

STATE OF ALABAMA
FISCAL YEAR 2011
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

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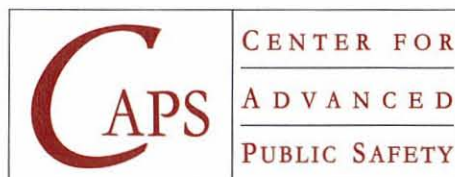


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STATE CERTIFICATIONS AND ASSURANCES

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
- 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

Section 402 Requirements

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;

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));

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. (23 USC 402(b)(1)(E));**

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. (23 USC 402(1)).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

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 18.41.

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;

Federal Funding Accountability and Transparency Act

The State will report for each **sub-grant** awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and (II) \$25,000,000 or more in annual gross revenues from Federal awards; and (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

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) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (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; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702);

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 (49 U.S.C. 5323(j)) 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, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

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.

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 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

Alabama

State or Commonwealth

2011

Fiscal Year

08.24.10

Date

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

State: Alabama

Highway Safety Plan Cost Summary

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2011-HSP-1
Posted: 08/24/2010

Report Date: 08/25/2010

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
<i>Planning and Administration</i>								
	PA-2011-00-00-00	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
<i>Alcohol</i>								
	AL-2011-00-00-00	Alcohol	\$.00	\$.00	\$.00	\$ 34,150.44	\$ 34,150.44	\$.00
	Alcohol Total		\$.00	\$.00	\$.00	\$ 34,150.44	\$ 34,150.44	\$.00
<i>Police Traffic Services</i>								
	PT-2011-00-00-00	Police Traffic Services	\$.00	\$.00	\$.00	\$ 1,600,000.00	\$ 1,600,000.00	\$ 800,000.00
	Police Traffic Services Total		\$.00	\$.00	\$.00	\$ 1,600,000.00	\$ 1,600,000.00	\$ 800,000.00
<i>Traffic Records</i>								
	TR-2011-00-00-00	Traffic Records	\$.00	\$.00	\$.00	\$ 45,000.00	\$ 45,000.00	\$.00
	Traffic Records Total		\$.00	\$.00	\$.00	\$ 45,000.00	\$ 45,000.00	\$.00
<i>Community Traffic Safety Project</i>								
	CP-2011-00-00-00	Community Traffic Safety Project	\$.00	\$.00	\$.00	\$ 2,066,180.18	\$ 2,066,180.18	\$ 2,066,180.18
	Community Traffic Safety Project Total		\$.00	\$.00	\$.00	\$ 2,066,180.18	\$ 2,066,180.18	\$ 2,066,180.18
	NHTSA 402 Total		\$.00	\$ 150,000.00	\$.00	\$ 3,895,330.62	\$ 3,895,330.62	\$ 2,866,180.18
405 OP SAFETEA-LU								
	K2-2011-00-00-00		\$.00	\$.00	\$.00	\$ 486,400.00	\$ 486,400.00	\$.00
	405 Occupant Protection Total		\$.00	\$.00	\$.00	\$ 486,400.00	\$ 486,400.00	\$.00
	405 OP SAFETEA-LU Total		\$.00	\$.00	\$.00	\$ 486,400.00	\$ 486,400.00	\$.00
NHTSA 406								
	K4PM-2011-00-00-00	406 Seat Belts Paid Media	\$.00	\$.00	\$.00	\$ 478,821.83	\$ 478,821.83	\$.00

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

Highway Safety Plan Cost Summary

State: Alabama

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
	406 Safety Belts Paid Media Total		\$.00	\$.00	\$.00	\$478,821.83	\$478,821.83	\$.00
	NHTSA 406 Total		\$.00	\$.00	\$.00	\$478,821.83	\$478,821.83	\$.00
408 Data Program SAFETEA-LU								
	K9-2011-00-00-00	Data Program Incentive	\$.00	\$.00	\$.00	\$470,808.00	\$470,808.00	\$.00
	408 Data Program Incentive Total		\$.00	\$.00	\$.00	\$470,808.00	\$470,808.00	\$.00
	408 Data Program SAFETEA-LU Total		\$.00	\$.00	\$.00	\$470,808.00	\$470,808.00	\$.00
410 Alcohol SAFETEA-LU								
	K8PM-2011-00-00-00	410 Alcohol Paid Media	\$.00	\$.00	\$.00	\$100,671.24	\$100,671.24	\$.00
	410 Alcohol SAFETEA-LU Paid Media Total		\$.00	\$.00	\$.00	\$100,671.24	\$100,671.24	\$.00
	410 Alcohol SAFETEA-LU Total		\$.00	\$.00	\$.00	\$100,671.24	\$100,671.24	\$.00
410 High Fatality Rate								
	K8FR-2011-00-00-00	Paid Media	\$.00	\$.00	\$.00	\$325,000.00	\$325,000.00	\$.00
	410 High Fatality Rate Total		\$.00	\$.00	\$.00	\$325,000.00	\$325,000.00	\$.00
410 High Visibility								
	K8HV-2011-00-00-00	High Visibility	\$.00	\$.00	\$.00	\$925,000.00	\$925,000.00	\$.00
	410 High Visibility Total		\$.00	\$.00	\$.00	\$925,000.00	\$925,000.00	\$.00
	NHTSA Total		\$.00	\$150,000.00	\$.00	\$6,682,031.69	\$6,682,031.69	\$2,866,180.18
	Total		\$.00	\$150,000.00	\$.00	\$6,682,031.69	\$6,682,031.69	\$2,866,180.18

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. While focusing and addressing the behavioral problems of speeding and impaired driving, law enforcement will continue issuing tickets to unrestrained motorist. Individuals who drive impaired and drive above the posted speed limits are most often not using the occupant restraints in the vehicles.

The strategy employed for defining hotspots in the Fiscal Year 2008 HSP was again used in the Fiscal Year 2009, 2010 and 2011 Highway Safety Plans. 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 2011 HSP, the 2007-2009 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 again reviewed this year for the FY 2011 HSP and were determined to be appropriate for continued analysis. Therefore, no adjustments were made to the search criteria for the FY 2011 HSP. In the FY 2008 HSP, the 2004-2006 dataset was used and a total of 338 hotspots located across the state were identified. In the FY 2009 HSP, the 2005-2007 dataset was used and a total of 333 hotspots were identified. In the FY 2010 HSP, the 2006-2008 dataset was used and a total of 313 hotspots across the state were identified. For the FY 2011 HSP, the 2007-2009 dataset was used and a total of 287 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 Community Traffic Safety Programs/Law Enforcement Liaisons (CTSPs/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 CTSPs/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.

The decrease seen in the total number of hotspots between 2006 and 2009 indicates that the method of identifying and addressing hotspots appears to be working. By allowing the regional coordinators to focus on those problem areas in their region, there appears to be declines in the dangerous crashes that are focused on with the hotspot method. This number will continue to be monitored and efforts will be made to continue to see the decline in future years.

PROBLEM IDENTIFICATION PART I – INTRODUCTION

The Alabama Highway Safety Plan (HSP) for the 2011 Fiscal Year (FY) continues the strategy and focus that was originally laid out in the FY 2008 HSP and continued in the FY 2009 HSP and FY 2010 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 CTSPs/LELs 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, FY 2009 and FY 2010 plans is used in the FY 2011 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 plans for FY 2008 through FY 2011, 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 (page 22) 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. While focusing and addressing the behavioral problems of speeding and impaired driving, law enforcement will continue issuing tickets to unrestrained motorist. Individuals who drive impaired and drive above the posted speed limits are most often not using the occupant restraints in the vehicles.

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 AOHS 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 2009 Alabama Data

Crash Type (Causal Driver)	Fatal Number	Fatal %	Injury Number	Injury %	PDO No.	PDO %	Total
1. Restraint Not Used*	452	5.11%	4,477	50.66%	3,909	44.23%	8,838
2. Alcohol/Drug	237	3.55%	2,548	38.19%	3,887	58.26%	6,672
3. Speeding	221	4.21%	2,299	43.79%	2,730	52.00%	5,250
4. Obstacle Removal	138	2.03%	2,317	34.13%	4,334	63.84%	6,789
5. Youth -- Age 16-20	94	0.42%	5,323	23.71%	17,029	75.87%	22,446
6. Mature -- Age > 64	93	0.59%	2,862	18.05%	12,897	81.36%	15,852
7. License Status Deficiency	91	1.64%	1,805	32.45%	3,667	65.92%	5,563
8. Ped., Bicycle, School bus	75	5.43%	801	58.04%	504	36.52%	1,380
9. Motorcycle	70	4.48%	1,015	64.98%	477	30.54%	1,562
10. Pedestrian	65	10.28%	522	82.59%	45	7.12%	632
11. Fail to Conform to S/Y Sign	37	0.57%	1,849	28.31%	4,646	71.13%	6,532
12. Vehicle Defects – All	24	0.94%	626	24.58%	1,897	74.48%	2,547
13. Non-pickup Truck Involved	22	0.58%	698	18.33%	3,088	81.09%	3,808
14. Fail To Conform to Signal	20	0.33%	1,887	30.67%	4,246	69.01%	6,153
15. Utility Pole	19	1.04%	712	38.80%	1,104	60.16%	1,835
16. Roadway Defects – All	18	1.11%	391	24.06%	1,216	74.83%	1,625
17. Vision Obscured – Env.	16	1.55%	272	26.38%	743	72.07%	1,031
18. Child Not Restrained*	15	1.41%	517	48.59%	532	50.00%	1,064
19. Construction zone	9	0.38%	518	21.83%	1,846	77.79%	2,373
20. Bicycle	7	2.37%	190	64.41%	98	33.22%	295
21. School Bus	3	0.66%	89	19.65%	361	79.69%	453
22. Railroad Trains	2	2.78%	20	27.78%	50	69.44%	72

* 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, 2009 and December 31, 2009. 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.

In 2009, the State of Alabama made a major change in their crash form and as a result, in the data that was being collected across the state. After a multiyear process of trying to improve the crash form, an updated form was rolled out to all law enforcement agencies across the state. This change helped to create a form that met the Model Minimum Uniform Crash Criteria (MMUCC) and provided better data for future analysis. With this change, a number of new variables and codes were introduced to the crash form, allowing for more accurate and complete data from the crash forms filled out by officers in the field. This upgrade has caused some changes to the search criteria used in Table 1 as well as the search criteria for Alcohol and Speed Hotspots. Careful work was done to ensure that no variables or codes were missed and that the search criteria captured all of the crashes for that particular category.

However, because of the new, more accurate data provided by the officers, some increases or decreases may be seen in a particular category within the crash data. This is caused by the fact that the new crash form provides a more complete list of codes within many of the variables the officers use to describe the crash. In the past, an officer may have used one code for a type of crash but with the more complete list at their disposal, their choice may have changed and the crash results summary may reflect this change in some cases. This should not be seen as incorrect data but instead as more accurate data leading to better analysis and enforcement efforts.

The Highway Safety Plan for FY 2011 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 fourth year that these two categories are exclusively targeted in the HSP. As was done for the past three years, this focus will continue to allow the AOHS to focus traffic safety funding efforts for 2011 on the top problem locations. The hotspot definitions used for the FY 2011 plan will be used again in subsequent years.

Using the focus that was set for the 2008, 2009 and 2010 plans, 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 93 Speeding hotspots and 194 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.

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 AOHS 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 CTSPs/LELs 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 23 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
2008	1.63	966	591.48
2009	1.41***	849 ⁺	600.35

* - 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.

*** - State Data Estimated

⁺ - The number of fatalities for 2009 was reported as 848 in the FARS system but is recorded as 849 in the CARE system, which is used for analysis in the state of Alabama. This discrepancy is due to a difference in reporting rules for FARS and in the state of Alabama.

Alabama can be proud that we have cut our crash rate by over 50% over the past 23 years. If we were still operating with the 1987 rate, the number of fatalities in 2009 would have been over 1,789. 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.

In 2008, Alabama saw the first decrease ever in the number of vehicle miles traveled (VMT). This can in part be attributed to the downturn in the national economy and the significantly higher gasoline prices that were experienced in 2008. In 2009, the vehicle miles traveled increased from the low number seen in 2008, however, it is still lower than the 2006 total. The increase between 2008 and 2009 is more typical and can likely be attributed to the fact that the economy is starting to bounce back and gas prices have regulated. It is important to note that even with the increase in the VMT the fatality rate continues to decrease, reaching a new low in 2009.

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, 2008 and 2009. This downward trend is 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 2010.

By continuing to fund efforts related to speed and alcohol related hotspot crashes in FY 2011, 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. While focusing and addressing the behavioral problems of speeding and impaired driving, law enforcement will continue issuing tickets to unrestrained motorist. Individuals who drive impaired and drive above the posted speed limits are most often not using the occupant restraints in the vehicles.
- *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 was carried out in the FY 2009 HSP and is again being used in the FY 2011 HSP exactly as it was performed in FY 2008, 2009 and 2010. 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 will not be minimized, the efforts for the FY 2011 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 2011 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 2011, funding to the state CTSPs/LELs 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 AOHS's continued participation in the "Click It or Ticket" and "Drunk Driving. Over the Limit. Under Arrest." campaigns. AOHS 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 two 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 of 1.80 and looked 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. The 2008 fatality rate and the progress towards the goal set in the Strategic Highway Safety Plan are discussed further in the Overall Program Goal section on page 31.

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 (2011). 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, 2009 data must be used to develop the plan for fiscal year 2011 while 2010 data will be used next year to develop the plan for fiscal year 2012. The short range goals will concentrate on statistics for calendar year 2010 while long-range goals concentrated on statistics for calendar years 2007-2011.

Both the 2008 and 2009 fully reflect data that was affected by the hotspot focus described and first used in the FY 2008 Highway Safety Plan for Alabama. This data allows the state to accurately measure the short term goals as well as measure how the state is doing in working towards the long range goals set in the FY 2008 plan for the following five years. The 2008 and 2009 data is included in the following Goals sections and will be discussed in more detail in those sections.

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) Traffic Safety Performance Measures (2) Overall Program, (3) Administrative, and (4) Legislative.

STATEWIDE STATISTICS *

	2004	2005	2006	2007	2008	2009
Number of Traffic Fatalities	1,154	1,148	1,207	1,110	966	848*
Number of Serious Injuries in Traffic Crashes	31,052	30,607	29,844	27,085	20,192	
Fatalities/100M VMT						
• Total _____	1.95	1.92	1.99	1.81	1.63	1.41*
• Urban _____	1.43	1.28	1.31	1.20	1.09	
• Rural _____	2.46	2.59	2.69	2.44	2.07	
Number of Unrestrained Occupant Fatalities, All Seat Positions	517	561	568	538	452	
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	360	373	377	377	315	
Number of Speeding-Related Fatalities	508	502	568	497	447	
Number of Motorcyclist Fatalities	75	62	105	85	99	
Number of Unhelmeted Motorcyclist Fatalities	7	3	10	8	15	
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	240	219	230	194	162	
Number of Pedestrian Fatalities	81	73	78	69	66	
Observed Seat Belt Use, Front Seat Outboard Occupants	80.0%	81.9%	82.9%	82.3%	86.1%	90.0%
Speed Hotspots**	N/A	N/A	120	142	123	93
Speed Fatal Crashes**	317	331	370	359	338	221
Speed Injury Crashes**	3,325	3,502	3,712	3,392	2,958	2,299
Alcohol Hotspots**	N/A	N/A	218	191	190	194
Alcohol/Drugs Fatal Crashes**	228	212	237	257	212	237
Alcohol/Drugs Injury Crashes**	2,876	2,948	3,042	2,719	2,450	2,548

* - State Data Estimated

** - State Data

Alabama Traffic Safety Performance Measures

C-1) Number of traffic fatalities (FARS)

<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>3-Year Average</u>
1,207	1,110	966	1,094

The goal is to reduce total traffic fatalities from 848 in 2009 to 845 in 2011.

C-2) Number of serious injuries in traffic crashes (State crash data files)

<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>3-Year Average</u>
29,844	27,085	20,192	25,707

The goal is to reduce number of serious injuries from 20,192 in 2008 to 19,250 in 2011.

C-3) Fatalities/VMT (FARS, FHWA)

Rural Fatalities/VMT			<u>3-Year Average</u>
<u>2006</u>	<u>2007</u>	<u>2008</u>	
2.69	2.44	2.07	2.40

Urban Fatalities/VMT			<u>3-Year Average</u>
<u>2006</u>	<u>2007</u>	<u>2008</u>	
1.32	1.20	1.09	1.20

Total Fatalities/VMT			<u>3-Year Average</u>
<u>2006</u>	<u>2007</u>	<u>2008</u>	
1.99	1.81	1.63	1.81

The goal is to reduce total fatalities/VMT from 1.63 in 2008 to 1.39 in 2011.

The goal is to reduce rural fatalities/VMT from 2.07 in 2008 to 1.97 in 2011.

The goal is to reduce urban fatalities/VMT from 1.09 in 2008 to 1.01 in 2011.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>3-Year Average</u>
568	538	452	519

The goal is to reduce the number of unrestrained passenger vehicle occupant fatalities from 452 in 2008 to 445 in 2011.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>3-Year Average</u>
377	377	315	356

The goal is to reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above from 315 in 2008 to 310 in 2011.

C-6) Number of speeding-related fatalities (FARS)

<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>3-Year Average</u>
568	497	447	504

The goal is to reduce the number of speeding-related fatalities from 447 in 2008 to 445 in 2011.

C-7) Number of motorcyclist fatalities (FARS)

<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>3-Year Average</u>
105	85	99	96

The goal is to reduce the number of motorcyclist fatalities from 99 in 2008 to 95 in 2011.

C-8) Number of un-helmeted motorcyclist fatalities (FARS)

<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>3-Year Average</u>
10	8	15	11

The goal is to reduce the number of un-helmeted motorcyclist fatalities from 15 in 2008 to 10 in 2011.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>3-Year Average</u>
230	194	162	195

The goal is to reduce the number of drivers age 20 or younger involved in fatal crashes from 162 in 2008 to 160 in 2011.

C-10) Number of pedestrian fatalities (FARS)

<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>3-Year Average</u>
78	69	66	71

The goal is to reduce the number of pedestrian fatalities from 66 in 2008 to 64 in 2011.

B-1) The observed seat belt use for passenger vehicles, front seat outboard occupants (survey).

<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>3-Year Average</u>
82.3%	86.1%	90.0%	86.1%

The goal is to increase the observed seat belt use for passenger vehicles, front seat outboard occupants from 90.0% in 2009 to 91.8% in 2011.

Alabama Traffic Safety Activity Measures

Number of speeding citations

<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>3-Year Average</u>
26,030	40,574	50,693	39,099

The goal is to increase the number of speeding citation from 50,693 in 2009 to 51,550 in 2011.

Number of DUI arrests

<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>3-Year Average</u>
1,689	3,265	3,374	2,776

The goal is to increase the number of DUI arrests from 3,374 in 2009 to 3,500 in 2011.

Number of seat belt citations

<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>3-Year Average</u>
23,211	27,405	34,328	28,315

The goal is to increase the number of seat belt citation from 34,328 in 2009 to 35,000 in 2011.

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. The fatal mileage rate began to trend back down in 2007 and continued the downward trend in 2008, allowing the state to edge closer to the goal. The rate of 1.63 seen in 2008 did not meet the state goal of 1.5 by 2008 set in the Strategic Highway Safety Plan. With the 2009 numbers, the rate fell to 1.41 which is below the goal set in the Alabama Strategic Highway Safety Plan and is also below the goal set for calendar year 2011 in this Highway Safety Plan. Even though the state has reached the goal that was set for calendar year 2011, we will not be updating the goal at this time. While the goal will not be updated, the state will continue their vigilance in maintaining and exceeding this goal in the coming years. It is important that Alabama not relax their efforts in the coming years, or this rate may begin to rise.

The 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 and maintain 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 had a goal of an additional 8% reduction. The fatal mileage rate decreased from 1.81 in 2007 to 1.63 in 2008, a 9.4% reduction. In CY 2009 the goal set called for an additional 5% reduction. The reduction from 1.63 to 1.41 was approximately 13.5%, well above the expected reduction. While the state has already exceeded the goal for CY 2011, the state will continue to work to reduce this rate each year. The state will maintain the goal of reducing the rate by an additional 5% each year for the remaining two years (2010-2011).

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
2008	123	190	313
2009	93	194	287

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 and a more significant drop in the total was seen between 2007 and 2008. Additionally, the largest drop of all was seen between 2008 and 2009. 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 (CTSPs/LELs) 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 2001-2009 Alabama Data

Performance Measures	2001	2002	2003	2004	2005	2006	2007	2008	2009
Fatal Crashes	902	931	899	1033	1013	1074	1010	886	774
Percent Fatal Crashes	0.67	0.66	0.64	0.71	0.7	0.77	0.75	0.72	0.63
Injury Crashes	29,771	30,922	30,748	31,856	31,335	30,527	28,295	25,613	27,675
Percent Injury Crashes	22.26	22.02	21.8	21.77	21.76	21.84	20.92	20.66	22.37
PDO Crashes	103,066	108,583	109,420	113,469	111,645	108,179	105,951	97,469	95,291
Percent PDO Crashes	77.07	77.32	77.57	77.53	77.54	77.39	78.33	78.62	77.01
Total	133,739	140,436	141,067	146,358	143,993	139,780	135,256	123,968	123,740

Table 3 is a summary of all crashes for the Calendar Years 2001-2009. 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)	Number of Hotspots (2008)	Number of Hotspots (2009)	Percentage of Total Hotspots (2009)	Number of Hotspots (2006)	Number of Hotspots (2007)	Number of Hotspots (2008)	Number of Hotspots (2009)	Percentage of Total Hotspots (2009)
Birmingham Region	25	35	26	21	21.21%	37	32	27	34	16.92%
North Region	10	18	17	16	16.16%	22	15	17	24	11.94%
East Region	14	16	17	13	13.13%	13	11	14	9	4.48%
Mobile Region	15	15	14	13	13.13%	52	48	47	40	19.90%
North East Region	11	17	17	11	11.11%	42	32	27	30	14.93%
Central Region	15	12	15	8	8.08%	23	26	27	25	12.44%
West Region	14	16	14	8	8.08%	20	19	21	18	8.96%
South East Region	11	7	6	5	5.05%	5	2	6	15	7.46%
South West Region	5	10	4	4	4.04%	4	6	5	6	2.99%
TOTAL HOTSPOTS	120	146	130	99	100.00%	218	191	191	201	100.00%

** - Note that in 2009, 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. Additionally, if a hotspot falls in more than one county, it is included in the regional count more than once. By doing this, the regional counts match the maps included in Section IV of the Highway Safety Plan. In 2009, there were six Speed Hotspots that fell in more than one region and an additional one hotspot that fell in multiple counties within one region. There was one Alcohol Hotspot that fell in more than one region and an additional six hotspots that fell in multiple counties within one region.*

Table 4 is a summary of all Speed and Alcohol Related Hotspots for Calendar Year 2006 through 2009. The 2006, 2007 and 2008 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 2013 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 (2011):

- To reduce the fatalities/VMT to 1.39 in 2011. 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 2009. 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 Alabama Office of Highway Safety (AOHS) is charged with implementing the state's highway safety efforts to reduce traffic deaths, injuries and crashes.
- Continue the nine Community Traffic Safety Programs/Law Enforcement Liaisons (CTSPs/LELs) projects.
- Continue to support the Center for Advanced Public Safety (CAPS) in exchange for their support of the AOHS. CAPS provides AOHS 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 CTSPs/LELs regions. Additionally, a statewide STEP project will be conducted in conjunction with the Alabama Department of Public Safety (DPS). The efforts of all CTSPs/LELs 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 2011.
- Participate in national "Click It or Ticket" campaign on the statewide level.
- Conduct statewide "Drunk Driving. Over the Limit. Under Arrest." campaign as a part of the national campaign.
- Conduct sustained enforcement for seat belts, impaired driving, and speeding.

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	2008	2009
Speed Hotspots	120	142	123	93
Alcohol Related Hotspots	218	191	190	194
Total Number of Hotspots	338	333	313	287

Short Term Hotspot Goals:

- Reduce the number of speed hotspots from 93 in 2009 to 90 in 2010 and 88 in 2011.
- Reduce the number of alcohol hotspots from 194 to 190 in 2010 and 186 in 2011.

The goals set for this year will be in place for one year as the state efforts have focused on these types of crashes for the past several years. As these programs continue to gain momentum, reductions should continue to be seen and monitored on a year to year basis.

The FY 2008 plan called for a reduction in speed hotspots from 120 to 118 and a reduction in alcohol hotspots from 218 to 214 between 2006 and 2008. These goals were set for two years due to the fact that the concentrated focus on speed and alcohol crashes was new to the state at the time that the goals were set. The goal for speed hotspots was not reached, and the state actually saw an increase over the two year period. The alcohol related goal was reached and exceeded over the two year period. However, the decrease seen between 2007 and 2008 was very small and actually went in the wrong direction with the 2009 data.

The FY 2010 plan called for a reduction in speed hotspots from 123 to 120 and a reduction in alcohol hotspots from 190 to 187 between 2008 and 2009. The speed hotspot goal was met and exceeded with a significant reduction from 123 to 93 hotspots in 2009. Unfortunately, the alcohol hotspots actually increased from 190 to 194 between 2008 and 2009.

These trends will continue to be monitored and efforts will remain in place to reduce the number of hotspots in both the speed and alcohol categories. An encouraging sign of note is that the total number of hotspots has continually reduced from 2006 through 2009. While increases within a particular category have been seen in some years, the total numbers are going in the right direction and reduction efforts appear to be working. 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. The tables for Alcohol/Drug Crashes and Speeding Crashes are shown on the following pages.

Alcohol/Drug Crashes

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

Performance Measure	2001	2002	2003	2004	2005	2006	2007	2008	2009
Alcohol Fatal Crashes	219	214	203	228	212	237	257	212	237
% Alcohol Fatal Crashes	24.28%	22.99%	22.58%	22.07%	20.93%	22.07%	25.45%	23.93%	30.62%
Alcohol Injury Crashes	3066	3078	2878	2876	2948	3042	2719	2450	2548
% Alcohol Injury Crashes	10.30%	9.95%	9.36%	9.03%	9.41%	9.96%	9.61%	9.57%	9.21%
Total	3285	3292	3081	3104	3160	3279	2976	2662	2785

Short Term Alcohol/Drug Goals:

- Reduce the number of alcohol fatal crashes from 237 in 2009 to 230 in 2010 and 225 in 2011.
- Reduce the number of alcohol injury crashes from 2,548 in 2009 to 2,472 in 2010 and 2,395 in 2011.

Because alcohol and drug related crashes have been one of the two major focuses in the state for the past several years, the goals for the coming year will only be set in one year increments. This will allow for year to year monitoring of the goals and adjustment of the goals when necessary.

The goals set based on the 2006 data were intended to be reached by the end of 2008. Because of the efforts put forth in the state, both of the goals were reached and exceeded. The first goal called for a reduction of alcohol fatal crashes from 237 in 2006 to 233 in 2008 while the second goal called for a reduction in the number of alcohol injury crashes from 3,042 in 2006 to 2,650 in 2008. In 2008, the number of fatal crashes had fallen to 212 and the number of injury crashes had fallen to 2,450. Both of these were well below the goals that were set for the state. Goals set in the FY 2010 HSP were based on the 2008 data and called for a reduction in the number of fatal crashes from 212 to 206. The goals set last year also called for a reduction in alcohol injury crashes from 2,450 to 2,378. Neither of these goals were met, as both categories saw an increase between 2008 and 2009. For the FY 2011 HSP the goals have been adjusted to reflect the total numbers seen in 2009. Efforts must be continued and intensified in order to help change the increasing trend seen in alcohol crashes between 2008 and 2009.

Speeding

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

Performance Measures	2001	2002	2003	2004	2005	2006	2007	2008	2009
Speed Fatal Crashes	256	298	293	317	331	370	359	338	221
Percent Speed Fatal Crashes	28.4	32	32.6	30.7	32.7	34.5	35.5	38.1	28.6
Speed Injury Crashes	3119	3253	3208	3325	3502	3712	3392	2958	2299
Percent Speed Injury Crashes	10.5	10.5	10.4	10.4	11.2	12.2	12	11.5	8.3
Total Speed Crashes	7146	7648	7497	7583	3833	4082	3751	3296	2520

Short Term Speeding Goals:

- Reduce the number of speed fatal crashes from 221 in 2009 to 214 in 2010 and 210 in 2011.
- Reduce the number of speed injury crashes from 2,299 in 2009 to 2,230 in 2010 and 2,184 in 2011.

As was done with the alcohol/drug related crashes, goals were set for one year and will be reevaluated next year. The goals set in 2006 called for a reduction in speed fatal crashes from 370 to 341 for 2008 and a reduction in speed injury crashes from 3,712 to 3,222 by the end of 2008. In the FY 2010 HSP, new goals were established based on the 2008 crash data. These goals called for a reduction in speed fatal crashes from 338 to 328 and a reduction in speed injury crashes from 2,958 to 2,870. These goals were both met and greatly exceeded. While the alcohol goals were not met for the year, it is encouraging to see the large reduction in speeding crashes. This indicates that the state is still heading in the right direction in reducing speed crashes. New goals were established in this year's version of the HSP and will continue to be monitored.

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. Because the Child Safety Belt Usage Rate data was collected earlier in 2010 the complete data for 2010 is provided below.

While the hotspots given for FY 2011 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	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Safety Belt Usage Rate	79.40%	78.80%	77.40%	80.00%	81.90%	82.90%	82.30%	86.10%	90.00%	91.43%*
Child Safety Seat Usage Rate	77%	89.40%	87.00%	82.90%	91.60%	88.00%	92.30%	88.20%	94.91%	93.12%

Short Term Occupant Protection Goals:

The short term goal set for the FY 2009 plan sought to see an increase in the statewide seat belt usage rate from 86.1% to 86.8% in 2009. This rate was exceeded in 2009, hitting a new high for the State of Alabama at 90.0%.

In the FY 2010 plan, a goal of increasing the seat belt usage rate from 90.0% to 90.3% was set. Once again, the state reached and exceeded this goal in 2010, achieving a belt usage rate of 91.4%. New goals for the belt usage rate and the child safety seat usage rate for 2011 are included below.

- Increase the statewide seat belt usage rate from 91.4%* in 2010 to 91.8% in 2011.

*Not certified by NHTSA

ADMINISTRATIVE GOALS

Personnel:

- To ensure that the AOHS staff (which includes the Governor's Representative, State Coordinator and State Program Managers) has access to information needed to manage a NHTSA compliant Highway Safety Program, they must attend the appropriate meetings and training sessions. The AOHS must be represented at the NHTSA Region 4 Colonel's Conference.
- The AOHS staff, and all CTSP/LEL's must attend the NHTSA sponsored Annual LEL Conferences. These personnel are mandated to attend these meeting so they are available to discuss regional and state issues and highway safety initiatives for the upcoming year.
- The AOHS staff must attend the annual Lifesaver's National Conference on Highway Safety Priorities as well as the Governor's Highway Safety Association meetings. These representatives shall be present so they can be updated on safety topics such as speed enforcement, impaired driving, child passenger safety and occupant protection, roadway and vehicle safety and technology, traffic records, motorcycle safety, Data-Driven Approaches to Crime and Traffic Safety (DDACTS), and necessary traffic safety training.

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 pinpoints and targets 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 CTSPs/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 remainders 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

AOHS is currently working with the State Safety Coordinating Committee to establish a legislative agenda for the 2011 session. When the package is finalized, we will forward it as an appendix.

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 2006-2008 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 123 Speed Hotspots and 190 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 (2005-2009)
2. 2009 Alabama Fatalities by County and Region Map
3. Alabama Fatalities for State and Region (2005-2009)
4. 2009 Alabama Fatalities by Region and County
5. Top 39 Speeding Mileposted Interstate Crashes Map
6. Top 39 Speeding Mileposted Interstate Crashes Breakdown by Region
7. Top 39 Speeding Mileposted Interstate Crashes Listing
8. Top 17 Alcohol Related Mileposted Interstate Crashes Map
9. Top 17 Alcohol Related Mileposted Interstate Crashes Breakdown by Region
10. Top 17 Alcohol Related Mileposted Interstate Crashes Listing
11. Top 21 Speeding Mileposted State/Federal Route Crashes Map
12. Top 21 Speeding Mileposted State/Federal Route Crashes Breakdown by Region
13. Top 21 Speeding Mileposted State/Federal Route Crashes Listing
14. Top 99 Alcohol Related Mileposted State/Federal Route Crashes Map
15. Top 99 Alcohol Related Mileposted State/Federal Route Crashes Breakdown by Region
16. Top 99 Alcohol Related Mileposted State/Federal Route Crashes Listing
17. Top 23 Alcohol Related Non-Mileposted Intersection Crashes Breakdown by Region
18. Top 23 Alcohol Related Non-Mileposted Intersection Crashes Listing
19. Top 33 Speeding Non-Mileposted Segment Crashes Breakdown by Region
20. Top 33 Speeding Non-Mileposted Segment Crashes Listing
21. Top 55 Alcohol Related Non-Mileposted Segment Crashes Breakdown by Region
22. Top 55 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.

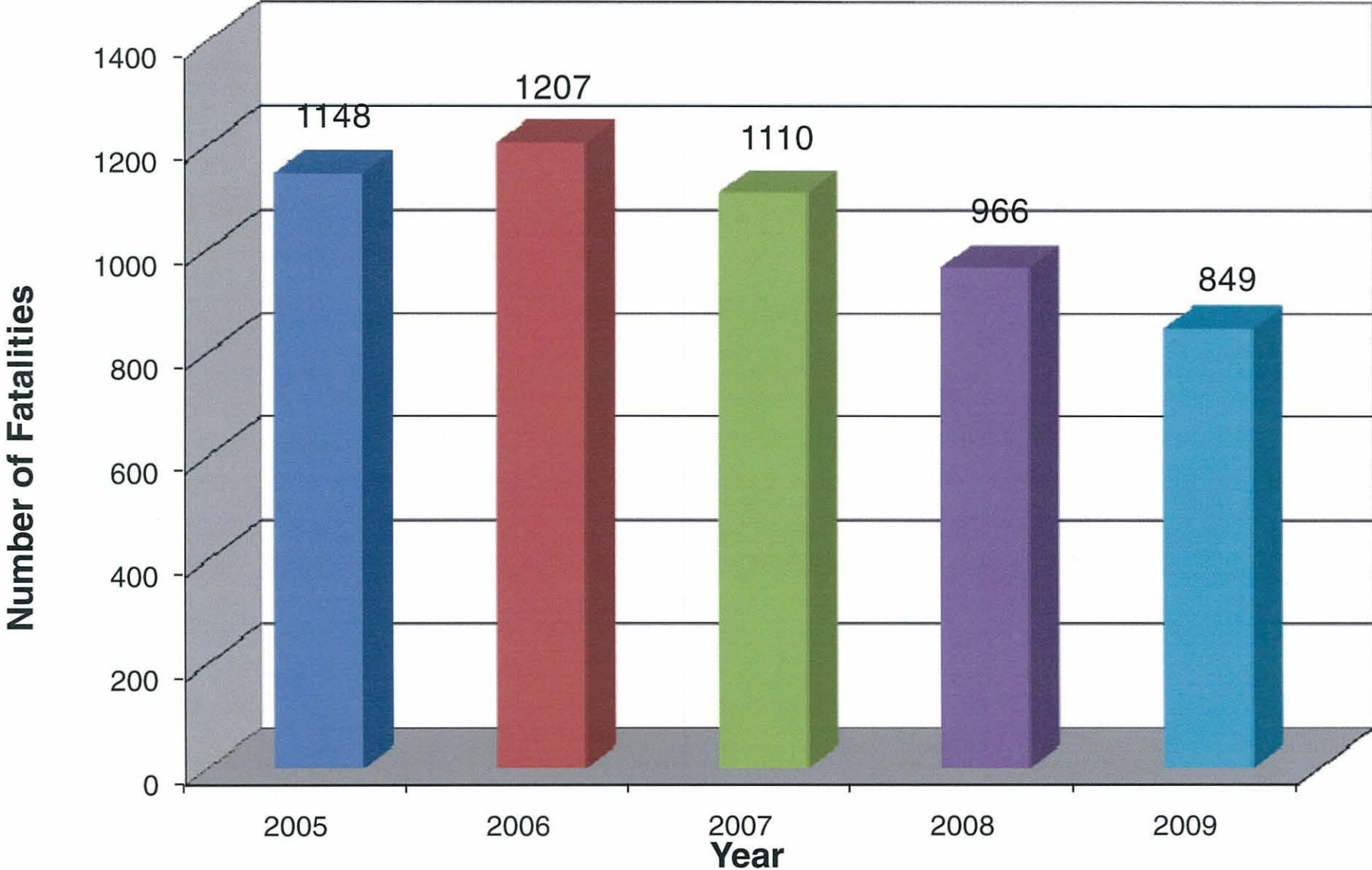
In addition to the statewide information, regional information was generated for each of the nine regions across the state. This information was formatted in the same way as the statewide reports but only included information on hotspots specific to their region. Regions were also not given copies of 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 CTSPs/LELs. 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 (2005-2009)
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

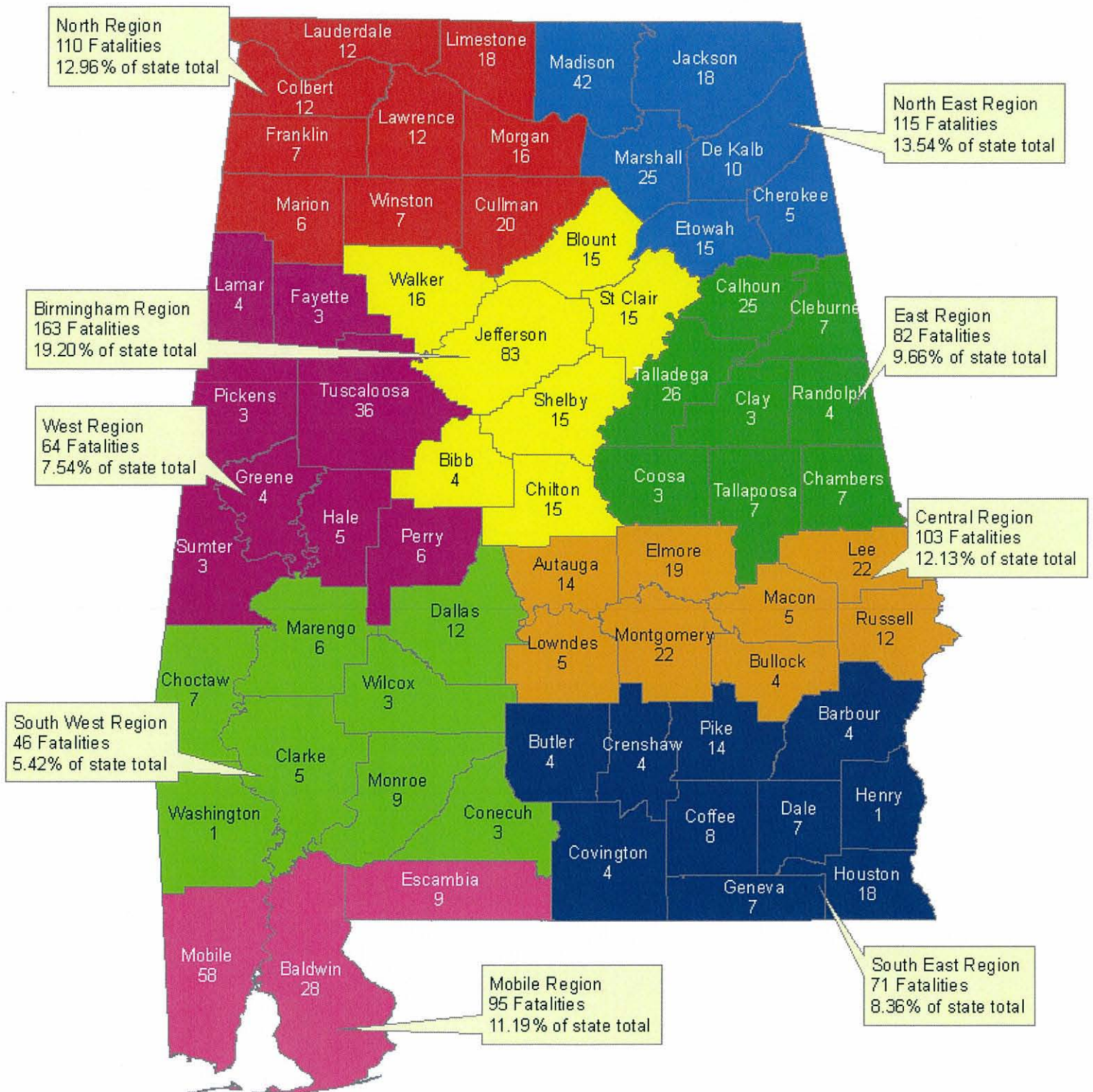
By providing both statewide information and information specific to their region, the regional coordinators were able to identify the problem areas in their region but also look at how they were doing on a statewide level.

Once this information was provided to the CTSPs/LELs, 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 AOHS 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 93 Speeding Hotspots and 194 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



2009 Fatalities in Alabama



Statewide Total Fatalities = 849

State of Alabama Fatalities

<u>Year</u>	<u>Number</u>
2005	1148
2006	1207
2007	1110
2008	966
2009	849

State of Alabama Fatalities by Region

Central

<u>Year</u>	<u>Number</u>
2005	147
2006*	170
2007*	138
2008*	140
2009*	103

North

<u>Year</u>	<u>Number</u>
2005	224
2006*	154
2007*	138
2008*	117
2009*	110

East

<u>Year</u>	<u>Number</u>
2005	89
2006*	94
2007*	83
2008*	75
2009*	82

South East

<u>Year</u>	<u>Number</u>
2005	145
2006*	98
2007*	109
2008*	68
2009*	71

Birmingham

<u>Year</u>	<u>Number</u>
2005	166
2006*	202
2007*	221
2008*	195
2009*	163

South West

<u>Year</u>	<u>Number</u>
2005	56
2006*	71
2007*	53
2008*	65
2009*	46

Mobile

<u>Year</u>	<u>Number</u>
2005	143
2006*	162
2007*	148
2008*	122
2009*	95

West

<u>Year</u>	<u>Number</u>
2005	91
2006*	92
2007*	92
2008*	65
2009*	64

North East

<u>Year</u>	<u>Number</u>
2005	87
2006*	164
2007*	128
2008*	119
2009*	115

* - 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, 2008 and 2009.

2009 Alabama Fatalities

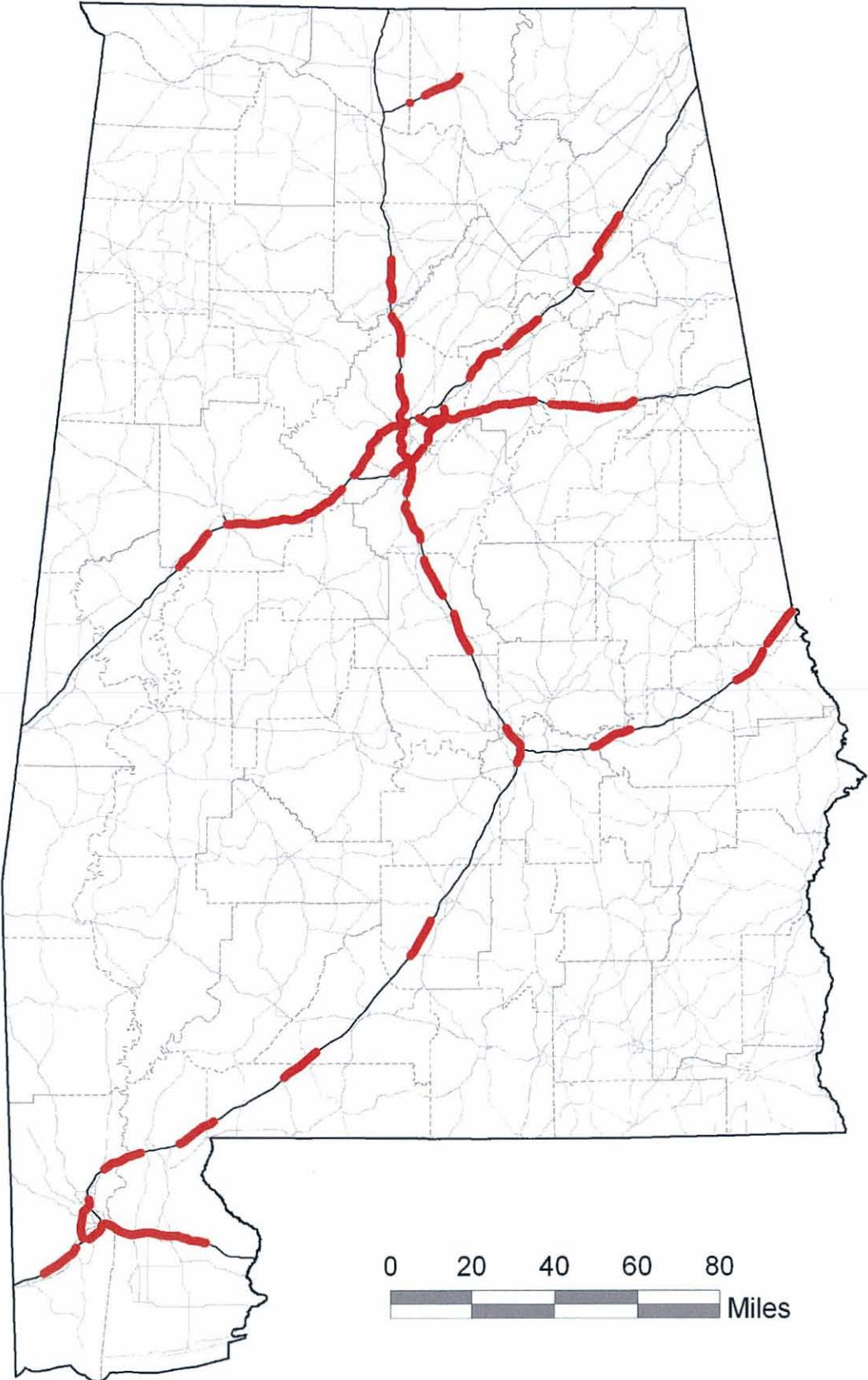
Fatalities by Region

<u>Region</u>	<u>Number of Fatalities</u>
Birmingham	163
North East	115
North	110
Central	103
Mobile	95
East	82
South East	71
West	64
South West	46
TOTAL	849

Fatalities by County

<u>County</u>	<u># of Fatalities</u>	<u>County</u>	<u># of Fatalities</u>	<u>County</u>	<u># of Fatalities</u>
Jefferson	83	Dekalb	10	Clay	3
Mobile	58	Escambia	9	Conecuh	3
Madison	42	Monroe	9	Coosa	3
Tuscaloosa	36	Coffee	8	Fayette	3
Baldwin	28	Chambers	7	Pickens	3
Talladega	26	Choctaw	7	Sumter	3
Calhoun	25	Cleburne	7	Wilcox	3
Marshall	25	Dale	7	Henry	1
Montgomery	22	Franklin	7	Washington	1
Lee	22	Geneva	7	TOTAL	849
Cullman	20	Tallapoosa	7		
Elmore	19	Winston	7		
Houston	18	Marengo	6		
Jackson	18	Marion	6		
Limestone	18	Perry	6		
Morgan	16	Cherokee	5		
Walker	16	Clarke	5		
Blount	15	Hale	5		
Chilton	15	Lowndes	5		
Etowah	15	Macon	5		
Shelby	15	Barbour	4		
Saint Clair	15	Bibb	4		
Autauga	14	Bullock	4		
Pike	14	Butler	4		
Colbert	12	Covington	4		
Dallas	12	Crenshaw	4		
Lauderdale	12	Greene	4		
Lawrence	12	Lamar	4		
Russell	12	Randolph	4		

Top 39 Mileposted Interstate Locations (10 miles in length)
in Alabama with 8 or more Speeding Crashes Resulting in Injury or Fatality



Top 39 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	40.00%
Mobile Region	20.00%
West Region	10.00%
Central Region	7.50%
East Region	7.50%
North East Region	7.50%
North Region	2.50%
South East Region	2.50%
South West Region	2.50%

Top 39 Mileposted Interstate Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality

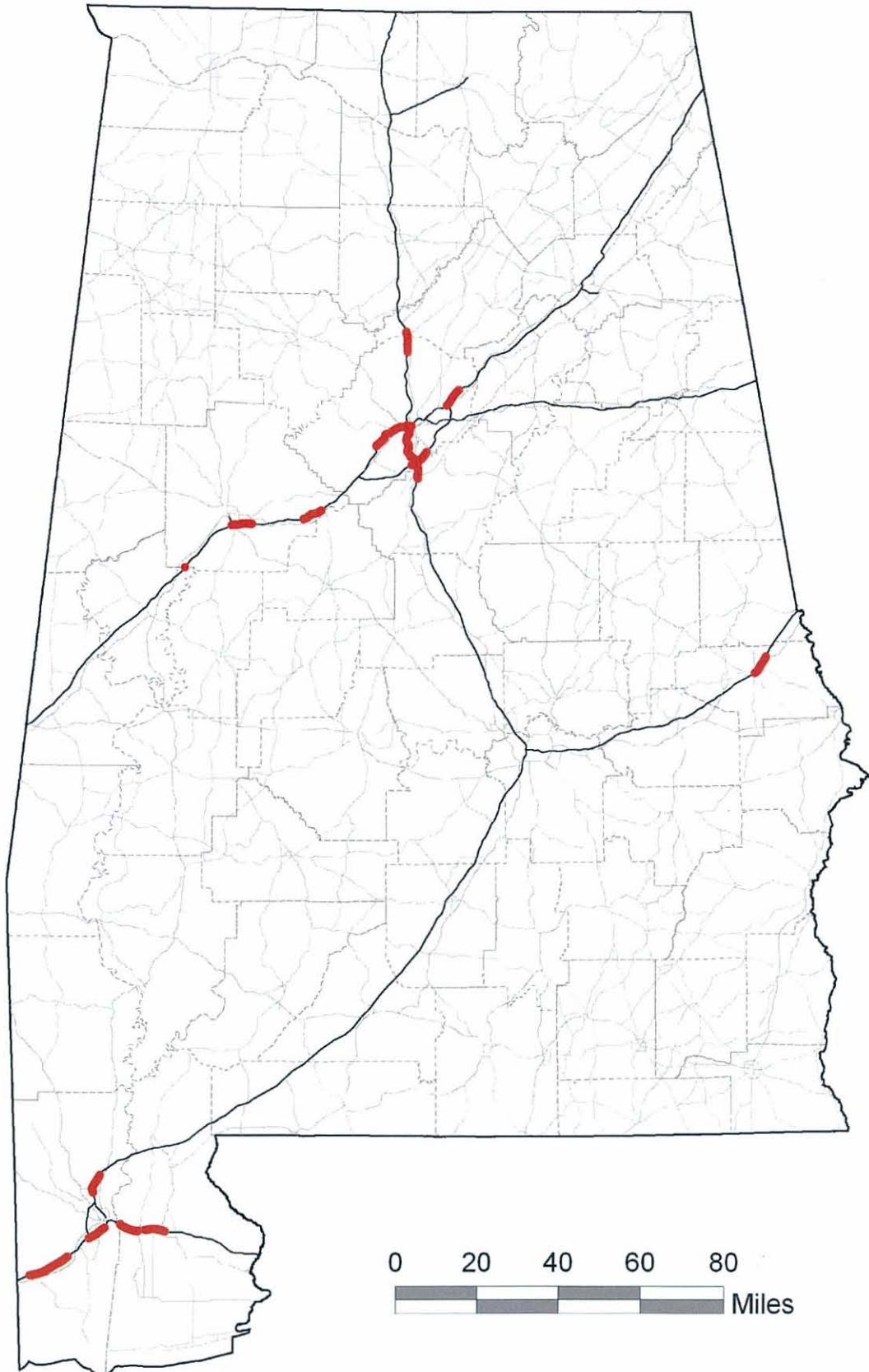
*The map that corresponds to this data and marks these Hotspots is titled "Top 39 Mileposted Interstate Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality"

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	Mobile	Mobile	I-10	21.9	31.9	8	3	5	0	37.5	0.01	750.87	68573	Mobile Police Department
2	Baldwin	Rural Baldwin	I-10	32.5	42.5	13	3	10	0	33.08	0.02	540.96	49403	Alabama DPS - Mobile Post
3	Chilton	Rural Chilton	I-65	214.4	224.4	10	3	7	0	33	0.02	414.45	37849	Alabama DPS - Montgomery Post
4	Cullman	Rural Cullman	I-65	293.2	303.2	14	3	11	0	32.86	0.03	431.18	39377	Alabama DPS - Decatur Post
5	Etowah	Rural Etowah	I-59	193.7	203.7	9	2	7	0	32.22	0.06	152.82	13956	Alabama DPS - Gadsden Post
6	Chambers	Rural Chambers	I-85	69.5	79.5	9	2	7	0	32.22	0.03	311.48	28446	Alabama DPS - Opelika Post
7	Saint Clair	Rural St. Clair	I-59	159.7	169.7	12	2	10	0	31.67	0.05	238.35	21767	Alabama DPS - Birmingham Post
8	Chilton	Rural Chilton	I-65	199.1	209.1	8	1	7	0	31.25	0.02	371.68	33943	Alabama DPS - Montgomery Post
9	Tuscaloosa	Rural Tuscaloosa	I-59	71.3	81.3	8	1	7	0	31.25	0.01	538.19	49150	Alabama DPS - Tuscaloosa Post
10	Shelby	Multiple	I-65	242	252	9	1	8	0	31.11	0.01	1073.74	98058	Alabama DPS - Birmingham Post
11	Jefferson/Blount	Multiple	I-65	279.2	289.2	12	2	10	0	30.83	0.02	496.9	45379	Alabama DPS - Birmingham Post
12	Conecuh/Escambia	Multiple	I-65	70.1	80.1	9	1	8	0	30	0.04	243.3	22219	Alabama DPS - Evergreen Post
13	Butler	Rural Butler	I-65	113.2	123.2	9	1	8	0	30	0.03	274.7	25087	Alabama DPS - Evergreen Post
14	Tuscaloosa	Rural Tuscaloosa	I-59	56.2	66.2	9	1	8	0	30	0.03	293.31	26786	Alabama DPS - Tuscaloosa Post
15	Talladega	Multiple	I-20	164.5	174.5	8	1	7	0	30	0.02	436.83	39893	Alabama DPS - Jacksonville Post
16	Jefferson	Rural Jefferson	I-459	21.9	31.9	14	1	13	0	29.29	0.02	794.73	72578	Alabama DPS - Birmingham Post
17	Calhoun/Talladega	Multiple	I-20	174.9	184.9	13	1	12	0	29.23	0.03	416.2	38009	Alabama DPS - Jacksonville Post
18	Baldwin	Rural Baldwin	I-65	39.9	49.9	8	0	8	0	28.75	0.03	230.98	21094	Alabama DPS - Mobile Post
19	Jefferson	Multiple	I-59	116.5	126.5	14	3	11	0	28.57	0.01	1189.49	108629	Birmingham Police Department
20	Tuscaloosa	Rural Tuscaloosa	I-59	81.7	91.7	11	1	10	0	28.18	0.02	517.81	47289	Alabama DPS - Tuscaloosa Post
21	Jefferson	Multiple	I-459	10.2	20.2	10	1	9	0	28	0.01	953.53	87080	Alabama DPS - Birmingham Post
22	Jefferson	Rural Jefferson	I-65	263.4	273.4	9	1	8	0	27.78	0.01	705.54	64433	Alabama DPS - Birmingham Post
23	Tuscaloosa	Rural Tuscaloosa	I-59	92	102	9	0	9	0	27.78	0.02	562.35	51356	Alabama DPS - Tuscaloosa Post
24	Baldwin	Rural Baldwin	I-10	43.1	53.1	8	0	8	0	27.5	0.02	323.25	29521	Alabama DPS - Mobile Post
25	Jefferson/Saint Clair	Multiple	I-20	140.1	150.1	15	0	15	0	27.33	0.02	633.34	57839	Alabama DPS - Birmingham Post
26	Jefferson	Multiple	I-59	106.5	116.5	9	0	9	0	26.67	0.02	521.96	47668	Alabama DPS - Birmingham Post
27	Saint Clair	Rural St. Clair	I-59	147.2	157.2	9	0	9	0	26.67	0.03	286.99	26209	Alabama DPS - Birmingham Post
28	Macon	Rural Macon	I-85	18	28	14	0	14	0	26.43	0.04	382.88	34966	Alabama DPS - Opelika Post
29	Shelby	Rural Shelby	I-65	229.3	239.3	8	1	7	0	26.25	0.01	580.67	53029	Alabama DPS - Birmingham Post
30	Etowah	Rural Etowah	I-59	183.4	193.4	8	0	8	0	26.25	0.05	158.99	14520	Alabama DPS - Gadsden Post

Top 39 Mileposted Interstate Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality

31	Saint Clair	Rural St. Clair	I-20	150.1	160.1	16	1	15	0	26.25	0.03	533.14	48689	Alabama DPS - Birmingham Post
32	Madison	Huntsville	I-565	11.1	21.1	10	0	10	0	26	0.01	781.19	71342	Huntsville Police Department
33	Mobile	Mobile	I-65	1	11	10	1	9	0	25	0.01	865	78995	Mobile Police Department
34	Mobile	Rural Mobile	I-10	8	18	10	0	10	0	25	0.02	645.39	58940	Alabama DPS - Mobile Post
35	Jefferson	Multiple	I-65	253.3	263.3	17	1	16	0	24.71	0.01	1327.28	121213	Homewood Police Department
36	Jefferson	Rural Jefferson	I-20	130.1	140.1	14	0	14	0	24.29	0.02	654.05	59731	Alabama DPS - Birmingham Post
37	Lee	Opelika	I-85	57.5	67.5	8	0	8	0	23.75	0.02	405.14	36999	Opelika Police Department
38	Mobile/Baldwin	Mobile	I-65	20.1	30.1	9	0	9	0	21.11	0.04	217.61	19873	Mobile Police Department
39	Montgomery	Rural Montgomery	I-65	168	178	9	0	9	0	21.11	0.01	740.21	67599	Alabama DPS - Montgomery Post

Top 17 Mileposted Interstate Locations (5 miles in length)
in Alabama with 8 or more Alcohol Related Crashes
Resulting in Injury or Fatality



Top 17 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

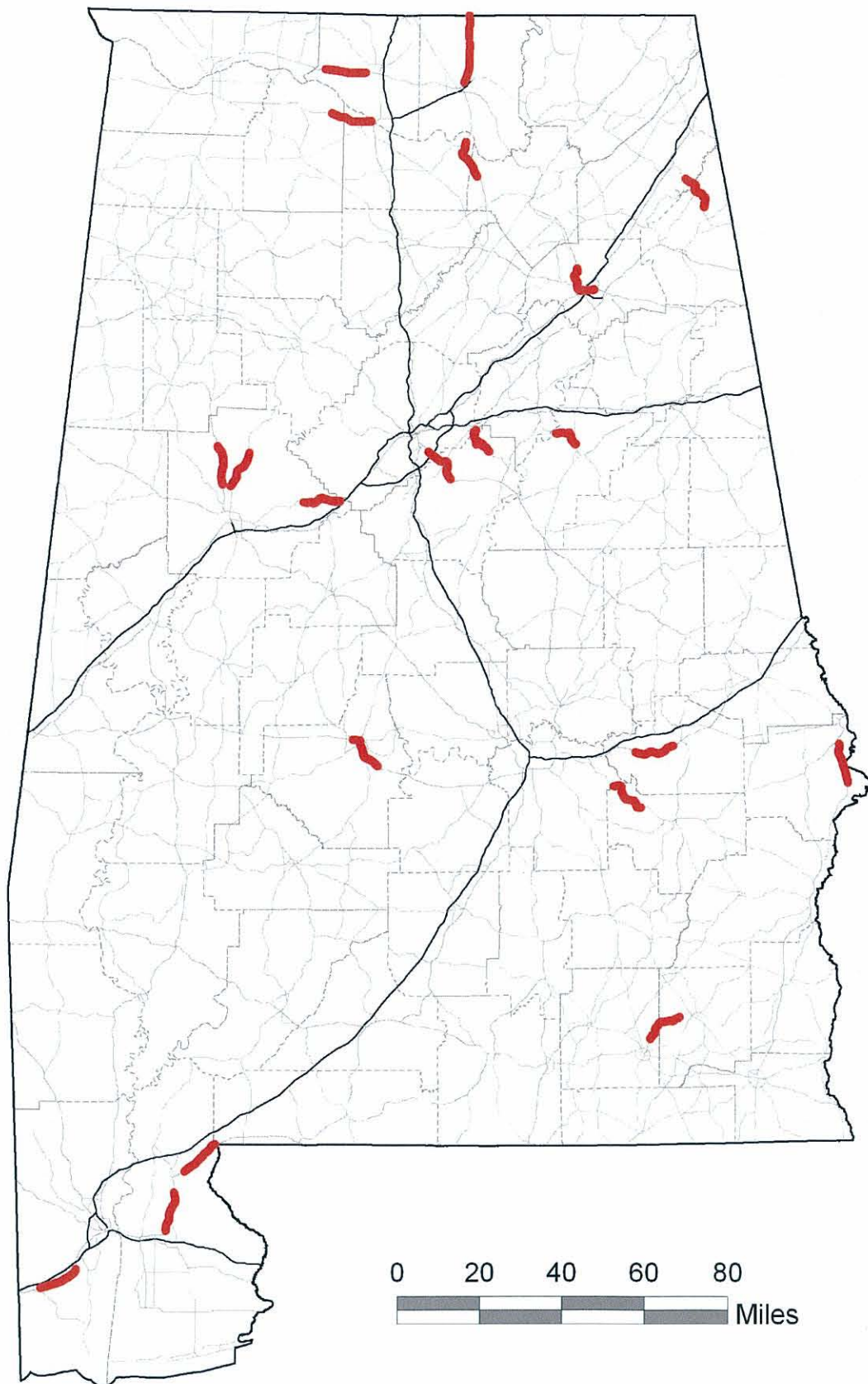
Birmingham Region	47.06%
Mobile Region	35.29%
West Region	11.76%
Central Region	5.88%
North Region	0.00%
East Region	0.00%
North East Region	0.00%
South East Region	0.00%
South West Region	0.00%

Top 17 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 17 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	Jefferson	Multiple	I-459	14	19	11	3	8	0	33.64	0.02	560.26	102330	Hoover Police Department
2	Jefferson	Birmingham	I-59	121	126	14	4	10	0	31.43	0.02	720.13	131530	Birmingham Police Department
3	Baldwin	Rural Baldwin	I-10	30.1	35.1	8	1	7	0	31.25	0.02	339.63	62032	Alabama DPS - Mobile Post
4	Tuscaloosa	Rural Tuscaloosa	I-59	89	94	8	1	7	0	31.25	0.03	247.27	45163	Alabama DPS - Tuscaloosa Post
5	Jefferson	Rural Jefferson	I-59	115.3	120.3	8	1	7	0	31.25	0.02	382.73	69905	Alabama DPS - Birmingham Post
6	Mobile	Mobile	I-10	20.1	25.1	8	1	7	0	30	0.02	434.5	79360	Mobile Police Department
7	Jefferson	Trussville	I-59	137	142	8	1	7	0	30	0.03	273.06	49874	Trussville Police Department
8	Baldwin	Multiple	I-10	36.7	41.7	8	1	7	0	28.75	0.03	242.69	44327	Daphne Police Department
9	Mobile	Rural Mobile	I-10	8.5	13.5	11	1	10	0	28.18	0.04	288	52602	Alabama DPS - Mobile Post
10	Mobile	Saraland	I-65	12	17	8	1	7	0	27.5	0.03	243.4	44457	Saraland Police Department
11	Lee	Opelika	I-85	61.1	66.1	10	0	10	0	27	0.05	190.52	34799	Opelika Police Department
12	Tuscaloosa	Rural Tuscaloosa	I-59	71.2	76.2	8	0	8	0	26.25	0.03	270.44	49395	Alabama DPS - Tuscaloosa Post
13	Jefferson	Rural Jefferson	I-65	280.1	285.1	8	0	8	0	25	0.03	262.12	47875	Alabama DPS - Birmingham Post
14	Jefferson	Hoover	I-65	251	256	20	0	20	0	24	0.03	666.2	121680	Hoover Police Department
15	Mobile	Rural Mobile	I-10	3.3	8.3	8	0	8	0	23.75	0.03	259.87	47465	Alabama DPS - Mobile Post
16	Jefferson	Multiple	I-65	256	261	8	0	8	0	22.5	0.01	722.61	131984	Homewood Police Department
17	Jefferson/Shelby	Hoover	I-65	246	251	11	0	11	0	20	0.02	586.14	107057	Hoover Police Department

Top 21 Mileposted State and Federal Route Locations (10 miles in length) in Alabama with 8 or more Speeding Crashes Resulting in Injury or Fatality



Top 21 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

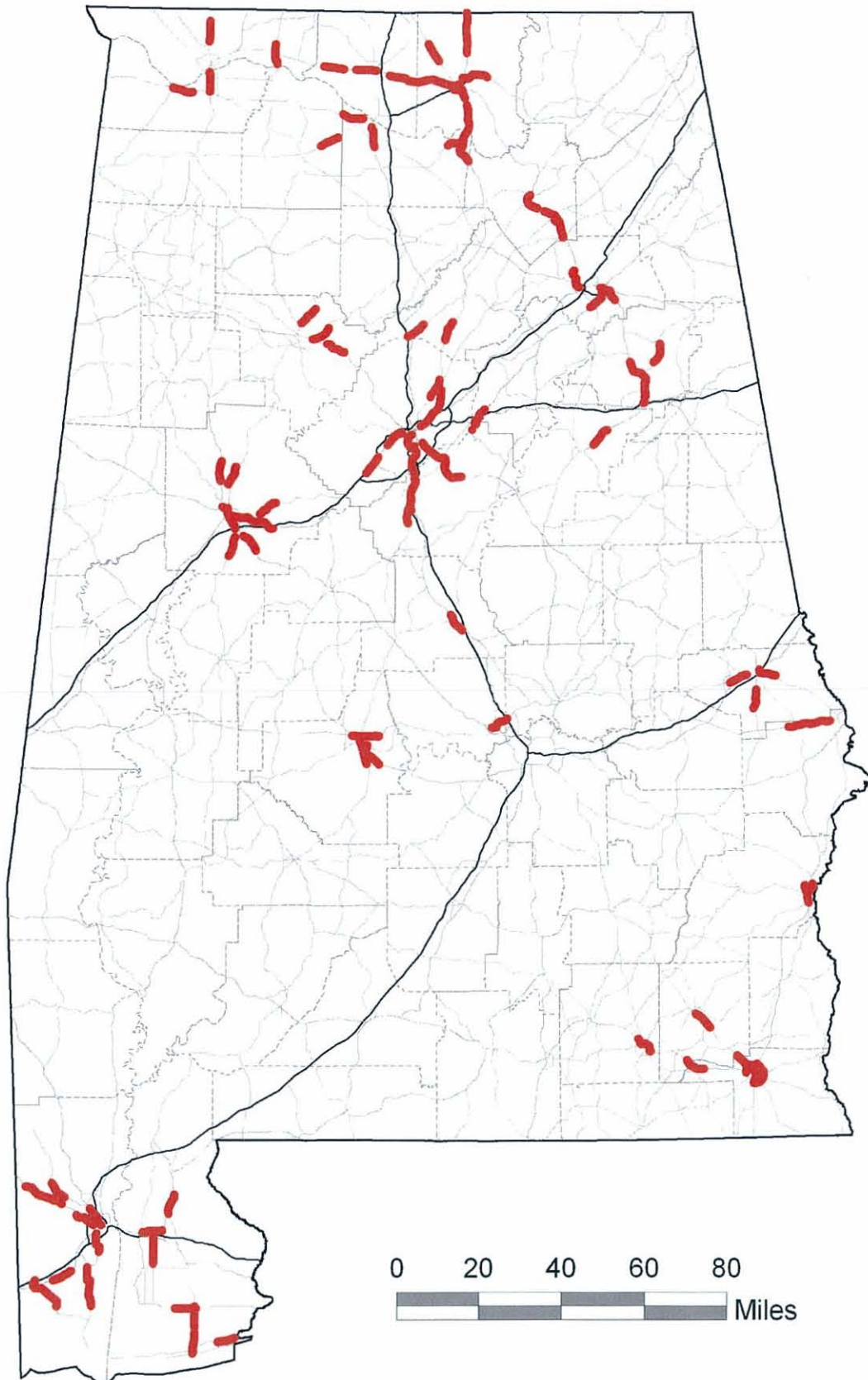
North East Region	19.05%
Central Region	14.29%
Mobile Region	14.29%
North Region	14.29%
West Region	14.29%
Birmingham Region	9.52%
East Region	4.76%
South East Region	4.76%
South West Region	4.76%

Top 21 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 21 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	Madison	Rural Madison	S-1	347.4	357.4	8	2	6	0	35	0.04	190.88	17432	Alabama DPS - Huntsville Post
2	Talladega	Rural Talladega	S-34	6.1	16.1	8	2	6	0	35	0.22	36.41	3325	Alabama DPS - Jacksonville Post
3	Tuscaloosa	Rural Tuscaloosa	S-69	155	165	10	2	8	0	33	0.31	31.82	2906	Alabama DPS - Tuscaloosa Post
4	Baldwin	Rural Baldwin	S-3	24	34	8	2	6	0	32.5	0.17	47.58	4345	Alabama DPS - Mobile Post
5	Tuscaloosa	Rural Tuscaloosa	S-216	15	25	9	2	7	0	32.22	0.16	57.9	5288	Alabama DPS - Tuscaloosa Post
6	Cherokee	Rural Cherokee	S-35	5.9	15.9	10	2	8	0	32	0.31	31.86	2910	Alabama DPS - Gadsden Post
7	Coffee/Dale	Multiple	S-27	32	42	8	2	6	0	31.25	0.3	26.63	2432	Alabama DPS - Dothan Post
8	Madison	Rural Madison	S-1	336.3	346.3	9	1	8	0	31.11	0.03	311.93	28487	Alabama DPS - Huntsville Post
9	Morgan	Rural Morgan	S-20	58.2	68.2	9	2	7	0	31.11	0.05	197.9	18073	Alabama DPS - Decatur Post
10	Limestone	Rural Limestone	S-2	62.5	72.5	12	0	12	0	30	0.08	150.03	13701	Alabama DPS - Decatur Post
11	Shelby	Rural Shelby	S-25	158.2	168.2	8	1	7	0	30	0.36	22.15	2023	Alabama DPS - Birmingham Post
12	Etowah	Rural Etowah	S-1	263.2	273.2	8	0	8	0	28.75	0.04	191.04	17447	Alabama DPS - Gadsden Post
13	Baldwin	Rural Baldwin	S-3	6.8	16.8	9	1	8	0	27.78	0.06	143	13059	Alabama DPS - Mobile Post
14	Macon	Rural Macon	S-8	161.4	171.4	8	0	8	0	27.5	0.2	39.49	3606	Alabama DPS - Opelika Post
15	Mobile	Rural Mobile	S-16	5.5	15.5	8	0	8	0	27.5	0.07	121.01	11051	Alabama DPS - Mobile Post
16	Russell	Rural Russell	S-165	21.1	31.1	8	1	7	0	27.5	0.1	81.49	7442	Alabama DPS - Opelika Post
17	Shelby	Rural Shelby	S-38	3.4	13.4	9	1	8	0	26.67	0.01	665.17	60746	Alabama DPS - Birmingham Post
18	Tuscaloosa	Rural Tuscaloosa	S-13	205.1	215.1	10	0	10	0	26	0.12	81.98	7487	Alabama DPS - Tuscaloosa Post
19	Morgan	Rural Morgan	S-53	294.2	304.2	10	0	10	0	24	0.06	158.96	14517	Alabama DPS - Decatur Post
20	Bullock	Rural Bullock	S-110	15.3	25.3	8	1	7	0	22.5	0.27	29.7	2712	Alabama DPS - Dothan Post
21	Dallas	Multiple	S-8	81.6	91.6	8	0	8	0	17.5	0.05	171.38	15651	Alabama DPS - Selma Post

Top 99 Mileposted State and Federal Route Locations (5 miles in length)
in Alabama with 9 or more Alcohol Related Crashes
Resulting in Injury or Fatality



Top 99 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

Birmingham Region	20.79%
Mobile Region	18.81%
North East Region	15.84%
North Region	13.86%
West Region	8.91%
South East Region	7.92%
Central Region	5.94%
East Region	3.96%
South West Region	3.96%

Top 99 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 99 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	Walker	Rural Walker	S-4	160	165	9	2	6	1	30	0.08	113.31	20696	Alabama DPS - Birmingham Post
2	Tuscaloosa	Rural Tuscaloosa	S-69	154.5	159.5	13	2	8	3	25.38	0.64	20.16	3682	Alabama DPS - Tuscaloosa Post
3	Morgan	Rural Morgan	S-20	61.5	66.5	10	2	5	3	25	0.1	99.71	18211	Alabama DPS - Decatur Post
4	Calhoun	Rural Calhoun	S-1	235	240	9	1	5	3	21.11	0.08	113.34	20702	Alabama DPS - Jacksonville Post
5	Lee	Multiple	S-1	133.3	138.3	9	0	6	3	20	0.1	88.24	16117	Opelika Police Department
6	Madison	Rural Madison	S-1	348	353	19	3	7	9	18.95	0.21	91.47	16707	Alabama DPS - Huntsville Post
7	Mobile	Rural Mobile	S-42	3.7	8.7	9	1	4	4	18.89	0.13	68.86	12577	Alabama DPS - Mobile Post
8	Tuscaloosa	Rural Tuscaloosa	S-13	205.1	210.1	9	0	6	3	18.89	0.19	48.34	8829	Alabama DPS - Tuscaloosa Post
9	Limestone/Madison	Multiple	S-2	84	89	12	2	4	6	18.33	0.09	134.48	24563	Alabama DPS - Decatur Post
10	Tuscaloosa	Rural Tuscaloosa	S-216	2.8	7.8	11	0	7	4	18.18	0.38	28.9	5278	Alabama DPS - Tuscaloosa Post
11	Mobile	Rural Mobile	S-188	0	5	10	2	3	5	18	0.27	37.58	6864	Alabama DPS - Mobile Post
12	Morgan	Rural Morgan	S-53	297.8	302.8	9	0	6	3	17.78	0.11	83.87	15318	Alabama DPS - Decatur Post
13	Russell	Rural Russell	S-8	207.4	212.4	13	1	6	6	17.69	0.16	80.95	14786	Phenix City Police Department
14	Dallas	Rural Dallas	S-8	87.5	92.5	11	0	7	4	17.27	0.16	67.92	12405	Alabama DPS - Selma Post
15	Barbour	Eufaula	S-1	61.9	66.9	9	0	7	2	16.67	0.07	129.88	23722	Eufaula Police Department
16	Mobile	Rural Mobile	S-193	11.4	16.4	10	1	4	5	16	0.31	32.66	5966	Alabama DPS - Mobile Post
17	Tuscaloosa	Multiple	S-7	85.8	90.8	9	0	5	4	15.56	0.17	53.81	9828	Alabama DPS - Tuscaloosa Post
18	Etowah	Rural Etowah	S-1	266.6	271.6	10	0	5	5	15	0.12	86.8	15854	Alabama DPS - Gadsden Post
19	Limestone	Rural Limestone	S-2	79	84	12	0	6	6	15	0.12	98.69	18025	Alabama DPS - Decatur Post
20	Calhoun	Rural Calhoun	S-21	262	267	12	0	7	5	15	0.11	112.29	20510	Alabama DPS - Jacksonville Post
21	Madison	Huntsville	S-2	95	100	27	1	13	13	13.7	0.17	159.95	29214	Huntsville Police Department
22	Marshall	Multiple	S-205	3	8	11	1	5	5	13.64	0.26	42.64	7788	Albertville Police Department
23	Walker	Rural Walker	S-5	160	165	12	1	4	7	13.33	0.1	126.31	23070	Alabama DPS - Birmingham Post
24	Dallas	Rural Dallas	S-14	116.2	121.2	12	0	6	6	13.33	0.24	49.03	8955	Alabama DPS - Selma Post
25	Lauderdale	Rural Lauderdale	S-101	25.5	30.5	9	0	4	5	13.33	0.26	34.09	6227	Alabama DPS - Quad Cities Post
26	Blount	Rural Blount	S-160	0	5	10	0	5	5	13	0.22	44.78	8179	Alabama DPS - Birmingham Post
27	Walker	Rural Walker	S-69	207.5	212.5	12	0	6	6	12.5	0.4	30.32	5537	Alabama DPS - Birmingham Post
28	Jefferson	Bessemer	S-5	120	125	26	0	15	11	12.31	0.21	122.45	22366	Bessemer Police Department
29	Madison	Rural Madison	S-53	326.9	331.9	14	1	4	9	12.14	0.19	72.59	13258	Alabama DPS - Huntsville Post
30	Madison/Morgan	Rural Morgan	S-53	302.9	307.9	16	1	6	9	11.88	0.14	118.31	21609	Alabama DPS - Decatur Post
31	Blount	Rural Blount	S-79	22.5	27.5	11	0	5	6	11.82	0.27	40.41	7380	Alabama DPS - Birmingham Post

Top 99 Mileposted State and Federal Route Locations (5 Miles in Length) in Alabama with 9 or More Alcohol Related Crashes Resulting in Injury or Fatality

32	Jefferson	Birmingham	S-7	138	143	12	1	3	8	11.67	0.11	107.7	19671	Birmingham Police Department
33	Shelby	Rural Shelby	S-38	6.7	11.7	20	1	9	10	11.5	0.06	326.2	59579	Shelby County Sheriff's Office
34	Limestone	Multiple	S-2	70.5	75.5	9	0	4	5	11.11	0.08	116.49	21277	Alabama DPS - Decatur Post
35	Madison	Multiple	S-2	89.9	94.9	9	0	4	5	11.11	0.04	242.85	44356	Huntsville Police Department
36	Jefferson	Multiple	S-5	128.6	133.6	9	0	4	5	11.11	0.08	112.1	20474	Birmingham Police Department
37	Baldwin	Rural Baldwin	S-181	10.4	15.4	10	0	4	6	11	0.15	67.7	12366	Alabama DPS - Mobile Post
38	Houston	Dothan	S-210	9.3	14	11	0	5	6	10.91	0.09	128.92	25050	Dothan Police Department
39	Colbert	Rural Colbert	S-2	16.8	21.8	15	0	7	8	10.67	0.17	88.56	16175	Alabama DPS - Quad Cities Post
40	Madison	Multiple	S-2	100.4	105.4	9	0	3	6	10	0.05	177.96	32505	Alabama DPS - Huntsville Post
41	Baldwin	Rural Baldwin	S-3	0.7	5.7	9	0	3	6	10	0.19	48.64	8884	Alabama DPS - Mobile Post
42	Madison	Huntsville	S-53	314.7	319.7	14	0	6	8	10	0.05	300	54795	Huntsville Police Department
43	Russell	Rural Russell	S-8	202.1	207.1	9	0	3	6	10	0.25	35.45	6474	Alabama DPS - Opelika Post
44	Dale/Houston	Rural Houston	S-12	192	197	11	2	1	8	10	0.15	72.89	13314	Alabama DPS - Dothan Post
45	Mobile	Multiple	S-17	0.3	5.3	9	0	3	6	10	0.11	79.25	14474	Mobile Police Department
46	Baldwin	Rural Baldwin	S-181	15.8	20.8	10	0	5	5	10	0.14	73.16	13362	Alabama DPS - Mobile Post
47	Mobile	Rural Mobile	S-193	16.5	21.5	11	0	5	6	10	0.18	59.97	10954	Alabama DPS - Mobile Post
48	Tuscaloosa	Tuscaloosa	S-215	7.4	12.4	12	0	5	7	10	0.13	95.4	17424	Tuscaloosa Police Department
49	Lawrence	Rural Lawrence	S-24	58.1	63.1	9	0	4	5	10	0.11	79.98	14608	Alabama DPS - Decatur Post
50	Morgan	Rural Morgan	S-36	40.5	45.5	12	0	4	8	10	0.42	28.56	5217	Alabama DPS - Decatur Post
51	Marshall	Guntersville	S-1	290.9	295.9	20	2	6	12	9.5	0.12	166.17	30350	Guntersville Police Department
52	Mobile	Multiple	S-188	5	10	13	0	6	7	9.23	0.27	47.53	8681	Bayou La Batre Police Department
53	Calhoun	Anniston	S-1	229.4	234.4	12	0	4	8	9.17	0.06	203.88	37239	Anniston Police Department
54	Dale/Talladega	Ozark	S-53	37.5	42.5	9	0	3	6	8.89	0.09	96.46	17619	Alabama DPS - Jacksonville Post
55	Madison	Rural Madison	S-1	343	348	13	1	2	10	8.46	0.1	136.49	24929	Alabama DPS - Huntsville Post
56	Lauderdale	Rural Lauderdale	S-17	338.6	343.6	12	1	2	9	8.33	0.37	32.7	5972	Alabama DPS - Quad Cities Post
57	Saint Clair	Moody	S-25	169	174	12	0	4	8	8.33	0.14	87	15890	Moody Police Department
58	Limestone	Rural Limestone	S-2	62.5	67.5	10	0	3	7	8	0.15	68.48	12507	Alabama DPS - Decatur Post
59	Dallas	Rural Dallas	S-41	120	125	10	0	3	7	8	0.26	38.72	7072	Alabama DPS - Selma Post
60	Etowah	Gadsden	S-1	256.3	261.3	9	0	3	6	7.78	0.06	153.17	27977	Gadsden Police Department
61	Jefferson	Multiple	S-149	2	7	13	0	4	9	7.69	0.1	134.95	24648	Homewood Police Department
62	Houston	Dothan	S-1	13.2	18.2	11	0	3	8	7.27	0.14	77.29	14116	Dothan Police Department
63	Shelby	Pelham	S-3	258.2	263.2	11	0	4	7	7.27	0.06	196.24	35843	Pelham Police Department
64	Tuscaloosa	Northport	S-13	193.5	198.5	11	0	4	7	7.27	0.04	286.85	52392	Northport Police Department

Top 99 Mileposted State and Federal Route Locations (5 Miles in Length) in Alabama with 9 or More Alcohol Related Crashes Resulting in Injury or Fatality

65	Shelby	Alabaster	S-119	7.6	12.6	11	0	3	8	7.27	0.11	102.61	18741	Alabaster Police Department
66	Talladega	Rural Talladega	S-21	234.4	239.4	10	0	4	6	7	0.21	46.71	8531	Alabama DPS - Jacksonville Post
67	Marshall	Albertville	S-1	284.2	289.2	9	0	2	7	6.67	0.05	169.71	30997	Albertville Police Department
68	Mobile	Rural Mobile	S-42	8.7	13.7	12	0	3	9	6.67	0.1	114.29	20875	Alabama DPS - Mobile Post
69	Lee	Multiple	S-14	220	225	9	0	3	6	6.67	0.07	122.09	22300	Opelika Police Department
70	Tuscaloosa	Rural Tuscaloosa	S-69	136	141	18	0	4	14	6.67	0.15	117.92	21537	Alabama DPS - Tuscaloosa Post
71	Jefferson	Multiple	S-75	0.2	5.2	9	0	2	7	6.67	0.04	204.12	37283	Jefferson County Sheriff's Office
72	Lee	Rural Lee	S-51	106	111	11	0	4	7	6.36	0.36	30.19	5515	Alabama DPS - Opelika Post
73	Mobile	Rural Mobile	S-217	6.1	11.1	13	0	4	9	6.15	0.24	54.65	9982	Alabama DPS - Mobile Post
74	Shelby	Alabaster	S-3	253	258	11	0	2	9	5.45	0.07	169.22	30908	Alabaster Police Department
75	Autauga/Elmore	Multiple	S-14	152.7	157.7	13	0	3	10	5.38	0.13	99.03	18087	Prattville Police Department
76	Colbert	Muscle Shoals	S-2	26.1	31.1	10	0	2	8	5	0.07	153.26	27993	Muscle Shoals Police Department
77	Chilton	Clanton	S-3	218.3	223.3	10	0	2	8	5	0.14	73.14	13358	Clanton Police Department
78	Dallas	Multiple	S-8	81.6	86.6	12	0	3	9	5	0.12	101.47	18534	Selma Police Department
79	Walker	Rural Walker	S-257	0.7	5.7	10	0	2	8	5	0.23	43.14	7879	Alabama DPS - Birmingham Post
80	Baldwin	Foley	S-59	6.4	11.4	13	0	3	10	4.62	0.07	189.98	34700	Foley Police Department
81	Jefferson	Rural Jefferson	S-79	7.2	12.2	9	0	2	7	4.44	0.08	115.04	21012	Jefferson County Sheriff's Office
82	Houston	Dothan	S-210	3.3	8.3	9	0	2	7	4.44	0.06	154.48	28215	Dothan Police Department
83	Tuscaloosa	Tuscaloosa	S-215	1.8	6.8	27	0	6	21	4.44	0.37	72.12	13173	Tuscaloosa Police Department
84	Mobile	Rural Mobile	S-16	8.6	13.6	14	0	2	12	4.29	0.24	59.54	10875	Alabama DPS - Mobile Post
85	Baldwin	Rural Baldwin	S-3	10.1	15.1	10	0	2	8	4	0.12	85.25	15570	Alabama DPS - Mobile Post
86	Baldwin	Rural Baldwin	S-42	60.2	65.2	10	0	2	8	4	0.19	52.72	9629	Alabama DPS - Mobile Post
87	Shelby	Rural Shelby	S-38	11.7	16.7	10	0	2	8	4	0.05	184.44	33687	Shelby County Sheriff's Office
88	Baldwin	Orange Beach	S-180	28	33	10	0	2	8	4	0.29	34.5	6301	Orange Beach Police Department
89	Jefferson/Shelby	Multiple	S-38	1.7	6.7	22	0	5	17	3.64	0.05	402.14	73451	Mountain Brook Police Department
90	Madison	Huntsville	S-53	307.9	312.9	17	0	2	15	3.53	0.08	226.52	41374	Huntsville Police Department
91	Tuscaloosa	Rural Tuscaloosa	S-6	55.7	60.7	9	0	1	8	3.33	0.16	57.3	10466	Alabama DPS - Tuscaloosa Post
92	Jefferson	Multiple	S-3	263.7	268.7	11	0	3	8	2.73	0.05	203.05	37087	Hoover Police Department
93	Baldwin	Gulf Shores	S-59	0.1	5.1	11	0	1	10	2.73	0.06	195.39	35688	Gulf Shores Police Department
94	Etowah	Multiple	S-25	212.1	217.1	13	0	2	11	2.31	0.1	134.99	24655	Rainbow City Police Department
95	Coffee	Enterprise	S-12	177.4	182.4	9	0	1	8	1.11	0.09	96.74	17670	Enterprise Police Department
96	Mobile	Mobile	S-163	5.4	10.4	9	0	1	8	1.11	0.08	107.12	19566	Mobile Police Department
97	Morgan	Decatur	S-3	351.9	356.9	19	0	1	18	1.05	0.14	136.69	24967	Decatur Police Department
98	Mobile	Mobile	S-42	18.5	23.5	10	0	1	9	1	0.06	176.92	32314	Mobile Police Department
99	Houston	Dothan	S-53	22.8	27.8	12	0	1	11	0.83	0.09	139.98	25567	Dothan Police Department

Top 23 Intersection Locations Statewide with 3 or More Total Alcohol Related Crashes

Central Region	30.43%
North East Region	30.43%
Mobile Region	17.39%
West Region	8.70%
Birmingham Region	4.35%
North Region	4.35%
South East Region	4.35%
East Region	0.00%
South West Region	0.00%

Top 23 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	Description	Agency ORI
5	0	2	3	4	0	2	Madison	Huntsville	1028	1363	BLEVINS GAP RD at SEQUOYAH TRAIL	Huntsville Police Department
4	0	1	3	7.5	0	2	Lee	Auburn	6077	375	DEKALB ST at SR 15 OPELIKA RD	Auburn Police Department
4	0	0	4	0	0	0	Henry	Rural Henry	1165	7400	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Dothan Post
3	0	0	3	0	0	0	Lee	Auburn	5136	574	GAY ST S at MILLER AVE	Auburn Police Department
3	0	1	2	3.33	0	1	Lee	Auburn	5569	1464	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Auburn Police Department
3	0	2	1	10	0	3	Madison	Huntsville	6298	2714	EXECUTIVE DR at SPARKMAN DR	Huntsville Police Department
3	0	0	3	0	0	0	Mobile	Rural Mobile	5031	10948	GARDEN GROVE DR at THEODORE-DAWES RD	Alabama DPS - Mobile Post
3	0	0	3	0	0	0	Russell	Phenix City	1430	7684	CITY ST at DEAD END	Phenix City Police Department
3	0	2	1	20	0	3	Lauderdale	Rural Lauderdale	1076	7304	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Quad Cities Post
3	0	0	3	0	0	0	Tuscaloosa	Tuscaloosa	5694	7123	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Tuscaloosa Police Department
3	0	2	1	13.33	0	2	Mobile	Mobile	1359	838	COTTAGE HILL RD at KNOLLWOOD DR	Mobile Police Department
3	0	1	2	10	0	1	Madison	Huntsville	5626	2019	DRAKE AVE at NEWSOM RD	Huntsville Police Department
3	0	0	3	0	0	0	Jefferson	Rural Jefferson	5131	12337	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Jefferson County Sheriff's Office
3	0	2	1	20	0	5	Tuscaloosa	Tuscaloosa	5168	261	15TH ST E 5168 at 19TH AVE E	Tuscaloosa Police Department
3	0	1	2	10	0	2	Russell	Phenix City	5268	1426	13TH ST at 3RD AVE 5230	Phenix City Police Department
3	0	1	2	10	0	1	Madison	Huntsville	5626	2065	DRAKE AVE at TRIANA BLVD	Huntsville Police Department
3	0	2	1	13.33	0	3	Mobile	Mobile	1346	2139	AIRPORT BLVD at UNIVERSITY BLVD	Mobile Police Department
3	0	2	1	10	0	1	Autauga	Prattville	1138	890	MAIN ST E at MCQUEEN SMITH RD	Prattville Police Department
3	0	0	3	0	0	0	Lee	Auburn	5047	315	MAGNOLIA AVE at SR 147 COLLEGE ST	Auburn Police Department
3	0	1	2	10	0	2	Madison	Huntsville	1305	5624	BLUE SPRINGS RD at WINCHESTER DR	Huntsville Police Department
3	0	1	2	10	0	1	Madison	Huntsville	7219	3199	GOVERNORS DR SR-53 at TRIANA BLVD	Huntsville Police Department
3	0	0	3	0	0	0	Mobile	Mobile	6200	2318	ARNOLD RD at OLD SHELL RD	Mobile Police Department
3	0	0	3	0	0	0	Madison	Huntsville	1018	8076	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Huntsville Police Department

Top 33 Segment Locations Statewide with 3 or More Speeding Crashes Resulting in Injury or Fatality

Regional Breakdown

North Region	36.36%
East Region	24.24%
North East Region	12.12%
Mobile Region	6.06%
South East Region	6.06%
South West Region	6.06%
Birmingham Region	3.03%
Central Region	3.03%
West Region	3.03%

Top 33 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
5	0	5	0	28	0	5	Morgan	Rural Morgan	1004	7775	7702	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
5	0	5	0	30	0	6	Morgan	Rural Morgan	1553	8080	8082	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
4	0	4	0	30	0	6	Calhoun	Rural Calhoun	1299	7152	7184	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Jacksonville Post
4	0	4	0	30	0	4	Calhoun	Jacksonville	1270	307	9186	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Jacksonville Police Department
4	0	4	0	25	0	4	Limestone	Rural Limestone	1333	7659	9143	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
4	0	4	0	22.5	0	5	Baldwin	Rural Baldwin	1774	8958	8977	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Mobile Post
4	0	4	0	30	0	8	Madison	Rural Madison	1207	8218	12328	Between BIG COVE RD at SUTTON RD and BIG COVE RD at CLAUDIA DR	Alabama DPS - Huntsville Post
4	0	4	0	30	0	6	Calhoun	Anniston	5246	1504	9108	Between ALLEN AV at I ST and NO NAME ST at NO NAME ST 1499	Anniston Police Department
4	2	2	0	40	2	6	Tuscaloosa	Rural Tuscaloosa	1027	7726	8262	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Tuscaloosa Post

Top 33 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.

4	0	4	0	30	0	5	Colbert	Rural Colbert	1179	7223	8041	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Quad Cities Post
3	0	3	0	30	0	3	Etowah	Rural Etowah	1268	7780	7782	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Jacksonville Post
3	0	3	0	30	0	6	Morgan	Rural Morgan	1323	7575	7586	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
3	0	3	0	23.33	0	3	Talladega	Rural Talladega	1321	7589	7590	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Jacksonville Post
3	0	3	0	30	0	5	Lee	Rural Lee	1246	8861	8698	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Opelika Post
3	0	3	0	23.33	0	2	Choctaw	Rural Choctaw	1241	7119	7101	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Grove Hill Post
3	0	3	0	30	0	4	Limestone	Rural Limestone	1299	7264	7265	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
3	0	3	0	26.67	0	3	Talladega	Rural Talladega	1103	8327	7202	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Jacksonville Post

Top 33 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	Lauderdale	Rural Lauderdale	1293	7893	7903	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Quad Cities Post
3	0	3	0	30	0	5	Mobile	Rural Mobile	1376	7745	7746	Between BARNES RD at DEAD END and BARNES RD at NAN G. DAVIS RD	Alabama DPS - Mobile Post
3	1	2	0	36.67	1	4	Cherokee	Rural Cherokee	1385	7912	7933	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Gadsden Post
3	0	3	0	30	0	3	Pike	Rural Pike	1055	7134	7141	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Dothan Post
3	0	3	0	23.33	0	3	Walker	Rural Walker	1044	7244	7242	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Birmingham Post
3	0	3	0	30	0	3	Cullman	Rural Cullman	1013	8555	8556	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
3	0	3	0	23.33	0	4	Limestone	Rural Limestone	1112	7600	8301	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
3	1	2	0	36.67	1	2	Marengo	Rural Marengo	1148	7104	7186	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Selma Post

Top 33 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	5	Morgan	Rural Morgan	1214	8199	8200	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
3	1	2	0	30	1	4	Cleburne	Rural Cleburne	1065	7669	7673	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Jacksonville Post
3	0	3	0	30	0	5	Barbour	Rural Barbour	1165	7387	7393	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Dothan Post
3	1	2	0	30	1	2	Colbert	Rural Colbert	1179	7211	7223	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Quad Cities Post
3	0	3	0	30	0	3	Chambers	Rural Chambers	1269	7087	7132	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Opelika Post
3	0	3	0	23.33	0	5	Talladega	Rural Talladega	1034	7137	9268	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Jacksonville Post
3	0	3	0	23.33	0	3	Morgan	Rural Morgan	1356	8279	8280	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
3	0	3	0	30	0	4	Madison	Huntsville	1016	8164	41804	Between HENDERSON RD at ROCKHOUSE RD and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Huntsville Police Department

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

Regional Breakdown

Mobile Region	20.00%
Central Region	18.18%
North Region	16.36%
North East Region	12.73%
South East Region	9.09%
West Region	9.09%
East Region	7.27%
Birmingham Region	3.64%
South West Region	3.64%

Top 55 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	Location	Agency ORI
5	0	3	2	18	0	3	Calhoun	Anniston	5246	1504	9108	Between ALLEN AV at I ST and NO NAME ST at NO NAME ST 1499	Anniston Police Department
5	0	1	4	2	0	1	Jefferson	Birmingham	4392	1242	1243	Between 12TH AVE S at 20TH ST S and 21ST ST S at HIGHLAND AVE	Birmingham Police Department
5	0	3	2	16	0	3	Lee	Auburn	5569	1464	2074	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Auburn Police Department
5	0	2	3	12	0	2	Montgomery	Rural Montgomery	2046	8074	9311	Between WARES FERRY RD at PRIVATE RD and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Montgomery Post
5	0	3	2	18	0	4	Madison	Huntsville	1016	8164	41804	Between HENDERSON RD at ROCKHOUSE RD and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Huntsville Police Department
4	0	0	4	0	0	0	Tuscaloosa	Rural Tuscaloosa	1508	7585	7589	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Tuscaloosa Post
4	0	3	1	20	0	3	Madison	Rural Madison	1155	8494	8486	Between BESHEARS DR at HOBBS ISLAND RD and HOBBS ISLAND RD at RUSSELL DR	Alabama DPS - Huntsville Post
4	0	0	4	0	0	0	Lee	Auburn	5569	2074	2151	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Auburn Police Department
4	0	1	3	7.5	0	1	Pike	Rural Pike	1217	7541	7547	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Dothan Post
4	1	2	1	27.5	1	2	Lee	Rural Lee	1375	7070	7072	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Opelika Post
4	0	0	4	0	0	0	Mobile	Rural Mobile	5031	10949	12544	Between OLD PASCAGOULA RD at THEODORE DAWES RD and SPANISH TRAIL DR at THEODORE-DAWES RD	Alabama DPS - Mobile Post
4	1	3	0	32.5	1	4	Mobile	Rural Mobile	1344	8268	8278	Between GRAND BAY-WILMER RD CO 5 at SMITH RD and BALLARD RD CO 272 at GRAND BAY-WILMER RD	Alabama DPS - Mobile Post

Top 55 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	2	2	7.5	0	2	Tuscaloosa	Northport	5299	1317	1319	Between CITY ST 5299 at CITY ST 5300 and CITY ST 5299 at CITY ST 5299 END CIR	Northport Police Department
3	0	1	2	10	0	1	Jackson	Rural Jackson	1457	7824	7828	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Huntsville Post
3	0	1	2	6.67	0	1	Talladega	Rural Talladega	1045	8040	7191	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Jacksonville Post
3	0	2	1	13.33	0	2	Walker	Rural Walker	1044	7244	7242	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Birmingham Post
3	0	1	2	10	0	1	Lee	Rural Lee	1097	1710	9835	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Opelika Post
3	0	2	1	13.33	0	2	Morgan	Rural Morgan	1013	7193	7194	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
3	0	2	1	16.67	0	2	Mobile	Rural Mobile	1625	8731	8730	Between COLEMAN DAIRY RD CO 752 at CUSS FORK RD and CUSS FORK RD CO 762 at GLENWOOD RD/NATCHEZ TRACE	Alabama DPS - Mobile Post
3	0	1	2	10	0	3	Baldwin	Rural Baldwin	1533	7889	14338	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Mobile Post
3	0	0	3	0	0	0	Morgan	Rural Morgan	1087	8166	8167	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
3	0	0	3	0	0	0	Geneva	Rural Geneva	1311	7875	7897	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Dothan Post
3	0	1	2	10	0	2	Mobile	Rural Mobile	1461	9715	9770	Between COTTAGE HILL RD at LEROY STEVENS RD and DAWES RD CO 33 at LEROY STEVENS RD	Alabama DPS - Mobile Post

Top 55 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	1	0	2	16.67	1	0	Tallapoosa	Rural Tallapoosa	1127	9373	7612	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Alexander City Post
3	0	2	1	20	0	2	Calhoun	Rural Calhoun	1231	7599	9282	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Jacksonville Post
3	1	1	1	26.67	1	1	Dallas	Rural Dallas	1306	7161	7142	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Selma Post
3	1	2	0	30	1	4	Dale	Ozark	1100	1146	7140	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ozark Police Department
3	0	0	3	0	0	0	Mobile	Rural Mobile	2569	8379	12094	Between DAWES RD CO 33 at WEAR RD and CLARK RD at DAWES RD	Alabama DPS - Mobile Post
3	0	3	0	30	0	3	Houston	Dothan	5016	110	114	Between HONEYSUCKLE RD at LESLIE RD and HONEYSUCKLE RD at SOUTH PARK AVE	Dothan Police Department
3	1	0	2	16.67	1	0	Limestone	Rural Limestone	1263	7220	7221	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
3	0	2	1	13.33	0	2	Lauderdale	Rural Lauderdale	1324	8529	8530	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Quad Cities Post
3	0	1	2	10	0	1	Escambia	Rural Escambia	1085	524	7758	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Evergreen Post
3	0	3	0	30	0	5	Lee	Rural Lee	1379	7553	7602	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Opelika Post
3	0	0	3	0	0	0	Madison	Madison	5059	48	1515	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Madison Police Department

Top 55 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	3	0	26.67	0	6	Morgan	Rural Morgan	1356	8010	8011	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
3	0	1	2	3.33	0	2	Morgan	Rural Morgan	1266	7540	7525	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
3	0	1	2	6.67	0	1	Lee	Rural Lee	1146	7391	7355	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Opelika Post
3	0	2	1	20	0	5	Tuscaloosa	Tuscaloosa	1185	5030	5203	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Tuscaloosa Police Department
3	0	2	1	20	0	3	Mobile	Rural Mobile	1346	8470	12285	Between AIRPORT BLVD CO 56 at DYKES RD and AIRPORT BLVD CO 56 at SNOW RD	Alabama DPS - Mobile Post
3	0	1	2	10	0	1	Mobile	Mobile	1346	2139	2142	Between AIRPORT BLVD at UNIVERSITY BLVD and AIRPORT BLVD at GENERAL BULLARD AVE	Mobile Police Department
3	0	0	3	0	0	0	Montgomery	Montgomery	5466	2244	2278	Between AIRBASE BLVD at DAY ST and DAY ST at BIRMINGHAM HWY	Montgomery Police Department
3	0	0	3	0	0	0	Mobile	Rural Mobile	1172	7602	12483	Between HALF MILE RD CO 56 at RANCH RD and HALF MILE RD CO 56 at OSCAR THOMPSON RD	Alabama DPS - Mobile Post
3	1	2	0	30	1	6	Tuscaloosa	Rural Tuscaloosa	1125	7726	8262	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Tuscaloosa Post
3	0	3	0	30	0	3	Limestone	Rural Limestone	1333	7659	9143	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
3	1	0	2	16.67	1	0	Cullman	Rural Cullman	1533	8119	9932	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post

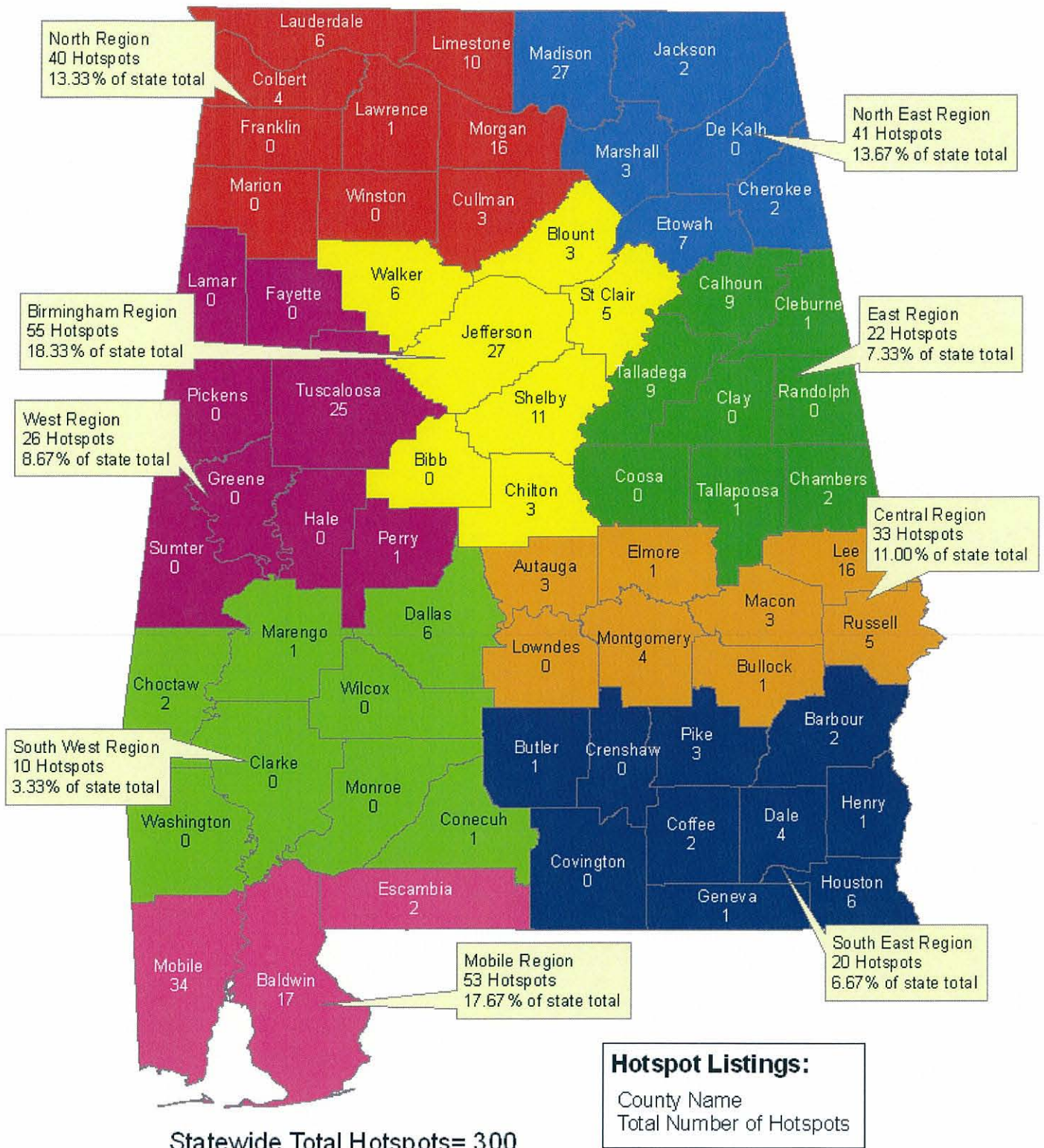
Top 55 Segment Locations Statewide with 3 or More Total Alcohol Related Crashes

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

3	0	2	1	16.67	0	2	Jackson	Scottsboro	1194	697	730	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Scottsboro Police Department
3	0	2	1	20	0	3	Madison	Rural Madison	1088	7578	7577	Between JEFF RD at CARTERS GIN RD and HOOVER CIR at JEFF RD	Alabama DPS - Huntsville Post
3	0	0	3	0	0	0	Mobile	Rural Mobile	5031	10914	10944	Between GUNN RD at THEODORE-DAWES RD and HELTON RD at THEODORE-DAWES RD	Alabama DPS - Mobile Post
3	0	2	1	16.67	0	4	Pike	Rural Pike	1211	7203	12	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Dothan Post
3	0	1	2	6.67	0	1	Montgomery	Rural Montgomery	1254	10523	5560	Between VANDERBILT DR at WOODLEY RD and WOODLEY RD at MONTGOMERY CITY LIMITS	Alabama DPS - Montgomery Post
3	0	2	1	16.67	0	3	Macon	Rural Macon	1054	7564	7562	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Opelika Post
3	0	1	2	10	0	1	Choctaw	Rural Choctaw	1108	7666	7254	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Grove Hill Post
3	0	3	0	23.33	0	3	Madison	Rural Madison	1427	7729	9453	Between BELL FACTORY RD at ST CLAIR LN and BELL FACTORY RD at DALTON DR	Alabama DPS - Huntsville Post
3	0	2	1	16.67	0	2	Lauderdale	Rural Lauderdale	1373	8512	9550	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Quad Cities Post
3	0	1	2	3.33	0	1	Perry	Rural Perry	1202	7529	7402	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Selma Post

Hotspot Totals for Alabama

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



*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 (300 Total Hotspots*)

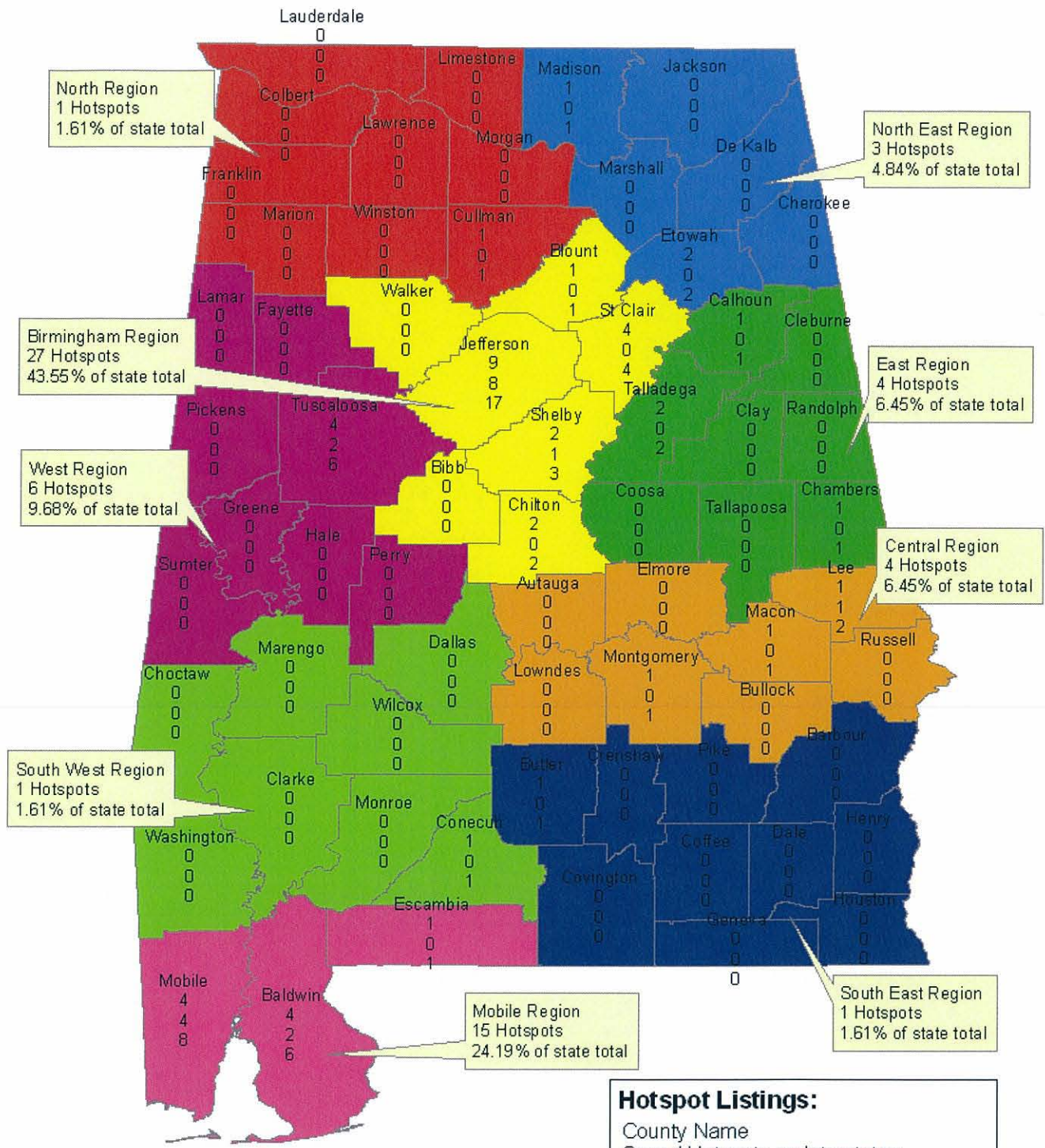
Regional Breakdown

Birmingham Region	18.33%
Mobile Region	17.67%
North East Region	13.67%
North Region	13.33%
Central Region	11.00%
West Region	8.67%
East Region	7.33%
South East Region	6.67%
South West Region	3.33%

*In the state of Alabama there were 287 total hotspots found. However, these 287 hotspots included 13 hotspots that crossed county borders, bringing the total for the state to 300.

Interstate Hotspot Totals for Alabama

(Totals include Speed Hotspots and Alcohol Related Hotspots Occuring on Interstates Only)



Statewide Total Hotspots = 62

*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.

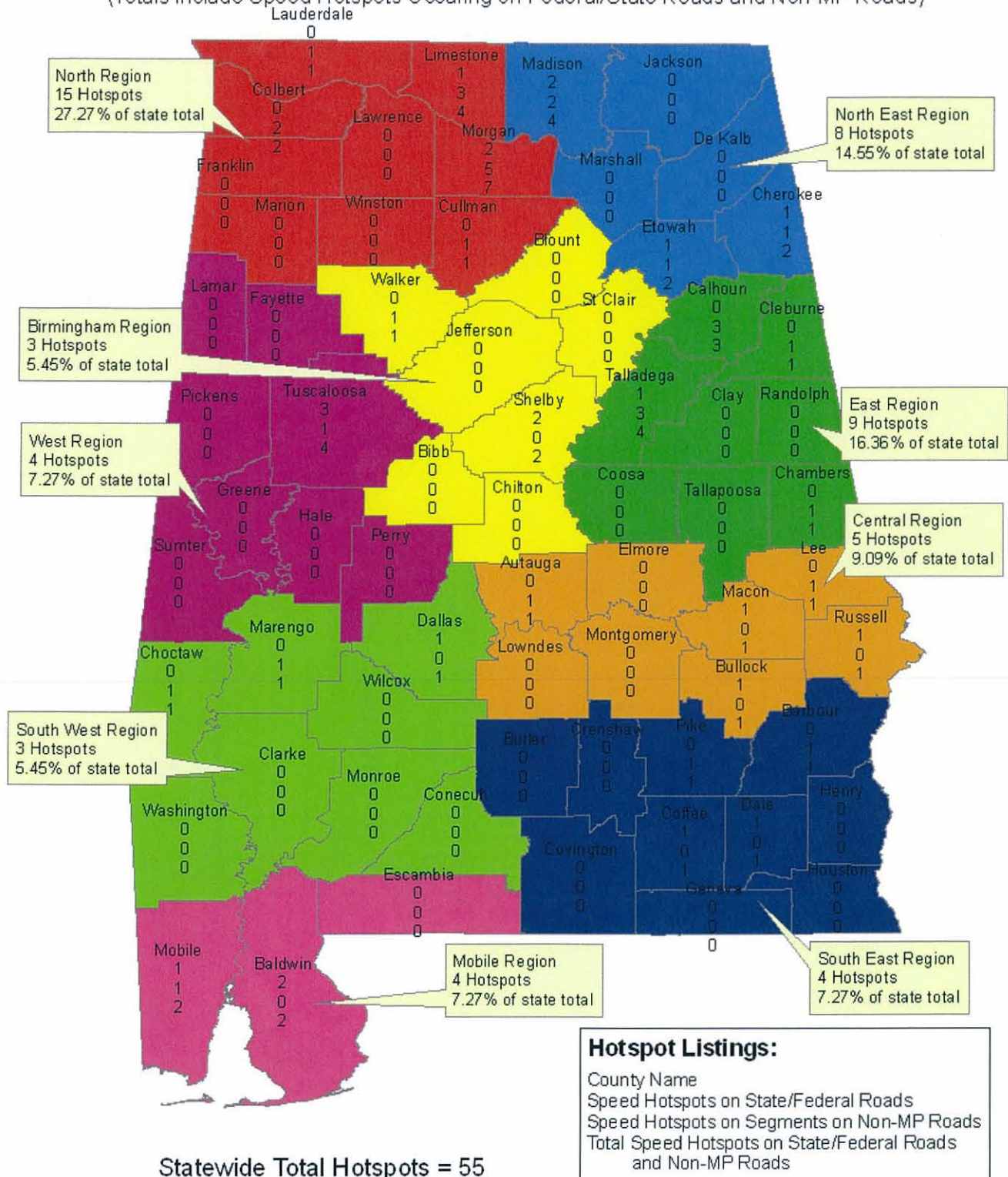
Interstate Hotspots for Alabama (62 Total Hotspots)

Regional Breakdown

Birmingham Region	43.55%
Mobile Region	24.19%
West Region	9.68%
Central Region	6.45%
East Region	6.45%
North East Region	4.84%
North Region	1.61%
South East Region	1.61%
South West Region	1.61%

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

(Totals include Speed Hotspots Occuring on Federal/State Roads and Non-MP Roads)



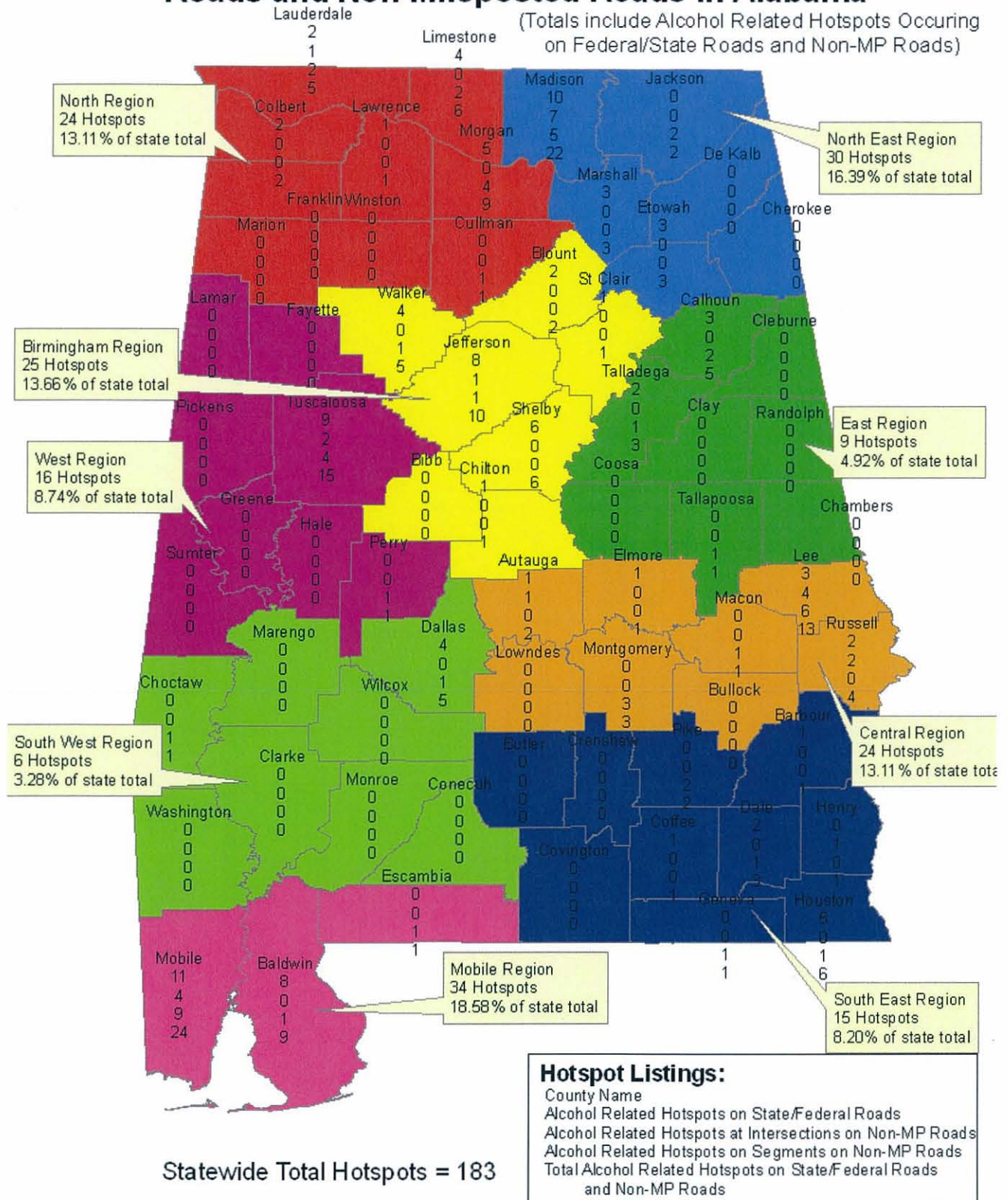
*Please note that the hotspot totals given above include some “double counting” of hotspots. If the five or ten mile stretch of roadway covered in a hotspot crossed a county border, that hotspot was counted once for each county. When a hotspot crosses into multiple counties, it is only included once 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 (55 Total Hotspots)

Regional Breakdown

North Region	27.27%
East Region	16.36%
North East Region	14.55%
Central Region	9.09%
Mobile Region	7.27%
West Region	7.27%
South East Region	7.27%
Birmingham Region	5.45%
South West Region	5.45%

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



*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 (183 Total Hotspots)

Regional Breakdown

Mobile Region	18.58%
North East Region	16.39%
Birmingham Region	13.66%
North Region	13.11%
Central Region	13.11%
West Region	8.74%
South East Region	8.20%
East Region	4.92%
South West Region	3.28%

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 AOHS 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 AOHS 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 FY2011 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 FY2010 Allotment = \$2,066,180.18 (Funding Source – Section 402 CP)

Support the Center for Advanced Public Safety (CAPS):

CAPS 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 CAPS receives from ADECA LETS, CAPS 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 FY2011 Allotment = \$679,311.00 (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 FY2011 Allotment = \$1,600,000.00* (Funding Source – Section 402 PT)

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 FY2011 Allotment = \$250,000.00* (State Traffic Safety Trust Fund) Statewide

“Click It or Ticket” 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. 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 FY2011 Allotment = \$478,821.83 (Funding Source – Section 406 PM)**

Statewide “Click It or Ticket” 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 FY2011 Allotment = \$250,000.00* (Funding Source – State Traffic Safety Trust Fund)

Statewide “Click It or Ticket” 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 FY2011 Allotment = \$200,000.00 (Funding Source – Section 405)

Statewide “Click It or Ticket” (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 campaign.

Total FY 2011 Allotment = \$75,000.00 (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 FY2011 Allotment = \$211,400.00 (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 FY2011 Allotment = \$525,000.00 (Funding Source – State Traffic Safety Trust Fund \$424,328.76 & Section 410 PM \$100,671.24)**

Traffic Safety Records Improvement Program:

We have an active TRCC in Alabama. The AOHS will provide funding for Electronic Citations, Electronic Crash Reporting, and National Emergency Medical Services Information System (NEMSIS).

Total FY2011 Allotment = \$470,808.00 (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.

Total FY2011 Allotment = \$34,150.44 (Funding Source – Section 402 AL)

410 High Fatality Rate Paid Media:

Based on data from the 2008 Tracking Survey conducted by SRBI Inc. for ADECA, paid media dollars will be dedicated to media buys for the two-year campaign with approximately 42.5% of the media/advertising budget will be placed with broadcast television in the selected TV markets and 22.5% with cable stations (particularly in rural regions) based on the Nielson ratings. Bonus media, public service announcements, and a web presence will be solicited.

Total FY2011 Allotment = \$325,000.00 (Funding Source – Section 410 High Fatality Rate)

Traffic Records Assessment:

In coordination with NHTSA, Alabama will conduct a traffic records assessment.

Total FY2011 Allotment = \$45,000.00 (Funding Source – Section 402 TR)

410 High Visibility

High visibility enforcement of the state's DUI laws is a primary component of Alabama Law Enforcement Response Team (ALERT), which will include participation from the Alabama Department of Public Safety (DPS) and the local law enforcement agencies that have jurisdiction over the high-crash locations that are determined by the analysis of the crash data. Paid and earned media components will be used to support the enforcement effort. The effort will consist of participating law enforcement agencies conducting checkpoints and saturation patrols during the effort.

Participating law enforcement agencies will also have available to them the use of the DPS Breath Alcohol Testing (BAT) mobile units for checkpoint enforcement activity. The State will coordinate law enforcement activities through the established Community Traffic Safety Project (CTSP) coordinators, which are coordinated through the AOHS. Each of the CTSP areas will be provided with an independent assessment of the locations within their jurisdictions that qualify. Utilization of the established CTSP coordinators will provide an efficient method of distributing funds, effective accounting for all expenditures, and assurance that the requirements of the project are being met.

In terms of sustained DUI enforcement activity, participating law enforcement agencies will be required to conduct specialized DUI enforcement activity (checkpoints, saturation/directed patrols) during at least one weekend per month in addition to the specialized enforcement activities connected with the mobilization crackdowns. This will follow a similar, although much more intensive, format as that utilized by Alabama during its alcohol emphasis Selective Traffic Enforcement Programs (STEPS) conducted FY 2007-2009.

Total FY2011 Allotment = \$925,000.00 (Funding Source – Section 410 High Visibility)

Traffic Safety 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 FY2011 Allotment = \$162,915.20 (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.

Alabama Office of Highway Safety (AOHS) will use the NHTSA/GHSA survey questions to track driver attitudes and awareness concerning impaired driving, seat belt use, and speeding issues:

Impaired Driving

A-1: In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?

A-2: In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?

A-3: What do you think the chances are of someone getting arrested if they drive after drinking?

Seat Belts

B-1: How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pick up?

B-2: In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?

B-3: What do you think the chances are of getting a ticket if you don't wear your safety belt?

Speeding

S-1a: On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph – most of the time, half the time, rarely, never?

S-1b: On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph – most of the time, half the time, rarely, never?

S-2: In the past 30 days, have you read, seen or heard anything about speed enforcement by police?

S-3: What do you think the chances are of getting a ticket if you drive over the speed limit?

The attitude and awareness survey will be funded by the State Traffic Safety Trust Fund.

Section 405 Planned Activities

Alabama Child Passenger Safety (CPS) Program

Alabama's CPS program is in its sixth year in fiscal year 2011. The single CPS coordinator and instructors are addressing the needs of the nine CTSP regions. The plan for 2011 is to further reach out to underserved 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 2011. 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.

During FY 2011, 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 2011 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.

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

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. The campaign will be scheduled for May 2011 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 2011 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 2011. 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.

Alabama Office of Highway Safety (AOHS) 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.

AOHS will budget \$100,671.24 for the paid media campaign for FY 2011.

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 2010 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 2011 campaign period and conduct quarterly checkpoints and/or saturation patrols during Fiscal Year 2011. 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 \$100,671.24 for paid media for the crackdown.

The AOHS 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 AOHS 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.

Section 410 High Fatality Rate (HFR) State Planned Activities

The State of Alabama was one of 10 (ten) States in FY 2009 that have the highest alcohol-related fatality rates, as determined using the most recent final FARS data. The State of Alabama will use 75% of the funds received as a High Fatality Rate State to conduct a high visibility impaired driving enforcement campaign as outlined below.

Introduction

According to FARS estimates, driving under the influence of alcohol or drugs was the primary contributing factor in more than 389 deaths on Alabama's highways in 2007. This accounted for about 35% of all fatalities in Alabama that year. As a result of this, the Alabama Office of Highway Safety (AOHS) will spearhead a statewide effort to reduce the number of alcohol-related traffic collisions.

The mobilization program will be referred to as the *Alcohol Law Enforcement Response Team* (ALERT) effort. The goal of ALERT is to decrease alcohol-related injury and fatal crashes by at least 20% over the course of this effort in the impacted areas, as compared to a comparable control time period (yet to be determined due to economic influences on crashes).

ALERT will consist of a sustained DUI enforcement campaign that will involve both enforcement and public information and education (PI&E) components. While the PI&E effort will be statewide, the selective enforcement will be targeted at intersections and five mile segments that have shown to be over-represented in alcohol-related fatal and injury crashes over the past three calendar years (using CY2007-2009 data). The initial criteria that will be used to establish the particular locations are as follows (three-year period for the data):

- Interstates – five mile segments with 8 or more injury or fatal crashes;
- Non-Interstate mileposted – five mile segments with 9 or more injury or fatal crashes; and
- Non-mileposted intersections – three or more injury or fatal crashes.

The timing for the proposed two-year effort, (FY 2010 & 2011) will be subdivided into two components:

- Conformity with the National efforts. Concentrated efforts will conform to the National programs to take full advantage of the added PI&E. Generally, these programs run from the middle of August each year through Labor Day with concentrated enforcement during and around the Labor Day holiday. Any other National efforts that are announced during the ALERT time span will also be given special focus, consistently with the national campaign timeline provided to the states by the National Highway Traffic Safety Administration.
- Pseudo-random timing. Local law enforcement that fall in the areas that are found to be over-represented will be given grants for overtime selective enforcement. They will be given guidance as to the times in which the majority of alcohol crashes occur, and they will be required to work checkpoints and/or saturation patrols and enforcement only in those areas within the designated high crash areas. However, they will be required to use their judgment as to the best weeks to apply the enforcement efforts. It is hoped that in this way that the perception of a continual "presence" of law enforcement activity can be maintained. It is expected that the local law enforcement officials will choose the typical holiday times in which alcohol and drug use is particularly problematic due to release from job responsibilities. This

would include July 4th, Labor Day, Christmas, New Years and Memorial Day. Also, in the areas affected, emphasis will be given to locations affected by football traffic. Law Enforcement Agencies will participate in four nights of enforcement during the Labor Day Crackdown and at least quarterly throughout the year.

The ALERT effort will also include earned and paid media elements, including participation by local and State law enforcement agencies in the earned media efforts before, during and after the campaigns. These guidelines will be followed by all law enforcement agencies participating in the ALERT effort.

Attachment A contains a listing of the specific locations that will form the focal points of both of the programs (National and random) in the ALERT sustained campaign.

CRITERIA FOR ALCOHOL SELECTIVE ENFORCEMENT

The criteria used to generate the alcohol locations are very heavily oriented toward alcohol crashes. The alcohol crash locations were chosen based on those five to twenty mile stretches of roadway across the state that had the highest number of alcohol crashes within their respective classifications. The following classifications were analyzed separately:

- Mileposted roadways (State, Federal and Interstate)
- Intersections (county roads and city streets)
- Segments between intersections (county roads and city streets)

This was done in order to maximize the total effectiveness of the selective enforcement resources.

The selective enforcement that will be implemented using Section 410 funds will be implemented in close coordination with the current alcohol project using the Community Traffic Safety Program (CTSP) coordinators to assure that the locations and timing of the extended alcohol selective enforcement is optimized. Locations have been determined as for the example alcohol locations given above, and times of enforcement will be late night on weekends.

High Visibility Impaired Driving Enforcement Program

High visibility enforcement of the state's DUI laws is a primary component of ALERT, which will include participation from the Alabama Department of Public Safety (DPS) and the local law enforcement agencies that have jurisdiction over the high-crash locations that are determined by the analysis of the crash data. Paid and earned media components will be used to support the enforcement effort. The effort will consist of participating law enforcement agencies conducting checkpoints and saturation patrols during the effort.

Participating law enforcement agencies will also have available to them the use of the DPS Breath Alcohol Testing (BAT) mobile units for checkpoint enforcement activity. The State will coordinate law enforcement activities through the established Community Traffic Safety Project (CTSP) coordinators, which are coordinated through the AOHS. Each of the CTSP areas will be provided with an independent assessment of the locations within their jurisdictions that qualify. Utilization of the established CTSP coordinators will provide an efficient method of distributing funds, effective accounting for all expenditures, and assurance that the requirements of the project are being met.

In terms of sustained DUI enforcement activity, participating law enforcement agencies will be required to conduct specialized DUI enforcement activity (checkpoints, saturation/directed patrols) during at least one weekend per month in addition to the specialized enforcement activities connected

with the mobilization crackdowns. This will follow a similar, although much more intensive, format as that utilized by Alabama during its alcohol emphasis Selective Traffic Enforcement Programs (STEPS) conducted FY 2007-2010.

AOHS will call upon the University of Alabama Center for Advanced Public Safety (CAPS) to provide State and local law enforcement agencies with data regarding high-risk locations for alcohol-related traffic crashes for use in determining appropriate locations for the deployment of officers and the conducting of specialized enforcement activities. They will generate specific high-risk five-mile segment and intersection locations for which the selective enforcement will be required. Law enforcement agencies will submit to AOHS the reports of their enforcement campaign activities on a monthly basis. AOHS will utilize approximately 75% of the funds awarded to the State of Alabama as a "High Fatality Rate State" to conduct the high visibility enforcement campaign as outlined above, with the understanding that sustained DUI enforcement activity will continue over the two-year period, and it will include year-round sustained DUI enforcement activity. The high visibility impaired driving enforcement campaign will include participation in all national impaired driving enforcement campaigns, additional high visibility efforts conducted at least monthly and the use of sobriety checkpoints and/or saturation/directed patrols at high-risk locations in a highly visible manner and supported by earned and paid media.

The involvement of the State police and local law enforcement agencies from the Jefferson Region, Mobile Region and Montgomery Region alone would include 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 crashes, and especially alcohol fatal crashes are highly distributed over the rural areas of the state, all of the state's CTSPs are involved in this program. While less than 29% of the state's crashes occur in the urban areas, over 51% of the alcohol crashes occurs in the rural areas, and of these, fatal alcohol crashes are over-represented in rural areas by a factor of 1.53.

All involved law enforcement agencies are required to be involved in the national impaired driving campaign "Drunk Driving. Over the Limit. Under Arrest." This involved conducting both checkpoints and saturation patrols on at least four nights during the National impaired driving campaign. They will conduct both checkpoints and saturation patrols on a quarterly basis at high risk times throughout the fiscal year.

The state will coordinate these activities through the nine CTSP regions. This demonstrates central coordination of these activities to maximize the frequency and visibility of law enforcement activities at high-risk locations Statewide.

Public Information and Education Efforts

Paid and/or earned media activities will utilize the "Drunk Driving. Over the Limit. Under Arrest." campaign message and enforcement activity and to increase awareness by the general public of the dangers involved in impaired driving. The campaign will utilize both radio and television advertising. A media buy plan for Alabama's ALERT crackdown will be developed as a first step in this effort. Once the specific areas and times are determined, this plan will be developed to conform to National efforts and the additional statewide initiatives. It has been the recent strategy of the State to perform some selective enforcement efforts at times when they are not announced by PI&E efforts in order to convey the perception of continuity. AOHS will provide CTSP Coordinators with NHTSA printed materials and provide speakers for press events.

Earned Media

Earned media events will be held in several other parts of the State on the same date featuring efforts of local law enforcement agencies to include sobriety checkpoint dedications to alcohol-related crash victims and their families. AOHS and CTSP Coordinators will work with law enforcement agencies around the State to encourage them to hold earned media events and/or other types of earned media activity in their local jurisdictions to announce campaign efforts and to promote the campaign's anti-impaired driving messages. Agencies that do not qualify due to lack of crashes in their jurisdictions will be encouraged to participate in the effort using existing resources as well as alternative funding (e.g., Section 402 funds). The CTSP coordinators will also encourage local law enforcement agencies to pursue other earned media efforts for the duration of the Sustained DUI Enforcement effort.

CTSP 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.

AOHS 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 high visibility enforcement crackdown.

Paid Media

Based on data from the 2009 Tracking Survey conducted by Abt SRBI Inc. for ADECA, paid media dollars will be dedicated to media buys for the two-year campaign with approximately 42.5% of the media/advertising budget will be placed with broadcast television in the selected TV markets and 22.5% with cable stations (particularly in rural regions) based on the Nielson ratings. Bonus media, public service announcements, and a web presence will be solicited.

In addition, 20% and 8% of the funds will be used for radio advertisement and newspaper placements, respectively, again with free public service announcements and web links to LETS. The remaining will be split between 5% for electronic billboard placements in major markets and the balance of 2% for special Internet opportunity placements.

Crash Hotspots will determine the spread across markets, while Nielsen and Arbitron media research will be used within markets to develop ratings and station-specific reach, necessary to determine the best distribution of paid media.