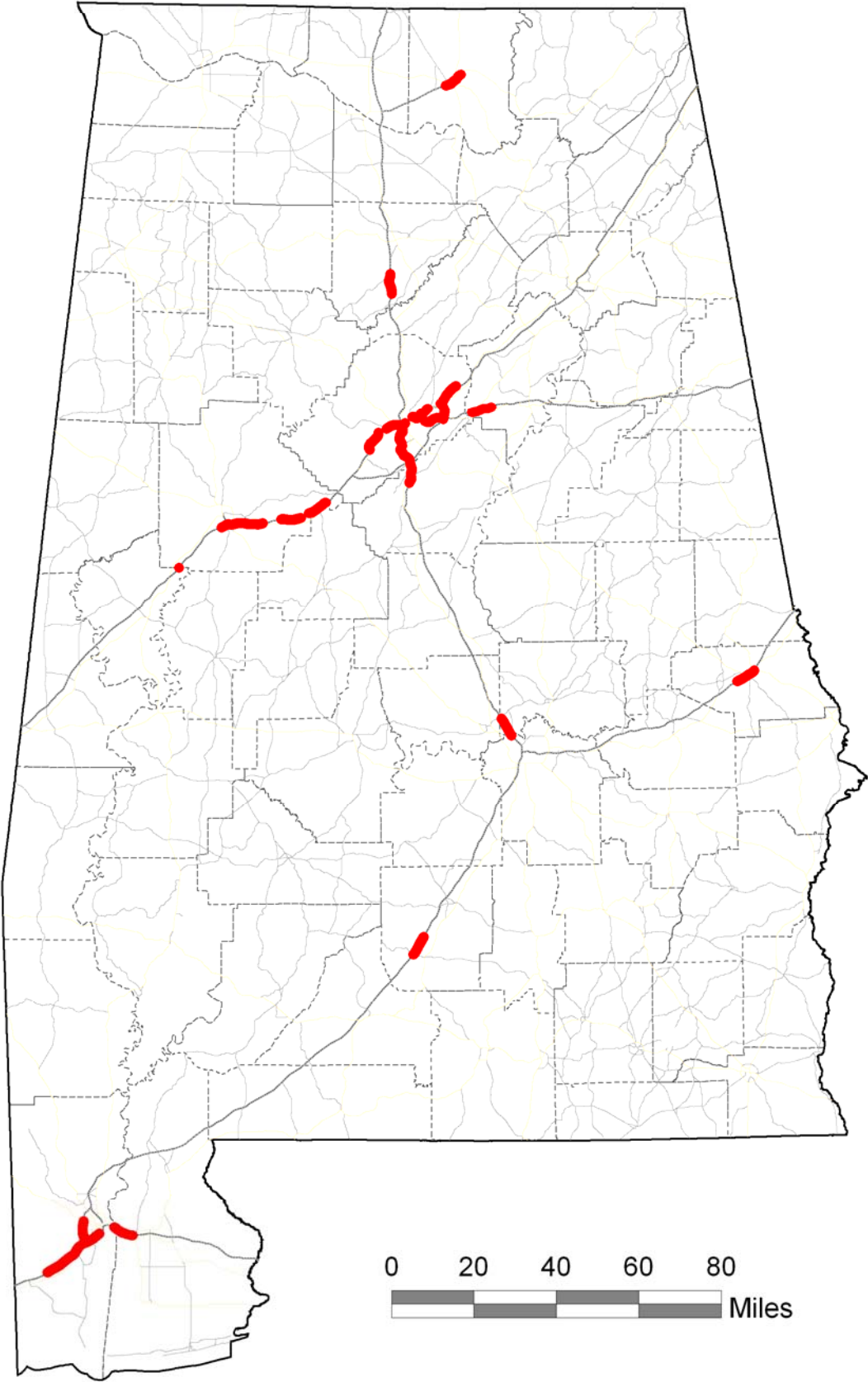
*The map that corresponds to this data and marks these Hotspots is titled "Top 51 Mileposted Interstate Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality"

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Crashes/MVM	MVM	ADT	Agency ORI
1	SAINT CLAIR	ST. CLAIR RUR	I-59	161.5	171.5	11	5	6	0	38.18	0.05	241.12	22020	AST BHM _ AST0100
2	MOBILE	MOBILE RUR	I-10	5	15	8	3	5	0	37.5	0.01	556.79	50848	AST MOBILE - AST0200
3	CHILTON	CHILTO RUR	I-65	214.4	224.4	8	3	5	0	36.25	0.02	409.38	37386	AST MONTGMRY - AST0300
4	BALDWIN	BALDWI RUR	I-65	33.9	43.9	9	3	6	0	35.56	0.04	214.57	19595	AST MOBILE - AST0200
5	GREENE	GREENE RUR	I-59	35.5	45.5	8	2	6	0	33.75	0.03	242.99	22191	AST TSCLOOSA - AST6300
6	MADISON	HUNTSVILLE	I-565	9.3	19.3	11	3	8	0	33.64	0.01	804.99	73515	HUNTSVILL PD - 0470100
7	CULLMAN	CULLMA RUR	I-65	308.3	318.3	8	1	7	0	32.5	0.02	351.79	32127	AST DECATUR - AST5200
8	MONTGOMERY/ MACON	Multiple	I-85	13.9	23.9	12	4	8	0	32.5	0.03	402.26	36736	AST OPELIKA - AST4300
9	BUTLER	BUTLER RUR	I-65	104.3	114.3	9	2	7	0	32.22	0.03	259.77	23723	AST EVRGREEN - AST2100
10	MACON	MACON RUR	I-85	37.8	47.8	9	2	7	0	32.22	0.03	335.27	30618	AST OPELIKA - AST4300
11	CALHOUN/ TALLADEGA	Multiple	I-20	176.1	186.1	10	2	8	0	32	0.02	420.16	38371	AST JCKSNVIL - AST1100
12	BUTLER	BUTLER RUR	I-65	116.2	126.2	12	1	11	0	31.67	0.04	288.26	26325	AST EVRGREEN - AST2100
13	CHAMBERS	CHAMBERS RUR	I-85	72.8	81	8	1	7	0	31.25	0.03	310.08	28318	AST OPELIKA - AST4300
14	MOBILE	Multiple	I-10	15.7	25.7	17	3	14	0	31.18	0.02	858	78356	MBL PD -COM - 0020100
15	SAINT CLAIR	ST. CLAIR RUR	I-20	143.5	153.5	18	3	15	0	31.11	0.03	574.33	52450	AST BHM _ AST0100
16	JEFFERSON/ BLOUNT	Multiple	I-65	277.2	287.2	11	1	10	0	30.91	0.02	516.63	47181	AST BHM _ AST0100
17	TUSCALOOSA	TUSCAL RUR	I-59	83	93	11	1	10	0	30.91	0.02	515.9	47114	AST TSCLOOSA - AST6300
18	TUSCALOOSA	TUSCAL RUR	I-59	93.3	103.3	15	2	13	0	30.67	0.03	588.56	53750	AST TSCLOOSA - AST6300
19	BALDWIN	BALDWI RUR	I-10	37	47	16	2	14	0	30.63	0.04	420.18	38373	AST MOBILE - AST0200
20	CULLMAN	CULLMA RUR	I-65	292.2	302.2	13	1	12	0	30	0.03	429.88	39258	AST DECATUR - AST5200
21	SUMTER	SUMTER RUR	I-59	2.5	12.5	9	1	8	0	30	0.04	220.81	20165	AST TSCLOOSA - AST6300
22	SUMTER	SUMTER RUR	I-59	14	24	9	0	9	0	30	0.04	223.77	20436	AST TSCLOOSA - AST6300
23	TUSCALOOSA	TUSCAL RUR	I-59	72.9	82.9	17	2	15	0	30	0.03	538.37	49166	AST TSCLOOSA - AST6300
24	ETOWAH	ETOWAH RUR	I-59	189.5	199.5	11	2	9	0	30	0.07	154.4	14100	AST JCKSNVIL - AST1100
25	TALLADEGA	Multiple	I-20	165	175	11	1	10	0	30	0.03	439.68	40153	AST JCKSNVIL - AST1100

Top 51 Mileposted Interstate Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality

26	SHELBY	SHELBY RUR	I-65	237.1	247.1	13	1	12	0	29.23	0.02	817.14	74625	AST BHM _ AST0100
27	TUSCALOOSA	TUSCAL RUR	I-59	62	72	8	0	8	0	28.75	0.02	332.81	30394	AST TSCLOOSA - AST6300
28	BALDWIN	BALDWI RUR	I-10	47.1	57.1	8	0	8	0	28.75	0.03	306.07	27952	AST MOBILE - AST0200
29	JEFFERSON	Multiple	I-59	107	117	11	0	11	0	28.18	0.02	537.32	49070	AST BHM _ AST0100
30	JEFFERSON	BIRMINGHAM	I-59	117	127	15	1	14	0	28	0.01	1264.98	115523	BHAM PD - 0010200
31	JEFFERSON	Multiple	I-20	132.4	142.4	20	1	19	0	28	0.03	650.12	59372	AST BHM _ AST0100
32	AUTAUGA	AUTAUG RUR	I-65	180.7	190.7	9	0	9	0	27.78	0.02	410.52	37490	AST MONTGMRY - AST0300
33	JEFFERSON	JEFF RUR	I-459	27.9	34	18	1	17	0	27.78	0.03	687.44	62780	AST BHM _ AST0100
34	JEFFERSON	Multiple	I-65	258.7	268.7	13	0	13	0	27.69	0.01	996.88	91039	AST BHM _ AST0100
35	JEFFERSON	Multiple	I-459	17.7	27.7	13	1	12	0	27.69	0.01	903.4	82502	AST BHM _ AST0100
36	ESCAMBIA/ CONECUH	Multiple	I-65	68	78	8	0	8	0	27.5	0.03	242.77	22171	AST EVRGREEN - AST2100
37	SAINT CLAIR	ST. CLAIR RUR	I-20	155	165	12	1	11	0	27.5	0.02	492.88	45012	AST BHM _ AST0100
38	JEFFERSON	Multiple	I-459	7.5	17.5	8	1	7	0	27.5	0.01	823.3	75187	HOOVER PD - 0011200
39	SAINT CLAIR/ ETOWAH	Multiple	I-59	173.6	183.6	10	0	10	0	27	0.04	247.32	22586	AST JCKSNVIL - AST1100
40	SHELBY	SHELBY RUR	I-65	225	235	9	0	9	0	26.67	0.02	481.23	43948	AST BHM _ AST0100
41	SAINT CLAIR	ST. CLAIR RUR	I-59	145.4	155.4	8	0	8	0	26.25	0.03	307.76	28106	AST BHM _ AST0100
42	LEE/ CHAMBERS	Multiple	I-85	61.9	71.9	8	0	8	0	26.25	0.02	321.62	29372	AST OPELIKA - AST4300
43	MONTGOMERY/ ELMORE	Multiple	I-65	170	180	12	1	11	0	25.83	0.02	724.18	66135	AST MONTGMRY - AST0300
44	CONECUH	CONECU RUR	I-65	83	93	8	0	8	0	25	0.03	239.3	21854	AST EVRGREEN - AST2100
45	BALDWIN	BALDWI RUR	I-10	27	37	12	0	12	0	24.17	0.02	659.53	60231	AST MOBILE - AST0200
46	JEFFERSON	Multiple	I-65	248.1	258.1	21	0	21	0	23.33	0.02	1336.12	122020	HOMWOOD PD - 0011000
47	GREENE	GREENE RUR	I-59	25.4	35.4	11	0	11	0	22.73	0.05	227.62	20787	AST TSCLOOSA - AST6300
48	MACON	MACON RUR	I-85	25.9	35.9	9	1	8	0	22.22	0.03	342	31233	AST OPELIKA - AST4300
49	CLEBURNE	CLEBUR RUR	I-20	197.7	207.7	10	1	9	0	22	0.03	380.23	34724	AST JCKSNVIL - AST1100
50	MOBILE	MOBILE	I-65	0.2	10.2	18	0	18	0	21.67	0.02	887.14	81017	MBL PD -COM - 0020100
51	JEFFERSON	BIRMINGHAM	I-59	127	137	13	0	13	0	21.54	0.01	944.97	86299	BHAM PD - 0010200

Top 24 Mileposted Interstate Locations (5 miles in length) in Alabama with 8 or more Alcohol Related Crashes Resulting in Injury or Fatality



Top 24 Mileposted Locations on Interstate Routes (5 miles in length) in Alabama with 8 or More Alcohol Related Crashes Resulting in Injury or Fatality

Regional Breakdown

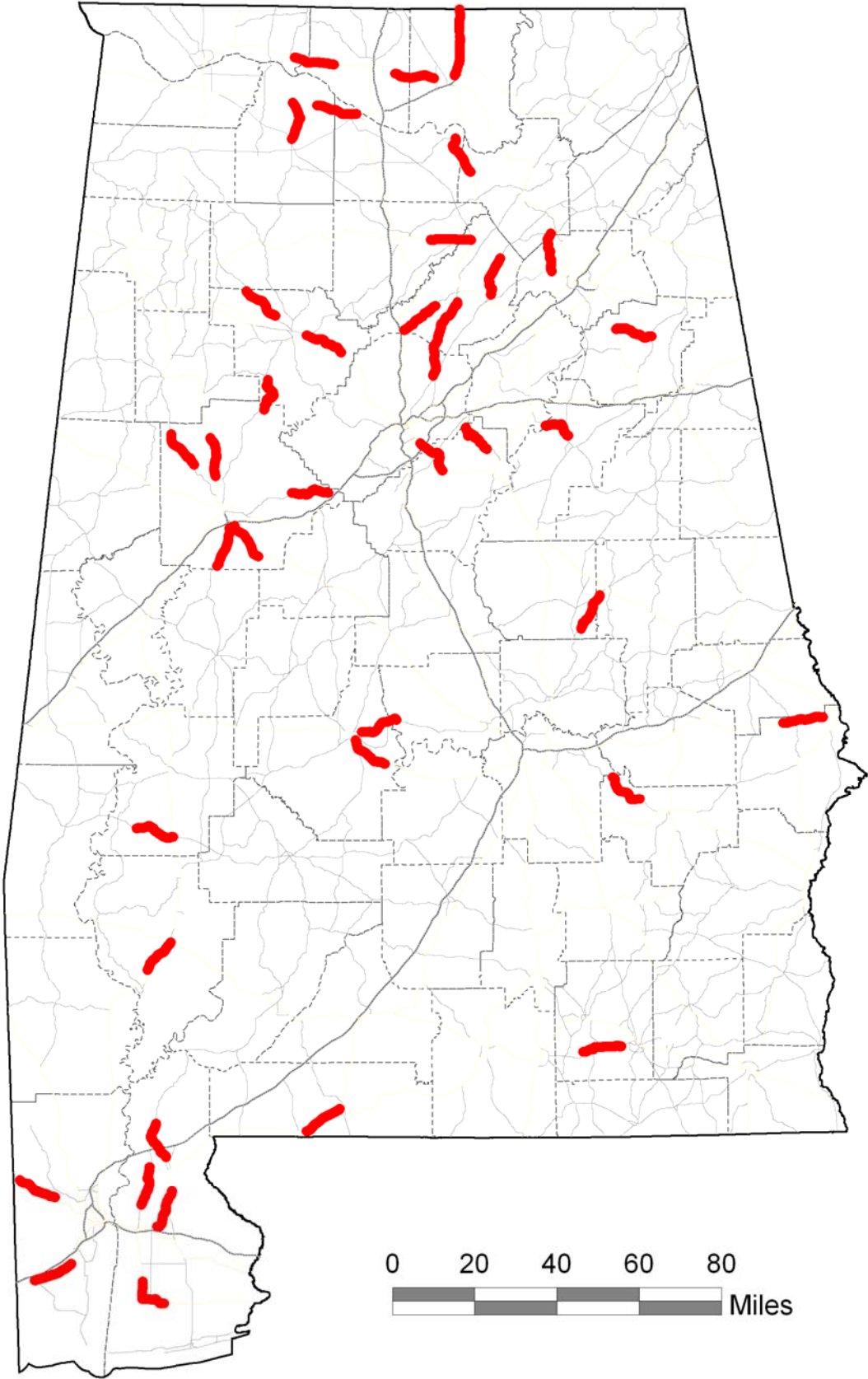
Birmingham Region	41.67%
Mobile Region	20.83%
West Region	16.67%
Central Region	8.33%
North Region	4.17%
North East Region	4.17%
South East Region	4.17%

Top 24 Mileposted Interstate Locations (5 Miles in Length) in Alabama with 8 or More Alcohol Related Crashes Resulting in Injury or Fatality

*The map that corresponds to this data and marks these Hotspots is titled "Top 24 Mileposted Interstate Locations (5 Miles in Length) in Alabama with 8 or More Alcohol Related Crashes Resulting in Injury or Fatality"

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Crashes/MVM	MVM	ADT	Agency ORI
1	TUSCALOOSA	TUSCAL RUR	I-59	84.8	89.8	8	1	7	0	32.5	0.03	258.9	47288	AST TSCLOOSA - AST6300
2	TUSCALOOSA	TUSCAL RUR	I-59	92	97	8	1	7	0	32.5	0.03	250.48	45750	AST TSCLOOSA - AST6300
3	SAINT CLAIR	ST. CLAIR RUR	I-20	144.4	149.4	8	1	7	0	32.5	0.03	285.79	52199	AST BHM _ AST0100
4	MOBILE	MOBILE RUR	I-10	8.5	13.5	10	2	8	0	32	0.04	278.84	50929	AST MOBILE _ AST0200
5	JEFFERSON	BIRMINGHAM	I-59	128.6	133.6	8	2	6	0	30	0.02	521.01	95162	BHAM PD _ 0010200
6	JEFFERSON	JEFF RUR	I-459	29	34	9	0	9	0	28.89	0.03	325.36	59426	AST BHM _ AST0100
7	BUTLER	BUTLER RUR	I-65	114	119	8	0	8	0	28.75	0.06	144.13	26325	AST EVRGREEN - AST2100
8	LEE	OPELIKA	I-85	57.4	62.4	8	0	8	0	28.75	0.04	227.27	41511	OPELIKA PD _ 0430200
9	MADISON	HUNTSVILLE	I-565	17	22	8	0	8	0	28.75	0.02	323.07	59009	HUNTSVILL PD - 0470100
10	TUSCALOOSA	TUSCAL RUR	I-59	69.9	74.9	11	0	11	0	28.18	0.04	247.44	45194	AST TSCLOOSA - AST6300
11	TUSCALOOSA	TUSCAL RUR	I-59	75.3	80.3	10	0	10	0	28	0.04	267.36	48833	AST TSCLOOSA - AST6300
12	CULLMAN	CULLMA RUR	I-65	294.5	299.5	9	0	9	0	27.78	0.04	211.01	38540	AST DECATUR _ AST5200
13	MOBILE	Multiple	I-10	13.6	18.6	12	1	11	0	27.5	0.03	371.28	67813	AST MOBILE _ AST0200
14	JEFFERSON	JEFF RUR	I-20	132	137	11	0	11	0	27.27	0.04	289.34	52848	AST BHM _ AST0100
15	MONTGOMERY/ ELMORE	Multiple	I-65	176	181	9	0	9	0	26.67	0.03	312.11	57006	AST MONTGMRY - AST0300
16	BALDWIN	BALDWI RUR	I-10	29.5	34.5	9	0	9	0	26.67	0.03	348.99	63742	AST MOBILE _ AST0200
17	JEFFERSON	Multiple	I-59	114	119	14	0	14	0	26.43	0.04	334.65	61124	AST BHM _ AST0100
18	MOBILE	MOBILE	I-10	19.6	24.6	14	1	13	0	26.43	0.03	441.07	80560	MBL PD -COM _ 0020100
19	JEFFERSON	BIRMINGHAM	I-59	121.2	126.2	9	1	8	0	24.44	0.01	748.55	136722	BHAM PD _ 0010200
20	JEFFERSON	HOOVER	I-65	250	255	25	0	25	0	24	0.04	662.93	121083	HOOVER PD _ 0011200
21	JEFFERSON	Multiple	I-65	255	260	25	1	24	0	22.4	0.03	733.5	133973	HOMEWOOD PD _ 0011000
22	JEFFERSON	TRUSSVILLE	I-59	138	143	8	0	8	0	21.25	0.03	262.19	47888	TRUSVILLE PD - 0012100
23	SHELBY	Multiple	I-65	244.6	249.6	9	0	9	0	20	0.02	535.59	97825	HOOVER PD _ 0011200
24	MOBILE	MOBILE	I-65	0.6	5.6	9	0	9	0	17.78	0.02	484.73	88535	MBL PD -COM _ 0020100

Top 40 Mileposted State and Federal Route Locations (10 miles in length) in Alabama with 8 or more Speeding Crashes Resulting in Injury or Fatality



Top 40 Mileposted Locations on State and Federal Routes (10 miles in length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality

Regional Breakdown

Birmingham Region	21.95%
Mobile Region	17.07%
North Region	14.63%
West Region	14.63%
South West Region	9.76%
East Region	7.32%
North East Region	7.32%
Central Region	4.88%
South East Region	2.44%

Top 40 Mileposted State and Federal Route Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality

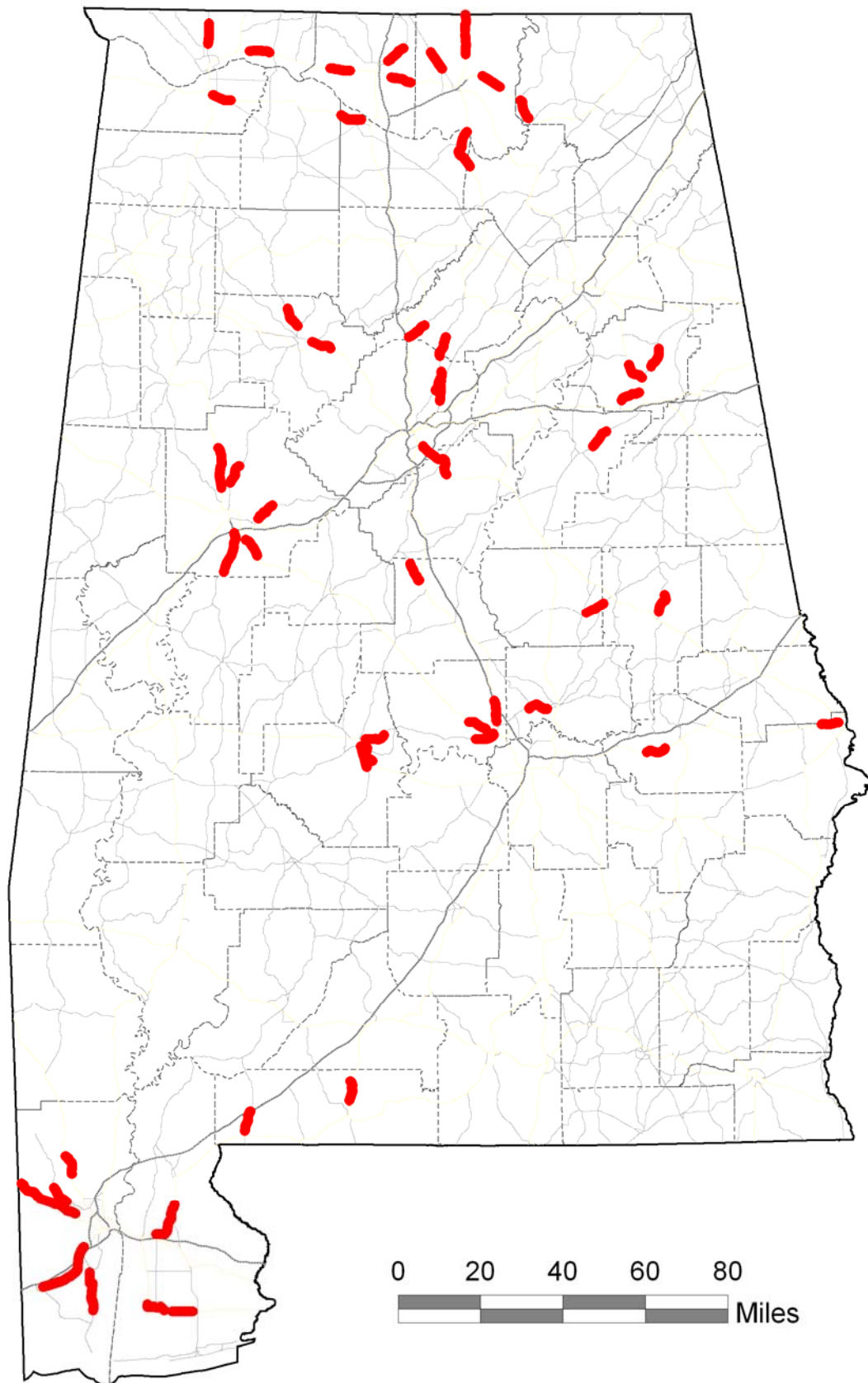
*The map that corresponds to this data and marks these Hotspots is titled "Top 40 Mileposted State and Federal Route Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality"

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Crashes/MVM	MVM	ADT	Agency ORI
1	CULLMAN	CULLMA RUR	S-74	87.9	97.9	9	4	5	0	38.89	0.13	67.2	6137	AST DECATUR _ AST5200
2	TUSCALOOSA	TUSCAL RUR	S-216	13.8	23.8	8	3	5	0	37.5	0.15	53.55	4890	AST TSCLOOSA - AST6300
3	TUSCALOOSA	TUSCAL RUR	S-6	54	64	10	2	8	0	34	0.09	116.19	10611	AST TSCLOOSA - AST6300
4	TALLADEGA	TALLADEGA RUR	S-34	5.4	13	11	2	9	0	33.64	0.27	40.15	3667	AST JCKSNVIL - AST1100
5	BALDWIN	BALDWI RUR	S-42	48.1	58.1	11	3	8	0	33.64	0.13	85.31	7791	AST MOBILE - AST0200
6	LIMESTONE	LIMEST RUR	S-2	82.2	92.2	11	2	9	0	33.64	0.03	321.39	29351	AST DECATUR _ AST5200
7	LIMESTONE	LIMEST RUR	S-2	56.9	66.9	9	2	7	0	33.33	0.07	130.09	11880	AST DECATUR _ AST5200
8	WALKER	WALKER RUR	S-5	178	188	8	1	7	0	32.5	0.19	41.99	3835	AST BHM _ AST0100
9	ESCAMBIA	ESCAMB RUR	S-3	58.6	68.6	8	1	7	0	32.5	0.09	85.26	7786	AST EVRGREEN - AST2100
10	TUSCALOOSA	TUSCAL RUR	S-171	10.8	20.8	8	1	7	0	31.25	0.25	32	2922	AST TSCLOOSA - AST6300
11	MADISON	MADISO RUR	S-1	336.3	346.3	8	1	7	0	31.25	0.03	313.96	28672	AST HUNTSVIL - AST4700
12	MADISON	MADISO RUR	S-1	347.4	353	9	1	8	0	31.11	0.05	189.58	17313	AST HUNTSVIL - AST4700
13	MOBILE	MOBILE RUR	S-42	2.5	12.5	9	1	8	0	31.11	0.05	167.73	15318	AST MOBILE - AST0200
14	SHELBY	SHELBY RUR	S-25	156	166	11	1	10	0	30.91	0.62	17.77	1623	AST BHM _ AST0100
15	COOSA/ TALLAPOOSA	Multiple	S-259	2.8	12.8	10	0	10	0	30	0.64	15.51	1416	AST ALEX CTY - AST6200
16	BULLOCK	BULLOC RUR	S-110	16.6	26.6	11	2	9	0	30	0.4	27.48	2510	AST DOTHAN _ AST3800
17	ETOWAH	ETOWAH RUR	S-179	0.5	10.5	8	0	8	0	30	0.3	26.52	2422	AST JCKSNVIL - AST1100
18	MARENGO	MARENG RUR	S-10	36.5	46.5	9	1	8	0	30	0.27	33.69	3077	AST SELMA - AST2700
19	BALDWIN	BALDWI RUR	S-225	5.8	15.8	8	1	7	0	30	0.25	31.48	2875	AST MOBILE - AST0200
20	BLOUNT	BLOUNT RUR	S-79	22.2	32.2	9	0	9	0	30	0.12	74.96	6846	AST BHM _ AST0100
21	BLOUNT	BLOUNT RUR	S-75	32.1	42.1	8	0	8	0	30	0.12	69.4	6338	AST BHM _ AST0100
22	CLARKE	CLARKE RUR	S-13	66.2	76.2	9	0	9	0	30	0.09	98.17	8965	AST MOBILE - AST0200
23	MORGAN	MORGAN RUR	S-53	293.2	303.2	10	1	9	0	30	0.07	152.53	13930	AST DECATUR _ AST5200
24	WALKER	WALKER RUR	S-5	158.5	168.5	8	0	8	0	30	0.03	290.76	26553	AST BHM _ AST0100
25	BALDWIN	BALDWI RUR	S-59	49.4	59.4	9	0	9	0	28.89	0.2	45.25	4132	AST MOBILE - AST0200
26	COFFEE	COFFEE RUR	S-134	11.6	21.6	8	0	8	0	28.75	0.25	32.2	2941	AST DOTHAN _ AST3800
27	CALHOUN	CALHOU RUR	S-204	0.1	10	10	0	10	0	28	0.16	62.02	5664	AST JCKSNVIL - AST1100

Top 40 Mileposted State and Federal Route Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality

28	BLOUNT	BLOUNT RUR	S-160	0.9	10.9	9	0	9	0	27.78	0.14	65.1	5945	AST BHM _ AST0100
29	LAWRENCE/ MORGAN	Multiple	S-20	56.7	66.7	9	1	8	0	27.78	0.05	175.8	16055	AST DECATUR _ AST5200
30	TUSCALOOSA/ WALKER	Multiple	S-69	176.8	186.8	8	1	7	0	27.5	0.48	16.8	1534	AST BHM _ AST0100
31	DALLAS	DALLAS RUR	S-14	118.2	128.2	8	1	7	0	27.5	0.16	49.9	4557	AST SELMA - AST2700
32	TUSCALOOSA	TUSCAL RUR	S-13	205.1	215.1	8	0	8	0	27.5	0.1	82.57	7541	AST TSCLOOSA - AST6300
33	JEFFERSON/ BLOUNT	Multiple	S-79	11.9	21.9	8	0	8	0	27.5	0.06	124.93	11409	JEFF CO SH - 0010000
34	BALDWIN	BALDWI RUR	S-3	5	15	12	0	12	0	25.83	0.09	129.88	11861	AST MOBILE - AST0200
35	LAWRENCE	LAWREN RUR	S-33	29.2	39.2	9	0	9	0	25.56	0.33	27.42	2504	AST DECATUR _ AST5200
36	RUSSELL	RUSSELL RUR	S-8	202.1	212.1	9	1	8	0	25.56	0.08	109.77	10025	AST OPELIKA - AST4300
37	MOBILE	MOBILE RUR	S-16	4.6	14.6	9	0	9	0	25.56	0.08	106.51	9727	AST MOBILE - AST0200
38	SHELBY	SHELBY RUR	S-38	3.4	13.4	8	0	8	0	25	0.01	653.56	59686	AST BHM _ AST0100
39	TUSCALOOSA	TUSCAL RUR	S-69	132	142	8	0	8	0	23.75	0.04	206.06	18818	AST TSCLOOSA - AST6300
40	DALLAS	DALLAS RUR	S-8	85.5	95.5	10	0	10	0	22	0.08	125.13	11427	AST SELMA - AST2700

Top 61 Mileposted State and Federal Route Locations (5 miles in length)
in Alabama with 9 or more Alcohol Related Crashes



Top 61 Mileposted Locations on State and Federal Routes (5 miles in length) in Alabama with 9 or More Alcohol Related Crashes Resulting in Injury or Fatality

Regional Breakdown

Mobile Region	26.23%
Birmingham Region	14.75%
North Region	14.75%
West Region	11.48%
Cent Region	9.84%
East Region	9.84%
North East Region	8.20%
South West Region	4.92%

Top 61 Mileposted State and Federal Route Locations (5 Miles in Length) in Alabama with 9 or More Alcohol Related Crashes Resulting in Injury or Fatality

*The map that corresponds to this data and marks these Hotspots is titled "Top 61 Mileposted State and Federal Route Locations (5 Miles in Length) in Alabama with 9 or More Alcohol Related Crashes Resulting in Injury or Fatality"

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Crashes/MVM	MVM	ADT	Agency ORI
1	BLOUNT	BLOUNT RUR	S-79	18.7	23.7	9	1	7	1	28.89	0.19	47.28	8636	AST BHM - AST0100
2	WALKER	WALKER RUR	S-5	163.5	168.5	12	0	10	2	25	0.08	143.53	26215	AST BHM - AST0100
3	CALHOUN	CALHOU RUR	S-202	3	8	9	1	6	2	24.44	0.12	74.85	13671	AST JCKSNVIL - AST1100
4	TUSCALOOSA	TUSCAL RUR	S-216	2	7	11	1	7	3	23.64	0.34	32.17	5876	AST TSCLOOSA - AST6300
5	ESCAMBIA	ESCAMB RUR	S-21	3.4	8.4	9	2	4	3	23.33	0.22	41.18	7522	AST EVRGREEN - AST2100
6	COOSA	COOSA RUR	S-22	105.2	110.2	11	1	7	3	22.73	0.63	17.33	3165	AST ALEX CTY - AST6200
7	CALHOUN	CALHOU RUR	S-1	234.8	239.8	10	2	4	4	22	0.08	121	22101	AST JCKSNVIL - AST1100
8	TUSCALOOSA	TUSCAL RUR	S-69	155.5	160.5	16	0	11	5	20.63	0.9	17.79	3249	AST TSCLOOSA - AST6300
9	MACON	MACON RUR	S-8	164.5	169.5	9	0	6	3	20	0.51	17.61	3216	AST OPELIKA - AST4300
10	MOBILE	MOBILE RUR	S-17	16.6	21.6	10	1	5	4	20	0.29	34.3	6264	AST MOBILE - AST0200
11	MORGAN	MORGAN RUR	S-20	61.5	66.5	10	1	5	4	20	0.1	98.04	17906	AST DECATUR - AST5200
12	MADISON	MADISO RUR	S-1	348.8	353	16	1	9	6	19.38	0.19	83.32	15218	AST HUNTSVIL - AST4700
13	BLOUNT	BLOUNT RUR	S-160	0.6	5.6	12	1	7	4	19.17	0.28	42.71	7801	AST BHM - AST0100
14	TUSCALOOSA	TUSCAL RUR	S-13	209	214	9	1	4	4	18.89	0.24	37.81	6906	AST TSCLOOSA - AST6300
15	MOBILE	MOBILE RUR	S-16	10.7	15.7	23	0	14	9	17.39	0.24	93.9	17150	AST MOBILE - AST0200
16	MOBILE	MOBILE RUR	S-16	16	21	14	1	7	6	17.14	0.09	159.01	29043	MBL PD -COM - 0020100
17	TUSCALOOSA	TUSCAL RUR	S-6	56.3	61.3	14	0	8	6	17.14	0.25	56.46	10313	AST TSCLOOSA - AST6300
18	AUTAUGA	AUTAUG RUR	S-3	192.6	197.6	15	0	9	6	16.67	0.32	47.18	8617	AST MONTGMRY - AST0300
19	AUTAUGA	AUTAUG RUR	S-14	147	152	9	0	5	4	16.67	0.24	37.65	6877	AST MONTGMRY - AST0300
20	WALKER	WALKER RUR	S-195	2.7	7.7	9	0	5	4	16.67	0.26	34.66	6330	AST BHM - AST0100
21	MADISON	MADISO RUR	S-1	342.9	347.9	15	1	7	7	16	0.11	137.04	25030	AST HUNTSVIL - AST4700
22	DALLAS	DALLAS RUR	S-41	120	125	10	0	6	4	16	0.25	39.45	7206	AST SELMA - AST2700
23	LIMESTONE	LIMEST RUR	S-2	79.9	84.9	22	1	10	11	15.91	0.21	103.11	18832	AST DECATUR - AST5200
24	BALDWIN	BALDWI RUR	S-42	51.8	56.8	9	1	3	5	15.56	0.27	33.85	6182	AST MOBILE - AST0200
25	AUTAUGA	AUTAUG RUR	S-6	132.9	137.9	9	1	3	5	15.56	0.29	30.82	5630	AST MONTGMRY - AST0300
26	MOBILE	MOBILE RUR	S-193	11	16	9	1	3	5	15.56	0.26	34.07	6222	AST MOBILE - AST0200
27	JACKSON	JACKSO RUR	S-2	115.5	120.5	10	0	5	5	15	0.13	78.63	14362	AST HUNTSVIL - AST4700
28	DALLAS	DALLAS RUR	S-8	85.2	90.2	18	0	12	6	15	0.24	73.83	13485	AST SELMA - AST2700
29	MOBILE	MOBILE RUR	S-16	5.5	10.5	9	0	5	4	14.44	0.26	35.03	6399	AST MOBILE - AST0200

Top 61 Mileposted State and Federal Route Locations (5 Miles in Length) in Alabama with 9 or More Alcohol Related Crashes Resulting in Injury or Fatality

30	DALLAS	DALLAS RUR	S-14	117.8	122.8	12	1	6	5	14.17	0.41	29.47	5383	AST SELMA - AST2700
31	TUSCALOOSA	TUSCAL RUR	S-13	203.8	208.8	9	0	4	5	13.33	0.17	53.27	9729	AST TSCLOOSA - AST6300
32	MOBILE	MOBILE RUR	S-42	6.3	11.3	16	0	7	9	13.13	0.18	90.36	16505	AST MOBILE - AST0200
33	BALDWIN	BALDWI RUR	S-3	8.5	13.5	13	0	6	7	13.08	0.18	73.81	13481	AST MOBILE - AST0200
34	MORGAN	MORGAN RUR	S-53	301.6	306.6	25	1	10	14	12.4	0.23	109.41	19983	AST DECATUR - AST5200
35	BALDWIN	BALDWI RUR	S-3	3.5	8.5	9	0	4	5	12.22	0.2	44.97	8214	AST MOBILE - AST0200
36	COLBERT	COLBER RUR	S-20	28.8	33.8	9	1	2	6	12.22	0.12	76.39	13952	AST QUD CITS - AST2000
37	MOBILE	MOBILE RUR	S-193	16.1	21.1	10	0	5	5	12	0.16	63.27	11557	AST MOBILE - AST0200
38	TALLAPOOSA	TALLAP RUR	S-49	33.4	38.4	10	0	4	6	12	1.39	7.18	1312	AST ALEX CTY - AST6200
39	BALDWIN	BALDWI RUR	S-42	58.8	63.8	12	0	5	7	11.67	0.23	53	9681	AST MOBILE - AST0200
40	MOBILE	MOBILE RUR	S-42	1	6	10	0	4	6	11	0.18	57.03	10416	AST MOBILE - AST0200
41	TALLADEGA	TALLADEGA RUR	S-21	234.5	239.5	11	0	5	6	10.91	0.23	47.88	8746	AST JCKSNVIL - AST1100
42	CALHOUN	CALHOU RUR	S-21	261.3	266.3	12	0	5	7	10.83	0.1	119.5	21826	AST JCKSNVIL - AST1100
43	MADISON	MADISO RUR	S-53	324.9	329.9	12	0	5	7	10.83	0.13	90.83	16590	AST HUNTSVIL - AST4700
44	CHILTON	CHILTO RUR	S-155	1.1	6.1	10	0	4	6	10	0.56	17.73	3239	AST MONTGMRY - AST0300
45	LIMESTONE	LIMEST RUR	S-251	3	8	12	1	3	8	10	0.62	19.21	3509	AST DECATUR - AST5200
46	LIMESTONE	LIMEST RUR	S-2	64.5	69.5	10	0	3	7	9	0.13	74.88	13676	AST DECATUR - AST5200
47	TUSCALOOSA	TUSCAL RUR	S-69	132.5	137.5	10	0	3	7	9	0.14	72.91	13317	AST TSCLOOSA - AST6300
48	MOBILE	MOBILE RUR	S-42	12	17	9	1	1	7	8.89	0.06	140.76	25710	AST MOBILE - AST0200
49	ELMORE	ELMORE RUR	S-14	164	169	9	0	3	6	8.89	0.15	60.08	10974	AST MONTGMRY - AST0300
50	SHELBY	SHELBY RUR	S-38	7.6	12.6	14	1	4	9	8.57	0.05	296.54	54162	AST BHM - AST0100
51	JEFFERSON	JEFF RUR	S-79	9.8	14.8	9	0	3	6	7.78	0.09	96.4	17607	JEFF CO SH - 0010000
52	MADISON	MADISO RUR	S-2	104.3	109.3	13	0	4	9	7.69	0.12	106.13	19385	AST HUNTSVIL - AST4700
53	LAUDERDALE	LAUDER RUR	S-17	338.2	343.2	13	0	5	8	7.69	0.37	35.15	6421	AST QUD CITS - AST2000
54	JEFFERSON	JEFF RUR	S-75	3	8	15	0	5	10	7.33	0.13	118.63	21667	JEFF CO SH - 0010000
55	RUSSELL	RUSSELL RUR	S-8	210	215	11	0	4	7	7.27	0.09	118.75	21690	PHENX CIT PD - 0570100
56	LAUDERDALE	LAUDER RUR	S-2	44.1	49.1	9	0	2	7	6.67	0.1	86.4	15781	AST QUD CITS - AST2000
57	JEFFERSON/ SHELBY	Multiple	S-38	2.3	7.3	21	0	6	15	6.67	0.05	395.16	72175	MT. BROOK PD - 0010300
58	MORGAN	MORGAN RUR	S-53	296.5	301.5	10	0	2	8	6	0.12	83.46	15244	AST DECATUR - AST5200
59	MOBILE	MOBILE RUR	S-217	6.1	11.1	11	0	2	9	5.45	0.2	54.86	10020	AST MOBILE - AST0200
60	TUSCALOOSA	TUSCAL RUR	S-69	137.6	142.6	13	0	2	11	4.62	0.09	151.44	27660	AST TSCLOOSA - AST6300
61	ESCAMBIA	ESCAMB RUR	S-3	72.8	77.8	9	0	2	7	4.44	0.32	28.33	5174	AST EVRGREEN - AST2100

Top 55 Intersection Locations Statewide with 3 or More Total Alcohol Related Crashes

Mobile Region	27.27%
North East Region	23.64%
Central Region	18.18%
Birmingham Region	14.55%
West Region	10.91%
East Region	1.82%
North Region	1.82%
South West Region	1.82%

Top 55 Intersection Locations Statewide with 3 or More Total Alcohol Related Crashes

*These crashes are those that happened off the state systems and are therefore not mappable at this time.

Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity	People Killed	People Injured	County	City	Link	Node 1	Location	Agency ORI
6	0	1	5	1.67	0	1	AUTAUGA	PRATTVILLE	1002	890	MAIN ST E at MCQUEEN SMITH RD	PRATTVILLE PD - 0040100
5	0	0	5	0	0	0	MOBILE	MOBILE RUR	5031	10949	OLD PASCAGOULA RD at THEODORE DAWES RD	AST MOBILE _ AST0200
5	0	2	3	8	0	2	MADISON	HUNTSVILLE	5626	2019	DRAKE AVE at NEWSOM RD	HUNTSVILL PD - 0470100
5	1	0	4	10	1	6	MOBILE	MOBILE	6051	2139	AIRPORT BLVD at UNIVERSITY BLVD	MBL PD -COM _ 0020100
4	0	2	2	15	0	4	BALDWIN	FOLEY	1119	36	NO DESCRIPTION AVAILABLE	FOLEY PD _ 0050300
4	0	1	3	5	0	1	RUSSELL	RUSSELL RUR	1141	7577	NO DESCRIPTION AVAILABLE	AST OPELIKA _ AST4300
4	0	2	2	5	0	3	MOBILE	MOBILE	1346	1939	AIRPORT BLVD at I-65	MBL PD -COM _ 0020100
4	0	2	2	12.5	0	2	MOBILE	MOBILE	1346	2217	AIRPORT BLVD at HILLCREST RD AT ARNOLD RD	MBL PD -COM _ 0020100
4	0	1	3	2.5	0	1	MOBILE	SARALAND	1665	317	NO DESCRIPTION AVAILABLE	SARALAND PD _ 0020500
4	0	0	4	0	0	0	JEFFERSON	HOMEWOOD	5033	820	NO DESCRIPTION AVAILABLE	HOMEWOOD PD - 0011000
4	0	0	4	0	0	0	MADISON	HUNTSVILLE	5190	604	BAILEY COVE RD at WILLOWBROOK DR	HUNTSVILL PD - 0470100
4	0	1	3	2.5	0	1	MOBILE	MOBILE	6051	1794	GRELOT RD at UNIVERSITY BLVD	MBL PD -COM _ 0020100
4	0	1	3	7.5	0	1	MOBILE	MOBILE	6200	2340	OLD SHELL RD at UNIVERSITY BLVD	MBL PD -COM _ 0020100

Top 55 Intersection Locations Statewide with 3 or More Total Alcohol Related Crashes

*These crashes are those that happened off the state systems and are therefore not mappable at this time.

4	0	0	4	0	0	0	MOBILE	MOBILE	6215	2061	DAUPHIN ST at MCGREGOR AVE	MBL PD -COM . 0020100
4	0	1	3	2.5	0	2	TUSCALOOSA	TUSCALOOSA	6229	283	15TH ST 5168 at HACKBERRY LANE	TUSCLOOSA PD - 0630100
3	0	1	2	6.67	0	2	SAINT CLAIR	MOODY	0	465	NO DESCRIPTION AVAILABLE	MOODY PD . 0580600
3	0	0	3	0	0	0	MADISON	MADISON	1005	403	NO DESCRIPTION AVAILABLE	MADISON PD . 0470200
3	0	0	3	0	0	0	MADISON	HUNTSVILLE	1028	958	BIDEFORD DR at LEICESTER DR	HUNTSVILL PD - 0470100
3	0	1	2	10	0	2	MADISON	HUNTSVILLE	1028	3858	MASTIN LAKE RD at PULASKI PIKE	HUNTSVILL PD - 0470100
3	1	0	2	16.67	1	1	ELMORE	MILLBROOK	1048	8339	NO DESCRIPTION AVAILABLE	MILLBROOK PD - 0290600
3	0	0	3	0	0	0	MADISON	MADISO RUR	1088	7371	JEFF RD at TONEY RD	AST HUNTSVIL - AST4700
3	0	0	3	0	0	0	JEFFERSON	HOMEWOOD	1109	166	NO DESCRIPTION AVAILABLE	HOMEWOOD PD - 0011000
3	0	3	0	30	0	3	BALDWIN	BALDWI RUR	1116	7274	NO DESCRIPTION AVAILABLE	AST MOBILE . AST0200
3	0	2	1	13.33	0	2	LEE	AUBURN	1146	1356	DEAN RD at STAGE RD	AUBURN PD . 0430100
3	0	0	3	0	0	0	JEFFERSON	TRUSSVILLE	1229	992	NO DESCRIPTION AVAILABLE	TRUSSVILLE PD - 0012100
3	0	1	2	10	0	2	MADISON	HUNTSVILLE	1324	8017	NO DESCRIPTION AVAILABLE	HUNTSVILL PD - 0470100
3	0	2	1	13.33	0	3	MOBILE	MOBILE	1346	2260	AIRPORT BLVD at FOREMAN RD	MBL PD -COM . 0020100
3	0	2	1	6.67	0	2	MOBILE	MOBILE	1346	8975	AIRPORT BLVD at MORGAN AVE W JCT	MBL PD -COM . 0020100

Top 55 Intersection Locations Statewide with 3 or More Total Alcohol Related Crashes

*These crashes are those that happened off the state systems and are therefore not mappable at this time.

3	0	2	1	13.33	0	2	MOBILE	MOBILE RUR	1346	8516	ABILENE DR W CO 464 at AIRPORT BLVD	AST MOBILE _ AST0200
3	0	1	2	3.33	0	1	TUSCALOOSA	NORTHPORT	1365	749	5TH ST 1365 at CITY ST 5228	NORTHPORT PD - 0630200
3	0	0	3	0	0	0	TUSCALOOSA	NORTHPORT	1365	375	5TH ST 1365 at BRIDGE (AL 13	NORTHPORT PD - 0630200
3	0	1	2	3.33	0	1	JEFFERSON	JEFF RUR	3111	12337	NO DESCRIPTION AVAILABLE	JEFF CO SH _ 0010000
3	0	0	3	0	0	0	SHELBY	BIRMINGHAM	4241	8671	CAHABA PARK CIR at US 280 SR 38 SE JCT	BHAM PD _ 0010200
3	0	0	3	0	0	0	MOBILE	MOBILE RUR	5031	10966	INTERSTATE 10 at THEODORE-DAWES RD	AST MOBILE _ AST0200
3	0	1	2	6.67	0	1	JEFFERSON	HOMEWOOD	5033	185	NO DESCRIPTION AVAILABLE	HOMEWOOD PD - 0011000
3	0	1	2	10	0	2	LEE	AUBURN	5093	384	DEAN RD at GLENN AVE E	AUBURN PD _ 0430100
3	0	0	3	0	0	0	LEE	AUBURN	5093	337	GLENN AVE at BOSS ST N	AUBURN PD _ 0430100
3	0	1	2	10	0	1	LEE	AUBURN	5093	418	GLENN AVE at UNIVERSITY DR	AUBURN PD _ 0430100
3	0	1	2	10	0	4	RUSSELL	PHENIX CITY	5132	818	16TH ST at BROAD ST 5132	PHENX CIT PD - 0570100
3	0	2	1	20	0	2	JEFFERSON	FAIRFIELD	5134	170	NO DESCRIPTION AVAILABLE	FAIRFIELD PD - 0010400
3	0	1	2	10	0	1	TUSCALOOSA	TUSCALOOSA	5168	261	15TH ST E 5168 at 19TH AVE E	TUSCALOOSA PD - 0630100
3	0	1	2	10	0	2	RUSSELL	PHENIX CITY	5268	1426	13TH ST at 3RD AVE 5230	PHENX CIT PD - 0570100

Top 55 Intersection Locations Statewide with 3 or More Total Alcohol Related Crashes

*These crashes are those that happened off the state systems and are therefore not mappable at this time.

3	0	2	1	13.33	0	3	LEE	OPELIKA	5297	807	PLUM AV at S014 SAMFORD AV	OPELIKA PD - 0430200
3	0	0	3	0	0	0	DALLAS	SELMA	5316	168	NO DESCRIPTION AVAILABLE	SELMA PD - 0270100
3	0	0	3	0	0	0	TUSCALOOSA	TUSCALOOSA	5449	1020	BRYANT DR 5173 at CITY ST 5697	TUSCLOOSA PD - 0630100
3	0	1	2	3.33	0	1	MADISON	HUNTSVILLE	5491	4806	ANDREW JACKSON WAY at PRATT AVE N E	HUNTSVILL PD - 0470100
3	0	0	3	0	0	0	LAUDERDALE	FLORENCE	5530	1398	BROADWAY ST at SR 2 FLORENCE BLVD	FLORENCE PD - 0410100
3	0	2	1	13.33	0	2	MADISON	HUNTSVILLE	5577	11508	NO DESCRIPTION AVAILABLE	HUNTSVILL PD - 0470100
3	0	0	3	0	0	0	MADISON	HUNTSVILLE	5626	2007	DRAKE AVE at PENNY ST SW	HUNTSVILL PD - 0470100
3	0	0	3	0	0	0	MADISON	HUNTSVILLE	5706	2795	BOB WALLACE AVE at LEEMAN FERRY RD	HUNTSVILL PD - 0470100
3	0	1	2	3.33	0	1	CALHOUN	CALHOU RUR	5881	7810	NO DESCRIPTION AVAILABLE	AST JCKSNVIL - AST1100
3	0	1	2	3.33	0	1	MADISON	HUNTSVILLE	6298	3411	JORDAN LN SR-53 at SPARKMAN DR	HUNTSVILL PD - 0470100
3	1	2	0	36.67	1	4	TUSCALOOSA	TUSCALOOSA	6545	5335	NO DESCRIPTION AVAILABLE	TUSCLOOSA PD - 0630100
3	0	1	2	6.67	0	1	MADISON	HUNTSVILLE	7230	345	COBB RD at HOOD RD	HUNTSVILL PD - 0470100
3	0	2	1	20	0	4	MOBILE	MOBILE RUR	8860	9874	SCHILLINGER RD at OLD SHELL RD&TANN.WILL.RD	AST MOBILE - AST0200

Top 51 Segment Locations Statewide with 3 or More Speeding Crashes Resulting in Injury or Fatality

Regional Breakdown

North East Region	21.57%
North Region	19.61%
Birmingham Region	15.69%
East Region	15.69%
Central Region	7.84%
South East Region	7.84%
South West Region	7.84%
West Region	3.92%

Top 51 Segment Locations Statewide with 3 or More Speeding Crashes Resulting in Injury or Fatality

*These crashes are those that happened off the state systems and are therefore not mappable at this time.

Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity	People Killed	People Injured	County	City	Link	Node 1	Node 2	Description	Agency ORI
6	0	6	0	26.67	0	6	MORGAN	MORGAN RUR	1004	7702	7775	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DECATUR - AST5200
5	0	5	0	30	0	5	MARSHALL	MARSHA RUR	1582	8447	8456	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST HUNTSVIL - AST4700
5	0	5	0	26	0	7	MADISON	MADISO RUR	1154	7311	7313	Between LOVELESS RD at WEST LIMESTONE RD and BOBO RD at WEST LIMESTONE RD	AST HUNTSVIL - AST4700
5	0	5	0	24	0	6	SHELBY	PELHAM	1429	24	462	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	PELHAM PD - 0590600
4	2	2	0	40	3	7	CHOCTAW	CHOCTA RUR	1108	7254	7666	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST MOBILE - AST0200
4	0	4	0	30	0	5	MACON	MACON RUR	1126	40	7431	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST OPELIKA - AST4300
4	1	3	0	35	1	4	TALLADEGA	TALLADEGA RUR	1105	7205	7206	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST JCKSNVIL - AST1100
4	0	4	0	30	0	9	CALHOUN	CALHOU RUR	1065	8841	8842	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST JCKSNVIL - AST1100
4	0	4	0	25	0	8	MADISON	MADISO RUR	1207	8218	12328	Between BIG COVE RD at SUTTON RD and CLAUDIA DR at OLD BIG COVE RD	AST HUNTSVIL - AST4700
4	1	3	0	35	1	10	CLEBURNE	CLEBUR RUR	1065	7669	7673	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST JCKSNVIL - AST1100
4	0	4	0	30	0	5	BARBOUR	BARBOU RUR	1165	7387	7393	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DOTHAN - AST3800
3	1	2	0	36.67	1	5	CHILTON	CHILTO RUR	1020	7188	7581	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST MONTGMRY - AST0300

Top 51 Segment Locations Statewide with 3 or More Speeding Crashes Resulting in Injury or Fatality

*These crashes are those that happened off the state systems and are therefore not mappable at this time.

3	0	3	0	26.67	0	6	WALKER	WALKER RUR	0	8302	8310	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST BHM - AST0100
3	0	3	0	20	0	4	ELMORE	ELMORE RUR	1114	7918	7924	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST MONTGMRY - AST0300
3	0	3	0	30	0	4	HENRY	HENRY RUR	1133	7267	7666	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DOTHAN - AST3800
3	3	0	0	50	3	5	MADISON	MADISO RUR	1282	7380	7383	Between MORRIS LN at MORRIS RD and MORRIS RD at READY SECTION RD	AST HUNTSVIL - AST4700
3	1	2	0	36.67	1	3	CHAMBERS	CHAMBERS RUR	1269	7087	7132	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST OPELIKA - AST4300
3	0	3	0	23.33	0	3	WALKER	WALKER RUR	1171	7718	7719	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST BHM - AST0100
3	0	3	0	30	0	4	MADISON	MADISO RUR	1294	7713	7738	Between ALLENDALE DR at BRADFORD LN and WINCHESTER RD at NAUGHER RD	AST HUNTSVIL - AST4700
3	1	2	0	36.67	1	5	MORGAN	MORGAN RUR	1152	7566	7571	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DECATUR - AST5200
3	0	3	0	30	0	3	GREENE	GREENE RUR	1069	7056	7810	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST TSCLOOSA - AST6300
3	1	2	0	36.67	1	8	MARENGO	MARENG RUR	1180	7029	7248	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST SELMA - AST2700
3	0	3	0	23.33	0	4	WASHINGTON	WASHIN RUR	1170	7512	7521	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST MOBILE - AST0200
3	0	3	0	16.67	0	3	ELMORE	ELMORE RUR	1228	7072	7103	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST MONTGMRY - AST0300
3	0	3	0	30	0	6	MORGAN	MORGAN RUR	1323	7575	7586	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DECATUR - AST5200

Top 51 Segment Locations Statewide with 3 or More Speeding Crashes Resulting in Injury or Fatality

*These crashes are those that happened off the state systems and are therefore not mappable at this time.

3	0	3	0	23.33	0	3	SAINT CLAIR	ST. CLAIR RUR	1222	7258	7282	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST BHM . AST0100
3	0	3	0	23.33	0	3	LIMESTONE	LIMEST RUR	1333	7659	9143	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DECATUR . AST5200
3	0	3	0	30	0	3	ETOWAH	ETOWAH RUR	1288	7780	7782	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST JCKSNVIL - AST1100
3	0	3	0	30	0	5	BARBOUR	BARBOU RUR	1165	7393	7677	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DOTHAN . AST3800
3	1	2	0	36.67	1	3	BARBOUR	BARBOU RUR	1233	7529	7564	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DOTHAN . AST3800
3	1	2	0	30	1	3	CLAY	CLAY RUR	1065	7504	7507	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST JCKSNVIL - AST1100
3	0	3	0	30	0	3	CALHOUN	CALHOU RUR	1002	7160	7539	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST JCKSNVIL - AST1100
3	0	3	0	30	0	3	WALKER	WALKER RUR	1018	7917	7918	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST BHM . AST0100
3	0	3	0	26.67	0	3	WASHINGTON	WASHIN RUR	1811	11467	11468	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST MOBILE . AST0200
3	0	3	0	23.33	0	3	MORGAN	MORGAN RUR	1087	8172	8178	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DECATUR . AST5200
3	0	3	0	30	0	5	MADISON	MADISO RUR	2208	7756	7762	Between MAYSVILLE RD at WINCHESTER RD NE JCT and DEPOSIT RD at MAYSVILLE RD	AST HUNTSVIL - AST4700
3	0	3	0	30	0	4	MADISON	MADISO RUR	1324	7668	8017	Between MOORES MILL RD at ROBINSON DR and MOORES MILL RD at WINCHESTER RD	AST HUNTSVIL - AST4700
3	0	3	0	30	0	6	JEFFERSON	HOOVER	5232	9290	9480	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	HOOVER PD . 0011200

Top 51 Segment Locations Statewide with 3 or More Speeding Crashes Resulting in Injury or Fatality

*These crashes are those that happened off the state systems and are therefore not mappable at this time.

3	0	3	0	30	0	4	MADISON	MADISO RUR	1154	7288	7313	Between BEECHWOOD ST at W LIMESTONE RD and BOBO RD at WEST LIMESTONE RD	AST HUNTSVIL - AST4700
3	0	3	0	30	0	3	COLBERT	COLBER RUR	1179	7223	8041	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST QUD CITS - AST2000
3	1	2	0	36.67	1	6	AUTAUGA	AUTAUG RUR	1098	7274	7388	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST MONTGMRY - AST0300
3	1	2	0	30	1	3	MADISON	MADISO RUR	1154	7266	7267	Between JOE QUICK RD at NARROW LN and TANNER RD at RED CAMPBELL RD	AST HUNTSVIL - AST4700
3	0	3	0	23.33	0	3	TUSCALOOSA	TUSCAL RUR	1156	7490	7493	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST TSCLOOSA - AST6300
3	0	3	0	26.67	0	5	RANDOLPH	RANDOLPH RUR	1404	7842	8194	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST JCKSNVIL - AST1100
3	0	3	0	30	0	3	MORGAN	MORGAN RUR	1553	8080	8082	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DECATUR _ AST5200
3	0	3	0	30	0	3	CHAMBERS	CHAMBERS RUR	1388	7087	9244	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST OPELIKA _ AST4300
3	0	3	0	20	0	3	JEFFERSON	JEFF RUR	1061	53	13816	Between OLD TUSCALOOSA HWY-CO 20 at POWER PLANT RD-CO 47 and NO DESCRIPTION AVAILABLE	JEFF CO SH _ 0010000
3	0	3	0	23.33	0	5	ETOWAH	GADSDEN	1092	246	8377	Between CITY ST 1092 at S025 US 411 and NO DESCRIPTION AVAILABLE	GADSDEN PD _ 0310200
3	0	3	0	30	0	3	CULLMAN	CULLMA RUR	1610	8223	8432	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DECATUR _ AST5200
3	1	2	0	36.67	1	5	CULLMAN	CULLMA RUR	1533	8118	9932	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DECATUR _ AST5200
3	0	3	0	30	0	4	MORGAN	MORGAN RUR	1106	7781	8729	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DECATUR _ AST5200

Top 51 Segment Locations Statewide with 3 or More Total Alcohol Related Crashes

Regional Breakdown

North East Region	25.49%
Mobile Region	23.53%
Central Region	15.69%
Birmingham Region	9.80%
East Region	7.84%
North Region	7.84%
South West Region	3.92%
West Region	3.92%
South East Region	1.96%

Top 51 Segment Locations Statewide with 3 or More Total Alcohol Related Crashes

*These crashes are those that happened off the state systems and are therefore not mappable at this time.

Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity	People Killed	People Injured	County	City	Link	Node 1	Node 2	Description	Agency ORI
7	0	4	3	17.14	0	7	MOBILE	MOBILE RUR	1346	8470	12285	Between AIRPORT BLVD CO 56 at DYKES RD and AIRPORT BLVD CO 56 at SNOW RD	AST MOBILE - AST0200
5	0	1	4	4	0	1	LEE	AUBURN	5569	2074	2151	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AUBURN PD - 0430100
5	0	2	3	12	0	4	CLEBURNE	CLEBUR RUR	1065	7669	7673	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST JCKSNVIL - AST1100
5	2	2	1	32	3	7	CHOCTAW	CHOCTA RUR	1108	7254	7666	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST MOBILE - AST0200
4	0	3	1	17.5	0	3	MORGAN	MORGAN RUR	1250	7781	8729	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DECATUR - AST5200
4	1	3	0	25	1	6	MONTGOMERY	MONTGO RUR	1041	7227	7419	Between HANCE MILL RD at OLD HAYNEVILLE RD and HANCE MILL RD at SNOWDOWN CHAMBERS RD	AST MONTGMRY - AST0300
4	1	1	2	20	1	3	MOBILE	MOBILE RUR	1461	9715	9770	Between COTTAGE HILL RD at LEROY STEVENS RD and DAWES RD CO 33 at LEROY STEVENS RD	AST MOBILE - AST0200
4	1	2	1	27.5	1	3	TALLADEGA	TALLADEGA RUR	1105	7205	7206	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST JCKSNVIL - AST1100
4	1	2	1	25	1	7	BALDWIN	BALDWI RUR	1025	7253	7278	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST MOBILE - AST0200
4	0	0	4	0	0	0	MADISON	HUNTSVILLE	1229	38798	41443	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	HUNTSVILL PD - 0470100
4	0	3	1	22.5	0	4	MADISON	MADISO RUR	2208	7756	7762	Between MAYSVILLE RD at WINCHESTER RD NE JCT and DEPOSIT RD at MAYSVILLE RD	AST HUNTSVIL - AST4700
4	0	2	2	10	0	2	MOBILE	MOBILE	1346	2139	2142	Between AIRPORT BLVD at UNIVERSITY BLVD and AIRPORT BLVD at GENERAL BULLARD AVE	MBL PD -COM - 0020100

Top 51 Segment Locations Statewide with 3 or More Total Alcohol Related Crashes

*These crashes are those that happened off the state systems and are therefore not mappable at this time.

4	0	1	3	7.5	0	1	MADISON	HUNTSVILLE	1016	8164	41804	Between HENDERSON RD at ROCKHOUSE RD and NO DESCRIPTION AVAILABLE	HUNTSVILL PD - 0470100
4	0	1	3	7.5	0	2	TALLAPOOSA	ALEX CITY	1348	515	8671	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	ALEX CITY PD - 0620100
3	0	2	1	16.67	0	4	MONTGOMERY	MONTGO RUR	1103	7289	7300	Between OLD SELMA RD at LOWNDES CO LINE and BOOTH RD at OLD SELMA RD	AST MONTGMRY - AST0300
3	0	1	2	3.33	0	1	MADISON	MADISO RUR	1154	7266	7267	Between JOE QUICK RD at NARROW LN and TANNER RD at RED CAMPBELL RD	AST HUNTSVIL - AST4700
3	0	1	2	10	0	1	MOBILE	MOBILE RUR	1634	11695	11696	Between COLEMAN DAIRY RD CO 752 at COLEMAN DAIRY RD SO and COLEMAN DAIRY RD CO 752 at HICKORY HILL DR	AST MOBILE - AST0200
3	0	2	1	20	0	2	MADISON	MADISO RUR	1139	7659	37522	Between BALTIMORE HILL RD at SUNNY DELL RD and AMETHYST DR at BALTIMORE HILL RD	AST HUNTSVIL - AST4700
3	0	1	2	10	0	1	MOBILE	MOBILE RUR	1172	7561	7604	Between BELLINGRATH RD CO 59 at HALF MILE RD/LAURENDINE and HALF MILE RD CO 56 at PADGETT SWITCH RD E JCT	AST MOBILE - AST0200
3	1	1	1	26.67	1	3	MADISON	HUNTSVILLE	6667	2442	2550	Between GILMER RD at WYNN DR and TECHNOLOGY DR at WYNN DR	HUNTSVILL PD - 0470100
3	0	0	3	0	0	0	JEFFERSON	BIRMINGHAM	6361	1313	11595	Between 34TH ST S at CLIFF RD and 34TH ST S at ALTAMONT RD	BHAM PD - 0010200
3	0	0	3	0	0	0	TUSCALOOSA	TUSCAL RUR	1508	7585	7589	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST TSCLOOSA - AST6300
3	0	0	3	0	0	0	ETOWAH	ETOWAH RUR	1534	7865	7866	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST JCKSNVIL - AST1100
3	0	3	0	30	0	5	CHILTON	CHILTO RUR	1020	7188	7581	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST MONTGMRY - AST0300

Top 51 Segment Locations Statewide with 3 or More Total Alcohol Related Crashes

*These crashes are those that happened off the state systems and are therefore not mappable at this time.

3	0	1	2	10	0	1	LEE	LEE RUR	1097	1710	9835	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST OPELIKA - AST4300
3	0	1	2	10	0	1	TUSCALOOSA	NORTHPORT	5301	1320	1321	Between CITY ST 5299 at CITY ST 5301 and CITY ST 5299 at CITY ST 5301	NORTHPORT PD - 0630200
3	0	2	1	13.33	0	2	WALKER	WALKER RUR	1545	8281	8289	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST BHM - AST0100
3	0	2	1	20	0	3	BUTLER	BUTLER RUR	1224	7560	7561	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST EVRGREEN - AST2100
3	0	2	1	20	0	2	COLBERT	COLBER RUR	1054	7117	7425	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST QUD CITS - AST2000
3	0	2	1	20	0	3	FRANKLIN	FRANKL RUR	1210	7219	7227	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST QUD CITS - AST2000
3	1	2	0	36.67	1	3	MADISON	MADISO RUR	1257	7222	7232	Between ARNOLD RD at BUTLER RD and BETH RD at BUTLER RD	AST HUNTSVIL - AST4700
3	0	2	1	20	0	2	JACKSON	SCOTTSBORO	1194	697	730	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	SCOTTSBRO PD - 0390100
3	0	0	3	0	0	0	MADISON	MADISON	5059	48	1515	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	MADISON PD - 0470200
3	1	0	2	16.67	1	4	AUTAUGA	AUTAUG RUR	1098	7274	7388	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST MONTGMRY - AST0300
3	0	2	1	13.33	0	2	DALLAS	DALLAS RUR	1231	7224	7225	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST SELMA - AST2700
3	0	2	1	13.33	0	3	MADISON	HUNTSVILLE	1033	8024	8050	Between JORDAN LN SR-53 at MASTIN LAKE RD and NO DESCRIPTION AVAILABLE	HUNTSVILL PD - 0470100
3	0	2	1	20	0	3	LEE	LEE RUR	1010	7336	7956	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST OPELIKA - AST4300

Top 51 Segment Locations Statewide with 3 or More Total Alcohol Related Crashes

*These crashes are those that happened off the state systems and are therefore not mappable at this time.

3	0	2	1	13.33	0	3	MONTGOMERY	MONTGOMERY	6022	3305	6071	Between ZELDA RD at VAUGHN RD and FITZGERALD RD at ZELDA RD	MONTGOMRY PD - 0030100
3	0	3	0	30	0	6	JEFFERSON	JEFF RUR	1027	16046	16047	Between COLEMAN LAKE RD at EASTERN VALLEY RD CO 18 and ABERNATHY RD at EASTERN VALLEY RD-SW JCT	JEFF CO SH - 0010000
3	0	0	3	0	0	0	JEFFERSON	BIRMINGHAM	4392	1242	1243	Between 20TH ST S at HIGHLAND AVE and 21ST ST S at HIGHLAND AVE	BHAM PD - 0010200
3	0	0	3	0	0	0	MOBILE	MOBILE RUR	1145	10949	12539	Between OLD PASCAGOULA RD at THEODORE DAWES RD and FIRETOWER RD at OLD PASCAGOULA RD	AST MOBILE - AST0200
3	0	1	2	10	0	2	TALLADEGA	TALLADEGA RUR	1234	7336	7450	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST JCKSNVIL - AST1100
3	1	1	1	26.67	2	4	MOBILE	MOBILE RUR	1346	8449	8456	Between AIRPORT BLVD CO 56 at FERNLAND LN and AIRPORT BLVD CO 56 at NEWMAN RD	AST MOBILE - AST0200
3	0	1	2	10	0	3	DEKALB	DEKALB RUR	1066	7313	7320	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST JCKSNVIL - AST1100
3	0	2	1	20	0	2	MOBILE	MOBILE RUR	1145	8284	8285	Between OLD PASCAGOULA RD CO 28 at MISSISSIPPI STATE LINE and HALL RD CO 249 at OLD PASCAGOULA RD	AST MOBILE - AST0200
3	0	1	2	10	0	1	ESCAMBIA	ESCAMB RUR	1154	7125	7268	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST EVRGREEN - AST2100
3	0	3	0	30	0	3	MARSHALL	MARSHA RUR	1414	7556	8919	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST HUNTSVIL - AST4700
3	0	1	2	10	0	2	LEE	LEE RUR	1379	8023	9066	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST OPELIKA - AST4300
3	1	2	0	30	1	5	MOBILE	MOBILE RUR	1275	7318	7537	Between BELLINGRATH RD CO 59 at DELCHAMPS RD and BELLINGRATH RD CO 59 at DEAKLE RD	AST MOBILE - AST0200

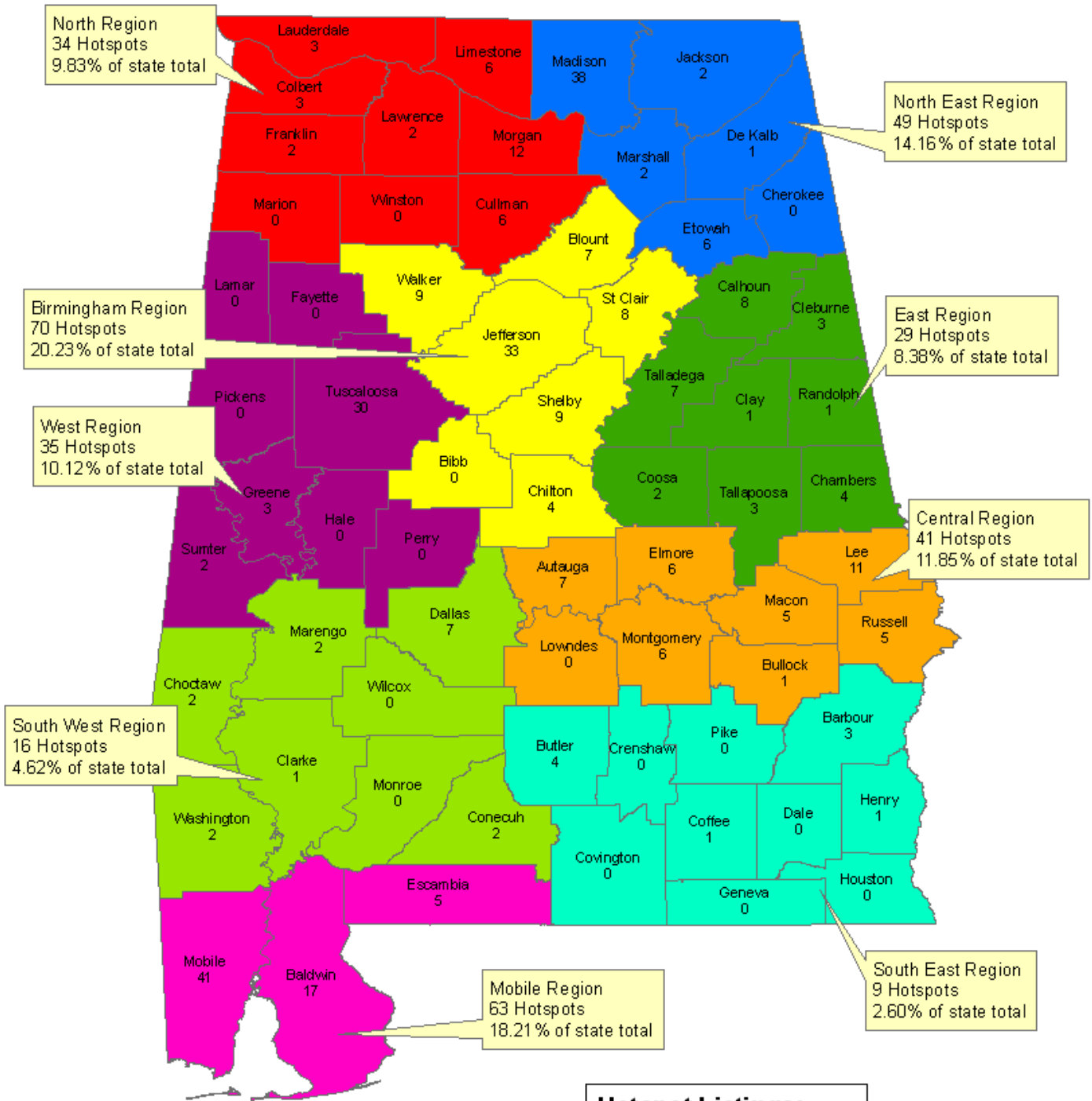
Top 51 Segment Locations Statewide with 3 or More Total Alcohol Related Crashes

*These crashes are those that happened off the state systems and are therefore not mappable at this time.

3	0	1	2	10	0	1	BALDWIN	BALDWI RUR	1102	7510	10312	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST MOBILE - AST0200
3	0	0	3	0	0	0	FRANKLIN	FRANKL RUR	1226	351	7931	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST QUD CITS - AST2000

Hotspot Totals for Alabama

(Totals Include Alcohol Related and Speed Related Hotspots Found on Mileposted and Non-Mileposted Routes)



Statewide Total Hotspots = 346

Hotspot Listings:	
County Name	Total Number of Hotspots

*Please note that the hotspot totals given above include some “double counting” of hotspots. If the five or ten mile stretch of roadway covered in a hotspot crossed a county border, that hotspot was counted once for each county. When a hotspot crosses into multiple counties, it is only included once on the list of hotspots for the state. However, if it crossed into multiple regions, the hotspot was listed on both of the regional lists provided to the CTSPs.

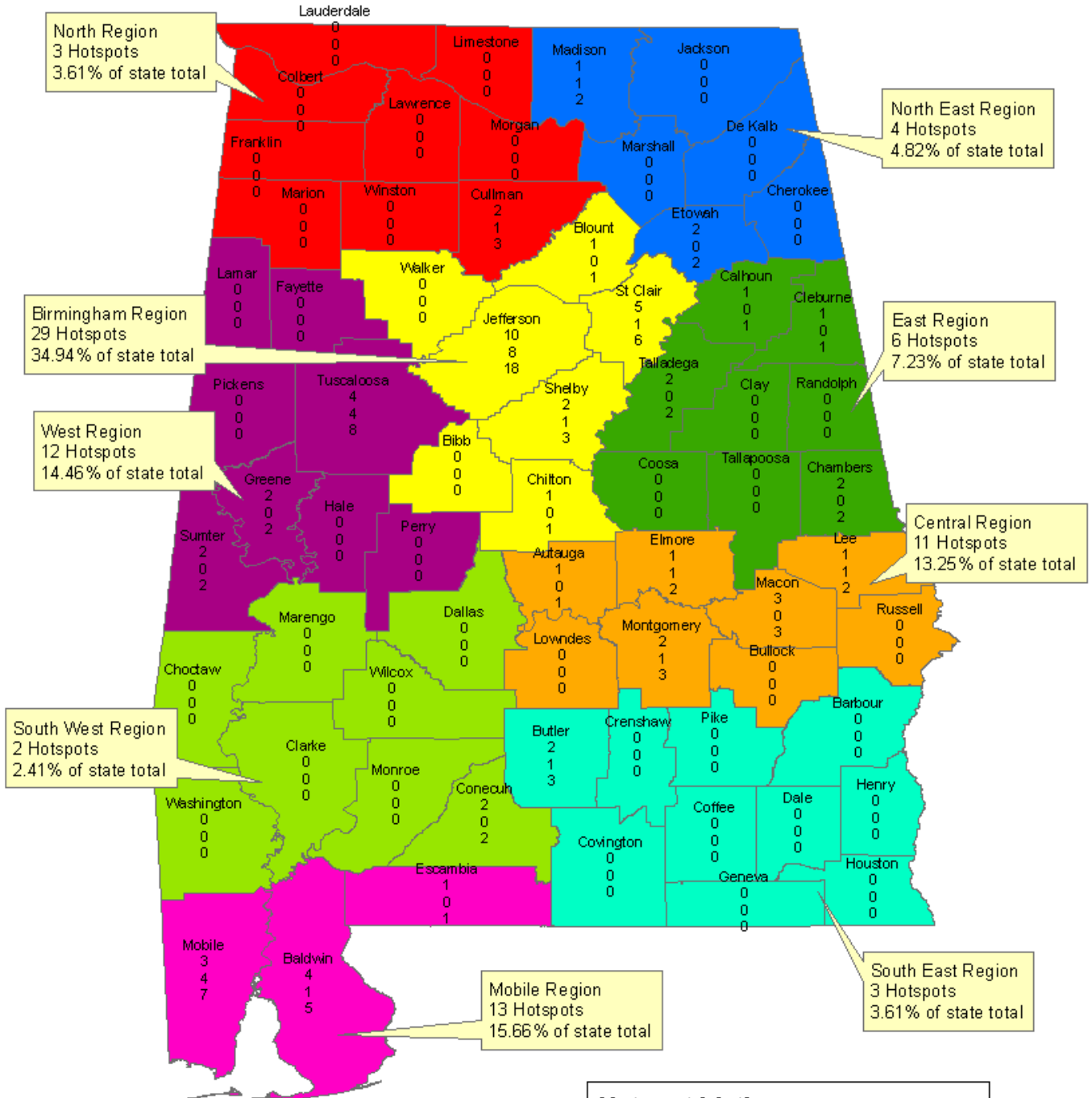
Total Hotspots for Alabama (346 Total Hotspots)

Regional Breakdown

Birmingham Region	20.23%
Mobile Region	18.21%
North East Region	14.16%
Central Region	11.85%
West Region	10.12%
North Region	9.83%
East Region	8.38%
South West Region	4.62%
South East Region	2.60%

Interstate Hotspot Totals for Alabama

(Totals Include Speed Hotspots and Alcohol Related Hotspots Occurring on Interstates Only)



Statewide Total Hotspots = 83

Hotspot Listings:

County Name
 Speed Hotspots on Interstates
 Alcohol Related Hotspots on Interstates
 Total Number of Hotspots on Interstates

*Please note that the hotspot totals given above include some “double counting” of hotspots. If the five or ten mile stretch of roadway covered in a hotspot crossed a county border, that hotspot was counted once for each county. When a hotspot crosses into multiple counties, it is only included once on the list of hotspots for the state. However, if it crossed into multiple regions, the hotspot was listed on both of the regional lists provided to the CTSPs.

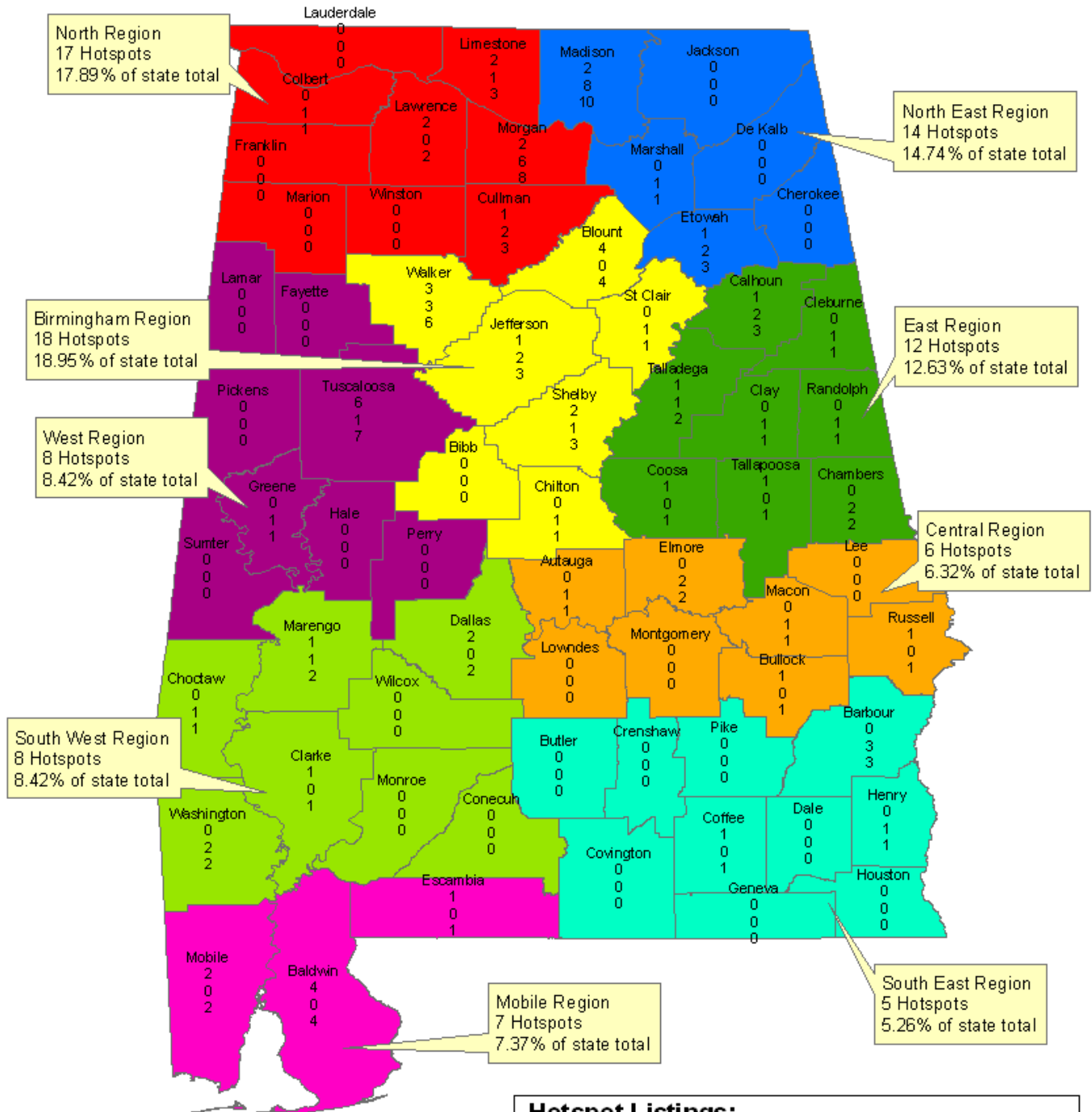
Interstate Hotspots for Alabama (83 Total Hotspots)

Regional Breakdown

Birmingham Region	34.94%
Mobile Region	15.66%
West Region	14.46%
Central Region	13.25%
East Region	7.23%
North East Region	4.82%
North Region	3.61%
South East Region	3.61%
South West Region	2.41%

Speed Hotspot Totals for State/Federal Roads and Non-Mileposted Roads in Alabama

(Totals Include Speed Hotspots Occurring on Federal/State Roads and Non-MP Roads)



Statewide Total Hotspots = 95

Hotspot Listings:

County Name
 Speed Hotspots on State/Federal Roads
 Speed Hotspots on Segments on Non-Mileposted Roads
 Total Speed Hotspots on State/Federal Roads and Non-MP Roads

*Please note that the hotspot totals given above include some “double counting” of hotspots. If the five or ten mile stretch of roadway covered in a hotspot crossed a county border, that hotspot was counted once for each county. When a hotspot crosses into multiple counties, it is only included once on the list of hotspots for the state. However, if it crossed into multiple regions, the hotspot was listed on both of the regional lists provided to the CTSPs.

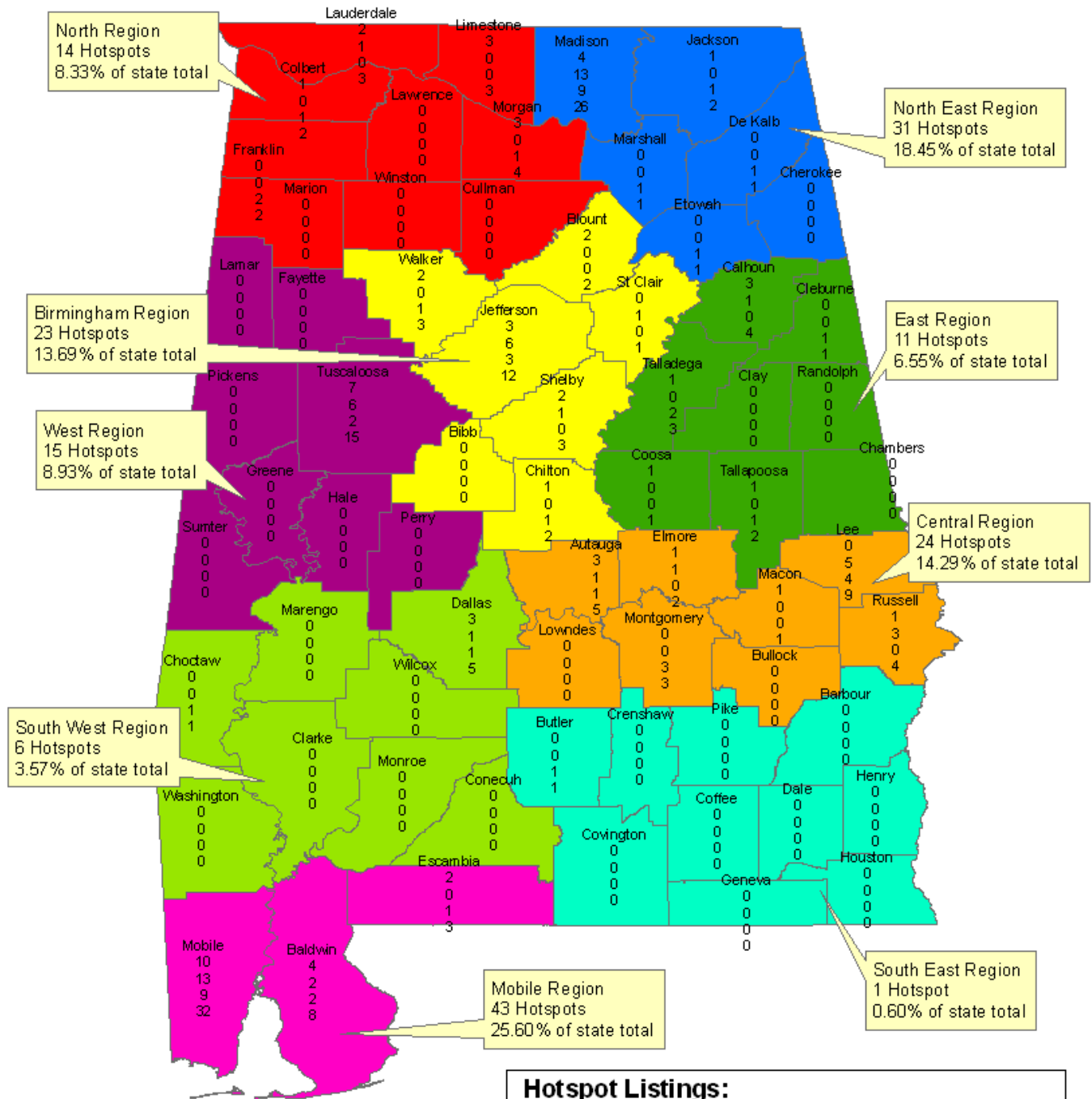
Speed Hotspots for State/Federal and Non-Mileposted Roads (95 Total Hotspots)

Regional Breakdown

Birmingham Region	18.95%
North Region	17.89%
North East Region	14.74%
East Region	12.63%
West Region	8.42%
South West Region	8.42%
Mobile Region	7.37%
Central Region	6.32%
South East Region	5.26%

Alcohol Related Hotspot Totals for State/Federal Roads and Non-Mileposted Roads in Alabama

(Totals Include Alcohol Related Hotspots Occurring on Federal/State Roads and Non-MP Roads)



Statewide Total Hotspots = 168

*Please note that the hotspot totals given above include some “double counting” of hotspots. If the five or ten mile stretch of roadway covered in a hotspot crossed a county border, that hotspot was counted once for each county. When a hotspot crosses into multiple counties, it is only included once on the list of hotspots for the state. However, if it crossed into multiple regions, the hotspot was listed on both of the regional lists provided to the CTSPs.

Alcohol Related Hotspots for State/Federal and Non-Mileposted Roads (168 Total Hotspots)

Regional Breakdown

Mobile Region	25.60%
North East Region	18.45%
Central Region	14.29%
Birmingham Region	13.69%
West Region	8.93%
North Region	8.33%
East Region	6.55%
South West Region	3.57%
South East Region	0.60%

PART V– PROBLEM SOLUTION PLANS

In Part III of the HSP, several strategies for the coming year were laid out. Each of these strategies dealt with the operation of the LETS division of ADECA and the focus on the hotspot crashes listed in Part IV. In this section of the HSP, these strategies will be briefly discussed and the amount of money allotted to each strategy during the coming year will be given.

Planning and Administration:

The Law Enforcement/Traffic Safety (LETS) Division of the Alabama Department of Economic and Community Affairs is charged with implementing the state's highway safety efforts to reduce traffic deaths, injuries and crashes. In order to properly coordinate the efforts from across the state, a certain amount of money is allotted each year for the state office located in Montgomery, Alabama. Personnel included in P&A include the following: LETS Division/GR 10% Federal and 10% State. Program Manager, AOHS 50% Federal and 50% State. Director of ADECA Accounting Office, 6.5% Federal and 6.5% State, two (2) Accounting Staff Members, 6.5% Federal and 6.5% State.

Total FY2009 Allotment = \$150,000.00 (Funding Source – Section 402 PA)
State Match = \$150,000.00

Will Provide Funds for the Community Traffic Safety Program (CTSP)/Law Enforcement Liaison (LEL) projects:

In addition to the efforts of the state office in Montgomery, there are nine CTSP/LEL Regions across the state. For the coming year, each CTSP/LEL is charged with focusing on the hotspot locations outlined for their region. In order to coordinate the efforts within the nine regions, a CTSP/LEL office is located in each region. Each of these regions is responsible for the problem areas within their region and will supply reports and information back to the central office regarding the efforts taking place within their region.

Total FY2009 Allotment = \$2,035,119.01 (Funding Source – Section 402 CP)

Support the CARE Research & Development Laboratory (CRDL):

CRDL develops and maintains the CARE program which is the search engine used for all traffic crash and safety analysis done in Alabama. In exchange for the support that CRDL receives from ADECA LETS, CRDL provides ADECA LETS with crash and traffic safety data throughout the year. This includes preparing reports and grant applications as required and providing answers for data request from across the state that comes up throughout the year.

Total FY2009 Allotment = \$483,802.73 (Funding Source – State Traffic Safety Trust Fund)

Conduct Hotspot Special Traffic Enforcement Program (STEP) projects:

There will be nine local STEP projects during the coming year as well as one statewide STEP project. Each of these STEP projects will focus on Hotspot crashes and the problem locations that have been identified across the state. One STEP project will take place in each of the nine CTSP/LEL regions and the statewide STEP project will be conducted in conjunction with the Alabama Department of Public Safety. By conducting these STEP projects, additional efforts can be focused on the reduction of alcohol related crashes and speed related crashes. The Law Enforcement activity will be sustained for twelve (12) months.

Total FY2009 Allotment = \$1,400,000.00* (Funding Source – Section 402 PT)

Statewide “Click It or Ticket” and “BUIYT” campaign (Paid Media):

As a part of the nationwide initiative to increase seat belt usage, Alabama will participate in the “Click It or Ticket” campaign and have additional emphasis on “BUIYT”. This campaign will be scheduled in May and concluding on the Memorial Day Holiday. This has been a highly successful program in the past several years. Alabama will continue to lend its full support to the program in the coming year.

Total FY2009 Allotment = \$500,000.00 (Funding Source – Section 406 PM)**

Statewide “Click It or Ticket” and “BUIYT” campaign (High Visibility Enforcement):

In addition to the paid media, we will have High Visibility Enforcement program for a three week period. The enforcement program will consist of members from the Municipal Law Enforcement Agencies, County Sheriffs and State Highway Patrol (Department of Public Safety).

Total FY2009 Allotment = \$250,000.00* (Funding Source – Section 406 PT)

Statewide “Click It or Ticket” and “BUIYT” campaign (Surveys and Analysis):

We perform pre and post surveys for seat belt programs. The surveys will be coordinated by the Alabama Department of Public Health.

Total FY2009 Allotment = \$200,000.00 (Funding Source – Section 405)

Statewide “Click It or Ticket” and “BUIYT” campaign (Paid Media Evaluation, etc):

The University of Alabama will coordinate the post telephone survey to evaluate the effectiveness of our paid media and compile all data related to the CIOT and BUIYT campaign.

Total FY2009 Allotment = \$65,000.00 (Funding Source – Section 405)

Child Passenger Safety Training and Coordination

We will have a state Child Passenger Safety coordinator. We will provide training for first time technicians, re-certification, and renewals for trained technicians. Fitting stations will be available to the public. The technicians will ensure the child passenger restraints are installed correctly.

Total FY2009 Allotment = \$128,390.00 (Funding Source – Section 405)

Statewide “Drunk Driving. Over the Limit. Under Arrest.” campaign (Paid Media):

As a part of the nationwide alcohol campaign to reduce alcohol-related fatalities, Alabama will participate in the “Drunk Driving. Over the Limit. Under Arrest.” campaign. This campaign will begin in August and conclude on Labor Day.

Total FY2009 Allotment = \$500,000.00 (Funding Source – Section 410 PM)**

Statewide “Drunk Driving. Over the Limit. Under Arrest.” campaign (High Visibility Enforcement):

In addition to the paid media, we will have High Visibility Enforcement program for a two week period. The enforcement program will consist of members from the Municipal Law Enforcement Agencies, County Sheriffs and State Highway Patrol (Department of Public Safety). This campaign will begin in August and conclude on Labor Day.

Total FY2009 Allotment = \$250,000.00* (Funding Source – Section 410)

Statewide “Drunk Driving. Over the Limit. Under Arrest.” (Paid Media Evaluation):

The University of Alabama will conduct post telephone survey to evaluate the effectiveness of our paid media.

Total FY2009 Allotment = \$31,250.00 (Funding Source – Section 410)

Traffic Safety Records Improvement Program:

We have an active TRCC in Alabama. We will provide funding as per our 408 Funding Application priorities.

Total FY2009 Allotment = \$349,820.21 (Funding Source – Section 408)

Drivers License Suspension Appeals (DLSA) Program:

Plans are to fund the DLSA program through the Alabama Department of Public Safety. The goal of this program is to assure DUI case load is maintained at a manageable level. Previously this program was funded through the Alabama Traffic Safety Trust Fund.

Total FY2009 Allotment = \$40,000.00 (Funding Source – Section 402 AL)

Traffic Resource Prosecutor Program:

In FY 2009, this program will continue and will be funded through the Alabama Traffic Safety Trust Fund. Goals of this program are to provide training requirements to all District Attorneys, ADA's and their staff in order to increase the level of readiness and proficiency for the effective prosecution of traffic related cases. Additionally the goals of this program will emphasize:

- Practical DUI Course: Nuts & Bolts
- Handling the Experts
- Legal Updates
- Search & Seizure
- Jury Selection

Total FY2009 Allotment = \$158,779.63 (Funding Source – State Traffic Safety Trust Fund)

* - Funding for these grants will be based on the percentage of hotspots by region. Specific grants will take into account the percentage of alcohol and/or restraint programs and/or speed hazards.

** - The paid media will be based on the specific areas as outlined in the above plus specific media data which identifies specific areas to reach our targeted audience.

Section 405 Planned Activities

The State of Alabama has an ongoing Selective Traffic Enforcement Program Plan that targets countermeasures which result in lower injury and fatality rates by enabling law enforcement at a local level to enforce speeding, nonuse of occupant and child restraints, and DUI laws. Increasing citation rate has shown to have some effect on lowering the incidence of the offense in the location where the citation has been given. Alabama will conduct enforcement activities during the 2009 Memorial Day CIOT mobilization.

The Selective Traffic Enforcement Program (STEP) is developed using traffic crash data. Each potential location for enforcement is selected based upon Alabama's hotspot crashes. Hotspot crashes are defined as crashes involving alcohol related crashes or speed related crashes resulting in injury or fatality. Fatalities due to non-use or inappropriate use of occupant and/or child restraints are seen in both adult and child populations and remain over-represented statistically as compared to the national data. Education efforts will be offered to augment the enforcement of the primary occupant restraint laws.

The project with regional coordinators and the Alabama Department of Public Safety involves overtime pay for officers to conduct a statewide selective traffic enforcement program aimed at identified segments of roadway with Hotspot crashes. The strategy of this effort has been to reduce the Hotspots or problem locations in the state. Current policy is to fund overtime as it gives the greatest flexibility in manpower deployment and should be more effective and efficient. Overtime allows more flexibility in scheduling. Law enforcement agencies will use saturation patrols, line patrols, checkpoints, and regular patrols in order for the STEP project to be effective.

Additionally, ADECA/LETS STEP program will:

- Plan and support statewide efforts to train and motivate law enforcement officers, prosecutors, and judges to consistently enforce, prosecute, and adjudicate traffic law violations;
- Establish new partnerships and coalitions to support ongoing implementation of legislation or enforcement efforts; and,
- Expand in novel ways, campaign which use enforcement of other traffic laws (e.g. statewide, in major metropolitan areas, in rural areas of the state).
- Participate in the Child Passenger Safety Week on September 20-26, 2009.

ORGANIZATIONS WORKING WITH STEP PROGRAM IN ALABAMA

The state is divided into nine Community Traffic Safety Programs (CTSP) regions across the state. Within these regions, law enforcement agencies at all levels are in partnership to execute the STEP program throughout the Fiscal Year.

Alabama Media Plan for STEP

The “Click It or Ticket” statewide multimedia campaign is aimed at increased seat belt usage on Alabama’s highways. The campaign incorporates advertising, bonus spots, website links, and support of government agencies, local coalitions and school officials in an effort that should result in a dramatic increase in seat belt usage. This campaign will be scheduled to coincide with the Memorial Day holiday weekend. The campaign will consist of:

1. Development of the “Click It or Ticket” marketing approach based on Nielsen and Arbitron ratings and targeted primarily towards the 18-34 male age group primarily.
2. Placement of paid “Click It or Ticket” ads on broadcast television, cable television, and radio in addition to public service spots. Paid advertising will be placed primarily in the five largest media markets
3. Management of public relations efforts including press releases and special media events to stimulate media coverage and alert the public to the “Click It or Ticket” and “Buckle Up in Your Truck” campaigns.
4. In addition to the paid and free media, a website will be used at <http://adeca.alabama.gov/clickit> which will have updated information including ads, articles and other information pertaining to the seat belt campaigns

Another campaign to increase seat belt usage that will coincide with the “Click It or Ticket” will be “Buckle Up in Your Truck.” This campaign targets males, 18 to 34 years of age, who drive pickup trucks and their passengers and who live and/or work in secondary and tertiary cities and communities and primarily view and listen to comedy, sports and top 40 entertainment programs.

These campaigns have been successful in that survey data after the 2007 campaign revealed that 91% of respondents reported that they used their seat belts “all the time” or “most of the time” at the end of the media campaign.

Alabama Child Passenger Safety (CPS) Program

Alabama’s CPS program is in its fourth year in fiscal year 2009. The single CPS coordinator and three CTSP instructors are tending to the nine CTSP regional needs. The plan for 2009 is to further reach out to under served communities and technicians. Many communities around the State of Alabama have single or very few technicians to serve their parents and caregivers. Some communities don’t have any CPS resources at all. The goal for the CPS program is to get trained CPS professionals in these communities. The following paragraphs will detail how the program will accomplish these goals.

There will be at least 9 thirty-two hour training opportunities for up to 10 community individuals in each class. These 9 training classes will be taught by the state-wide CPS coordinator and at least one of the 3 CTSP instructors, usually the CTSP instructor in that region. The goal for the CTSP offices is to make these trainings as accessible to as many dedicated people in these communities as possible. The Alabama CPS program is building a structure of having a trained CPS professional within 50 miles of every community in the state.

To keep the current CPS professionals “sharp” with their skills and help them maintain their certification, 18 update/renewal classes are scheduled in FY 2009. These classes will highlight

the changes in the CPS field since the technician/instructor originally took the course and make them the local “expert” for those communities they serve.

Additionally, technicians who have let their certification expire will be afforded the opportunity to take one of these classes. Once they complete the class, perform 5 specific car seat installations (witnessed and signed off by the class instructor), they may then go on-line at CPS certification website to take the written test. Upon successful completion of all the above requirements, they will be re-certified.

The entire re-certification process was revamped in FY2007. The revamping means that existing technicians will need to acquire 6 CEU’s to recertify in addition to the 5 specific car seat installations (witnessed and signed off by an instructor). To accomplish this, the CPS coordinator has developed a curriculum to update these technicians on the changes in the field and get them 4 hours of CEU requirements. The additional CEU requirements may be achieved by reading CPS articles provided by the CPS coordinator or one of the 3 regional CPS coordinators.

A statewide website has been formed so the public and local technicians can easily see who they can contact to get help within their community. The website has a map of Alabama and the contacts for each county. The website identifies these “experts” and community car seat checkup events. If a community has an on-going child safety seat inspection station/clinic then the hours of operation, location and contact information will be listed as well. In FY 2009, this website will develop into the repository/statewide resource for all CPS information, such as printed materials, media or checkup event resources.

During FY 2009, the 9 CTSP regional offices will be given re-producible materials promoting car seat safety and booster seat use. Each office will also get information on where the best seating position is in the car for children passengers. Children need to remain in the back seat of the vehicle until their 13th birthday. This age requirement is to ensure that younger children are properly restrained prior to an air bag deployment. Maturity is an overlooked requirement for children to ensure that the air bag system will protect them and not hurt them. Children need to remain in child restraints (car seats) until they can sit with their buttocks against the back of the vehicle seat with their knees bent over the front of the vehicle seat and their feet touching the floor of the vehicle. These messages will be distributed to all regions and communities. The best method to teach parents and caregivers about safely transporting their children is to conduct child safety seat inspections and education clinics in their communities. The Alabama CPS program will open more child safety seat inspection/clinic sites all around the state. Each CTSP region will have child safety inspection/clinics in their regions which will enable 100% of the state’s parents and caregivers to receive this education.

The final portion of the FY 2009 plan is to have the state CPS coordinator and/or a regional CPS coordinator visit each car seat checkup location around the state. The visit will help verify the local skills of the technicians and enable the Alabama CPS program to bring updates to these communities. Keeping our checkup locations current to the technology changes is vital to educating the parents of their community. Each checkup location will receive a CD that will enable them to connect directly to the Alabama CPS website and all the resources available there. Each checkup location will also be given tips on how to develop corporate sponsors to help sponsor their checkup location.

Section 406 Planned Activities

As a part of the nationwide initiative to increase seat belt usage, Alabama will participate in the Click It or Ticket campaign and have additional emphasis on “Buckle Up in Your Truck”. The campaign will be scheduled for May 2009 and concluding on the Memorial Day Holiday. This has been a highly successful program in the past several years. Alabama will continue to lend its full support to the program in the coming year.

In addition to the paid media, we will have a high visibility enforcement program for a three week period. The enforcement program will consist of members from the municipal law enforcement agencies, county sheriffs and the state highway patrol.

Section 408 Planned Activities

The planned activities for Section 408 funding for Fiscal Year 2009 are:

1. **Electronic Citation.** The prototype rollout of the e-citation has been a tremendous success, leading up to major changes in legal requirements for electronic swearing and delivery of the citations that will result in great efficiencies in both law enforcement and the courts. The problem at this point is the e-citation needs to be totally rolled out to all city and county law enforcement agencies. A relatively small allocation will be used to promote the very large and complex project of rolling the e-citation out statewide. The project will consist of software development to automate the rollout process as well as training. The equipment (networked laptops) justified by efficiencies brought to the law enforcement agencies will also serve as host machines for the e-crash.
2. **Electronic Crash Reporting.** This is a major project that has obvious positive ramifications in terms of timeliness, consistency, completeness, uniformity, and efficiency. The e-citation will assure that most law enforcement officers have laptops or other comparable hardware to do e-crash entry over the next five years. The first year of this project resulted in an updated crash report form that is virtually MMUCC compliant. Also, some major efforts were accomplished involving design and development of the software to automate the entry of crash data using this updated form. Major steps are still required in the completion of this software and in training, supplies and logistics for rolling this out statewide.
3. **National Emergency Medical Services Information System (NEMSIS).** This project involves further development (refinement and beta testing) as well and subsequent implementation of new Emergency Medical Service Information System (EMSIS) software. Data presently collected by the Office of EMS and Trauma, EMSIS software, does not contain all the elements needed to meet compliance with the NEMSIS data set. New software has been purchased that is designed to include data points necessary to meet NEMSIS compliance. Considerable efforts are required at this time to roll this out to the field and assure that all EMS units are using it.

Section 410 Planned Activities

The total program is an ongoing comprehensive, statewide selective enforcement program that focuses on alcohol times and locations for Fiscal Year 2009. Those areas in which alcohol/drugs have been found to be over-represented in crash causation are given heavier alcohol enforcement. The goal, however, is to maintain at least 50% of the time spent statewide on alcohol locations and alcohol over-represented times. In these efforts, alcohol-related crashes were of primary concern. It should be noted also that speed and restraint non-use are highly correlated with alcohol and other substance abuse, especially in fatal crashes. During the impaired driving enforcement activities, lack of seat belt use and speeding are cues used to identify impaired drivers.

The involvement of Jefferson Regional, Mobile Regional and Montgomery Regional alone includes 55% of the state's population. This does not count the other 6 regions and other 120 agencies, which would in effect cover 70% of the state's population. However, recognizing that alcohol-related crashes, and especially alcohol-related fatal crashes are highly distributed over the rural areas of the state, all of the state's CTSPs are involved in this program. The following demonstrates that while less than 29% of the state's crashes occur in the urban areas, over 51% of the alcohol-related crashes occur in the rural areas, and of these, fatal alcohol-related crashes are over-represented in rural areas by a factor of 1.53.

All volunteer and grant funded law enforcement agencies will participate in the National impaired driving campaign. This involves conducting both checkpoints and saturation patrols on at least four nights during the National impaired driving campaign. They also will conduct both checkpoints and saturation patrols on a quarterly basis throughout the remainder of the year. The state coordinated these activities through the 9 CTSP regions. This demonstrates central coordination of these activities to maximize the frequency and visibility of law enforcement activities at high-risk locations Statewide.

Area Coordinators will be working in their area to generate earned media events to publicize law enforcement activities before, during and after they take place, both during the National campaign and on a sustained basis at high risk times throughout the year.

ADECA will be developing a statewide paid media campaign to emphasize high visibility enforcement during the "Drunk Driving. Over the Limit. Under Arrest." Crackdown and other sustained enforcement activities. The paid media campaign will be conducted one week prior to the highly visible enforcement crackdown.

ADECA/LETS will budget \$500,000 for the paid media campaign for FY 2009.

Several strategies for the coming year will deal with the operation of the LETS division of ADECA and the focus on alcohol-related crashes. Some of the planned activities for fiscal year 2009 are listed below.

As a part of the nationwide alcohol crackdown campaign to reduce alcohol-related fatalities, Alabama will participate in the "Drunk Driving. Over the Limit. Under Arrest." campaign. This campaign will begin in August and concluded on Labor Day. These activities will include a Paid Media campaign which will be conducted per NHTSA guidelines relative to schedule and desired

audience. We also will conduct the High Visibility Enforcement program which consists of participating Municipal Law Enforcement, County Sheriffs' and the Department of Public Safety (Highway Patrol). Each participating agency will conduct checkpoints and/or saturation patrols on at least four nights during the 2009 campaign period and conduct quarterly checkpoints and/or saturation patrols during Fiscal Year 2009. Also as a part of continuous Law Enforcement activities (year round), our law enforcement agencies will plan law enforcement activities which focused on high-risk locations as outlined in Alcohol Hotspots in the State.

Community Traffic Safety Programs (CTSP)

Each CTSP will focus on the impaired driving high crash locations in their region and coordinate the law enforcement activities for those high crash locations. Each CTSP is responsible for planning activities to reduce impaired driving crashes, fatalities, and injuries in their area of the state.

Conducted Special Traffic Enforcement Program

All law enforcement agencies will conduct activities that focus on impaired driving high crash locations identified across the state. Local law enforcement agencies and the state police will plan activities across the state to reduce impaired driving. Additional efforts will be conducted on speed related crashes and crashes where the driver/passenger were not properly restrained. There are 286 agencies who will participate in the crackdown and the sustained enforcement effort throughout the year.

Paid Media

Alabama purchased paid advertising for their "Drunk Driving. Over the Limit. Under Arrest." Crackdown Campaign. Alabama will conduct a telephone survey to determine how effective the message was in reaching the citizens of Alabama. Alabama has budgeted \$500,000 for paid media for the crackdown.

The Alabama LETS will continue to support the statewide tracking system that monitors the adjudication of impaired driving cases for use by its Court Referral Officers called the Model Integrated Defendant Access System (MIDAS). Court Referral Officers (CROs) exist in all of Alabama's courts, and they are assigned to alcohol and drug abuse cases to perform pre-sentence investigations, and to monitor the progress of defendants as they proceed through the system. MIDAS furnishes a statewide system where any CRO can view past records on any defendant, not only generated by MIDAS, but also through any of the other criminal justice systems that exist in the state (e.g., criminal records or driver histories).

The Alabama LETS division will continue to support the BAC TESTING PROGRAM. The LETS will continue to try to increase BAC testing in the state from the current percentage of 28.9% and support the Alcohol Rehabilitation Program.

Alabama OHS has scheduled an Impaired Driving Assessment for November 16-21, 2008.