

**STATE OF ALABAMA**  
**FISCAL YEAR 2010**  
**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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*State Certifications*

**STATE CERTIFICATIONS AND ASSURANCES**

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

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

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

## Certifications and Assurances

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

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

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

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

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

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

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

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

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

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

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

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

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

The State will provide a drug-free workplace by:

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

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

### **BUY AMERICA ACT**

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

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

### **POLITICAL ACTIVITY (HATCH ACT).**

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

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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



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

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

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

### **RESTRICTION ON STATE LOBBYING**

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

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

#### **Instructions for Primary Certification**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### Instructions for Lower Tier Certification

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

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

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

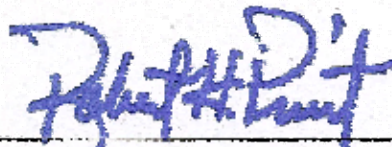
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily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

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

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

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2010 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

08.21.09

Date

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

State: Alabama

**Highway Safety Plan Cost Summary**

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*2010-HSP-2*

Report Date: 08/26/2009

Posted: 08/19/2009

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
<i>NHTSA</i>								
<i>NHTSA 402</i>								
<i>Planning and Administration</i>								
	PA-2010-00-00-00	Planning and Administration	\$150,000.00	\$150,000.00	\$150,000.00	\$ .00	\$150,000.00	\$ .00
	<b>Planning and Administration Total</b>		<b>\$150,000.00</b>	<b>\$150,000.00</b>	<b>\$150,000.00</b>	<b>\$ .00</b>	<b>\$150,000.00</b>	<b>\$ .00</b>
<i>Alcohol</i>								
	AL-2010-00-00-00	Alcohol	\$39,024.00	\$ .00	\$39,024.00	\$ .00	\$39,024.00	\$ .00
	<b>Alcohol Total</b>		<b>\$39,024.00</b>	<b>\$ .00</b>	<b>\$39,024.00</b>	<b>\$ .00</b>	<b>\$39,024.00</b>	<b>\$ .00</b>
<i>Police Traffic Services</i>								
	PT-2010-00-00-00	Police Traffic Services	\$1,600,000.00	\$ .00	\$1,600,000.00	\$ .00	\$1,600,000.00	\$800,000.00
	<b>Police Traffic Services Total</b>		<b>\$1,600,000.00</b>	<b>\$ .00</b>	<b>\$1,600,000.00</b>	<b>\$ .00</b>	<b>\$1,600,000.00</b>	<b>\$800,000.00</b>
<i>Community Traffic Safety Project</i>								
	CP-2010-00-00-00	Community Traffic Safety Project	\$2,033,609.30	\$ .00	\$2,033,609.30	\$ .00	\$2,033,609.30	\$2,033,609.30
	<b>Community Traffic Safety Project Total</b>		<b>\$2,033,609.30</b>	<b>\$ .00</b>	<b>\$2,033,609.30</b>	<b>\$ .00</b>	<b>\$2,033,609.30</b>	<b>\$2,033,609.30</b>
	<b>NHTSA 402 Total</b>		<b>\$3,822,633.30</b>	<b>\$150,000.00</b>	<b>\$3,822,633.30</b>	<b>\$ .00</b>	<b>\$3,822,633.30</b>	<b>\$2,833,609.30</b>
<i>405 OP SAFETEA-LU</i>								
	K2-2010-00-00-00	Occupant Protection	\$422,280.00	\$ .00	\$422,280.00	\$ .00	\$422,280.00	\$ .00
	<b>405 Occupant Protection Total</b>		<b>\$422,280.00</b>	<b>\$ .00</b>	<b>\$422,280.00</b>	<b>\$ .00</b>	<b>\$422,280.00</b>	<b>\$ .00</b>
	<b>405 OP SAFETEA-LU Total</b>		<b>\$422,280.00</b>	<b>\$ .00</b>	<b>\$422,280.00</b>	<b>\$ .00</b>	<b>\$422,280.00</b>	<b>\$ .00</b>
<i>NHTSA 406</i>								
	K4PM-2010-00-00-00	Paid Media	\$525,000.00	\$ .00	\$525,000.00	\$ .00	\$525,000.00	\$ .00
	<b>406 Safety Belts Paid Media Total</b>		<b>\$525,000.00</b>	<b>\$ .00</b>	<b>\$525,000.00</b>	<b>\$ .00</b>	<b>\$525,000.00</b>	<b>\$ .00</b>
<i>406 Police Traffic Services</i>								
	K4PT-2010-00-00-00	406 Police Traffic Services	\$250,000.00	\$ .00	\$250,000.00	\$ .00	\$250,000.00	\$ .00

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

State: Alabama

Highway Safety Plan Cost Summary

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2010-HSP-2

Report Date: 08/26/2009

Posted: 08/19/2009

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
<b>406 Police Traffic Services Total</b>			<b>\$250,000.00</b>	<b>\$0.00</b>	<b>\$250,000.00</b>	<b>\$0.00</b>	<b>\$250,000.00</b>	<b>\$0.00</b>
<i>NHTSA 406 Total</i>			<i>\$775,000.00</i>	<i>\$0.00</i>	<i>\$775,000.00</i>	<i>\$0.00</i>	<i>\$775,000.00</i>	<i>\$0.00</i>
<i>408 Data Program SAFETEA-LU</i>								
	K9-2010-00-00-00	408 Data Program	\$495,337.17	\$0.00	\$495,337.17	\$0.00	\$495,337.17	\$0.00
<b>408 Data Program Incentive Total</b>			<b>\$495,337.17</b>	<b>\$0.00</b>	<b>\$495,337.17</b>	<b>\$0.00</b>	<b>\$495,337.17</b>	<b>\$0.00</b>
<i>408 Data Program SAFETEA-LU Total</i>			<i>\$495,337.17</i>	<i>\$0.00</i>	<i>\$495,337.17</i>	<i>\$0.00</i>	<i>\$495,337.17</i>	<i>\$0.00</i>
<i>410 Alcohol SAFETEA-LU</i>								
	K8-2010-00-00-00	410 Alcohol	\$250,000.00	\$0.00	\$250,000.00	\$0.00	\$250,000.00	\$0.00
<b>410 Alcohol SAFETEA-LU Total</b>			<b>\$250,000.00</b>	<b>\$0.00</b>	<b>\$250,000.00</b>	<b>\$0.00</b>	<b>\$250,000.00</b>	<b>\$0.00</b>
<i>410 Alcohol SAFETEA-LU Paid Media</i>								
	K8PM-2010-00-00-00	Paid Media	\$525,000.00	\$0.00	\$525,000.00	\$0.00	\$525,000.00	\$0.00
<b>410 Alcohol SAFETEA-LU Paid Media Total</b>			<b>\$525,000.00</b>	<b>\$0.00</b>	<b>\$525,000.00</b>	<b>\$0.00</b>	<b>\$525,000.00</b>	<b>\$0.00</b>
<i>410 Alcohol SAFETEA-LU Total</i>			<i>\$775,000.00</i>	<i>\$0.00</i>	<i>\$775,000.00</i>	<i>\$0.00</i>	<i>\$775,000.00</i>	<i>\$0.00</i>
<i>410 High Fatality Rate</i>								
	K8FR-2010-00-00-00	Paid Media High Fatality Rate	\$325,000.00	\$0.00	\$325,000.00	\$0.00	\$325,000.00	\$0.00
<i>410 High Fatality Rate Total</i>			<i>\$325,000.00</i>	<i>\$0.00</i>	<i>\$325,000.00</i>	<i>\$0.00</i>	<i>\$325,000.00</i>	<i>\$0.00</i>
<i>410 High Visibility</i>								
	K8HV-2010-00-00-00	Police Services	\$925,000.00	\$0.00	\$925,000.00	\$0.00	\$925,000.00	\$0.00
<i>410 High Visibility Total</i>			<i>\$925,000.00</i>	<i>\$0.00</i>	<i>\$925,000.00</i>	<i>\$0.00</i>	<i>\$925,000.00</i>	<i>\$0.00</i>
<i>2010 Motorcycle Safety</i>								
	K6-2010-00-00-00	Motorcycle Training and Public Awareness	\$0.00	\$0.00	\$0.00	\$80,000.00	\$80,000.00	\$0.00
<b>2010 Motorcycle Safety Incentive Total</b>			<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$80,000.00</b>	<b>\$80,000.00</b>	<b>\$0.00</b>
<i>2010 Motorcycle Safety Total</i>			<i>\$0.00</i>	<i>\$0.00</i>	<i>\$0.00</i>	<i>\$80,000.00</i>	<i>\$80,000.00</i>	<i>\$0.00</i>
<b>NHTSA Total</b>			<b>\$7,540,250.47</b>	<b>\$150,000.00</b>	<b>\$7,540,250.47</b>	<b>\$80,000.00</b>	<b>\$7,620,250.47</b>	<b>\$2,833,609.30</b>



## **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 and 2010 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 2010 HSP, the 2006-2008 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 2010 HSP and were determined to be appropriate for continued analysis. Therefore, no adjustments were made to the search criteria for the FY 2010 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. For the FY 2010 HSP, the 2006-2008 dataset was used and a total of 313 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 2008 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 2010 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 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 and FY 2009 plans is used in the FY 2010 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 2010, 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 20) 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 2008 Alabama Data**

<b>Crash Type (Causal Driver)</b>	<b>Fatal Number</b>	<b>Fatal %</b>	<b>Injury Number</b>	<b>Injury %</b>	<b>PDO No.</b>	<b>PDO %</b>	<b>Total</b>
1. Restraint Not Used*	442	4.20%	4,281	40.71%	5,794	55.09%	10,517
2. Speeding	338	4.86%	2,958	42.57%	3,653	52.57%	6,949
3. Alcohol/Drug	212	3.15%	2,449	36.35%	4,077	60.51%	6,738
4. Obstacle Removal	157	2.14%	2,613	35.68%	4,553	62.17%	7,323
5. Youth -- Age 16-20	123	0.54%	5,150	22.60%	17,515	76.86%	22,788
6. License Status Deficiency	103	1.95%	1,669	31.66%	3,500	66.39%	5,272
7. Motorcycle	94	4.60%	1,321	64.63%	629	30.77%	2,044
8. Ped., Bicycle, School bus	78	6.78%	680	59.13%	392	34.09%	1,150
9. Mature -- Age > 64	76	0.71%	2,229	20.86%	8,383	78.43%	10,688
10. Pedestrian	71	12.79%	456	82.16%	28	5.05%	555
11. Fail to Conform to S/Y Sign	54	0.77%	1,847	26.26%	5,133	72.97%	7,034
12. Non-pickup Truck Involved	43	0.96%	649	14.42%	3,809	84.63%	4,501
13. Utility Pole	35	1.54%	789	34.76%	1,446	63.70%	2,270
14. Fail To Conform to Signal	26	0.33%	2,373	30.47%	5,390	69.20%	7,789
15. Roadway Defects – All	23	0.66%	907	25.87%	2,576	73.47%	3,506
16. Vehicle Defects – All	22	1.05%	477	22.76%	1,597	76.19%	2,096
17. Construction zone	16	0.69%	472	20.34%	1,832	78.97%	2,320
18. Child Not Restrained*	9	0.97%	467	50.27%	453	48.76%	929
19. Bicycle	6	2.46%	178	72.95%	60	24.59%	244
20. Vision Obscured – Env.	5	0.50%	271	27.18%	721	72.32%	997
21. Railroad Trains	4	5.97%	29	43.28%	34	50.75%	67
22. School Bus	1	0.28%	46	13.11%	304	86.61%	351

\* 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, 2008 and December 31, 2008. This time period of January 1 through December 31 will be called our Calendar Year (CY). Within the Performance Goals and Strategies section, all past statistics have been updated to reflect the CY. Unless otherwise noted, all crash statistics within this document are for this time period. The categories given in Table 1 are not mutually exclusive (e.g., you could have an alcohol crash that also involved speeding). However, they still tend to demonstrate the relative criticality of that particular category. All other things being equal, to reduce fatalities, we need to start towards the top of the list.

The Highway Safety Plan for FY 2010 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 third year that these two categories are exclusively targeted in the HSP. As was done for the past two years, this focus will continue to allow the AOHS to focus traffic safety funding efforts for 2010 on the top problem locations. The hotspot definitions used for the FY 2010 plan will be used again in subsequent years.

Using the focus that was set for the 2008 and 2009 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 123 Speeding hotspots and 190 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 22 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

\* - 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 Date Estimated

Alabama can be proud that we have cut our crash rate by over 45% over the past 21 years. If we were still operating with the 1987 rate, the number of fatalities in 2008 would have been over 1,762. 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. This can in part be attributed to the downturn in the national economy and the significantly higher gasoline prices that were experienced in 2008. This trend may continue in the short term but will likely see an increase in the future as the economy comes out of the recession. With this decrease in the VMT, it is important

to pay attention to the fatality rate, which takes into account the decrease in the number of miles driven.

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 and 2008. This drop was seen as a great success to the traffic safety community in Alabama and a success that can, in part, be attributed to the concentrated efforts that were made by all involved to reduce this number. However, these efforts cannot be relaxed or that number may easily rise again as it did in 2006. It is often difficult to track exactly why the number rises and falls from year to year but many of the efforts outlined in this report played a role in helping to bring that number down over the past year. The number of fatalities is closely monitored throughout the year in the State of Alabama and again appears to be trending down for 2009.

By continuing to fund efforts related to speed and alcohol related hotspot crashes in FY 2010, 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 2010 HSP exactly as it was performed in FY 2008 and 2009. 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 2010 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 2010 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 2010, 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 three 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 (2010). 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, 2008 data must be used to develop the plan for fiscal year 2010 while 2009 data will be used next year to develop the plan for fiscal year 2011. The short range goals will concentrate on statistics for calendar year 2009 while long-range goals concentrated on statistics for calendar years 2007-2011.

The 2008 data is the first full year of 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 but also is the first true measure of how the state is doing in working towards the long range goals set in the FY 2008 plan for the following five years. The 2008 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 \***

	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>
Number of Traffic Fatalities	1,154	1,148	1,207	1,110	966
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 *
• Urban _____	1.43	1.28	1.31	1.20	N/A
• Rural _____	2.46	2.59	2.69	2.44	N/A
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%
Speed Hotspots	N/A	N/A	120	142	123
Speed Fatal Crashes	317	331	370	359	338
Speed Injury Crashes	3,325	3,502	3,712	3,392	2,958
Alcohol Hotspots	N/A	N/A	218	191	190
Alcohol/Drugs Fatal Crashes	228	212	237	257	212
Alcohol/Drugs Injury Crashes	2,876	2,948	3,042	2,719	2,450

\* – State Data Estimated

## Alabama Traffic Safety Performance Measures

### C-1) Number of traffic fatalities (FARS)

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

The goal is to reduce total traffic fatalities from 966 in 2008 to 960 in 2010.

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

<u>2006</u>	<u>2007</u>	<u>2008</u>	3-Year <u>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 19,500 in 2010.

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

Rural Fatalities/VMT			2-Year <u>Average</u>
<u>2006</u>	<u>2007</u>	<u>2008</u>	
2.69	2.44	N/A	2.57

Urban Fatalities/VMT			2-Year <u>Average</u>
<u>2006</u>	<u>2007</u>	<u>2008</u>	
1.32	1.20	N/A	1.26

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

\*State Data Estimated

The goal is to reduce total fatalities/VMT from 1.63 in 2008 to 1.60 in 2010.

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

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

The goal is to reduce the number of unrestrained passenger vehicle occupant fatalities from 452 in 2008 to 451 in 2010.

### 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>	3-Year <u>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 314 in 2010.

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

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

The goal is to reduce the number of speeding-related fatalities from 447 in 2008 to 446 in 2010.

C-7) Number of motorcyclist fatalities (FARS)

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

The goal is to reduce the number of motorcyclist fatalities from 99 in 2008 to 98 in 2010.

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

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

The goal is to reduce the number of un-helmeted motorcyclist fatalities from 15 in 2008 to 12 in 2010.

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

<u>2006</u>	<u>2007</u>	<u>2008</u>	3-Year <u>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 161 in 2010.

C-10) Number of pedestrian fatalities (FARS)

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

The goal is to reduce the number of pedestrian fatalities from 66 in 2008 to 65 in 2010.

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

<u>2006</u>	<u>2007</u>	<u>2008</u>	3-Year <u>Average</u>
82.9%	82.3%	86.1%	83.8%

The goal is to increase the observed seat belt use for passenger vehicles, front seat outboard occupants from 86.1% in 2008 to 90.3% in 2010.

## Alabama Traffic Safety Activity Measures

### Number of speeding citations

<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>3-Year Average</u>
38,477	26,030	40,574	35,027

The goal is to increase the number of speeding citation from 40,574 in 2008 to 42,600 in 2010.

### Number of DUI arrests

<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>3-Year Average</u>
1,577	1,689	3,265	2,177

The goal is to increase the number of DUI arrests from 3,265 in 2008 to 3,420 in 2010.

### Number of seat belt citations

<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>3-Year Average</u>
27,550	23,211	27,405	26,055

The goal is to increase the number of seat belt citation from 27,405 in 2008 to 28,750 in 2010.

## 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 does not meet the state goal of 1.5 by 2008 set in the Strategic Highway Safety Plan. However, the goal of 1.5 per 100 million vehicle miles traveled by 2011 set in the Highway Safety Plan was set with an updated time frame and is feasible if the state continues with the positive trends and focused efforts seen in recent years.

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 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. This reduction again exceeded the expectations for the year. For the remaining three years (2009-2011), the state has a goal of a 5% reduction. If these short term goals are continued to be reached, the state will reach and even exceed the long term goal set in the Highway Safety Plan.

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

**Table 2. Number of Hotspots**

<b>Year</b>	<b>Speed Hotspots</b>	<b>Alcohol Related Hotspots</b>	<b>Total Number of Hotspots</b>
2006	120	218	338
2007	142	191	333
2008	123	190	313

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. 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 2000-2007 Alabama Data**

Performance Measures	2001	2002	2003	2004	2005	2006	2007	2008
Fatal Crashes	902	931	899	1033	1013	1074	1010	886
Percent Fatal Crashes	0.67	0.66	0.64	0.71	0.70	0.77	0.75	0.72
Injury Crashes	29,771	30,922	30,748	31,856	31,335	30,527	28,295	25,613
Percent Injury Crashes	22.26	22.02	21.80	21.77	21.76	21.84	20.92	20.66
PDO Crashes	103,066	108,583	109,420	113,469	111,645	108,179	105,951	97,469
Percent PDO Crashes	77.07	77.32	77.57	77.53	77.54	77.39	78.33	78.62
Total	133,739	140,436	141,067	146,358	143,993	139,780	135,256	123,968

Table 3 is a summary of all crashes for the Calendar Years 2001-2008. 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)	Percentage of Total Hotspots (2008)	Number of Hotspots (2006)	Number of Hotspots (2007)	Number of Hotspots (2008)	Percentage of Total Hotspots (2008)
Birmingham Region	25	35	26	20.00%	37	32	27	14.14%
East Region	14	16	17	13.08%	13	11	14	7.33%
North East Region	11	17	17	13.08%	42	32	27	14.14%
North Region	10	18	17	13.08%	22	15	17	8.90%
Central Region	15	12	15	11.54%	23	26	27	14.14%
Mobile Region	15	15	14	10.77%	52	48	47	24.61%
West Region	14	16	14	10.77%	20	19	21	10.99%
South East Region	11	7	6	4.62%	5	2	6	3.14%
South West Region	5	10	4	3.08%	4	6	5	2.62%
<b>TOTAL HOTSPOTS</b>	<b>120</b>	<b>146</b>	<b>130</b>	<b>100.00%</b>	<b>218</b>	<b>191</b>	<b>191</b>	<b>100.00%</b>

*\* - Note that in 2008, 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 2008, there were three Speed Hotspots that fell in more than one region and an additional four hotspots that fell in multiple counties within one region. There was one Alcohol 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 2008. The 2006 and 2007 data was included here in order to allow for comparison within each region. In future



years, data will continue to be added to this table to track the progress made in reducing hotspots across the state and within individual regions.

## PERFORMANCE GOALS AND STRATEGIES

### Fatal Mileage Rate and Hotspots

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

#### *Long-range goals (2008-2011):*

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

#### *Short-range goals (2010):*

- To reduce the fatalities/VMT to 1.60 in 2010. 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 2010.
- 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:

<b>Performance Measure</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>
Speed Hotspots	120	142	123
Alcohol Related Hotspots	218	191	190
Total Number of Hotspots	338	333	313

*Short Term Hotspot Goals:*

- Reduce the number of speed hotspots from 123 in 2008 to 120 in 2009 and 117 in 2010.
- Reduce the number of alcohol hotspots from 190 in 2008 to 187 in 2009 and 184 in 2010.

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.

These previous short term goals set in 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. However, the decrease seen between 2007 and 2008 is a trend that will hopefully continue in future years. The alcohol related goal was reached and exceeded over the two year period. While this is encouraging, the decrease seen between 2007 and 2008 was very small and must be closely monitored in the future.

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. On page 35 are the tables for Alcohol/Drug Crashes and Speeding Crashes.

## Alcohol/Drug Crashes

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

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

### *Short Term Alcohol/Drug Goals:*

- Reduce the number of alcohol fatal crashes from 212 in 2008 to 206 in 2009 and 200 in 2010.
- Reduce the number of alcohol injury crashes from 2,450 in 2008 to 2,378 in 2009 and 2,300 in 2010.

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 for one year. 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. Efforts must be continued and intensified in order to continue to see reductions in future years.

## Speeding

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

<b>Performance Measures</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>
Speed Fatal Crashes	256	298	293	317	331	370	359	338
Percent Speed Fatal Crashes	28.4	32.0	32.6	30.7	32.7	34.5	35.5	38.1
Speed Injury Crashes	3119	3253	3208	3325	3502	3712	3392	2958
Percent Speed Injury Crashes	10.5	10.5	10.4	10.4	11.2	12.2	12.0	11.5
Total Speed Crashes	7146	7648	7497	7583	3833	4082	3751	3296

### *Short Term Speeding Goals:*

- Reduce the number of speed fatal crashes from 338 in 2008 to 328 in 2009 and 320 in 2010.
- Reduce the number of speed injury crashes from 2,958 in 2008 to 2,870 in 2009 and 2,750 in 2010.

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. Both of these goals were reached and exceeded and indicate that the state is heading in the right direction in reducing speed crashes.

### Occupant Protection

*Performance Measures:* The performance measures for both child safety seat and overall restraint use are obtained from annual surveys conducted by the Alabama Department of Public Health. The Safety Belt Usage Rate is obtained immediately following the “Click It or Ticket” campaign in June and the Child Safety Seat Usage Rate data is collected in August. The latest data for both of these rates was obtained from reports made available by the Alabama Department of Public Health. At the time this report was published, the 2009 Child Safety Seat Usage Rate was not yet available. This data is expected to be released at the end of September 2009.

While the hotspots given for FY 2010 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
Safety Belt Usage Rate	79.4%	78.8%	77.4%	80.0%	81.9%	82.9%	82.3%	86.1%	90.0%
Child Safety Seat Usage Rate	77%	89.4%	87.0%	82.9%	91.6%	88.0%	92.3%	88.2%	N/A

#### *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%. A new goal for 2010 is included below.

- Increase the statewide seat belt usage rate from 90.0% in 2008 to 90.3% in 2010.

## ADMINISTRATIVE GOALS

### Traffic Records

#### *Goals:*

- To ensure that all agencies with responsibility for traffic safety have timely access and complete information needed to identify problems, select optimal countermeasures, and evaluate implemented improvements.
- To assure that effective data are available that 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 2010 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:

<b><u>Region</u></b>	<b><u>Counties</u></b>
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 (2004-2008)
2. 2008 Alabama Fatalities by County and Region Map
3. Alabama Fatalities for State and Region (2004-2008)
4. 2008 Alabama Fatalities by Region and County
5. Top 46 Speeding Mileposted Interstate Crashes Map
6. Top 46 Speeding Mileposted Interstate Crashes Breakdown by Region
7. Top 46 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 34 Speeding Mileposted State/Federal Route Crashes Map
12. Top 34 Speeding Mileposted State/Federal Route Crashes Breakdown by Region
13. Top 34 Speeding Mileposted State/Federal Route Crashes Listing
14. Top 60 Alcohol Related Mileposted State/Federal Route Crashes Map
15. Top 60 Alcohol Related Mileposted State/Federal Route Crashes Breakdown by Region
16. Top 60 Alcohol Related Mileposted State/Federal Route Crashes Listing
17. Top 59 Alcohol Related Non-Mileposted Intersection Crashes Breakdown by Region
18. Top 59 Alcohol Related Non-Mileposted Intersection Crashes Listing
19. Top 43 Speeding Non-Mileposted Segment Crashes Breakdown by Region
20. Top 43 Speeding Non-Mileposted Segment Crashes Listing
21. Top 54 Alcohol Related Non-Mileposted Segment Crashes Breakdown by Region
22. Top 54 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.

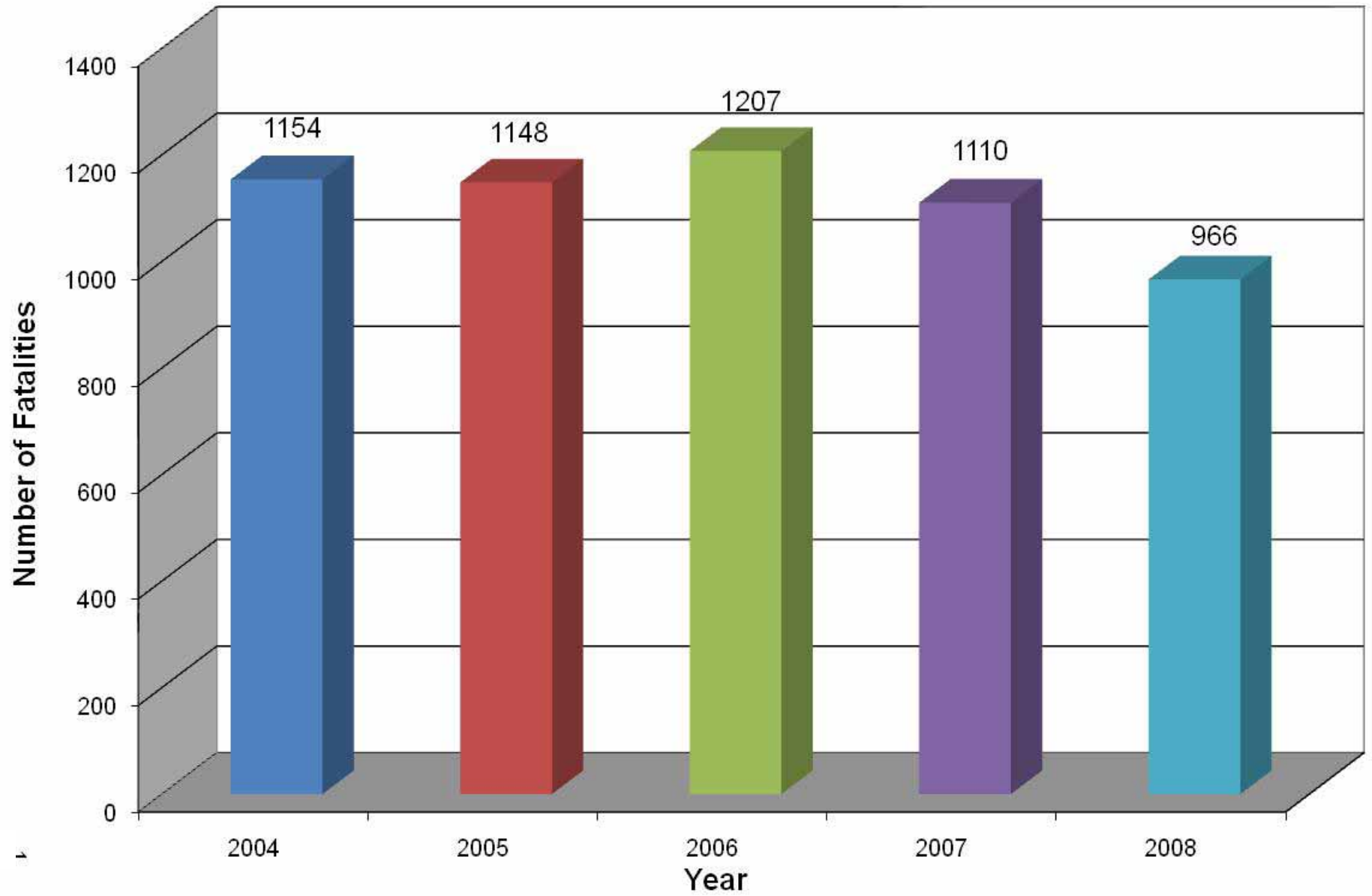
In addition to the statewide information, regional information was generated for each of the nine regions across the state. This information was formatted in the same way as the statewide reports but only included information on hotspots specific to their region. Regions were also not given copies of 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 (2004-2008)
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

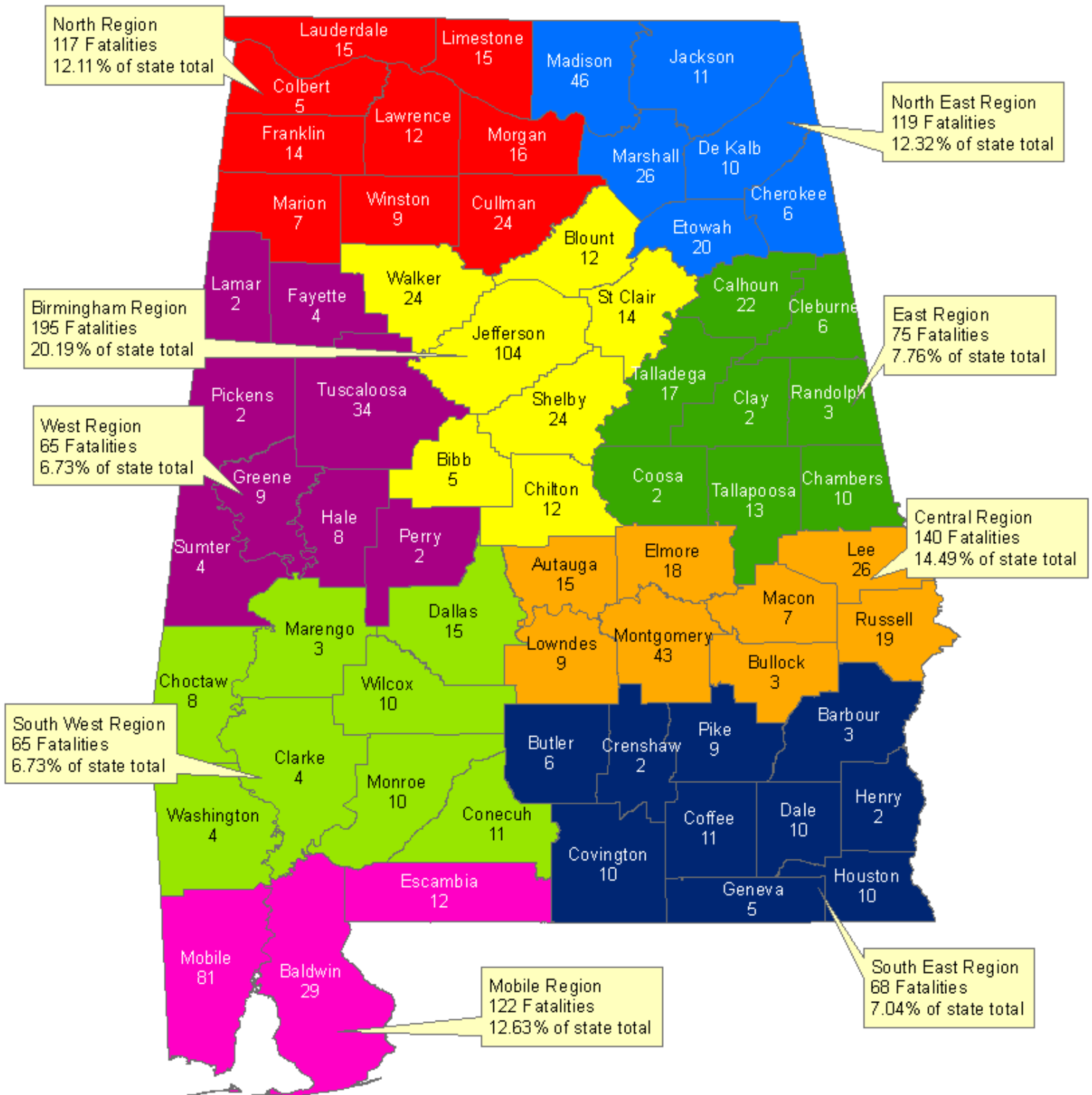
By providing both statewide information and information specific to their region, the regional coordinators were able to identify the problem areas in their region but also look at how they were doing on a statewide level.

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 123 Speeding Hotspots and 190 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



# 2008 Fatalities in Alabama



Statewide Total Fatalities = 966

## State of Alabama Fatalities

<u>Year</u>	<u>Number</u>
2004	1154
2005	1148
2006	1207
2007	1110
2008	966

## State of Alabama Fatalities by Region

### Central

<u>Year</u>	<u>Number</u>
2004	133
2005	147
2006*	170
2007*	138
2008*	140

### North

<u>Year</u>	<u>Number</u>
2004	218
2005	224
2006*	154
2007*	138
2008*	117

### East

<u>Year</u>	<u>Number</u>
2004	90
2005	89
2006*	94
2007*	83
2008*	75

### South East

<u>Year</u>	<u>Number</u>
2004	140
2005	145
2006*	98
2007*	109
2008*	68

### Birmingham

<u>Year</u>	<u>Number</u>
2004	212
2005	166
2006*	202
2007*	221
2008*	195

### South West

<u>Year</u>	<u>Number</u>
2004	48
2005	56
2006*	71
2007*	53
2008*	65

### Mobile

<u>Year</u>	<u>Number</u>
2004	128
2005	143
2006*	162
2007*	148
2008*	122

### West

<u>Year</u>	<u>Number</u>
2004	103
2005	91
2006*	92
2007*	92
2008*	65

### North East

<u>Year</u>	<u>Number</u>
2004	82
2005	87
2006*	164
2007*	128
2008*	119

\* - 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 and 2008.

## 2008 Alabama Fatalities

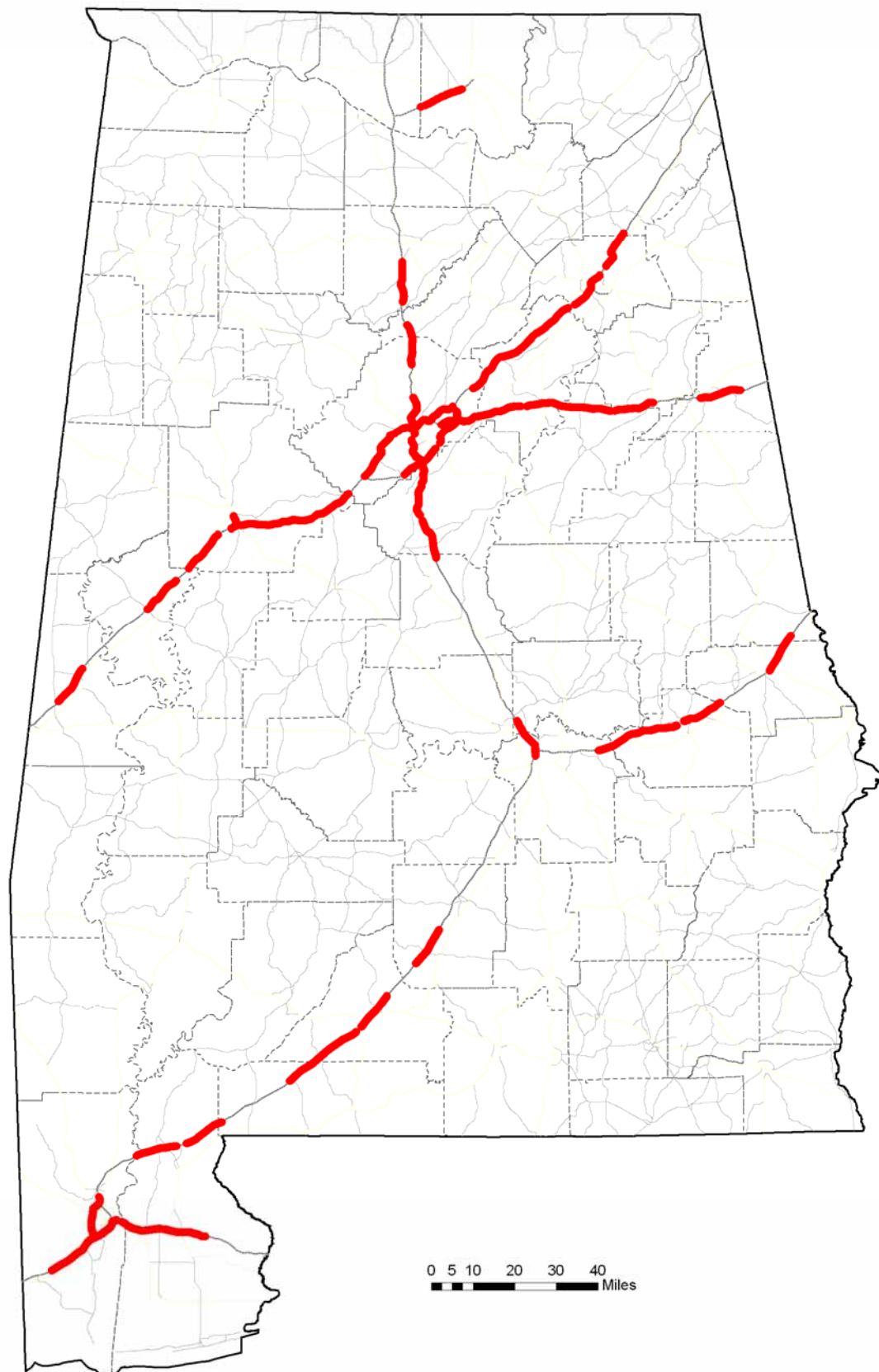
### Fatalities by Region

<u>Region</u>	<u>Number of Fatalities</u>
Birmingham	195
Central	140
Mobile	122
North East	119
North	117
East	75
South East	68
South West	65
West	65
<b>TOTAL</b>	<b>966</b>

### 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	104	CONECUH	11	MARENGO	3
MOBILE	81	JACKSON	11	RANDOLPH	3
MADISON	46	CHAMBERS	10	CLAY	2
MONTGOMERY	43	COVINGTON	10	COOSA	2
TUSCALOOSA	34	DALE	10	CRENSHAW	2
BALDWIN	29	DEKALB	10	HENRY	2
LEE	26	HOUSTON	10	LAMAR	2
MARSHALL	26	MONROE	10	PERRY	2
CULLMAN	24	WILCOX	10	PICKENS	2
SHELBY	24	GREENE	9	<b>TOTAL</b>	<b>966</b>
WALKER	24	LOWNDES	9		
CALHOUN	22	PIKE	9		
ETOWAH	20	WINSTON	9		
RUSSELL	19	CHOCTAW	8		
ELMORE	18	HALE	8		
TALLADEGA	17	MACON	7		
MORGAN	16	MARION	7		
AUTAUGA	15	BUTLER	6		
DALLAS	15	CHEROKEE	6		
LAUDERDALE	15	CLEBURNE	6		
LIMESTONE	15	BIBB	5		
FRANKLIN	14	COLBERT	5		
SAINT CLAIR	14	GENEVA	5		
TALLAPOOSA	13	CLARKE	4		
BLOUNT	12	FAYETTE	4		
CHILTON	12	SUMTER	4		
ESCAMBIA	12	WASHINGTON	4		
LAWRENCE	12	BARBOUR	3		
COFFEE	11	BULLOCK	3		

Top 46 Mileposted Interstate Locations (10 miles in length)  
in Alabama with 8 or more Speeding Crashes Resulting in Injury or Fatality



**Top 46 Mileposted Locations on Interstate Routes (10 miles in length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality**

**Regional Breakdown**

Birmingham Region	33.33%
Mobile Region	16.67%
West Region	14.58%
Central Region	10.42%
East Region	8.33%
North East Region	6.25%
South West Region	6.25%
North Region	2.08%
South East Region	2.08%



## Top 46 Mileposted Interstate Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality

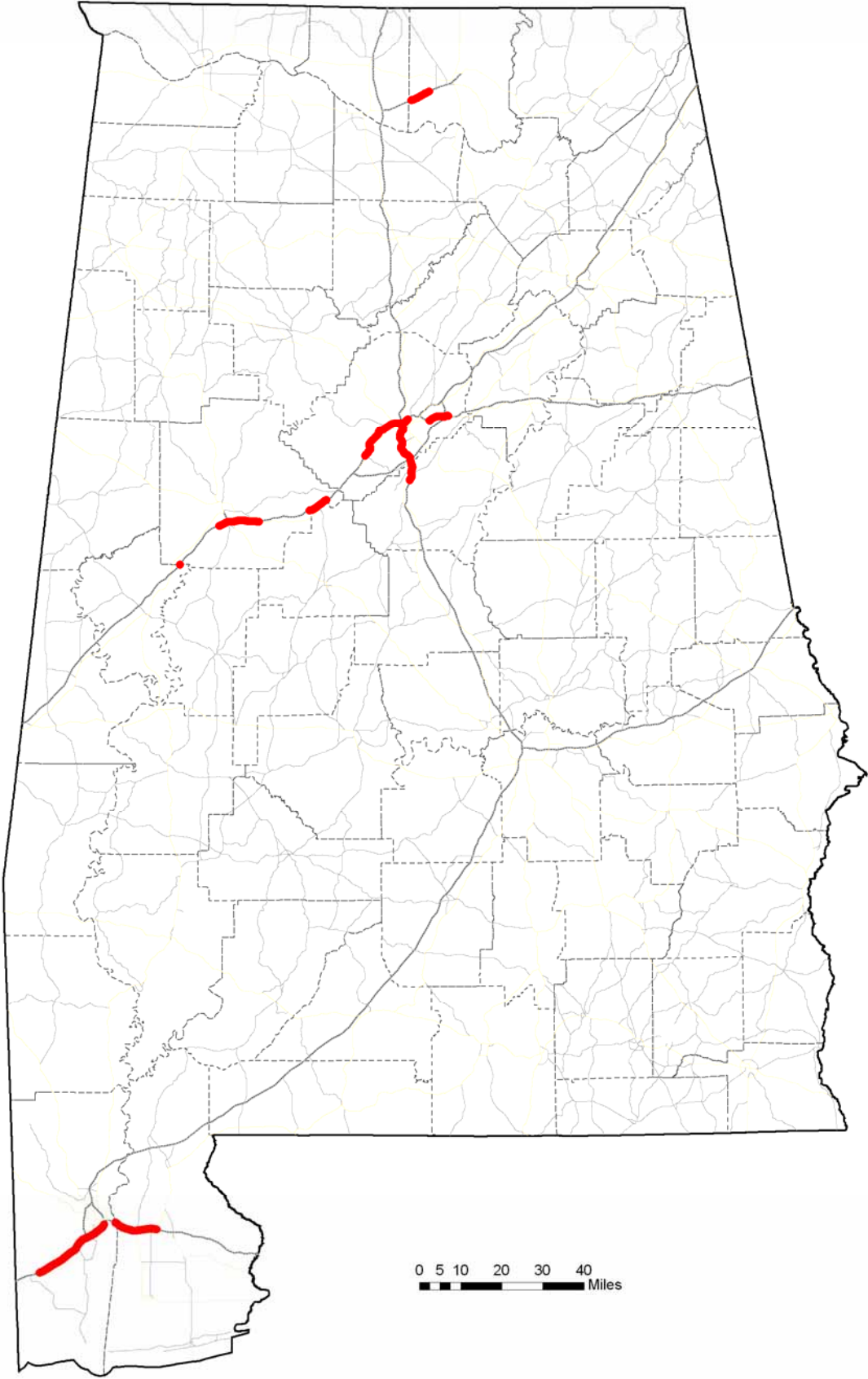
\*The map that corresponds to this data and marks these Hotspots is titled "Top 46 Mileposted Interstate Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality"

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	Greene	Greene Rur	I-59	41	51	11	4	7	0	35.45	0.04	269.9	24648	Ast Tscloosa Ast6300
2	Butler	Butler Rur	I-65	110.4	120.4	11	2	9	0	33.64	0.04	271.8	24822	Ast Evrgreen Ast2100
3	Mobile	Mobile	I-10	17.9	27.9	9	2	7	0	33.33	0.01	858.51	78403	Mbl Pd Com 0020100
4	Sumter	Sumter Rur	I-59	9.4	19.4	8	1	7	0	32.5	0.04	227.15	20744	Ast Tscloosa Ast6300
5	Saint Clair	St Clair Rur	I-59	165	175	13	3	10	0	32.31	0.05	240.12	21929	Ast Bhm Ast0100
6	Shelby	Shelby Rur	I-65	236.5	246.5	12	2	10	0	31.67	0.01	807.1	73708	Ast Bhm Ast0100
7	Cullman	Cullma Rur	I-65	293.2	303.2	14	2	12	0	31.43	0.03	430.06	39275	Ast Decatur Ast5200
8	Saint Clair	St Clair Rur	I-59	154.2	164.2	8	1	7	0	31.25	0.03	251.04	22926	Ast Bhm Ast0100
9	Tuscaloosa	Tuscal Rur	I-59	56.2	66.2	8	1	7	0	31.25	0.03	297.36	27156	Ast Tscloosa Ast6300
10	Saint Clair	St Clair Rur	I-20	143.5	153.5	17	3	14	0	31.18	0.03	586.83	53592	Ast Bhm Ast0100
11	Conecuh	Conecu Rur	I-65	78.1	88.1	9	1	8	0	31.11	0.04	237.55	21694	Ast Evrgreen Ast2100
12	Tuscaloosa	Tuscal Rur	I-59	79.7	89.7	11	2	9	0	30.91	0.02	534.78	48838	Ast Tscloosa Ast6300
13	Macon	Macon Rur	I-85	37.8	47.8	8	2	6	0	30	0.02	340.27	31075	Ast Opelika Ast4300
14	Montgomery	Multiple	I-85	15.5	25.5	8	1	7	0	30	0.02	397.38	36290	Ast Montgmry Ast0300
15	Talladega/Cal	Multiple	I-20	176.1	186.1	13	2	11	0	30	0.03	424.65	38781	Ast Jcksnvil Ast1100
16	Escambia/Cor	Multiple	I-65	68	78	8	1	7	0	30	0.03	242.71	22165	Ast Evrgreen Ast2100
17	Baldwin	Baldwi Rur	I-10	29.2	39.2	13	2	11	0	30	0.02	617.14	56360	Ast Mobile Ast0200
18	Etowah	Etowah Rur	I-59	189.5	199.5	11	2	9	0	30	0.07	157.08	14345	Ast Gadsden Ast3100
19	Madison	Huntsville	I-565	8	18	9	2	7	0	30	0.01	776.39	70903	Huntsvill Pd 0470100
20	Tuscaloosa	Tuscal Rur	I-59	69.7	79.7	12	1	11	0	30	0.02	515.77	47102	Ast Tscloosa Ast6300
21	Tuscaloosa	Tuscal Rur	I-59	90.7	100.7	12	1	11	0	30	0.02	549.1	50146	Ast Tscloosa Ast6300
22	Jefferson	Jeff Rur	I-459	21.9	31.9	16	1	15	0	29.38	0.02	809.76	73951	Ast Bhm Ast0100
23	Jefferson	Multiple	I-65	258.7	268.7	14	2	12	0	29.29	0.01	996.81	91033	Ast Bhm Ast0100
24	Jefferson	Jeff Rur	I-65	277.2	287.2	13	1	12	0	29.23	0.02	521.44	47620	Ast Bhm Ast0100
25	Talladega	Multiple	I-20	165.2	175.2	10	1	9	0	29	0.02	443.34	40488	Ast Jcksnvil Ast1100

## Top 46 Mileposted Interstate Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality

26	Jefferson	Multiple	I-59	106.5	116.5	9	0	9	0	28.89	0.02	530.66	48462	Ast Bhm Ast0100
27	Jefferson	Multiple	I-59	116.5	126.5	16	2	14	0	28.75	0.01	1204.91	110037	Ast Bhm Ast0100
28	Baldwin	Baldwi Rur	I-65	26.2	36.2	8	1	7	0	28.75	0.04	206.07	18819	Ast Mobile Ast0200
29	Baldwin	Baldwi Rur	I-65	38.7	48.7	8	0	8	0	28.75	0.03	234.68	21432	Ast Mobile Ast0200
30	Baldwin	Baldwi Rur	I-10	40	50	13	1	12	0	28.46	0.04	369.46	33741	Ast Mobile Ast0200
31	Etowah	Etowah Rur	I-59	176.8	186.8	12	0	12	0	28.33	0.05	222.66	20334	Ast Jcksnvil Ast1100
32	Jefferson	Birmingham	I-59	127	137	10	1	9	0	28	0.01	942.93	86112	Bham Pd 0010200
33	Conecuh	Conecu Rur	I-65	89.8	99.8	10	0	10	0	28	0.04	246.17	22481	Ast Evrgreen Ast2100
34	Jefferson	Multiple	I-459	10.2	20.2	9	0	9	0	27.78	0.01	969.99	88584	Ast Bhm Ast0100
35	Saint Clair	St Clair Rur	I-59	143.9	153.9	8	0	8	0	27.5	0.02	322.26	29430	Ast Bhm Ast0100
36	Jefferson	Multiple	I-20	133.2	143.2	19	1	18	0	27.37	0.03	675.8	61717	Ast Bhm Ast0100
37	Mobile	Mobile Rur	I-10	7.4	17.4	14	1	13	0	27.14	0.02	619.13	56542	Ast Mobile Ast0200
38	Shelby	Shelby Rur	I-65	225	235	9	0	9	0	26.67	0.02	488.85	44644	Ast Bhm Ast0100
39	Lee/Chamber	Chambers Rur	I-85	62.1	72.1	9	0	9	0	25.56	0.03	322.82	29481	Ast Opelika Ast4300
40	Saint Clair	St Clair Rur	I-20	154.9	164.9	14	0	14	0	25	0.03	496.54	45346	Ast Bhm Ast0100
41	Tuscaloosa	Tuscaloosa	I-359	0.6	3	8	0	8	0	25	0.06	136.79	52052	Tuscloosa Pd 0630100
42	Mobile	Mobile	I-65	1	11	14	1	13	0	24.29	0.02	874.73	79884	Mbl Pd Com 0020100
43	Cleburne	Clebur Rur	I-20	197.7	207.7	9	1	8	0	23.33	0.02	383.35	35009	Ast Jcksnvil Ast1100
44	Jefferson	Multiple	I-65	247	257	20	0	20	0	23	0.02	1310.13	119647	Homewood Pd 0011000
45	Montgomery	Montgo Rur	I-65	170	180	10	1	9	0	23	0.01	730.79	66739	Ast Montgmry Ast0300
46	Macon	Macon Rur	I-85	25.7	35.7	13	1	12	0	22.31	0.04	347.13	31701	Ast Opelika Ast4300

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**

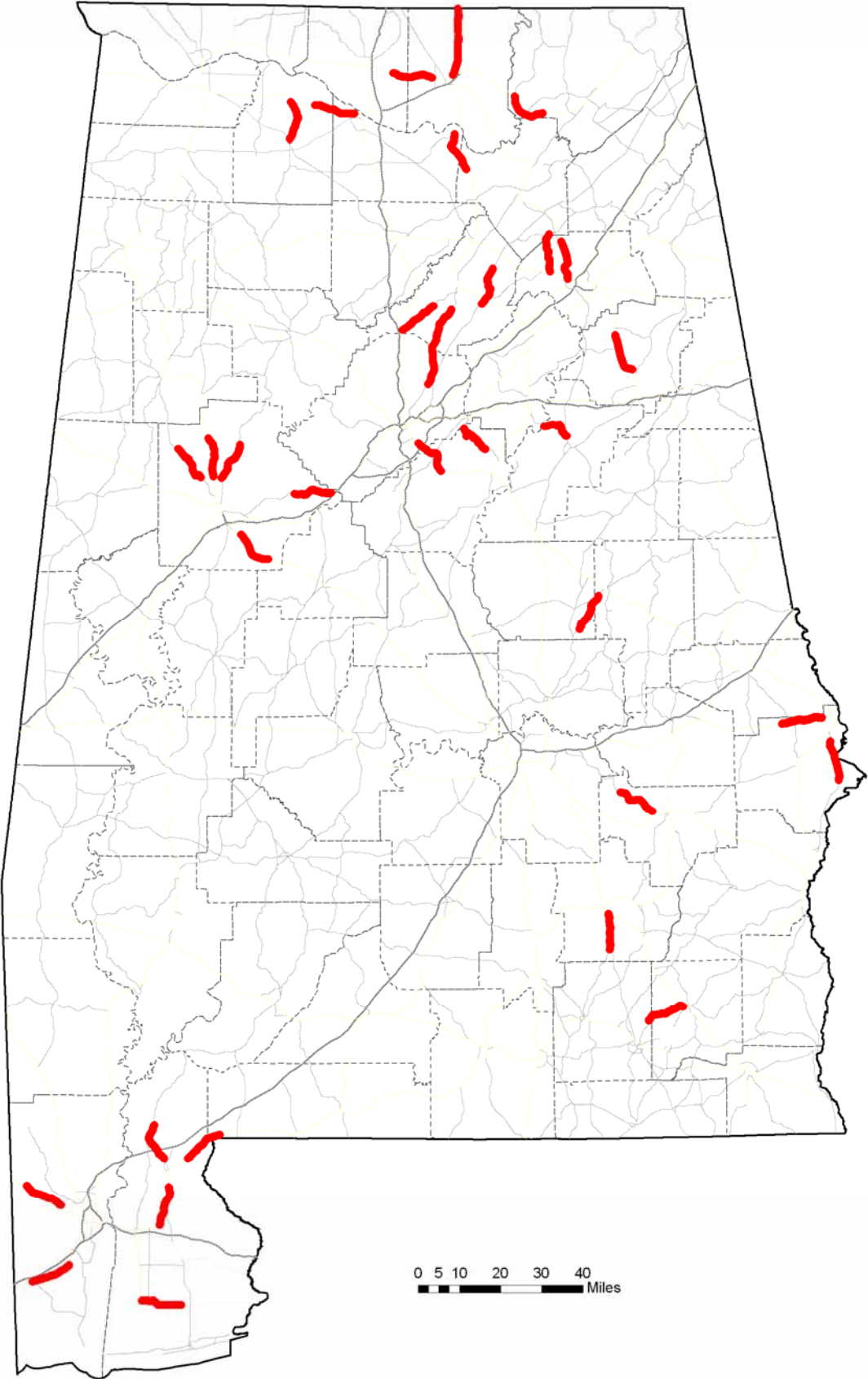
Birmingham Region	41.18%
Mobile Region	35.29%
West Region	17.65%
North East Region	5.88%
Central Region	0.00%
East Region	0.00%
North Region	0.00%
South East Region	0.00%
South West Region	0.00%

## 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-59	111.5	116.5	8	0	8	0	30	0.03	281.05	51333	Bessemer Pd 0010100
2	Baldwin	Multiple	I-10	35.2	40.2	8	1	7	0	30	0.03	251.61	45956	Ast Mobile Ast0200
3	Mobile	Mobile Rur	I-10	6	11	9	1	8	0	30	0.03	268.63	49065	Ast Mobile Ast0200
4	Mobile	Mobile	I-10	16	21	8	2	6	0	30	0.02	446.44	81542	Mbl Pd Com 0020100
5	Baldwin	Baldwi Rur	I-10	29.5	34.5	12	1	11	0	29.17	0.03	343.11	62669	Ast Mobile Ast0200
6	Mobile	Mobile Rur	I-10	11	16	12	1	11	0	28.33	0.04	317.85	58055	Ast Mobile Ast0200
7	Jefferson	Fairfield	I-59	116.9	121.9	8	0	8	0	27.5	0.02	466.51	85207	Fairfield Pd 0010400
8	Madison	Multiple	I-565	7.5	12.5	8	0	8	0	27.5	0.03	293.95	53689	Huntsvill Pd 0470100
9	Tuscaloosa	Tuscal Rur	I-59	74.1	79.1	8	0	8	0	27.5	0.03	272.89	49843	Ast Tscloosa Ast6300
10	Jefferson	Birmingham	I-59	122	127	10	2	8	0	27	0.01	783.54	143113	Bham Pd 0010200
11	Jefferson	Jeff Rur	I-20	133.2	138.2	9	0	9	0	26.67	0.03	310.85	56777	Ast Bhm Ast0100
12	Tuscaloosa	Tuscal Rur	I-59	92	97	8	0	8	0	26.25	0.03	252.12	46050	Ast Tscloosa Ast6300
13	Jefferson	Hoover	I-65	250	255	21	0	21	0	25.71	0.03	664.62	121392	Hoover Pd 0011200
14	Tuscaloosa	Tuscal Rur	I-59	69	74	9	0	9	0	25.56	0.04	228.7	41771	Ast Tscloosa Ast6300
15	Mobile	Mobile	I-10	21	26	10	0	10	0	24	0.02	424.16	77472	Mbl Pd Com 0020100
16	Jefferson	Multiple	I-65	255	260	23	0	23	0	21.3	0.03	735.48	134334	Homewood Pd 0011000
17	Shelby	Hoover	I-65	244.6	249.6	9	0	9	0	17.78	0.02	540.59	98738	Hoover Pd 0011200

Top 34 Mileposted State and Federal Route Locations (10 miles in length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality



**Top 34 Mileposted Locations on State and Federal Routes (10 miles in length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality**

**Regional Breakdown**

Birmingham Region	17.14%
Mobile Region	17.14%
North East Region	17.14%
West Region	14.29%
North Region	11.43%
Central Region	8.57%
East Region	8.57%
South East Region	5.71%
South West Region	0.00%

## Top 34 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 34 Mileposted State and Federal Route Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality"

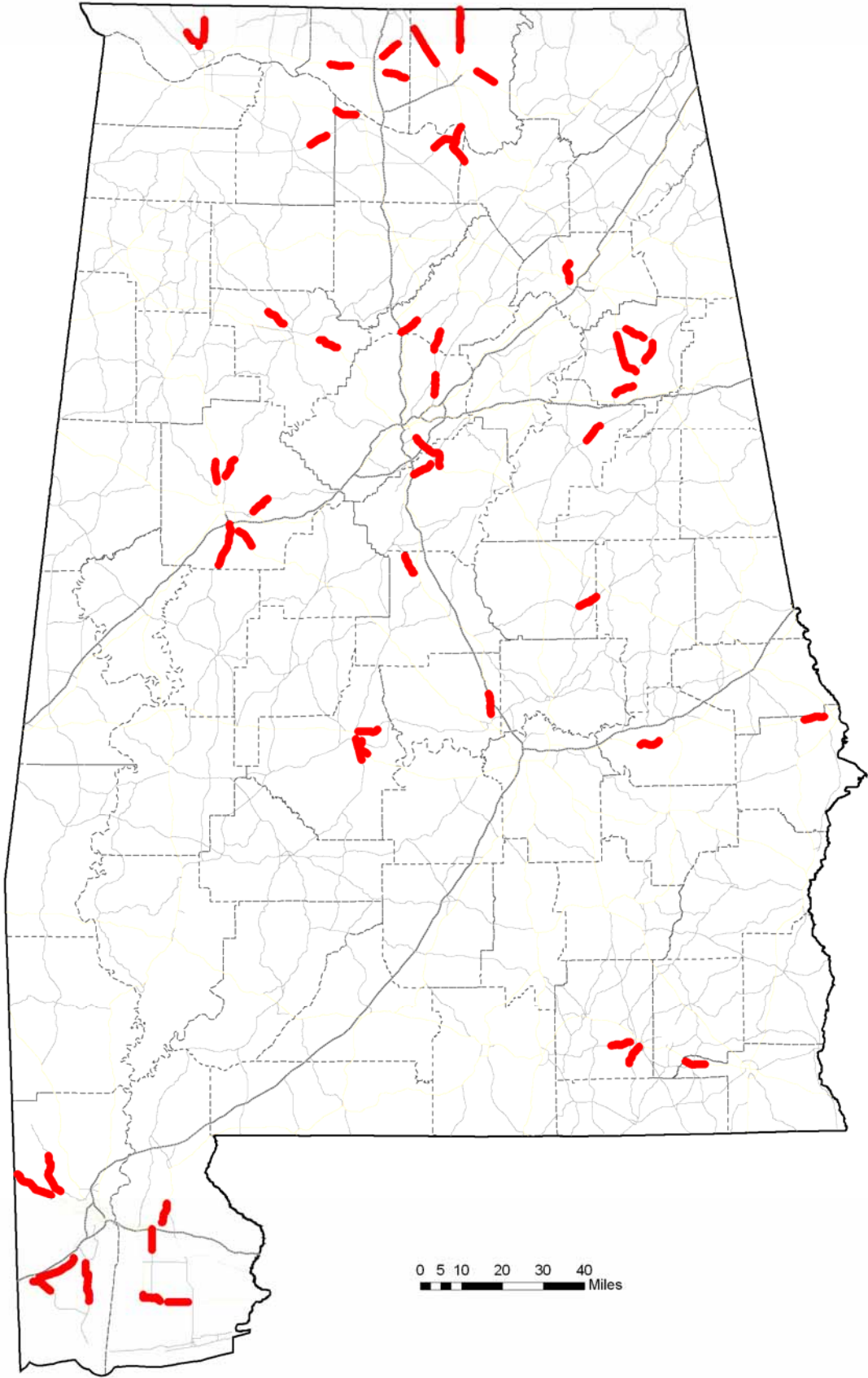
Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Crashes/MVM	MVM	ADT	Agency ORI
1	Talladega	Talladega Rur	S-34	5.4	13	11	3	8	0	35.45	0.38	29.18	3506	Ast Jcksnvil Ast1100
2	Russell	Russell Rur	S-165	19.8	29.8	9	3	6	0	34.44	0.12	72.95	6662	Ast Opelika Ast4300
3	Baldwin	Baldwi Rur	S-42	52.7	62.7	10	2	8	0	34	0.12	85.87	7842	Ast Mobile Ast0200
4	Tuscaloosa	Tuscal Rur	S-6	57	67	10	2	8	0	34	0.11	94.85	8662	Ast Tscloosa Ast6300
5	Tuscaloosa	Tuscal Rur	S-216	15	25	10	2	8	0	34	0.17	59.17	5404	Ast Tscloosa Ast6300
6	Tuscaloosa	Tuscal Rur	S-171	6.3	16.3	8	2	6	0	33.75	0.24	33.65	3073	Ast Tscloosa Ast6300
7	Madison	Madiso Rur	S-1	347.4	353	11	2	9	0	32.73	0.1	110.81	17753	Ast Huntsvil Ast4700
8	Calhoun	Calhou Rur	S-1	235.6	245.6	8	2	6	0	32.5	0.04	202.31	18476	Ast Jcksnvil Ast1100
9	Dale/Coffee	Multiple	S-27	35.2	45.2	9	2	7	0	32.22	0.33	27.6	2521	Ast Dothan Ast3800
10	Madison/ Limestone	Multiple	S-2	82.2	92.2	10	1	9	0	32	0.03	316.96	28946	Ast Decatur Ast5200
11	Mobile	Mobile Rur	S-42	5.1	15.1	9	1	8	0	31.11	0.04	210.79	19250	Ast Mobile Ast0200
12	Madison	Madiso Rur	S-1	336.3	346.3	11	1	10	0	30.91	0.03	314.48	28720	Ast Huntsvil Ast4700
13	Blount	Blount Rur	S-79	20.1	30.1	13	0	13	0	30	0.16	81.37	7431	Ast Bhm Ast0100
14	Blount	Blount Rur	S-75	29.2	39.2	13	0	13	0	30	0.14	90.17	8235	Ast Bhm Ast0100
15	Jefferson	Jeff Rur	S-79	9.8	19.8	8	2	6	0	30	0.05	153.45	14014	Jeff Co Sh 0010000
16	Shelby	Shelby Rur	S-25	156	166	10	1	9	0	30	0.53	18.87	1723	Ast Bhm Ast0100
17	Tallapoosa/ Coosa	Multiple	S-259	2.8	12.8	8	0	8	0	30	0.51	15.72	1436	Ast Alex Cty Ast6200
18	Baldwin	Baldwi Rur	S-3	6.5	16.5	12	1	11	0	30	0.08	143.82	13134	Ast Mobile Ast0200
19	Baldwin	Baldwi Rur	S-3	26.7	36.7	9	1	8	0	30	0.17	51.47	4700	Ast Mobile Ast0200
20	Etowah	Etowah Rur	S-1	268	278	9	0	9	0	30	0.05	179.33	16377	Ast Gadsden Ast3100
21	Etowah	Etowah Rur	S-179	0.5	10.5	8	0	8	0	30	0.29	27.18	2482	Ast Jcksnvil Ast1100
22	Morgan	Morgan Rur	S-20	56.7	66.7	8	1	7	0	30	0.05	176.22	16093	Ast Decatur Ast5200
23	Tuscaloosa	Tuscal Rur	S-69	155	165	8	0	8	0	30	0.25	31.83	2907	Ast Tscloosa Ast6300
24	Baldwin	Baldwi Rur	S-59	49.4	59.4	9	0	9	0	28.89	0.2	45.56	4161	Ast Mobile Ast0200
25	Blount	Blount Rur	S-160	0.9	10.9	10	0	10	0	28	0.15	66.42	6066	Ast Bhm Ast0100



## Top 34 Mileposted State and Federal Route Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality

26	Tuscaloosa	Tuscal Rur	S-13	205.1	215.1	10	0	10	0	28	0.12	85.25	7785	Ast Tscloosa Ast6300
27	Bullock	Bulloc Rur	S-110	21.2	31.2	13	2	11	0	27.69	0.44	29.25	2671	Ast Dothan Ast3800
28	Jackson	Jackso Rur	S-2	116.2	126.2	8	0	8	0	27.5	0.05	146.02	13335	Ast Huntsvil Ast4700
29	Russell	Russell Rur	S-8	202.1	212.1	10	1	9	0	26	0.09	110.5	10091	Ast Opelika Ast4300
30	Mobile	Mobile Rur	S-16	4.6	14.6	9	0	9	0	25.56	0.09	104.47	9541	Ast Mobile Ast0200
31	Lawrence	Lawren Rur	S-33	29.2	39.2	9	0	9	0	25.56	0.33	27.09	2474	Ast Decatur Ast5200
32	Shelby	Shelby Rur	S-38	3.4	13.4	8	0	8	0	25	0.01	667.58	60966	Ast Bhm Ast0100
33	Pike	Pike Rur	S-87	52.7	62	8	0	8	0	25	0.1	82.58	8109	Ast Dothan Ast3800
34	Morgan	Morgan Rur	S-53	294.2	304.2	10	0	10	0	24	0.06	162.62	14851	Ast Decatur Ast5200

Top 60 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 60 Mileposted Locations on State and Federal Routes (5 miles in length) in Alabama with 9 or More Alcohol Related Crashes Resulting in Injury or Fatality**

### **Regional Breakdown**

Mobile Region	21.67%
North Region	16.67%
Birmingham Region	15.00%
East Region	11.67%
North East Region	10.00%
West Region	10.00%
Central Region	5.00%
South East Region	5.00%
South West Region	5.00%

## Top 60 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 60 Mileposted State and Federal Route Locations (5 Miles in Length) in Alabama with 9 or More Alcohol Related Crashes Resulting in Injury or Fatality"

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Crashes/MVM	MVM	ADT	Agency ORI
1	Blount	Blount Rur	S-79	18.7	23.7	10	1	8	1	29	0.22	45.82	8369	Ast Bhm Ast0100
2	Walker	Walker Rur	S-5	175.3	180.3	10	2	6	2	28	0.35	28.91	5280	Ast Bhm Ast0100
3	Calhoun	Calhou Rur	S-202	3	8	9	1	6	2	24.44	0.12	73.99	13514	Ast Jcksnvil Ast1100
4	Coosa	Coosa Rur	S-22	104.9	109.9	9	1	6	2	24.44	0.51	17.49	3195	Ast Alex Cty Ast6200
5	Tuscaloosa	Tuscal Rur	S-216	2	7	10	0	8	2	24	0.32	31.13	5686	Ast Tscloosa Ast6300
6	Tuscaloosa	Tuscal Rur	S-69	155.5	160.5	13	0	10	3	23.08	0.7	18.56	3390	Ast Tscloosa Ast6300
7	Calhoun	Calhou Rur	S-1	234.8	239.8	10	2	4	4	22	0.09	114.71	20951	Ast Jcksnvil Ast1100
8	Coffee	Coffee Rur	S-27	22.2	27.2	9	0	7	2	21.11	0.25	36.62	6689	Ast Dothan Ast3800
9	Madison	Madiso Rur	S-1	348	353	21	3	10	8	20.95	0.23	93.09	17003	Ast Huntsvil Ast4700
10	Morgan	Morgan Rur	S-20	61.5	66.5	11	1	6	4	20.91	0.11	99.33	18142	Ast Decatur Ast5200
11	Macon	Macon Rur	S-8	164.5	169.5	9	0	6	3	20	0.53	17.08	3119	Ast Opelika Ast4300
12	Lauderdale	Lauder Rur	S-157	77.9	82.9	9	0	6	3	20	0.2	44.12	8058	Ast Qud Cits Ast2000
13	Mobile	Mobile Rur	S-217	12	17	9	1	5	3	18.89	0.37	24.48	4471	Ast Mobile Ast0200
14	Limestone	Limest Rur	S-2	79.9	84.9	21	1	11	9	18.1	0.21	101.61	18558	Ast Decatur Ast5200
15	Walker	Walker Rur	S-5	160.2	165.2	10	0	6	4	18	0.07	145.48	26572	Ast Bhm Ast0100
16	Russell	Russell Rur	S-8	207.4	212.4	10	0	6	4	18	0.12	80.52	14706	Phenx Cit Pd 0570100
17	Tuscaloosa	Tuscal Rur	S-13	203.8	208.8	10	0	6	4	18	0.19	53.79	9825	Ast Tscloosa Ast6300
18	Blount	Blount Rur	S-160	0	5	13	0	9	4	17.69	0.28	45.88	8379	Ast Bhm Ast0100
19	Coffee	Coffee Rur	S-134	19	24	9	0	5	4	16.67	0.34	26.23	4791	Ast Dothan Ast3800
20	Calhoun	Calhou Rur	S-21	261.3	266.3	13	0	8	5	16.15	0.11	113.51	20732	Ast Jcksnvil Ast1100
21	Mobile	Mobile Rur	S-42	1	6	12	1	5	6	15.83	0.21	57.09	10428	Ast Mobile Ast0200
22	Madison	Madiso Rur	S-53	330.3	335.3	14	1	6	7	15.71	0.27	51.34	9377	Ast Huntsvil Ast4700
23	Baldwin	Baldwi Rur	S-42	51.8	56.8	9	1	3	5	15.56	0.27	33.76	6167	Ast Mobile Ast0200
24	Mobile	Mobile Rur	S-188	2.1	7.1	9	0	6	3	15.56	0.28	31.88	5823	Ast Mobile Ast0200
25	Madison	Madiso Rur	S-53	325.1	330.1	14	1	6	7	15	0.15	90.68	16563	Ast Huntsvil Ast4700
26	Mobile	Mobile Rur	S-16	10.7	15.7	15	0	8	7	14.67	0.16	91.58	16727	Ast Mobile Ast0200
27	Dallas	Dallas Rur	S-41	120	125	10	0	5	5	14	0.25	39.37	7191	Ast Selma Ast2700
28	Etowah	Etowah Rur	S-1	267.6	272.6	11	0	6	5	13.64	0.13	87.96	16066	Ast Gadsden Ast3100
29	Autauga	Autaug Rur	S-3	192.6	197.6	9	0	4	5	13.33	0.19	46.96	8577	Ast Montgmry Ast0300
30	Mobile	Mobile Rur	S-16	5.5	10.5	9	0	4	5	13.33	0.26	34.35	6274	Ast Mobile Ast0200

## Top 60 Mileposted State and Federal Route Locations (5 Miles in Length) in Alabama with 9 or More Alcohol Related Crashes Resulting in Injury or Fatality

31	Morgan	Morgan Rur	S-53	301.6	306.6	20	1	9	10	13	0.18	108.6	19836	Ast Decatur Ast5200
32	Dallas	Dallas Rur	S-8	85.2	90.2	17	0	10	7	12.35	0.23	72.63	13265	Ast Selma Ast2700
33	Calhoun	Calhou Rur	S-1	240.7	245.7	9	0	4	5	12.22	0.11	85.6	15635	Ast Jcksnvil Ast1100
34	Calhoun	Calhou Rur	S-204	2.6	7.6	9	0	4	5	12.22	0.33	27.05	4941	Ast Jcksnvil Ast1100
35	Baldwin	Baldwi Rur	S-3	6.3	11.3	9	0	4	5	12.22	0.16	55.58	10152	Ast Mobile Ast0200
36	Mobile	Mobile Rur	S-193	11	16	9	1	2	6	12.22	0.27	33.74	6163	Ast Mobile Ast0200
37	Houston	Housto Rur	S-12	193.7	198.7	9	1	2	6	12.22	0.11	79	14430	Ast Dothan Ast3800
38	Dallas	Dallas Rur	S-14	117.2	122.2	10	1	3	6	12	0.32	31.39	5733	Ast Selma Ast2700
39	Tuscaloosa	Tuscal Rur	S-69	132.3	137.3	10	0	4	6	12	0.14	73.96	13508	Ast Tscloosa Ast6300
40	Tuscaloosa	Tuscal Rur	S-6	55.7	60.7	15	0	6	9	12	0.25	60.32	11017	Ast Tscloosa Ast6300
41	Madison	Madiso Rur	S-2	104.3	109.3	13	0	5	8	11.54	0.12	105.02	19182	Ast Huntsvil Ast4700
42	Lawrence	Lawren Rur	S-24	56.9	61.9	9	0	4	5	11.11	0.12	75.12	13721	Ast Decatur Ast5200
43	Limestone	Limest Rur	S-251	3	8	10	1	2	7	11	0.52	19.26	3517	Ast Decatur Ast5200
44	Lauderdale	Lauder Rur	S-17	338.2	343.2	11	1	3	7	10.91	0.31	35	6393	Ast Qud Cits Ast2000
45	Morgan	Morgan Rur	S-53	296.5	301.5	11	0	4	7	10.91	0.13	83.21	15199	Ast Decatur Ast5200
46	Mobile	Mobile Rur	S-42	6.3	11.3	14	0	5	9	10.71	0.15	91.87	16779	Ast Mobile Ast0200
47	Chilton	Chilto Rur	S-155	1.2	6.2	9	0	3	6	10	0.47	19.1	3488	Ast Montgmry Ast0300
48	Shelby	Shelby Rur	S-119	19.7	24.7	9	0	3	6	10	0.1	89.48	16343	Shelby Co Sh 0590000
49	Madison	Madiso Rur	S-1	342.9	347.9	15	0	5	10	10	0.11	138.85	25361	Ast Huntsvil Ast4700
50	Baldwin	Baldwi Rur	S-181	12.2	17.2	15	0	6	9	9.33	0.21	72.22	13190	Ast Mobile Ast0200
51	Jefferson	Jeff Rur	S-75	3	8	10	0	3	7	9	0.08	123.24	22510	Jeff Co Sh 0010000
52	Baldwin	Baldwi Rur	S-42	58.8	63.8	10	0	3	7	9	0.19	52.69	9623	Ast Mobile Ast0200
53	Mobile	Mobile Rur	S-193	16.1	21.1	10	0	4	6	9	0.17	59.73	10909	Ast Mobile Ast0200
54	Limestone	Limest Rur	S-2	65.8	70.8	10	0	3	7	9	0.13	78.07	14260	Ast Decatur Ast5200
55	Mobile	Mobile Rur	S-217	6.8	11.8	11	0	3	8	8.18	0.19	56.46	10313	Ast Mobile Ast0200
56	Morgan	Morgan Rur	S-36	38.3	43.3	9	0	2	7	6.67	0.33	27.65	5050	Ast Decatur Ast5200
57	Shelby	Shelby Rur	S-38	7	12	18	0	6	12	6.11	0.06	317.09	57916	Shelby Co Sh 0590000
58	Tuscaloosa	Tuscal Rur	S-69	138.4	143.4	10	0	2	8	6	0.06	175.47	32049	Ast Tscloosa Ast6300
59	Talladega	Talladega Rur	S-21	234.4	239.4	12	0	4	8	5.83	0.25	48.5	8858	Ast Jcksnvil Ast1100
60	Jefferson/ Shelby	Multiple	S-38	1.7	6.7	17	0	4	13	4.12	0.04	408.14	74547	Mt Brook Pd 0010300

## **Top 59 Intersection Locations Statewide with 3 or More Total Alcohol Related Crashes**

Mobile Region	30.51%
North East Region	20.34%
Central Region	18.64%
Birmingham Region	13.56%
West Region	13.56%
North Region	1.69%
South West Region	1.69%
East Region	0.00%
South East Region	0.00%

## Top 59 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
6	1	1	4	13.33	1	7	Mobile	Mobile	1346	2139	AIRPORT BLVD at UNIVERSITY BLVD	Mbl Pd Com 0020100
5	0	2	3	8	0	2	Madison	Huntsville	5626	2019	DRAKE AVE at NEWSOM RD	Huntsvill Pd 0470100
5	0	1	4	2	0	1	Mobile	Mobile Rur	5031	10949	OLD PASCAGOULA RD at THEODORE DAWES RD	Ast Mobile Ast0200
5	0	1	4	6	0	2	Madison	Huntsville	1305	8017	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Huntsvill Pd 0470100
5	0	1	4	2	0	2	Tuscaloosa	Tuscaloosa	5558	283	15TH ST 5168 at HACKBERRY LANE	Tuscloosa Pd 0630100
4	0	1	3	7.5	0	1	Jefferson	Trussville	1229	992	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Trusville Pd 0012100
4	0	1	3	7.5	0	1	Madison	Huntsville	5706	2795	BOB WALLACE AVE at LEEMAN FERRY RD	Huntsvill Pd 0470100
4	0	1	3	7.5	0	1	Tuscaloosa	Tuscaloosa	5168	261	15TH ST E 5168 at 19TH AVE E	Tuscloosa Pd 0630100
4	0	2	2	12.5	0	4	Lee	Auburn	5093	384	DEAN RD at GLENN AVE E	Auburn Pd 0430100
4	0	0	4	0	0	0	Madison	Huntsville	1028	958	BIDEFORD DR at LEICESTER DR	Huntsvill Pd 0470100
4	0	0	4	0	0	0	Lee	Auburn	5136	316	GAY ST S at MAGNOLIA AVE E	Auburn Pd 0430100
4	0	1	3	2.5	0	1	Mobile	Saraland	1665	317	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Saraland Pd 0020500
4	0	2	2	10	0	2	Madison	Huntsville	3122	11508	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Huntsvill Pd 0470100
4	0	2	2	15	0	5	Russell	Phenix City	5132	818	16TH ST at BROAD ST 5132	Phenx Cit Pd 0570100
4	0	2	2	10	0	5	Madison	Huntsville	5626	2069	CHASEWOOD DR at DRAKE AVE	Huntsvill Pd 0470100
4	0	1	3	7.5	0	2	Russell	Phenix City	5268	1426	13TH ST at 3RD AVE 5230	Phenx Cit Pd 0570100
4	0	1	3	5	0	1	Russell	Russell Rur	1210	7577	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Opelika Ast4300
4	0	0	4	0	0	0	Mobile	Mobile	5509	2676	MCVAY DR N at NAVCO RD	Mbl Pd Com 0020100
4	0	1	3	2.5	0	1	Jefferson	Jeff Rur	5131	12337	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Jeff Co Sh 0010000
4	0	2	2	5	0	3	Mobile	Mobile	1346	1939	AIRPORT BLVD at I-65	Mbl Pd Com 0020100

## Top 59 Intersection Locations Statewide with 3 or More Total Alcohol Related Crashes

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

4	0	1	3	2.5	0	1	Madison	Huntsville	1028	1363	BLEVINS GAP RD at SEQUOYAH TRAIL	Huntsvill Pd 0470100
4	0	3	1	15	0	3	Mobile	Mobile	1346	2005	AIRPORT BLVD at MCGREGOR AVE AT AZALEA RD	Mbl Pd Com 0020100
4	0	1	3	2.5	0	2	Mobile	Mobile Rur	5031	10966	INTERSTATE 10 at THEODORE-DAWES RD	Ast Mobile Ast0200
4	0	1	3	2.5	0	1	Autauga	Prattville	1138	890	MAIN ST E at MCQUEEN SMITH RD	Pratville Pd 0040100
3	0	2	1	20	0	5	Tuscaloosa	Tuscaloosa	6299	281	15TH ST 5168 at 4TH AVE	Tuscloosa Pd 0630100
3	0	1	2	3.33	0	1	Mobile	Mobile	1346	10272	AIRPORT BLVD at MONTLIMAR AT YESTER OAKS	Mbl Pd Com 0020100
3	0	0	3	0	0	0	Madison	Huntsville	1018	8076	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Huntsvill Pd 0470100
3	0	0	3	0	0	0	Tuscaloosa	Tuscaloosa	5970	65	37TH ST 5970 at ALA 6 & MCFARLAND BLVD	Tuscloosa Pd 0630100
3	0	2	1	20	0	3	Lauderdale	Lauder Rur	1076	7304	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Qud Cits Ast2000
3	0	0	3	0	0	0	Lee	Auburn	5379	933	MAGNOLIA AVE at WRIGHT ST	Auburn Pd 0430100
3	0	0	3	0	0	0	Tuscaloosa	Northport	1365	375	5TH ST 1365 at BRIDGE (AL 13	Northport Pd 0630200
3	0	0	3	0	0	0	Tuscaloosa	Tuscaloosa	5449	1020	BRYANT DR 5173 at CITY ST 5697	Tuscloosa Pd 0630100
3	0	0	3	0	0	0	Jefferson	Homewood	1109	166	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Homewood Pd 0011000
3	0	2	1	13.33	0	3	Lee	Opelika	5297	807	PLUM AV at S014 SAMFORD AV	Opelika Pd 0430200
3	1	2	0	30	1	4	Mobile	Mobile Rur	1346	8597	ABILENE DR E CO 464 at AIRPORT BLVD	Ast Mobile Ast0200
3	0	2	1	13.33	0	2	Mobile	Mobile Rur	1346	8516	ABILENE DR W CO 464 at AIRPORT BLVD	Ast Mobile Ast0200
3	0	0	3	0	0	0	Tuscaloosa	Tuscaloosa	5186	4135	23RD AVE 5186 at 4TH ST	Tuscloosa Pd 0630100
3	0	0	3	0	0	0	Madison	Madiso Rur	1088	7371	JEFF RD at TONEY RD	Ast Huntsvil Ast4700
3	0	2	1	16.67	0	2	Madison	Huntsville	5491	5008	ANDREW JACKSON WAY at WARD AVE	Huntsvill Pd 0470100
3	0	0	3	0	0	0	Lee	Auburn	5130	265	BRAGG AVE at DONAHUE DR NORTH	Auburn Pd 0430100



## Top 59 Intersection Locations Statewide with 3 or More Total Alcohol Related Crashes

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3	0	0	3	0	0	0	Madison	Huntsville	1017	8121	DECATUR HWY SR-20 at GREENBRIER RD	Huntsvill Pd 0470100
3	0	3	0	23.33	0	3	Tuscaloosa	Tuscaloosa	5735	272	15TH ST 5168 at 6TH AVE E	Tuscloosa Pd 0630100
3	0	0	3	0	0	0	Mobile	Mobile	1346	1999	AIRPORT BLVD at DOWNTOWNER BLVD AT LLEYN	Mbl Pd Com 0020100
3	0	0	3	0	0	0	Autauga	Prattville	1002	867	MAIN ST E at SHEILA BLVD	Pratville Pd 0040100
3	0	1	2	3.33	0	1	Mobile	Mobile	1346	8352	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Mbl Pd Com 0020100
3	0	0	3	0	0	0	Mobile	Mobile	6200	2318	ARNOLD RD at OLD SHELL RD	Mbl Pd Com 0020100
3	0	1	2	3.33	0	1	Jefferson	Hoover	5067	846	LORNA RD at ROCKY RIDGE RD	Hoover Pd 0011200
3	0	0	3	0	0	0	Mobile	Mobile	1359	1342	AZALEA RD at COTTAGE HILL RD	Mbl Pd Com 0020100
3	0	0	3	0	0	0	Jefferson	Homewood	5033	820	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Homewood Pd 0011000
3	0	0	3	0	0	0	Dallas	Selma	5316	168	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Selma Pd 0270100
3	0	1	2	6.67	0	1	Mobile	Mobile	1346	2217	AIRPORT BLVD at HILLCREST RD AT ARNOLD RD	Mbl Pd Com 0020100
3	0	2	1	13.33	0	3	Jefferson	Birmingham	9600	11850	11TH PLS at 18TH AVE S S JCT	Bham Pd 0010200
3	0	0	3	0	0	0	Mobile	Mobile	7061	7006	FOREST HILL DR at ZEIGLER BLVD	Mbl Pd Com 0020100
3	0	1	2	3.33	0	1	Madison	Huntsville	6298	3411	JORDAN LN SR-53 at SPARKMAN DR	Huntsvill Pd 0470100
3	0	1	2	3.33	0	1	Mobile	Mobile	8860	9795	SHORT at DAVIDSON	Mbl Pd Com 0020100
3	0	0	3	0	0	0	Jefferson	Hoover	5067	355	LORNA RD at ROCKY RIDGE RANCH RD	Hoover Pd 0011200
3	0	1	2	10	0	1	Jefferson	Homewood	2714	9928	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Homewood Pd 0011000
3	0	0	3	0	0	0	Lee	Auburn	5047	315	MAGNOLIA AVE at SR 147 COLLEGE ST	Auburn Pd 0430100
3	0	2	1	13.33	0	2	Mobile	Mobile Rur	8860	10129	MOFFAT RD US HWY 98 at SCHILLINGER RD	Mbl Pd Com 0020100

# Top 43 Segment Locations Statewide with 3 or More Speeding Crashes Resulting in Injury or Fatality

## Regional Breakdown

North Region	27.91%
East Region	18.60%
North East Region	18.60%
Central Region	13.95%
Birmingham Region	9.30%
South East Region	4.65%
West Region	4.65%
South West Region	2.33%
Mobile Region	0.00%

## Top 43 Segment Locations Statewide with 3 or More Speeding Crashes Resulting in Injury or Fatality

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

Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity	People Killed	People Injured	County	City	Link	Node 1	Node 2	Description	Agency ORI
6	0	6	0	26.67	0	6	Morgan	Morgan Rur	1004	7702	7775	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Decatur Ast5200
5	0	5	0	30	0	6	Morgan	Morgan Rur	1553	8080	8082	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Decatur Ast5200
4	0	4	0	30	0	7	Jefferson	Hoover	5232	9290	9480	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Hoover Pd 0011200
4	1	3	0	35	1	8	Autauga	Autaug Rur	1098	7274	7388	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Montgmry Ast0300
4	0	4	0	30	0	6	Calhoun	Calhou Rur	1299	7152	7184	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Jcksnvil Ast1100
4	1	3	0	35	1	4	Talladega	Talladega Rur	1105	7205	7206	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Jcksnvil Ast1100
4	0	4	0	30	0	8	Madison	Madiso Rur	1207	8218	12328	Between BIG COVE RD at SUTTON RD and BIG COVE RD at CLAUDIA DR	Ast Huntsvil Ast4700
4	0	4	0	30	0	4	Marshall	Marsha Rur	1582	8447	8456	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Huntsvil Ast4700

## Top 43 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	3	Blount	Blount Rur	1043	7277	7282	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Bhm Ast0100
3	0	3	0	23.33	0	3	Walker	Walker Rur	1171	7718	7719	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Bhm Ast0100
3	0	3	0	26.67	0	6	Walker	Walker Rur	1411	8302	8310	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Bhm Ast0100
3	0	3	0	26.67	0	4	Autauga	Autaug Rur	1098	7390	7394	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Montgmry Ast0300
3	1	2	0	36.67	1	4	Elmore	Elmore Rur	1269	7956	8008	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Montgmry Ast0300
3	0	3	0	16.67	0	4	Elmore	Elmore Rur	1269	7935	7990	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Montgmry Ast0300
3	0	3	0	26.67	0	3	Lee	Lee Rur	1154	7457	7459	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Opelika Ast4300
3	0	3	0	30	0	4	Macon	Macon Rur	1126	40	7431	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Opelika Ast4300
3	0	3	0	30	0	3	Calhoun	Calhou Rur	1002	7160	7539	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Jcksnvil Ast1100

## Top 43 Segment Locations Statewide with 3 or More Speeding Crashes Resulting in Injury or Fatality

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3	0	3	0	30	0	5	Calhoun	Anniston	5246	1504	9108	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Anniston Pd 0110100
3	1	2	0	30	1	3	Clay	Clay Rur	1065	7504	7507	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Jcksnvil Ast1100
3	1	2	0	36.67	1	5	Cleburne	Clebur Rur	1065	7669	7673	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Jcksnvil Ast1100
3	0	3	0	26.67	0	5	Randolph	Randolph Rur	1404	7842	8194	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Jcksnvil Ast1100
3	0	3	0	30	0	3	Talladega	Talladega Rur	1103	7202	8327	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Jcksnvil Ast1100
3	0	3	0	30	0	5	Cherokee	Cherok Rur	1385	7912	7933	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Jcksnvil Ast1100
3	3	0	0	50	3	5	Madison	Madiso Rur	1282	7380	7383	Between MORRIS LN at MORRIS RD and MORRIS RD at READY SECTION RD	Ast Huntsvil Ast4700
3	0	3	0	30	0	4	Madison	Madiso Rur	1294	7713	7738	Between ALLENDALE DR at BRADFORD LN and NAUGHER RD at WINCHESTER RD	Ast Huntsvil Ast4700
3	0	3	0	30	0	4	Madison	Madiso Rur	1324	7668	8017	Between MOORES MILL RD at ROBINSON DR and MOORES MILL RD at WINCHESTER RD	Ast Huntsvil Ast4700
3	0	3	0	30	0	4	Madison	Huntsville	1016	8164	41804	Between HENDERSON RD at ROCKHOUSE RD and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Huntsvill Pd 0470100

## Top 43 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	1	2	0	36.67	1	3	Madison	Madiso Rur	1154	7311	38526	Between LOVELESS RD at WEST LIMESTONE RD and EVERT JONES RD at MCDOUGAL DR	Ast Huntsvil Ast4700
3	1	2	0	36.67	1	4	Colbert	Colber Rur	1007	7282	8183	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Qud Cits Ast2000
3	0	3	0	30	0	3	Colbert	Colber Rur	1179	7223	8041	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Qud Cits Ast2000
3	1	2	0	30	1	3	Colbert	Colber Rur	1179	7211	7223	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Qud Cits Ast2000
3	0	3	0	30	0	4	Colbert	Colber Rur	1054	7117	7425	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Qud Cits Ast2000
3	0	3	0	30	0	5	Cullman	Cullma Rur	1060	7047	9131	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Decatur Ast5200
3	0	3	0	30	0	3	Cullman	Cullma Rur	1127	7210	7231	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Decatur Ast5200
3	1	2	0	36.67	1	3	Lauderdale	Lauder Rur	1224	7592	7599	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Qud Cits Ast2000
3	0	3	0	30	0	3	Lawrence	Lawren Rur	1270	94	8115	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Decatur Ast5200

## Top 43 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	Limestone	Limest Rur	1333	7659	9143	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Decatur Ast5200
3	0	3	0	30	0	6	Morgan	Morgan Rur	1323	7575	7586	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Decatur Ast5200
3	0	3	0	30	0	3	Barbour	Barbou Rur	1166	7289	7395	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Dothan Ast3800
3	0	3	0	30	0	4	Barbour	Barbou Rur	1165	7387	7393	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Dothan Ast3800
3	0	3	0	23.33	0	3	Wilcox	Wilcox Rur	1032	7024	7029	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Selma Ast2700
3	0	3	0	30	0	3	Greene	Greene Rur	1069	7056	7810	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Tscloosa Ast6300
3	2	1	0	43.33	2	6	Tuscaloosa	Tuscal Rur	1027	7726	8262	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Tscloosa Ast6300

## Top 54 Segment Locations Statewide with 3 or More Total Alcohol Related Crashes

### Regional Breakdown

Central Region	24.07%
Mobile Region	18.52%
North East Region	14.81%
East Region	12.96%
North Region	11.11%
West Region	7.41%
South East Region	5.56%
Birmingham Region	3.70%
South West Region	1.85%



## Top 54 Segment Locations Statewide with 3 or More Total Alcohol Related Crashes

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

Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity	People Killed	People Injured	County	City	Link	Node 1	Node 2	Description	Agency ORI
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	Bham Pd 0010200
5	0	1	4	4	0	1	Lee	Auburn	5569	2074	2151	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Auburn Pd 0430100
5	0	2	3	12	0	4	Cleburne	Clebur Rur	1065	7669	7673	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Jcksnvil Ast1100
5	0	4	1	24	0	7	Mobile	Mobile Rur	1346	8470	12285	Between AIRPORT BLVD CO 56 at DYKES RD and AIRPORT BLVD CO 56 at SNOW RD	Ast Mobile Ast0200
5	0	2	3	12	0	3	Madison	Huntsville	1016	8164	41804	Between HENDERSON RD at ROCKHOUSE RD and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Huntsvill Pd 0470100
4	1	1	2	20	1	6	Autauga	Autaug Rur	1098	7274	7388	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Montgmry Ast0300
4	0	3	1	22.5	0	3	Calhoun	Anniston	5246	1504	9108	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Anniston Pd 0110100
4	1	2	1	27.5	1	3	Talladega	Talladega Rur	1105	7205	7206	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Jcksnvil Ast1100
4	0	1	3	7.5	0	1	Mobile	Mobile Rur	5031	10949	12544	Between OLD PASCAGOULA RD at THEODORE DAWES RD and SPANISH TRAIL DR at THEODORE-DAWES RD	Ast Mobile Ast0200
4	0	1	3	7.5	0	1	Mobile	Mobile Rur	1275	7541	7552	Between BELLINGRATH RD CO 59 at MONTEE RD and BELLINGRATH RD CO 59 at RAYBON RD	Ast Mobile Ast0200

## Top 54 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	15	0	4	Mobile	Mobile Rur	1461	9715	9770	Between COTTAGE HILL RD at LEROY STEVENS RD and DAWES RD CO 33 at LEROY STEVENS RD	Ast Mobile Ast0200
4	0	2	2	10	0	2	Mobile	Mobile	1346	2139	2142	Between AIRPORT BLVD at UNIVERSITY BLVD and AIRPORT BLVD at GENERAL BULLARD AVE	Mbl Pd Com 0020100
4	0	3	1	20	0	3	Jackson	Scottsboro	1194	697	730	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Scottsbro Pd 0390100
4	0	1	3	2.5	0	1	Madison	Madiso Rur	1154	7266	7267	Between JOE QUICK RD at NARROW LN and JOE QUICK RD at RED CAMPBELL LN	Ast Huntsvil Ast4700
4	0	1	3	7.5	0	1	Madison	Madiso Rur	1305	7738	9295	Between NAUGHER RD at WINCHESTER RD and CAGLE DR at WINCHESTER RD	Ast Huntsvil Ast4700
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 Pd 0630200
4	0	0	4	0	0	0	Tuscaloosa	Tuscal Rur	1508	7585	7589	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Tscloosa Ast6300
4	0	1	3	7.5	0	1	Tuscaloosa	Northport	5301	1320	1321	Between CITY ST 5299 at CITY ST 5301 and CITY ST 5299 at CITY ST 5301	Northport Pd 0630200
3	0	1	2	10	0	1	Jefferson	Jeff Rur	3866	17296	21062	Between CEDAR MOUNTAIN RD-CO 159 at PALMERDALE RD-CO 153 and BROOKVIEW CIR at PALMERDALE RD-CO 153	Jeff Co Sh 0010000
3	0	2	1	20	0	2	Autauga	Autaug Rur	1098	7390	7394	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Montgmry Ast0300
3	0	2	1	13.33	0	2	Elmore	Elmore Rur	1269	7976	7977	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Montgmry Ast0300

## Top 54 Segment Locations Statewide with 3 or More Total Alcohol Related Crashes

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

3	0	1	2	10	0	2	Lee	Lee Rur	1146	7346	7353	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Opelika Ast4300
3	0	3	0	26.67	0	3	Lee	Auburn	5569	1464	2074	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Auburn Pd 0430100
3	0	1	2	10	0	1	Lee	Lee Rur	1097	1710	9835	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Opelika Ast4300
3	1	2	0	36.67	1	3	Lee	Lee Rur	1375	7070	7072	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Opelika Ast4300
3	0	1	2	10	0	2	Lee	Lee Rur	1010	7336	7956	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Opelika Ast4300
3	0	0	3	0	0	0	Montgomery	Montgomery	5466	2244	2278	Between AIRBASE BLVD at DAY ST and DAY ST at BIRMINGHAM HWY	Montgomry Pd 0030100
3	0	0	3	0	0	0	Montgomery	Montgo Rur	1254	5560	10523	Between WOODLEY RD at MONTGOMERY CITY LIMITS and VANDERBILT DR at WOODLEY RD	Ast Montgmry Ast0300
3	0	2	1	20	0	2	Montgomery	Montgo Rur	2046	8074	9311	Between WARES FERRY RD at PRIVATE RD and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Montgmry Ast0300
3	0	2	1	13.33	0	2	Russell	Russell Rur	1047	7395	8677	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Opelika Ast4300
3	0	1	2	6.67	0	1	Calhoun	Calhou Rur	1262	7543	7545	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Jcksnvil Ast1100

## Top 54 Segment Locations Statewide with 3 or More Total Alcohol Related Crashes

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

3	0	1	2	10	0	1	Calhoun	Calhou Rur	1227	7435	7513	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Jcksnvil Ast1100
3	0	1	2	10	0	1	Talladega	Talladega Rur	1045	7191	8040	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Jcksnvil Ast1100
3	0	0	3	0	0	0	Talladega	Talladega Rur	1047	7824	8278	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Jcksnvil Ast1100
3	1	1	1	26.67	1	2	Baldwin	Baldwi Rur	1031	7248	7259	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Mobile Ast0200
3	0	1	2	10	0	1	Escambia	Escamb Rur	1154	7125	7268	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Evrgreen Ast2100
3	2	1	0	43.33	2	7	Mobile	Mobile Rur	1352	8618	11562	Between HUBERT PIERCE RD CO 629 at TANNER WILLIAMS RD and TANNER WILLIAMS RD CO 70 at WOODHAVEN DR	Ast Mobile Ast0200
3	1	1	1	26.67	1	2	Mobile	Mobile Rur	1657	9424	11688	Between BOX RD CO 748 at JAMAICA RD and BOX RD CO 748 at SR 217 LOTT RD	Ast Mobile Ast0200
3	0	2	1	20	0	2	Mobile	Mobile Rur	1145	8284	8285	Between OLD PASCAGOULA RD CO 28 at MISSISSIPPI STATE LINE and HALL RD CO 249 at OLD PASCAGOULA RD	Ast Mobile Ast0200
3	0	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 Pd 0470200
3	1	2	0	36.67	1	3	Madison	Madiso Rur	1257	7222	7232	Between ARNOLD RD at BUTLER RD and BETH RD at BUTLER RD	Ast Huntsvil Ast4700
3	0	2	1	20	0	2	Madison	Madiso Rur	1139	7659	37522	Between BALTIMORE HILL RD at SUNNY DELL RD and AMETHYST DR at BALTIMORE HILL RD	Ast Huntsvil Ast4700

## Top 54 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	20	0	2	Madison	Madiso Rur	1284	7681	7715	Between LITTLE LONES RD at MOORES MILL RD and JAMES ST at LITTLE LONES RD	Ast Huntsvil Ast4700
3	0	3	0	30	0	4	Colbert	Colber Rur	1054	7117	7425	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Qud Cits Ast2000
3	1	0	2	16.67	1	1	Cullman	Cullma Rur	1533	8119	9932	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Decatur Ast5200
3	0	0	3	0	0	0	Lauderdale	Lauder Rur	1054	8413	8414	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Qud Cits Ast2000
3	0	3	0	30	0	3	Limestone	Athens	1179	2	197	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Athens Pd 0440100
3	0	0	3	0	0	0	Morgan	Morgan Rur	1087	8166	8167	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Decatur Ast5200
3	0	2	1	20	0	4	Winston	Winsto Rur	1314	7410	7411	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Hamilton Ast4900
3	0	2	1	20	0	3	Butler	Butler Rur	1224	7560	7561	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Evrgreen Ast2100
3	1	2	0	30	1	5	Dale	Ozark	1100	1146	7140	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ozark Pd 0260100
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 Pd 0380100

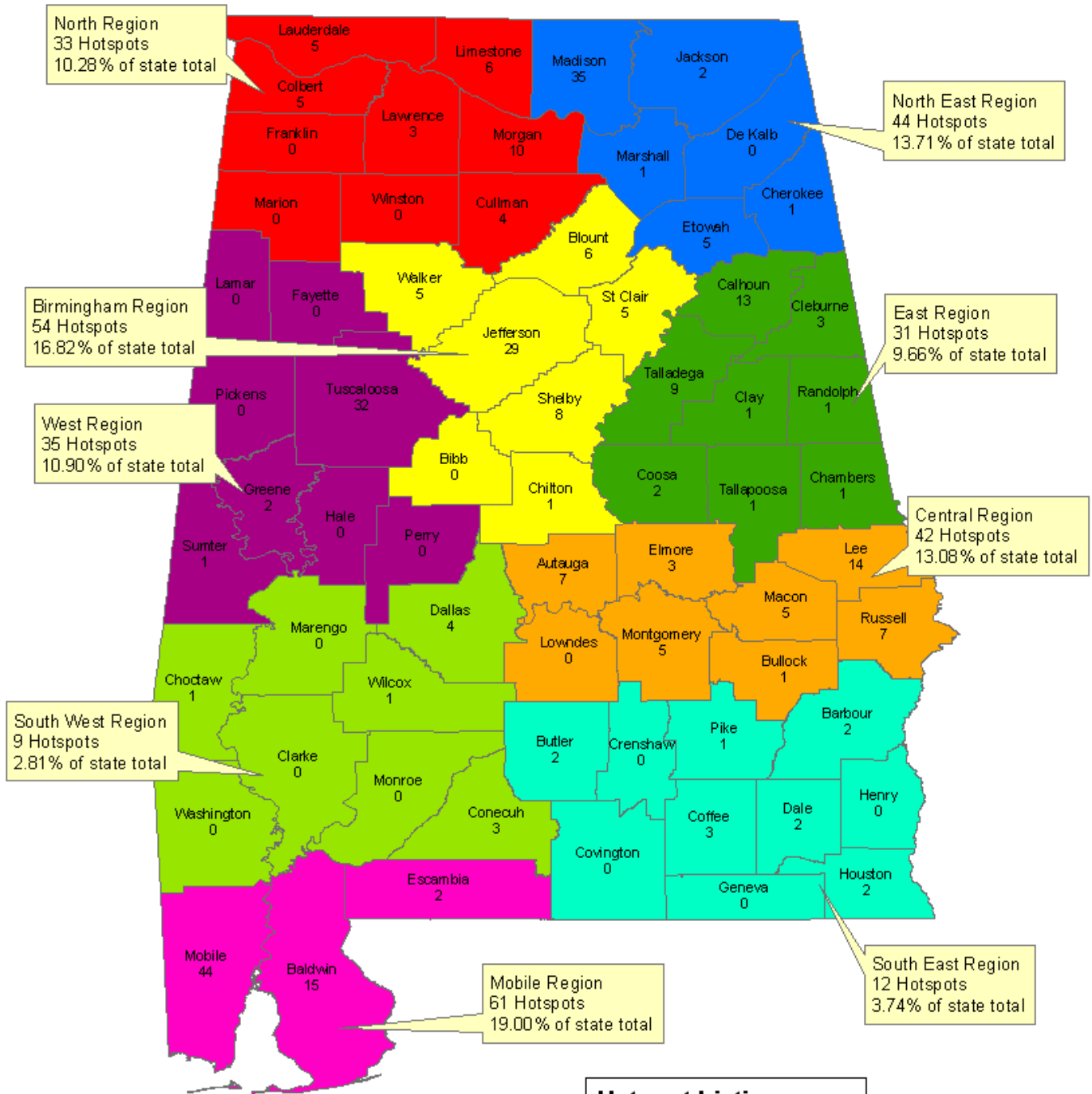
## Top 54 Segment Locations Statewide with 3 or More Total Alcohol Related Crashes

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

3	1	1	1	26.67	2	4	Choctaw	Chocta Rur	1108	7254	7666	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Grov Hil Ast1600
3	0	0	3	0	0	0	Tuscaloosa	Tuscal Rur	1136	8281	8283	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Ast Tscloosa Ast6300

# Hotspot Totals for Alabama

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



Statewide Total Hotspots = 321

**Hotspot Listings:**  
 County Name  
 Total Number of Hotspots

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

## Total Hotspots for Alabama (321 Total Hotspots\*)

### Regional Breakdown

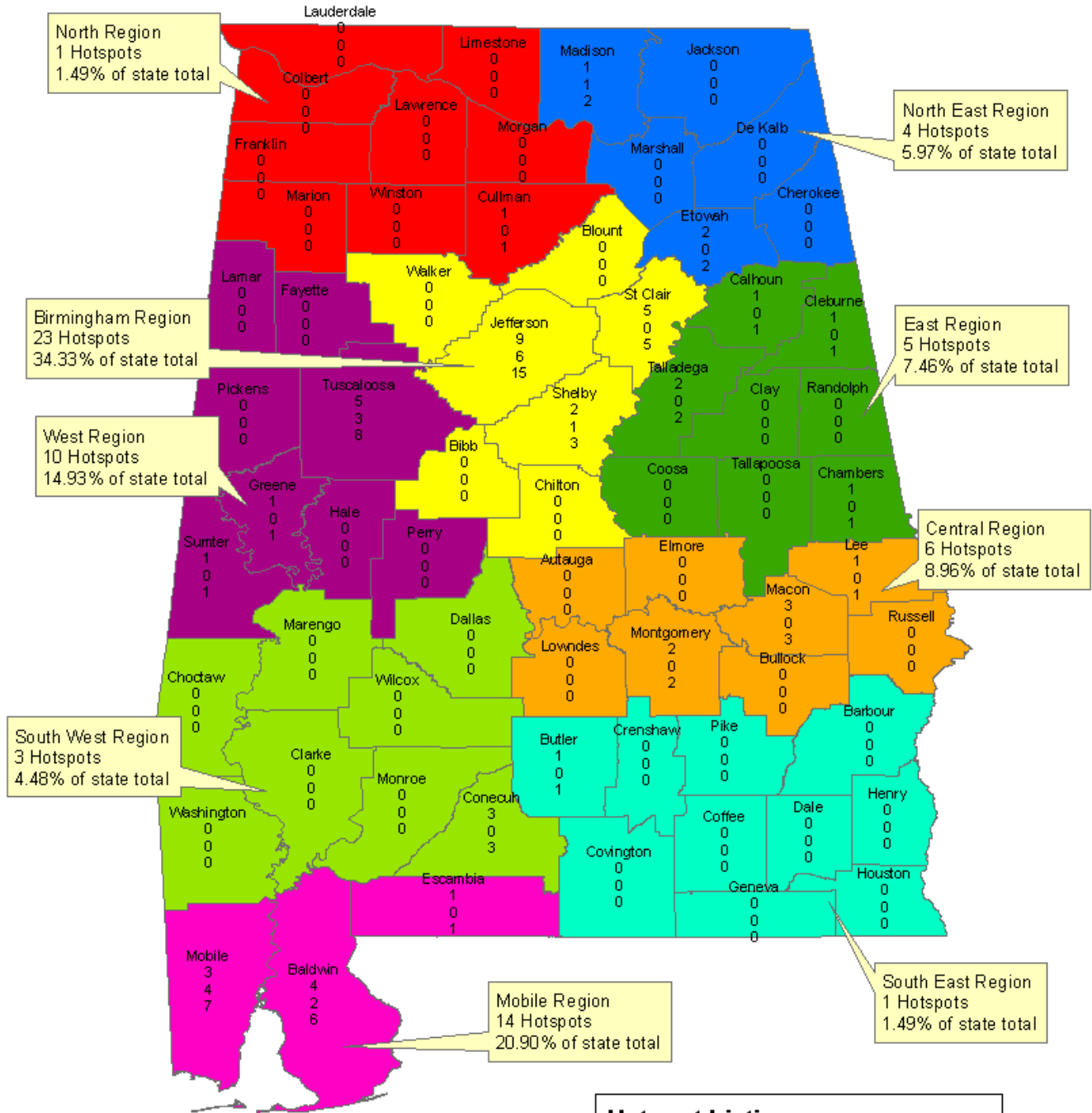
Mobile Region	19.00%
Birmingham Region	16.51%
North East Region	13.71%
Central Region	13.08%
West Region	10.90%
North Region	10.59%
East Region	9.66%
South East Region	3.74%
South West Region	2.81%

\*In the state of Alabama there were 313 total hotspots found. However, these 313 hotspots included 8 hotspots that crossed county borders, bringing the total for the state to 321.



# Interstate Hotspot Totals for Alabama

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



**Statewide Total Hotspots = 67**

Hotspot Listings:	
County Name	
Speed Hotspots on Interstates	
Alcohol Related Hotspots on Interstates	
Total Number of Hotspots on Interstates	

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

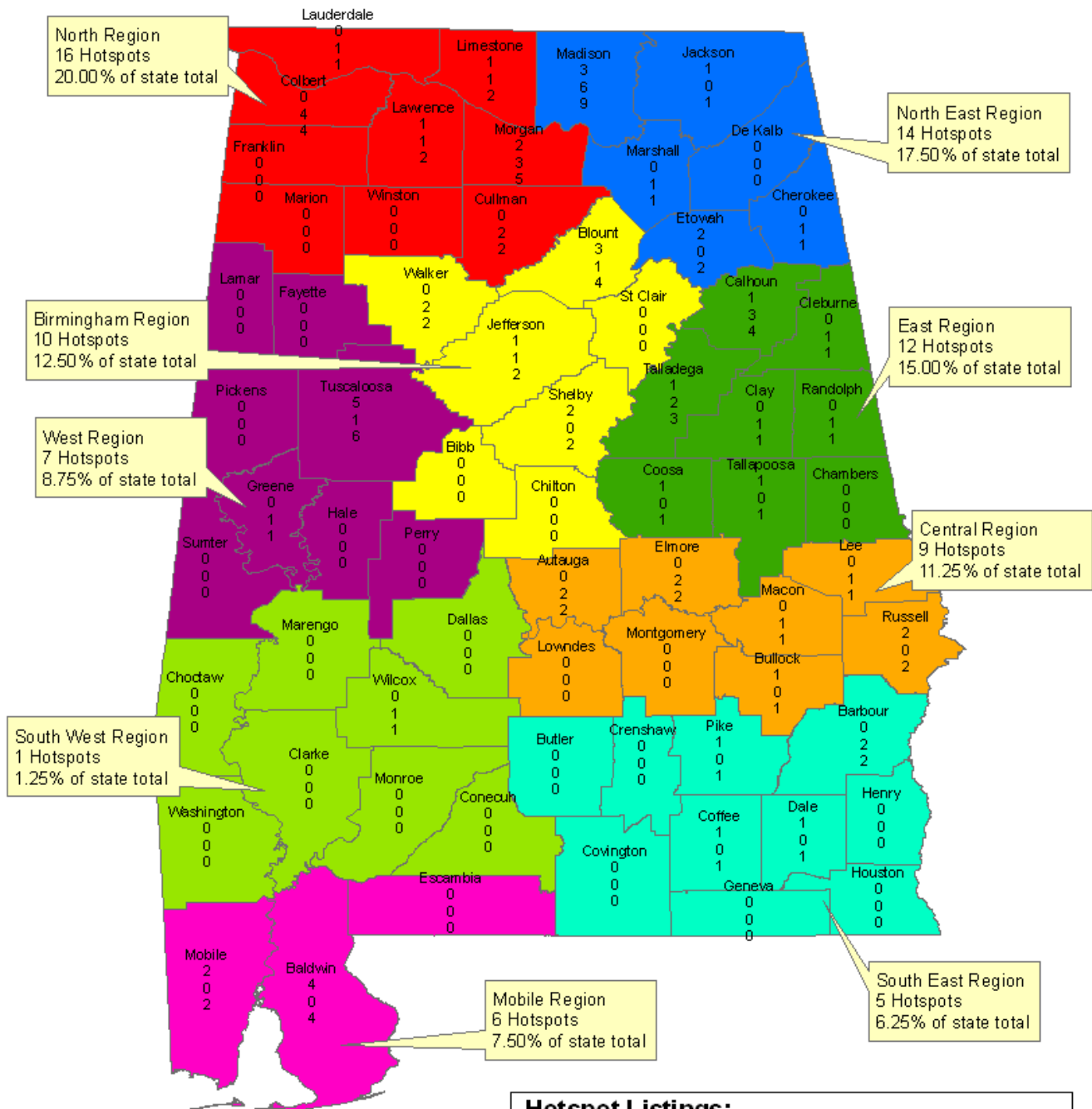
## Interstate Hotspots for Alabama (67 Total Hotspots)

### Regional Breakdown

Birmingham Region	34.33%
Mobile Region	20.90%
West Region	14.93%
Central Region	8.96%
East Region	7.46%
North East Region	5.97%
South West Region	4.48%
North Region	1.49%
South East Region	1.49%

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

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



**Hotspot Listings:**

County Name	Speed Hotspots on State/Federal Roads	Speed Hotspots on Segments on Non-Mileposted Roads	Total Speed Hotspots on State/Federal Roads and Non-MP Roads
Lauderdale	0	0	0
Colbert	0	1	1
Franklin	0	4	4
Marion	0	0	0
Winston	0	0	0
Lamar	0	0	0
Fayette	0	0	0
Walker	0	2	2
Greene	0	1	1
Sumter	0	0	0
Marengo	0	0	0
Chocoway	0	0	0
Washington	0	0	0
Mobile	2	0	2
Baldwin	4	0	4
Limestone	1	1	2
Madison	3	6	9
Jackson	1	0	1
De Kalb	0	0	0
Cherokee	0	1	1
Blount	3	1	4
St Clair	0	0	0
Calhoun	1	3	4
Cleburne	0	1	1
Jefferson	1	1	2
Shelby	2	0	2
Talladega	1	2	3
Clay	0	1	1
Randolph	0	1	1
Chilton	0	0	0
Coosa	1	0	1
Tallapoosa	0	1	1
Chambers	0	0	0
Lee	0	1	1
Macon	0	1	1
Russell	2	0	2
Lowndes	0	0	0
Montgomery	0	0	0
Bullock	1	0	1
Barbour	0	2	2
Butler	0	0	0
Crenshaw	0	0	0
Pike	1	0	1
Dale	1	0	1
Henry	0	0	0
Covington	0	0	0
Coffee	1	0	1
Geneva	0	0	0
Houston	0	0	0
Escambia	0	0	0
Monroe	0	0	0
Conecuh	0	0	0
Wilcox	0	1	1

\*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.

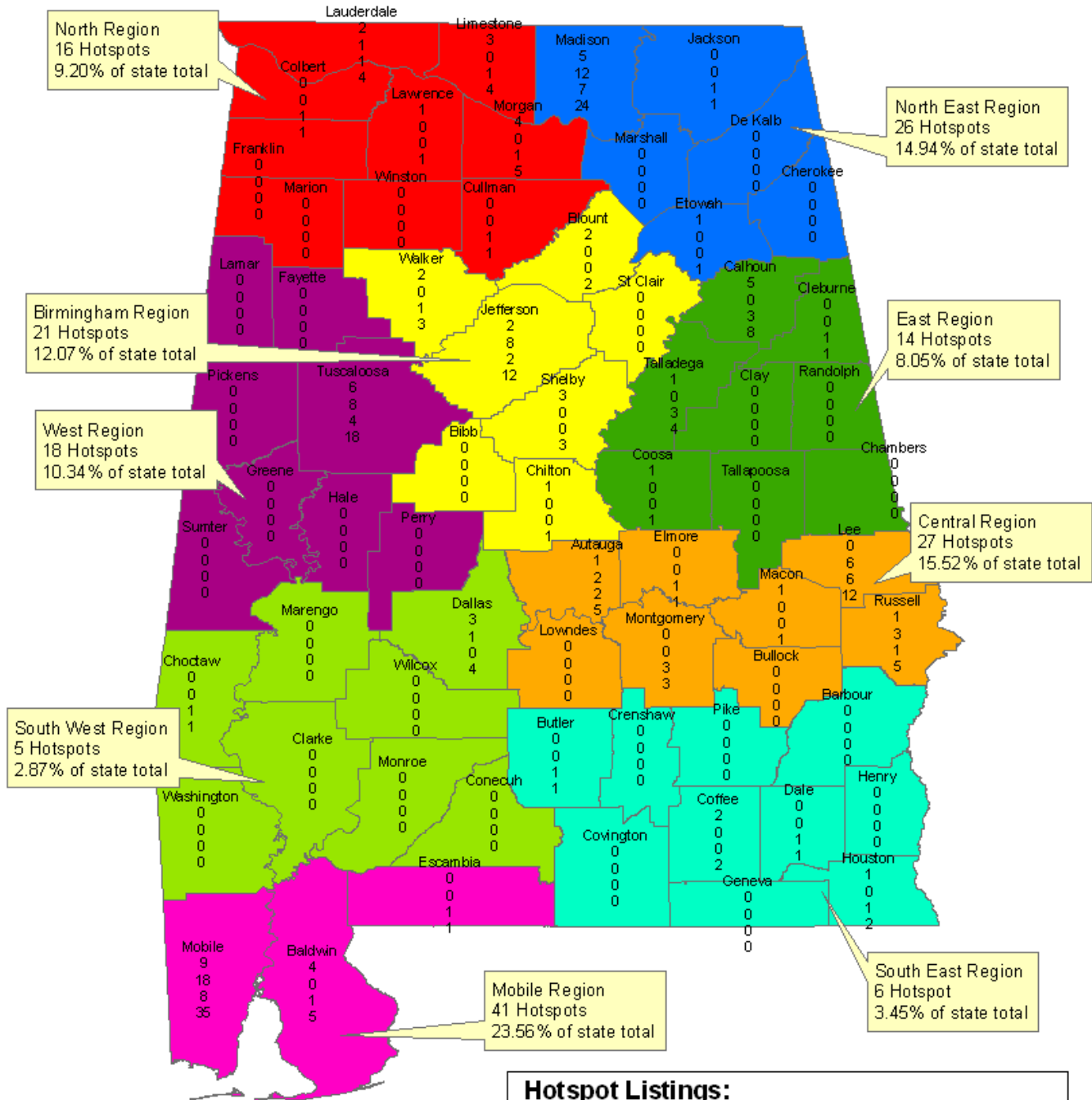
## Speed Hotspots for State/Federal and Non-Mileposted Roads (80 Total Hotspots)

### Regional Breakdown

North Region	20.00%
North East Region	17.50%
East Region	15.00%
Birmingham Region	12.50%
Central Region	11.25%
West Region	8.75%
Mobile Region	7.50%
South East Region	6.25%
South West Region	1.25%

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

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



**Statewide Total Hotspots = 174**

**Hotspot Listings:**  
 County Name  
 Alcohol Related Hotspots on State/Federal Roads  
 Alcohol Related Hotspots at Intersections on Non-Mileposted Roads  
 Alcohol Related Hotspots on Segments on Non-Mileposted Roads  
 Total Alcohol Hotspots on State/Federal Roads and Non-MP Roads

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

## **Alcohol Related Hotspots for State/Federal and Non-Mileposted Roads (174 Total Hotspots)**

### **Regional Breakdown**

Mobile Region	23.56%
Central Region	15.52%
North East Region	14.94%
Birmingham Region	11.49%
West Region	10.34%
North Region	9.77%
East Region	8.05%
South East Region	3.45%
South West Region	2.87%

## 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 FY2010 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 = \$2,033,609.30 (Funding Source – Section 402 CP)**

### **Support the CARE Research & Development Laboratory (CRDL):**

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

**Total FY2010 Allotment = \$584,225.15 (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 FY2010 Allotment = \$1,600,000.00\* (Funding Source – Section 402 PT)**

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

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

**Total FY2010 Allotment = \$525,000.00\*\* (Funding Source – Section 406 PM)**

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

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

**Total FY2010 Allotment = \$250,000.00\* (Funding Source – Section 406 PT)**

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

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

**Total FY2010 Allotment = \$200,000.00 (Funding Source – Section 405)**

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

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

**Total FY2010 Allotment = \$75,280.00 (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 FY2010 Allotment = \$147,000.00 (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 FY2010 Allotment = \$525,000.00\*\* (Funding Source – Section 410 PM)**

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

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

**Total FY2010 Allotment = \$250,000.00\* (Funding Source – Section 410)**

**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 FY2010 Allotment = \$495,337.17 (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 FY2010 Allotment = \$39,024.00 (Funding Source – Section 402 AL)**

**410 High Fatality Rate Paid Media:**

Based on data from the 2008 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.

**Total FY2010 Allotment = \$325,000.00 (Funding Source – Section 410 High Fatality Rate)**

**410 High Visibility**

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 2007-2009.

**Total FY2010 Allotment = \$925,000.00 (Funding Source – Section 410 High Visibility)**

**Traffic Resource Prosecutor Program:**

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

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

**Total FY2010 Allotment = \$162,915.20 (Funding Source – State Traffic Safety Trust Fund)**

**Motorcycle Safety Program**

The Section 2010 grant funds will be used in FY 2010 for: Improvements to motorcyclist safety training curricula; Improvements in program delivery of motorcycle training to both urban and rural areas; and purchase or repair of practice motorcycles.

**Total FY 2010 Allotment = \$80,000.00 (Funding Source – Section 2010)**

\* - 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 findings will be reported in fiscal year 2011 HSP/Performance Plan. 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 fifth year in fiscal year 2010. The single CPS coordinator and instructors are addressing the needs of the nine CTSP regions. The plan for 2010 is to further reach out to under served communities and technicians. Many communities around the State of Alabama have single or very few technicians to serve their parents and caregivers. Some communities don't have any CPS resources at all. The goal for the CPS program is to get trained CPS professionals in these communities. The following paragraphs will detail how the program will accomplish these goals.

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

To keep the current CPS professionals "sharp" with their skills and help them maintain their certification, 18 update/renewal classes are scheduled in FY 2010. 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 2010, 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 13<sup>th</sup> 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 2010 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 and BUIYT 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 2010 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 2010 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 2010. 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 \$525,000 for the paid media campaign for FY 2010.

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 2010 campaign period and conduct quarterly checkpoints and/or saturation patrols during Fiscal Year 2010. 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 \$525,000 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 is one of 10 (ten) States 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 CY2006-2008 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 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 4<sup>th</sup>, 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 2007-2009.

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**

An ALERT campaign kick-off event will be held in Montgomery, AL at what is considered to be an optimal time for making the public aware of the campaign and its focus. Subsequent 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 2008 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.

## **Section 2010 Planned Activities**

The Section 2010 grant fund will be used in FY 2010 for: Improvements to motorcyclist safety training curricula; Improvements in program delivery of motorcycle training to both urban and rural areas; and purchase or repair of practice motorcycles.