State of Alabama Fiscal Year 2016

Highway Safety Plan

Prepared for

The US Department Of Transportation
National Highway Traffic Safety Administration
and
Federal Highway Administration

by the

State of Alabama
Robert Bentley, Governor

Alabama Department of Economic and Community Affairs
Law Enforcement and Traffic Safety Division
Jim Byard, Jr., ADECA – Director
William M. Babington, Division Chief

June 30, 2015

CAPS | CENTER *for* ADVANCED PUBLIC SAFETY

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CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: Alabama Fiscal Year: 2016

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that 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 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
  (i) the entity in the preceding fiscal year received—
    (I) 80 percent or more of its annual gross revenues in Federal awards;
    (II) $25,000,000 or more in annual gross revenues from Federal awards; and
  (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

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 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- 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;
- Establishing a drug-free awareness program to inform employees about:
    - o The dangers of drug abuse in the workplace.
    - o The grantee's policy of maintaining a drug-free workplace.
    - o Any available drug counseling, rehabilitation, and employee assistance programs.
    - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
    - o 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).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
    - o Abide by the terms of the statement.
    - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- 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 –
    - o Taking appropriate personnel action against such an employee, up to and including termination.
    - o 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.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

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

POLITICAL ACTIVITY (HATCH ACT)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

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

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR

Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President’s goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashed caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

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

SECTION 402 REQUIREMENTS

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 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 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 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The 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 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b) (1)(E))10

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:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations 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.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

Signature Governor's Representative for Highway Safety

William M. Babington

Printed name of Governor's Representative for Highway Safety

COST SUMMARY

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

State: Alabama | **Highway Safety Plan Cost Summary** | Page: 1

For Approval | ***2016-HSP-1*** | Report Date: 08/28/2015

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2016-00-00-00	Planning & Administration	$.00	$250,000.00	$.00	$250,000.00	$250,000.00	$.00
Planning and Administration Total			**$.00**	**$250,000.00**	**$.00**	**$250,000.00**	**$250,000.00**	**$.00**
Alcohol								
	AL-2016-SP-AL-01	Alcohol (Alabama Law Enforcement Agency)	$.00	$.00	$.00	$35,000.00	$35,000.00	$.00
Alcohol Total			**$.00**	**$.00**	**$.00**	**$35,000.00**	**$35,000.00**	**$.00**
Police Traffic Services								
	PT-2016-SP-PT-01	Police Traffic (AL Law Enforcement Agenc	$.00	$.00	$.00	$800,000.00	$800,000.00	$.00
	PT-2016-SP-PT-02	Police Traffic (Enterprise St Com Coll)	$.00	$.00	$.00	$72,720.00	$72,720.00	$72,720.00
	PT-2016-SP-PT-03	Police Traffic (Mobile Cty Comm)	$.00	$.00	$.00	$183,760.00	$183,760.00	$183,760.00
	PT-2016-SP-PT-04	Police Traffic (Franklin Cty Comm)	$.00	$.00	$.00	$290,880.00	$290,880.00	$290,880.00
	PT-2016-SP-PT-05	Police Traffic (City of Opelika)	$.00	$.00	$.00	$252,640.00	$252,640.00	$252,640.00
Police Traffic Services Total			**$.00**	**$.00**	**$.00**	**$1,600,000.00**	**$1,600,000.00**	**$800,000.00**
Community Traffic Safety Project								
	CP-2016-00-00-00	Section 402 Transfer Holding	$.00	$1,300,000.00	$.00	$5,200,000.00	$5,200,000.00	$2,080,000.00
	CP-2016-SP-CP-01	Comm Traffic Safety(Enterprise St Com Co	$.00	$54,932.44	$.00	$164,797.31	$164,797.31	$164,797.31
	CP-2016-SP-CP-02	Comm Traffic Safety(Mobile Cty Com)	$.00	$58,603.67	$.00	$175,811.00	$175,811.00	$175,811.00
	CP-2016-SP-CP-03	Comm Traffic Safety(Franklin Cty Com)	$.00	$60,957.00	$.00	$182,871.00	$182,871.00	$182,871.00
	CP-2016-SP-CP-04	Comm Traffic Safety(City of Opelika)	$.00	$59,429.93	$.00	$178,289.80	$178,289.80	$178,289.80
	CP-2016-SP-CP-05	ADECA Com Traffic Safety Program Manager	$.00	$.00	$.00	$75,000.00	$75,000.00	$.00
	CP-2016-SP-CP-06	ADECA Com Traffic Safety Program Manager	$.00	$.00	$.00	$45,000.00	$45,000.00	$.00
Community Traffic Safety Project Total			**$.00**	**$1,533,923.04**	**$.00**	**$6,021,769.11**	**$6,021,769.11**	**$2,781,769.11**
NHTSA 402 Total			***$.00***	***$1,783,923.04***	***$.00***			

Highway Safety Plan Cost Summary

2016-HSP-1

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previ-ous Bal.	In-cre/(Decre)	Current Bal-ance	Share to Local
408 Data Program SAFETEA-LU								
408 Data Program Incentive								
	K9-2016-H9-K9-01	Data Program(AL Dept of Public Health)	$.00	$.00	$.00	$60,000.00	$60,000.00	$.00
	K9-2016-H9-K9-02	Data Program (University of AL)	$.00	$.00	$.00	$114,068.78	$114,068.78	$.00
408 Data Program Incentive Total			**$.00**	**$.00**	**$.00**	**$173,069.78**	**$173,069.78**	**$.00**
408 Data Program SAFETEA-LU Total			***$.00***	***$.00***	***$.00***	***$173,069.78***	***$173,069.78***	***$.00***
410 Alcohol SAFETEA-LU								
410 Alcohol SAFETEA-LU								
	K8-2016-00-00-00	Section 410 Transfer Holding	$.00	$165,000.00	$.00	$165,000.00	$165,000.00	$.00
	K8-2016-H8-K8-01	Impaired Driving(City of Opelika)	$.00	$.00	$.00	$203,700.00	$203,700.00	$.00
410 Alcohol SAFETEA-LU Total			**$.00**	**$165,000.00**	**$.00**	**$368,700.00**	**$368,700.00**	**$.00**
410 Alcohol SAFETEA-LU Total			***$.00***	***$165,000.00***	***$.00***	***$368,700.00***	***$368,700.00***	***$.00***
MAP 21 405b OP High								
405b High HVE								
	M1HVE-2016-HB-M1-02	2016 CIOT Paid Media (Auburn University)	$.00	$.00	$.00	$325,000.00	$325,000.00	$.00
405b High HVE Total			**$.00**	**$.00**	**$.00**	**$325,000.00**	**$325,000.00**	**$.00**
405b High Public Education								
	M1PE-2016-HB-M1-01	Public Education(Franklin Cty Commission	$.00	$.00	$.00	$155,000.00	$155,000.00	$.00
405b High Public Education Total			**$.00**	**$.00**	**$.00**	**$155,000.00**	**$155,000.00**	**$.00**
405b OP High								
	M1X-2016-00-00-00	MAP 21 405b Transfer Holding	$.00	$136,549.75	$.00	$796,199.00	$796,199.00	$.00
405b OP High Total			**$.00**	**$136,549.75**	**$.00**	**$796,199.00**	**$796,199.00**	**$.00**
MAP 21 405b OP High Total			***$.00***	***$136,549.75***	***$.00***	***$1,276,199.00***	***$1,276,199.00***	***$.00***

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Increase/(Decrease)	Current Balance	Share to Local
MAP 21 405b OP Low								
405b Low HVE								
	M2HVE-2016-00-00-00	MAP 21 405b Transfer Holding	$.00	$16,281.50	$.00	$65,125.99	$65,125.99	$.00
	M2HVE-2016-H7-M2-02	CIOT (Enterprise St Com Coll)	$.00	$.00	$.00	$61,007.96	$61,007.96	$.00
	M2HVE-2016-H7-M2-03	CIOT (Mobile Cty Comm)	$.00	$.00	$.00	$39,257.29	$39,257.29	$.00
	M2HVE-2016-H7-M2-04	CIOT (Franklin Cty Comm)	$.00	$.00	$.00	$42,440.32	$42,440.32	$.00
	M2HVE-2016-H7-M2-05	CIOT (City of Opelika)	$.00	$.00	$.00	$57,294.43	$57,294.43	$.00
405b Low HVE Total			**$.00**	**$16,281.50**	**$.00**	**$265,125.99**	**$265,125.99**	**$.00**
405b Low OP Information System								
	M2OP-2016-H7-M2-01	Information System (University of AL)	$.00	$.00	$.00	$194,525.26	$194,525.26	$.00
405b Low OP Information System Total			**$.00**	**$.00**	**$.00**	**$194,525.26**	**$194,525.26**	**$.00**
MAP 21 405b OP Low Total			***$.00***	***$16,281.50***	***$.00***	***$459,651.25***	***$459,651.25***	***$.00***
MAP 21 405c Data Program								
405c Data Program								
	M3DA-2016-00-00-00	MAP 21 405c Transfer Holding	$.00	$78,676.92	$.00	$880,000.00	$880,000.00	$.00
	M3DA-2016-HC-M3-01	Data Program (University of AL)	$.00	$.00	$.00	$585,850.31	$585,850.31	$.00
405c Data Program Total			**$.00**	**$78,676.92**	**$.00**	**$1,465,850.31**	**$1,465,850.31**	**$.00**
MAP 21 405c Data Program Total			***$.00***	***$78,676.92***	***$.00***	***$1,465,850.31***	***$1,465,850.31***	***$.00***
MAP 21 405d Impaired Driving Mid								
405d Mid HVE								
	M5HVE-2016-00-00-00	405d Mid HVE (Transfer Holding)	$.00	$156,828.00	$.00	$1,560,000.00	$1,560,000.00	$.00
	M5HVE-2016-HD-M5-01	Impaired Driving(AL Law Enforcement Agen	$.00	$.00	$.00	$400,000.00	$400,000.00	$.00
	M5HVE-2016-HD-M5-02	Impaired Driving(Enterprise State Comm C	$.00	$.00	$.00	$98,980.00	$98,980.00	$.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previ-ous Bal.	In-cre/(Decre)	Current Bal-ance	Share to Local
	M5HVE-2016-HD-M5-03	Impaired Driving(Mobile County Commissio	$.00	$.00	$.00	$130,130.00	$130,130.00	$.00
	M5HVE-2016-HD-M5-04	Impaired Driving(Franklin County Commiss	$.00	$.00	$.00	$267,190.00	$267,190.00	$.00
	M5HVE-2016-HD-M5-06	Drive Sober (Enterprise State Comm Coll)	$.00	$.00	$.00	$67,326.73	$67,326.73	$.00
	M5HVE-2016-HD-M5-07	Drive Sober (Mobile County Commission)	$.00	$.00	$.00	$39,603.96	$39,603.96	$.00
	M5HVE-2016-HD-M5-08	Drive Sober (Franklin County Commission)	$.00	$.00	$.00	$33,663.37	$33,663.37	$.00
	M5HVE-2016-HD-M5-09	Drive Sober (City of Opelika)	$.00	$.00	$.00	$59,405.94	$59,405.94	$.00
405d Mid HVE Total			**$.00**	**$156,828.00**	**$.00**	**$2,656,300.00**	**$2,656,300.00**	**$.00**
405d Mid Court Support								
	M5CS-2016-HD-M5-11	DRE-(AL Law Enforcement Agency)	$.00	$.00	$.00	$300,000.00	$300,000.00	$.00
405d Mid Court Support Total			**$.00**	**$.00**	**$.00**	**$300,000.00**	**$300,000.00**	**$.00**
405d Mid Paid/Earned Media								
	M5PEM-2016-HD-M5-05	Impaired Driving(Auburn University) Paid	$.00	$.00	$.00	$250,000.00	$250,000.00	$.00
	M5PEM-2016-HD-M5-10	Drive Sober-Paid Media (Auburn Universit	$.00	$.00	$.00	$325,000.00	$325,000.00	$.00
405d Mid Paid/Earned Media Total			**$.00**	**$.00**	**$.00**	**$575,000.00**	**$575,000.00**	**$.00**

- Section 402, 405b-d: The match source may be a combination of the Alabama Law Enforcement Agency (ALEA), State Trust Fund and Local Law Enforcement Agencies. ALEA will use personnel costs (salaries), vehicle purchases, vehicle operations, and vehicle maintenance cost.

- The ALEA match funds are applicable to each NHTSA grant program. The Alabama Office of Highway Safety (AOHS) will make sure the ALEA, State Trust Fund, and Local Law Enforcement Agencies' matching funds will not be used to match another Federal grant program.

EXECUTIVE SUMMARY

The Alabama Department of Economic and Community Affairs (ADECA) conducts an data-driven planning effort each year that is centered on the results of analyses of crash and other demographic records. As a result of this effort they produce the Alabama Highway Safety Plan (HSP), a document that provides continuous guidance and improvement in Alabama's ongoing traffic safety efforts. The HSP also assures that Section 402 Program funds as well as other traffic safety investments are allocated optimally in order to produce the maximum reduction of traffic fatalities and severe injuries on Alabama roadways.

MAP-21 guidelines (source: GHSA Review of Section 402 State and Community Highway Safety Grant Program http://www.ghsa.org/html/stateinfo/programs/402.html) specify that 402 Program highway safety funds must be used to support programs with one or more of the following goals:

- Reduce impaired driving
- Reduce speeding
- Encourage the use of occupant restraints
- Improve motorcycle safety
- Improve pedestrian and bicycle safety
- Reduce school bus deaths and injuries
- Reduce crashes from unsafe driving behavior
- Improve enforcement of traffic safety laws
- Improve driver performance
- Improve traffic records
- Enhance emergency services

The Federal Section 402 Program, which in Alabama is administered by the Governor through the Alabama Office of Highway Safety (AOHS) is housed within the Law Enforcement and Traffic Safety Division of the Alabama Department of Economic and Community Affairs (ADECA). The AOHS is directed by the Governor's Representative for Highway Safety/State Coordinator (GR/SC), to which all highway traffic safety staff report. The Alabama Highway Safety Plan (HSP) implements the evidence-based approach of the new Moving Ahead for Progress in the 21st Century (MAP-21) reforms. Alabama has met the requirements for Section 402 funding since the beginning of the program in the late 1960s, which has been administered by the National Highway Traffic Safety Administration (NHTSA).

Four regional Community Traffic Safety Program (CTSP) Coordinators report directly to the GR/SC. Working closely with each other, and the GR/SC, the Coordinators implement all programs that involve local agencies. The AOHS also employs a Traffic Safety Resource Prosecutor who deals with impaired driving cases involving traffic violations, which range from minor misdemeanors to vehicular homicide. These various statewide and local traffic safety efforts involve a variety of political subdivisions within the State in their efforts to implement local highway safety programs consistently with State and Federal policy. The local agencies that receive funding are authorized to implement their local programs according to the specifications of the HSP.

The following present the high level characteristics of Alabama's HSP:

- **Vision:** To create the safest surface transportation system possible, using comparable metrics from other states in the Southeast to assess progress in maintaining continuous recognizable improvement. AOHS believes that the ultimate goal of zero deaths is achievable over the long run, and it supports the Toward Zero Deaths (TZD) concept by making incremental gains each year both on a frequency and a rate basis.

- **Primary ideals:** Saving the most lives and reducing the most suffering possible.
- **Countermeasure selection approach:** The evidence-based approach draws upon detailed problem identification efforts to quantify and compare alternatives that are given within the NHTSA document *Countermeasures That Work*.
- **Primary focus:** Evidence-Based Enforcement (E-BE) concentrating on enforcement with special emphasis on speed reduction, impaired driving elimination and increase the use of restraints that are centered around the hotspot analyses performed for each of these countermeasure subjects.
- **Implementation Approach:** AOHS recognizes that if these programs are to be successful, they must entail a cooperative effort that involves teamwork and diversity, including all organizations and individuals within the state who have traffic safety interests.
- **Participant mission:** Reduce fatalities and severe injuries by focusing on the locations with the highest potential for severe crash frequency and severity reduction, as identified for speed and impaired driving, which were the largest two causes of fatal crashes, and for restraint non-use, which is the greatest factor causing increased severity.

One of the great advantages of performing similar annual analytic investigations, is the capability to compare results and gauge progress. In the case of evidence-based enforcement, the same hot-spot analyses have been performed over the years and any change in traffic safety relative statistics is intensely studied to determine the root cause as well as the correlated demographics. This is true for improvements as well as setbacks. If the indications are that a program implemented in the previous fiscal year fell short of its intended target, analyses are performed to determine the various causes in terms of continual improvement in the future. Conversely, if it is determined that a specific program was particularly successful, then its characteristics are studied to determine if they can be applied or even reinforced in future efforts.

The analytical procedures employed in these efforts are presented in the next section of this document. This analytical process is two-fold: (1) to evaluate alternative overall countermeasure strategies and select the one that will best solve the problem and (2) once that is resolved, to use further analytical techniques to fine-tune the particular countermeasures that have been selected for implementation. In other words, to assure that their implementation is as effective as it can be. This involves all of the basic countermeasures that are presented in this plan as well as the particular tactics to be applied in their implementations. The highest level of problem identification is exemplified by Table 1 in the body of this report, which contains a comparison of the potential savings that could be obtained by attacking the various major issues that AOHS has been charged to address. An extract from Table 1 is given at the top of the next page.

Table 1 begins to provide insight into the basic prioritization that was performed in resolving the overall state countermeasure strategies. It is important to recognize that the various categories of Table 1 are not mutually exclusive. Detailed explanations for each crash type or problem are given in Section 1.1. The maximum improvement in traffic safety can only be attained if the available resources are allocated to those areas where they will have the greatest chances of reducing fatality and injury crashes.

Extract of Top Ten Fatality Causes from Table 1

Crash Type (Causal Driver)	Fatal Number	Fatal %	Injuries	Injury %	PDO No.	PDO %	Total
1. Restraint Deficient*	368	3.78%	3,757	38.56%	5,617	57.66%	9,742
2. Impaired Driving	187	3.16%	2,191	37.02%	3,395	57.37%	5,918
3. Speeding	141	4.22%	1,529	45.79%	1,611	48.25%	3,339
4. Obstacle Removal	123	2.04%	2,010	33.26%	3,769	62.36%	6,044
5. Mature – Age > 64	107	0.81%	2,865	21.58%	9,915	74.68%	13,276
6. Ped., Bicycle, School Bus	105	6.77%	848	54.67%	514	33.14%	1,551
7. License Status Deficiency	103	1.72%	1,896	31.75%	3,816	63.90%	5,972
8. Pedestrian	96	12.73%	569	75.46%	34	4.51%	754
9. Youth – Age 16-20	64	0.31%	4,463	21.85%	15,396	75.37%	20,428
10. Motorcycle	58	3.52%	1,095	66.36%	452	27.39%	1,650

* All categories list number of crashes except for the "Restraint Deficient" category. The restraint category cannot accurately be measured by number of crashes so it lists the number of unrestrained persons for each severity classification.

From the extract of Table 1 above we can see that high on the list of fatality causation are the issues of restraint deficiencies, impaired driving and speeding. These are clearly the major problems that need to be addressed, while still maintaining a balanced approach that addresses other issues further down on the list. It is very important to notice in interpreting and applying Table 1 that the crash categories given are not mutually exclusive. For example, a crash could involve a 19 year old, impaired, speeding, unrestrained driver who license status is deficient who runs off the road and hits a tree (obstacle).

The primary concern of the HSP will concentrate on the specifics of the top three countermeasure types given above. The following considerations apply to the other seven items in the "top 10" items:

- Obstacle Removal – a data-driven approach is being applied by the Alabama Department of Transportation (ALDOT) to assure that obstacle removal programs sponsored by the Federal Highway Administration (FHWA) and the State of Alabama are successful. In this regard hotspot analyses very similar to those given in this HSP are applied to find the locations that are most in need of obstacle removal.
- Mature Drivers – Age > 64 – while this looks like a high number, recognize that this represents about 20 years of ages (65-84) as opposed to Item 7, which is only five age years. Since the number of fatalities attributed to the two groups is the same we can conclude that on a per one-year age basis, the 16-20 year olds cause about four times the fatalities as the older driver group. So once these numbers are normalized on a per year basis, it seems clear that countermeasure resources need to go in the direction of the younger drivers. This age classification is maintained because of the obvious growth in this group of drivers that is expected over the coming decade. An important factor that drives the number of fatalities up in this category is the lower survivability of older injured persons, as opposed to their being the cause.
- License Status Deficiency – this is highly correlated with DUI, speeding and other violations that would cause the revocation of the drivers' licenses. It is included to indicate that suspending the license is not an effective deterrent to all drivers. While the removal of the drivers' license is a recognized countermeasure for impaired driving, additional actions are clearly required if this countermeasure is to reach its full potential.

- Youth – Age 16-20 – there is no doubt that by any metric this age group is the most critical in reducing fatalities and all other crashes, even when normalized by number in the driving population. See the discussion for Mature Drivers above.
- Motorcycle – attention is justified for this category because of the recent increased use of motorcycles due to increased gasoline prices and other economic considerations. With the significant recent reduction in fuel prices, we might expect this to regress to its former mean and hopefully improve upon that.
- Pedestrian, Bicycle and School Bus – this category is consolidated over several areas that involve young people who have not yet reached driving age. While the numbers and the potential for life savings in pure terms of numbers may be low, our society gives far greater weight to those who are not in a position to take care of themselves. Thus, this category is given for general consideration purpose without trying to state that investments should not be made in these areas.
- Pedestrian – this covers all pedestrian fatalities of all ages. Pedestrian incidents tend to occur in those places where there are both many vehicles and many pedestrians – i.e., in the large metropolitan areas.

Being data-driven, the Highway Safety Plan for FY 2016 addresses the two largest factors that *cause* injury and fatal crashes (speed and impaired driving), and the single greatest factor influencing severity (lack of proper restraint use). Crashes that were in either the Speed or Impaired Driving category were identified and locations with the highest numbers of these crashes (particularly the severe crashes) were included in the prioritized list that provide the basis for their evidence-based selective enforcement efforts. Also, those areas in which it was found that seat belt non-use was highest were also isolated for seat belt enforcement concentration. These problem areas, known as *hotspots,* were defined by specific criteria depending on their roadway classifications. These hotspots are defined, listed and mapped in this plan. Each of the regional coordinators uses these specifications as the basis for their plans for the coming year.

The following presents a summary of each of the major strategies that are detailed in this plan:

- Continue supporting the four Community Traffic Safety Program (CTSP) projects.
- Continue to support the University of Alabama Center for Advanced Public Safety (UA-CAPS) in exchange for their support of AOHS. UA-CAPS provides AOHS with their crash and traffic safety data and analytical technical assistance throughout the year.
- Conduct four local Evidenced-Based Traffic Safety Enforcement Programs, one within each of the Community Traffic Safety Program/Law Enforcement Liaison (CTSP/LEL) regions. Additionally, a statewide Evidenced-Based Traffic Safety Enforcement Program will be conducted in conjunction with the Alabama Law Enforcement Agency (ALEA). See page 95 for more details.
- Continue to require the CTSP/LEL Coordinators to conduct selective enforcement efforts that focus their plans on hotspot locations identified by the data analyses provided for their respective regions.
- Participate in the national "Click It or Ticket" campaign on the statewide level.
- Conduct a statewide “Drive Sober or Get Pulled Over” campaign in conjunction with the national campaign.
- Conduct sustained evidence-based enforcement (E-BE) for impaired driving, speeding and seat belts.
- Conduct Evidence-Based Traffic Safety Enforcement Programs through law enforcement agencies in Alabama to prevent crashes, fatalities and injuries in the State.

Performance metrics were established for assessing each of these strategies. Specific countermeasures within each of these categories were checked for their effectiveness estimates from the NHTSA-recommended document: *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Edition, 2013*; which can be viewed at: http://www.safehomealabama.gov/Portals/0/PDF/Countermeaures%20that%20Work%20811727.pdf

Administrative goals have been established by AOHS to assure that the operation of the State's traffic safety program is well organized and continues to be implemented on the basis of firm evidence derived from sound data analyses. To summarize, the administrative goals include the following:

- Training and internal interaction requirements (e.g., meetings and conferences) to keep the AOHS staff and those with whom they interact familiar with the most recent developments in traffic safety that are relevant to their roles.
- Support and coordination of Section 402 and Section 405 (as given in the new MAP-21 guidelines), in the support and integration of eCite, eCrash, MMUCC, driver license access, EMS-medical data integration, roadway data and vehicle data.
- Legislative support activities to provide information for sound legislation through the efforts of the State Safety Coordinating Committee.
- The compilation, presentation and coordination of all formal governmental and volunteer traffic safety efforts within Alabama by means of the http://www.SafeHomeAlabama.gov/ website.

Traffic safety is obviously a difficult multifaceted problem. It cannot be solved without statewide cooperation throughout the traffic safety community. AOHS has maintained key partnerships over several decades to this effect, which are briefly described below:

- Community Traffic Safety Program/Law Enforcement Liaison (CTSP/LEL) Coordinators – employed in the field as an arm of the AOHS who live and have offices within their respective regions, and build ongoing relationships with local and state level law enforcement who serve that region. In addition, they are also responsible for building and maintaining relationships with all other traffic safety stakeholders in the local communities within their respective regions.
- Alabama Law Enforcement Agency (ALEA) – this is a new agency that has subsumed both the Alabama Department of Public Safety (DPS) and the Alabama Criminal Justice Information Center (ACJIC) in a recent reorganization that had the goal of consolidating all state level law enforcement functions into a single agency. Former relationships with DPS and ACJIC have been strengthened as a result of this re-organization, and they have pledged their continued support for the many computer systems that they have sponsored in the past, such as eCrash and eCite, the state's electronic crash and citation systems. This relationship is expected to continue in the future and extend to other innovations to provide a much more efficient system of law enforcement as well as a model for local acceptance of law enforcement technology.
- Alabama Department of Transportation (ALDOT) – strong coordination among the traffic safety efforts between ADECA and ALDOT is stimulated by the monthly sponsored Safety Outreach Meetings hosted by ALDOT. ADECA works quite closely with ALDOT in the development of common traffic safety performance measures and goals, which is a requirement of the Strategic Highway Safety Plan (SHSP).
- Strategic Highway Safety Plan (SHSP) Steering Committee – which also brings involvement and close concurrence with ALDOT and the following Federal agencies:
    - Federal Highway Administration (FHWA)
    - Federal Motor Carrier Safety Administration (FMCSA)
    - National Highway Traffic Safety Administration (NHTSA)

- Alabama Department of Public Health – providing data and information technology expertise for EMSIS and trauma data integration and use.
- Local law enforcement – including city police and county sheriffs, these partners are essential to all statewide and local enforcement programs.
- Media – providing continued support to inform the public of all selective enforcement and other initiatives.
- Traffic Records Coordinating Committee – a broad based committee that represents all developers and users of traffic safety information systems.
- State and local District Attorneys – involved to increase their level of readiness and proficiency for the effective prosecution of traffic related cases.
- The University of Alabama Center for Advanced Public Safety (UA-CAPS) – a sister state quasi-research agency that provides the information foundation from crash, citation, EMS runs and other databases to enable AOHS and the CTSP/LEL Coordinators to be assured that their traffic safety resources are being allocated most effectively. UA-CAPS also provides liaison with other university traffic safety efforts (see http://www.safehomealabama.gov/Universities.aspx).

It is recognized that fatalities are caused by factors other than speed, impaired driving and lack of proper restraints. However, optimality demands that the limited resources available be applied to those areas that have the maximum fatality-reduction potential. These "top three" demonstrate the greatest fatality-reduction potential for fatalities and severe injuries. Even if all of these goals for these various programs are met, there will still be an intolerably high death and injury toll, and the State embraces all of the principles of the National effort, Toward Zero Deaths (TZD). An abstract of the planning process that was used in the evidence-based design of the various projects in the plan is given next to complete this summary.

HSP Planning Process

As alluded to above, the State of Alabama has a comprehensive, evidence-based enforcement plan that encompasses all traffic safety program areas. This planning process starts with a very general problem identification, which is initiated as soon as the close out of the previous year's data is completed. This occurs in the April-May time frame. The detailed procedure for the problem identification is given in a separate section on page 28. The most current year of data after the close out is combined with the previous two years of data in order to have three years of crash data to perform the problem identification. Research has shown that three years is an optimal time span for predicting future hotspots. This has been determined experimentally where the predictive power increased with the increase of a year of data up until the fourth year was added and then there was a decrease in the prediction of where crashes would occur in the following year. Thus, the increased value of adding a fourth year is offset by the misinformation that comes from the obsolete data.

As will be demonstrated by the results of the problem identification steps that are defined in detail in Section 1, the plan is completely evidence-based. Evidence obtained from the crash data found on pages 62 through 94 is quite clear as to where the critical locations are as well as the answer to the more general who, what, when, where, how old and why questions. In order to get the CTSP/LEL Coordinators to be thoroughly involved in this process, they are required to submit their plans in the April-May time frame, at about the same time as the statewide problem identification is being performed. While this initial plan is based on data that are not totally current, they have the advantage of reflecting the experience that they have had in their previous year of implementation. As an extreme example, it may contain information related to the inexperience or failure to cooperate of a local agency and plans to overcome such issues. These are factors that cannot be seen or appreciated by computer outputs at the state level.

AOHS takes advantage of the expertise built up over many years by the University of Alabama Center for Advanced Public Safety (UA-CAPS) to perform the problem identification, and to work with the AOHS GR/SC and staff in assembling a tentative statewide planning document. Using the Critical Analysis Reporting Environment (CARE) program, a complete listing and illustration of problem crash locations (or hotspots) throughout the state is developed. In addition to a breakdown by CTSP/LEL region, the results are also subdivided by crash type and roadway classification. This is because different agencies may deal with different roadway classifications, and different tactics may be applied to different types of crashes. As seen in the current document, the results are subdivided by the four CTSP/LEL regions. These data are distributed then to the CTSP/LEL Coordinators so that they can refine their respective plans.

A similar exercise involves the ALEA/State Troopers Division, which is given information on Interstates and rural state routes that it is responsible to patrol. Generally, each ALEA region receives a package of information that is formatted just like the statewide results, but tailored to their particular region or roadway subset. In addition, all agencies also have access to the preliminary statewide plan. By providing both statewide information and information specific to their region, the regional coordinators are able to identify the problem areas in their region but also determine how these locations relate to the statewide plan.

Once this information is provided to the CTSP/LEL Coordinators, they are instructed to focus their plans for the coming year on the hotspot locations given in the reports for their region. At this point it is a minor adjustment for them to revise the hotspot definition part of their plan. Other issues presented in their tentative plans are reviewed by AOHS staff to assure integrity and consistency among the regions. The enforcement program will continuously be evaluated and any necessary adjustments will be made.

The implementation of the Evidence-Based Enforcement Plan is demonstrated in the following sections of the Highway Safety Plan. Different enforcement campaigns are conducted on one or more of the determined emphasis areas supported by the appropriate funding source. These sections provide more details about specific focused high visibility enforcement efforts:

Section 5.1.3 – Impaired driving and speed related crash hotspots – 402 funds
Section 5.4.1 – Alcohol related crashes hotspots – 405d funds
Section 6.5.2 – Restraint-deficient hotspots – 405b funds

These enforcement efforts are supported by media campaigns to the extent possible. The value of such integrated enforcement efforts is demonstrated by studies referenced in Page 1-24 of *NHTSA Countermeasures that Work.*

1.0 EVIDENCE-BASED ENFORCEMENT ACTION PLAN

1.1 Evidence-Based Traffic Safety Enforcement (E-BE) Program

The State of Alabama has a comprehensive, evidence-based enforcement plan that encompasses all traffic safety enforcement areas. Enforcement activity locations are based on high-risk hotspots, which are defined using criteria based on a variety of crash factors (e.g., impaired driving) and/or injury severity. This evidence-based plan is based on a well-defined problem identification procedure where hotspots are determined and specified based on appropriate criteria, followed by communication of these hotspots to the Community Traffic Safety Program/Law Enforcement Liaison (CTSP/LEL) coordinators for the state's four traffic safety regions who are responsible for facilitating both regular and special enforcement programs within those regions.

1.1.1 An Analysis of Crashes, Crash Fatalities & Areas of Highest Risk

Being data driven, the Highway Safety Plan for FY 2016 addresses the two largest factors that cause injury and fatal crashes, and the single greatest factor influencing severity: seat belt use. Crashes that were in either the Speed or Impaired Driving category were identified and locations with the highest numbers of these crashes (particularly the severe crashes) were included in the prioritized list that provides the basis for their selective enforcement efforts. Also, those areas in which it was found that seat belt non-use was highest were also isolated for seat belt enforcement. These problem areas, known as hotspots, were defined by specific criteria depending on roadway classification. These hotspots are defined, listed and mapped on pages 59-94. Each of the regional coordinators uses these specifications as the basis for their plans for the upcoming year.

In order to determine the hotspots for each region, several statewide reports were generated. Through the use of the 2011-2013 crash data for the State of Alabama, the Critical Analysis Reporting Environment (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 Impaired Driving hotspots crashes in this plan has already been discussed, it is important to focus on crash type and roadway classification 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 Impaired Driving Crashes only) and (4) hotspots on non-mileposted segments. By doing this, a total of 37 Speed Hotspots and 198 Impaired Driving Hotspots around the state were identified. Each of the statewide lists, maps and locations of crashes can be found on pages 59-94 of this HSP.

In addition to the statewide information, regional information was generated for each of the four 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 given also copies of the Interstate Hotspots. The Interstate Hotspots will be covered by the Alabama Law Enforcement Agency (ALEA), and they are not under the control of the four CTSP Coordinators. The reports provided on a regional basis are as follows:

1. Regional Fatalities Bar Graph (2006-2013)
2. Top Speeding Related Mileposted State/Federal Route Crashes Map for Region
3. Top Speeding Related Mileposted State/Federal Route Crashes Listing for Region
4. Top Impaired Driving Related Mileposted State/Federal Route Crashes Map for Region

5. Top Impaired Driving Related Mileposted State/Federal Route Crashes Listing for Region
6. Top Impaired Driving Related Non-Mileposted Intersection Crashes Listing for Region
7. Top Speeding Related Non-Mileposted Segment Crashes Listing for Region
8. Top Impaired Driving 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.

A similar exercise involves the Alabama Law Enforcement Agency (ALEA), which is given information on Interstates and rural state routes that it tends to patrol. Generally, each region and the ALEA receive a package of information that is formatted just like the statewide results, but tailored to their particular region or roadway subset. In addition, all agencies also have access to the preliminary statewide plan. By providing both statewide information and information specific to their region, the regional coordinators are able to identify the problem areas in their region but also determine how they relate to the statewide plan.

Once this information is provided to the CTSP Coordinators, they are instructed to focus their plans for the upcoming year on the hotspot locations given in the reports for their region. At this point it is a minor adjustment for them to revise the hotspot definition part of their plan. Other issues presented in their tentative plans are reviewed by AOHS staff to assure integrity and consistency among the regions.

1.1.2 Deployment of Resources Based on that Analysis

The University of Alabama Center for Advanced Public Safety (CAPS) provided data from the CARE system that was used to select the target locations. All Alabama Office of Highway Safety (AOHS) staff and CAPS participated in the selection process for the performance goals and targets. The AOHS and CAPS were involved in the development and selection of evidence-based countermeasures strategies and projects to address problem areas and achieve performance targets. Funding is determined for each region based on the percentage of hotspots in the region. Grant funds are allocated to the regions based on their percentage of alcohol, restraint, and speed crash problem.

The maximum improvement in traffic safety can only be attained if the available resources are allocated to those areas where they will have the greatest chances of reducing fatality and injury crashes. Federal funds distributed by the AOHS will be used to focus completely on the high crash areas within each region. If funds are employed effectively and correctly, there should be a reduction in the number of hotspots within the next few years on both a statewide level and within each individual region. There will be four local impaired driving/alcohol, police traffic services, and speeding projects during the upcoming fiscal year as well as one statewide impaired driving/alcohol, police traffic services, and speeding project conducted by ALEA. Each of these projects will focus on impaired driving/alcohol and speeding related hotspot crash locations that have been identified across the state. One project will take place in each of the four CTSP/LEL regions and the statewide project will be conducted in conjunction with the ALEA. The Law Enforcement activity will be sustained for twelve months. The enforcement effort is data driven, which will prevent traffic violations, crashes, and crash fatalities and injuries in locations most at risk. Law enforcement agencies will use saturation patrols, line patrols, checkpoints, and regular patrol in order for the data-driven enforcement projects to be effective. The enforcement activities and techniques that will be used are:

- Conduct four local Hotspot Special Traffic Enforcement Program (STEP) projects, one within each of the CTSP regions. Additionally, a statewide STEP project will be conducted in conjunction with the Alabama Law Enforcement Agency (ALEA).
- Continue to require the CTSP Coordinators to conduct selective enforcement efforts that focus their plans on hotspot locations identified by the data analyses provided for their respective regions.
- Participate in the national "Click It or Ticket" Campaign on the statewide level.
- Conduct a statewide “Drive Sober or Get Pulled Over” Campaign in conjunction with the national campaign.
- Conduct sustained enforcement for impaired driving, speeding, and seat belts.
- Conduct an evidence-based traffic safety enforcement programs through law enforcement agencies in Alabama to prevent crashes, fatalities and injuries in the State.

The campaign will incorporate advertising, bonus spots, website links, and support of government agencies, local coalitions and school officials in an effort that will impact restraint usage.

The campaign will consist of:

- Development of marketing approach based on Nielsen and Arbitron ratings and targeted primarily towards the 18-34 male age group.
- Placement of paid ads on broadcast television, cable television, and radio in addition to public service spots. Paid advertising will be placed primarily in the five largest media markets.
- Management of public relations efforts including press releases and special media events to stimulate media coverage and alert the public to the campaign.
- In addition to the paid and free media, the AOHS website will have updated information including ads, articles and other information pertaining to the seat belt campaigns.
- Each CTSP/LEL Coordinator will be responsible for generating sustained earned media in their area of the state throughout the year. The CTSP/LEL Coordinators are also responsible for developing press releases and conducting press events that are specifically targeted to their regions.

1.1.3 Process of Continuous Follow-up and Adjustment of Plan

Each of the STEP projects will focus on Hotspot crash locations that have been identified across the state. One STEP project will take place in each of the four CTSP/LEL regions and the statewide STEP project will be conducted in conjunction with the Alabama Law Enforcement Agency (ALEA). By conducting these STEP projects, additional efforts can be focused on the reduction of impaired driving and speed related crashes. The Law Enforcement activity will be sustained for twelve (12) months. The enforcement effort is evidence-based, with the objective of preventing traffic violations, crashes, fatalities and injuries, and lack of proper restraint use in locations most at risk. The enforcement program will be continuously evaluated and the necessary adjustments will be made. The AOHS will monitor law enforcement agencies activity reports monthly to determine if adjustments are needed for their plans. When activity reports are received, they will be assessed against the latest crash data to identify successful crash reductions in targeted locations, as well as new areas of risk that may be developing. There will be monthly follow-up with agencies to address any lack of performance issues or activities. Each year adjustments will be made to the HSP and enforcement plan based on the problem identification.

1.2 Problem Identification General Considerations

For FY 2016, AOHS will continue the evidence-based strategy of identifying and focusing on impaired driving and speed related hotspots in the State of Alabama, with a special emphasis on locations where occupant restraints were also found to be overrepresented. It is clear from a consideration of Table 1 that the two biggest problem areas, in terms of behavior that cause crashes, are speeding and impaired driving. While the failure to use occupant protection devices is infrequently the cause of a crash, it can have a mitigating effect on the severity both per se and in some rare cases by enabling the driver to re-gain control. Thus, the consideration of hotspots where causal drivers were reported "not properly re-strained" has a detrimental effect on crash severity and the saving of lives. Since these trends have been recognized year after year, they cannot be ignored and must be consistently and continually ad-dressed.

1.3 Table 1. Summary of Crash Severity by Crash Type –Alabama CY 2014 Data

Table 1: Top Fatality Causes

Crash Type (Causal Driver)	Fatal Number	Fatal %	Injuries	Injury %	PDO No.	PDO %	Total
1. Restraint Deficient*	368	3.78%	3,757	38.56%	5,617	57.66%	9,742
2. Impaired Driving	187	3.16%	2,191	37.02%	3,395	57.37%	5,918
3. Speeding	141	4.22%	1,529	45.79%	1,611	48.25%	3,339
4. Obstacle Removal	123	2.04%	2,010	33.26%	3,769	62.36%	6,044
5. Mature – Age > 64	107	0.81%	2,865	21.58%	9,915	74.68%	13,276
6. Ped., Bicycle, School Bus	105	6.77%	848	54.67%	514	33.14%	1,551
7. License Status Deficiency	103	1.72%	1,896	31.75%	3,816	63.90%	5,972
8. Pedestrian	96	12.73%	569	75.46%	34	4.51%	754
9. Youth – Age 16-20	64	0.31%	4,463	21.85%	15,396	75.37%	20,428
10. Motorcycle	58	3.52%	1,095	66.36%	452	27.39%	1,650
11. Fail to Conform to S/Y Sign	29	0.45%	1,786	27.59%	4,524	69.88%	6,474
12. Utility Pole	25	1.13%	780	35.28%	1,304	58.98%	2,211
13. Non-pickup Truck Involved	23	0.49%	839	17.90%	3,711	79.16%	4,688
14. Construction Zone	21	0.88%	506	21.18%	1,805	75.55%	2,389
15. Vehicle Defects – All	15	0.43%	794	22.59%	2,583	73.49%	3,515
16. Vision Obscured – Env.	12	0.82%	370	25.19%	1027	69.91%	1,469
17. Child Restraint Deficient*	10	0.40%	308	12.29%	2,189	87.32%	2,507
18. Railroad Trains	10	12.99%	27	35.06%	39	50.65%	77
19. Bicycle	8	3.05%	193	73.66%	46	17.56%	262
20. Fail to Conform to Signal	5	0.13%	1,183	29.59%	2,697	67.46%	3,998
21. School Bus	1	0.18%	93	17.16%	434	80.07%	542
22. Roadway Defects – All	1	0.67%	25	16.78%	118	79.19%	149

* All categories list number of crashes except for the “Restraint Deficient” and “Child Restraint Deficient” categories. The restraint categories cannot accurately be measured by number of crashes so they list number of unrestrained persons for each severity classification.

Updated versions of Table 1 have been used for at least five years at the highest levels for traffic safety resource allocation for the State of Alabama. The AOHS Highway Safety Plan (HSP) has been incorporated into the Alabama SHSP as an appendix, reflecting their agreement with the goals and approaches being taken by AOHS. AOHS personnel have served on the steering committee for the development of the Alabama Strategic Highway Safety Plan (SHSP), and they are presently active in its implementation phase. They have worked collectively in goal setting for the common goals in the HSP, SHSP and the Highway Safety Improvement Plan (HSIP). The common goals were mutually accepted by the Alabama Office of Highway Safety, the Strategic Highway Safety Plan steering committee and the Highway Safety Improvement Plan committee. The major goals of both the HSP

and the SHSP are to bring about the most effective and coordinated statewide allocation of traffic safety resources possible, including funding and equipment, but most importantly, personnel.

Originally the intent of Table 1 was to get a perspective of the over-all effects of applying countermeasures to specific areas within traffic safety. There were no limitations on the various subjects that were isolated upon for consideration. All SHSP participants were encouraged to add any categories that they felt were appropriate. The data contained in Table 1 are updated and used year after year by those in the traffic safety profession across the State of Alabama, since this information provides a broad overview of the key categories of concern to those within the traffic safety community.

Ordering of categories within Table 1 is quite important. The category with the highest number of fatal crashes is listed at the top, descending to the crash type category with the lowest number of fatal crashes listed last. Each crash type category lists the crashes that occurred for that particular category for calendar year (CY) 2014 (between January 1, 2014 and December 31, 2014). Within the Performance Goals and Strategies section, all past statistics have been updated to reflect the CY. While the categories given in Table 1 are not mutually exclusive, they still tend to demonstrate the relative criticality of the particular categories that most often are the targets for funding or other resource allocations. Please recognize that the information obtained by comparing gross fatality and injury counts in overlapping categories is merely a first step in the analytical process to find optimal allocations of resources among programs. However, without such a high level view much time is wasted in analyzing areas that have little hope of addressing the major traffic safety problems within the state.

Table 1 also contains the severity classification for the crashes in each category in Table 1 for CY 2014. The percentages given are for the respective severity classification only; thus, these percentages represent the relative severity of the crash category, and this can be used to compare the crash categories by severity. For example, it might be noticed that the relative severity of pedestrian, motorcycle and railroad crashes are significantly more severe than for most of the other categories, as is also true for those crashes in which the driver was not properly restrained.

A new electronic crash-reporting system (called eCrash) went into effect on July 1, 2009. This resulted in changes in the data that were being collected across the state. The eCrash system is now being used by over 98% of reporting agencies in Alabama, and it enables officers to enter data directly into the computer (paperless). The eCrash system creates data that meets the Model Minimum Uniform Crash Criteria (MMUCC), and it provides greater access to data for future analyses. A number of new variables and codes were introduced into the crash report with eCrash, allowing for more accurate and complete data by officers in the field. This upgrade caused some minor changes to the search criteria used in Table 1, especially for Impaired Driving and Speed. These same changes were applied in finding these types of Hotspot locations. Careful work was done to ensure that no variables or codes that could indicate a particular category were missed, and that the search criteria captured all of the crashes for each of the particular categories for this evidence-based analysis.

For the FY 2016 analysis, complete crash data from three prior years (CY 2012-2014) were used. A total of 33 Speeding hotspots and 176 Impaired Driving hotspots were identified. These hotspots are defined, listed and mapped (when possible) in Hotspot Listings in Section 4. The CTSP/LEL Coordinators and the officers within their jurisdictions are required to work those areas that are most critical as given by this evidence-based analyses. Their plans for the coming year will focus on these hotspot areas, as portions of their funding will be restricted to working the speeding, impaired driving and restraint deficiency hotspot locations defined for each region.

The Vision, Ideals and Mission are given in the next section of the plan, which gives the basis for the goals and strategies presented in Section 3. Section 4 contains the statewide results of the evidence-based speed and impaired hotspot location analysis, which is made available to each CTSP/LEL Coordinator along with information specific for their regions. Section 5 contains the planned activities for all activities to be conducted by AOHS during FY 2016. Section 6 contains the Occupant Protection Plan, which satisfies NHTSA requirements in that regard and shows how evidence-based enforcement has been integrated into the planning process and also demonstrates analytics applied to program evaluation. Attachment A gives the location hotspots for the evidence-based restraint deficiency hotspots, and Attachment B presents non-location restraint related problem identification. Attachments C and D contain the Alabama Performance Report and the Alabama Overtime Grant report, respectively.

2.0 VISION, IDEALS, AND MISSION

2.1 Vision

In order to reflect its overall traffic safety ambitions, AOHS has established the following Vision Statement:

> **To eliminate all traffic related fatalities by creating the safest possible surface transportation system by means of a cooperative effort that involves all organizations and individuals within the state who have traffic safety interests.**

Progress in accomplishing this vision is measurable in terms of crash, injury and fatality rates (per million vehicle mile). In order to perform a fair and accurate evaluation of these metrics, Alabama will be compared to the other states in NHTSA Region 4.

2.2 Ideals

The following ideals provide the guiding principles in moving toward the vision given above:

- *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. Alabama's commitment to this ideal can be seen in the table on page 35, which shows the steady decline in the state's fatality rate since 1987.
- *Reduction in Suffering.* Reduce suffering and property loss resulting from injury and property damage only crashes.
- *Focus on speed, impaired driving and restraint deficient 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 impaired driving were determined to be the biggest driver-caused problem, and the lack of proper restraint use was seen to be the largest severity increase problem. In order to help reduce these crashes, all organizations and individuals in the area of traffic safety must be committed to evidence-based targeting of hotspot locations where these problems are found to be excessive. Plans developed by the state's safety coordinators reflect this focus, and funding will be concentrated on hotspot crash locations that have been identified. While focusing and addressing the behavioral problems of speeding and impaired driving, law enforcement will continue issuing tickets to drivers who do not insist that all passengers be properly restrained. Individuals who drive impaired and drive above the posted speed limits are most often not using occupant restraints, nor do they insist that their passengers buckle up.
- *Teamwork and Diversity.* Recognize that these ideals 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.

2.3 Table 1. Fatality Number and Rate by Year

Alabama's fatality counts and fatality rates (per 100 million vehicle miles traveled) since 1987 show a 44% decrease since that time.

Year	Rate	Fatalities	Miles Driven (100 MVMT)	
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	969	591.48	
2009	1.38	848	613.00	
2010	1.34	862	641.51	
2011	1.38	894	649.14	
2012	1.33	865	650.38	
2013	1.31	852	650.38	
2014	NA	821*	NA	*State Data

The reduction in the state's fatality rate since its recent high in 2006 is particularly 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 expect this trend will continue as vehicles are made more crashworthy and resistant to driver errors through advances in technology. The recent counter-trend has been in the increased cell phone use and texting, which has been a recent downside of the overall advances in technology. Alabama will not be satisfied, however, with even one death on the roadway, and the state will continue to put forth a concerted effort to assure that traffic safety resources are utilized to their maximum capabilities to sustain and accelerate the trend toward zero deaths.

2.4 Mission

The mission of all involved in AOHS programs will be to promote movement toward its vision while maintaining the ideals given above. Put in a condensed statement, this mission is to:

> **Conduct Evidence-Based Enforcement coupled with PI&E and other supportive countermeasures that will reduce fatalities and injuries by focusing on the locations identified for speed and impaired driving hotspots with additional strong consideration to hotspots where deficiencies in occupant protection are found.**

Focusing efforts to reduce the number of speed and impaired-driving related crashes and increasing the use of appropriate restraints has been shown in the past to produce the maximum benefit for the resources that are dedicated to traffic safety. These lessons from the past need to be extended in the future because there are still considerable benefits that can be attained by these programs. It is important to recognize that each fatality is caused by the *choice* to speed, drive impaired or not buckle up (quite often combinations of the three). By changing driver and occupant behavior, the number of hotspot locations will be reduced and traffic safety will be improved.

3.0 GOALS AND STRATEGIES

3.1 Process for Developing Goals

The goal development process started with UA-CAPS provided data from the CARE system that was used to evaluate the past ten years of crash history. All Alabama Office of Highway Safety (AOHS) staff and UA-CAPS participated in the process of developing the performance goals and targets, and they were also directly involved in the development and selection of evidence-based countermeasure strategies and specific projects to address problem areas and achieve performance targets. Funding is determined for each region based on the percentage of hotspots in the region. Grant funds are allocated to the regions based on an assessment of their needs in terms of reducing the problems identified in their respective regions. Projects involving the state CTSPs for FY 2016 will be largely focused on the problem locations discussed and defined in Hotspot Listings in Section 4 and Attachment A. In addition, AOHS will continue participation in the "Click It or Ticket" and "Drive Sober Or Get Pulled Over" campaigns.

AOHS continues to pledge its support to these programs and will fund the participating regions and agencies accordingly. These programs have received extensive review and recommendations by those who developed the state's SHSP. The overall goals set in the SHSP for the State of Alabama are complementary to, and consistent with, those presented in Section 3.3. Goals will be presented in the following categories: (1) Traffic Safety Performance Measures, (2) Traffic Safety Activity Measures, (3) Overall Program Goal, (4) Performance Goals and Strategies, Administrative Goals, and (5) Legislative Goals. The goals were set jointly by AOHS and UA-CAPS using FARS and CARE crash data. In those cases where the goals had to be consistent with the SHSP and the HSIP, the appropriate ALDOT officials were involved in assuring that they participated in assuring concurrence among the three documents.

The table on the following page presents a multi-year summary and the item numbers within the table on page 38 are used for the goal definitions. Unless otherwise noted, the number of fatalities for this table and the goals analyses were provided by FARS.

3.2.1 Statewide Statistics Table for 2007-2014

	2007	2008	2009	2010	2011	2012	2013	2014	2016 ** Baseline
C-1 Number of Traffic Fatalities (FARS)	1,110	969	848	862	895	865	852		864
C-2 Number of Serious Injuries in Traffic Crashes (State Crash File)	22,755	20,293	15,131	10,544	9,904	8,974	8,558		10,622
C-3 Fatalities/VMT (FARS/FHWA)									
• Total_____	1.81	1.63	1.38	1.34	1.38	1.33	1.31		1.35
• Urban_____	1.20	1.18	1.08	0.97	1.09	0.99	.82		.99
• Rural_____	2.44	2.10	1.69	1.72	1.70	1.69	1.85		1.73
C-4 Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	538	452	378	394	382	354	369		373
C-5 Number of Fatalities in crashes involving driver or motorcycle operator with a BAC of .08 and above (FARS)	377	314	267	264	261	240	260		258
C-6 Number of Speeding-Related Fatalities (FARS)	497	447	327	316	298	273	253		293
C-7 Number of Motorcyclist Fatalities (FARS)	85	100	76	86	98	97	80		87
C-8 Number of Unhelmeted Motorcyclist Fatalities (FARS)	8	15	7	5	10	10	1		7
C-9 Number of Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	194	163	140	140	136	139	102		136
C-10 Number of Pedestrian Fatalities (FARS)	69	68	64	61	79	77	59		68
C-11 Number of Bicycle Fatalities (FARS)	9	4	6	6	5	9	6		6
B-1 Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	82.3%	86.1%	90.0%	91.4%	88.0%	89.5%	97.3%	95.7%	92.4%
Speed Hotspots*	142	123	93	63	45	47	37		57
Speed Fatal Crashes*	359	338	221	212	188	179	165		192
Speed Injury Crashes*	3,392	2,958	2,299	1,883	1,832	1,779	1,663		1,891
Impaired Driving Hotspots*	191	190	194	143	144	179	198		172
Impaired Driving Fatal Crashes*	257	212	237	210	217	186	191		208
Impaired Driving Injury Crashes*	2,719	2,450	2,548	2,798	2,647	2,661	2,490		2,629

* State Data

** Baselines are 5-year averages of the 2009-2013 data.

3.2.2 Statewide Statistics Table for 5-Year Moving Averages 2009-2013

	2009	2010	2011	2012	2013
C-1 Number of Traffic Fatalities (FARS)	1057	999	937	888	864
C-2 Number of Serious Injuries in Traffic Crashes (State Crash File)	21,761	18,757	15,705	12,949	10,622
C-3 Fatalities/VMT (FARS/FHWA) • Total_____ • Urban_____ • Rural_____	 1.75 1.21 2.30	 1.63 1.15 2.13	 1.51 1.10 1.93	 1.41 1.06 1.78	 1.35 .99 1.73
C-4 Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	499	466	429	392	373
C-5 Number of Fatalities in crashes involving driver or motorcycle operator with a BAC of .08 and above (FARS)	342	320	297	273	258
C-6 Number of Speeding-Related Fatalities (FARS)	468	431	377	332	293
C-7 Number of Motorcyclist Fatalities (FARS)	86	90	89	91	87
C-8 Number of Unhelmeted Motorcyclist Fatalities (FARS)	9	9	9	9	7
C-9 Number of Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	189	173	155	144	136
C-10 Number of Pedestrian Fatalities (FARS)	73	68	68	70	68
C-11 Number of Bicycle Fatalities (FARS)	8	7	6	6	6
B-1 Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	84.6%	86.5%	87.6%	89.0%	92.4%

* State Data

** Baselines are 5-year averages of the 2009-2013 data.

3.3 Traffic Safety Performance Measures for FY 2016

3.3.1 General Considerations

The purpose of this section (3.3.1) is to provide some general considerations that can be the basis for back references from the various specific performance measure sections that follow. This is necessary to reduce the redundancy that would arise if the rationale for each of the metrics and their goals were discussed individually. In those cases where a given item applies, it will be referenced by its item number in the following list:

1. **Basis for Analysis and Agreement.** Generally the baseline for the estimates was based upon the most recent five years of data. This can be seen from the tables that demonstrate the metrics over the past five available calendar years (2009-2013). Items C1, C2 and C3a used the identical methodology as was approved in the coordination meetings with ALDOT in order to keep these goals consistent with the safety goals required by FHWA. **Goals for C1, C2, and C3a were mutually agreed upon by the Alabama Office of Highway Safety, the Strategic Highway Safety Plan Steering Committee and the Highway Safety Improvement Plan Committee.**

2. **Distinction between Data and Estimates.** The shaded areas in all graphs represent the projected estimated number *assuming that the established trend as given by a regression over the previous known values continues.* The first year that is projected is not shaded as heavily as the "out" years in order to convey an idea for the reliability of the projection. Clearly, the further out that is projected, the less reliable will be the projection.

3. **Accounting for Extrapolation Errors.** Extrapolating from a limited number of past values can lead to extreme errors, especially since the last value that we have in most cases is 2013, requiring (for example) that the estimates of 2014, 2015 and 2016 all be based on an extrapolation of 2009 through 2013. (Unless otherwise noted, all years given are calendar years.) Rarely, if ever, does such a linear trend establish an accurate prediction, especially in crash data where regression to the mean usually follows any dramatic departure from the established trend. Nevertheless, these estimates are presented since they do provide valuable information upon which to make and refine the estimates.

4. **All fatality count metrics.** The consideration above for Item 3 is particularly applicable for any metric that is dependent on fatality counts. Consistent with the national trend, Alabama experienced almost a 23% reduction in fatalities between 2007 and 2010. Because of several economic factors (price of fuel, alcohol, reduction in driving by high-risk groups, reduction in speeds for fuel conservation, and several other well established factors), the typical regression to the mean has not occurred. Any trend line that includes fatality counts prior to 2008 will obviously produce a down trend that is clearly not feasible to maintain by traffic safety countermeasures alone. Thus, the data chosen for the five-year trend and the baseline will go back no further than 2010. Even this generally produces a very optimistic

projection, and since the state has been urged to be aggressive (but not unrealistic) in setting goals, they will generally be somewhere between the projected trend line point for 2016 and the baseline. Notable exceptions to these general patterns were observed in motorcycle and pedestrian fatalities; motorcycle fatalities are discussed in as a separate item below.

5. **Severe injury count metrics.** The considerations above for fatality counts also apply to severe injuries, and so the rationale for the estimates for severe injury counts follow this same pattern. However, there is another very important factor at work for the state's severe injury counts that is critical to note. In July 2009 the state generally (with the exception of only about 15% of the reports) went to a different definition of severe injury (also called "A" injury). The C-2 graph shows a precipitous drop between 2008 and 2010 caused largely by this reporting anomaly. However, we believe that the five year average has not mitigated this issue.

6. **Motorcycle fatalities.** The rationale with regard to fatalities in general (Item 4) given above does not apply to motorcycle fatalities. There are two reasons for this: (1) the same economic forces that reduce fatalities in general work in just the opposite way when it comes to the use of motorcycles, i.e., they become a much more attractive mode of transportation because of the combined economic factors; and (2) because of this and the aging of the motorcycle-driving population in general, more and more motorcyclists are of a higher age and thus less able to survive a severe injury. For this reason it is reasonable to expect that the sustainment of the baseline of 87 would be a reasonable goal.

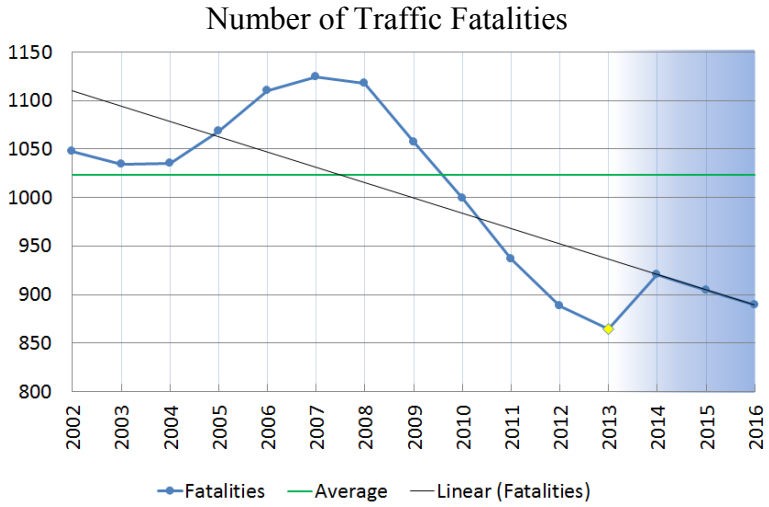
7. **Seat belt use.** The projection for 2016 is based upon the five year rolling average that includes the new method for estimating seat belt used as prescribed by NHTSA.

8. **Five-year average goals.** Most of the crash related goals are set differently from previous years. Our analysis concluded that since we were basing estimates on five-year averages, it would not be correct to predict a given one-year estimate. Thus, the goals given are generally for the five-year average that is computed at the end of 2013. The graphs on the following pages display the five-year rolling averages however the numbers listed above the charts are the single year number for each year.[1]

[1] All charts shown on the following pages were developed using annual FARS data, with the exception of serious injuries, which is taken from state crash data files.

3.3.2 C-1: Number of Traffic Fatalities (FARS)

2009	2010	2011	2012	2013	Baseline	Goal
848	862	895	865	852	864.4	859

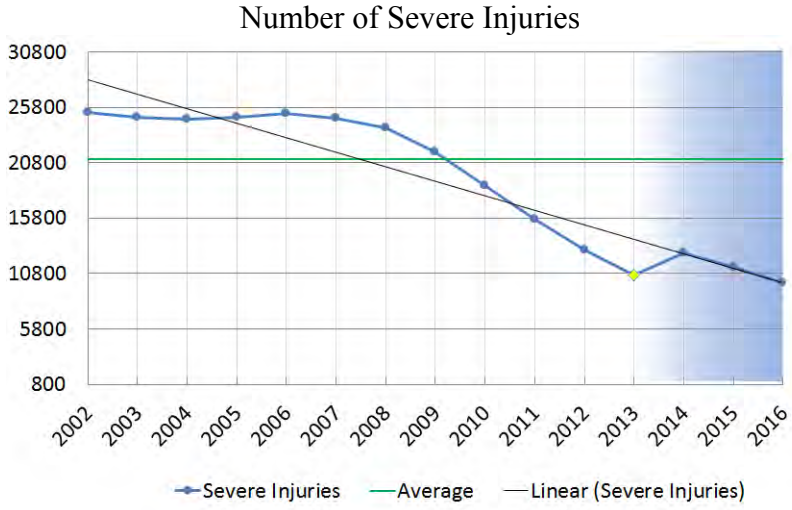


Reduce total traffic fatalities by .57 percent from the five year baseline average of 864 (2009-2013) to 859 by 2016*. **This goal was mutually agreed upon by the Alabama Office of Highway Safety, the Strategic Highway Safety Plan steering committee and the Highway Safety Improvement Plan committee.**

3.3.3 C-2: Number of Severe Injuries in Traffic Crashes

(State crash data files – most severe category: "A" Injuries.)

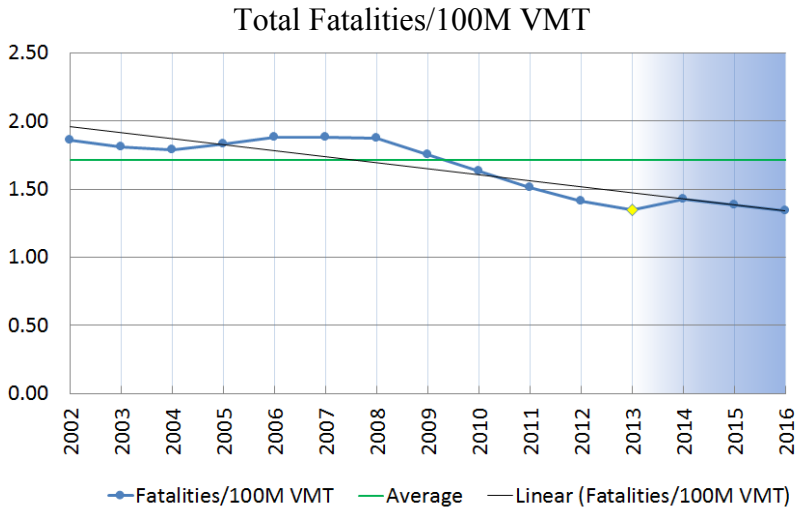
2009	2010	2011	2012	2013	Baseline	Goal
15131	10544	9904	8974	8558	10622.2	9900



Reduce serious injuries in traffic crashes by 6.8 percent from the five year baseline average of 10,622 (2009-2013) to 9,900 by 2016*. **This goal was mutually agreed upon by the Alabama Office of Highway Safety, the Strategic Highway Safety Plan steering committee and the Highway Safety Improvement Plan committee**.

3.3.4 C-3a: Total Fatality Rate/VMT (FARS/FHWA)

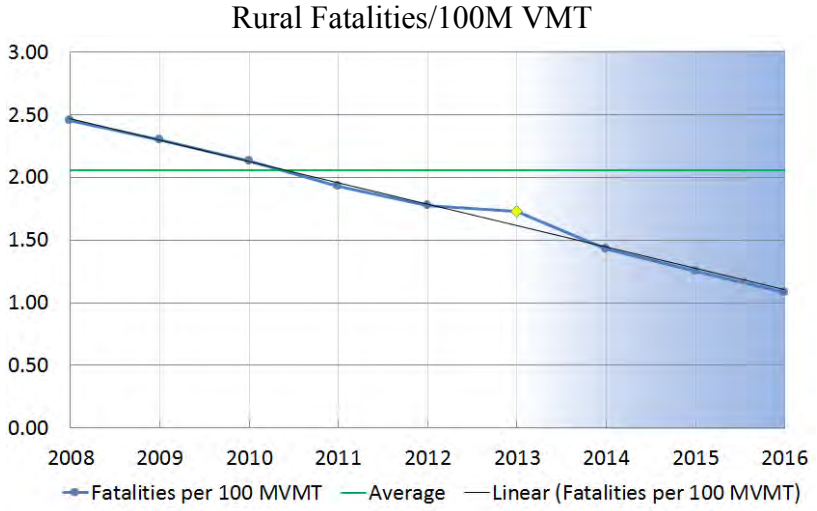
2009	2010	2011	2012	2013	Baseline	Goal
1.38	1.34	1.38	1.33	1.31	1.348	1.34



Reduce the fatality rate per 100M VMT by .74 percent from the five year baseline average of 1.35 (2009-2013) to 1.34 by 2016*. **This goal was mutually agreed upon by the Alabama Office of Highway Safety, the Strategic Highway Safety Plan steering committee and the Highway Safety Improvement Plan committee.**

3.3.5 C-3b: Rural Fatality Rate/VMT (FARS)

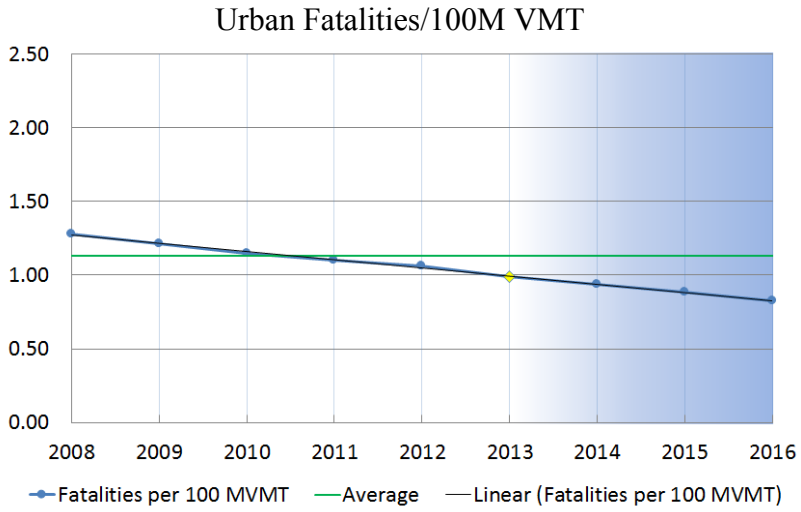
2009	2010	2011	2012	2013	Baseline	Goal
1.69	1.72	1.70	1.69	1.85	1.73	1.72



Reduce the rural fatality rate per 100M VMT by .58 percent from the five year baseline average of 1.73 (2009-2013) to 1.72 by 2016*.

3.3.6 C-3c: Urban Fatality Rate/VMT (FARS)

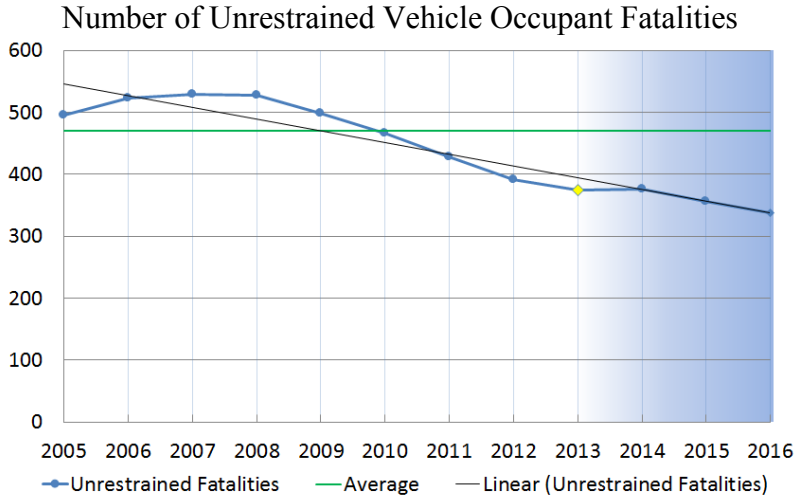
2009	2010	2011	2012	2013	Baseline	Goal
1.08	0.97	1.09	1.01	0.82	0.990	.98



Reduce the urban fatality rate per 100M VMT by 1 percent from the five year baseline average of .99 (2009-2013) to .98 by 2016*.

3.3.7 C-4: Number of Unrestrained Passenger Vehicle Occupant Fatalities All Seat Positions (FARS)

2009	2010	2011	2012	2013	Baseline	Goal
378	394	382	354	359	373	361

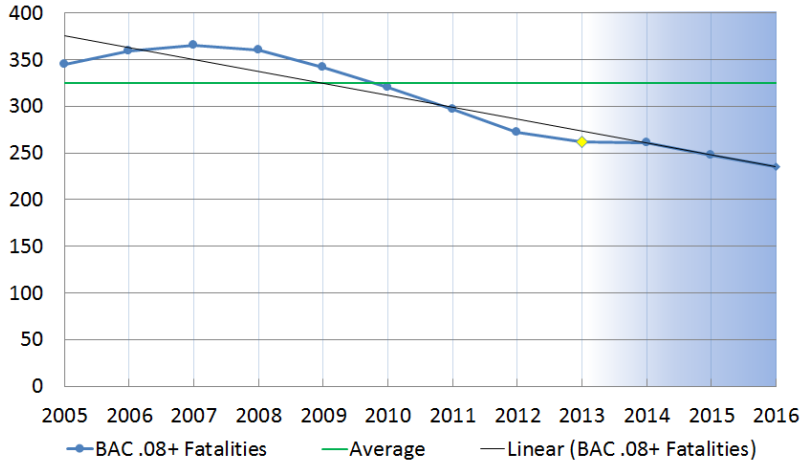


Reduce the unrestrained passenger vehicle occupant fatalities by 3.2 percent from the five year baseline average of 373 (2009-2013) to 361 by 2016*.

3.3.8 C-5: Number of Fatalities with a BAC of .08 and Above Crashes Involving Driver or Motorcycle Operator (data shown as Alcohol-Impaired Driving Fatalities in STSI-FARS)

2009	2010	2011	2012	2013	Baseline	Goal
267	264	261	240	260	258.4	251

Number of Fatalities Involving a Driver with a BAC .08 and Above



Reduce the alcohol-impaired driving fatalities by 2.7 percent from the five year baseline average of 258 (2009-2013) to 251 by 2016*.

3.3.9 C-6: Number of Speeding-Related Fatalities (FARS)

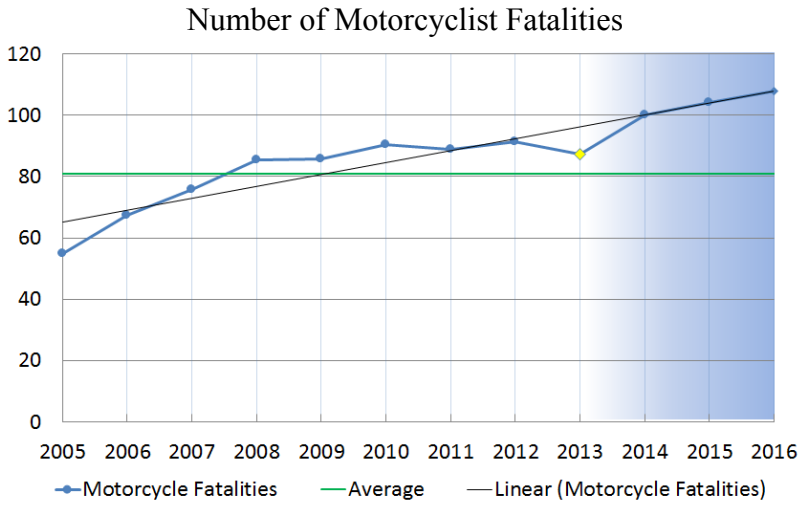
2009	2010	2011	2012	2013	Baseline	Goal
327	316	298	273	253	293.4	287

Number of Speeding-Related Fatalities

Reduce the speeding-related fatalities by 2 percent from the five year baseline average of 293 (2009-2013) to 287 by 2016*.

3.3.10 C-7: Number of Motorcyclist Fatalities (FARS)

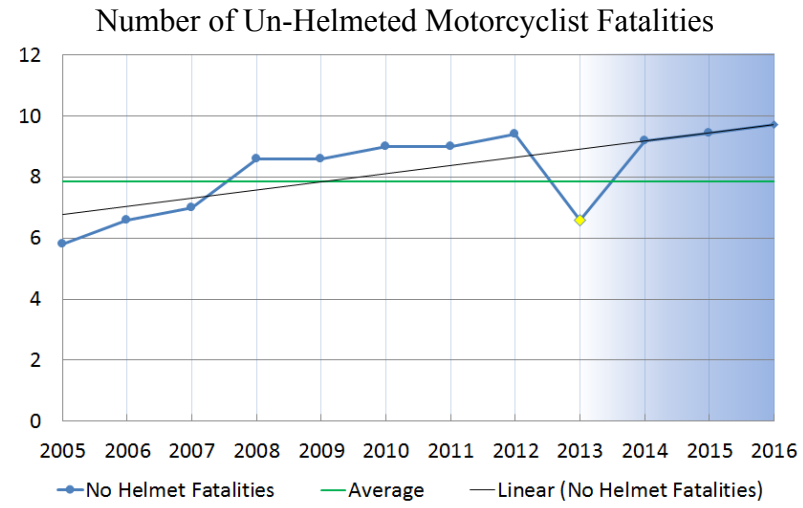
2009	2010	2011	2012	2013	Baseline	Goal
76	86	98	97	80	87.4	85



Reduce the motorcyclist fatalities by 2.3 percent from the five year baseline average of 87 (2009-2013) to 85 by 2016*.

3.3.11: C-8: Number of Un-helmeted Motorcyclist Fatalities (FARS)

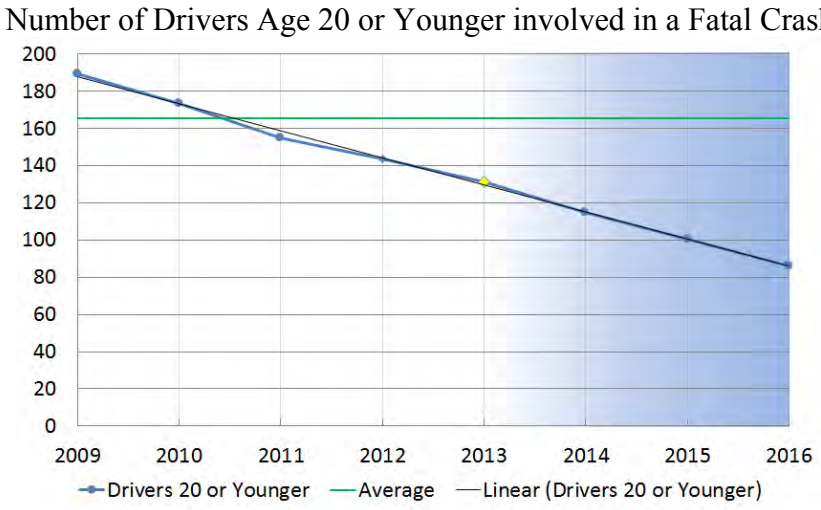
2009	2010	2011	2012	2013	Baseline	Goal
7	5	10	10	1	6.6	6



Reduce the un-helmeted motorcyclist fatalities by 14.3 percent from the five year baseline average of 7 (2009-2013) to 6 by 2016*.

3.3.12 C-9: Number of drivers age 20 or younger involved in Fatal Crashes (FARS)

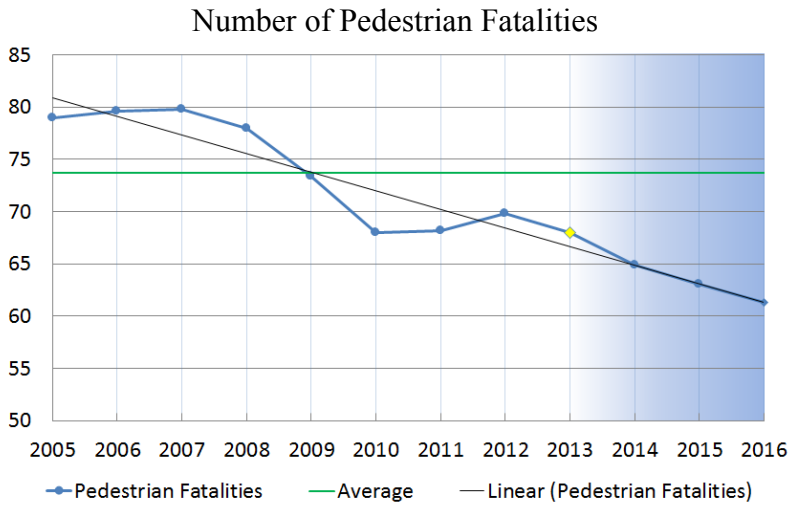
2009	2010	2011	2012	2013	Baseline	Goal
140	140	136	139	124	136	125



Reduce the number of drivers age 20 or younger involved in fatal crashes by 8.1 percent from the five year baseline average of 136 (2009-2013) to 125 by 2015*.

3.3.13 C-10: Number of Pedestrian Fatalities (FARS)

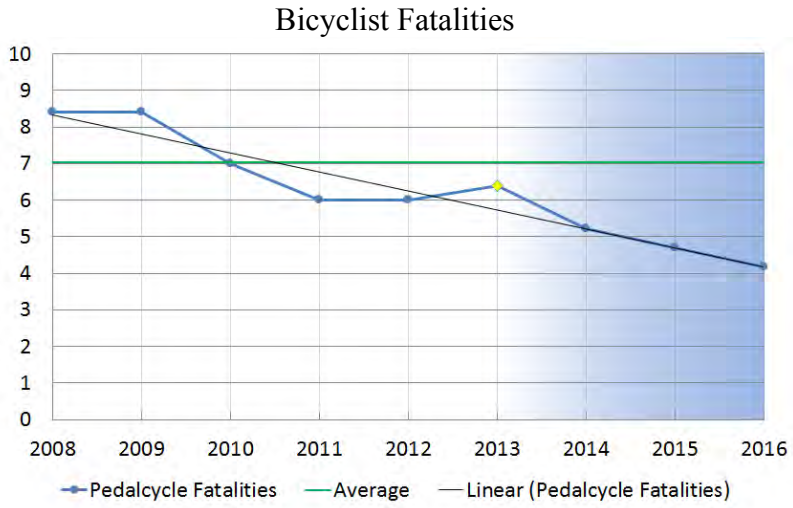
2009	2010	2011	2012	2013	Baseline	Goal
64	61	79	77	59	68	67



Reduce the number of pedestrian fatalities 1.5 percent from the five year baseline average of 68 (2009-2013) to 67 by 2016*.

3.3.14 C-11: Number of Bicyclist Fatalities (FARS)

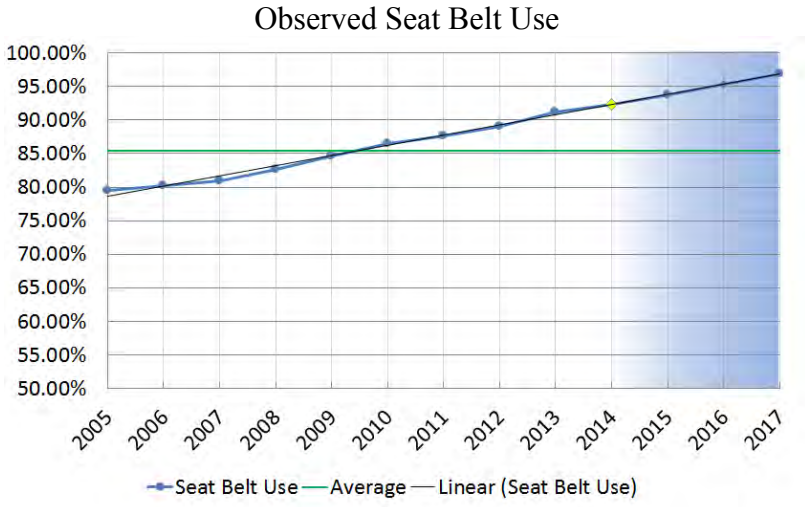
2009	2010	2011	2012	2013	Baseline	Goal
6	6	5	9	6	6.4	5



Reduce the number of bicycle fatalities by 16.7 percent from the five year baseline average of 6 (2009-2013) to 5 by 2016*.

3.3.15 B-1: Observed Seat Belt Usage for Passenger Vehicles Front Seat Outboard Occupants (State Survey)

2010	2011	2012	2013	2014	Baseline	Goal
91	88	90	97	96	92.386	93.5



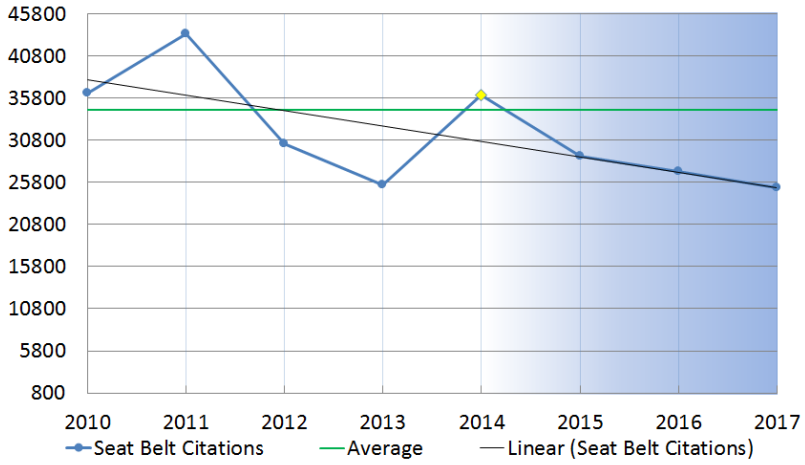
Increase the observed seat belt usage by 1.7% from the five year baseline average (2010 -2014) of 92.4% to 93.5 % in 2016*.

*Five Year Average Goal

3.4 Traffic Safety Activity Measures

3.4.1 A-1: Number of seat belt citations

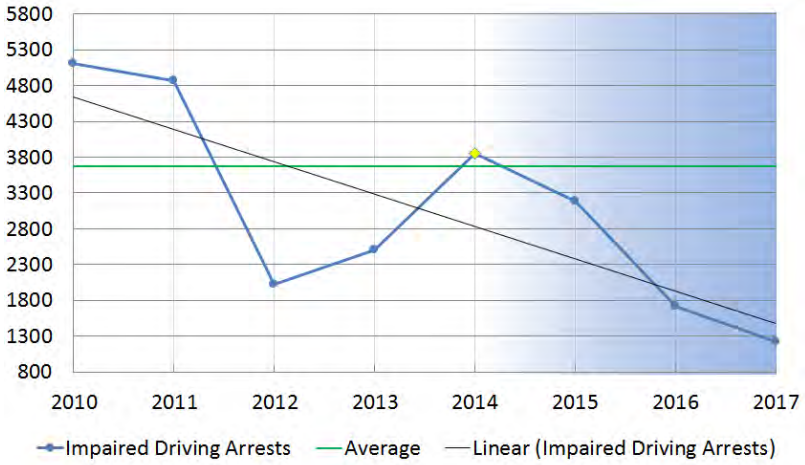
2010	2011	2012	2013	2014	Baseline	Goal
36341	43384	30384	25536	36120	34353	



The total number of seat belt citations for 2014 was 36,120.

3.4.2 A-2: Number of impaired driving arrests

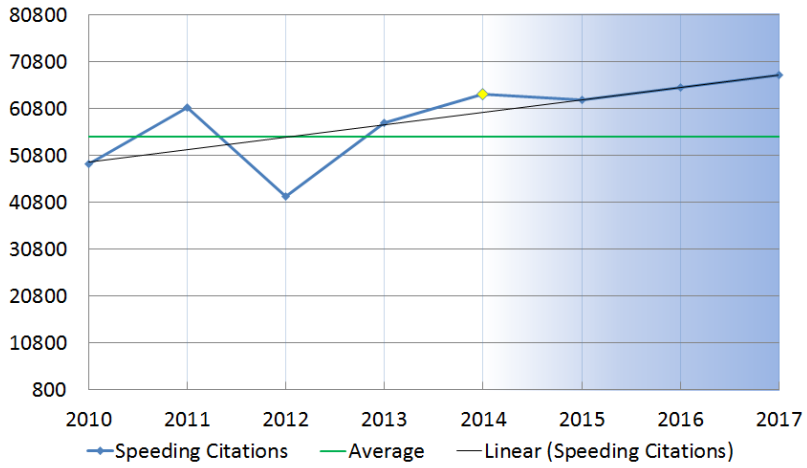
2010	2011	2012	2013	2014	Baseline	Goal
5108	4867	2021	2508	3848	3670.4	



The total number of impaired driving arrests in 2014 was 3,848.

3.4.3 A-3: Number of speeding citations

2010	2011	2012	2013	2014	Baseline	Goal
49003	61054	42067	57670	63890	54736.8	



The total number of speeding citations in 2014 was 63,890.

3.5 Overall Program Goals

The overall strategic program goals were developed based on a CY 2011 baseline. A review of this process led to the conclusion that there is no reason to alter this approach based on recent considerations. This lead to the following overall strategic program goal:

To reduce the three-year average annual number of fatalities by 2% per year over the next 25 years (i.e., using 2011 as a base year, through 2035).

Embracing the concept of Toward Zero Deaths (TZD), the Alabama Strategic Highway Safety Plan set a strategic goal of reducing fatalities by 50% over the next 25 years. Based on the 2011 fatality count of 895, this 2% (of the base year) per year reduction would average about 18 fatalities per year. While this might seem a modest number, if maintained as the average over a 25 year period it will save more than 5,600 lives over that time period. This will be a major accomplishment in continuing the downward trend that was established in the 2007-2011 time frame, which reversed the alarming increase in fatalities that preceded 2007. Also, if the 2% of the base year is viewed as a percentage of the years in which reductions have taken place, this percentage grows linearly until in the 25th year it amounts to 4% of the previous year.

Calendar year 2006 was the record high in Alabama for traffic fatalities, with a total of 1207. Between 2007 and 2011, there was a reduction of 1353 fatalities over that five-year time period (271 lives were saved per year). While no one in the traffic safety community believes that this rate of reduction (6% per year) can be sustained indefinitely, every effort will be made to sustain these new lower fatality counts and reduce them even further. Much of the large reduction was due to a recession in the economy coupled with higher fuel prices. These economic hardships tended to have a much higher impact on unsafe drivers than on the average driving public, for the following reasons:

- They would impact young drivers, economically disadvantaged with older less crashworthy vehicles, and traffic on county roads much more than Commercial Motor Vehicle (CMV) drivers who typically put most of their mileage on safer roadways;
- It would have a much higher impact on those with impaired driving tendencies due to higher costs of alcoholic beverages with less (or perhaps no) discretionary money to purchase it; and
- The economy placed a much higher premium on slower speeds to conserve fuel.

While the goal of sustaining a 5% per year reduction in fatalities is unrealistic, it is not unrealistic to believe that we can sustain the current numbers and rate, and continue to reduce them at the modest rate of 2% per year.

The following table tracks the 2% per year for the three year running average.

Time Frame	Three Year Average	Differential	Percent	Goal Achieved?
2011-2013	870.3	---	---	
2012-2014	846.0	24.3	2.8%	Yes
2013-2015				

The number of hotspots will continue to be monitored (as seen below in Table 2). By performing data-driven analysis on two of the biggest killers (speed and impaired driving crash hotspots), the goal of reducing the fatality count and 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 for Three-Year Periods

Fiscal Year	Calendar Year Data Used	Speed Hotspots	Impaired Driving Hotspots	Total Number of Hotspots
2009	2005-2007	142	191	333
2010	2006-2008	123	190	313
2011	2007-2009	93	194	287
2012	2008-2010	63	143	206
2013	2009-2011	45	144	189
2014	2010-2012	47	179	226
2015	2011-2013	37	198	235
2016	2012-2014	33	176	209

As the State works to reduce the fatality rate by reducing the number of hotspots meeting the fixed criteria, a statewide effort will continue to focus traffic safety funding on hotspot locations. By doing this, every possible action will be taken to bring these numbers down in the coming years. The change in the number of hotspots found (using identical search criteria) in each year is being monitored. Slight reductions in the total number of hotspots were seen in the three year periods ending 2008 and 2009. A more significant drop in the total number of hotspots was seen between 2009 and 2010. There was an increase in the three year periods that ended on 2011 to 2012. The most recent three year periods have again shown slight reductions through periods ending in year 2012, 2013 and 2014.

General Strategy: To require the CTSP/LEL Coordinators to focus their plans primarily on the data-driven analysis of speed, impaired driving and occupant restraint deficiency hotspot locations identified for their respective regions. By doing this they will be focusing on the most critical problem areas and the biggest killers. Tables 3a and 3b present a summary of all crashes for the Calendar Years 2001-2014. These statistics should be referenced as overall goals and strategies are discussed and determined.

Table 3a. Summary of All Crashes – CY 2001-2007 Alabama Data

Performance Measures	2001	2002	2003	2004	2005	2006	2007
Fatal Crashes	902	931	899	1033	1013	1074	1010
Percent Fatal Crash	0.67%	0.66%	0.64%	0.71%	0.70%	0.77%	0.75%
Injury Crashes	29771	30922	30748	31856	31335	30527	28295
Percent Injury Crashes	22.26%	22.02%	21.80%	21.77%	21.76%	21.84%	20.92%
PDO Crashes	103066	108583	109420	113469	111645	108179	107971
Percent PDO Crashes	77.07%	77.32%	77.57%	77.53%	77.54%	77.39%	79.83%
Total	133739	140436	141067	146358	143993	139780	135256

Table 3b. Summary of All Crashes – CY 2008-2014 Alabama Data

Performance Measures	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	886	775	793	814	815	745	737
Percent Fatal Crash	0.71%	0.63%	0.62%	0.64%	0.63%	0.59%	0.55%
Injury Crashes	25613	27675	29051	27687	27551	26810	28019
Percent Injury Crashes	20.66%	22.37%	22.63%	21.69%	21.45%	21.15%	21.04%
PDO Crashes	99241	96840	100126	100795	101706	100675	100319
Percent PDO Crashes	80.05%	78.26%	77.99%	78.95%	79.18%	79.43%	75.33%
Total	123968	123740	128384	127668	128442	126740	133175

3.6 FY 2016 Strategies and Performance Goals

3.6.1 Strategies

Alabama Office of Highway Safety (AOHS) is charged by the Governor with the responsibility for implementing the state's highway safety efforts to reduce traffic deaths, injuries and crashes. As such, AOHS will continue to perform the overall administrative functions for the programs and projects implemented. The following outlines the strategies that will be applied in this regard during FY 2016:

- Conduct sustained evidence-based enforcement concentrating on those locations (hotspots) where it has been found that significantly higher than expected numbers of restraint deficient, impaired driving and/or speeding crashes occurred. This will be a statewide effort that will include law enforcement officers from both Alabama law Enforcement Agency (ALEA) and local law enforcement agencies. These efforts will be administered by Community Traffic Safety Program/Law Enforcement Liaison (CTSP/LEL) coordinators to focus on hotspot locations in order to increase restraint usage and to reduce speeding and impaired driving crashes, and in so doing to reduce traffic fatalities within the state.
- Participate in national "Click It or Ticket" campaign on the statewide level.
- Conduct statewide "Drive Sober or Get Pulled Over" campaign as a part of the national campaign.
- Continue supporting the four Community Traffic Safety Programs (CTSP) projects, which have been found to be an essential element in maintaining distributed governance over the statewide traffic safety program; this will include the support of the CTSP/LEL Coordinators and the administrative support for their offices.
- Conduct four local Evidenced-Based Traffic Safety Enforcement Programs, one within each of the CTSP/LEL regions. Additionally, a statewide Evidenced-Based Traffic Safety Enforcement Program will be conducted in conjunction with the Alabama Law Enforcement Agency (ALEA).
- Continue the Law Enforcement Liaison (LEL) programs statewide. Beginning in FY 2007, this program was absorbed by the regional CTSP/LEL offices and was funded through the Community Traffic Safety Projects. This funding arrangement will continue in FY 2016.
- Continue the partnership with the University of Alabama Center for Advanced Public Safety (UA-CAPS), which is seen to be vital in providing the information required for allocating traf-

fic safety resources in an optimal way and effective administration of all traffic safety program, and they will continue to be supported in providing crash analytics and traffic safety information throughout the year.

3.6.2 Hotspot Performance Measures and Goals

Performance Measure: Since the criteria for determining the hotspots has not changed over the years, a smaller number of hotspots found would indicate progress in reducing crashes in the selective enforcement areas. These gains would be leveraged over the entire state as the effects of increased enforcement are not limited to the target roadway segments. As the hotspots continue to be tracked in the future, more columns will be added to the table below to track the number of hotspots that were found statewide according to the fixed criteria. The following table indicates how the performance measures for Speed and Impaired Driving hotspots have changed since 2006.

Performance Measure	**Three Year Ending Calendar Year**									
Hotspot Type	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**AVERAGE**
Speed	120	142	123	93	63	45	47	37	33	78
Impaired Driving	218	191	190	194	143	144	179	198	176	181
TOTAL	338	333	313	287	206	189	226	235	209	260

Short Term Hotspot Goals: The following short term goals have been established based on the historical assessment and future expectations:

- The goal for the number of speed hotspots for 2016 is 32 from the 33 speed hotspots in 2014.
- The goal for the number of impaired driving hotspots for 2016 is to maintain 176 from the level of 176 impaired driving hotspots in 2014.

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 be seen each year and monitored on a year to year basis.

3.6.3 Impaired Driving Crashes Performance Measures and Goals

Performance Measures: The following table indicates how the performance measures for impaired driving crashes have changed since 2001:

Performance Measures	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**
Impaired Driving Fatal Crashes	219	214	203	228	212	237	257
Impaired Driving Injury Crashes	3,066	3,078	2,878	2,876	2,948	3,042	2,719
Total	3,285	3,292	3,081	3,104	3,160	3,279	2,976

Performance Measures	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**
Impaired Driving Fatal Crashes	212	237	210	217	197	184	187
Impaired Driving Injury Crashes	2,450	2,548	2,798	2,647	2,661	2,292	2,191
Total	2,662	2,785	3,008	2,864	2,847	2,476	2,378

Short Term Impaired Driving Crash Reduction Goals: The following short term goals have been established based on the historical assessment and future expectations:

- The goal for the number of impaired driving fatal crashes for 2016 is 184 from 187 in 2014.
- The goal for the number of impaired driving injury crashes for 2016 is to maintain 2,378 from the level of 2,378 in 2014.

Consistently with the way that goals for impaired driving crashes have been set in the past, the goals for the coming year were set based upon five years of data (2008-2012). This will allow for consistent year to year monitoring of the goals.

3.6.4 Speed Related Crash Performance Measures and Goals

Performance Measures: The following table indicates how the performance measures for speed-related crashes have varied since 2001:

Performance Measures	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**
Speed Fatal Crashes	256	298	293	317	331	370	359
Speed Injury Crashes	3,119	3,253	3,208	3,325	3,502	3,712	3,392
Total	3,375	3,551	3,501	3,642	3,833	4,082	3,751

Performance Measures	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**
Speed Fatal Crashes	338	221	212	188	177	160	141
Speed Injury Crashes	2,958	2,299	1,883	1,832	1,778	1,494	1,529
Total	3,296	2,520	2,095	2,020	1,955	1,654	1,670

Short Term Speed Related Crash Reduction Goals: The following short term goals have been established based on the historical assessment and future expectations:

- The goal for the number of speed fatal crashes for 2016 is to maintain 141 from the level of 141 in 2014.
- The goal for the number of speed injury crashes for 2016 is 1,494 from 1,529 in 2014.

Consistently with the way that goals for speed crashes have been set in the past, the goals for the coming year were set based upon the five years of data (2010-2014). This will allow for consistent year to year monitoring of the goals.

3.6.5 Occupant Protection Performance Measures and Goals

Performance Measures: The performance measures for both child safety seat and overall restraint use are obtained from annual surveys conducted by the UA-CAPS. The Seat 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 UA-CAPS. The state will fully support the National Click It or Ticket efforts by running a statewide program that should have a positive impact on restraint use.

Performance Measures	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**
Seat Belt Usage Rate	79.40%	78.80%	77.40%	80.00%	81.90%	82.90%	82.30%
Child Safety Seat Usage Rate	77.00%	89.40%	87.00%	82.90%	91.60%	88.00%	92.30%

Performance Measures	2008	2009	2010	2011	2012	2013	2014
Seat Belt Usage Rate	86.10%	90.00%	91.43%	88.00%	89.50%	97.30%	95.70%
Child Safety Seat Usage Rate	88.20%	94.91%	93.12%	95.83%	93.00%	97.70%	97.90%

Short Term Occupant Protection Goals: The following short term goals have been established based on the historical assessment and future expectations:

- The goal for the statewide seat belt usage rate that will be measured during CY 2016 is from the baseline of 92.4% five year average for CY 2010-2014 to 93.5% in 2016.
- The goal for the statewide child safety seat usage that will be measured during CY 2016 is from the baseline 93.0% five year average for CY 2009-2013 to 94.3% in 2016.

3.7 Administrative Goals

Personnel:

- To ensure that the AOHS staff (which includes the Governor's Representative/State Coordinator, Public Safety Unit Chief, Highway Traffic Safety Manager, and Highway Safety Program Manager) has access to information needed to manage a NHTSA compliant Highway Traffic Safety Program, they must attend the appropriate meetings and training sessions.
- The AOHS staff, and all CTSP/LEL Coordinators must attend the NHTSA sponsored Annual Regional LEL Conference. The staff will attend this meeting so they are able to effectively discuss regional and state issues and highway safety initiatives for the upcoming year.
- The AOHS staff is encouraged to be represented at the annual Lifesaver's National Conference on Highway Safety Priorities and the Governor's Highway Safety Association meetings. The representatives attending these conferences will be updated on safety topics such as speed enforcement, impaired driving, child passenger safety and occupant protection, roadway and vehicle safety and technology, traffic records, motorcycle safety and necessary traffic safety training.

3.8 Traffic Records Goals and Strategies

The following are the Goals and Strategies for the Traffic Records functions that totally support all aspects of the AOHS efforts:

Goals:

- To ensure that all agencies with responsibility for traffic safety have timely access and complete information needed to identify problems, select optimal countermeasures, and evaluate implemented improvements.
- To assure that effective data are available that pinpoint and target the exact locations of speed and impaired driving hotspots for each region in the state.
- To administer the Section 405c funded projects so that the comprehensive traffic records plan developed to support those efforts is brought to fruition.
- To provide support to innovations in moving toward better use of available technologies, e.g., data entry at the point of incidents, automated uploading and paperless operations.

Strategies:

- Provide at least one statewide training session for CTSP/LEL Coordinators and LELs in which the basics of CARE information 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 fully deploy, and assure the use of, the developed in-vehicle crash data entry and data uploading system for the electronic crash (eCrash) and the electronic citation system (eCite).

AOHS has recognized for decades the role that Traffic Safety Information Systems (TSIS) plays in identifying optimal countermeasure implementation though problem identification. Once the countermeasure type is identified, further analysis is applied to design optimal tactical approaches to implementing these countermeasures by specifying the locations and other demographic characteristics that are most effective in saving lives and reducing injuries. The University of Alabama Center for Advanced Public Safety (UA-CAPS) has provided some of the most advanced traffic safety information systems that exist, and UA-CAPS stands ready to continue in partnership with AOHS to develop and maintain these capabilities with a series of projects during the 2016 fiscal year. The areas in the state's traffic records information system that are most in need of innovation in order to maximize the value of safety information are given below according to their respective components of the traffic safety information system (from the updated Traffic Safety Information Systems Strategic Plan):

- *Citation and Adjudication Component* includes the continued extension and roll out of the electronic citation, an improved 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, and technological advances to make the traffic citation reporting and processing system totally paperless. This interacts heavily with the MIDAS upgrades that are discussed in the driver component.
- *Crash Component* includes the complete roll-out of eCrash, further integration of GIS capabilities (e.g., the MapClick system) into eCrash and CARE, the generation of an updated Crash Facts Book, and the development of the Alabama Dashboards for Visualization Analysis and Coordinated Enforcement (ADVANCE) to produce a more effective interface to deliver CARE-generated information. This will also require a second version of eCrash to be developed based on the availability of automated location systems and feedback as to improvements needed to make the eCrash data entry system more effective and improve data quality. Also proposed is a voluntary crash reporting system for deer strikes.
- *Driver Component* calls for more effective driver licensing information (including pictures) to be distributed to the field through the extremely successful Law Enforcement Tactical System (LETS). This will require a more effective Driver History database that is updated automatically by eCrash and eCite. There will also be a major integration effort for the purpose of generating analytics from the integration of the driver history records with crash, eCite, and other databases. This component will also include upgrades to the model impaired driver access system (MIDAS), and the NCIC incident/arrest system (ULTRA).
- *EMS-Medical Component* includes continued support for the development of Recording of Emergency Services Calls and Urgent-Care Environment (RESCUE), which will be an implementation of the National Emergency Medical Services Information System (NEMSIS). Also planned is 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. This will be accomplished by the implementation of the Mobile Officers' Virtual Environment (MOVE) in EMS vehicles and the processing of trauma center and EMS run time data through CARE and ADVANCE. MOVE will also provide the environment for the developments of the First Responder Solution Technique (FIRST), which has the goal of providing those arriving first on the

scene of any emergency with injuries guidance as to optimal resources to call and the most effective target for transport.

- The *Roadway Component* involves a wide diversity of projects in support of the State's Interactive Highway Safety Design Manual/Highway Safety Manual/Safety Analyst (IH-SDM/HSM/SA) initiatives. This will include the integration of roadway features into CARE and the integration of Crash Modification Factors (CMFs) into the Cost-benefit Optimization for the Reduction of Roadway Environment Caused Tragedies (CORRECT) system using the facilities of the CMF Clearinghouse. To effectively locate crashes on the roadway, it is essential that ALDOT complete their various projects along these lines so that they can be integrated into eCrash and used by CARE to fully utilize its Geographical Information System (GIS) displays capabilities. Major advances in safety are anticipated with the implementation of the Roadway Improvement Safety Evaluation (RISE) system, which will leverage resources from routine maintenance projects into safety corridor projects along the segment being maintained.
- *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 the LETS system. This will include projects on vehicle registration cards, vehicle data LETS integration, the Online Insurance Verification System (OIVS), and creating an effective TZD infrastructure.
- *Integration and Information Distribution Component* considers those projects that transcend and have the goal of integrating and/or producing/distributing information from several databases. A major effort is proposed to populate the current Safe Home Alabama web portal so that it will integrate all of the information generated by all agencies and present it in one unified source to the traffic safety community. An example of this is the proposed new Safety Portal that will be a hub for all traffic safety and related data analytics. In addition, a large number of analytics projects that require the integration of multiple databases are included, such as the integration of eCrash and eCite databases with each other and with the driver history database to establish patterns of driver behavior that predict crash likelihood. General TSIS management activities are also included in this component.

3.9 Legislative Goals

A list of current legislative instruments will be tracked and/or supported by the AOHS is included on the Safe Home Alabama website:

http://www.safehomealabama.gov/GovAgencies/ALLegislature(SSCC).aspx.

4.0 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:

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

In order to determine the hotspots for each region, several statewide reports were generated. Through the use of the 2012-2014 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 analysis of Speed and Impaired Driving 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 Impaired Driving Crashes only) and (4) hotspots on non-mileposted segments. By doing this, a total of 37 Speed Hotspots and 198 Impaired Driving Hotspots around the state were identified. The reports generated detailing this information for the entire state included:

1. State of Alabama Fatalities Bar Graph (2006-2014)
2. 2014 Alabama Fatalities by County and Region Map
3. Alabama Fatalities for State and Region (2006-2014)
4. 2014 Alabama Fatalities by Region and County
5. Top 17 Speeding Related Mileposted Interstate Crashes Map
6. Top 17 Speeding Related Mileposted Interstate Crashes Breakdown by Region
7. Top 17 Speeding Related Mileposted Interstate Crashes Listing
8. Top 20 Impaired Driving Related Mileposted Interstate Crashes Map
9. Top 20 Impaired Driving Related Mileposted Interstate Crashes Breakdown by Region
10. Top 20 Impaired Driving Related Mileposted Interstate Crashes Listing
11. Top 6 Speeding Related Mileposted State/Federal Route Crashes Map
12. Top 6 Speeding Related Mileposted State/Federal Route Crashes Breakdown by Region
13. Top 6 Speeding Related Mileposted State/Federal Route Crashes Listing
14. Top 22 Impaired Driving Related Mileposted State/Federal Route Crashes Map
15. Top 22 Impaired Driving Related Mileposted State/Federal Route Crashes breakdown by Region
16. Top 22 Impaired Driving Related Mileposted State/Federal Route Crashes Listing
17. Top 82 Impaired Driving Related Non-Mileposted Intersection Crashes Breakdown by Region
18. Top 82 Impaired Driving Related Non-Mileposted Intersection Crashes Listing
19. Top 10 Speeding Related Non-Mileposted Segment Crashes Breakdown by Region
20. Top 10 Speeding Related Non-Mileposted Segment Crashes Listing
21. Top 52 Impaired Driving Related Non-Mileposted Segment Crashes Breakdown by Region
22. Top 52 Impaired Driving 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 Speeding Related Hotspots Only
28. Hotspot Count Breakdown by Region for Speeding Related Hotspots Only
29. Hotspot Count and Totals by Region and County Map for Impaired Driving Related Hotspots Only
30. Hotspot Count Breakdown by Region for Impaired Driving Related Hotspots Only

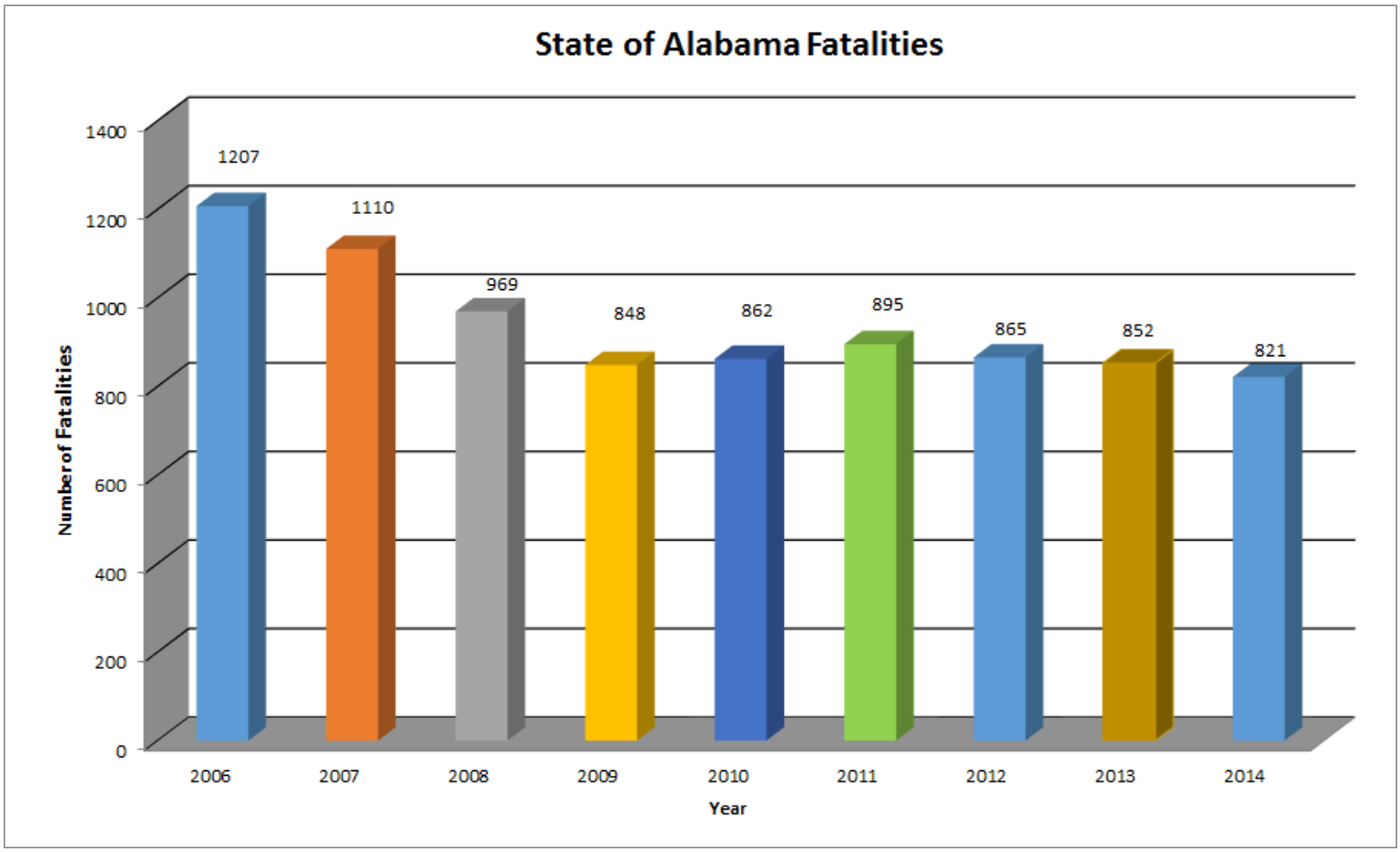
Each of these statewide lists and maps are included in the pages that follow.

In addition to the statewide information, regional information was generated for each of the four 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 Law Enforcement Agency (ALEA), and they are not under the control of the four CTSP/LEL Coordinators. These hotspot lists that each region received were no different than the 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:

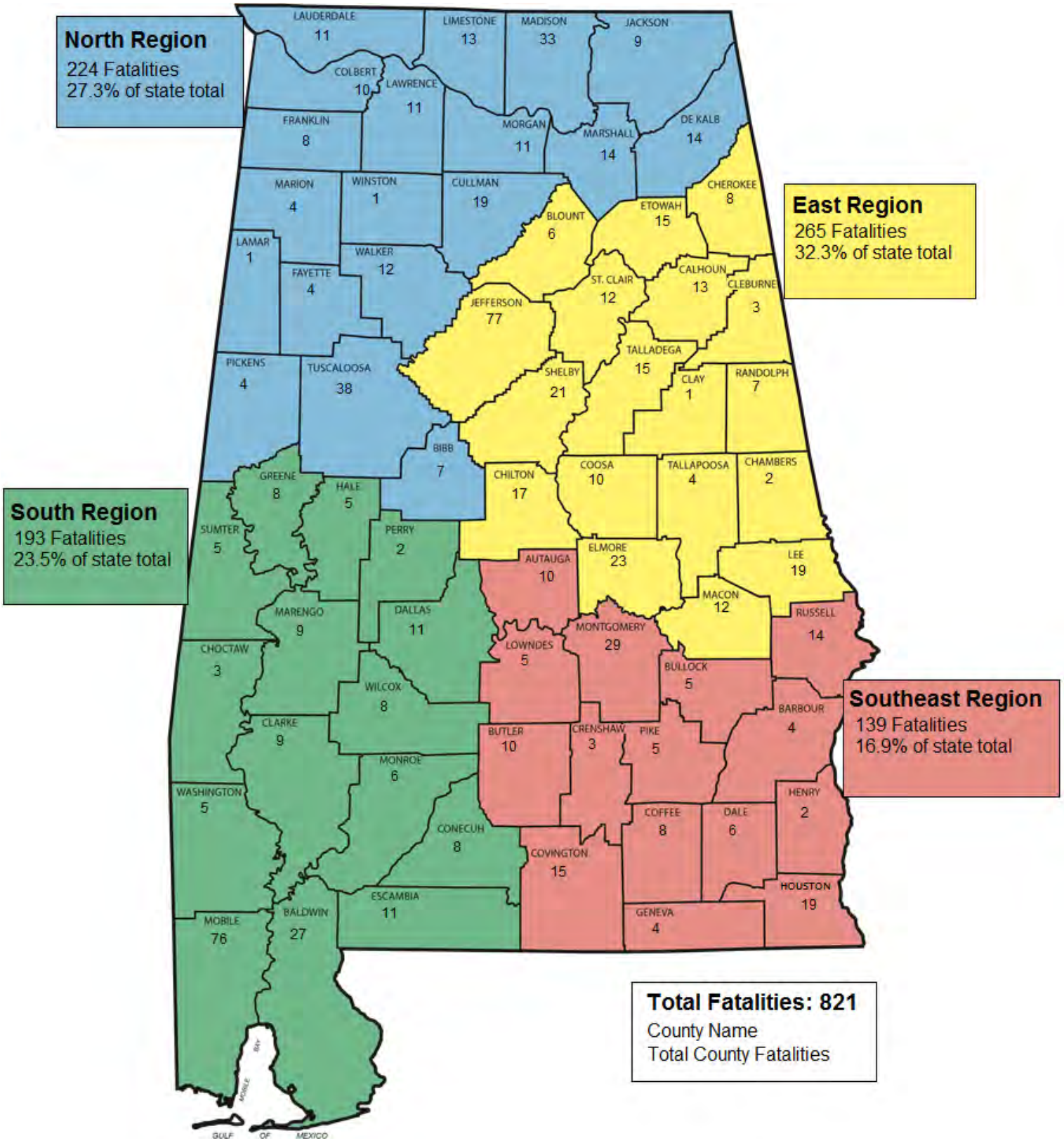
1. Regional Fatalities Bar Graph (2006-2014)
2. Top Speeding Related Mileposted State/Federal Route Crashes Map for Region
3. Top Speeding Related Mileposted State/Federal Route Crashes Listing for Region
4. Top Impaired Driving Related Mileposted State/Federal Route Crashes Map for Region
5. Top Impaired Driving Related Mileposted State/Federal Route Crashes Listing for Region
6. Top Impaired Driving Related Non-Mileposted Intersection Crashes Listing for Region
7. Top Speeding Related Non-Mileposted Segment Crashes Listing for Region
8. Top Impaired Driving 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 CTSP/LEL Coordinators, they were instructed to focus their plans for the coming year on the Hotspot locations given in the reports for their region. Money distributed by the AOHS this year will focus completely on these areas within the region. By employing this data-driven method of funds distribution, a measurable effect on the two largest factors that cause crashes (speeding and impaired driving) should be seen. The same criteria used to identify the 33 Speeding Related Hotspots and 176 Impaired Driving Related Hotspots locations this year will be used in coming years. 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
Number of Fatalities
1400
1200
1000
800
600
400
200
0
1207
1110
969
848
862
895
865
852
821
2006
2007
2008
2009
2010
2011
2012
2013
2014
Year

2014 Fatalities in Alabama



State of Alabama Fatalities

Year	Number
2006	1207
2007	1110
2008	969
2009	848
2010	862
2011	895
2012	865
2013	852
2014	821

State of Alabama Fatalities by Region

East

Year	Number
2006	352
2007	356
2008	315
2009	291
2010	295
2011	305
2012	297
2013	292
2014	265

North

Year	Number
2006	381
2007	323
2008	281
2009	271
2010	257
2011	279
2012	276
2013	246
2014	224

South

Year	Number
2006	263
2007	235
2008	210
2009	159
2010	178
2011	178
2012	166
2013	184
2014	193

Southeast

Year	Number
2006	211
2007	196
2008	154
2009	128
2010	129
2011	137
2012	126
2013	130
2014	139

Top 17 Mileposted Interstate Locations (10 miles in length) in Alabama with 8 or More Speeding Related Crashes Resulting in Injury or Fatality

Top 17 Mileposted Interstate Locations (10 miles in length) in Alabama with 8 or More Speeding Related Crashes Resulting in Injury or Fatality

Region Breakdown

East Region	11	64.7%	North Region	2	11.8%
South Region	3	17.6%	Southeast Region	1	5.9%

East Region	**11**
Blount	0
Calhoun	1
Chambers	0
Cherokee	0
Chilton	0
Clay	0
Cleburne	1
Coosa	0
Elmore	0
Etowah	1
Jefferson	6
Lee	1
Macon	0
Randolph	0
St Clair	0
Shelby	1
Tallapoosa	0
Talladega	0

South Region	**3**
Baldwin	1
Choctaw	0
Clarke	0
Conecuh	0
Dallas	0
Escambia	0
Greene	0
Hale	0
Marengo	0
Mobile	2
Monroe	0
Perry	0
Sumter	0
Washington	0
Wilcox	0

North Region	**2**
Bibb	0
Colbert	0
Cullman	0
Dekalb	1
Fayette	0
Franklin	0
Jackson	0
Lamar	0
Lauderdale	0
Lawrence	0
Limestone	0
Madison	1
Marion	0
Marshall	0
Morgan	0
Pickens	0
Tuscaloosa	0
Walker	0
Winston	0

Southeast Region	**1**
Autauga	0
Barbour	0
Bullock	0
Butler	0
Coffee	0
Covington	0
Crenshaw	0
Dale	0
Geneva	0
Henry	0
Houston	0
Lowndes	0
Montgomery	1
Pike	0
Russell	0

Top 17 Mileposted Interstate Locations (10 Miles in Length) in Alabama with 8 or More Speeding 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 (10 Miles in Length) in Alabama with 8 or More Speeding Related Crashes Resulting in Injury or Fatality"

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	Severity Index	C/MVM	MVM	ADT	Agency ORI
1	Dekalb	Rural Dekalb	I-59	204.1	214.1	11	3	8	35.45	0.04	271.36	14869	Alabama DPS _ Gadsden Post
2	Cleburne	Rural Cleburne	I-20	201.7	211.7	8	1	7	30	0.01	581.85	31882	Alabama DPS _ Jacksonville Post
3	Jefferson	Rural Jefferson	I-459	13	23	9	2	7	30	0.01	1673.42	91694	Alabama DPS _ Birmingham Post
4	Calhoun	Rural Calhoun	I-20	182.5	192.5	10	0	10	28	0.02	653.28	35796	Alabama DPS _ Jacksonville Post
5	Baldwin	Rural Baldwin	I-10	30.5	40.5	9	1	8	27.78	0.01	1019.96	55888	Alabama DPS _ Mobile Post
6	Etowah	Rural Etowah	I-59	171.5	181.5	10	0	10	27	0.03	379.58	20799	Alabama DPS _ Gadsden Post
7	Jefferson	Bessemer	I-59	108.6	118.6	9	2	7	25.56	0.01	933.8	51167	Bessemer Police Department
8	Mobile	Mobile	I-10	19.7	29.7	10	2	8	25	0.01	1327.65	72748	Mobile Police Department
9	Mobile	Rural Mobile	I-10	2	12	9	1	8	24.44	0.01	851.51	46658	Alabama DPS _ Mobile Post
10	Jefferson	Birmingham	I-59	120	130	13	1	12	23.85	0.01	2393.6	131156	Birmingham Police Department
11	Jefferson	Birmingham	I-59	130	140	8	1	7	23.75	0.01	1060.34	58101	Birmingham Police Department
12	Jefferson	Hoover	I-65	248.3	258.3	8	0	8	23.75	0	2153.7	118011	Hoover Police Department
13	Lee	Opelika	I-85	50.8	60.8	8	1	7	23.75	0.01	699.98	38355	Opelika Police Department
14	Jefferson	Rural Jefferson	I-65	261	271	10	0	10	23	0.01	1326.59	72690	Alabama DPS _ Birmingham Post
15	Montgomery	Rural Montgomery	I-65	173	183	11	0	11	20	0.01	991.1	54307	Alabama DPS _ Montgomery Post
16	St Clair	Rural St. Clair	I-20	139.8	149.8	8	0	8	17.5	0.01	1071.8	58729	Alabama DPS _ Birmingham Post
17	Madison	Huntsville	I-565	14	22	8	0	8	17.5	0.01	1024.73	70187	Huntsville Police Department

Top 20 Mileposted Interstate Locations (5 miles in length) in Alabama with 8 or More Impaired Driving Related Crashes Resulting in Injury or Fatality

Top 20 Mileposted Interstate Locations (5 miles in length) in Alabama with 8 or More Impaired Driving Related Crashes Resulting in Injury or Fatality

Region Breakdown

East Region	12	60.0%	North Region	2	10.0%
South Region	4	20.0%	Southeast Region	2	10.0%

East Region	12
Blount	0
Calhoun	0
Chambers	0
Cherokee	0
Chilton	1
Clay	0
Cleburne	0
Coosa	0
Elmore	0
Etowah	1
Jefferson	9
Lee	1
Macon	0
Randolph	0
St Clair	0
Shelby	0
Tallapoosa	0
Talladega	0

South Region	4
Baldwin	2
Choctaw	0
Clarke	0
Conecuh	0
Dallas	0
Escambia	0
Greene	0
Hale	0
Marengo	0
Mobile	2
Monroe	0
Perry	0
Sumter	0
Washington	0
Wilcox	0

North Region	2
Bibb	0
Colbert	0
Cullman	0
Dekalb	0
Fayette	0
Franklin	0
Jackson	0
Lamar	0
Lauderdale	0
Lawrence	0
Limestone	0
Madison	2
Marion	0
Marshall	0
Morgan	0
Pickens	0
Tuscaloosa	0
Walker	0
Winston	0

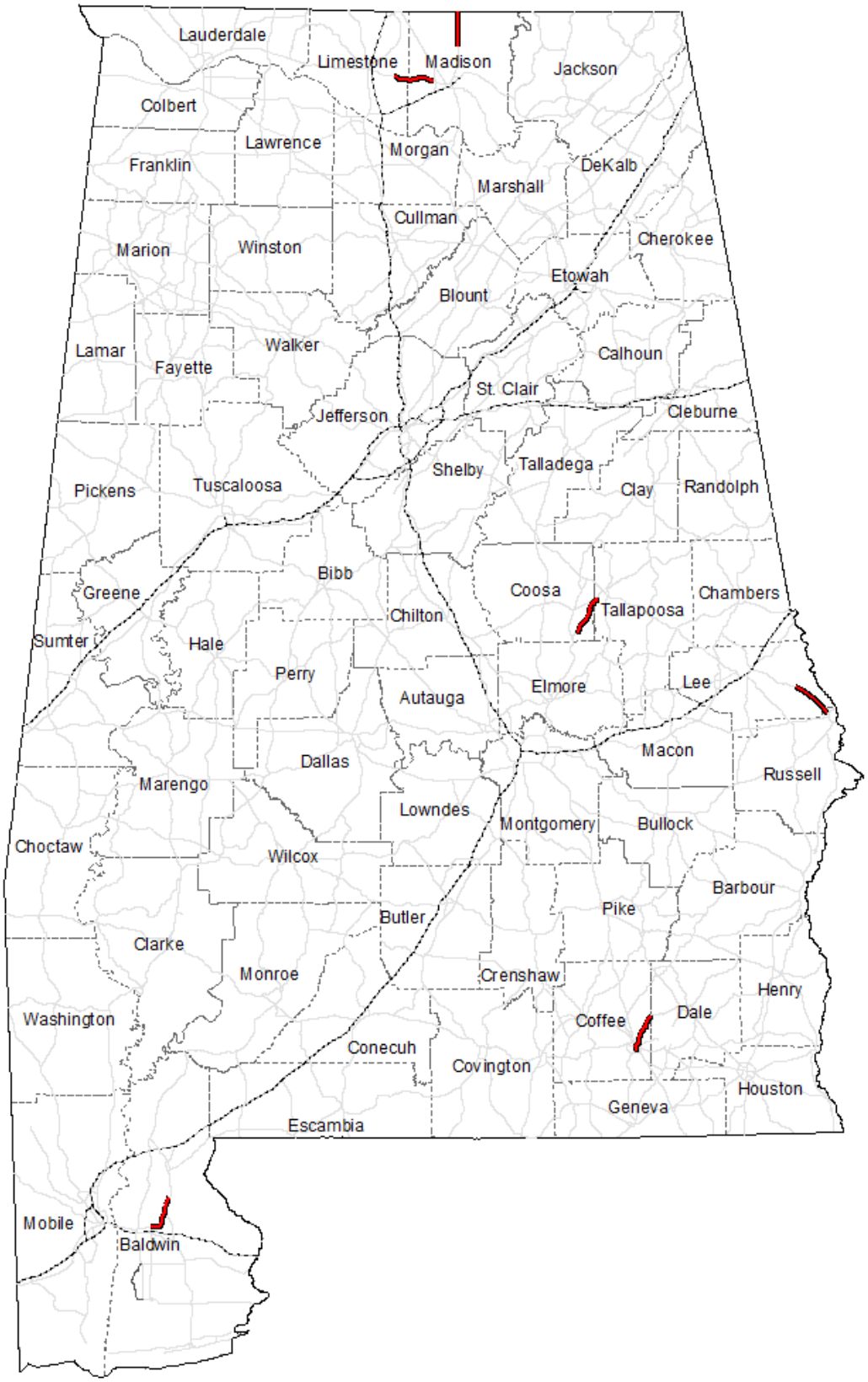
Southeast Region	2
Autauga	0
Barbour	0
Bullock	0
Butler	0
Coffee	0
Covington	0
Crenshaw	0
Dale	0
Geneva	0
Henry	0
Houston	0
Lowndes	0
Montgomery	2
Pike	0
Russell	0

Top 20 Mileposted Interstate Locations (5 Miles in Length) in Alabama with 8 or More Impaired Driving Related Crashes Resulting in Injury or Fatality

The map that corresponds to this data and marks these Hotspots is titled "Top 20 Mileposted Interstate Locations (5 Miles in Length) in Alabama with 8 or More Impaired Driving Related Crashes Resulting in Injury or Fatality"

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	Severity Index	C/MVM	MVM	ADT	Agency ORI
1	Jefferson	Bessemer	I-59	107	112	8	0	8	17.5	0.02	400.49	43889	Bessemer Police Department
2	Montgomery	Rural Montgomery	I-65	172.4	177.4	9	0	9	17.78	0.02	581.06	63678	Alabama DPS - Montgomery Post
3	Jefferson	Hoover	I-65	246	251	13	0	13	18.46	0.01	969.28	106223	Hoover Police Department
4	Jefferson	Birmingham	I-59	128	133	9	0	9	18.89	0.01	947.62	103849	Birmingham Police Department
5	Jefferson	Rural Jefferson	I-65	264.2	269.2	8	0	8	20	0.01	590.87	64753	Alabama DPS - Birmingham Post
6	Lee	Opelika	I-85	64	69	8	1	7	20	0.03	306.09	33544	Opelika Police Department
7	Chilton	Rural Chilton	I-65	199.5	204.5	8	0	8	21.25	0.03	308.61	33820	Alabama DPS - Montgomery Post
8	Baldwin	Rural Baldwin	I-10	26.5	31.5	8	0	8	21.25	0.01	591.67	64840	Alabama DPS - Mobile Post
9	Baldwin	Rural Baldwin	I-10	31.5	36.5	8	0	8	21.25	0.01	550.67	60347	Alabama DPS - Mobile Post
10	Madison	Huntsville	I-565	9.8	14.8	12	0	12	21.67	0.02	607.24	66547	Huntsville Police Department
11	Mobile	Mobile	I-10	13	18	9	1	8	22.22	0.02	589.95	64652	Mobile Police Department
12	Jefferson	Rural Jefferson	I-59	113	118	8	0	8	22.5	0.02	497.44	54514	Alabama DPS - Birmingham Post
13	Mobile	Mobile	I-65	1	6	10	2	8	23	0.01	789.02	86468	Mobile Police Department
14	Madison	Huntsville	I-565	17	22	10	1	9	24	0.02	529.71	58050	Huntsville Police Department
15	Jefferson	Fairfield	I-59	118	123	9	0	9	24.44	0.01	843.74	92465	Fairfield Police Department
16	Jefferson	Rural Jefferson	I-20	133.8	138.8	8	0	8	25	0.01	537.59	58914	Alabama DPS - Birmingham Post
17	Jefferson	Birmingham	I-59	123	128	15	3	12	26	0.01	1331.02	145865	Birmingham Police Department
18	Montgomery	Montgomery	I-85	0.5	5.5	8	2	6	26.25	0.01	909.85	99710	Montgomery Police Department
19	Etowah	Rural Etowah	I-59	176.2	181.2	8	1	7	28.75	0.04	186.38	20425	Alabama DPS - Gadsden Post
20	Jefferson	Homewood	I-65	251	256	13	4	9	30	0.01	1069.59	117215	Homewood Police Department

Top 6 Mileposted Federal and State Route Locations (10 miles in length) in Alabama with 8 or More Speeding Related Crashes Resulting in Injury or Fatality



Top 6 Mileposted Federal and State Route Locations (10 miles in length) in Alabama with 8 or More Speeding Related Crashes Resulting in Injury or Fatality

Region Breakdown

East Region	2	33.3%	North Region	2	33.3%
South Region	1	16.7%	Southeast Region	1	16.7%

East Region	2
Blount	0
Calhoun	0
Chambers	0
Cherokee	0
Chilton	0
Clay	0
Cleburne	0
Coosa	1
Elmore	0
Etowah	0
Jefferson	0
Lee	1
Macon	0
Randolph	0
St Clair	0
Shelby	0
Tallapoosa	0
Talladega	0

South Region	1
Baldwin	1
Choctaw	0
Clarke	0
Conecuh	0
Dallas	0
Escambia	0
Greene	0
Hale	0
Marengo	0
Mobile	0
Monroe	0
Perry	0
Sumter	0
Washington	0
Wilcox	0

North Region	2
Bibb	0
Colbert	0
Cullman	0
Dekalb	0
Fayette	0
Franklin	0
Jackson	0
Lamar	0
Lauderdale	0
Lawrence	0
Limestone	1
Madison	1
Marion	0
Marshall	0
Morgan	0
Pickens	0
Tuscaloosa	0
Walker	0
Winston	0

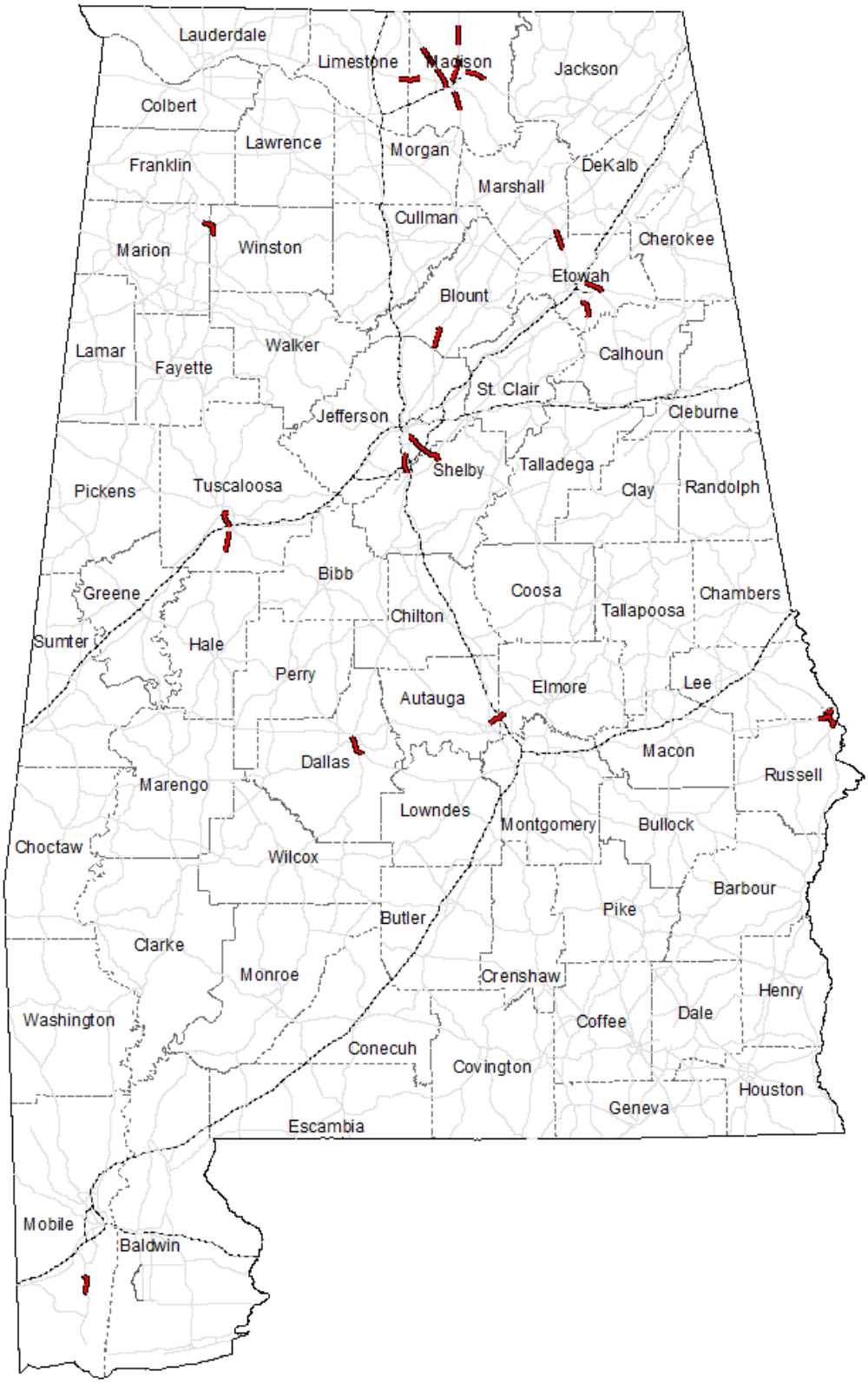
Southeast Region	1
Autauga	0
Barbour	0
Bullock	0
Butler	0
Coffee	1
Covington	0
Crenshaw	0
Dale	0
Geneva	0
Henry	0
Houston	0
Lowndes	0
Montgomery	0
Pike	0
Russell	0

Top 6 Mileposted State and Federal Route Locations (10 Miles in Length) in Alabama with 8 or More Speeding Related Crashes Resulting in Injury or Fatality

The map that corresponds to this data and marks these Hotspots is titled "Top 6 Mileposted State and Federal Route Locations (10 Miles in Length) in Alabama with 8 or More Speeding Related Crashes Resulting in Injury or Fatality"

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	Severity Index	C/MVM	MVM	ADT	Agency ORI
1	Madison	Rural Madison	S-1	344.1	353	8	2	6	28.75	0.02	341.09	21000	Alabama DPS - Huntsville Post
2	Coosa	Rural Coosa	S-259	2.4	12.4	8	0	8	27.5	0.33	24.13	1322	Alabama DPS - Alexander City Post
3	Coffee	Rural Coffee	S-27	26.7	36.7	9	1	8	26.67	0.11	81.63	4473	Alabama DPS - Dothan Post
4	Limestone	Rural Limestone	S-2	82.6	92.6	10	1	9	25	0.02	569.69	31216	Alabama DPS - Decatur Post
5	Baldwin	Rural Baldwin	S-3	3.6	13.6	10	1	9	22	0.06	181.5	9945	Alabama DPS - Mobile Post
6	Lee	Rural Lee	S-1	115	125	11	0	11	20.91	0.03	391.39	21446	Alabama DPS - Opelika Post

Top 22 Mileposted Locations on State and Federal Routes (5 miles in length) in Alabama with 9 or More Impaired Driving Related Crashes Resulting in Injury or Fatality



Top 22 Mileposted Locations on State and Federal Routes (5 miles in length) in Alabama with 9 or More Impaired Driving Related Crashes Resulting in Injury or Fatality

Region Breakdown

East Region	6	27.3%	North Region	11	50.0%
South Region	2	9.1%	Southeast Region	3	13.6%

East Region	**6**
Blount	1
Calhoun	0
Chambers	0
Cherokee	0
Chilton	0
Clay	0
Cleburne	0
Coosa	0
Elmore	0
Etowah	2
Jefferson	2
Lee	0
Macon	0
Randolph	0
St Clair	1
Shelby	0
Tallapoosa	0
Talladega	0

South Region	**2**
Baldwin	0
Choctaw	0
Clarke	0
Conecuh	0
Dallas	1
Escambia	0
Greene	0
Hale	0
Marengo	0
Mobile	1
Monroe	0
Perry	0
Sumter	0
Washington	0
Wilcox	0

North Region	**11**
Bibb	0
Colbert	0
Cullman	0
Dekalb	0
Fayette	0
Franklin	0
Jackson	0
Lamar	0
Lauderdale	0
Lawrence	0
Limestone	0
Madison	7
Marion	0
Marshall	1
Morgan	0
Pickens	0
Tuscaloosa	2
Walker	0
Winston	1

Southeast Region	**3**
Autauga	1
Barbour	0
Bullock	0
Butler	0
Coffee	0
Covington	0
Crenshaw	0
Dale	0
Geneva	0
Henry	0
Houston	0
Lowndes	0
Montgomery	0
Pike	0
Russell	2

Top 22 Mileposted State and Federal Route Locations (5 Miles in Length) in Alabama with 9 or More Impaired Driving Related Crashes Resulting in Injury or Fatality

The map that corresponds to this data and marks these Hotspots is titled "Top 22 Mileposted State and Federal Route Locations (5 Miles in Length) in Alabama with 9 or More Impaired Driving Related Crashes Resulting in Injury or Fatality"

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	Severity Index	C/MVM	MVM	ADT	Agency ORI
1	Blount	Rural Blount	S-79	20.1	25.1	9	4	5	35.56	0.13	67.92	7443	Alabama DPS _ Decatur Post
2	Mobile	Rural Mobile	S-193	13.5	18.5	9	2	7	27.78	0.15	60.36	6615	Alabama DPS _ Mobile Post
3	Russell	Phenix City	S-8	211.5	216.5	10	0	10	25	0.04	241.26	26439	Phenix City Police Department
4	Tuscaloosa	Rural Tuscaloosa	S-69	136.7	141.7	10	2	8	25	0.04	223.97	24545	Alabama DPS _ Tuscaloosa Post
5	Madison	Huntsville	S-53	318.8	323.8	11	1	10	24.55	0.05	221.06	24226	Huntsville Police Department
6	Russell	Phenix City	S-1	111	116	9	0	9	23.33	0.03	316.42	34676	Phenix City Police Department
7	Madison	Rural Limestone	S-2	83.8	88.8	9	0	9	23.33	0.04	222.88	24425	Alabama DPS _ Decatur Post
8	Marshall	Boaz	S-1	276.7	281.7	10	0	10	23	0.06	180.49	19780	Boaz Police Department
9	Jefferson	Mountain Brook	S-38	0	5	12	0	12	22.5	0.02	627.96	68817	Mountain Brook Police Department
10	Madison	Rural Madison	S-53	325	330	9	1	8	22.22	0.06	155.97	17093	Alabama DPS _ Huntsville Post
11	Autauga	Prattville	S-14	153.7	158.7	9	1	8	22.22	0.05	180.68	19800	Prattville Police Department
12	Dallas	Rural Dallas	S-8	84.2	89.2	10	1	9	22	0.09	110.12	12068	Alabama DPS _ Selma Post
13	Tuscaloosa	Tuscaloosa	S-215	1.5	6.5	19	1	18	21.58	0.17	109.6	12011	Tuscaloosa Police Department
14	Madison	Rural Madison	S-2	102	107	13	0	13	21.54	0.06	218.77	23975	Alabama DPS _ Huntsville Post
15	Winston	Haleyville	S-13	268.4	273.4	9	0	9	21.11	0.11	78.99	8656	Haleyville Police Department
16	Madison	Huntsville	S-53	310.9	315.9	11	0	11	20.91	0.02	630.19	69062	Huntsville Police Department
17	Etowah	Southside	S-77	99	104	9	0	9	20	0.05	173.74	19040	Southside Police Department
18	Madison	Rural Madison	S-1	344.5	349.5	11	0	11	19.09	0.05	217.9	23879	Alabama DPS _ Huntsville Post
19	Shelby	Rural Shelby	S-38	5	10	13	0	13	18.46	0.02	587.82	64419	Vestavia Hills Police Department
20	Etowah	Gadsden	S-1	258	263	9	1	8	17.78	0.03	275.34	30174	Gadsden Police Department
21	Jefferson	Hoover	S-3	262	267	9	0	9	16.67	0.03	337.18	36951	Hoover Police Department
22	Madison	Huntsville	S-1	336	341	9	0	9	14.44	0.03	297.82	32638	Huntsville Police Department

Top 82 Intersection Locations Statewide with 3 or More Total Impaired Driving Related Crashes

Region Breakdown

East Region	19	23.2%	North Region	36	43.9%
South Region	20	24.4%	Southeast Region	7	8.5%

East Region	19
Blount	0
Calhoun	1
Chambers	0
Cherokee	0
Chilton	0
Clay	0
Cleburne	0
Coosa	0
Elmore	1
Etowah	0
Jefferson	5
Lee	10
Macon	0
Randolph	0
St Clair	1
Shelby	0
Tallapoosa	0
Talladega	1

South Region	20
Baldwin	3
Choctaw	0
Clarke	0
Conecuh	0
Dallas	1
Escambia	0
Greene	0
Hale	0
Marengo	0
Mobile	16
Monroe	0
Perry	0
Sumter	0
Washington	0
Wilcox	0

North Region	36
Bibb	0
Colbert	1
Cullman	0
Dekalb	0
Fayette	0
Franklin	0
Jackson	0
Lamar	0
Lauderdale	2
Lawrence	1
Limestone	1
Madison	25
Marion	0
Marshall	1
Morgan	0
Pickens	0
Tuscaloosa	5
Walker	0
Winston	0

Southeast Region	7
Autauga	1
Barbour	0
Bullock	0
Butler	0
Coffee	0
Covington	1
Crenshaw	0
Dale	0
Geneva	0
Henry	0
Houston	0
Lowndes	0
Montgomery	5
Pike	0
Russell	0

Top 82 Intersection Locations Statewide with 3 or More Total Impaired Driving Related Crashes

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

Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	Severity	Node 1	Node 2	Route	Location	Agency ORI
1	Mobile	Prichard	5	0	4	20	2222	N/A	1111	NO DESCRIPTION AVAILABLE	Prichard Police Department
2	Elmore	Millbrook	4	0	3	20	8199	N/A	1048	CR-7 at DEATSVILLE HWY	Millbrook Police Department
3	Madison	Huntsville	3	0	3	20	3625	N/A	S-53	AIRPORT RD SW at S MEMORIAL PKY	Huntsville Police Department
4	Mobile	Mobile	3	0	3	20	12285	N/A	1346	NO DESCRIPTION AVAILABLE	Mobile Police Department
5	Lawrence	Rural Lawrence	9	1	5	16.67	8840	N/A	1087	NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
6	Madison	Huntsville	3	0	2	16.67	4089	N/A	5546	AL-53 at GOVERNORS DR SW	Huntsville Police Department
7	Covington	Rural Covington	3	0	2	16.67	7678	N/A	1295	AL-12 at CR-21	Alabama DPS - Dothan Post
8	Madison	Madison	3	1	0	16.67	1697	N/A	8076	AL-20 at HUGHES RD	Madison Police Department
9	Madison	Huntsville	3	0	2	16.67	3105	N/A	7219	BOB WALLACE AVE SW at TRIANA BLVD SW	Huntsville Police Department
10	Calhoun	Anniston	3	0	2	13.33	820	N/A	5022	W 15TH ST at E 15TH ST	Anniston Police Department
11	Montgomery	Montgomery	3	0	2	13.33	4481	N/A	S-6	AL-21 at AL-6	Montgomery Police Department
12	Madison	Huntsville	3	0	2	13.33	4047	N/A	S-2	RIDEOUT RD SR-255 at BRIDGE UNI-VERSITY DR	Huntsville Police Department
13	Lee	Auburn	6	1	1	10	834	N/A	6078	AL-147 at AL-267	Auburn Police Department
14	Mobile	Mobile	5	0	3	10	2519	N/A	6200	CR-70 at MCGREGOR AVE N	Mobile Police Department
15	Jefferson	Bessemer	4	0	2	10	1287	N/A	5309	AL-150 at CR-18	Bessemer Police Department
16	Dallas	Selma	4	0	2	10	164	N/A	S-8	AL-14 at AL-22	Selma Police Department
17	Marshall	Guntersville	3	0	1	10	159	N/A	1162	AL-205 at OLD AL-205	Guntersville Police Department
18	Madison	Huntsville	3	0	1	10	2005	N/A	5626	DRAKE AVE SW at MCVAY ST SW	Huntsville Police Department
19	Madison	Huntsville	3	0	2	10	2566	N/A	7228	BOB WALLACE AVE SW at JORDAN LN SW	Huntsville Police Department
20	Madison	Huntsville	3	0	2	10	958	N/A	1028	PULASKI PIKE NW at SPARKMAN DR NW	Huntsville Police Department
21	Madison	Madison	6	0	3	8.33	42	N/A	8076	AL-20 at MADISON BLVD	Madison Police Department
22	Montgomery	Rural Montgomery	5	0	2	8	8074	N/A	2046	CR-64 at CR-74	Alabama DPS - Montgomery Post
23	Lee	Auburn	4	0	2	7.5	578	N/A	5136	S GAY ST at E SAMFORD AVE	Auburn Police Department
24	Madison	Huntsville	9	0	3	6.67	2004	N/A	7228	DRAKE AVE at PATTON RD	Huntsville Police Department
25	Madison	Huntsville	6	0	2	6.67	1363	N/A	5932	OAKWOOD AVE NW at PULASKI PIKE NW	Huntsville Police Department
26	Madison	Huntsville	3	0	1	6.67	4631	N/A	6009	MONROE ST SW at WILLIAMS AVE SW	Huntsville Police Department

Top 82 Intersection Locations Statewide with 3 or More Total Impaired Driving Related Crashes

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

Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	Severity	Node 1	Node 2	Route	Location	Agency ORI
27	Lee	Auburn	3	0	1	6.67	1208	N/A	5263	DEKALB ST at JOHNSTON ST	Auburn Police Department
28	Madison	Huntsville	3	0	1	6.67	62485	N/A	1016	NO DESCRIPTION AVAILABLE	Huntsville Police Department
29	Talladega	Rural Talladega	3	0	1	6.67	8063	N/A	5026	CR-25 at ALABAMA AVE	Alabama DPS _ Jacksonville Post
30	Lee	Auburn	3	0	2	6.67	340	N/A	5212	AL-14 at OPELIKA RD	Auburn Police Department
31	Mobile	Mobile	3	0	1	6.67	1384	N/A	5031	BERWICK CT at NO DESCRIPTION AVAILABLE	Mobile Police Department
32	Madison	Rural Madison	3	0	1	6.67	7371	N/A	1088	JEFF RD at TONEY RD	Alabama DPS _ Huntsville Post
33	Madison	Huntsville	3	0	1	6.67	62610	N/A	S-2	NO DESCRIPTION AVAILABLE	Huntsville Police Department
34	Montgomery	Montgomery	3	0	1	6.67	3095	N/A	5862	INTERSTATE 85 at PERRY HILL RD INTERCHANGE	Montgomery Police Department
35	Autauga	Prattville	3	0	1	6.67	637	N/A	1002	AL-14 at AL-14-TRUCK	Prattville Police Department
36	Colbert	Sheffield	3	0	1	6.67	386	N/A	5333	AL-184 at 11TH AVE	Sheffield Police Department
37	Madison	Huntsville	3	0	1	6.67	4228	N/A	5944	AL-1 at CALIFORNIA ST SE	Huntsville Police Department
38	Tuscaloosa	Tuscaloosa	3	0	1	6.67	261	N/A	5168	15TH ST E at KICKER RD	Tuscaloosa Police Department
39	Lauderdale	Florence	3	0	1	6.67	1453	N/A	S-133	AL-133 at AL-157	Florence Police Department
40	Mobile	Mobile	6	0	2	5	2217	N/A	1346	CR-56 at AIRPORT BLVD	Mobile Police Department
41	Baldwin	Fairhope	4	0	1	5	773	N/A	S-42	AL-42 at PARKER RD	Fairhope Police Department
42	Madison	Huntsville	4	0	1	5	8087	N/A	S-2	AL-2 at SLAUGHTER RD	Huntsville Police Department
43	Lee	Auburn	5	0	1	4	315	N/A	5047	MAGNOLIA AVE at SR 147 COLLEGE ST	Auburn Police Department
44	Madison	Huntsville	6	0	1	3.33	209	N/A	1305	AL-1 at AL-2	Huntsville Police Department
45	Mobile	Prichard	3	0	1	3.33	6796	N/A	907	NO DESCRIPTION AVAILABLE	Prichard Police Department
46	Lauderdale	Florence	3	0	1	3.33	126	N/A	5074	N PINE ST at W TUSCALOOSA ST	Florence Police Department
47	Tuscaloosa	Tuscaloosa	3	0	1	3.33	315	N/A	5704	10TH AVE at 17TH ST	Tuscaloosa Police Department
48	Limestone	Rural Limestone	3	0	1	3.33	7756	N/A	1350	CR-109 at E LIMESTONE RD	Alabama DPS _ Decatur Post
49	Madison	Huntsville	3	0	1	3.33	3300	N/A	5626	1ST ST SW at DRAKE AVE SW	Huntsville Police Department
50	Mobile	Rural Mobile	3	0	1	3.33	7922	N/A	1145	CR-17 at CR-28	Alabama DPS _ Mobile Post
51	Montgomery	Montgomery	3	0	1	3.33	4718	N/A	S-6	INTERSTATE 65 at SOUTH BLVD INTERCHANGE	Montgomery Police Department
52	Jefferson	Homewood	3	0	1	3.33	9926	N/A	2714	NO DESCRIPTION AVAILABLE	Homewood Police Department
53	Mobile	Mobile	3	0	1	3.33	3387	N/A	S-16	AL-16 at GOVERNMENT BLVD	Mobile Police Department

Top 82 Intersection Locations Statewide with 3 or More Total Impaired Driving Related Crashes

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

Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	Severity	Node 1	Node 2	Route	Location	Agency ORI
54	Madison	Huntsville	11	0	2	2.73	2356	N/A	S-53	AL-2 at AL-53	Huntsville Police Department
55	Mobile	Rural Mobile	4	0	1	2.5	10129	N/A	8860	AL-42 at CR-31	Alabama DPS - Mobile Post
56	Madison	Rural Madison	4	0	1	2.5	8045	N/A	1088	CAPSHAW RD at JEFF RD NW	Alabama DPS - Huntsville Post
57	Mobile	Mobile	4	0	1	2.5	2005	N/A	1346	CR-56 at AIRPORT BLVD	Mobile Police Department
58	Madison	Huntsville	4	0	1	2.5	1711	N/A	5420	AIRPORT DR SE at AIRPORT RD SW	Huntsville Police Department
59	Tuscaloosa	Tuscaloosa	5	0	1	2	269	N/A	5168	AL-6 at 15TH ST E	Tuscaloosa Police Department
60	Madison	Huntsville	7	0	0	0	2065	N/A	7219	DRAKE AVE SW at TRIANA BLVD SW	Huntsville Police Department
61	Mobile	Mobile	5	0	0	0	2139	N/A	6051	CR-56 at AIRPORT BLVD	Mobile Police Department
62	Tuscaloosa	Tuscaloosa	5	0	0	0	4135	N/A	5177	23RD AVE at 4TH ST	Tuscaloosa Police Department
63	Lee	Auburn	4	0	0	0	92	N/A	6077	AL-14 at N DEAN RD	Auburn Police Department
64	Madison	Madison	4	0	0	0	41	N/A	1005	AL-20 at MADISON BLVD	Madison Police Department
65	Lee	Auburn	3	0	0	0	375	N/A	6077	AL-14 at DEKALB ST	Auburn Police Department
66	Madison	Madison	3	0	0	0	89	N/A	1352	MILL RD at SULLIVAN ST	Madison Police Department
67	Lee	Auburn	3	0	0	0	934	N/A	5379	AL-14 at W GLENN AVE	Auburn Police Department
68	Jefferson	Birmingham	3	0	0	0	2490	N/A	4421	11TH ST N at 4TH AVE N	Birmingham Police Department
69	Lee	Auburn	3	0	0	0	933	N/A	5047	W MAGNOLIA AVE at WRIGHT ST	Auburn Police Department
70	Lee	Auburn	3	0	0	0	316	N/A	5209	AL-147 at N COLLEGE ST	Auburn Police Department
71	Jefferson	Trussville	3	0	0	0	996	N/A	5433	NO DESCRIPTION AVAILABLE	Trussville Police Department
72	Jefferson	Birmingham	3	0	0	0	35566	N/A	2714	LAKESHORE PKY at W OXMOOR RD	Birmingham Police Department
73	Mobile	Mobile	3	0	0	0	4196	N/A	S-16	AL-16 at AL-42	Mobile Police Department
74	Mobile	Mobile	3	0	0	0	1989	N/A	5985	DAUPHIN ST at I-65	Mobile Police Department
75	Mobile	Mobile	3	0	0	0	1346	N/A	5732	AZALEA RD at PACE LN	Mobile Police Department
76	Mobile	Mobile	3	0	0	0	2340	N/A	5884	CR-70 at OLD SHELL RD	Mobile Police Department
77	Tuscaloosa	Tuscaloosa	3	0	0	0	295	N/A	6299	15TH ST at QUEEN CITY AVE	Tuscaloosa Police Department
78	Mobile	Mobile	3	0	0	0	4446	N/A	5985	S CATHERINE ST at N CATHERINE ST	Mobile Police Department
79	Baldwin	Foley	3	0	0	0	15112	N/A	3722	NO DESCRIPTION AVAILABLE	Foley Police Department
80	Montgomery	Montgomery	3	0	0	0	1648	N/A	6009	ANN ST at HIGHLAND AVE	Montgomery Police Department
81	Shelby	Hoover	3	0	0	0	93	N/A	1250	RIVERCHASE PKWY E at VALLEYDALE RD	Hoover Police Department
82	Baldwin	Fairhope	3	0	0	0	392	N/A	S-42	AL-104 at CR-98	Fairhope Police Department

Top 10 Segment Locations Statewide with 3 or More Speeding Related Crashes Resulting in Injury or Fatality

Region Breakdown

East Region	6	60.0%	North Region	3	30.0%
South Region	0	0.0%	Southeast Region	1	10.0%

East Region	6
Blount	0
Calhoun	0
Chambers	0
Cherokee	0
Chilton	1
Clay	0
Cleburne	0
Coosa	0
Elmore	0
Etowah	1
Jefferson	0
Lee	1
Macon	1
Randolph	0
St Clair	0
Shelby	0
Tallapoosa	0
Talladega	2

South Region	0
Baldwin	0
Choctaw	0
Clarke	0
Conecuh	0
Dallas	0
Escambia	0
Greene	0
Hale	0
Marengo	0
Mobile	0
Monroe	0
Perry	0
Sumter	0
Washington	0
Wilcox	0

North Region	3
Bibb	0
Colbert	0
Cullman	0
Dekalb	0
Fayette	0
Franklin	0
Jackson	0
Lamar	0
Lauderdale	2
Lawrence	0
Limestone	1
Madison	0
Marion	0
Marshall	0
Morgan	0
Pickens	0
Tuscaloosa	0
Walker	0
Winston	0

Southeast Region	1
Autauga	0
Barbour	0
Bullock	0
Butler	0
Coffee	1
Covington	0
Crenshaw	0
Dale	0
Geneva	0
Henry	0
Houston	0
Lowndes	0
Montgomery	0
Pike	0
Russell	0

Top 10 Segment Locations Statewide with 3 or More Speeding Related Crashes Resulting in Injury or Fatality

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

Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	Severity	Node 1	Node 2	Route	Location	Agency ORI
1	Talladega	Rural Talladega	3	2	1	40	7824	8278	1047	CR-3 at CR-467	Alabama DPS - Jacksonville Post
2	Limestone	Rural Limestone	3	1	2	36.67	7368	7372	1179	DAVIS LN at EASTER FERRY RD	Alabama DPS - Decatur Post
3	Lauderdale	Rural Lauderdale	4	1	3	30	9457	7386	1143	CR-124 at CR-7 and CR-270 at CR-7	Alabama DPS - Quad Cities Post
4	Etowah	Rural Etowah	3	0	3	30	8068	8065	1306	MOSLEY RD and PIKE RD at YOUNGS CHAPEL RD	Alabama DPS - Gadsden Post
5	Lee	Rural Lee	3	1	2	30	8840	7759	1207	NO DESCRIPTION AVAILABLE	Alabama DPS - Opelika Post
6	Coffee	Rural Coffee	3	0	3	26.67	7288	7315	1066	AL-27 at DENNIS RD	Alabama DPS - Dothan Post
7	Talladega	Rural Talladega	4	0	4	25	7191	8040	1045	ODENA HEIGHTS CIR and CR-25 at OLD SYLACAUGA HWY	Alabama DPS - Jacksonville Post
8	Lauderdale	Rural Lauderdale	3	0	3	23.33	7224	7289	1002	CR-14 at CR-194 and CR-133 at CR-14	Alabama DPS - Quad Cities Post
9	Macon	Rural Macon	3	0	3	16.67	7422	7429	1128	AL-81 at CR-55 and CR-55 at POLLOCK RD	Alabama DPS - Opelika Post
10	Chilton	Rural Chilton	3	0	3	16.67	7819	7564	1115	CR-478 at CR-97 and CR-491 at CR-97	Alabama DPS - Montgomery Post

Top 52 Segment Locations Statewide with 3 or More Total Impaired Driving Related Crashes

Region Breakdown

East Region	10	19.2%	North Region	20	38.5%
South Region	18	34.6%	Southeast Region	4	7.7%

East Region	10
Blount	0
Calhoun	0
Chambers	1
Cherokee	0
Chilton	0
Clay	0
Cleburne	1
Coosa	0
Elmore	2
Etowah	0
Jefferson	0
Lee	3
Macon	0
Randolph	0
St Clair	1
Shelby	1
Tallapoosa	0
Talladega	1

South Region	18
Baldwin	3
Choctaw	0
Clarke	0
Conecuh	0
Dallas	0
Escambia	1
Greene	0
Hale	0
Marengo	0
Mobile	14
Monroe	0
Perry	0
Sumter	0
Washington	0
Wilcox	0

North Region	20
Bibb	0
Colbert	1
Cullman	2
Dekalb	0
Fayette	0
Franklin	1
Jackson	0
Lamar	0
Lauderdale	2
Lawrence	0
Limestone	1
Madison	6
Marion	0
Marshall	2
Morgan	1
Pickens	0
Tuscaloosa	3
Walker	1
Winston	0

Southeast Region	4
Autauga	2
Barbour	0
Bullock	0
Butler	0
Coffee	0
Covington	1
Crenshaw	0
Dale	1
Geneva	0
Henry	0
Houston	0
Lowndes	0
Montgomery	0
Pike	0
Russell	0

Top 52 Segment Locations Statewide with 3 or More Total Impaired Driving Related Crashes

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

Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	Severity	Node 1	Node 2	Route	Location	Agency ORI
1	Madison	Huntsville	3	1	2	36.67	5835	61	1042	BOB WADE LN NW at NORTHGATE DR NW and SALLY HAMNER RD	Huntsville Police Department
2	Mobile	Rural Mobile	3	1	2	30	10966	10964	5031	INTERSTATE 10 at THEODORE-DAWES RD and CR-30 at SPERRY RD	Alabama DPS - Mobile Post
3	Chambers	Rural Chambers	3	1	1	26.67	9132	7204	1032	CR-32 at CR-490 and CR-28 at CR-32	Alabama DPS - Alexander City Post
4	Elmore	Rural Elmore	3	1	2	26.67	7165	8542	1333	CR-29 at JORDAN LAKE RD and CR-29 at ED-WARDS COOK	Alabama DPS - Montgomery Post
5	Dale	Rural Dale	3	1	1	26.67	7054	7055	1008	CR-24 at DALE CO 102 and	Alabama DPS - Dothan Post
6	Mobile	Rural Mobile	3	1	1	26.67	8751	8736	1620	CR-63 at HOWARD MORRIS RD and CR-63 at NATCHEZ TRACE RD	Alabama DPS - Mobile Post
7	Walker	Jasper	4	0	3	22.5	8248	1699	1409	AIRPORT RD at N AIRPORT RD and	Jasper Police Department
8	Lauderdale	Rural Lauderdale	3	0	2	16.67	8094	8145	1587	CR-26 at CR-95 and CR-553 at CR-95	Alabama DPS - Quad Cities Post
9	Mobile	Rural Mobile	3	1	0	16.67	10942	10941	1145	CR-28 at LIVE OAK CIR E and LIVE OAK CIR at OLD PASCAGOULA RD	Alabama DPS - Mobile Post
10	Cleburne	Rural Cleburne	3	0	2	16.67	7669	7673	1065	CR-24 at CR-45 and AL-281 at CR-24	Alabama DPS - Jacksonville Post
11	Tuscaloosa	Tuscaloosa	3	0	2	16.67	5203	5030	1185	HELEN KELLER BLVD and 25TH AVE NE at JACK WARNER PKY NE	Tuscaloosa Police Department
12	Morgan	Rural Morgan	3	0	2	16.67	7845	7844	1191	BURLESON MOUNTAIN RD and INDIAN HILLS RD NE at ROBERTS CATFISH LN	Alabama DPS - Decatur Post
13	Lauderdale	Rural Lauderdale	4	0	2	15	9550	8512	1373	CR-8 at GOOSE SHOALS LN and CR-34 at CR-8	Alabama DPS - Quad Cities Post
14	Tuscaloosa	Tuscaloosa	3	0	2	13.33	34	35	5970	37TH ST at HIGHLAND OAKS DR and 37TH ST at 6TH AVE	Tuscaloosa Police Department
15	Mobile	Rural Mobile	3	0	2	13.33	9511	9489	8860	LOTT RD at SCHILLINGER AT NEWBURN RD and RENEE RD	Alabama DPS - Mobile Post
16	Mobile	Rural Mobile	3	0	2	13.33	7537	7318	1275	BELLINGRATH RD CO 59 at DEAKLE RD and CR-59 at BELLINGRATH RD	Alabama DPS - Mobile Post
17	Shelby	Hoover	3	0	2	13.33	8230	8815	1250	INTERSTATE 65 at VALLEYDALE RD and SOUTHLAKE PARKWAY	Hoover Police Department
18	Madison	Rural Madison	3	0	2	13.33	8046	8045	1018	BISHOP RD NW at OLD MONROVIA RD NW and CAPSHAW RD at JEFF RD NW	Alabama DPS - Huntsville Post
19	Marshall	Albertville	3	0	2	13.33	796	785	1409	BISHOP RD at MARTLING RD and AL-75 at AL-75 N	Albertville Police Department
20	Mobile	Rural Mobile	4	0	2	12.5	12024	7758	1215	ARGYLE RD at BEVERLY RD and CR-15 at AR-GYLE RD	Alabama DPS - Mobile Post
21	Madison	Rural Madison	4	0	2	10	8007	8005	1296	FORD CIR at SHIELDS RD and OCONEE DR at SHIELDS RD	Alabama DPS - Huntsville Post
22	St Clair	Moody	3	0	1	10	466	738	1007	NO DESCRIPTION and TUDOR LN	Moody Police Department

Top 52 Segment Locations Statewide with 3 or More Total Impaired Driving Related Crashes

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

Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	Severity	Node 1	Node 2	Route	Location	Agency ORI
23	Madison	Rural Madison	3	0	1	10	7205	7162	1305	HILLSBORO CIR at WINCHESTER RD and OLLIE HOWARD RD	Alabama DPS - Huntsville Post
24	Mobile	Rural Mobile	3	0	1	10	8382	8391	1338	CR-11 at CR-36 and CR-36 at JACK HAMILTON RD	Alabama DPS - Mobile Post
25	Lee	Opelika	4	0	2	7.5	1582	1476	5553	AL-38 at BIRMINGHAM HWY	Opelika Police Department
26	Autauga	Rural Autauga	3	0	1	6.67	7557	7552	1211	and CR-40 at CR-40 E	Alabama DPS - Montgomery Post
27	Covington	Rural Covington	3	0	1	6.67	7096	7086	1053	CR-4 at ADAMS CUTOFF and CR-4 at GOEHA-GEN HILL RD	Alabama DPS - Dothan Post
28	Autauga	Rural Autauga	3	0	1	6.67	7314	7301	1165	CR-21 N at CR-24 and CR-19 N at CR-19	Alabama DPS - Montgomery Post
29	Baldwin	Rural Baldwin	3	0	1	6.67	7188	7189	1050	CR-1 at CR-27 and	Alabama DPS - Mobile Post
30	Madison	Rural Madison	3	0	1	6.67	7262	7284	1184	MCCOLLUM RD at STEGER RD and MEMORIAL PKWY SR-1 US-231	Alabama DPS - Huntsville Post
31	Mobile	Rural Mobile	3	0	1	6.67	11688	9424	1657	AL-217 at BOX RD and BOX RD at JAMAICA RD	Alabama DPS - Mobile Post
32	Limestone	Rural Limestone	3	0	1	6.67	7755	7776	1338	MENEFEE RD at NICK DAVIS RD and CR-127 at NICK DAVIS RD	Alabama DPS - Decatur Post
33	Marshall	Rural Marshall	3	0	1	6.67	8332	9226	1466	CR-466 at ELEVEN FORTY RD and CR-466 at NEW HOPE HWY	Alabama DPS - Huntsville Post
34	Mobile	Rural Mobile	3	0	1	6.67	8259	7802	1145	NO NAME at PASCAGOULA RD and CR-28 at CR-39	Alabama DPS - Mobile Post
35	Mobile	Rural Mobile	3	0	1	6.67	8759	8837	2072	WARDS LN at WHITESTONE DR and FIRE-TOWER RD at WARDS LN	Alabama DPS - Mobile Post
36	Mobile	Rural Mobile	3	0	1	3.33	7802	7803	1324	CR-28 at CR-39 and CR-39 at LAKE TAHOE DR	Alabama DPS - Mobile Post
37	Tusca-loosa	Tuscaloosa	3	0	1	3.33	7150	848	6125	JACK WARNER PKY at QUEEN CITY AVE	Tuscaloosa Police Department
38	Cullman	Rural Cullman	3	0	1	3.33	7231	7229	1085	CR-108 at CR-222 and CR-109 at CR-222	Alabama DPS - Decatur Post
39	Cullman	Rural Cullman	4	0	1	2.5	8321	9581	1390	CR-1043 at CR-1046 and CR-1043 at CR-1045	Alabama DPS - Decatur Post
40	Elmore	Rural Elmore	4	0	0	0	7976	7977	1269	CR-100 at CR-8 and CR-4 at CR-8	Alabama DPS - Montgomery Post
41	Mobile	Rural Mobile	4	0	0	0	9415	8731	1634	COLEMAN DAIRY RD at N LEE ROY JORDAN DR and CUSS FORK RD	Alabama DPS - Mobile Post
42	Lee	Auburn	4	0	0	0	933	934	5379	W MAGNOLIA AVE at WRIGHT ST and AL-14 at W GLENN AVE	Auburn Police Department
43	Baldwin	Rural Baldwin	3	0	0	0	10130	311	1757	NO DESCRIPTION	Alabama DPS - Mobile Post
44	Colbert	Rural Colbert	3	0	0	0	7119	7139	1149	CR-51 at SMALLWOOD LOOP and CR-36 at CR-51	Alabama DPS - Quad Cities Post

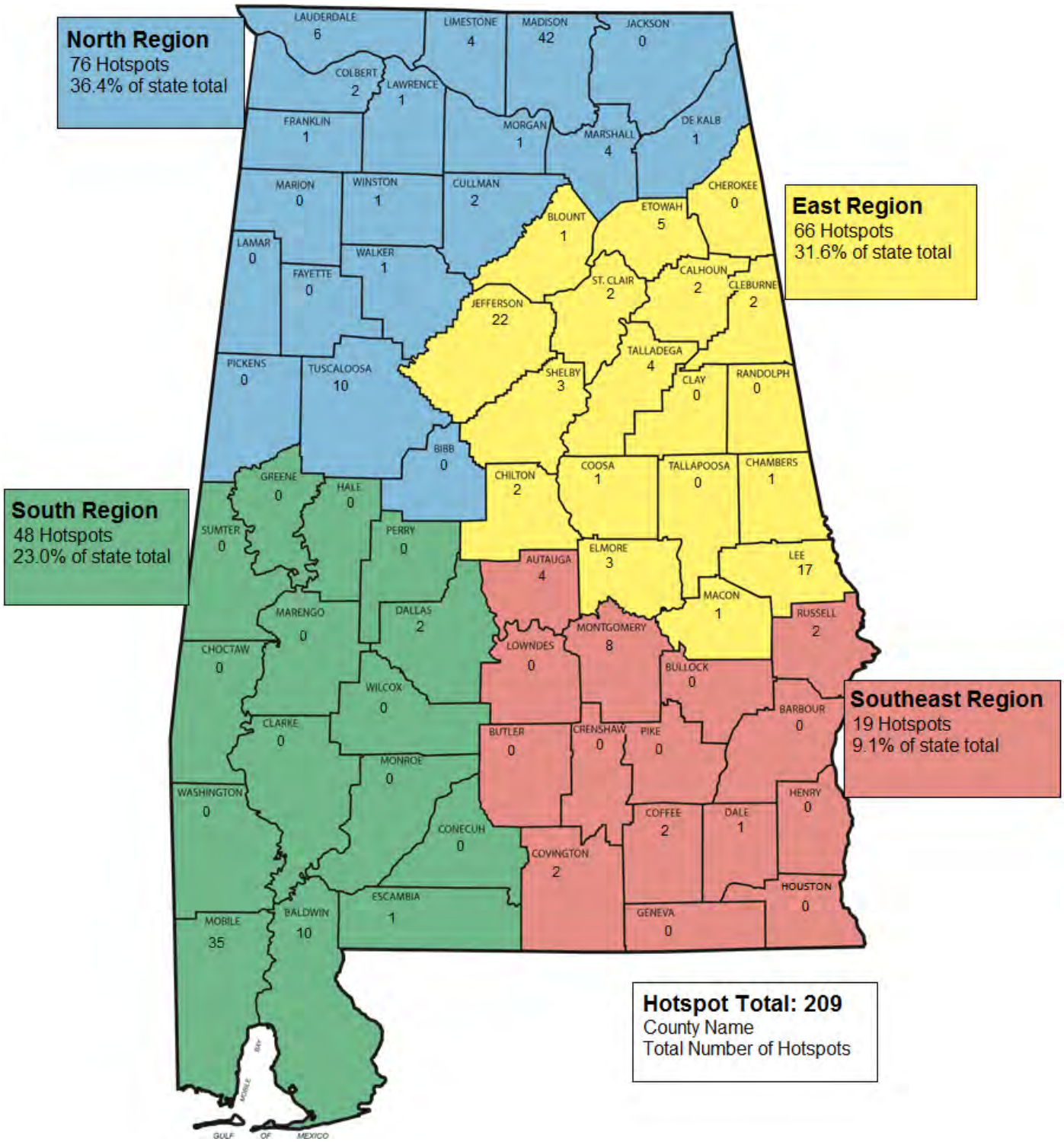
Top 52 Segment Locations Statewide with 3 or More Total Impaired Driving Related Crashes

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

Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	Severity	Node 1	Node 2	Route	Location	Agency ORI
45	Franklin	Rural Franklin	3	0	0	0	7932	7715	1226	CR-48 at DUNBAR RD and CR-48 at FRA-SIER LAKE RD	Alabama DPS - Quad Cities Post
46	Escambia	Rural Escambia	3	0	0	0	7142	7141	1337	CR-57 at JANICE LN and AL-3 at CR-57	Alabama DPS - Evergreen Post
47	Talladega	Talladega	3	0	0	0	7564	8294	1326	NO DESCRIPTION	Talladega Police Department
48	Madison	Rural Madison	3	0	0	0	7480	41111	1652	ALT HARVEST RD at OLD RAILROAD BED RD and PHILLIPS RD	Alabama DPS - Huntsville Post
49	Lee	Auburn	3	0	0	0	92	93	6077	AL-14 at N DEAN RD and AL-14 at GEN-TRY DR	Auburn Police Department
50	Mobile	Rural Mobile	3	0	0	0	10129	10133	8860	AL-42 at CR-31 and CR-31 at DOGWOOD DR	Alabama DPS - Mobile Post
51	Mobile	Rural Mobile	3	0	0	0	10129	10138	8860	AL-42 at CR-31 and CR-31 at HI WOOD CIR S	Alabama DPS - Mobile Post
52	Baldwin	Foley	3	0	0	0	15113	15114	3722	DOC MCDUFFIE RD at FOLEY BEACH EXP	Foley Police Department

Hotspot Totals for Alabama

(Totals include Speeding Related and Impaired Driving Related Hotspots Found on Mileposted and Non-Mileposted Routes)



Total Hotspots for Alabama (209 Total Hotspots)

Region Breakdown

East Region	66	31.6%	North Region	76	36.4%
South Region	48	23.0%	Southeast Region	19	9.1%

East Region	**66**
Blount	1
Calhoun	2
Chambers	1
Cherokee	0
Chilton	2
Clay	0
Cleburne	2
Coosa	1
Elmore	3
Etowah	5
Jefferson	22
Lee	17
Macon	1
Randolph	0
St Clair	3
Shelby	2
Tallapoosa	0
Talladega	4

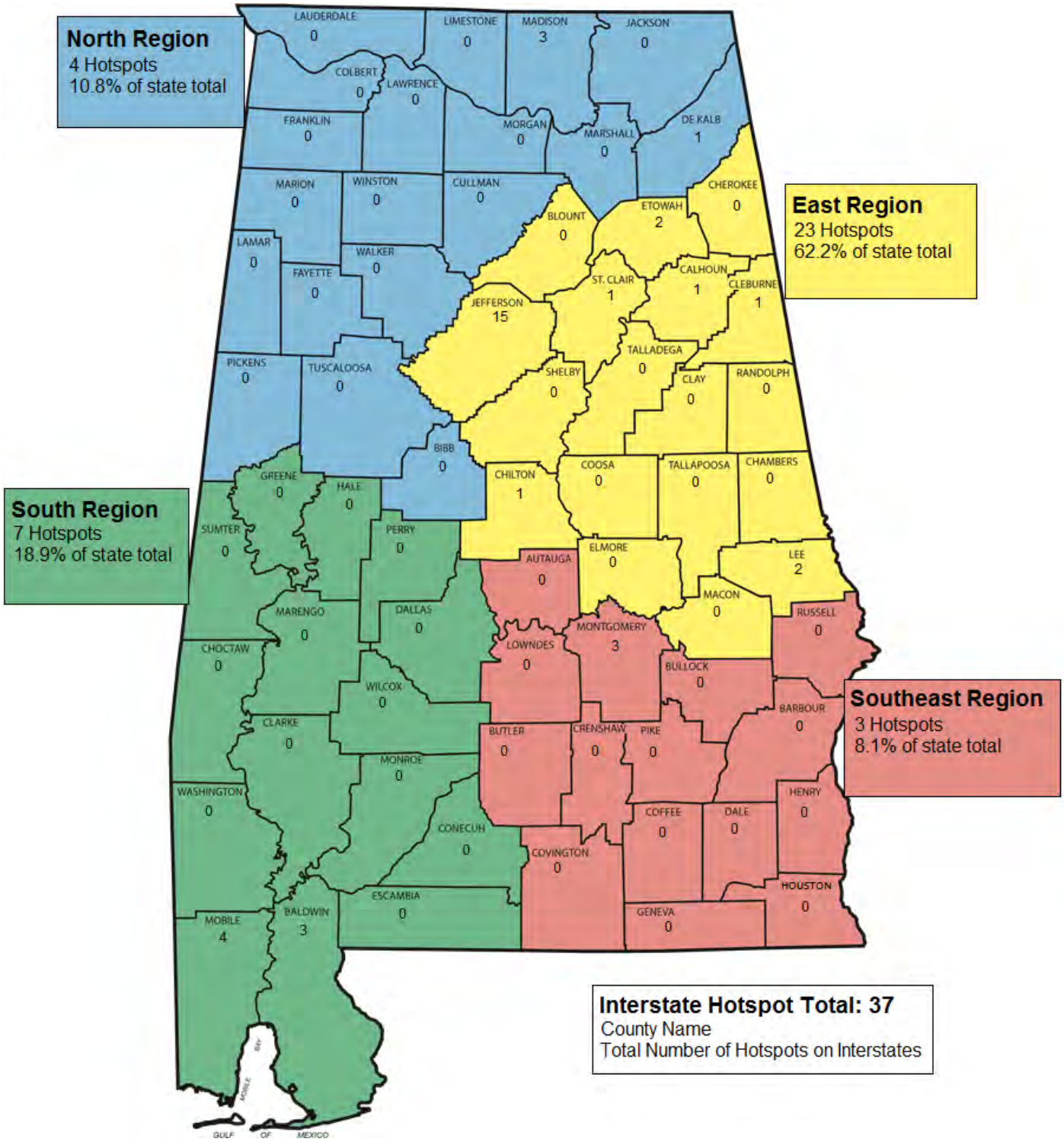
South Region	**48**
Baldwin	10
Choctaw	0
Clarke	0
Conecuh	0
Dallas	2
Escambia	1
Greene	0
Hale	0
Marengo	0
Mobile	35
Monroe	0
Perry	0
Sumter	0
Washington	0
Wilcox	0

North Region	**76**
Bibb	0
Colbert	2
Cullman	2
Dekalb	1
Fayette	0
Franklin	1
Jackson	0
Lamar	0
Lauderdale	6
Lawrence	1
Limestone	4
Madison	42
Marion	0
Marshall	4
Morgan	1
Pickens	0
Tuscaloosa	10
Walker	1
Winston	1

Southeast Region	**19**
Autauga	4
Barbour	0
Bullock	0
Butler	0
Coffee	2
Covington	2
Crenshaw	0
Dale	1
Geneva	0
Henry	0
Houston	0
Lowndes	0
Montgomery	8
Pike	0
Russell	2

Interstate Hotspot Totals for Alabama

(Totals include Speeding Related and Impaired Driving Related Hotspots
Occuring on Interstates Only)



Interstate Hotspots for Alabama (37 Total Hotspots)

Region Breakdown

East Region	66	31.6%	North Region	76	36.4%
South Region	48	23.0%	Southeast Region	19	9.1%

	Speed	Impaired	Total
East Region	**11**	**12**	**23**
Blount	0	0	0
Calhoun	1	0	1
Chambers	0	0	0
Cherokee	0	0	0
Chilton	0	1	1
Clay	0	0	0
Cleburne	1	0	1
Coosa	0	0	0
Elmore	0	0	0
Etowah	1	1	2
Jefferson	6	9	15
Lee	1	1	2
Macon	0	0	0
Randolph	0	0	0
St Clair	0	0	0
Shelby	1	0	1
Tallapoosa	0	0	0
Talladega	0	0	0

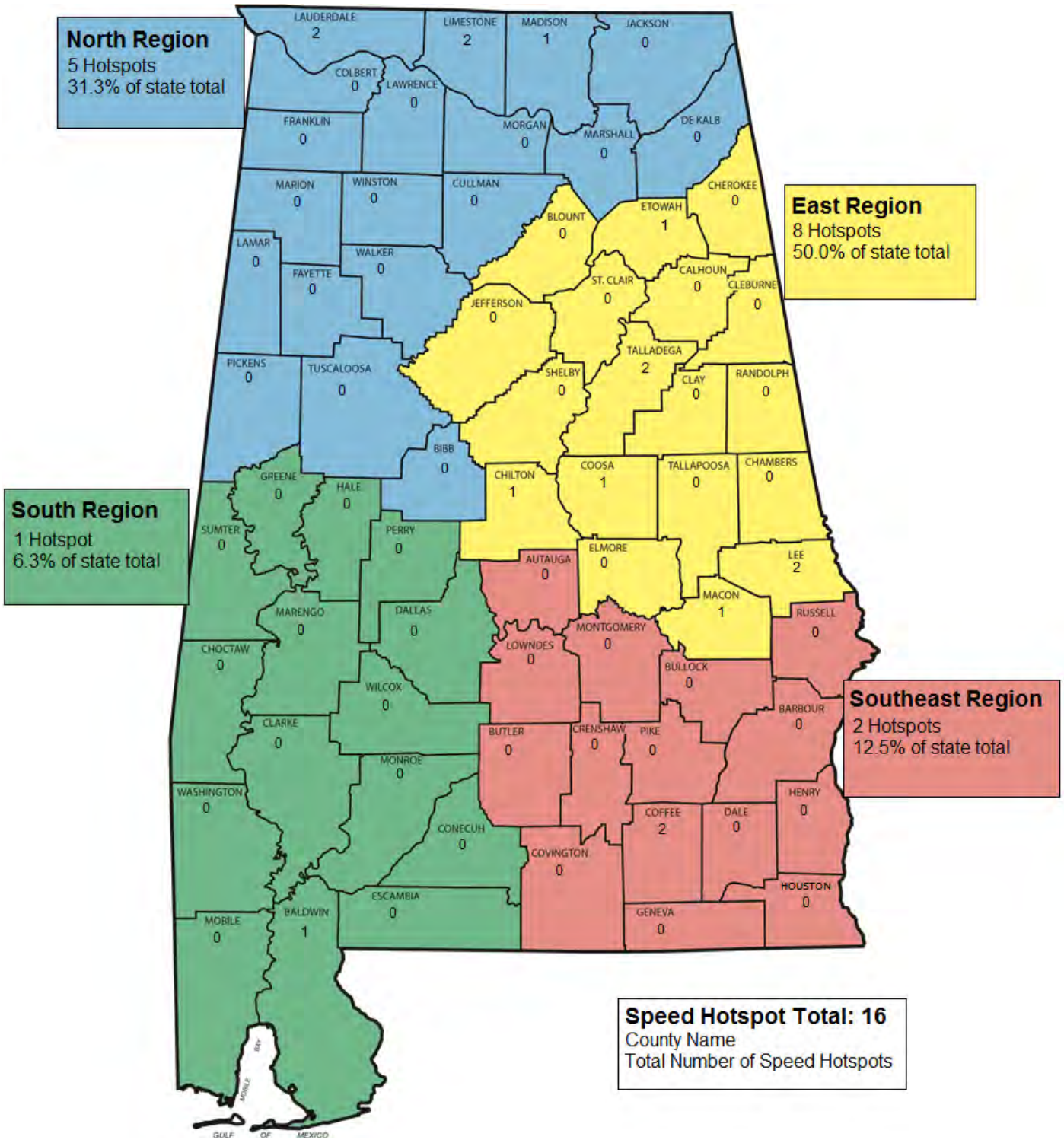
	Speed	Impaired	Total
South Region	**3**	**4**	**7**
Baldwin	1	2	3
Choctaw	0	0	0
Clarke	0	0	0
Conecuh	0	0	0
Dallas	0	0	0
Escambia	0	0	0
Greene	0	0	0
Hale	0	0	0
Marengo	0	0	0
Mobile	2	2	4
Monroe	0	0	0
Perry	0	0	0
Sumter	0	0	0
Washington	0	0	0
Wilcox	0	0	0

	Speed	Impaired	Total
North Region	**2**	**2**	**4**
Bibb	0	0	0
Colbert	0	0	0
Cullman	0	0	0
Dekalb	1	0	1
Fayette	0	0	0
Franklin	0	0	0
Jackson	0	0	0
Lamar	0	0	0
Lauderdale	0	0	0
Lawrence	0	0	0
Limestone	0	0	0
Madison	1	2	3
Marion	0	0	0
Marshall	0	0	0
Morgan	0	0	0
Pickens	0	0	0
Tuscaloosa	0	0	0
Walker	0	0	0
Winston	0	0	0

	Speed	Impaired	Total
Southeast Region	**1**	**2**	**3**
Autauga	0	0	0
Barbour	0	0	0
Bullock	0	0	0
Butler	0	0	0
Coffee	0	0	0
Covington	0	0	0
Crenshaw	0	0	0
Dale	0	0	0
Geneva	0	0	0
Henry	0	0	0
Houston	0	0	0
Lowndes	0	0	0
Montgomery	1	2	3
Pike	0	0	0
Russell	0	0	0

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

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



Speeding Related Hotspots for State/Federal and Non-Mileposted Roads (16 Total Hotspots)

	State/Fed	Non-MP	Total
East Region	**2**	**6**	**8**
Blount	0	0	0
Calhoun	0	0	0
Chambers	0	0	0
Cherokee	0	0	0
Chilton	0	1	1
Clay	0	0	0
Cleburne	0	0	0
Coosa	1	0	1
Elmore	0	0	0
Etowah	0	1	1
Jefferson	0	0	0
Lee	1	1	2
Macon	0	1	1
Randolph	0	0	0
St Clair	0	0	0
Shelby	0	0	0
Tallapoosa	0	0	0
Talladega	0	2	2

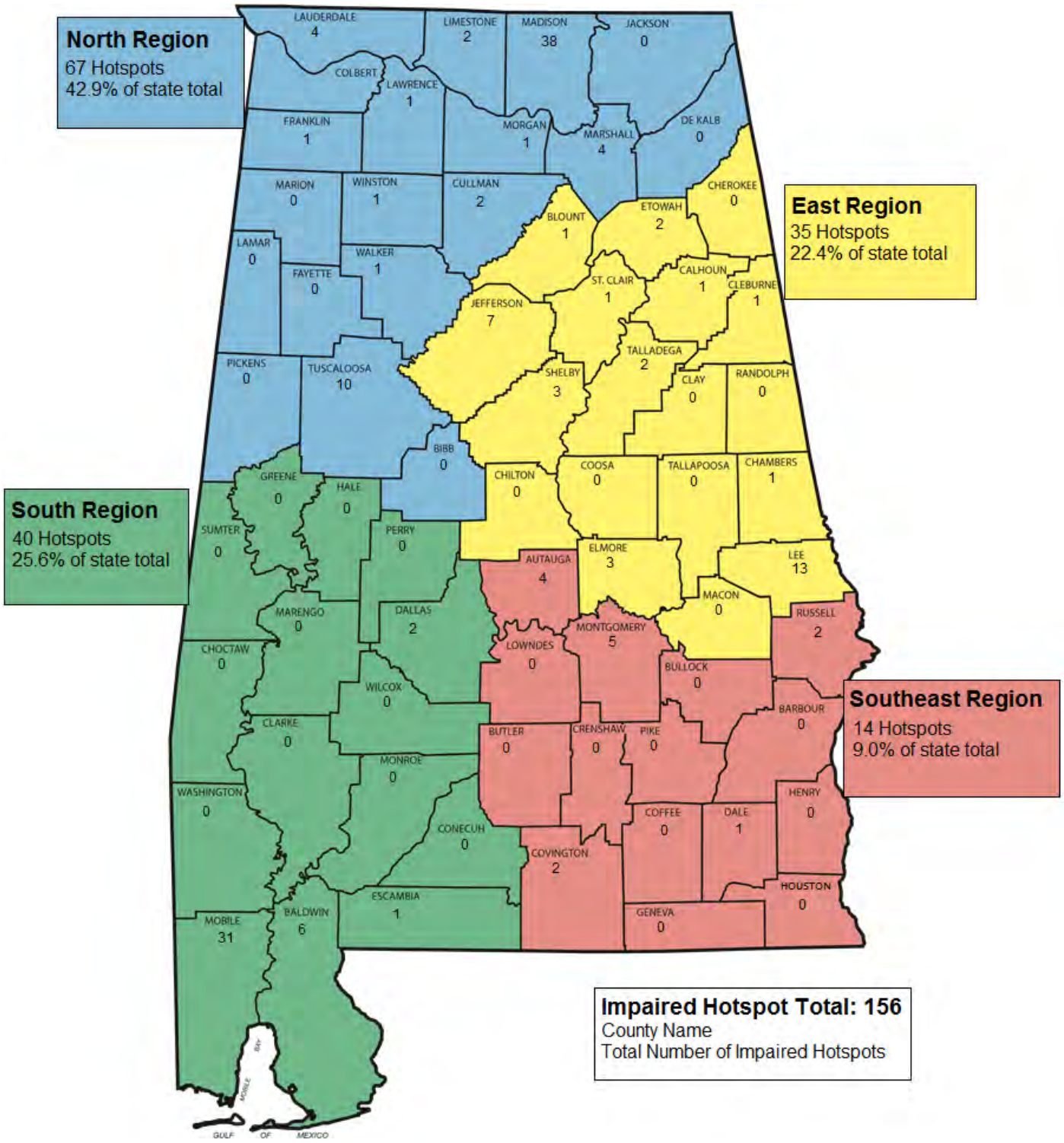
	State/Fed	Non-MP	Total
South Region	**1**	**0**	**1**
Baldwin	1	0	1
Choctaw	0	0	0
Clarke	0	0	0
Conecuh	0	0	0
Dallas	0	0	0
Escambia	0	0	0
Greene	0	0	0
Hale	0	0	0
Marengo	0	0	0
Mobile	0	0	0
Monroe	0	0	0
Perry	0	0	0
Sumter	0	0	0
Washington	0	0	0
Wilcox	0	0	0

North	State/Fed	Non-MP	Total
Region	**2**	**3**	**5**
Bibb	0	0	0
Colbert	0	0	0
Cullman	0	0	0
Dekalb	0	0	0
Fayette	0	0	0
Franklin	0	0	0
Jackson	0	0	0
Lamar	0	0	0
Lauderdale	0	2	2
Lawrence	0	0	0
Limestone	1	1	2
Madison	1	0	1
Marion	0	0	0
Marshall	0	0	0
Morgan	0	0	0
Pickens	0	0	0
Tuscaloosa	0	0	0
Walker	0	0	0
Winston	0	0	0

Southeast	State/Fed	Non-MP	Total
Region	**1**	**1**	**2**
Autauga	0	0	0
Barbour	0	0	0
Bullock	0	0	0
Butler	0	0	0
Coffee	1	1	2
Covington	0	0	0
Crenshaw	0	0	0
Dale	0	0	0
Geneva	0	0	0
Henry	0	0	0
Houston	0	0	0
Lowndes	0	0	0
Montgomery	0	0	0
Pike	0	0	0
Russell	0	0	0

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

(Totals include Impaired Driving Related Hotspots Occurring on Federal/State Roads and Non-Mileposted Roads)



Impaired Driving Related Hotspots for State/Federal and Non-Mileposted Roads (156 Total Hotspots)

East Region	State/Fed	Non-MP	Inter-section	Total
East Region	**6**	**10**	**19**	**35**
Blount	1	0	0	1
Calhoun	0	0	1	1
Chambers	0	1	0	1
Cherokee	0	0	0	0
Chilton	0	0	0	0
Clay	0	0	0	0
Cleburne	0	1	0	1
Coosa	0	0	0	0
Elmore	0	2	1	3
Etowah	2	0	0	2
Jefferson	2	0	5	7
Lee	0	3	10	13
Macon	0	0	0	0
Randolph	0	0	0	0
St Clair	1	1	1	3
Shelby	0	1	0	1
Tallapoosa	0	0	0	0
Talladega	0	1	1	2

North Region	State/Fed	Non-MP	Inter-section	Total
North Region	**11**	**20**	**36**	**67**
Bibb	0	0	0	0
Colbert	0	1	1	2
Cullman	0	2	0	2
Dekalb	0	0	0	0
Fayette	0	0	0	0
Franklin	0	1	0	1
Jackson	0	0	0	0
Lamar	0	0	0	0
Lauderdale	0	2	2	4
Lawrence	0	0	1	1
Limestone	0	1	1	2
Madison	7	6	25	38
Marion	0	0	0	0
Marshall	1	2	1	4
Morgan	0	1	0	1
Pickens	0	0	0	0
Tuscaloosa	2	3	5	10
Walker	0	1	0	1
Winston	1	0	0	1

South Region	State/Fed	Non-MP	Inter-section	Total
South Region	**2**	**18**	**20**	**40**
Baldwin	0	3	3	6
Choctaw	0	0	0	0
Clarke	0	0	0	0
Conecuh	0	0	0	0
Dallas	1	0	1	2
Escambia	0	1	0	1
Greene	0	0	0	0
Hale	0	0	0	0
Marengo	0	0	0	0
Mobile	1	14	16	31
Monroe	0	0	0	0
Perry	0	0	0	0
Sumter	0	0	0	0
Washington	0	0	0	0
Wilcox	0	0	0	0

Southeast Region	State/Fed	Non-MP	Inter-section	Total
Southeast Region	**3**	**4**	**7**	**14**
Autauga	1	2	1	4
Barbour	0	0	0	0
Bullock	0	0	0	0
Butler	0	0	0	0
Coffee	0	0	0	0
Covington	0	1	1	2
Crenshaw	0	0	0	0
Dale	0	1	0	1
Geneva	0	0	0	0
Henry	0	0	0	0
Houston	0	0	0	0
Lowndes	0	0	0	0
Montgomery	0	0	5	5
Pike	0	0	0	0
Russell	2	0	0	2

5.0 PLANNED ACTIVITIES

In previous portions of the Highway Safety Plan (HSP), several strategies for the coming year were laid out. Each of these strategies dealt with the operation of Alabama Office of Highway Safety (AOHS) and the focus on the hotspot crashes that have been identified in this HSP. In this section of the HSP, these strategies will be grouped according to their funding source. Each strategy will be briefly discussed and the rationale for these projects from *NHTSA Countermeasures that Work* will be noted. The amount of money allotted to each strategy during the coming year will be given.

5.1 402 Planned Activities:

5.1.1 Planning and Administration:

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. P & A will include both direct and indirect costs for personnel with their associated costs. Personnel in the direct cost category include the Public Safety Unit Chief who will spend approximately 50% of his time on highway traffic safety related issues. Personnel in the indirect cost category will use ADECA Indirect Cost Rate, which includes the LETS Division Chief/GR, an Administrative Assistant, the LETS Accounting Unit Manager and one Accounting Staff Member devoted to highway traffic safety. All P & A costs will be split 50% Federal and 50% State.

Indirect Cost: Per a Negotiated Indirect Cost Rate Agreement dated August 22, 2014 with the U.S. Department of Labor, the ADECA/LETS Division has been approved to use a Provisional Indirect Cost Rate of 6.91% for the period of 10/1/2014 through 9/30/2015 on grants and contracts with the Federal Government. In accordance with the agreement, ADECA must submit a proposal to establish a final rate within six months after the end of the fiscal year. Any and all adjustments will be made in accordance with the terms stated in the Negotiated Indirect Cost Rate Agreement. As such, the Provisional Indirect Cost Rate of 6.91% will change for future periods. The ADECA/LETS Division will use the Negotiated Indirect Cost Rates determined to be in effect at that time for future periods.

Total FY 2016 Allotment = $250,000.00 -Funding Source – Section 402 (PA)
State Match = $250,000.00

5.1.2 Support Community Traffic Safety Program/Law Enforcement Liaison (CTSP/LEL) Projects:

There are four 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 four 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.

The major focus of the CTSP/LEL efforts is involved with assuring the effective execution of very focused evidence-based selective enforcement on alcohol and speed hotspots. This covers three of

the four basic strategies recommended in the *NHTSA Countermeasures that Work* document (Page 1-4) to reduce alcohol-impaired crashes and drinking and driving: (1) Deterrence: enact, publicize, enforce, and adjudicate laws prohibiting alcohol-impaired driving so that people choose not to drive impaired; (2) Prevention: reduce drinking and keep drinkers from driving; and (3) Communications and outreach: inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.

For additional support, we have a State Highway Safety Program Manager who works as a centralized point of contact for regional CTSP/LEL offices and acts as liaison to municipal, county, state and federal officials or individuals with regard to the administration so that program goals and objectives of the 402 Highway Safety program are accomplished effectively within ADECA and NHTSA guidelines. This Program Manager reviews, monitors and recommends program expenditures, assists in the development of program plans, budgets; reviews and recommends grants, contracts and related budgets, assists in the development and reporting of program policies and procedures as necessary to ensure compliance with appropriate rules, regulations and procedures.

Subgrant	Applicant Subgrantee	Source Share
16.SP.CP.001	Enterprise Community College	$164,797.31
16.SP.CP.002	Mobile County Commission	$175,811.00
15.SP.CP.003	Franklin County Commission	$182,871.00
15.SP.CP.004	City of Opelika	$178,289.80
15.SP.CP.005	Set Aside - Lynne	$75,000.00
15.SP.CP.006	Set Aside -Sam	$45,000.00

Total FY 2016 Allotment = $821,769.11 -Funding Source – Section 402 (CP)

5.1.3 Evidence-Based Traffic Safety Enforcement Program projects:

To implement the State's Evidence-Based Enforcement Plan, there will be four local Special Traffic Enforcement Program (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 four CTSP/LEL regions and the statewide STEP project will be conducted in conjunction with the Alabama Law Enforcement Agency (ALEA). By conducting these STEP projects, additional efforts can be focused on the reduction of impaired driving related crashes and speed related crashes. The Law Enforcement activity will be sustained for twelve (12) months. The enforcement effort is evidence-based, with the objective of preventing traffic violations, crashes, and crash fatalities and injuries in locations most at risk. The enforcement program will continuously be evaluated and the necessary adjustment will be made.

The value of such integrated enforcement efforts is demonstrated by studies referenced in Page 1-24 of *NHTSA Countermeasures that Work.* In one study a three-site evaluation of integrated impaired driving, speed, and seat belt use enforcement indicated that "sites that combined high publicity with increased enforcement reduced crashes likely to involve alcohol (such as single-vehicle nighttime crashes) by 10% to 35%. Another study of comprehensive programs in six

communities used integrated enforcement methods where it was reported that these programs reduced fatal crashes involving alcohol by 42%. About half the speeding drivers detected through these enforcement activities had been drinking and about half the impaired drivers were speeding. It is well established that the same risk-taking motivations that seem to compel some drivers to be impaired and speed also leads them to avoid using proper restraints.

Subgrant	Applicant Subgrantee	Source Share
16.SP.PT.001	Alabama Law Enforcement Agency	$800,000.00
16.SP.PT.002	Enterprise State Community College	$72,720.00
16.SP.PT.003	Mobile County Commission	$183,760.00
16.SP.PT.004	Franklin County Commission	$290,880.00
16.SP.PT.005	City of Opelika	$252,640.00

Total FY 2016 Allotment = $1,600,000.00 -Funding Source – Section 402 (PT)

5.1.4 Driver's License Suspension Appeals (DLSA) Program:

Plans are to fund the DLSA program through the Alabama Law Enforcement Agency (ALEA). The goal of this program is to assure the impaired driving case load is maintained at a manageable level.

According to *NHTSA Countermeasures that Work* (Page 1-12), many State Administrative License Revocation (ALR) and Administrative License Suspension (ALS) laws have been in place for decades, and much of the research examining the effectiveness of these laws is now quite old. However, there is no reason to conclude that it is not still valid. For example, a summary of 12 evaluations through 1991 found ALR and ALS laws reduced crashes of different types by an average of 13%. A more recent study examining the long-term effects of license suspension policies across the United States concluded that ALR reduces alcohol-related fatal crash involvement by 5%, saving an estimated 800 lives each year nationally.

Subgrant	Applicant Subgrantee	Source Share
16.SP.AL.001	Alabama Law Enforcement Agency	$35,000.00

Total FY 2016 Allotment = $35,000.00 -Funding Source – Section 402 (AL)

5.2 405b Planned Activities:

5.2.1 Statewide "Click It or Ticket" campaign (High Visibility Enforcement):

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 Alabama Law Enforcement Agency

The value of Click it or Ticket (CIOT) projects is well documented (see *NHTSA Countermeasures that Work* Page 2-4). High-visibility, short-duration seat belt law enforcement programs were demonstrated in individual communities in the late 1980s. North Carolina's CIOT program took this model statewide beginning in 1993 and raised the use rate above 80%. The CIOT model expanded nationwide in 2003 and seat belt use increased nationwide in almost all states from 2000-2006, in part due to CIOT seat belt enforcement programs. The national seat belt use rate reached 87% in 2013 and 2014. Alabama is very enthusiastic about being a part of this national program.

Subgrant	Applicant Subgrantee	Source Share
16.H7.M2.002	Enterprise State Community College	$61,007.96
16.H7.M2.003	Mobile County Commission	$39,257.29
16.H7.M2.004	Franklin County Commission	$42,440.32
16.H7.M2.005	City of Opelika	$57,294.43

Total FY 2016 Allotment = $200,000.00 - Funding Source – Section 405b (M2HVE)

5.2.2 Statewide "Click It or Ticket" Surveys, Analysis, Certification and Final Report

The University of Alabama Center for Advanced Public Safety (UA-CAPS) will conduct pre and post surveys for seat belt programs and evaluate several types of survey information regarding seat belt and child restraint usage rates as part of the "Click It or Ticket" campaign. The program will consist of waves of surveys, enforcement and media blitzes, carefully scheduled to maximize public understanding of restraint use. UA-CAPS' role will be to: (1) contract the conduction of annual pre and post observational surveys of vehicle seat belt usage and child restraint usage throughout Alabama according to the NHTSA approved Sampling, Data Collection and Estimation Plan; (2) perform an evaluation of the program results using scientific analyses of baseline observations before the STEP and post observations after it is completed and calculate the official seat belt usage rate for the State; (3) collect results from all the various involved parties for their activities; (4) perform analysis of data generated through telephone polls, media campaign data and enforcement data and; (5) compile the project report for "Click It or Ticket" 2016; (6) contract the conduction of the child restraint observational survey; (7) analyze survey data and compute child restraint usage rate for the State; (8) produce report on results of child restraint observational surveys; (9) receive and scientifically analyze data obtained; (10) collect reports on the other components of the project; (11) obtain signed certification page and; (12) produce a comprehensive final report covering all aspects of the campaign.

The *NHTSA Countermeasures that Work* references to Click It or Ticket have been presented above for those projects. This is a mandatory part of that effort.

Subgrant	Applicant Subgrantee	Source Share
16.H7.M2.001	Univ of AL/Center for Advanced Public Safety	$194,525.26

Total FY 2016 Allotment = $194,525.26 - Funding Source – Section 405b (M2OP)

5.2.3 "Click It or Ticket" Campaign (Paid Media):

As a part of the nationwide initiative to increase seat belt usage, Alabama will participate in the "Click It or Ticket" High Visibility Paid Media campaign. This campaign will be scheduled in May and conclude 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.

The value of Click it or Ticket (CIOT) projects is well documented (see *NHTSA Countermeasures that Work* Page 2-4). High-visibility, short-duration belt law enforcement programs were demonstrated in individual communities in the late 1980s. North Carolina's CIOT program took this model statewide beginning in 1993 and raised the seat belt use rate above 80%. The CIOT model expanded nationwide in 2003 and seat belt use increased nationwide in almost all states from 2000-2006, in part due to CIOT seat belt enforcement programs. The national seat belt use rate reached 87% in 2013 and 2014. Alabama is very enthusiastic about being a part of this national program.

Subgrant	Applicant Subgrantee	Source Share
16.HB.M1.002	Auburn University	$325,000.00

Total FY 2016 Allotment = $325,000.00 - Funding Source – 405b (M1HVE)

5.2.4 Child Passenger Safety Training and Coordination

Alabama will have a state Child Passenger Safety Coordinator. We will provide training for first time technicians and re-certification for trained technicians. Fitting stations will be available to the public. Technicians will ensure the child passenger restraints are installed correctly and teach the caregivers "how to" do the installation themselves.

According to *NHTSA Countermeasures that Work* (Page 2-1), NHTSA estimates that correctly used child restraints are even more effective than seat belts in reducing fatalities. Child restraints reduce fatalities by 71% for infants younger than 1 year old and by 54% for children 1 to 4 years old in passenger cars. In light trucks, the fatality reductions are 58% for infants and 59% for children 1 to 4 years old. In addition, research conducted by the Partners for Child Passenger Safety Program at the Children's Hospital of Philadelphia found that belt-positioning booster seats reduce the risk of injury to children 4 to 8 in crashes by 45% when compared to the effectiveness of seat belts alone. The proper use of child restraints is not trivial, and most parents are not intuitively aware of all of the complexities involved. Improper application of even the correct devices can lead to increased injury or even death. It is quite clear that this training project is a key component of the overall child restraint effort.

Subgrant	Applicant Subgrantee	Source Share
16.HB.M1.001	Franklin County Commission	$155,000.00

Total FY 2015 Allotment = $155,000.00 - Funding Source – Section 405 (M1PE)

5.3 405c & 408 Planned Activities:

Traffic Safety Records Improvement Program:

We have an active Traffic Records Coordinating Committee (TRCC) in Alabama. AOHS will continue funding for the development of several projects such as a data entry system for EMS data for use in the field called RESCUE, continuing work on the EMS analysis portal, the SAFETY portal and other analysis portals, completing and deploying MapClick which is the new mapping tool in MOVE, developing CARE cloud datasets and developing a DUI/citation tracking system. These systems improve data quality, timeliness and completeness.

Traffic Safety Information Systems are not covered by *NHTSA Countermeasures that Work*

Subgrant	Applicant Subgrantee	Source Share
16.HC.M3.001	Univ of AL/Center for Advanced Public Safety	$585,850.31
16.H9.K9.002	Univ of AL/Center for Advanced Public Safety	$114,068.78

Total FY 2016 Allotment = $699,919.09 -Funding Source
$585,850.31-Funding Source – Section 405c (M3DA)
$114,068.78-Funding Source – Section 408 (K9)

5.4 405d & 410 Planned Activities:

5.4.1 Impaired Driving Grant Funds:

There will be four local Alcohol High Visibility Enforcement projects during the coming year as well as one statewide Alcohol High Visibility Enforcement project. Each of these projects will focus on alcohol related Hotspot crashes and the problem locations that have been identified across the state. One project will take place in each of the four CTSP/LEL regions and the statewide project will be conducted in conjunction with the Alabama Law Enforcement Agency (ALEA). By conducting these HVE projects, additional evidence-based efforts can be focused on the reduction of impaired driving related crashes. The law enforcement activity will be sustained for twelve (12) months. The enforcement effort is evidence-based, which will prevent traffic violations, crashes, and crash fatalities and injuries in locations most at risk. The enforcement program will continuously be evaluated and the necessary adjustments will be made.

NHTSA Countermeasures that Work (Page 1-21) reviewed intensive alcohol selective enforcement efforts such as publicized saturation patrol programs. These patrols aim to deter driving after drinking by increasing the perceived risk of arrest.

They recommend saturation patrols that are publicized extensively and conducted regularly, as well as roving patrols in which individual patrol officers concentrate on detecting and arresting impaired drivers in an area where impaired driving is common or where alcohol-involved crashes have occurred. A demonstration program in Michigan, where sobriety checkpoints are

prohibited by State law, revealed that saturation patrols can be effective in reducing alcohol-related fatal crashes when accompanied by intensive publicity.

Subgrant	Applicant Subgrantee	Source Share
16.HD.M5.001	Alabama Law Enforcement Agency	$400,000.00
16.HD.M5.002	Enterprise State Community College	$98,980.00
16.HD.M5.003	Mobile County Commission	$130,130.00
16.HD.M5.004	Franklin County Commission	$267,190.00
16.H8.K8.001	City of Opelika	$203,700.00

Total FY 2016 Allotment = $1,100,000.00 -Funding Source
$896,300.00 - Funding Source- Section 405d (M5HVE)
$203,700.00- Funding Source- Section 410 (K8)

5.4.2 Impaired Driving campaign (Paid Media):

As a part of the nationwide impaired driving campaign to reduce impaired driving-related fatalities, Alabama will participate in the High Visibility Impaired Driving Enforcement Paid Media Campaign. The campaign will take place year round and encompass an array of multimedia messages. Along with traditional print, radio and television advertisements, Auburn University will use additional means of reaching the motoring public. Through professional services contracts, Alabama will be able to place campaign messages in movie theatres.

The *NHTSA Countermeasures that Work* review for this effort is discussed immediately above.

Subgrant	Applicant Subgrantee	Source Share
16.HD.M5.005	Auburn University	$250,000.00

Total FY 2016 Allotment = $250,000.00 - Funding Source – 405d (M5PEM)

5.4.3 Drug Recognition Expert Program (DRE):

The goal of the Drug Recognition Expert Program (DRE) is to train and certify law enforcement officers from various agencies around Alabama as Drug Recognition Experts. Each certified DRE will be able to diagnose an individual arrested for DUI to be either under the influence of some drug other than alcohol or suffering from a medical issue. If the DRE determines the defendant is under the influence of a drug, then the DRE will identify the category or categories of impairing drugs.

Additionally, continuing education is vital for certified DREs. This program is still being established in Alabama and those being certified are new to DRE, so staying on top of the core issues is imperative. It is necessary to send qualifying DREs to a DRE instructor's school in order to be certified as a DRE instructor to effectively train and educate law enforcement officers, prosecutors, and other traffic safety stakeholders on drug impaired driving issues.

The training staff of certified DRE instructors will evaluate the achievement and field certifications. The state's DRE Coordinator will conduct continuous evaluations of certified DREs based on their level of activity, number of evaluations and toxicological confirmation rates.

The DRE Coordinator will also assure the DREs fulfill their two-year recertification requirement.

Subgrant	Applicant Subgrantee	Source Share
16.HD.M5.011	Alabama Law Enforcement Agency	$300,000.00

Total FY 2016 Allotment = $300,000.00 -Funding Source – Section 405d (M5CS)

5.5 <u>408</u> Planned Activities:

5.5.1 Electronic Patient Care Reports (ePCR) Program:

The Alabama Department of Public Health will utilize grant funds to purchase a maintenance and support contract for software to continue their process of electronic patient care reports in accordance with the National Emergency Medical Services Information System (NEMSIS) standards.

Traffic Safety Information Systems are not covered by *NHTSA Countermeasures that Work*

Subgrant	Applicant Subgrantee	Source Share
16.H9.K9.001	AL Dept of Public Health	$60,000.00

Total FY 2016 Allotment = $60,000.00 -Funding Source – Section 408 (K9)

5.6 405d Planned Activities:

5.6.1 Nationwide "Drive Sober or Get Pulled Over" Campaign:

In addition to the paid media, we will have a 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 Alabama Law Enforcement Agency. This campaign will begin in August and conclude on Labor Day.

NHTSA Countermeasures that Work (Page 1-21) reviewed intensive alcohol selective enforcement efforts. The primary purpose of publicized saturation patrol programs is to deter driving after drinking by increasing the perceived risk of arrest. They recommend evidence-based saturation patrols that are publicized extensively and conducted regularly, as well as roving patrols in which individual patrol officers concentrate on detecting and arresting impaired drivers in an area where impaired driving is common or where alcohol-involved crashes have occurred. A demonstration program in Michigan, where sobriety checkpoints are prohibited by State law, revealed that saturation patrols can be effective in reducing alcohol-related fatal crashes when accompanied by intensive publicity.

Subgrant	Applicant Subgrantee	Source Share
15.HD.M5.006	Enterprise State Community College	$67,326.73
15.HD.M5.007	Mobile County Commission	$39,603.96
15.HD.M5.008	Franklin County Commission	$33,663.37
15.HD.M5.009	City of Opelika	$59,405.94

Total FY 2016 Allotment = $200,000.00 -Funding Source – Section 405d (M5HVE)

5.6.2 Statewide High Visibility ID Enforcement Campaign (Paid Media):

As a part of the nationwide impaired driving campaign to reduce impaired driving-related fatalities, Alabama will participate in "Drive Sober or Get Pulled Over" campaign starting in August and conclude on Labor Day.

The *NHTSA Countermeasures that Work* review for this effort is discussed immediately above.

Subgrant	Applicant Subgrantee	Source Share
16.HD.M5.010	Auburn University	$325,000.00

Total FY 2016 Allotment = $325,000.00 -Funding Source – Section 405d (M5PEM)

5.7 State Traffic Safety Trust Fund Planned Activities:

5.7.1 Support the Center for Advanced Public Safety (UA-CAPS):

UA-CAPS develops and maintains the CARE program which is the software used for all traffic crash and safety analysis done in Alabama. In exchange for the support that they receive from ADECA/LETS, UA-CAPS provides ADECA/LETS with crash and traffic safety data throughout the year. This includes preparing reports and grant applications as required and providing answers for data requests from across the state that come up throughout the year. UA-CAPS also provides technical support, training, and maintenance on UA-CAPS software products like eCite, eCrash, eForms, MapClick and others. UA-CAPS has developed basically a grant accounting system for CTSPs and their reporting agencies called CORE to eliminate the paper forms the CTSPs and law enforcement agencies were using to report STEP enforcement grant expenditures. UA-CAPS will work to get this deployed to all CTSPs in FY16 since the pilot program was successful. UA-CAPS will also continue to update and maintain the SafeHomeAlabama.gov web portal. Its goal is to be totally comprehensive in keeping the entire traffic safety community aware of the most recent developments in traffic safety both in Alabama and nationally. Portions of this grant are allotted for a Drive Sober public information and education (PI&E) sports event media campaign. Selected sports venues will play host to messaging for the Drive Sober campaign via venue signage and public address announcements throughout the entirety of their season at each game or race. Additionally, there are dates when a Drive Sober booth display will be set up at the game or race that will allow for great engagement with the fans across the state. Other PI&E efforts through CAPS website, Facebook and Twitter accounts will be used to promote the OHS and NHTSA campaigns and causes. CAPS will support the OHS with respect to the Traffic Records Coordinating Committee and other committees and reports as needed. The State of Alabama is due in FY16 for their Traffic Records Assessment that is required every five years. CAPS will coordinate the Traffic Records Assessment and assist heavily in all aspects of conducting the assessment.

Traffic Safety Information Systems are specifically excluded from *NHTSA Countermeasures that Work.* However, it is well known and commonly accepted that without crash, citation, EMS, drivers' license, registration, and many other types of traffic records data, it would be impossible to operate and manage an effective traffic safety program. This is true down to the project level for all of the countermeasures that will be implemented in FY 2016, and studies have been conducted and will continue to be updated continually and pushed out on the www.safehomealabama.gov web site.

Subgrant	Applicant Subgrantee	Source Share
16.TF.TR.001	Univ of AL/Center for Advanced Public Safety	$859,415.44

Total FY 2016 Allotment = $859,415.44 -Funding Source – State Traffic Safety Trust Fund (TFTR)

5.7.2 Attitude and Awareness Survey

AOHS will use the NHTSA/GHSA survey questions to track driver attitudes and awareness concerning impaired driving, seat belt use, and speeding issues. This survey will be conducted by phone during the month of July. The attitude and awareness survey will be funded by the State Traffic Safety Trust Fund.

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 seat 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 seat 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?

6.0 OCCUPANT PROTECTION PLAN FOR STATE OF ALABAMA
FY 2016 – SECTION 405b

6.1 Executive Summary

The Alabama Office of Highway Safety (AOHS) has developed a comprehensive highway safety program on an annualized basis since the early 1970s for the purpose of reduction in traffic crashes, fatalities, and injuries on public roads. As demonstrated by the annually documented Highway Safety Plan (HSP), this program has been evidence-based and reflective of the particular issues within the State. These HSPs were developed to assure that traffic safety resources were used in an optimal manner to bring about the maximum traffic safety benefits to the roadway users of the State, and they have been improved annually to that effect. As part of this planning effort, a strategic Occupant Protection Plan has been developed for the state that considers all restraint programs to be conducted in Alabama over a five year planning horizon with special emphasis on those that are proposed to be funded under the MAP-21 405b Occupant Protection Grants section for FY 2016. The purpose of the 405b program is to "encourage States to adopt and implement occupant protection laws and programs to reduce highway deaths and injuries from individuals riding unrestrained in motor vehicles."

Since Alabama's 2014 restraint survey indicated that their usage rate was 95.7% for front seat occupants, which is over the 90% required threshold, Alabama now qualifies as a high seat belt use state. MAP-21 provides that a high seat belt use rate State may qualify for funds by submitting an occupant protection plan and meeting three programmatic criteria which are participating in the Click It or Ticket campaign, having child restraint inspection stations and having child passenger safety technicians. Alabama meets all of these requirements.

Problem Identification

The AOHS conducts ongoing problem identifications for all traffic safety issues, including occupant protection. Special problem identification studies are performed when any new issues arise, or for all countermeasures for which discretionary funds are expended. The analytical procedures employed for occupant protection are presented in the Problem Identification section of this plan, Section 6.3. The basic goal of this evidenced-based analytical process is to evaluate the overall countermeasure strategy, and once that is resolved, to use the analyses to fine-tune the particular countermeasures that are implemented. This includes all of the countermeasures that are presented in this plan as well as the particular tactics to be applied in their implementations. From the highest traffic safety strategic point of view, Table 1 in Section 6.3 presents a comparison of the general weighting of each of the major issues that AOHS has been charged to address. The extract from Table 1 on the following page gives insight into the basic prioritization that was performed in resolving the overall state countermeasure strategies. The various categories are not mutually exclusive, and the detailed explanation for each crash type is given in the State's HSP.

Clearly, to bring about the maximum improvement in traffic safety, available resources must be allocated to general areas and to particular countermeasures where they will have the greatest chances of reducing fatalities and severe injuries. Table 1 demonstrates the highest potential for countermeasures is in the crash type where there were restraint deficiencies. Both the potential for reduction and the effectiveness in the countermeasures applied to a given category determine the optimal countermeasures to apply.

Extract from Table 1

Crash Type (Causal Driver)	Fatal Number	Fatal %	Injuries	Injury %	PDO No.	PDO %	Total
1. Restraint Deficient*	368	3.78%	3,757	38.56%	5,617	57.66%	9,742
2. Impaired Driving	187	3.16%	2,191	37.02%	3,395	57.37%	5,918
3. Speeding	141	4.22%	1,529	45.79%	1,611	48.25%	3,339
4. Obstacle Removal	123	2.04%	2,010	33.26%	3,769	62.36%	6,044
5. Mature – Age > 64	107	0.81%	2,865	21.58%	9,915	74.68%	13,276
6. Ped., Bicycle, School Bus	105	6.77%	848	54.67%	514	33.14%	1,551
7. License Status Deficiency	103	1.72%	1,896	31.75%	3,816	63.90%	5,972
8. Pedestrian	96	12.73%	569	75.46%	34	4.51%	754
9. Youth – Age 16-20	64	0.31%	4,463	21.85%	15,396	75.37%	20,428
10. Motorcycle	58	3.52%	1,095	66.36%	452	27.39%	1,650

* All categories list number of crashes except for the "Restraint Deficient" category. The restraint category cannot accurately be measured by number of crashes so it lists the number of unrestrained persons for each severity classification.

Table 1, which is further detailed and explained in Section 6.2, is at the highest level of crash data analysis. Two terms are introduced in this section to facilitate the discussion:

- Restraint-Deficient* Crashes (RDC) – any crash in which one or more of the occupants of any involved vehicle (including the driver(s)) were not properly restrained; and
- Child Restraint-Deficient Crashes (CRDC) – any crash in which one or more children who are subject to child restraint laws were not properly restrained, independent of the restraint characteristics of the other occupants.

This section of the plan will illustrate the two types of problem identifications that were performed for restraint deficiencies:

- By locations with the highest RDC and CRDC hotspots (detailed in Attachment A); and
- General information mining of the crash records to determine overrepresented characteristics of RDC and CRDC crashes in order to guide the selective enforcement and all other countermeasures applied (detailed in Attachment B).

The problem identification in Section 6.3 is itself a summary of these analyses. The full details and results of the two analyses are given in Attachments A and B, respectively.

Program Management and Legislation

Given in Section 6.4, the overall vision, mission, goals and strategies of the Occupant Protection Plan are given. This includes the occupant protection performance metrics containing charts that demonstrate the degree which the goals set in terms of these metrics have been met. This is followed by a section (6.4.6) that contains the strategies for FY 2016.

The legislation sections (6.4.7 and 6.4.8) presents a review of Alabama's current restraint laws and those proposed for future enactment as well as the continued efforts to educate law makers as to the need for continued improvement in the current laws. A number of proposed safety legislation bills were endorsed by the State's Strategic Highway Safety Plan Committee (SHSP, Page 41). The SHSP proposes a "primary seat belt law for all passengers" that would address this issue for adult passengers

in the back seat. Furthermore, the SHSP goes on to address the issue of passengers in the rear of pickups. This provision would require that passengers would only be allowed to ride in areas equipped with seat belts.

While the State's child restraint law is quite comprehensive, legislation has been proposed to adjust the booster seat requirement for children so as to require each occupant who is eight years of age and under, weighs less than 80 pounds and is less than four feet, nine inches in height to be secured in an age-appropriate child restraint. This measure would address discrepancies concerning the proper age and weight for eliminating the use of a booster seat. Furthermore, the State's SHSP intends to address the Child Restraint Law to ensure that there are no gaps in restraint laws to ensure that all occupants of a motor vehicle under the age of sixteen are covered by specific laws. These suggested provisions do not include a provision regarding an age requirement for riding as a passenger in the front seat. Many states include such stipulations that make this a primary offense if a child under the age requirement is sitting in the front seat, with or without safety restraints. A complete list of current traffic safety legislation under consideration is given on: http://www.safehomealabama.gov/GovernmentAgencies/StateAgencies/ALLegislature.aspx

Evidence-Based Enforcement Programs (E-BEP)

Section 6.5 demonstrates how the problem identification efforts translate themselves into activities with the goal of being the most effective use of restraint dedicated resources statewide. It details three major enforcement activities:

- General Evidence-Based Enforcement Programs (E-BEP) that will take place throughout the year;
- Click It Or Ticket (CIOT), which is part of the highly focused National effort; and
- Child Restraint Evidence-Based Enforcement Program that will supplement the Occupant Protection of Children Program.

An analysis of the citations given in the CY 2010 through CY 2012 time frame indicated that well over 96% of the state was covered by the State's restraint enforcement program. There is no reason to believe that there has been any shift since that time, and these estimates are still valid for FY 2016.

Occupant Protection for Children Program

This part of the occupant restraint program, given in Section 6.5, will continue to be administered by the State Child Passenger Safety (CPS) Coordinator. This will include training for first time technicians and recertification for trained technicians. Inspection stations will be available to the public. The technicians will ensure the child passenger restraints are installed correctly and that caregivers know how to install correctly. The plan is to further reach out to underserved communities and technicians and to provide the services of additional trained CPS professionals in all communities. The goal for the CPS program is to develop trained CPS professionals in as many communities over the state as possible. The ultimate goal is to create statewide community inspection stations where parents and other caregivers can obtain proper education about restraining their children for safety, while at the same time providing a supporting public information and education program that informs and motivates the public in proper child restraint use.

Data and Program Evaluation

A review of the use of data and analysis for overall restraint program improvement is given in Section 6.7. Data used for problem identification and evaluation can be classified into the following categories:

- Observational survey of occupant protection and child restraint use. Pre and post surveys for seat belt programs will be conducted using the NHTSA-compliant seat belt survey design. A telephone survey will be used to evaluate the effectiveness of the paid media related to the CIOT campaign.
- Occupant protection and child restraint citation analysis. These are performed to assure that the citations issued are consistent with the locations and other demographics are consistent with those found to be most advantageous by the problem identification efforts.
- Continued problem identification and evaluation. The efforts exemplified in the Problem Identification section will be repeated, extended and updated as needed to assure the most effective distribution of resources that can be obtained from data driven and evidence-based decisions. In addition, several evaluation studies are described to determine program success and to improve the program in future years.

Specific countermeasures within each of these data categories were checked for their effectiveness estimates from the NHTSA-recommended document: *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Edition, 2013*; which can be viewed at:
http://www.safehomealabama.gov/Portals/0/PDF/Countemeaures%20that%20Work%20811727.pdf
[This document will be henceforth referenced as "NHTSA Countermeasures that Work."]

Cooperative Efforts

It would be impossible to accomplish all of the plans set forth in this document without statewide cooperation throughout the traffic safety community. To accomplish this, AOHS has forged key partnerships with the following entities, which will be described in detail in the context of the various programs:

- Community Traffic Safety Program/Law Enforcement Liaison (CTSP/LEL) Coordinators,
- The Alabama Law Enforcement Agency (ALEA),
- Local law enforcement,
- Full range of media,
- Alabama Department of Public Health (ADPH),
- Traffic Records Coordinating Committee (TRCC),
- State and local District Attorneys, and
- The University of Alabama Center for Advanced Public Safety (UA-CAPS).

All involved in occupant protection recognize the need for a totally cooperative effort if these various programs are to succeed. There is great mutual appreciation for all of the individuals and agencies that participate.

6.2 Introduction

The Alabama Office of Highway Safety (AOHS) has developed a comprehensive highway safety program on an annualized basis since the early 1970s for the purpose of reduction in traffic crashes, fatalities, and injuries on public roads. As demonstrated by the annually documented Highway Safety Plan (HSP), this program has been evidence-based and reflective of identified issues within the State. These plans were developed to assure that traffic safety resources were used in an optimal manner to bring about the maximum traffic safety benefits to the roadway users of the State. As will be shown in the Problem Identification Section (6.3) below, occupant restraints surfaced as the most effective approach to crash injury severity reduction, and thus one of the most effective fatality reduction countermeasures.

AOHS personnel have served on the steering committee for the development of the Alabama Strategic Highway Safety Plan (SHSP), and they are presently active in its implementation phase. The AOHS Highway Safety Plan (HSP) has been incorporated into the Alabama SHSP. The major goals of both the HSP and the SHSP are to bring about the most effective statewide allocation of traffic safety resources, including funding, equipment and personnel.

It will be impossible to accomplish all of the plans set forth in this document without statewide cooperation throughout the traffic safety community. To accomplish this, AOHS has forged key partnerships that are briefly described below:

- Community Traffic Safety Program/Law Enforcement Liaison (CTSP/LEL) Coordinators, who live and have offices within their respective regions, and who build ongoing relationships with local and state level law enforcement who serve that region. In addition, they build relationships with all other traffic safety stakeholders in the local communities assuring coordination among the occupant protection efforts.
- The Alabama Law Enforcement Agency (ALEA) officers were the pilot implementers of systems such as eCrash, eCite and other innovations, providing a much more efficient system of law enforcement as well as a model for local acceptance of technology and the enforcement of occupant protection laws.
- Local law enforcement, including city police and county sheriffs; these partners are essential to all statewide and local occupant protection enforcement programs.
- Media provides continued support through their efforts to inform the public of all evidence-based enforcement and other occupant protection projects.
- Alabama Department of Public Health provides data and subject matter knowledge for Emergency Medical Services Information Systems (EMSIS) and trauma data integration and use, and they have been instrumental in the past in performing restraint-use surveys.
- Traffic Records Coordinating Committee (TRCC), which is a broad-based committee that represents all developers and users of traffic safety information systems, including those involved with occupant protection.
- State and local District Attorneys, who are involved to increase their level of readiness and proficiency for the effective prosecution of traffic related cases.
- The University of Alabama Center for Advanced Public Safety (UA-CAPS), which provides the information foundation for evidence-based decisions, including the HSP document; data sources include crash, citation, EMS runs and other databases to enable the AOHS and the CTSP/LEL Coordinators to be assured that their traffic safety resources are being allocated most effectively.

The HSP reflects that seat belt and child safety seat usage can only be increased by a combination of legislation, usage requirements, enforcement, communication, education, and other incentive strategies. This document will begin by summarizing the results of an intensive problem identification that has been performed and is updated on a regular basis to guide the overall occupant protection strategies. It will go on to describe the occupant protection program management, followed by a section on each of the major planned programs. A final section is devoted to occupant protection data and program evaluation.

6.3 Problem Identification

6.3.1 Procedure for the Problem Identification

Table 1 provides the context for the problem identification results summarized in this section. It is sorted so that the crash type category with the highest number of fatal crashes (fatalities in the case of occupant restraints) is listed at the top, descending to the crash type category with the lowest number of fatal crashes listed last.

Table 1. Summary of Crash Severity by Crash Type – CY 2014 Alabama Data

Crash Type (Causal Driver)	Fatal Number	Fatal %	Injuries	Injury %	PDO No.	PDO %	Total
1. Restraint Deficient*	368	3.78%	3,757	38.56%	5,617	57.66%	9,742
2. Impaired Driving	187	3.16%	2,191	37.02%	3,395	57.37%	5,918
3. Speeding	141	4.22%	1,529	45.79%	1,611	48.25%	3,339
4. Obstacle Removal	123	2.04%	2,010	33.26%	3,769	62.36%	6,044
5. Mature – Age > 64	107	0.81%	2,865	21.58%	9,915	74.68%	13,276
6. Ped., Bicycle, School Bus	105	6.77%	848	54.67%	514	33.14%	1,551
7. License Status Deficiency	103	1.72%	1,896	31.75%	3,816	63.90%	5,972
8. Pedestrian	96	12.73%	569	75.46%	34	4.51%	754
9. Youth – Age 16-20	64	0.31%	4,463	21.85%	15,396	75.37%	20,428
10. Motorcycle	58	3.52%	1,095	66.36%	452	27.39%	1,650
11. Fail to Conform to S/Y Sign	29	0.45%	1,786	27.59%	4,524	69.88%	6,474
12. Utility Pole	25	1.13%	780	35.28%	1,304	58.98%	2,211
13. Non-pickup Truck Involved	23	0.49%	839	17.90%	3,711	79.16%	4,688
14. Construction Zone	21	0.88%	506	21.18%	1,805	75.55%	2,389
15. Vehicle Defects – All	15	0.43%	794	22.59%	2,583	73.49%	3,515
16. Vision Obscured – Env.	12	0.82%	370	25.19%	1027	69.91%	1,469
17. Child Restraint Deficient*	10	0.40%	308	12.29%	2,189	87.32%	2,507
18. Railroad Trains	10	12.99%	27	35.06%	39	50.65%	77
19. Bicycle	8	3.05%	193	73.66%	46	17.56%	262
20. Fail to Conform to Signal	5	0.13%	1,183	29.59%	2,697	67.46%	3,998
21. School Bus	1	0.18%	93	17.16%	434	80.07%	542
22. Roadway Defects – All	1	0.67%	25	16.78%	118	79.19%	149

* The Fatal, Injury and PDO numbers for the "Restraint Deficient" and "Child Restraint Deficient" are the total number of persons killed, injured and uninjured, respectively. This is different from the other categories in that they list the number of crashes in which such an injury severity was incurred.

The categories given in Table 1 are not mutually exclusive (e.g., you could have unrestrained passengers in an alcohol/drug crash that involved speeding). However, they still tend to demonstrate the rela-

tive criticality of each of the particular categories. Clearly the failure to use occupant protective devices is one of the most critical factors in fatality causation. For this reason the State has put considerable emphasis on occupant protection, and extensive analyses have been performed in an effort to determine the best approach to increasing restraint use.

Given that occupant restraints are so important to fatality and injury reduction, the next step in the problem identification process is to determine the who, what, where, when and why of crashes involving non-restrained occupants, and thus to determine the best approaches for countermeasure implementation (i.e., the how). This starts by determining those types of crashes that were going to be targeted for occupant protection countermeasure implementation.

For the evidence-based enforcement program, specific locations were identified where there were concentrations of crashes involving unrestrained occupants. Once the hotspots were defined and the locations were found using the Critical Analysis Reporting Environment (CARE) software, the Community Traffic Safety Program/Law Enforcement Liaison (CTSP/LEL) Coordinators 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.

Using the reports and maps developed for each region, the CTSP/LEL Coordinators develop plans, including the time schedule and work assignments, for their respective regions that focuses on the hotspot locations. The goals set on a regional basis are in line with the goals and strategies laid out in this plan (see Section 6.4.2).

6.3.2 Problem Identification Results

6.3.2.1 Evidence-Based Enforcement Program (E-BEP) Hotspot Analysis

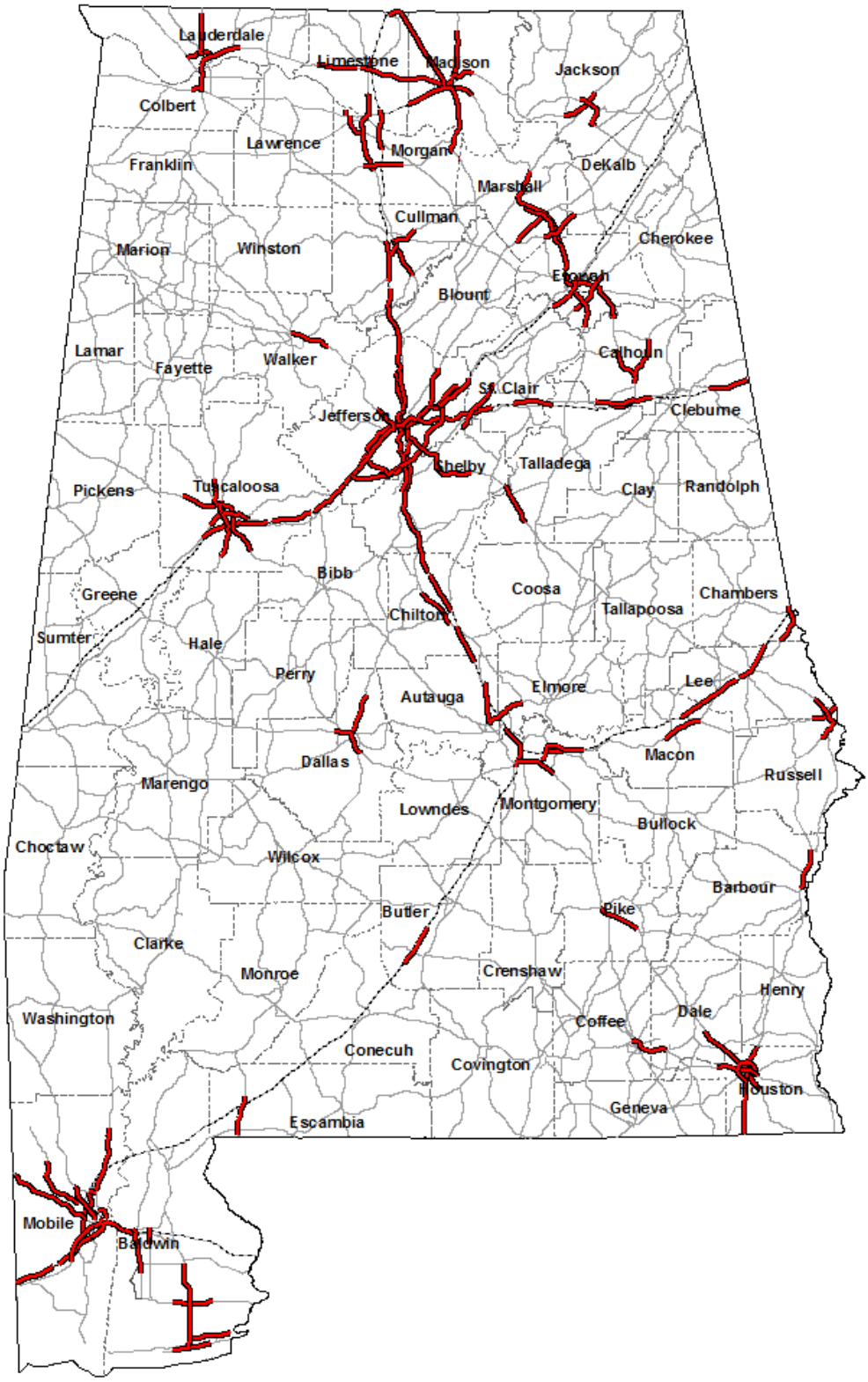
For the FY 2016 analysis, data from three prior years (CY 2012-2014) were used to find what we will call "restraint-deficient hotspots" or RD hotspots. RD includes both adult and child restraint deficiencies. Child Restraint Deficient crashes (i.e., crashes in which one or more children are not restrained independently of whether the adults are restrained) will be indicated by CRD. The CRD hotspots were based on one year of data (CY 2014). The following table gives the numbers of hotspots found according to the various location types and criteria.

Hotspot Target	Location Type	Number of Hotspots	Criteria
General	Mileposted	104	>=20 RD Crashes in 10 Miles
General	Intersection	80	>=4 RD Crashes at Intersection
General	Segment	69	>=4 RD Crashes on Segment
Child Restraint	Mileposted	78	>=4 CRD Crashes in 10 Miles
Child Restraint	Intersection	88	>=2 CRD Crashes at Intersection
Child Restraint	Segment	24	>=2 CRD Crashes on Segment
TOTAL		**443**	

These restraint-deficient hotspots were defined, listed and mapped for ease of identification by the CTSP/LEL Coordinators and their respective local police agencies. The plans for each of the regional coordinators for the coming year will focus on these hotspot areas, as this part of their funding will be restricted to working restraint-deficient hotspot locations defined for each region. The details for this plan are given in Attachment A.

The general strategy is to require the CTSP/LEL Coordinators to focus their plans primarily on restraint-deficient hotspot locations identified for their respective regions. By doing this they will be focusing on the most critical problem areas and the biggest killers. Display 1 shows a map of the most critical restraint-deficient segments on the mileposted roadways of the state. There were 87 segments found of 10 miles in length that had 20 or more restraint-deficient crashes.

Table 2 illustrates the organization of these hotspots by county and region for implementation by the CTSP/LELs, with a corresponding column for crashes by severity. Table 3 presents a summary of these locations for each of the regions, with an indication of the number of crashes by severity for each region. It is important to recognize that the hotspot analyses are intended to target those locations that have the highest potential for restraint-deficient crash improvement.



Display 1. Mileposted Unrestrained Hotspot Map

Table 2. Mileposted Hotspots by County within Region

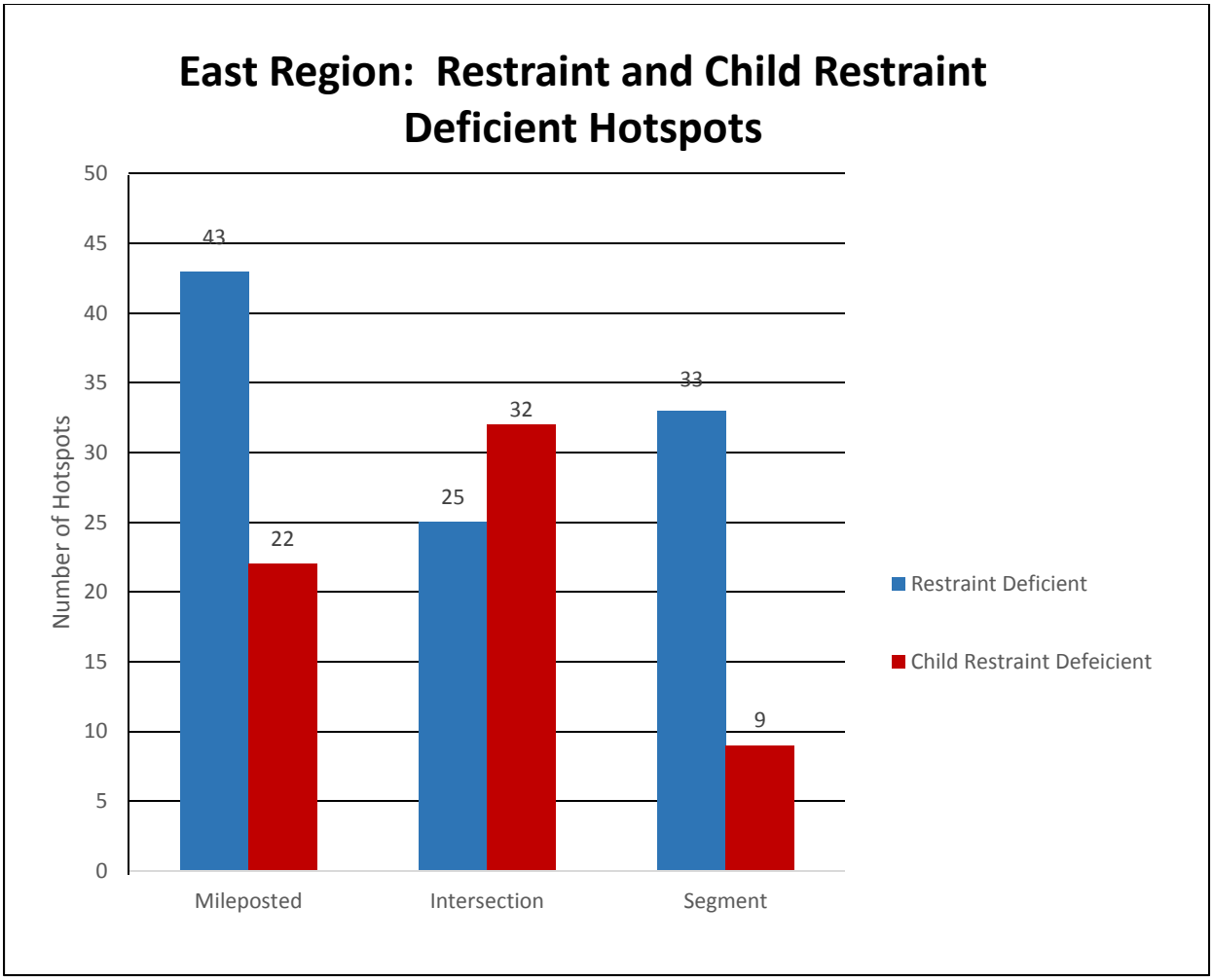
Region	County	Hotspots	Fatal Crashes	Injury Crashes	Total Crashes
	TOTAL	*443*	*1,127*	*10,141*	*19,598*
East		**164**	**337**	**3324**	**6571**
	Blount	1	15	150	282
	Calhoun	11	14	363	634
	Chambers	2	17	68	159
	Cherokee	0	16	77	140
	Chilton	7	20	158	291
	Clay	0	3	33	54
	Cleburne	3	6	49	94
	Coosa	0	6	35	73
	Elmore	4	16	162	277
	Etowah	13	24	280	523
	Jefferson	74	78	848	1913
	Lee	11	17	237	510
	Macon	4	13	69	126
	Randolph	0	16	56	113
	Shelby	18	19	241	453
	St Clair	12	19	182	321
	Talladega	4	26	223	421
	Tallapoosa	0	12	93	187
North		**135**	**323**	**3353**	**6415**
	Bibb	0	8	32	75
	Colbert	2	12	123	265
	Cullman	8	20	238	504
	Dekalb	1	22	168	312
	Fayette	0	3	46	81
	Franklin	0	11	69	154
	Jackson	7	10	174	325
	Lamar	0	4	47	70
	Lauderdale	10	15	208	378
	Lawrence	2	10	71	124
	Limestone	9	15	180	335
	Madison	33	39	552	1049
	Marion	0	10	92	147
	Marshall	12	29	263	519
	Morgan	7	19	246	470
	Pickens	0	13	37	77
	Tuscaloosa	42	41	458	905
	Walker	2	34	277	511
	Winston	0	8	72	114

South		**90**	**281**	**1954**	**3860**
	Baldwin	28	38	341	672
	Choctaw	0	7	41	84
	Clarke	0	13	92	167
	Conecuh	1	12	77	156
	Dallas	3	23	95	204
	Escambia	1	21	148	285
	Greene	1	12	43	76
	Hale	1	9	67	105
	Marengo	0	12	56	107
	Mobile	54	85	743	1580
	Monroe	0	11	62	127
	Perry	0	8	27	42
	Sumter	1	8	48	75
	Washington	0	8	57	91
	Wilcox	0	14	57	89
Southeast		**54**	**186**	**1510**	**2752**
	Autauga	2	16	89	170
	Barbour	1	10	56	96
	Bullock	0	9	24	47
	Butler	6	13	81	169
	Coffee	4	12	119	220
	Covington	0	15	105	219
	Crenshaw	1	4	49	89
	Dale	0	11	85	148
	Geneva	0	1	72	122
	Henry	1	0	34	54
	Houston	18	20	231	392
	Lowndes	0	9	39	68
	Montgom-ery	14	42	334	619
	Pike	1	10	90	167
	Russell	6	14	102	172

Table 3. Summary of Hotspots by Crash and Region

	Hotspots	Regional	Fatal Crashes	Regional	Injury Crashes	Regional	Total Crashes	Regional
East	164	37.0%	337	29.9%	3324	32.8%	6571	33.5%
North	135	30.5%	323	28.7%	3353	33.1%	6415	32.7%
South	90	20.3%	281	24.9%	1954	19.3%	3860	19.7%
Southeast	54	12.2%	186	16.5%	1510	14.9%	2752	14.0%
TOTAL	443		1127		10141		19598	

Analyses similar to those above were performed for non-mileposted roadways to obtain the non-mileposted intersections and segments that had the largest number of restraint deficient crashes in the state.



Display 2. Number of Hotspots Found in the East Region by Type

Display 2 is a graphic representation of the various hotspot types compared by the roadway type and also by the restraint deficiency type for the East Region (an example of one of four regions). The entire set of hotspot analyses were repeated for Child Restraint Deficient crashes. Officers will use these hotspot specifications as a guide in targeting the general locations for restraint deficiencies. All of these analyses were subdivided by region so that the local CTSP/LEL Coordinators could effectively administer their respective programs.

Details of the specific locations found during the problem identification analyses are given in Attachment A. The analytical arrangement is as follows:

- Region
  - All restraint deficiencies
    - Mileposted
    - Intersections
    - Non-mileposted segments
  - Child restraint deficiencies
    - Mileposted
    - Intersections
    - Non-mileposted segments

6.3.2.2 Other Problem Identification Analysis Results

A detailed problem identification to determine the "who, what, when, where and why" of restraint-deficient crashes is given in Attachment B. This information was forwarded to the CTSP/LEL Coordinators so that they could provide guidance in the evidence-based enforcement and public information aspects of the various projects. The following summarizes these results:

- Geographical Factors
  - Counties with the greatest overrepresentation factors for unrestrained driver crashes include Walker, Talladega, Escambia and Jackson.
  - The number of crashes involving drivers who use no restraints is greatly overrepresented in rural areas in comparison to the urban areas. The odds ratio for rural areas is well over twice what would be expected if rural and urban restraint use were the same.
  - The most overrepresented (worse) areas are the rural county areas in Walker, Mobile, Cullman, and Escambia.
  - The most underrepresented (best) cities are Montgomery, Birmingham, Mobile, and Tuscaloosa.
  - Crash incidents with no driver restraints being used are greatly overrepresented on county highways, with 2.5 times the expected number of crashes. County was the only roadway classification that was overrepresented.
  - In the analysis of locale, crashes involving no restraints are most commonly overrepresented in open country areas.
- Time Factors
  - The weekend days are the most overrepresented days of the week for crashes in which drivers did not use restraints. This correlates highly with impaired driving crashes.
  - In the evaluation of time of day, overrepresentation peaks during the 12 PM to 5 AM period and then tapers off, falling back below crashes involving causal drivers who use restraints in the 7 AM to 7 PM time periods. Additional cross-tabulations were performed for specific target groups (see Attachment B starting on page 183).
- Crash Causal Factors
  - The overrepresentation factors indicate that certain risk-taking behaviors are often associated with crashes in which restraints are not used, including DUI, over the speed limit, running off the road, aggressive operation, and fatigue/sleep.
  - Crashes attributed to drivers who used no restraints are greatly overrepresented in vehicles with model years 1960-1989, which could be attributed to the lack of standard safety restraints in these older model vehicles, or perhaps the removal of these safety devices over time.
  - The speed at impact for crashes for this type of crash is overrepresented in all of the categories above 40 MPH, indicating that these crashes consistently occur at higher speeds than crashes in which restraints were used by the causal driver.
- Severity Factors
  - Fatal, incapacitating, and non-incapacitating injuries are all overrepresented in crashes where drivers were not restrained; this analysis quantified the benefits of the restraint use.

    - Fatal injuries in crashes where no restraints are used are overrepresented on interstate and state roadways. "Possible Injuries" were overrepresented on municipal highways.
    - Analysis of injuries shows that the proportion of injuries (including fatalities) in unrestrained driver crashes is overrepresented from 1 to 6 injuries per crash. Crashes without restraints are clearly causing much more severe injuries.
    - The proportion of fatalities in general as well as the proportion of multiple fatality crashes is dramatically overrepresented in crashes where the causal driver is unrestrained.
    - As expected, ejection of the unrestrained driver is overrepresented, indicating one major cause for many fatalities in which safety equipment is not properly utilized.
    - All types of injuries, including fatalities, are consistently overrepresented in crashes where no restraints were used.
- Driver Demographics
    - Analysis of individual driver ages indicates that crashes involving no restraints are overrepresented in drivers in and immediately above the teen driver classification (age range 16-35).
    - Male drivers account for a majority of crashes in which restraints are not used, and they are overrepresented by a factor of 1.29.
- Analysis of Time of Day by Day of Week. Crosstab analyses of time of day by day of the week of crashes in which restraints were not used enables officers to determine target times and days to enforce restraint laws so that severe crashes may be prevented. Three analyses were performed and compared for three target groups: rural crashes, crashes caused by drivers 16-20, and crashes caused by drivers 21-25. While the rural and 21-25 crosstabs were expected to correlate very heavily with impaired driving, it was found that the 16-20 year old causal drivers were not very much different. It seems clear that while they might not be involved with alcohol or drugs, they are out and engaged in risk-taking practices at the same time as the impaired driving by their older counterparts, thus further compounding the problem at these times. The 16-20 would also reasonably be expected to be overrepresented in the week-day after school hours in the proximity of their schools and after-school activities.

6.3.2.4 Focus Area and Age Groups

The problem identification clearly identified rural areas and the 16-25 year old age group for more intensive selective enforcement. Some preliminary analyses to identify specific 10-mile locations for these specific targets found one of two things: either the locations found were highly over-lapping the locations specified above in the general restraint deficiency locations, or else the number of crashes that qualified in the focus group was well below that for the locations already established to have the highest potential for improvement. Therefore, the decision was made to train the officers to be particularly sensitive to these focus areas and age groups rather than to direct them specifically to target locations that were not already identified above.

In particular, the following provided guidance to the training of the officers who would be involved in the selective enforcement efforts:

- Rural Areas
    - Within the segments specified, pay special attention to the rural areas; for example, along a 10-mile section there could be both rural and urban areas, in which case the portion of the segment that was in the open country should be worked as opposed to in the urban area.
    - Concentrate especially in the rural areas where there might be a relatively large traffic flow due to the proximity of an urban area.
    - If county roads were not specified as high restraint deficient areas, include some county roads as part of the normal enforcement routing cycle.
    - When county roads are specified, give them a higher priority in enforcement routing.
    - Give special attention to older vehicles.
    - Combine restraint deficiency enforcement with DUI enforcement since the most critical times for both are late Friday night, early Saturday morning (until 6 AM), late Saturday night (after 6 PM), and early Sunday morning (until 4 AM).
    - Morning and afternoon rush hours would also be targeted times in rural areas, although the per-vehicle incidence will only be about half of that which occurs during the nighttime hours.

- Age Group 16-20
    - Give special attention to male drivers.
    - Give special attention to drivers that may be engaged in marginal risk-taking behavior.
    - Concentrate on school-proximal areas in the 7 AM to 8 AM time frame, and in the afternoon from 2 PM to 6 PM.
    - Concentrate on high-school type night spots on Friday-Saturday night and Saturday-Sunday night in the 9 PM until 2 AM time frame.

- Age Group 21-25
    - Give special attention to male drivers.
    - Concentrate on areas where there is college or university "night-life."
    - Combine restraint deficiency enforcement with DUI enforcement since the most critical times for both are late Friday night, early Saturday morning (until 6 AM), late Saturday night (after 6 PM), and early Sunday morning (until 4 AM).
    - Concentrate on the afternoon protracted rush hour (3 PM to 7 PM) as opposed to the morning rush hours.

6.4 Program Management

The Alabama Office of Highway Safety (AOHS), which is the state highway safety office, provides centralized leadership, planning, implementation, and coordination on all State occupant restraint programs. As demonstrated by the problem identification summary above, and by the data and program evaluation efforts in that section on page 145, AOHS monitors existing programs, and modifies them based on their progress and success. New programs are developed as they are shown to have a high potential for success.

AOHS will administer the program with the support of the CTSP/LEL Coordinators and the other partner state agencies that will be involved. As part of this effort, AOHS will do the following:

- Develop a vision and mission statement and monitor the program to assure that it stays consistent with these intended ideals;
- Develop goals consistent with the vision/mission statement from which measurable objectives are established,

- Evaluate the effectiveness of the program against these objectives;
- With guidance from NHTSA, develop strategies that will accomplish the established goals, among them to include:
    - Training and technical assistance to other State and local agencies as well as any private advocacy groups that are involved with occupant protection;
    - Establish a broad base of support for the various programs;
    - Establish and convene various committees or other work teams that will reflect the demographic composition of those most in need of training and assistance;
    - Fully involve the CTSP/LEL Coordinators in continuing to integrate occupant protection programs into their ongoing community/corridor traffic safety and other injury prevention programs.

This section will continue by presenting the Vision and Mission Statements along with the overall goals and strategies for implementing improved occupant restraint programs.

6.4.1 Vision and Mission Statements

AOHS has established the following overall vision statement for all of its programs:

> **To create the safest possible surface transportation system 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). More specifically, the vision statement for the occupant restraint programs is as follows:

> **To create a culture change in the percentage of the motoring public who are not using occupant restraints that will motivate them to see the lost benefits and take those actions to assure that they and their fellow passengers are properly restrained.**

With regard to occupant protection, AOHS has developed the following Mission Statement:

> **Coordinate and build cooperation among all involved within the traffic safety community to effectively conduct a broad range of the most effective programs possible to significantly and permanently increase restraint use within the State.**

This mission statement recognizes the following ideals will need to become part of the culture of the general public, starting with all members of the traffic safety community within the State:

- *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 Severity.* Reduce the suffering results from injuries sustained in motor vehicle crashes.
- *Focus on occupant restraints.* When considering crashes in Alabama and the damage that they cause in terms of human loss and suffering, increased injury severity resulting from a failure to use occupant restraints must be recognized as one of the most critical issues. All organizations and individuals in the area of traffic safety must be committed to improvement in this area. Enforcement plans developed by the state's safety coordinators will reflect this focus, and evidence-based enforcement funding will be concentrated on hotspot crash locations that

have been identified as problems. In addition, all of the strategies discussed below will become part of the overall safety culture.

- *Teamwork and Diversity.* Recognize that these ideals will only be attained through the dedication to cooperative efforts among a wide range of federal, state and local organizations as well as private advocate groups. All highway users and user groups must be adequately represented, and all sub-disciplines have been given the opportunity to provide input and information to improve the overall program.

By focusing efforts on increased restraint use, lives have been saved in the past and will be saved in the future. The severity increase in each crash involving unrestrained passengers is caused by the *choice* not to use restraints. By changing driver and passenger behaviors in this regard, a measurable increase in restraint use should be forthcoming as well as a measurable decrease in crash severity.

6.4.2 Goals and Strategies

Goals have been established for the overall occupant restraint program based measures of improvements that have been obtained in the past as well as the anticipated potential benefits from the more comprehensive proposed programs. Consistent with the State's dedication to the ultimate goal of zero deaths, and the Toward Zero Deaths (TZD) approach, it is our long term goal to have all passengers in the state restrained, and thus to get the maximum benefit in terms of reduced crash severity that occupant restraints offer.

Because it is impossible to identify in most cases if the cause of fatalities is restraint deficiency, the overall strategic program goal for all programs in the state will be the stated goal, as follows:

To reduce the three-year average annual number of fatalities by 2% per year over the next 25 years (i.e., using 2010 as a base year, through 2035).

Embracing the concept of Toward Zero Deaths (TZD), the Alabama Strategic Highway Safety Plan set a strategic goal of reducing fatalities by 50% over the next 25 years. Based on the 2011 fatality count of 895, this 2% (of the base year) per year reduction would average about 18 fatalities per year. While this might seem a modest number, if maintained as the average over a 25 year period it will save more than 5,600 lives over that time period. This will be a major accomplishment in continuing the downward trend that was established in the 2007-2011 time frame, which reversed the alarming increase in fatalities that preceded 2007. Also, if the 2% of the base year is viewed as a percentage of the years in which reductions have taken place, this percentage grows linearly until in the 25th year it amounts to 4% of the previous year.

Unlike the long range goal, short range goals are established each year. These goals, presented in Sections 6.4.3-6.4.5 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. When considering 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, 2013 FARS Data must be used to develop the plan for fiscal year 2016.

6.4.3 Occupant Protection Performance Measures and Goals

The performance measures for both child safety seat and overall restraint use have been obtained from annual surveys that were conducted by the Alabama Department of Public Health and UA-CAPS. The Seat Belt Usage Rate is obtained immediately following the "Click It or Ticket" campaign 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 and UA-CAPS, as follows:

Performance Measures	2001	2002	2003	2004	2005	2006	2007
Seat Belt Usage Rate	79.40%	78.80%	77.40%	80.00%	81.90%	82.90%	82.30%
Child Safety Seat Usage Rate	77.00%	89.40%	87.00%	82.90%	91.60%	88.00%	92.30%

Performance Measures	2008	2009	2010	2011	2012	2013	2014
Seat Belt Usage Rate	86.10%	90.00%	91.43%	88.00%	89.50%	97.26%	95.70%
Child Safety Seat Usage Rate	88.20%	94.91%	93.12%	95.83%	93.00%	97.70%	97.90%

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. Fatal crash frequency (e.g., the number or proportion of fatal crashes in which the fatally injured passenger (including drivers) was properly restrained;
2. Crash severity reduction (e.g., the ratio of the proportion of fatalities to severe injuries); and
3. Percentages of all crashes that are fatal (to gauge the proportion within the overall population of crashes).

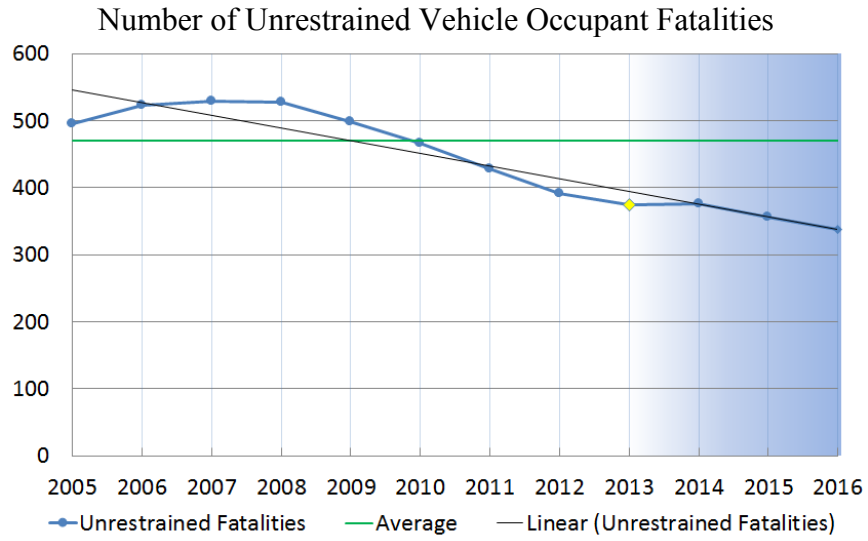
Only injury and fatal collisions will be included in the crash frequency goals. Goals will be presented in the following categories (reference to the FY 2016 HSP):

- Number of Unrestrained Passengers Killed (C-4)
- Seat belt Usage (B-1)
- Traffic Safety Activity Measures (A-3).

These are given in the following sections.

6.4.4 HSP Metric C-4: Number Unrestrained Passenger Vehicle Occupant Fatalities All Seat Positions (FARS)

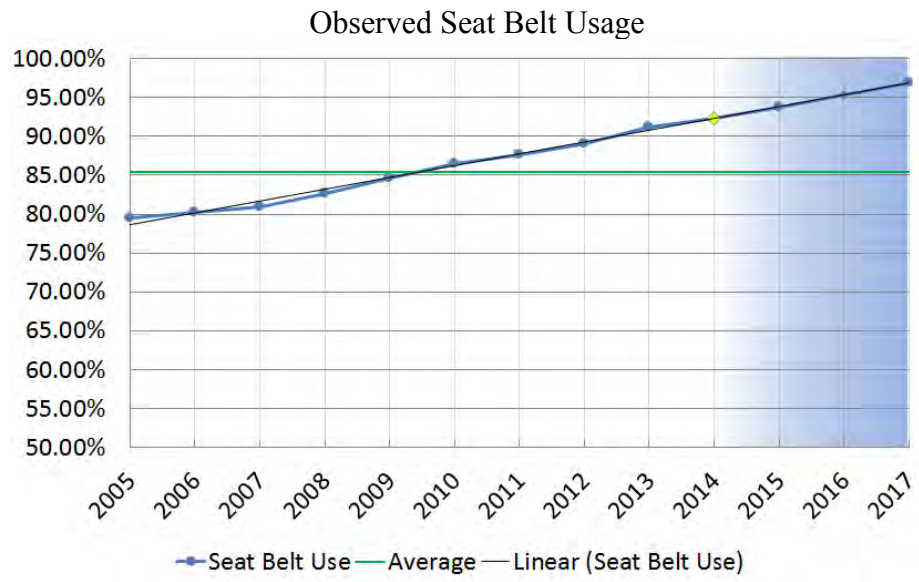
2009	2010	2011	2012	2013	Baseline	Goal
378	394	382	354	369	373	361



Reduce the unrestrained passenger vehicle occupant fatalities by 3.2 percent from the five year base line average of 375 (2009-2013) to 361 by 2016*.

6.4.5 HSP Metric B-1: Observed Seat Belt Usage for Passenger Vehicles Front Seat Outboard Occupants (Survey)

2010	2011	2012	2013	2014	Baseline	Goal
91	88	90	97	96	92.386	93.5



Increase the observed seat belt usage by 1.7% from the five year baseline average (2009 -2013) of 92.4% to 93.5 % in 2016*.

*Five Year Average Goal

6.4.6 Strategies for FY 2016

The following outlines the strategies to be applied during FY 2016:

- Planning and Administration – The Alabama Office of Highway Safety (AOHS) is charged by the Governor with the responsibility for implementing the state's highway safety efforts to reduce traffic deaths, injuries and crashes; as such, they will continue to perform the overall administrative functions for the programs and projects implemented.
- The four Community Traffic Safety Programs/Law Enforcement Liaison (CTSP/LEL) projects are seen to be an essential element in maintaining distributed governance over the statewide traffic safety program, and they will be maintained, including the support of the CTSP/LEL Coordinators and the administrative support for their offices.
- The University of Alabama Center for Advanced Public Safety (UA-CAPS) is seen to be vital in providing the information required for allocating traffic safety resources in an optimal way, and they will continue to be supported in providing AOHS with Alabama crash and traffic safety data throughout the year.
- Conduct four local Hotspot Evidence-Based Enforcement Program (E-BEP) projects, one within each of the CTSP/LEL regions. Additionally, a statewide E-BEP project will be conducted in conjunction with the Alabama Law Enforcement Agency (ALEA). The efforts of all CTSP/LEL evidence-based enforcement projects will be focused on hotspot locations. By focusing on the hotspot locations, every effort will be taken to reduce restraint-deficient crashes, and in so doing, reduce the fatality rate for the state.
- Continue the (LEL) programs statewide. Beginning in FY 2007, this program was absorbed by the regional CTSP/LEL offices and was funded through the Community Traffic Safety Projects. This funding arrangement will continue in FY 2016.
- Participate in national "Click It or Ticket" campaign on the statewide level.

6.4.7 Child Restraint Laws

Child safety belt laws were specifically targeted in the 2006 Child Restraint Law, which provided amendments to the section of the Code of Alabama 1975. This legislation is listed below:

Child Restraint Regulations
Set Forth Guidelines for Infant-only, Forward-facing, and Booster Seats

Act 2006-623
Effective July 1, 2006
ENROLLED, An Act,
To amend Section 32-5-222 of the Code of Alabama 1975, relating to child passenger restraints, to further provide for the use of child passenger restraints; to increase the fine; to provide for a point system; to provide for dismissal of charges upon proof of acquisition of an appropriate child passenger restraint; to provide for $15 to be deposited in the State Treasury to be disbursed by the State Comptroller to the Alabama Head Injury Foundation to administer; to subject the foundation to examination by the Department of Examiners of Public Accounts; and in connection therewith would have as its purpose or effect the requirement of a new or increased expenditure of local funds within the meaning of Amendment 621 of the Constitution of Alabama of 1901.
BE IT ENACTED BY THE LEGISLATURE OF ALABAMA:

Section 1. Section 32-5-222 of the Code of Alabama 1975, is amended to read as follows: §32-5-222.
(a) Every person transporting a child in a motor vehicle operated on the roadways, streets, or highways of this state, shall provide for the protection of the child by properly using an aftermarket or integrated child passenger restraint system meeting applicable federal motor vehicle safety standards and the requirements of subsection (b). This section shall not be interpreted to release in part or in whole the responsibility of an automobile manufacturer to insure the safety of children to a level at least equivalent to existing federal safety standards for adults. In no event shall failure to wear a child passenger restraint system be considered as contributory negligence. The term "motor vehicle" as used in this section shall include a passenger car, pickup truck, van (seating capacity of 10 or less), minivan, or sports utility vehicle.
(b) The size appropriate restraint system required for a child in subsection (a) shall include all of the following:
(1) Infant only seats and convertible seats used in the rear facing position for infants until at least one year of age or 20 pounds.
(2) Convertible seats in the forward position or forward facing seats until the child is at least five years of age or 40 pounds.
(3) Booster seats until the child is six years of age.
(4) Seat belts until 15 years of age.
However this bill must meet the requirements of Code Section 32-5b-4.

6.4.8 Proposed Legislation

There are many opportunities to strengthen the current restraint laws in Alabama. Despite the revisions to the Primary Seat Belt Law in 1999, the law still fails to address the use of restraints for any adult passengers in the back seat. Alabama law addresses this requirement in child restraint laws, but there is no requirement for adults.

A number of proposed safety legislation bills were endorsed by the State's Strategic Highway Safety Plan Committee (SHSP, Page 41). The SHSP proposes a “primary seat belt law for all passengers” that would address this issue for adult passengers in the back seat. Furthermore, the SHSP goes on to address the issue of passengers in the rear of pickups. This provision would require that passengers would only be allowed to ride in areas equipped with safety belts.

The State’s child restraint law is rather comprehensive; however, legislation has been proposed to adjust the booster seat requirement for children so as to require each occupant who is eight years of age and under, weighs less than 80 pounds and is less than four feet, nine inches in height to be secured in an age-appropriate child restraint. This measure would address discrepancies concerning the proper age and weight for eliminating the use of a booster seat. Furthermore, the State’s SHSP intends to address the Child Restraint Law to ensure that there are no gaps in restraint laws to ensure that all occupants of a motor vehicle under the age of sixteen are covered by specific laws. These suggested provisions do not include a provision regarding an age requirement for riding as a passenger in the front seat. Many states include such stipulations that make this a primary offense if a child under the age requirement is sitting in the front seat, with or without safety restraints. Still to be proposed is the law that all occupants riding in passenger motor vehicles must be secured in a seat belt or appropriate child restraint so that there will be no gaps in coverage in the State occupant protection laws.

In summary, proposed legislation includes the following items:

- People sitting in all seat positions wear seat belts.
- Minimum fine of $25.00.
- Adjust the booster seat requirement for children so as to require each occupant who is eight years of age and under, weighs less than 80 pounds and is less than four feet, nine inches in height to be secured in an age-appropriate child restraint.
- Provide incentives for motor vehicle insurance companies to offer economic incentives for policy holders who agree to use appropriate restraints; with the stipulation that there will be penalties to them if they are in a crash and injured without being restrained.
- Provide extremely stiff penalties as part of the State GDL (perhaps up to the short suspension of license) for any driver who is caught without everyone in the vehicle being restrained. The only exception might be if there were never restraints installed. While the current law addresses the maximum number of occupants and restricted driving schedule, it does not specify seat belt use for drivers or passengers. For example, the GDL law in Delaware includes a seat belt provision that requires teen drivers and passengers under age 18 to wear a seat belt at all times. If this provision is violated, the teen driver faces suspension of a license or permit for two months.
- Provide some legal basis for making the degree of injury sustained not covered by insurance when there is contributory negligence on the part of passengers who fail to be properly restrained.

The list of bills that is being promoted and supported are given at:

http://www.safehomealabama.gov/GovernmentAgencies/StateAgencies/ALLegislature.aspx

6.5 Evidence-Based Enforcement Program (E-BEP) for Restraints

6.5.1 General Program Overview

The State will engage in an evidence-based enforcement effort to assure that its child restraint and occupant protection laws are vigorously enforced. The AOHS law enforcement liaisons (LEL) are synonymous with the CTSP/LEL Coordinators, but to emphasize this they will be referenced as CTSP/LELs in this context. The following provides a summary of the planned enforcement (and enforcement-related) efforts that will be made throughout the 2016 fiscal year:

- Totally involve the CTSP/LEL Regional Coordinators. In addition to the efforts of the state office in Montgomery, there is a Coordinator within each of the four CTSP/LEL Regions across the state. Each CTSP/LEL Coordinator has been charged with focusing on the occupant restraint hotspot locations outlined for their region. In order to coordinate the efforts within the four regions, a CTSP/LEL office is located in each region. Each of these offices 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.
- Obtain analytical support from the University of Alabama Center for Advanced Public Safety (UA-CAPS), which has developed and currently maintains the CARE program, which is the software used for all traffic crash and safety analysis done in Alabama. UA-CAPS will provide continuous updates of crash and other traffic safety (e.g., citation) data throughout the year. This includes updates of the analyses given in the problem identification procedure on page 28, preparing reports and providing answers for information requests related to the occupant safety program.
- Conduct Evidence-Based Enforcement Program (E-BEP) projects. There will be four local E-BEP projects during the coming year as well as one statewide E-BEP project focusing specifically on occupant restraint enforcement. Each of these E-BEP projects will be located at one of the problem locations that have been identified across the state. One E-BEP project will take place in each of the four CTSP/LEL regions, and the statewide E-BEP project will be conducted in conjunction with the Alabama Law Enforcement Agency (ALEA). General Law Enforcement activity including restraint enforcement will be sustained for twelve (12) months, and the special restraint-focused E-BEP project will not diminish the normal efforts being made in this regard.

6.5.2 Data-Driven Enforcement Programs (DDEP) Location Specifications

The State's ongoing Data-Driven Enforcement Program (DDEP) plan targets countermeasures that result in lower injury and fatality rates by enabling law enforcement at a local level to enforce non-use of occupant and child restraints laws. Increasing citation rates has shown to have positive effects on lowering the incidence of the offense in the location where the citations are given. In addition to the special Memorial Day and the Labor Day campaigns, Alabama will also conduct sustained enforcement throughout the year.

The Data-Driven Enforcement Programs (DDEP) is developed using traffic crash data, as illustrated in the Problem Identification Section on page 28. Each potential location for enforcement is selected based upon the determination of restraint-deficient hotspots. Fatalities due to non-use or inappropriate use of occupant and/or child restraints are seen in both adult and child populations and remain overrepresented statistically as compared to the national data. Education efforts will be offered to augment the high visibility enforcement of the primary-enforcement occupant restraint laws.

The project with regional coordinators, the Alabama Law Enforcement Agency (ALEA), and local law enforcement involves overtime pay for officers to conduct a statewide evidence-based enforcement program aimed at identified segments of roadway with restraint-deficient crashes (i.e., crashes where one or more occupants, including the driver, were not properly restrained). The strategy of this effort is to reduce these hotspots in the state, or to reduce the frequency of restraint-deficient crashes within each. Current policy is to fund overtime as it gives the greatest flexibility in manpower deployment, and is thus more effective and efficient, since overtime allows more flexibility in scheduling. Law enforcement agencies will use saturation patrols, line patrols, checkpoints, and regular patrol in order for the DDEP projects to be effective.

The state is divided into four Community Traffic Safety Programs/Law Enforcement Liaison (CTSP/LEL) regions across the state. Within these groups, law enforcement agencies at all levels are in partnership to execute the DDEP program throughout the year. The Alabama Law Enforcement Agency (ALEA) will also be a full partner in all of these efforts.

The specific locations of enforcement activities will be deployed to those specific segments defined by the problem identification above, specifically in the tables in Attachment A. To the extent that resources will permit, the E-BEP program will be supported by media efforts similar to those described below for the Click It or Ticket Program.

The total population percentage covered by the DDEP program will be over 96%. The Alabama Law Enforcement Agency (ALEA) will participate in the DDEP.

6.5.3 Click It or Ticket (CIOT)

6.5.3.1 Overall CIOT Summary

Since passing the Primary Seat belt Law in 1999, Alabama continues to steadily improve its seat belt and child restraint use rates. As part of this process, an Evidence-Based Enforcement Program (E-BEP) called "Click It or Ticket" (CIOT) is run on an annual basis in April, May and June of each year (see schedule below).

The following summarizes the CIOT effort:

- The State will conduct an aggressive "Click It or Ticket" (CIOT) campaign (generally, paid media) in close concert with NHTSA coordination. As part of the nationwide initiative to increase seat belt usage, there will be a CIOT High Visibility Paid Media campaign. This has been a highly successful program in the past several years. The State will continue to lend its full support to the program in the coming year.
- A statewide CIOT High Visibility Enforcement campaign will be conducted for a three week period in addition to paid media, The enforcement program will consist of members from the Municipal Law Enforcement Agencies, County Sheriffs and State Highway Patrol (Alabama Law Enforcement Agency).
- An additional effort in conjunction with CIOT will be supported to conduct surveys, perform analyses, and verify certification. UA-CAPS will conduct pre and post surveys for seat belt programs and evaluate several types of survey data regarding seat belt and child restraint usage rates as part of the CIOT campaign. The program will consist of waves of surveys, enforcement and media blitzes, carefully scheduled to maximize public understanding of restraint use. UA-CAPS' role will be to: (1) receive and scientifically analyze data obtained (2) collect reports on the other components of the project (3) obtain signed certification page and (4) produce a comprehensive final report covering all aspects of the campaign.

- This evidence-based enforcement program will involve multiple agencies and organizations that will participate in this effort, under the leadership of the Law Enforcement and Traffic Safety (LETS) Division of the Alabama Department of Economic and Community Affairs (ADECA). Waves of public education and enforcement will be conducted, working toward the single goal of increasing proper restraint use for both children and adults to improve highway safety.
- The University of Alabama Center for Advanced Public Safety (UA-CAPS) will support ADECA/LETS in providing the following services:
    - Contracting out the performance of the annual pre and post observational survey of vehicle belt usage and child restraint usage throughout Alabama according to the new NHTSA approved Sampling, Data Collection and Estimation Plan;
    - Performing an evaluation of the program results using scientific analyses of baseline observations before the Special Traffic Enforcement Program (STEP) and post observations after it is completed and calculate the official seat belt usage rate for the State;
    - Collecting results from all the various involved parties for their activities;
    - Performing analyses of data generated through telephone based polls, media campaign data and enforcement data;
    - Compiling the project report for "Click It or Ticket" 2016;
    - Contracting out the performance of the child restraint observational survey;
    - Analyzing survey data and computing child seat belt usage rate for State;
    - Producing a report on results of child restraint observational surveys.

The listing of general activities to be conducted during the STEP and the proposed schedule are shown below:

Weeks	Dates	Activities
1-2	April 25-May 8	Statewide Observational Survey (Baseline)*
3-8+	May 9-June 16	Earned Media for CIOT
4-5	May 16-30	Paid media for CIOT
5-6	May 23-June 5	Enforcement for CIOT
7-8	June 6-16	Statewide Observational and Telephone Surveys*

* Activities that involve data collection and analysis

The problem identification for the CIOT E-BEP program is documented in Section 6.3.2. This section will continue by presenting the media plan, followed by the plan for the CIOT evaluation.

6.5.3.2 Media Plan for CIOT

The "Click it or Ticket" statewide multimedia campaign will be aimed at increasing seat belt usage on Alabama's highways in the most effective ways. The campaign will incorporate advertising, bonus spots, website links, and support of government agencies, local coalitions and school officials in an effort that will impact restraint usage.

The campaign will consist of:

- Development of the "Click It or Ticket" marketing approach based on Nielsen and Arbitron ratings and targeted primarily towards the 18-34 male age group.
- Placement of paid "Click It or Ticket" ads on broadcast television, cable television, and radio in addition to public service spots. Paid advertising will be placed primarily in the five largest media markets.

- Management of public relations efforts including press releases and special media events to stimulate media coverage and alert the public to the "Click It or Ticket" campaign.
- In addition to the paid and free media, the Office of Highway Safety website will have updated information including ads, articles and other information pertaining to the seat belt campaigns.
- Each CTSP/LEL Coordinator will be responsible for generating sustained earned media in their area of the state throughout the year. The CTSP/LEL Coordinators are also responsible for developing press releases and conducting press events that are specifically targeted to their regions.

In addition, other enforcement and education campaigns throughout the year encourage increased seat belt usage. These campaigns have been successful in that survey data after the 2014 campaign revealed that 93% of respondents reported that they used their seat belts "all the time" or "most of the time" at the end of the media campaign.

The CIOT Media Campaign will include placement of approved, paid CIOT programming on broadcast and cable TV and radio spots during the appropriate time frame, and negotiations will be conducted to maximize the earned (free) media as well. These media efforts, including commercials, will supplement law enforcement agencies statewide as they conduct a zero tolerance enforcement of seat belt laws.

Further, electronic billboards, the AL.com website and statewide newspapers will be employed to reach the target audiences aimed at yielding increases in seat belt and child restraint use. Previous efforts resulted in the Alabama Department of Commerce placing 17,604 paid media and 2,821 bonus commercials for the Click It or Ticket campaign.

The following summarizes the anticipated paid media campaign that will be performed:

- Broadcast Television. Experience has shown that broadcast television buys provide the greatest reach. The buys will be focused on programming in prime times: morning drive (M-F, 7A-9A) and evenings (M-F, 5P-Midnight). This media component will target the key at-risk group, 16-34 year olds, particularly males. Selected weekend day parts, especially sporting events, will also be employed if the media programming is assessed to appeal to the target group.
- Cable Television. The large number of cable networks in Alabama can be effective in building frequency for the male 16-34 target market. The buys will focus on the following day parts: morning drive (M-F, 7A-9A) and evenings (M-F, 5P-Midnight) with selected weekend day parts, especially sporting events. Paid scheduling will be placed for networks that cater to males in the target areas.
- Radio. The campaign will target that same key at-risk group, 16-34 year olds, particularly males. The buy will focus on the following day parts: morning drive (M-F, 7A-9A), midday (M-F 11A-1P), afternoon (M-F, 4P-7P), evenings (M-F, 7P-Midnight). Selected weekend day parts will be considered as well.

Commercials will be produced for television and radio to emphasize the Click It or Ticket theme. Advertisements for electronic billboards, newspaper and AL.com will relate back to the video media to the extent possible. Billboards will be used to reinforce the radio and TV commercials. At least three designs will be developed to correspond to and reinforce the video commercials. The AL.com website will be employed in the planned program. This is the state's leading news website, and they provide excellent coverage.

6.5.3.3 CIOT Evaluation

This project will be evaluated using methods and procedures approved by NHTSA. FY 2016 is the third year to use the new survey plan that is documented in a report entitled "Alabama Observational Survey Plan for Occupant Restraint Use – 2014," and the details of that plan will not be repeated here. This data collection and estimation plan is based on fatality rates rather than population as was done previously. UA-CAPS will manage the process for the observational surveys, phone survey evaluation of the media campaign, and be involved in evaluation and report generation portions of the project.

UA-CAPS will conduct overall coordination between other agencies and consultants participating in the project. This will keep UA-CAPS in close contact during the design of data collection forms and procedures, will help ensure timely and accurate data collection, and will help ensure that UA-CAPS receives data and preliminary analyses in a timely manner. Data observation, collection and processing will be in accordance with NHTSA-approved techniques.

Basic phone and observational surveys will be used to gather data for the in-depth evaluation. The target will be the measurement of proper restraint use by drivers and front seat outboard passengers in passenger motor vehicles. The phone surveys will be conducted throughout the state. The observation surveys will be conducted at a total of 343 assigned sites in 40 Alabama counties: Jefferson, Mobile, Madison, Tuscaloosa, Baldwin, Montgomery, Marshall, Lee, Walker, Calhoun, Shelby, Elmore, Cullman, Talladega, Limestone, St. Clair, Russell, Etowah, Morgan, Jackson, Houston, Lauderdale, Lawrence, Escambia, Blount, Chilton, Dallas, Pike, Autauga, Dekalb, Dale, Coffee, Monroe, Chambers, Tallapoosa, Franklin, Winston, Colbert, Conecuh and Covington.

In addition to direct field measurement of restraint use, a parallel thrust will measure changes in public awareness and attitude. This will be based upon statewide telephone surveys.

With regard to the observational surveys, UA-CAPS will:

- Contract a highly qualified vendor to recruit and train the Observational Surveyors, and to conduct the three observational surveys described within this document
- Assign observation locations and dates to the Surveyors, and
- Collect and process the raw data produced by the Surveyors.

In conducting the evaluation, UA-CAPS will require the assistance of other agencies and organizations, as follows:

- The Auburn University Media Group will:
    - Implement the media portion of the campaign;
    - Contract with another group to produce ads if that is found to be most expedient;
    - Determine where and when the ads are run; this will include the avenues of TV, cable, radio and electronic billboards;
    - Update the web site;

    - Produce educational brochures for the project;
    - Submit reports to ADECA-LETS; and
    - Submit reports to UA-CAPS for inclusion in the overall final report for the project.
- ADECA/LETS will:
    - Provide funding for the project;
    - Serve as the host agency for the effort, providing ongoing oversight coordination, and guidance as needed;
    - Coordinate the enforcement campaign and provide summary reports to UA-CAPS for inclusion in final report; and
    - Assist UA-CAPS, if needed, in obtaining data from Surveyor observations, consultant phone polls, and consultant questionnaires.
- A highly qualified company will be contracted by UA-CAPS to perform the phone survey to evaluate the media effectiveness of the "Click It or Ticket" program. This part of the project will involve:
    - Design and prepare the telephone questionnaire instrument (with guidance from LETS and UA-CAPS);
    - Conduct a post survey only this year;
    - Encode and analyze the data, and
    - Deliver the data and a preliminary analysis of the data to UA-CAPS in a timely manner.

To summarize, restraint use will be evaluated in two primary ways: (1) by direct observation of vehicles, based upon a carefully designed sampling technique, and (2) through a telephone survey. Before and after seat belt usage rates will be evaluated by direct observation, and after rates will be evaluated through the telephone surveys. A final report will be produced by UA-CAPS that will describe the results of the current year evaluation efforts and summarize past year's evaluation efforts to hopefully show continual improvements being made by participating in the campaigns.

The Problem Identification Results section above, along with Attachment A detail the procedures and results obtained from the hotspot analyses. By using actual crash data in which it was found that occupants (including drivers) were not properly restrained, resources can be focused on the best possible place to perform the Evidence-Based Enforcement Programs.

The very same procedures that were used to find hotspots for all restraint deficient crashes were applied to find those crashes in which child restraints were deficient. The only difference was that the criterion for the subsets used in this case was only those crashes in which there were child restraint deficiencies. Attachment A is organized by region to facilitate its use by the CTSP/LEL coordinators in administering the various programs. Officers will be required to cover the specific locations listed.

6.5.4 Complementary Communication Program

In order to keep the components of the various programs together, communication efforts have been described within each program. PI&E will be an integral part of the enforcement effort, recognizing that the effects of the law enforcement efforts can be dramatically increased by effective and relatively inexpensive paid and earned media campaigns. They will also be integrated into the other child protection programs.

The AOHS and their partners, such as UA-CAPS and others, put forth efforts to capitalize on special events, such as nationally recognized safety and injury prevention weeks and local enforcement campaigns, by promoting these events on their social media sites including Facebook and Twitter. Brief, but very focused, messages are frequently pushed out through these means. This is an especially effective

avenue of reaching younger audiences. These events are also promoted on agency websites and the www.SafeHome.Alabama.gov website that is comprehensive of all of Alabama's traffic safety endeavors. Not only are the events publicized prior to occurring but the results are published afterwards through these means as another opportunity to get the word out.

A major goal of the CPS program (detailed in the next section) for FY 2016 will be to increase communication and awareness on the issue of CPS in each of the four CTSP/LEL regions. The statewide CPS website is heavily utilized by parents and technicians alike. The website (www.cpsalabama.org) offers a place to go to get accurate, up-to-date CPS information for parents and technicians. More detail on this website is given in the Occupant Protection for Children Program section, Increased Communication and Awareness subsection.

6.6 Occupant Protection for Children Program

The occupant protection for children part of the occupant restraint program will be administered by the State Child Passenger Safety (CPS) coordinator. This will include training for first time technicians, and recertification for trained technicians. These new technicians and seasoned technicians alike will man inspection stations which will be available to the public. Each inspection station will be staffed with at least one current nationally Certified Child Passenger Safety Technician during official posted hours. The technicians will ensure that parents learn how to properly install their child passenger restraints. Key components to this education are to educate the parent on proper harnessing of their child and proper installation of the child restraint in the vehicle.

Alabama's CPS program was in its 11th year in FY 2015. The CPS coordinator and instructors are addressing the needs of the four CTSP/LEL regions. The plan for FY 2016 is to further reach out to underserved communities, create technicians and to provide the services of additional trained CPS professionals in all communities. The following sections will detail how the program will accomplish these goals.

The State plans to continue with the Child Passenger Safety (CPS) program that began in FY 2006. In that year, a CPS coordinator was appointed, augmented with three additional instructors from the CTSP/LEL offices, and they were tasked with addressing CPS from a regional perspective. The CPS program will be continued through FY 2016 with an emphasis on teaching new technicians in communities throughout the CTSP/LEL regions. The overall goal of the CPS program remains to have more child restraint technicians available so that it will lead to an increase in child restraint usage within the State of Alabama, resulting in a reduction of fatalities and serious injuries.

6.6.1 Alabama Child Passenger Safety (CPS) Program

The Alabama CPS program for FY 2016 will be staffed by the state coordinator. The CPS coordinator handles all CTSP/LEL regional needs. The plan for FY 2016 is to train new and maintain current CPS technicians all around the state and place a special emphasis on small and high risk communities. Additionally, the plan is to maintain existing technicians no matter where they live in Alabama but especially technicians in these small/under-served communities. Gaining champions in these areas takes a commitment from Police Chiefs, Fire Chiefs, hospital CEOs and other leaders in the community. These communities have little to no resources for such trainings, and therefore, gaining access has proved difficult. The economic down turn has made this program outreach even more challenging.

The goal for the CPS program is to develop trained CPS professionals in as many communities over the state as possible. The ultimate goal is to create statewide community inspection stations where parents and other caregivers can obtain proper education about safely restraining their children. The following paragraphs will detail how the program will accomplish these goals.

The statewide Child Passenger Safety (CPS) Program will conduct at least 10 Child Passenger Safety standardized certification training opportunities for up to 10 community individuals in each class. These 10 training classes will be conducted by the CPS coordinator and at least two additional instructors. The goal for the CTSP/LEL offices is to make these trainings as accessible to as many dedicated people in these communities as possible. The CPS state-wide website www.cpsalabama.org provides a calendar and registration form for prospective participants, as well as the necessary tools for technicians and inspection stations to keep up with the ever changing field of CPS.

The CPS program has developed an updated curriculum that will be applied in FY 2016 to help technicians maintain their certification. Recertification requires that the technician acquire at least six Child Passenger Safety Continuing Education Units (CEUs). The curriculum developed by the Alabama CPS program provides all six CPS CEUs. Alabama has several options for technicians to acquire the six CEUs, but the primary one is the CPS update curriculum. The update curriculum class has been structured to offer all six CEUs in one sitting. Additionally, there are websites that have online offerings for CEUs. All CEU opportunities, either in-person or on-line, will highlight the changes in the CPS field since the technician/instructor originally took the course and make them the local "expert" for the communities they serve. A major change in the role of a CPS technician, implemented in late 2007, is to "educate" parents regarding proper restraint of child passengers. This education process will enable technicians to reach out to more parents since the parent will be able to properly restrain child passengers regardless of the type of restraint used. The technician can then focus on the remainder of the parents and children in the community.

As previously stated, the entire recertification process requires that existing technicians earn six CEUs to recertify and additionally the five specific car seat installations (witnessed and signed off by an instructor or by an instructor authorized proxy), and they must attend a two hour community car seat check event. Once the technician has completed these tasks, they enter the information in their "profile" on the certification website. During FY 2016, events are being planned to assist these technicians and enable them to attend a two hour community event and obtain signoff for all required car seat installations. No currently certified technicians should lose their certifications since there are many opportunities for those technicians to obtain CEUs. If they are unable to attend an Alabama CPS program update class, they may satisfy CEU requirements by reading CPS articles, taking on-line quizzes or participating in teleconferences with links that are all posted on www.cpsalabama.org. All CEU opportunities encompass the goals and objective of the NHTSA Standardized Child Passenger Safety Training Program.

The CPS coordinator plans to train and update child passenger technicians, law enforcement officials, fire, and emergency rescue personnel and provide them with the educational tools necessary to teach parents and caregivers the proper installation of child safety seats.

The website (www.cpsalabama.org) will continue to be upgraded. It has been recently enhanced to include more information for parents looking for help within their community, how to bring a CPS class to their community and how to become a technician if they so desire. The technician

section of the website alerts technicians on how to obtain a recall list, how technicians can receive a standardized car seat inspection form and also updated information on the latest child restraints, vehicle to child restraint incompatibilities and other information vital to protecting Alabama's children. Materials from NHTSA and the American Academy of Pediatrics (AAP) have been added to the website along with child growth charts and other resources that parents and technicians alike will find beneficial. The website has a calendar of events with a list of all car seat educational opportunities available around the state. The calendar also gives the dates and locations of car seat inspection events. All on-going child safety seat inspection stations and their hours of operation, location and contact information are listed as well. The website has evolved into a repository/statewide resource for all CPS information, such as printed materials, media, checkup event resources and links to all major websites that can aid parents and technicians. The website provides a means for technicians to report upcoming events or to submit a report on a completed event. Additionally, the website provides a way for technicians to report on car seat events and submit stats to the statewide coordinator.

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 currently has 19 NHTSA recognized child safety seat inspection sites, listed on the NHTSA website and distributed around the state. There are other child safety seat inspection sites that did not want to be listed on the NHTSA website but serve the parents and children of Alabama as well. Each CTSP/LEL region has promoted CPS and will continue to promote CPS, which has the goal of increasing the child safety inspection/clinics in their regions. These efforts will hopefully enable all of the parents and caregivers in the state to receive this valuable education. During FY 2016, the NHTSA website will be updated with Alabama inspection station locations (with certified technicians) as they are added. The NHTSA website currently has an accurate record of these inspection stations and each inspection station is maintaining the standards set by the national CPS curriculum.

In FY 2012, the CPS public information program reached 62% of the State's total population. The goal for FY 2016 will be to increase this level to a larger portion of the population of parents and caregivers. The CTSP/LELs will help increase this rate by increasing child safety seat inspections and education clinics to parents and caregivers in their region. The CTSP/LELs will also use earned media to make parents and caregivers aware of the clinics and inspection stations in their regions.

The agendas for both the certification and update classes taught are available upon request. The statewide website (www.cpsalabama.org) also provides pages containing information about hosting CPS classes. The website has the American Academy of Pediatrics (AAP) recommendations for car seat use. Each NHTSA-recognized inspection station will receive a copy of the latest Lower Anchors and Tethers for Children (LATCH) manual. This valuable resource provides additional information for each inspection station. All other vital information will also be found on the website, which will be updated on a continuous basis.

More detail on increasing the number of certified child restraint technicians and adding inspection stations is given in the next two sections.

6.6.2 Increase Number of Certified Child Passenger Technicians

Alabama has approximately 485 technicians. During the past year, 13 certification classes were taught and 8 recertification classes were taught. The recertification rate for Alabama for this year was 53%,

which was comparable to the national average of 54%. Alabama's high recertification rate can be attributed to the recertification classes and to an increased awareness of Child Passenger Safety across the state. The increased awareness has resulted in better retention of technicians. To aid in the retention of these technicians, the statewide coordinator will send an email to remind all technicians within two months of their expiration date to follow through and complete the recertification requirements.

The plan for FY 2016 includes maintaining the number of certification classes, and increasing the number of update classes to 15 or more, while maintaining the high recertification rate. There will be at least 10 three day training opportunities for up to 10 community individuals in each class. These training classes will be taught by the statewide CPS coordinator and two additional instructors. The goal for the CTSP/LEL offices is to make these trainings as accessible to as many people in these communities as possible. The Alabama CPS program is building a structure of having a trained CPS professional within 25 miles of every community in the state. There is also outreach to new-born assistance programs through local hospitals and other originations.

To keep the current CPS professionals "sharp" with their skills and help them maintain their certification, the program will schedule at least eight update/recertification classes in FY 2016, with the goal of increasing to 15 or more. These classes will highlight the changes in the CPS field since the technician/instructor originally took the course. The CPS Coordinator will manage the development of the update curriculum for use in Alabama, and it is already approved for CPS CEUs with SAFE Kids worldwide, which makes recertification much easier for technicians. Once they complete the class, perform five specific car seat installations (witnessed and signed off by a local instructor or instructor assigned proxy), and attend a two hour community car seat check event they have successfully completed the recertification requirements. For those technicians/instructors who follow these guidelines, the grant funds cover the recertification fee.

To meet the CPS program's goal for FY 2016, it is anticipated that three-day classes will be held in:

- Birmingham, Alabama area;
- Florence, Alabama area;
- Mobile, Alabama area;
- the gulf coast area of Alabama;
- Grove Hill, Alabama;
- Gadsden, Alabama area;
- Dothan, Alabama area;
- Huntsville, Alabama area;
- Auburn, Alabama area;
- Montgomery, Alabama area;
- Selma, Alabama area;
- Geneva, Alabama area; and
- Tuscaloosa, Alabama area.

Each CTSP/LEL office will be made aware of all the training opportunities available for the year. Generally these classes are on a first-come, first-serve basis. Not only are the classes advertised through the CTSP/LEL offices but each CTSP/LEL office is responsible for making sure all participants sign up using the website, www.cpsalabama.org. Many classes are being projected for all over the state and many of the smaller communities are now willing to participate. CPS is a community service driven by a great level of interest and commitment from the individual technicians at each fitting station. The recruitment of individuals at checkup events usually takes place as a grassroots, word-of-

mouth recruitment by parents and individuals who go in for fittings and see the benefit and use in becoming certified themselves or encouraging community members to attend trainings.

Each CTSP/LEL Coordinator will be encouraged to hold both a CPS certification class and a CPS update class in their region.

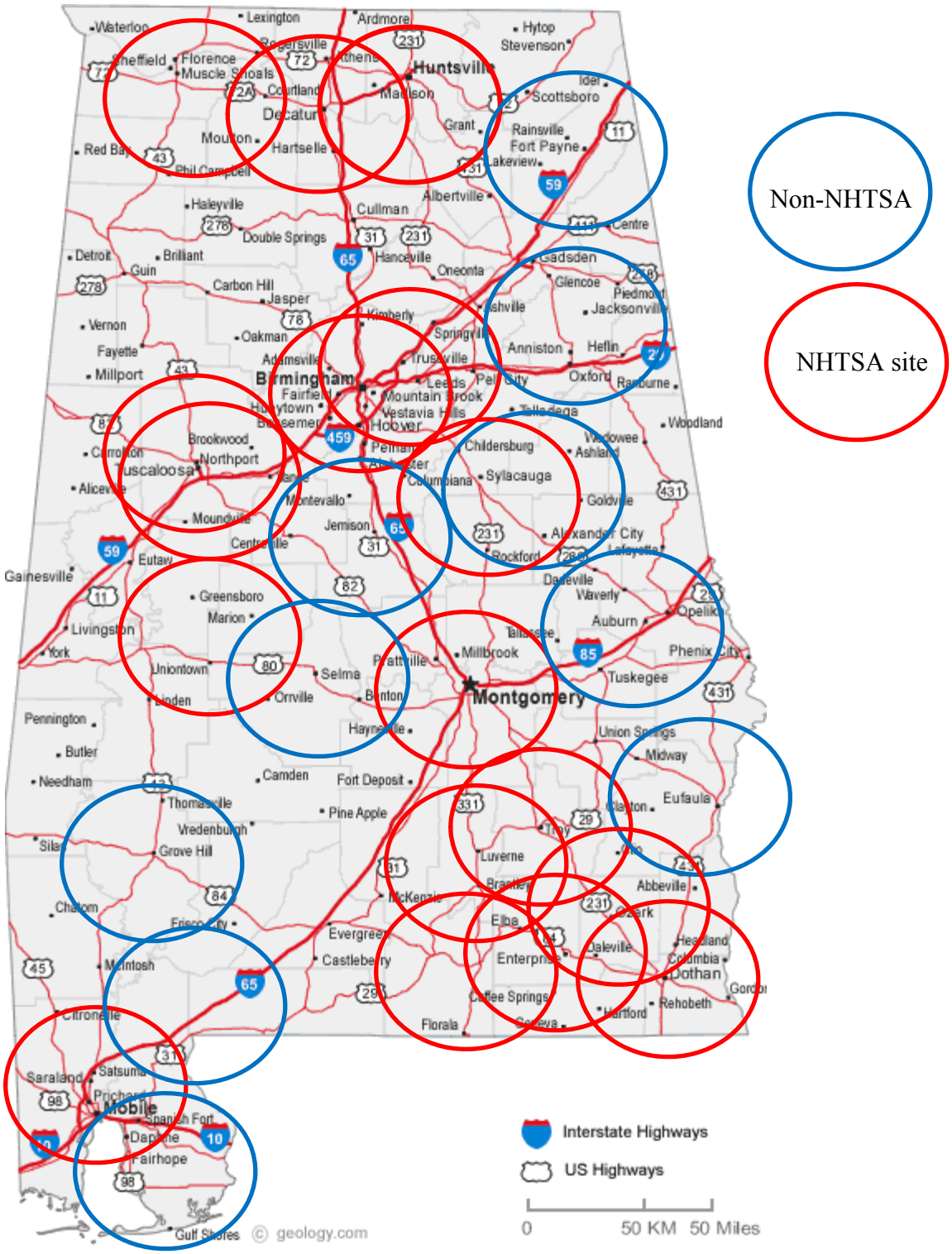
6.6.3 Additional Inspection Stations

In FY 2016, the CTSP/LEL regional offices will increase the number of inspection stations from their current 21. The goal has been to add Inspection Stations to the NHTSA website but due to issues within some organizations this is not possible so these community resources are being offered by word-of-mouth and not advertised on the NHTSA website. Meeting the goal of having an inspection station within 25 miles (previously 50 miles for FY 2014) of parents anywhere in the state is slowly being realized using these unadvertised Inspection Stations. This ambitious goal is a challenge to meet in the rural areas but great in-roads have been made in the past few years. With concentrated assistance from the CTSP/LEL regional offices, this goal can be met.

All these inspections stations will be staffed with nationally certified CPS technicians during posted working hours.

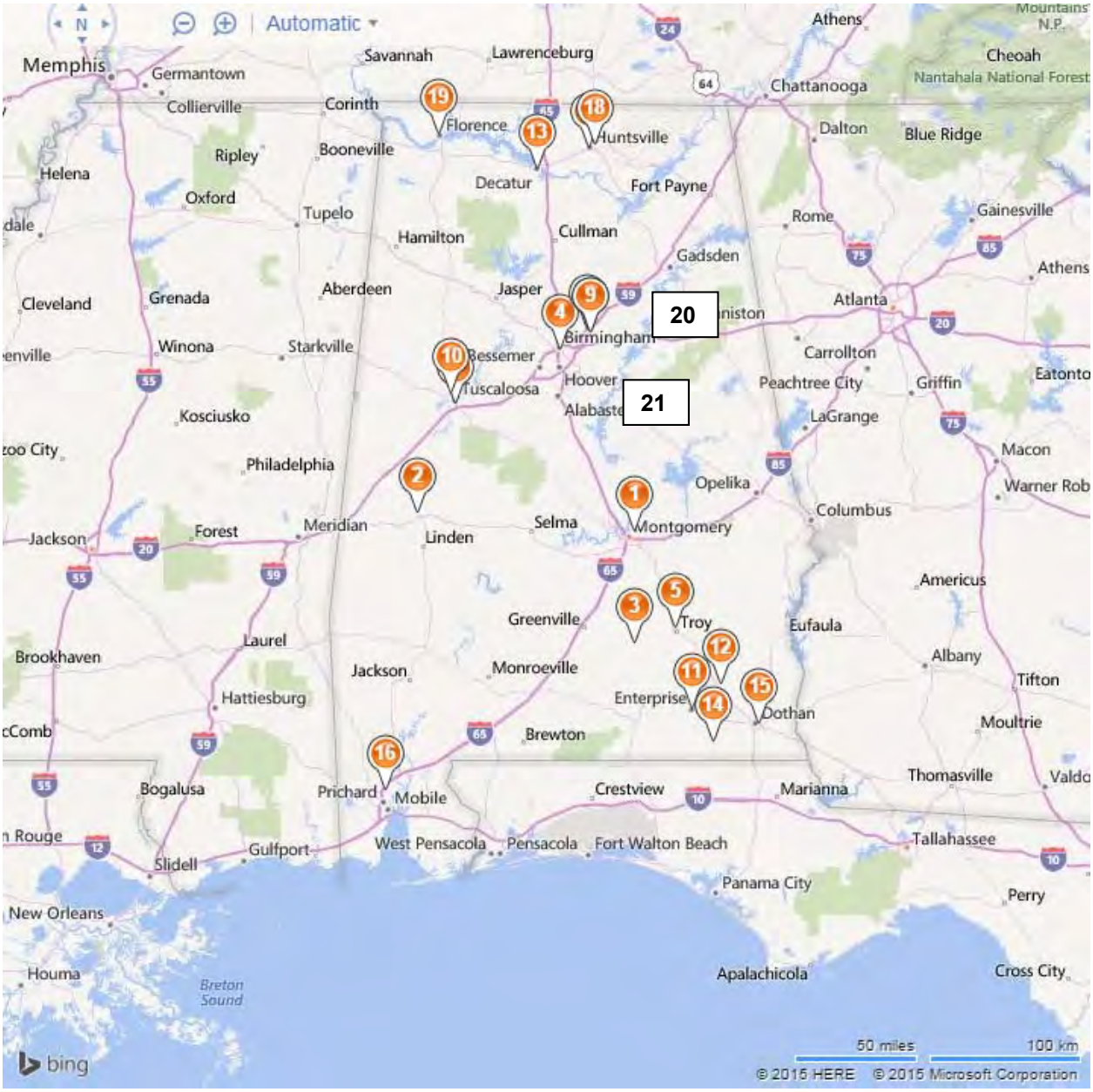
Display 3 presents the location of the 21 NHTSA and the 10 non-NHTSA listed inspection stations. The red circles which represent a 25 mile radius around the NHTSA recognized inspection stations. Some of the red circles contain more than one inspection station. The blue circles, also a 25 mile radius, represent inspection stations that report numbers and assist parents but they do not want to be recognized as locations on the NHTSA website.

Display 4 presents the location of the 21 NHTSA listed inspection stations, with specific responsible agencies given in the key beneath the display. Table 5 is a summary table indicating the proportion of the state that is covered.



Display 3. Location of Alabama's CPS Inspections Stations

Each circle is a 25 mile radius.



Display 4. Location of NHTSA recognized CPS Inspections Stations

The following is the key to Display 4:

1. Montgomery
2. Demopolis
3. Luverne
4. Birmingham
5. Troy
6. Tuscaloosa
7-9. Trussville
10. Northport
11. Enterprise
12. Ozark
13. Decatur

14. Hartford
15. Dothan
16. Saraland
17-18. Huntsville
19. Florence
20. Sylacauga
21. Oxford

Table 5. Proportion of Alabama's Population Covered by Inspection Stations Listed on NHTSA website

Station Number	Population Served	% of Total Population
1	378,600	7.92
2	7,500	0.16
3	2,800	0.06
4,7,8,9	1,200,000	25.11
5	18,000	0.38
6	95,000	1.99
10	25,000	0.52
11	27,800	0.58
12	40,900	0.86
13	55,800	1.17
14	2,400	0.05
15	68,000	1.42
16	413,000	8.64
17 & 18	426,000	8.91
19	147,300	3.08
20	44,480	0.93
21	12,749	0.27
Total	**2,965,329**	**62.04**

Alabama's total population in the 2010 Federal Census was 4,779,736.

With the addition of the ten additional sites shown on Display 3, the gain in coverage for all of Alabama becomes approximately 90%. The sites shown in blue do not wish to be recognized on the NHTSA website due to liability, internal policy or other reasons, but they help cover those previously underserved communities.

6.6.4 Increased Communication and Awareness

A major goal of the CPS program for FY 2016 will be to increase communication and awareness on the issue of CPS in each of the four CTSP/LEL regions. The statewide CPS website is heavily utilized by parents and technicians alike. The website offers a place to go to get accurate up-to-date CPS information for parents and technicians. The website (www.cpsalabama.org) is now being utilized all over the country. Since the website offers a single place for all accurate CPS information, both technicians and parents are able to use it. The website has also generated phone calls from all over the country about the law in Alabama, the proper way to travel with children through Alabama and who they can contact for help in their local community.

Additional printable items will be added to the website in FY 2016. For example, the website now produces a chart of the minimum and maximum weight ranges for all car seats, and this will be updated as necessary to aid technicians when working with parents. A chart on how child restraint manufacturer's view inflatable seat belts has also been added. The website has valuable information for current CPS technicians so that they may retain their certification. The website has a recertification page with links to articles, activities and tests to help technicians stay current. The calendar on the website notes Child Passenger Safety related events such as classes. The website also now offers valuable information on changes in the technology of child restraints. This website will be maintained and upgraded in FY 2016.

6.6.5 Evidence-Based Enforcement Program for Child Restraints

This is an integral part of the evidence-based enforcement efforts as indicated in the Enforcement Program described in Section 6.3.2 and Attachment A, and the details of that effort will not be repeated here.

6.7 Data and Program Evaluation

This section is subdivided according to the follow categories:

- Observational survey of occupant protection and child restraint use
- Evidence-based enforcement citation analysis
- Continued problem identification and evaluation efforts

6.7.1 Observational Survey of Occupant Protection and Child Restraint Use

Pre and post surveys for seat belt programs will be conducted by the University of Alabama Center for Advanced Public Safety (UA-CAPS). The 2013 compliant seat belt survey design will be used for these surveys. The University of Alabama will coordinate the post telephone survey to evaluate the effectiveness of our paid media and compile all data related to the CIOT campaign.

The National Highway Traffic Safety Administration (NHTSA) issued new Uniform Criteria for State Observational Surveys of Seat Belt Use (NHTSA, 2011a). The final rule was published in Federal Register Vol. 76 No. 63, April 1, 2011, Rules and Regulations, pp. 18042 – 18059. The approved survey plan is Alabama's response to the requirement to submit to NHTSA a study and data collection protocol for an annual state survey to estimate passenger vehicle occupant restraint and child safety restraint use. This plan is fully compliant with the Uniform Criteria and will be used for the implementation of Alabama's 2016 seat belt survey.

The University of Alabama Center for Advanced Public Safety (UA-CAPS) will conduct the annual survey of vehicle belt usage and child restraint usage throughout Alabama working together with faculty within the Department of Information Systems, Statistics, and Management Science in the Culverhouse College of Commerce and Business Administration at the University of Alabama.

6.7.2 Evidence-Based Enforcement Citation Analysis

The State has an advanced capability to analyze and evaluate its enforcement efforts by the analysis of data obtained from its recently implemented electronic citation system (eCite). The following subsections will illustrate this capability with the following examples:

- Analysis by target areas: rural/urban within regions;
- Analysis by target groups: 16-25 year old drivers;
- Analysis by citation coverage of the state.

Evaluation efforts such as these will continue in order to assure that the appropriate subgroups of the population and areas of the state are covered, thus assuring that resources are used in the best possible way. The tables in the next section are based on citations in the eCite database for the 2010-2012 time period and the 2010 Federal Census data.

6.7.3 Rural-Urban Analysis

According to the 2011 survey, the usage rate was indicated to be lower in the rural areas than in the urban areas. A comparison of the rural and urban counties surveyed showed the estimate of the rural rate to be 85.9%, while the urban rate was 89.2%. The study given in Attachment B also shows that the

number of crashes involving drivers who use no restraints is overrepresented in rural areas. So these two facts prove that rural areas needed to be targeted, and this has been done over the past few years.

Based on the 2013 survey, a weighted average of the rural and urban counties similar to that done for the 2011 survey showed that the rural restraint usage rate was 94.1%, and the urban usage rate was 96.8%. This demonstrates a major increase in the overall usage rate, but it also shows that the differential between the urban and the rural rates has been reduced from 3.3% to 2.7%, showing relative improvement in the rural areas.

Table 5 presents a comparison of rural verses urban citations issued over the state in the CY 2010-2012 time frame. The total for the state is given in the "All" column. This is followed by two columns, the citations issued in rural areas and the citations issued in urban areas of the state.

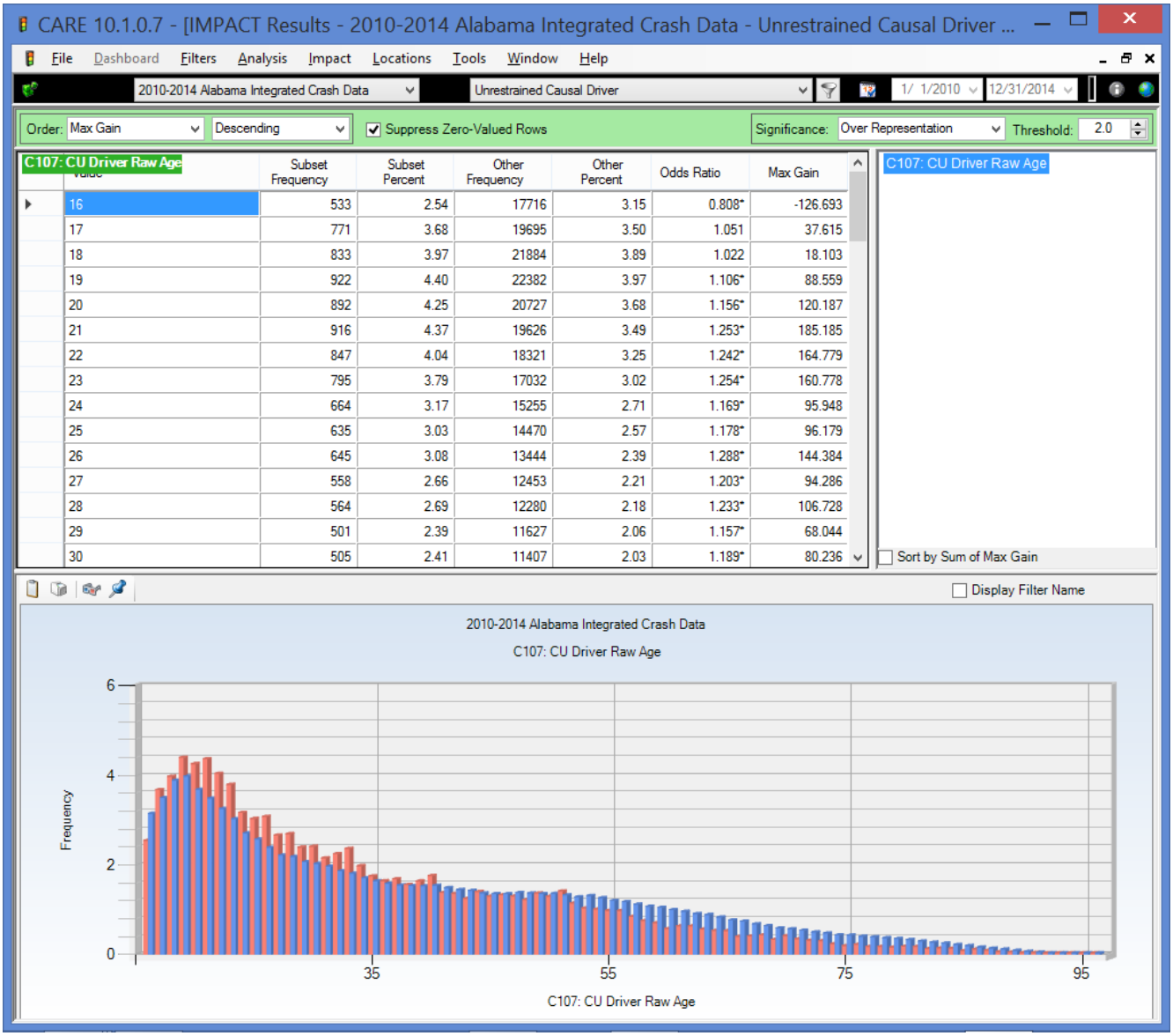
Table 5. Citation Analysis by Urban/Rural

Alabama	All	Rural	Urban
TOTAL	347677	239694	107983

The proportion of rural tickets issued is 239,694/347,677 = 68.9%. The population of Alabama is 28.5% rural and 71.5% urban, according to the 2010 Federal census data. The statistical significance for the ratio of 68.9% of the seat belt citations to 28.5% rural population is enormous, clearly demonstrating a concentration in the rural areas with a goal of improving seat belt usage among rural drivers in order to decrease fatalities and the overall severity of crashes. This clearly demonstrates that the State's plan for the past few years has focused on rural areas.

6.7.4 Age 16-25 Year Old Driver Analysis

The following chart illustrates the high numbers of crashes involving causal drivers in the 16-25 year age group.



Analysis of individual driver ages indicates that crashes involving no restraints are overrepresented in the teen and young adult ages (age range 16-35). While it appears that teen-aged drivers are more likely to use safety equipment (perhaps due to the emphasis on it place during training), there is still a very large proportion that are unrestrained, and this problem is multiplied by their overrepresentation in crashes in general (see how they are at least twice the average of the other ages).

An analysis of fatalities that compare 21-25 year old males against their older counterparts (both male and females) indicated that the average number of fatalities incurred over the 2008-2012 period was **83.2** for males ages 21-25. This was compared to the older ages (in this case 26-70 so as not to bias the results with the drop off in population after age 70). The average fatality per year for the 26-70 year old group was **50.9**. This difference was found to be significant at the highest possible level.

The difference in the number of fatalities within these two groups on a per year basis was **83.2-50.9 = 32.3 fatalities.** If the restraint use by this target group of 21-25 year old males could be increased to that of the general population, the fatality number would be significantly reduced. This was the goal in targeting this age group.

6.7.5 Restraint Citation Coverage Analysis

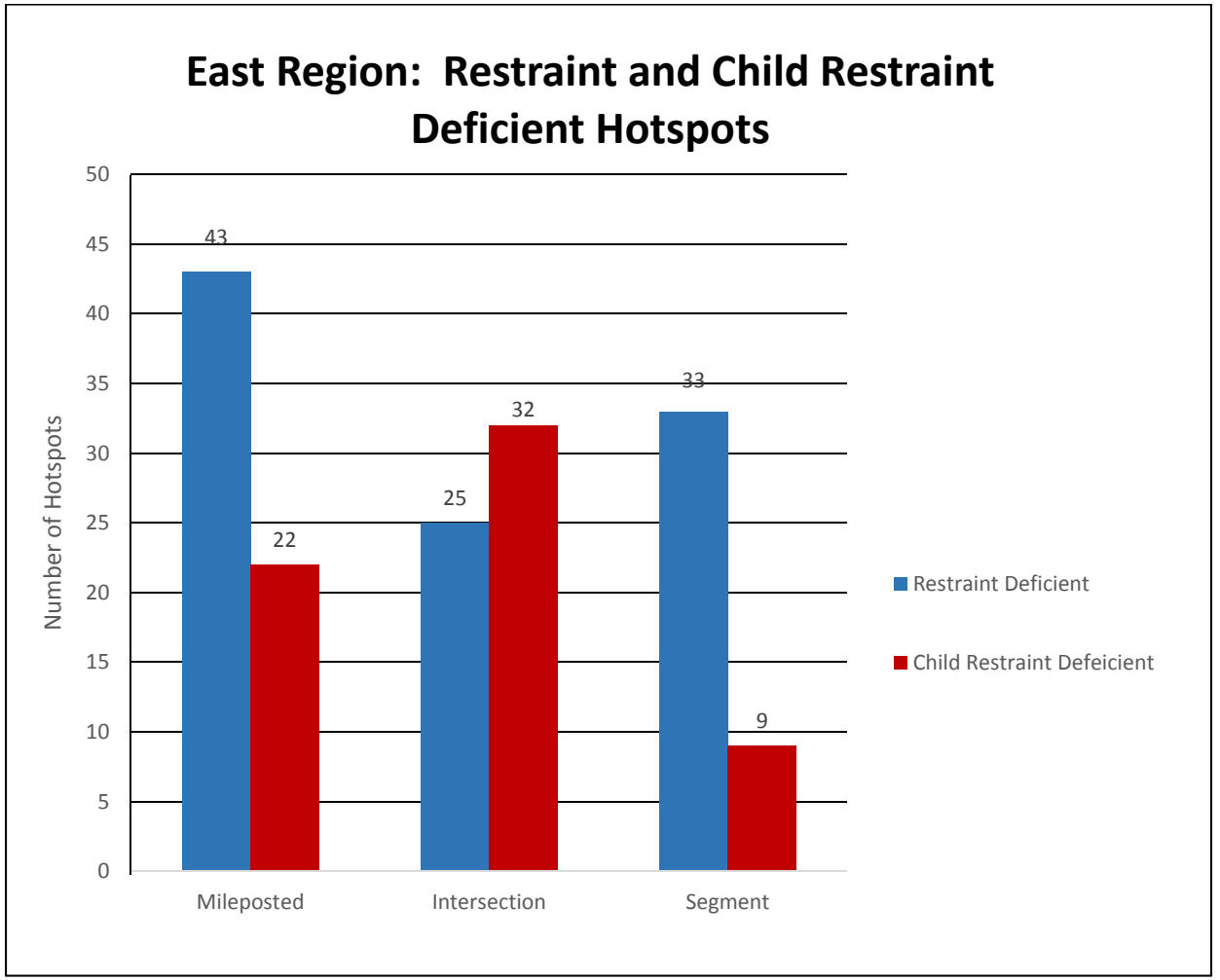
The restraint citation coverage analysis was performed by determining the populations of those cities in which no citations were issued in the 2009-2012 citation data. The populations for these cities were determined in order to obtain the total coverage. There were 61 very small cities that did not have a population listing. Many of these are without police departments, whose enforcement activities would generally be covered by the Alabama Law Enforcement Agency (ALEA) or the county sheriff's department. To obtain a conservative estimate of coverage, we assumed that none of these had citations issued by ALEA or the county sheriff. Further, a liberal estimate of their population was obtained from the average population of those who did not report, since they would generally be of the same or lower population size. The total came out to a population of 185,522 that were not covered out of a total population of 4,779,736 (2010 Federal Census data), which **gives a total coverage of over 96% for the State of Alabama.**

6.7.6 Continued Problem Identification and Evaluation Efforts

The efforts exemplified in the Problem Identification section above will be repeated and updated as needed to assure the most effective distribution of resources that can be obtained from evidence based and evidence-based decisions. In addition, several evaluation studies will be performed to determine program success and to improve the program in future years. More specifically, the following types of analyses will be performed:

- GIS based locations of restraint-deficient crashes combined with the locations of citations given for these deficiencies; this will be performed for both restraints in general and for child restraints.
- Comparisons of the number and severity of the hotspots found over time.
- Comparisons of the number of citations by citation type issued over time.
- Comparison of the above by rate among the various regions.
- Mapping of best routes for officers to take to cover the maximum number of hotspots in one shift.

Attachment A – Location Hotspot Restraint Problem Identification


East Region: Restraint and Child Restraint Deficient Hotspots
Number of Hotspots
50
45
40
35
30
25
20
15
10
5
0
43
22
25
32
33
9
Mileposted
Intersection
Segment
Restraint Deficient
Child Restraint Defeicient

Top 43 Mileposted Locations (10 Miles in Length) in the East Region with 20 or More Restraint Deficient Crashes

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	C/MVM	Severity Index	MVM	ADT	Agency ORI
1	Jefferson	Birmingham	I-59	124	134	48	4	22	0.02	13.75	2164.18	118585	Birmingham Police Department
2	Jefferson	Rural Jefferson	I-59	113.9	123.9	47	3	30	0.03	18.72	1468.38	80459	Alabama DPS - Birmingham Post
3	Jefferson	Hoover	I-65	244	254	41	2	26	0.02	15.37	1904.33	104347	Hoover Police Department
4	Jefferson	Hoover	I-459	10.1	20.1	38	5	15	0.02	16.05	1611.31	88291	Hoover Police Department
5	Etowah	Gadsden	S-1	260	270	34	2	21	0.09	17.65	397.32	21771	Gadsden Police Department
6	Jefferson	Bessemer	S-5	120	130	32	1	13	0.09	9.38	337.66	18502	Bessemer Police Department
7	Shelby	Mountain Brook	S-38	0.7	10.7	30	0	13	0.03	8.67	1198.79	65687	Alabama DPS - Birmingham Post
8	Jefferson	Rural Jefferson	I-65	265	275	29	0	11	0.03	8.97	1086.93	59558	Alabama DPS - Birmingham Post
9	Jefferson	Bessemer	I-459	0.1	10.1	29	2	18	0.03	17.59	937.1	51348	Bessemer Police Department
10	Jefferson	Bessemer	I-59	103.8	113.8	28	3	12	0.03	12.14	877.51	48083	Bessemer Police Department
11	St Clair	Rural St. Clair	I-20	140	150	27	1	14	0.03	14.44	1065.05	58359	Alabama DPS - Birmingham Post
12	Etowah	Rural Etowah	S-1	271.3	281.3	26	0	18	0.08	17.31	310.83	17032	Alabama DPS - Gadsden Post
13	Jefferson	Homewood	I-65	254	264	26	2	11	0.01	12.69	2119.24	116123	Homewood Police Department
14	Calhoun	Rural Calhoun	S-21	257.5	267.5	25	0	17	0.06	16	432.42	23694	Alabama DPS - Jacksonville Post
15	Etowah	Rural Etowah	I-59	175.1	185.1	25	1	17	0.07	20.4	363.72	19930	Alabama DPS - Gadsden Post
16	Jefferson	Trussville	S-7	146.9	156.9	25	1	11	0.09	10.8	276.65	15159	Trussville Police Department
17	Chilton	Rural Chilton	I-65	196	206	24	1	17	0.04	16.67	614.2	33655	Alabama DPS - Montgomery Post
18	Jefferson	Rural Jefferson	S-75	0.4	10.4	24	1	12	0.05	13.33	464.41	25447	Alabama DPS - Birmingham Post
19	Chilton	Rural Chilton	I-65	210	220	23	4	11	0.03	16.96	697.3	38208	Alabama DPS - Montgomery Post
20	Jefferson	Gardendale	S-3	280.8	290.8	23	2	11	0.09	14.78	262.05	14359	Gardendale Police Department
21	Calhoun	Rural Calhoun	S-1	231.9	241.9	22	1	13	0.05	18.18	416.52	22823	Alabama DPS - Jacksonville Post
22	Etowah	Gadsden	S-1	250	260	22	0	12	0.06	11.36	358.67	19653	Gadsden Police Department
23	Jefferson	Rural Jefferson	I-65	275.8	285.8	22	3	10	0.03	15.91	867.24	47520	Alabama DPS - Birmingham Post

Top 43 Mileposted Locations continued

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	C/MVM	Severity Index	MVM	ADT	Agency ORI
24	Jefferson	Rural Jefferson	I-20	130	140	22	1	11	0.02	14.09	1092.04	59838	Alabama DPS - Birmingham Post
25	Shelby	Rural Shelby	I-65	233.2	243.2	22	1	11	0.02	13.18	1188.42	65119	Alabama DPS - Birmingham Post
26	Calhoun	Rural Calhoun	I-20	180	190	21	1	10	0.03	15.71	659.59	36142	Alabama DPS - Jacksonville Post
27	Chambers	Valley	S-15	201.4	211.4	21	0	8	0.1	5.71	200.7	10997	Valley Police Department
28	Chilton	Rural Chilton	I-65	221.2	231.2	21	4	11	0.03	23.33	715.51	39206	Alabama DPS - Montgomery Post
29	Elmore	Millbrook	S-14	154.3	164.3	21	1	14	0.06	17.14	362.19	19846	Millbrook Police Department
30	Etowah	Rainbow City	S-25	210	220	21	0	4	0.05	2.86	385.59	21128	Rainbow City Police Department
31	Talladega	Rural Talladega	S-38	30.5	40.5	21	1	10	0.05	14.29	386.95	21203	Alabama DPS - Jacksonville Post
32	Calhoun	Oxford	S-4	150.5	160.5	20	1	10	0.09	11	213.93	11722	Oxford Police Department
33	Cleburne	Rural Cleburne	I-20	204.5	214.5	20	0	7	0.03	10.5	581.28	31851	Alabama DPS - Jacksonville Post
34	Etowah	Southside	S-77	96.5	106.5	20	1	10	0.07	11	296.33	16237	Southside Police Department
35	Jefferson	Hoover	S-3	257	267	20	0	10	0.03	12	653.15	35789	Hoover Police Department
36	Jefferson	Birmingham	S-5	130.3	140.3	20	0	10	0.03	9	576.19	31572	Birmingham Police Department
37	Jefferson	Rural Jefferson	I-459	22	32	20	2	11	0.02	18	1312.38	71911	Alabama DPS - Birmingham Post
38	Jefferson	Bessemer	S-150	1	11	20	2	9	0.06	15	309.28	16947	Bessemer Police Department
39	Lee	Auburn	I-85	47.8	57.8	20	1	11	0.03	13.5	639.12	35020	Auburn Police Department
40	Macon	Tuskegee	S-8	172	182	20	2	12	0.2	16.5	99.5	5452	Tuskegee Police Department
41	Shelby	Rural Shelby	S-38	11.1	21.1	20	0	13	0.04	13	548.16	30036	Alabama DPS - Birmingham Post
42	St Clair	Rural St. Clair	I-20	155.2	165.2	20	1	13	0.02	18	813.04	44550	Alabama DPS - Birmingham Post
43	St Clair	Moody	S-25	167	177	20	2	9	0.09	13.5	233.69	12805	Moody Police Department

Top 25 Intersections in the East Region with 4 or More Restraint Deficient Crashes

Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Node 1	Node 2	Location	Agency ORI
1	St Clair	PellCity	9	0	2	7	5.56	1234	N/A	NO DESCRIPTION AVAILABLE	PellCity Police Department
2	Calhoun	RuralCalhoun	6	0	4	2	20	189	N/A	W 33RD ST At NOBLE ST	Alabama DPS - Jacksonville Post
3	Jefferson	Hoover	6	0	3	3	8.33	155	N/A	AL-150 At AL-3	Hoover Police Department
4	Jefferson	Brighton	5	0	0	5	0	5021	N/A	NO DESCRIPTION AVAILABLE	Brighton Police Department
5	Jefferson	Rural Jefferson	5	0	4	1	16	15125	N/A	NO DESCRIPTION AVAILABLE	Alabama DPS -Birmingham Post
6	Jefferson	Hoover	5	0	2	3	10	292	N/A	INTERSTATE 459 At SR-3 US-31INTERCHANGE	Hoover Police Department
7	Lee	Auburn	5	1	1	3	16	834	N/A	AL-147 At AL-267	Auburn Police Department
8	St Clair	PellCity	5	0	2	3	4	123	N/A	NO DESCRIPTION AVAILABLE	PellCity Police Department
9	Calhoun	Piedmont	4	0	3	1	20	72	N/A	AL-74 At AL-9	Piedmont Police Department
10	Calhoun	Anniston	4	0	2	2	10	820	N/A	W 15TH ST At E 15TH ST	Anniston Police Department
11	Calhoun	Oxford	4	0	1	3	2.5	847	N/A	NO DESCRIPTION AVAILABLE	Oxford Police Department
12	Calhoun	Anniston	4	0	1	3	5	1477	N/A	AL-1 At AL-21	Anniston Police Department
13	Etowah	Rural Etowah	4	0	2	2	10	8196	N/A	AL-1 At AL-77	Alabama DPS - Gadsden Post
14	Etowah	RainbowCity	4	0	1	3	5	254	N/A	AL-25 At AL-77	RainbowCity Police Department
15	Jefferson	Vestavia Hills	4	0	1	3	2.5	91	N/A	I-65 At MONTGOMERY HWY	Vestavia Hills Police Department
16	Jefferson	Bessemer	4	0	0	4	0	674	N/A	CR-52 At CR-6	Bessemer Police Department
17	Jefferson	Gardendale	4	0	3	1	12.5	69	N/A	AL-3 At DECATUR HWY	Gardendale Police Department
18	Jefferson	Birmingham	4	0	3	1	22.5	2873	N/A	INTERSTATE 59 At TALLAPOOSA ST SR79INTCHG	Birmingham Police Department
19	Jefferson	Birmingham	4	0	1	3	2.5	3210	N/A	INTERSTATE 59 At 21ST STINTERCHANGE	Birmingham Police Department
20	Jefferson	Birmingham	4	0	2	2	5	4698	N/A	AL-75 At PARKWAY E	Birmingham Police Department
21	Lee	Auburn	4	0	3	1	12.5	7327	N/A	I-85 At SR 147COLLEGE ST	Auburn Police Department
22	Lee	Auburn	4	0	2	2	5	92	N/A	AL-14 At NDEAN RD	Auburn Police Department
23	Shelby	Alabaster	4	0	2	2	5	175	N/A	INTERSTATE 65 At US-31 SR-3INTERCHANGE	Alabaster Police Department
24	Shelby	Alabaster	4	0	0	4	0	278	N/A	INDUSTRIAL RDCO RD 66 At 1ST ST N SR-3 US-31	Alabaster Police Department
25	Talladega	Talladega	4	0	2	2	10	1197	N/A	AL-275 At AL-77	Talladega Police Department

Top 33 Segment in the East Region with 4 or More Restraint Deficient Crashes

Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Node 1	Node 2	Location	Agency ORI
1	Jefferson	Bessemer	13	2	9	2	24.62	13917	680	NO DESCRIPTION AVAILABLE	Bessemer Police Department
2	Chilton	Rural Chilton	9	1	3	5	13.33	8067	8123	NO DESCRIPTION AVAILABLE	Alabama DPS - Montgomery Post
3	St Clair	Rural St. Clair	8	0	4	4	11.25	7819	7780	NO DESCRIPTION AVAILABLE	Alabama DPS - Birmingham Post
4	Cleburne	Rural Cleburne	7	0	5	2	21.43	7665	7833	AL-1 at CHEAHA STATE PARK DR	Alabama DPS - Jacksonville Post
5	Jefferson	Rural Jefferson	7	0	0	7	0	515	11507	LINTHICUM ST at LINTHICUM LN and 266 at I-65	Alabama DPS - Birmingham Post
6	Lee	Auburn	7	0	4	3	10	434	770	AL-15 at 57 and I-85 at MOORES MILL RD	Auburn Police Department
7	St Clair	Rural St. Clair	7	0	6	1	15.71	7287	7154	NO DESCRIPTION AVAILABLE	Alabama DPS - Birmingham Post
8	Lee	Opelika	6	0	3	3	11.67	339	1069	INTERSTATE 85 at S051 and INTER-STATE 85 at S001	Opelika Police Department
9	Macon	Rural Macon	6	0	3	3	15	7477	7418	NO DESCRIPTION AVAILABLE	Alabama DPS - Opelika Post
10	St Clair	Rural St. Clair	6	0	2	4	10	7780	7775	NO DESCRIPTION AVAILABLE	Alabama DPS - Birmingham Post
11	Jefferson	Bessemer	5	1	3	1	18	14378	14380	NO DESCRIPTION AVAILABLE	Bessemer Police Department
12	Jefferson	Bessemer	5	0	3	2	16	13801	13917	NO DESCRIPTION AVAILABLE	Bessemer Police Department
13	Jefferson	Birmingham	5	1	3	1	18	1771	1512	123 at I-20 and 19TH ST ENSLEY at BUSH BLVD	Birmingham Police Department
14	Lee	Rural Lee	5	0	4	1	20	7145	7124	AL-15 at CR-177 and AL-15 at CR-390	Alabama DPS - Opelika Post
15	Shelby	Rural Shelby	5	2	3	0	38	172	7265	NO DESCRIPTION AVAILABLE	Alabama DPS - Birmingham Post
16	Shelby	Pelham	5	0	3	2	14	24	462	NO DESCRIPTION AVAILABLE	Pelham Police Department
17	St Clair	Rural St. Clair	5	0	3	2	16	7536	7775	NO DESCRIPTION AVAILABLE	Alabama DPS - Birmingham Post
18	Blount	Rural Blount	4	0	3	1	20	7169	7192	CR-5 at 289	Alabama DPS - Birmingham Post
19	Chambers	Lanett	4	0	3	1	17.5	7089	7146	NO DESCRIPTION AVAILABLE	Lanett Police Department
20	Chilton	Rural Chilton	4	0	2	2	10	8146	8048	NO DESCRIPTION AVAILABLE	Alabama DPS - Montgomery Post
21	Chilton	Rural Chilton	4	0	3	1	15	7393	7373	NO DESCRIPTION AVAILABLE	Alabama DPS - Montgomery Post
22	Cleburne	Rural Cleburne	4	0	1	3	7.5	7411	7394	NO DESCRIPTION AVAILABLE	Alabama DPS - Jacksonville Post
23	Elmore	Rural Elmore	4	0	3	1	20	8131	8415	NO DESCRIPTION AVAILABLE	Alabama DPS - Montgomery Post

Top 33 Segments in the East Region -Continued

Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Node 1	Node 2	Location	Agency ORI
24	Etowah	Rural Etowah	4	0	4	0	30	7206	7393	AL-74 at GILLILAND RD and AL-74 at CARNES CHAPEL RD	Alabama DPS - Gadsden Post
25	Jefferson	Rural Jefferson	4	0	2	2	10	14396	15192	17 at I-459 and 15 at I-459	Alabama DPS - Birmingham Post
26	Jefferson	Rural Jefferson	4	0	1	3	5	14396	15582	17 at I-459	Alabama DPS - Birmingham Post
27	Jefferson	Hoover	4	0	1	3	2.5	15152	292	SULPHER SPRINGS and INTERSTATE 459 at SR-3 US-31 INTERCHANGE	Hoover Police Department
28	Lee	Rural Lee	4	1	2	1	25	7759	8840	NO DESCRIPTION AVAILABLE	Alabama DPS - Opelika Post
29	Lee	Auburn	4	0	3	1	10	7327	792	I-85 at SR 147 COLLEGE ST and I-85 at NEW WRIGHTS MILL RD	Auburn Police Department
30	Shelby	Pelham	4	0	3	1	10	71	366	NO DESCRIPTION AVAILABLE	Pelham Police Department
31	St Clair	Rural St. Clair	4	0	1	3	5	536	434	NO DESCRIPTION AVAILABLE	Alabama DPS - Birmingham Post
32	St Clair	Rural St. Clair	4	0	4	0	22.5	7819	7877	AL-25 at 144B	Alabama DPS - Birmingham Post
33	Talladega	Lincoln	4	0	3	1	15	32	25	NO DESCRIPTION AVAILABLE	Alabama DPS - Jacksonville Post

Top 22 Mileposted Locations (10 miles in Length) in the East Region with 4 or More Child Restraint Deficient Crashes

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	C/MVM	Severity Index	MVM	ADT	Agency ORI
1	Jefferson	Birmingham	I-59	123	133	22	0	5	0.02	5	1130.48	123888	Birmingham Police Department
2	Jefferson	Homewood	I-65	251	261	12	0	0	0.01	0	1126.25	123425	Homewood Police Department
3	Jefferson	Hoover	S-3	263.8	273.8	11	0	3	0.03	4.55	377.89	41413	Hoover Police Department
4	Jefferson	Trussville	I-59	134	144	9	0	3	0.02	7.78	408.25	44740	Trussville Police Department
5	Jefferson	Midfield	S-5	123	133	9	0	3	0.05	5.56	184.37	20205	Midfield Police Department
6	Shelby	Birmingham	S-38	2.4	12.4	9	0	2	0.02	4.44	543.34	59544	Birmingham Police Department
7	Chilton	Clanton	S-3	220	230	7	0	0	0.09	0	78.22	8572	Clanton Police Department
8	Jefferson	Rural Jefferson	I-59	113	123	7	0	3	0.01	7.14	663.17	72676	Alabama DPS - Birmingham Post
9	Macon	Rural Macon	I-85	41.6	51.6	7	0	3	0.02	8.57	283.93	31116	Alabama DPS - Opelika Post
10	Shelby	Pelham	I-65	237.7	247.7	7	0	1	0.01	1.43	741.11	81217	Pelham Police Department
11	Etowah	Gadsden	S-1	260.2	270.2	6	0	2	0.03	5	195.71	21448	Gadsden Police Department
12	Etowah	Rainbow City	S-25	211	221	6	0	0	0.03	0	200.54	21977	Rainbow City Police Department
13	Jefferson	Birmingham	S-75	0.4	10.4	6	0	1	0.03	5	229.19	25117	Birmingham Police Department
14	Lee	Opelika	I-85	59	69	6	0	2	0.02	3.33	317.44	34788	Opelika Police Department
15	Etowah	Gadsden	S-1	250.1	260.1	5	0	1	0.03	2	181.39	19878	Gadsden Police Department
16	Jefferson	Birmingham	S-7	136	146	5	0	2	0.03	4	160.91	17634	Birmingham Police Department
17	Shelby	Rural Shelby	I-65	227	237	5	1	2	0.01	16	423.09	46366	Alabama DPS - Birmingham Post
18	Elmore	Prattville	S-14	154.3	164.3	4	0	2	0.02	7.5	181.17	19854	Millbrook Police Department
19	Jefferson	Birmingham	S-3	274	284	4	0	1	0.02	7.5	206.47	22627	Birmingham Police Department
20	Jefferson	Rural Jefferson	I-459	16.5	26.5	4	0	0	0.01	0	762.2	83529	Alabama DPS - Birmingham Post
21	Jefferson	Rural Jefferson	I-459	28.5	34	4	0	1	0.01	7.5	279.48	55688	Alabama DPS - Birmingham Post
22	St Clair	Moody	S-25	171	181	4	0	1	0.03	2.5	126.8	13896	Moody Police Department

Top 32 Intersections in the East Region with 2 or More Child Restraint Deficient Crashes

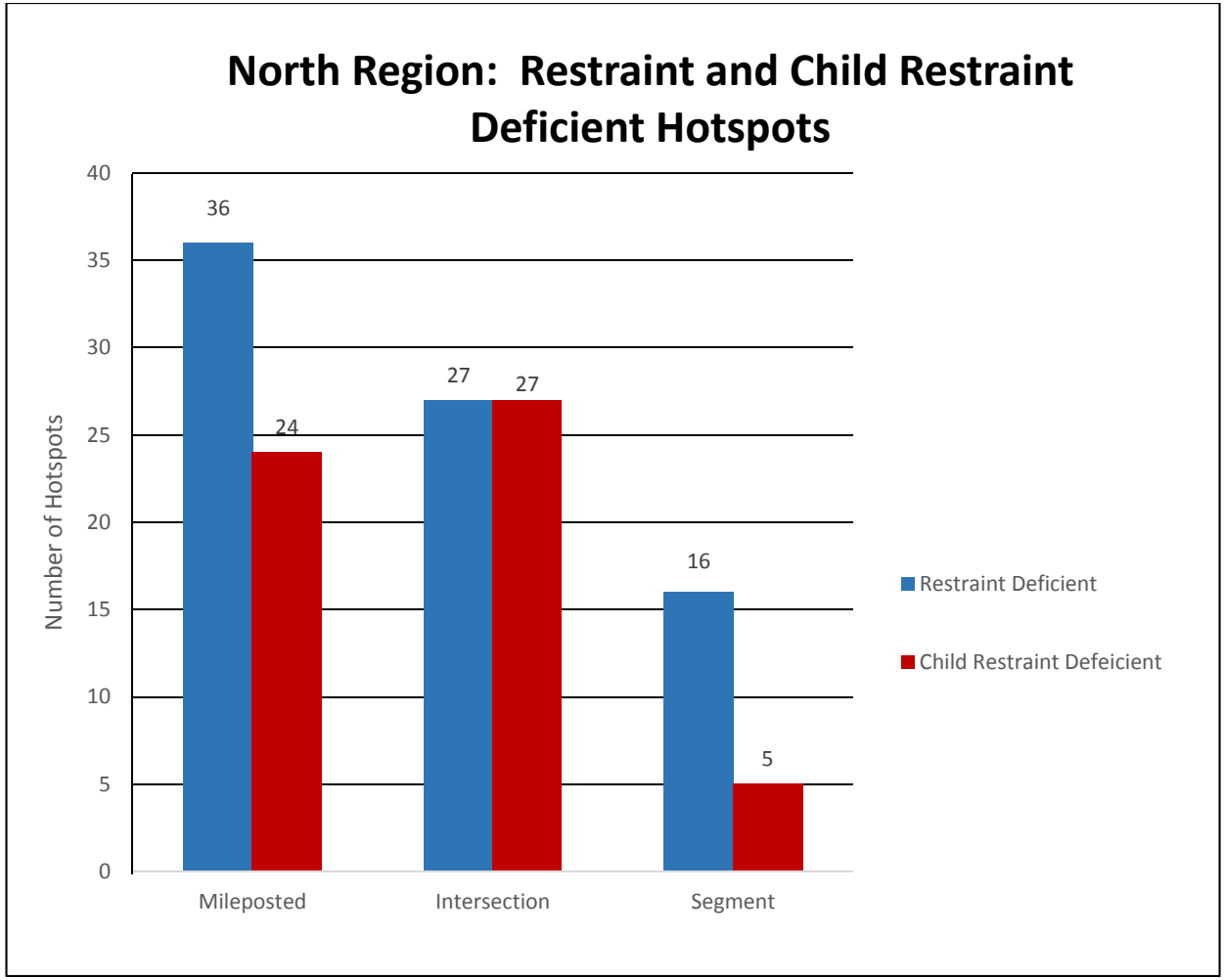
Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Node 1	Node 2	Location	Agency ORI
1	Jefferson	Birmingham	4	0	2	2	15	2873	N/A	INTERSTATE 59 at TALLAPOOSA ST SR79 INTCHG	Birmingham Police Department
2	Jefferson	Midfield	3	0	0	3	0	215	N/A	AL-5 at AL-7	Midfield Police Department
3	Jefferson	Birmingham	3	0	2	1	16.67	664	N/A	30TH CT ENSLEY at BESSEMER RD SR-5 US-11	Birmingham Police Department
4	Jefferson	Birmingham	3	0	0	3	0	395	N/A	258 at I-65	Birmingham Police Department
5	Jefferson	Birmingham	3	0	0	3	0	1748	N/A	AL-4 at AL-5	Birmingham Police Department
6	Jefferson	Trussville	3	0	1	2	3.33	17398	N/A	NO DESCRIPTION AVAILABLE	Trussville Police Department
7	Jefferson	Birmingham	3	0	0	3	0	653	N/A	AVE V ENSLEY at BESS RD SR-5 US-11 W JCT	Birmingham Police Department
8	Jefferson	Homewood	3	0	0	3	0	35025	N/A	I-65 at LAKESHORE PKY	Homewood Police Department
9	Shelby	Pelham	3	0	0	3	0	167	N/A	NO DESCRIPTION AVAILABLE	Pelham Police Department
10	Calhoun	Oxford	2	0	0	2	0	156	N/A	AL-1 at AL-21	Oxford Police Department
11	Calhoun	Oxford	2	0	1	1	5	847	N/A	NO DESCRIPTION AVAILABLE	Oxford Police Department
12	Elmore	Prattville	2	0	0	2	0	1624	N/A	NO DESCRIPTION AVAILABLE	Prattville Police Department
13	Etowah	Gadsden	2	0	2	0	10	3240	N/A	2 at I-759	Gadsden Police Department
14	Jefferson	Midfield	2	0	0	2	0	222	N/A	AL-5 at AL-7	Midfield Police Department
15	Jefferson	Birmingham	2	0	1	1	10	1111	N/A	NO DESCRIPTION AVAILABLE	Birmingham Police Department
16	Jefferson	Birmingham	2	0	0	2	0	11646	N/A	AL-4 at CRESTWOOD BLVD	Birmingham Police Department
17	Jefferson	Fairfield	2	0	0	2	0	396	N/A	47TH ST at GARY AVE	Fairfield Police Department
18	Jefferson	Birmingham	2	0	1	1	10	10585	N/A	25TH STREET ENSLEY at AVENUE S	Birmingham Police Department
19	Jefferson	Birmingham	2	0	0	2	0	1774	N/A	ARKADELPHIA RD at I59 N ON RAMP N JCT	Birmingham Police Department
20	Jefferson	Birmingham	2	0	2	0	10	997	N/A	1ST ST S at 4TH AVE S	Birmingham Police Department
21	Jefferson	Birmingham	2	0	1	1	5	403	N/A	GREEN SPRINGS AVE at I 65 EXIT RAMP NB	Birmingham Police Department
22	Jefferson	Birmingham	2	0	0	2	0	2653	N/A	125 at 25TH ST N	Birmingham Police Department
23	Jefferson	Homewood	2	0	0	2	0	185	N/A	256B at I-65	Homewood Police Department

Top 32 Intersections in the East Region - Continued

Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Node 1	Node 2	Location	Agency ORI
24	Jefferson	Birmingham	2	0	1	1	5	656	N/A	BESSEMER RD at ENSLEY AVE	Birmingham Police Department
25	Jefferson	Birmingham	2	0	0	2	0	655	N/A	AL-5 at AL-7	Birmingham Police Department
26	Jefferson	Fultondale	2	0	1	1	10	515	N/A	I-65 at WALKER CHAPEL RD	Fultondale Police Department
27	Shelby	Alabaster	2	0	0	2	0	140	N/A	1ST ST SW at SR-119 MONTEVALLO RD	Alabaster Police Department
28	Shelby	Rural Shelby	2	0	0	2	0	10666	N/A	NO DESCRIPTION AVAILABLE	Shelby County Sheriff's Office
29	Shelby	Alabaster	2	0	0	2	0	278	N/A	INDUSTRIAL RD CO RD 66 at 1ST ST N SR-3 US-31	Alabaster Police Department
30	Shelby	Alabaster	2	0	1	1	5	175	N/A	INTERSTATE 65 at US-31 SR-3 INTER-CHANGE	Alabaster Police Department
31	Shelby	Rural Shelby	2	0	0	2	0	9804	N/A	NO DESCRIPTION AVAILABLE	Shelby County Sheriff's Office
32	Talladega	Talladega	2	0	2	0	10	1197	N/A	AL-275 at AL-77	Talladega Police Department

Top 9 Segments in the East Region with 2 or More Child Restraint Deficient Crashes

Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Node 1	Node 2	Route	Location	Agency ORI
1	Jefferson	Rural Jefferson	2	0	0	2	0	9046	15582	I-459	NO DESCRIPTION AVAILABLE	Alabama DPS - Birmingham Post
2	Jefferson	Birmingham	2	0	0	2	0	4294	149	I-65	CR-18 at DOWNEY ST	Birmingham Police Department
3	Jefferson	Birmingham	2	0	0	2	0	4698	4699	S-75	AL-75 at PARKWAY E and AL-75 at ORCHARD RD	Birmingham Police Department
4	Jefferson	Birmingham	2	0	0	2	0	1512	1771	I-59	19TH ST ENSLEY at BUSH BLVD and 123 at I-20	Birmingham Police Department
5	Jefferson	Rural Jefferson	2	0	0	2	0	15125	14947	I-459	NO DESCRIPTION AVAILABLE	Alabama DPS - Birmingham Post
6	Jefferson	Rural Jefferson	2	0	1	1	15	35616	20612	I-459	NO DESCRIPTION AVAILABLE	Alabama DPS - Birmingham Post
7	Lee	Rural Lee	2	0	2	0	10	7140	7142	I-85	AL-15 at CR-180	Alabama DPS - Opelika Post
8	Macon	Rural Macon	2	0	0	2	0	7477	7510	I-85	NO DESCRIPTION AVAILABLE	Alabama DPS - Opelika Post
9	Shelby	Pelham	2	0	0	2	0	71	260	I-65	NO DESCRIPTION AVAILABLE	Pelham Police Department


North Region: Restraint and Child Restraint Deficient Hotspots
Number of Hotspots
40
35
30
25
20
15
10
5
0
36
24
27
27
16
5
Mileposted
Intersection
Segment
Restraint Deficient
Child Restraint Defeicient

Top 36 Mileposted Locations (10 Miles in Length) in the North Region with 20 or More Restraint Deficient Crashes

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	C/MVM	Severity Index	MVM	ADT	Agency ORI
1	Marshall	Albertville	S-1	281.5	291.5	58	1	29	0.11	10.34	530.36	29061	Albertville Police Department
2	Tuscaloosa	Tuscaloosa	S-6	46.5	56.5	46	2	24	0.08	12.83	609.35	33389	Tuscaloosa Police Department
3	Marshall	Guntersville	S-1	292	302	44	2	18	0.12	10.91	361.97	19834	Guntersville Police Department
4	Tuscaloosa	Tuscaloosa	S-215	1.2	11.2	44	0	23	0.17	10.23	264.84	14512	Tuscaloosa Police Department
5	Tuscaloosa	Rural Tuscaloosa	I-59	71.5	81.5	42	2	16	0.05	10.48	897.97	49204	Alabama DPS - Tuscaloosa Post
6	Madison	Huntsville	S-53	310	320	39	0	25	0.04	14.1	1038.35	56896	Huntsville Police Department
7	Madison	Huntsville	S-2	84	94	34	0	10	0.05	5.29	652.51	35754	Huntsville Police Department
8	Morgan	Hartselle	S-3	345.1	355.1	29	1	18	0.09	14.48	323.21	17710	Hartselle Police Department
9	Cullman	Cullman	S-3	317	327	28	1	8	0.1	7.86	276.18	15133	Cullman Police Department
10	Limestone	Rural Limestone	S-2	74	84	28	1	11	0.07	11.79	389.4	21337	Alabama DPS - Decatur Post
11	Madison	Huntsville	S-1	328	338	28	0	15	0.03	9.64	824.83	45196	Huntsville Police Department
12	Madison	Rural Madison	S-1	338	348	28	2	15	0.06	14.29	497.53	27262	Alabama DPS - Huntsville Post
13	Tuscaloosa	Rural Tuscaloosa	S-69	134.9	144.9	28	1	15	0.06	14.29	469.01	25699	Alabama DPS - Tuscaloosa Post
14	Walker	Jasper	S-5	162	172	27	1	13	0.07	9.63	369.65	20255	Alabama DPS - Birmingham Post
15	Marshall	Albertville	S-205	0.5	10.5	26	2	16	0.21	16.92	121.73	6670	Albertville Police Department
16	Morgan	Hartselle	S-36	19	29	26	1	15	0.18	14.62	142.64	7816	Hartselle Police Department
17	Jackson	Scottsboro	S-35	42	52	25	0	13	0.12	8.4	215.13	11788	Scottsboro Police Department
18	Madison	Huntsville	I-565	7	17	23	2	14	0.02	17.83	1210.05	66304	Huntsville Police Department
19	Morgan	Rural Morgan	S-53	300	310	23	1	16	0.06	17.83	392.08	21484	Alabama DPS - Decatur Post
20	Tuscaloosa	Rural Tuscaloosa	I-59	93.5	103.5	23	1	13	0.02	16.09	997	54630	Alabama DPS - Tuscaloosa Post
21	Tuscaloosa	Northport	S-6	36.5	46.5	23	0	16	0.05	14.78	433.95	23778	Northport Police Department
22	Tuscaloosa	Northport	S-13	194.7	204.7	23	1	13	0.05	13.48	496.69	27216	Northport Police Department
23	Cullman	Rural Cullman	I-65	286	296	22	2	12	0.03	16.82	713.26	39083	Alabama DPS - Decatur Post

Top 36 Mileposted Locations - Continued

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	C/MVM	Severity Index	MVM	ADT	Agency ORI
24	Jackson	Scottsboro	S-2	131.6	141.6	22	0	13	0.07	11.36	310.52	17015	Scottsboro Police Department
25	Marshall	Boaz	S-168	7.4	17.4	22	1	13	0.19	17.27	117.27	6426	Boaz Police Department
26	Tuscaloosa	Rural Tuscaloosa	I-59	61.3	71.3	22	4	7	0.04	16.36	502.88	27555	Alabama DPS - Tuscaloosa Post
27	Tuscaloosa	Rural Tuscaloosa	I-59	82.7	92.7	22	1	11	0.03	15	860.27	47138	Alabama DPS - Tuscaloosa Post
28	Lauderdale	Florence	S-2	33.5	43.5	21	0	8	0.04	8.1	475.63	26062	Florence Police Department
29	Limestone	Rural Limestone	S-2	63.2	73.2	21	1	15	0.1	18.57	216.59	11868	Alabama DPS - Decatur Post
30	Madison	Huntsville	S-53	320	330	21	1	12	0.06	14.76	351.93	19284	Alabama DPS - Huntsville Post
31	Colbert	Muscle Shoals	S-2	23.5	33.5	20	2	8	0.05	13.5	418.86	22951	Muscle Shoals Police Department
32	Cullman	Rural Cullman	S-69	240.2	250.2	20	0	10	0.08	8.5	235.92	12927	Alabama DPS - Decatur Post
33	Lauderdale	Rural Lauderdale	S-17	335	345	20	1	9	0.15	13	131.16	7187	Alabama DPS - Quad Cities Post
34	Madison	Huntsville	S-2	94	104	20	0	14	0.03	12.5	631.05	34578	Huntsville Police Department
35	Madison	Rural Madison	S-53	330	340	20	0	11	0.13	15	155.38	8514	Alabama DPS - Huntsville Post
36	Morgan	Rural Morgan	I-65	330.9	340.9	20	1	5	0.03	8.5	611.96	33532	Alabama DPS - Decatur Post

Top 27 Intersections in the North Region with 4 or More Restraint Deficient Crashes

Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Node 1	Node 2	Location	Agency ORI
1	Lawrence	Rural Lawrence	9	1	5	3	17.78	8840	N/A	NO DESCRIPTION AVAILABLE	Alabama DPS -Decatur Post
2	Marshall	Albertville	7	0	2	5	4.29	358	N/A	AL-1 At E MAIN ST	Albertville Police Department
3	Tuscaloosa	Tuscaloosa	6	0	2	4	8.33	65	N/A	AL-6 At 37TH ST E	Tuscaloosa Police Department
4	Jackson	Scottsboro	5	0	4	1	16	697	N/A	CR-33 At JOHN T REID PKY	Scottsboro Police Department
5	Madison	Huntsville	5	0	3	2	8	2065	N/A	DRAKEAVE SW At TRIANABLVD SW	Huntsville Police Department
6	Tuscaloosa	Tuscaloosa	5	0	1	4	4	188	N/A	AL-215 At 2NDAVE	UA - Police Department
7	Jackson	Rural Jackson	4	0	3	1	15	7426	N/A	AL-71 At CR-88	Alabama DPS - Huntsville Post
8	Jackson	Scottsboro	4	0	2	2	10	642	N/A	NO DESCRIPTION AVAILABLE	Scottsboro Police Department
9	Lauderdale	Florence	4	0	3	1	12.5	1671	N/A	AL-13 At AL-133	Florence Police Department
10	Limestone	Rural Limestone	4	0	1	3	5	7838	N/A	AL-2 At CR-99	Alabama DPS -Decatur Post
11	Limestone	Rural Limestone	4	0	1	3	5	8292	N/A	AL-2 At BURGREEN RD	Alabama DPS -Decatur Post
12	Madison	Madison	4	0	3	1	7.5	200	N/A	AL-2 At WALL TRIANA HWY	Madison Police Department
13	Madison	Madison	4	0	3	1	17.5	539	N/A	NO DESCRIPTION AVAILABLE	Madison Police Department
14	Madison	Huntsville	4	0	2	2	5	2356	N/A	AL-2 At AL-53	Huntsville Police Department
15	Madison	Huntsville	4	0	2	2	10	2446	N/A	OLD MADISON PIKE At RIDEOUT RD	Huntsville Police Department
16	Madison	Huntsville	4	0	1	3	5	2157	N/A	DECATUR HWY SR-20 At RIDEOUT RD	Huntsville Police Department
17	Madison	Huntsville	4	0	4	0	20	5697	N/A	BLUE SPRING RD NW At SPARKMANDR NW	Huntsville Police Department
18	Madison	Huntsville	4	0	4	0	20	5700	N/A	AL-1 At AL-2	Huntsville Police Department
19	Madison	Huntsville	4	1	2	1	20	209	N/A	AL-1 At AL-2	Huntsville Police Department
20	Marshall	Boaz	4	0	1	3	5	44	N/A	AL-1 At BUTLERAVE	Boaz Police Department

Top 27 Intersections in the North Region - Continued

Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Node 1	Node 2	Location	Agency ORI
21	Morgan	Rural Morgan	4	1	2	1	25	8391	N/A	AL-36 At AL-36 E	Alabama DPS -Decatur Post
22	Tuscaloosa	Tuscaloosa	4	0	1	3	2.5	192	N/A	AL-215 At 5THAVE E	Tuscaloosa Police Department
23	Tuscaloosa	Northport	4	0	4	0	22.5	386	N/A	AL-13 At AL-69	Northport Police Department
24	Tuscaloosa	Tuscaloosa	4	1	1	2	17.5	269	N/A	AL-6 At 15TH ST E	Tuscaloosa Police Department
25	Tuscaloosa	Northport	4	0	2	2	7.5	391	N/A	AL-13 At AL-6	Northport Police Department
26	Tuscaloosa	Tuscaloosa	4	0	2	2	7.5	9844	N/A	AL-69 S At AL-69	Tuscaloosa Police Department
27	Walker	Rural Walker	4	2	2	0	32.5	7794	N/A	AL-4 At AL-5	Alabama DPS -Birmingham Post

Top 16 Segments in the North Region with 4 or More Restraint Deficient Crashes

Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Node 1	Node 2	Location	Agency ORI
1	Cullman	Rural Cullman	4	0	1	3	2.5	8321	9581	CR-1043 at CR-1046 and CR-1043 at CR-1045	Alabama DPS - Decatur Post
2	Cullman	Rural Cullman	4	1	3	0	27.5	7281	7541	NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
3	Dekalb	Rural Dekalb	4	0	3	1	20	34	8816	CR-280 at GANN RD SW	Alabama DPS - Gadsden Post
4	Lauderdale	Rural Lauderdale	4	0	2	2	10	7378	7379	AL-17 at CR-28 and AL-17 at CR-124	Alabama DPS - Quad Cities Post
5	Limestone	Rural Limestone	6	1	5	0	31.67	7797	7806	AL-2 at CR-109 and AL-2 at BRIAN HILL RD	Alabama DPS - Decatur Post
6	Madison	Huntsville	4	1	0	3	12.5	13557	13576	AL-20 at 17B	Huntsville Police Department
7	Tuscaloosa	Rural Tuscaloosa	9	0	3	6	7.78	82	8842	NO DESCRIPTION AVAILABLE	Alabama DPS - Tuscaloosa Post
8	Tuscaloosa	Rural Tuscaloosa	7	0	3	4	10	7057	9525	GOLDEN ACRES CIR	Alabama DPS - Tuscaloosa Post
9	Tuscaloosa	Rural Tuscaloosa	6	1	4	1	23.33	7712	8268	NO DESCRIPTION AVAILABLE	Alabama DPS - Tuscaloosa Post
10	Tuscaloosa	Rural Tuscaloosa	5	1	0	4	10	7646	8845	NO DESCRIPTION AVAILABLE	Alabama DPS - Tuscaloosa Post
11	Tuscaloosa	Rural Tuscaloosa	4	0	3	1	20	8807	8802	AL-69 N at CR-46 and AL-69 N at CRABBE RD	Alabama DPS - Tuscaloosa Post
12	Tuscaloosa	Rural Tuscaloosa	4	0	2	2	12.5	7712	11935	NO DESCRIPTION AVAILABLE	Alabama DPS - Tuscaloosa Post
13	Tuscaloosa	Rural Tuscaloosa	4	2	1	1	30	9525	9140	GOLDEN ACRES CIR at NO DESCRIPTION AVAILABLE	Alabama DPS - Tuscaloosa Post
14	Tuscaloosa	Rural Tuscaloosa	4	0	0	4	0	7433	10225	NO DESCRIPTION AVAILABLE	Alabama DPS - Tuscaloosa Post
15	Tuscaloosa	Rural Tuscaloosa	4	0	1	3	5	10502	7433	NO DESCRIPTION AVAILABLE	Alabama DPS - Tuscaloosa Post
16	Tuscaloosa	Rural Tuscaloosa	4	0	2	2	7.5	7433	8842	NO DESCRIPTION AVAILABLE	Alabama DPS - Tuscaloosa Post

Top 24 Mileposted Locations (10 miles in Length) in the North Region with 4 or More Child Restraint Deficient Crashes

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	C/MVM	Severity Index	MVM	ADT	Agency ORI
1	Madison	Huntsville	S-2	88.5	98.5	17	0	5	0.04	4.12	417.99	45807	Huntsville Police Department
2	Tuscaloosa	Northport	S-13	194.4	204.4	16	0	4	0.06	3.13	262.32	28747	Northport Police Department
3	Madison	Huntsville	S-53	312	322	10	0	4	0.02	6	482.13	52836	Huntsville Police Department
4	Tuscaloosa	Northport	S-6	41.2	51.2	9	0	6	0.03	13.33	315.19	34541	Northport Police Department
5	Lauderdale	Florence	S-2	28.4	38.4	8	0	3	0.04	8.75	221.03	24222	Florence Police Department
6	Madison	Huntsville	S-1	332.7	342.7	8	0	3	0.02	6.25	432.42	47389	Huntsville Police Department
7	Marshall	Boaz	S-1	280.2	290.2	8	0	2	0.03	6.25	262.97	28819	Boaz Police Department
8	Tuscaloosa	Rural Tuscaloosa	S-69	139.6	149.6	8	0	2	0.03	5	282.81	30993	Alabama DPS - Tuscaloosa Post
9	Lauderdale	Florence	S-133	9.8	17	6	0	2	0.06	6.67	102.85	15655	Florence Police Department
10	Limestone	Athens	S-2	75	85	6	0	2	0.03	3.33	187.33	20529	Athens Police Department
11	Tuscaloosa	Tuscaloosa	S-6	51.7	61.7	6	0	2	0.04	5	163.75	17945	Tuscaloosa Police Department
12	Limestone	Athens	S-3	371.9	375	5	0	2	0.15	6	32.81	11599	Athens Police Department
13	Morgan	Decatur	S-3	355.1	365.1	5	0	2	0.02	8	238.81	26171	Decatur Police Department
14	Cullman	Rural Cullman	I-65	298	308	4	0	0	0.01	0	372.51	40823	Alabama DPS - Decatur Post
15	Madison	Huntsville	S-53	301.5	311.5	4	0	2	0.02	12.5	237.29	26004	Huntsville Police Department
16	Madison	Huntsville	S-53	322	332	4	0	2	0.03	7.5	149.34	16366	Huntsville Police Department
17	Madison	Huntsville	S-53	334	344	4	0	0	0.06	0	64.98	7121	Huntsville Police Department
18	Marshall	Guntersville	S-1	291.1	301.1	4	0	1	0.02	2.5	191.63	21000	Guntersville Police Department
19	Marshall	Albertville	S-75	49	59	4	0	0	0.07	0	58.28	6387	Albertville Police Department
20	Marshall	Albertville	S-205	3.7	13.7	4	0	0	0.08	0	49.32	5405	Albertville Police Department
21	Morgan	Decatur	S-67	39.8	48	4	0	0	0.03	0	159.46	21311	Decatur Police Department
22	Tuscaloosa	Rural Tuscaloosa	I-59	64.8	74.8	4	1	0	0.01	12.5	326.75	35808	Alabama DPS - Tuscaloosa Post
23	Tuscaloosa	Tuscaloosa	S-7	73.2	83.2	4	0	1	0.03	7.5	152.4	16701	Tuscaloosa Police Department
24	Tuscaloosa	Tuscaloosa	S-215	1.8	11.8	4	0	2	0.03	7.5	134.98	14792	Tuscaloosa Police Department

Top 27 Intersections in the North Region with 2 or More Child Restraint Deficient Crashes

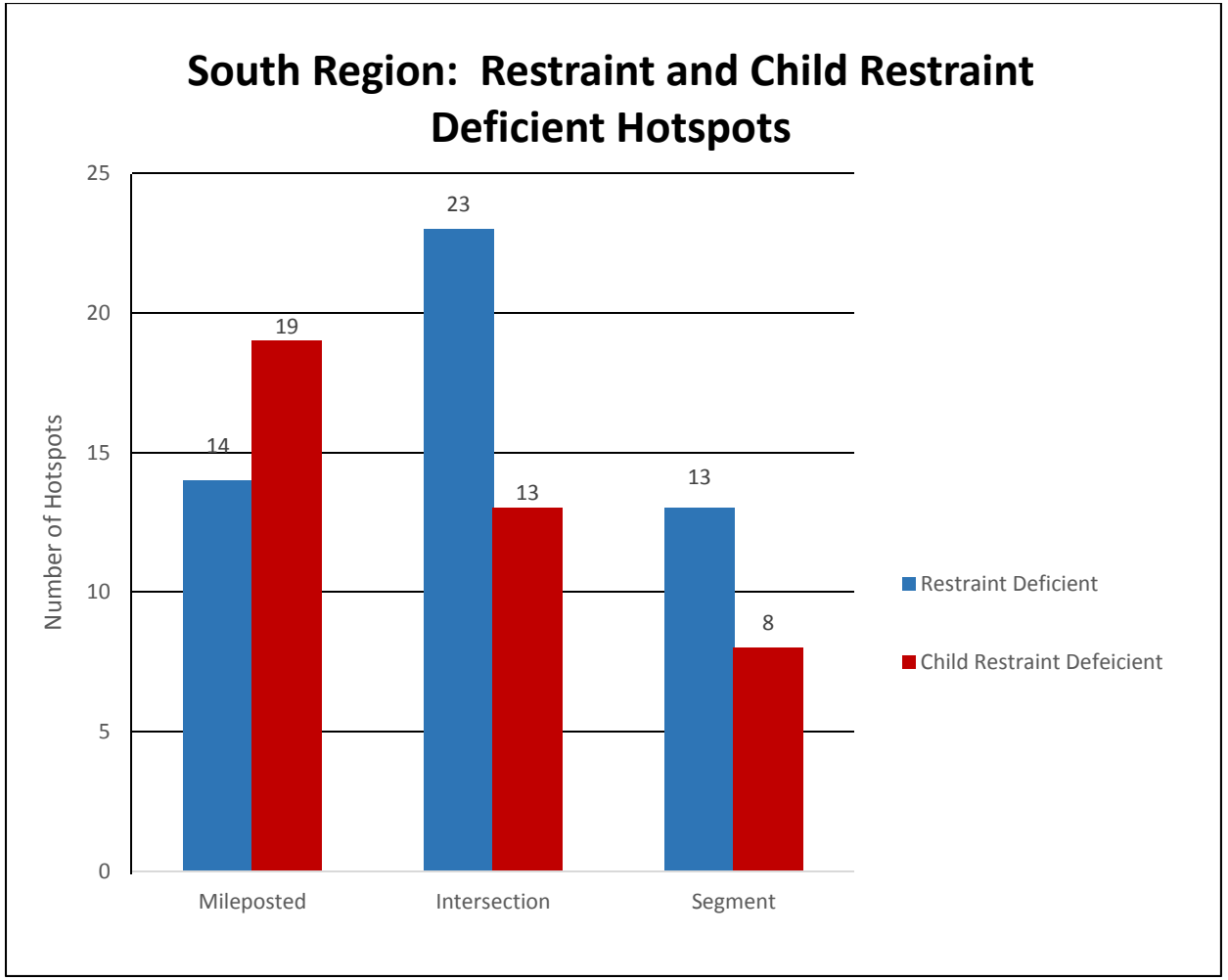
Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Node 1	Node 2	Location	Agency ORI
1	Tuscaloosa	Northport	5	0	0	5	0	391	N/A	AL-13 at AL-6	Northport Police Department
2	Madison	Huntsville	4	0	1	3	5	2065	N/A	DRAKE AVE SW at TRIANA BLVD SW	Huntsville Police Department
3	Limestone	Athens	3	0	1	2	3.33	40	N/A	AL-251 at AL-3	Athens Police Department
4	Madison	Huntsville	3	0	1	2	3.33	5854	N/A	BAILEY COVE RD SE at CARL T JONES DR SE	Huntsville Police Department
5	Tuscaloosa	Tuscaloosa	3	0	0	3	0	9391	N/A	SKYLAND BLVD E at NO DESCRIPTION AVAILABLE	Tuscaloosa Police Department
6	Tuscaloosa	Tuscaloosa	3	0	1	2	3.33	591	N/A	AL-6 at MCFARLAND BLVD NE	Tuscaloosa Police Department
7	Colbert	Muscle Shoals	2	0	2	0	20	314	N/A	AVALON AVE at JOHN R ST	Muscle Shoals Police Department
8	Cullman	Cullman	2	0	0	2	0	631	N/A	AL-3 at AL-69	Cullman Police Department
9	Cullman	Good Hope	2	0	0	2	0	75	N/A	NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
10	Jackson	Scottsboro	2	0	0	2	0	7380	N/A	NO DESCRIPTION AVAILABLE	Scottsboro Police Department
11	Jackson	Scottsboro	2	0	0	2	0	620	N/A	VETERANS DR at E WILLOW ST	Scottsboro Police Department
12	Lauderdale	Florence	2	0	1	1	10	362	N/A	AL-13 at AL-157	Florence Police Department
13	Lauderdale	Florence	2	0	0	2	0	1671	N/A	AL-13 at AL-133	Florence Police Department
14	Lauderdale	Florence	2	0	1	1	5	1793	N/A	AL-133 at CR-47	Florence Police Department
15	Lauderdale	Florence	2	0	0	2	0	1506	N/A	AL-133 at AL-157	Florence Police Department
16	Limestone	Athens	2	0	1	1	5	404	N/A	AL-2 at LINDSAY LN S	Athens Police Department
17	Madison	Rural Madi-son	2	0	0	2	0	7567	N/A	BURWELL RD at JEFF RD	Alabama DPS - Huntsville Post
18	Madison	Huntsville	2	0	1	1	5	3411	N/A	AL-53 at JORDAN LN NW	Huntsville Police Department
19	Madison	Huntsville	2	0	0	2	0	10162	N/A	CROMWELL CIR at DEAD END	Huntsville Police Department
20	Madison	Madison	2	0	1	1	5	202	N/A	AL-2 at HUGHES RD	Madison Police Department

Top 27 Intersections in the North Region - Continued

Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Node 1	Node 2	Location	Agency ORI
21	Madison	Huntsville	2	0	2	0	15	2313	N/A	AL-53 at HOLMES AVE NW	Huntsville Police Department
22	Madison	Huntsville	2	0	1	1	5	2356	N/A	AL-2 at AL-53	Huntsville Police Department
23	Marshall	Boaz	2	0	0	2	0	581	N/A	N SNEAD ST at SPARKS AVE	Boaz Police Department
24	Tuscaloosa	Rural Tuscaloosa	2	0	2	0	20	8856	N/A	AL-69 S at AL-69	Alabama DPS - Tuscaloosa Post
25	Tuscaloosa	Tuscaloosa	2	0	1	1	15	16	N/A	AL-6 at AL-7	Tuscaloosa Police Department
26	Tuscaloosa	Tuscaloosa	2	0	1	1	5	6054	N/A	NO DESCRIPTION AVAILABLE	Tuscaloosa Police Department
27	Tuscaloosa	Northport	2	0	0	2	0	905	N/A	AL 13 US 43 at CITY ST 1356 & CL	Northport Police Department

Top 5 Segments in the North Region with 2 or More Child Restraint Deficient Crashes

Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Node 1	Node 2	Route	Location	Agency ORI
1	Lawrence	Rural Lawrence	2	0	1	1	10	7773	7775	S-157	AL-157 at CR-147 and AL-157 at CR-108	Alabama DPS - Quad Cities Post
2	Madison	Huntsville	2	0	0	2	0	5484	5483	6178	KENWOOD DR NW and ELIZABETH ST NW at MASTIN LAKE RD NW	Huntsville Police Department
3	Marshall	Albertville	2	0	0	2	0	698	884	S-1	AL-1 at HIGHLAND ST and AL-1 at N CARLISLE ST	Albertville Police Department
4	Tuscaloosa	Rural Tuscaloosa	2	0	0	2	0	9525	7057	I-59	GOLDEN ACRES CIR at NO DESCRIPTION AVAILABLE	Alabama DPS - Tuscaloosa Post
5	Tuscaloosa	Tuscaloosa	2	0	1	1	10	9140	9674	I-359	71A at I-20 and AL-69 at I-359	Tuscaloosa Police Department


South Region: Restraint and Child Restraint Deficient Hotspots
Number of Hotspots
25
20
15
10
5
0
14
19
23
13
13
8
Mileposted
Intersection
Segment
Restraint Deficient
Child Restraint Defeicient

Top 14 Mileposted Locations (10 Miles in Length) in the South Region with 20 or More Restraint Deficient Crashes

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	C/MVM	Severity Index	MVM	ADT	Agency ORI
1	Mobile	Prichard	S-17	0.8	10.8	57	1	14	0.28	5.96	203.71	11162	Prichard Police Department
2	Mobile	Mobile	I-10	22	32	51	3	25	0.04	11.76	1247.13	68336	Mobile Police Department
3	Mobile	Mobile	I-65	0.5	10.5	42	7	14	0.03	15	1446.18	79243	Mobile Police Department
4	Mobile	Rural Mobile	S-42	11.9	21.9	38	1	20	0.08	12.37	505.74	27712	Alabama DPS - Mobile Post
5	Mobile	Rural Mobile	S-42	1.9	11.9	30	2	17	0.12	16	249.48	13670	Alabama DPS - Mobile Post
6	Mobile	Rural Mobile	S-217	1	11	30	3	14	0.21	16.33	145.8	7989	Alabama DPS - Mobile Post
7	Baldwin	Gulf Shores	S-59	0.3	10.3	29	1	14	0.04	10.34	645.17	35352	Gulf Shores Police Department
8	Escambia	Rural 4	S-21	0.5	10.5	26	3	11	0.19	15.38	139.23	7629	Alabama DPS - Evergreen Post
9	Dallas	Rural Dallas	S-8	79	89	25	3	12	0.1	13.6	261.39	14323	Alabama DPS - Selma Post
10	Mobile	Rural Mobile	I-10	0.1	10.1	23	2	8	0.03	10	829.19	45435	Alabama DPS - Mobile Post
11	Mobile	Rural Mobile	S-13	11	21	22	3	10	0.06	17.73	361.72	19820	Alabama DPS - Mobile Post
12	Mobile	Mobile	S-16	16	26	22	1	12	0.05	12.27	476.62	26116	Mobile Police Department
13	Baldwin	Daphne	S-42	35	45	20	0	13	0.04	11	500.1	27403	Daphne Police Department
14	Mobile	Mobile	I-10	11.5	21.5	20	3	11	0.02	20.5	1265.14	69323	Mobile Police Department

Top 23 Intersections in the South Region with 4 or More Restraint Deficient Crashes

Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Node 1	Node 2	Location	Agency ORI
1	Mobile	Prichard	6	1	1	4	10	873	N/A	I-165 At SR-17INTERCHANGE	Prichard Police Department
2	Mobile	Prichard	5	0	0	5	0	1593	N/A	AL-17 At BEAR FORK RD	Prichard Police Department
3	Mobile	Prichard	5	0	1	4	2	1270	N/A	AL-17 At AL-217	Prichard Police Department
4	Mobile	Prichard	5	0	0	5	0	1145	N/A	AL-17 At OPPAVE	Prichard Police Department
5	Mobile	Saraland	5	0	4	1	12	9410	N/A	NO DESCRIPTION AVAILABLE	Saraland Police Department
6	Mobile	Prichard	5	0	0	5	0	927	N/A	AL-17 At SATMOREAVE	Prichard Police Department
7	Sumter	Livingston	5	0	4	1	18	5007	N/A	NO DESCRIPTION AVAILABLE	Livingston Police Department
8	Baldwin	Fairhope	4	0	0	4	0	181	N/A	CR-3 At CR-48	Fairhope Police Department
9	Baldwin	Daphne	4	0	3	1	15	458	N/A	AL-16 At AL-42	Daphne Police Department
10	Baldwin	Daphne	4	0	4	0	17.5	8841	N/A	NO DESCRIPTION AVAILABLE	Daphne Police Department
11	Dallas	RuralDallas	4	1	2	1	25	7609	N/A	AL-140 At AL-41	Alabama DPS - Selma Post
12	Mobile	Rural Mobile	4	0	2	2	12.5	8860	N/A	HICKORY LNW At NORTHWOODS-DRW	Alabama DPS - Mobile Post
13	Mobile	Bayou LaBatre	4	0	1	3	5	209	N/A	NO DESCRIPTION AVAILABLE	Bayou LaBatre Police Department
14	Mobile	Mobile	4	0	2	2	5	635	N/A	CODY RD At COTTAGE HILL RD	Mobile Police Department
15	Mobile	Mobile	4	0	2	2	12.5	3472	N/A	AL-16 At GOVERNMENT ST	Mobile Police Department
16	Mobile	Prichard	4	0	1	3	2.5	915	N/A	NOBLEAVE At ST STEPHENS RD SR-17	Prichard Police Department
17	Mobile	Prichard	4	0	0	4	0	580	N/A	PRICHARDAVEW At STEPHENS RD	Prichard Police Department
18	Mobile	Prichard	4	0	1	3	2.5	1234	N/A	AMBER ST At BEAR FORK RD	Prichard Police Department
19	Mobile	Prichard	4	0	0	4	0	926	N/A	AL-17 At HANDAVE	Prichard Police Department
20	Mobile	Mobile	4	0	2	2	10	1346	N/A	AZALEA RD At PACE LN	Mobile Police Department
21	Mobile	Mobile	4	0	1	3	5	7743	N/A	INTERSTATE 10 At US HWY 90INTER-CHANGE	Mobile Police Department
22	Mobile	Mobile	4	0	2	2	12.5	9705	N/A	PATTONAVE At PEACAN ST	Mobile Police Department
23	Mobile	Saraland	4	0	3	1	15	317	N/A	NO DESCRIPTION AVAILABLE	Saraland Police Department

Top 13 Segments in South Region with 4 or More Restraint Deficient Crashes

Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Node 1	Node 2	Location	Agency ORI
1	Baldwin	Rural Baldwin	7	0	0	7	0	8703	8726	NO DESCRIPTION AVAILABLE	Alabama DPS - Mobile Post
2	Conecuh	Rural Conecuh	5	1	3	1	20	7606	7620	101 at I-65	Alabama DPS - Evergreen Post
3	Baldwin	Rural Baldwin	4	0	3	1	12.5	9210	9107	AL-3 at AL-59 and AL-3 at AL-59	Alabama DPS - Mobile Post
4	Baldwin	Daphne	4	1	2	1	22.5	8703	8841	NO DESCRIPTION AVAILABLE	Daphne Police Department
5	Baldwin	Rural Baldwin	4	0	0	4	0	8901	8841	NO DESCRIPTION AVAILABLE	Alabama DPS - Mobile Post
6	Baldwin	Rural Baldwin	4	0	4	0	17.5	8956	8166	NO DESCRIPTION AVAILABLE	Alabama DPS - Mobile Post
7	Baldwin	Gulf Shores	4	0	2	2	7.5	316	543	AL-59 at CR-4	Gulf Shores Police Department
8	Hale	Rural Hale	4	0	1	3	5	158	7449	AL-25 at AL HIGHWAY 25 and AL-25 at CR-33	Alabama DPS - Selma Post
9	Mobile	Mobile	4	3	1	0	45	1293	1361	CR-28 at HALLS MILL RD and GOVERNMENT BLVD US HWY 90 at I-65	Mobile Police Department
10	Mobile	Rural Mobile	4	0	4	0	20	8219	13156	INTERSTATE 10 at MCDONALD RD BRIDGE and INTERSTATE 10 at FOWL RIVER BRIDGE	Alabama DPS - Mobile Post
11	Mobile	Rural Mobile	4	1	1	2	17.5	8150	8314	INTERSTATE 10 at FRANKLIN CREEK BRIDGE and MCDONALD LN at OLD PASCAGOULA RD	Alabama DPS - Mobile Post
12	Mobile	Rural Mobile	4	0	1	3	7.5	8268	8278	CR-11 at GRAND BAY WILMER RD S and BALLARD RD CO 272 at GRAND BAY-WILMER RD	Alabama DPS - Mobile Post
13	Mobile	Rural Mobile	4	0	0	4	0	8219	8230	INTERSTATE 10 at MCDONALD RD BRIDGE and CR-17 at I-10 SERVICE RD	Alabama DPS - Mobile Post

Top 19 Mileposted Locations (10 miles in Length) in the South Region with 4 or More Child Restraint Deficient Crashes

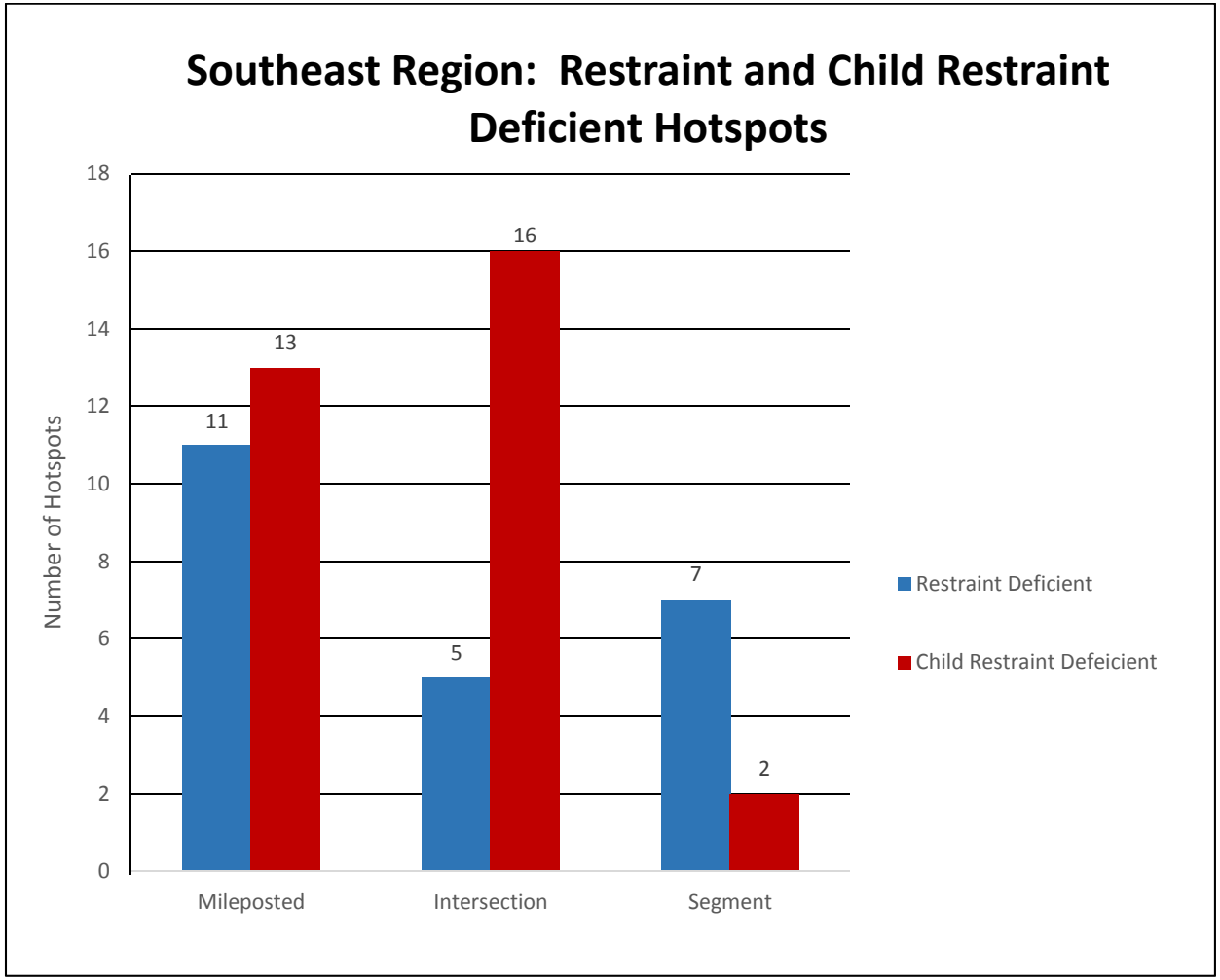
Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	C/MVM	Severity Index	MVM	ADT	Agency ORI
1	Baldwin	Foley	S-59	1	11	19	0	5	0.06	4.21	323.15	35414	Foley Police Department
2	Mobile	Mobile	I-65	2.5	12.5	12	1	3	0.02	10	683.22	74873	Mobile Police Department
3	Mobile	Rural Mobile	S-42	1	11	10	0	3	0.09	7	113.92	12484	Alabama DPS - Mobile Post
4	Mobile	Mobile	I-10	25.9	35.9	9	0	3	0.02	4.44	584.14	64015	Mobile Police Department
5	Baldwin	Foley	S-59	11.1	21.1	7	0	1	0.03	1.43	232.66	25497	Foley Police Department
6	Baldwin	Foley	S-42	60.5	70.5	6	0	2	0.07	6.67	85.88	9412	Foley Police Department
7	Baldwin	Gulf Shores	S-182	2.5	12.5	6	0	2	0.06	5	106.58	11680	Gulf Shores Police Department
8	Mobile	Mobile	I-10	15.5	25.5	6	0	2	0.01	5	694.61	76122	Mobile Police Department
9	Baldwin	Orange Beach	S-180	22	32	5	0	0	0.05	0	96.11	10533	Orange Beach Police Department
10	Mobile	Saraland	S-13	5	15	5	0	0	0.03	0	160.02	17536	Saraland Police Department
11	Baldwin	Daphne	S-42	36	46	4	0	1	0.02	2.5	255.75	28027	Daphne Police Department
12	Baldwin	Daphne	S-181	14	19	4	0	0	0.06	0	64.72	14186	Daphne Police Department
13	Dallas	Valley Grande	S-22	25.1	35.1	4	0	0	0.08	0	50.22	5504	Alabama DPS - Selma Post
14	Mobile	Rural Mobile	S-42	11	21	4	0	1	0.02	2.5	242.54	26580	Alabama DPS - Mobile Post
15	Mobile	Mobile	S-16	15	25	4	0	3	0.02	7.5	238.88	26179	Mobile Police Department
16	Mobile	Mobile	S-16	25.5	35.5	4	0	1	0.03	7.5	136.66	14976	Mobile Police Department
17	Mobile	Saraland	S-158	2.9	10	4	0	2	0.04	7.5	108.17	16696	Saraland Police Department
18	Mobile	Rural Mobile	S-217	6.1	16.1	4	0	2	0.06	10	68.21	7475	Alabama DPS - Mobile Post
19	Mobile	Mobile	S-17	0.8	10.8	4	0	3	0.04	12.5	102.71	11256	Mobile Police Department

Top 13 Intersections in the South Region with 2 or More Child Restraint Deficient Crashes

Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Node 1	Node 2	Location	Agency ORI
1	Mobile	Prichard	3	0	1	2	3.33	2222	N/A	NO DESCRIPTION AVAILABLE	Prichard Police Department
2	Mobile	Mobile	3	0	1	2	6.67	1939	N/A	AIRPORT BLVD at I-65	Mobile Police Department
3	Baldwin	Gulf Shores	2	0	2	0	15	305	N/A	NO DESCRIPTION AVAILABLE	Gulf Shores Police Department
4	Baldwin	Foley	2	0	0	2	0	300	N/A	AL-59 at N MCKENZIE ST	Foley Police Department
5	Baldwin	Foley	2	0	0	2	0	169	N/A	AL-42 at W LAUREL AVE	Foley Police Department
6	Baldwin	Foley	2	0	0	2	0	15114	N/A	NO DESCRIPTION AVAILABLE	Foley Police Department
7	Baldwin	Foley	2	0	1	1	5	7300	N/A	AL-59 at CR-20	Foley Police Department
8	Mobile	Mobile	2	0	1	1	5	89	N/A	AL-16 at DEMETROPOLIS RD	Mobile Police Department
9	Mobile	Saraland	2	0	1	1	5	402	N/A	AL-13 at INDUSTRIAL PKY	Saraland Police Department
10	Mobile	Saraland	2	0	2	0	15	9410	N/A	NO DESCRIPTION AVAILABLE	Saraland Police Department
11	Mobile	Mobile	2	0	0	2	0	2061	N/A	DAUPHIN ST at MCGREGOR AVE S	Mobile Police Department
12	Mobile	Mobile	2	0	0	2	0	40245	N/A	NO DESCRIPTION AVAILABLE	Mobile Police Department
13	Mobile	Mobile	2	0	0	2	0	8853	N/A	INTERSTATE 65 at MOFFAT RD INTERCHANGE	Mobile Police Department

Top 8 Segment in the South Region with 2 or More Child Restraint Deficient Crashes

Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Node 1	Node 2	Route	Location	Agency ORI
1	Baldwin	Gulf Shores	2	0	1	1	10	86	91	S-182	AL-182 at E 2ND ST and AL-182 at E 3RD ST	Gulf Shores Police Department
2	Baldwin	Foley	2	0	0	2	0	630	5	S-59	AL-59 at 9TH AVE	Foley Police Department
3	Baldwin	Daphne	2	0	0	2	0	8841	8703	1010	NO DESCRIPTION AVAILABLE	Daphne Police Department
4	Baldwin	Orange Beach	2	0	0	2	0	308	310	S-180	AL-180 at CANAL RD and AL-180 at CANAL RD	Orange Beach Police Department
5	Baldwin	Robertsdale	2	0	0	2	0	9	209	S-59	AL-104 at AL-59 and AL-59 at CEDAR ST	Robertsdale Police Department
6	Greene	Rural Greene	2	0	0	2	0	7556	7455	I-59	NO DESCRIPTION AVAILABLE	Alabama DPS - Tuscaloosa Post
7	Mobile	Rural Mobile	2	0	0	2	0	9511	13083	S-217	LOTT RD at SCHILLINGER AT NEWBURN RD and AL-217 at FRANK MAPLES RD	Alabama DPS - Mobile Post
8	Mobile	Rural Mobile	2	0	1	1	10	9618	8820	S-42	AL-42 at CHRISTOPHER RD and ED GEORGE RD CO 581 at SR 42 US 98 MOFFAT RD	Alabama DPS - Mobile Post


Southeast Region: Restraint and Child Restraint Deficient Hotspots
Number of Hotspots
18
16
14
12
10
8
6
4
2
0
11
13
5
16
7
2
Mileposted
Intersection
Segment
Restraint Deficient
Child Restraint Defeicient

Top 11 Mileposted Locations (10 Miles in Length) in the Southeast Region with 20 or More Restraint Deficient Crashes

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	C/MVM	Severity Index	MVM	ADT	Agency ORI
1	Houston	Dothan	S-210	0	10	25	1	13	0.05	12.4	536.06	29373	Dothan Police Department
2	Russell	Phenix City	S-1	107.4	117.4	24	1	18	0.05	20	501.93	27503	Phenix City Police Department
3	Houston	Rural Houston	S-1	0.1	10.1	23	1	17	0.08	20.87	288.92	15831	Alabama DPS - Dothan Post
4	Butler	Rural Butler	I-65	111.1	121.1	21	2	10	0.05	16.19	451.8	24756	Alabama DPS - Evergreen Post
5	Houston	Dothan	S-53	22.2	32.2	21	1	7	0.05	8.1	437.73	23985	Dothan Police Department
6	Houston	Dothan	S-12	203	213	21	0	14	0.05	12.86	460.78	25248	Dothan Police Department
7	Montgomery	Rural Montgomery	I-65	166.9	176.9	21	0	13	0.02	12.86	1216.05	66633	Alabama DPS - Montgomery Post
8	Montgomery	Montgomery	S-6	153.1	163.1	21	2	14	0.03	18.57	600.44	32901	Montgomery Police Department
9	Autauga	Rural Autauga	S-3	190.6	200.6	20	1	6	0.12	9	164.6	9019	Alabama DPS - Montgomery Post
10	Coffee	Enterprise	S-12	178.7	188.7	20	1	10	0.06	14	345.22	18916	Enterprise Police Department
11	Houston	Dothan	S-1	12.6	22.6	20	0	12	0.06	12	309.43	16955	Dothan Police Department

Top 5 Intersection in the Southeast Region with 4 or More Restraint Deficient Crashes

Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Node 1	Node 2	Location	Agency ORI
1	Coffee	Enterprise	5	0	1	4	2	384	N/A	AL-12 At AL-167	Enterprise Police Department
2	Russell	PhenixCity	5	0	3	2	16	1218	N/A	AL-1 At AL-8	PhenixCity Police Department
3	Houston	Dothan	4	0	1	3	5	841	N/A	AL-12 At AL-210	Dothan Police Department
4	Montgomery	Montgomery	4	0	1	3	2.5	3014	N/A	ANN ST At I-85INTERCHANGE	Montgomery Police Department
5	Montgomery	Montgomery	4	0	2	2	12.5	4370	N/A	AL-21 At AL-53	Montgomery Police Department

Top 7 Segments in the Southeast Region with 4 or More Restraint Deficient Crashes

Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Node 1	Node 2	Location	Agency ORI
1	Butler	Rural Butler	6	1	2	3	16.67	7475	7342	NO DESCRIPTION AVAILABLE	Alabama DPS - Evergreen Post
2	Montgomery	Rural Montgomery	6	2	3	1	25	7222	7491	AL-6 and AL-53 at AL-6	Alabama DPS - Montgomery Post
3	Butler	Rural Butler	5	0	4	1	20	7108	7113	NO DESCRIPTION AVAILABLE	Alabama DPS - Evergreen Post
4	Butler	Rural Butler	5	0	4	1	18	7470	7475	NO DESCRIPTION AVAILABLE	Alabama DPS - Evergreen Post
5	Autauga	Rural Autauga	4	1	0	3	12.5	7438	7430	REED CREEK DR at NO DESCRIP-TION AVAILABLE	Alabama DPS - Montgomery Post
6	Butler	Rural Butler	4	0	2	2	10	7342	7163	NO DESCRIPTION AVAILABLE	Alabama DPS - Evergreen Post
7	Houston	Dothan	4	0	1	3	5	1256	1271	AL-12 at ENTERPRISE HWY and KENT DR at ROSS CLARK CIR	Dothan Police Department

Top 13 Mileposted Locations (10 Miles in Length) in the Southeast Region with 4 or More Child Restraint Deficient Crashes

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	C/MVM	Severity Index	MVM	ADT	Agency ORI
1	Russell	Phenix City	S-1	109.2	119.2	13	0	5	0.05	9.23	259.2	28406	Phenix City Police Department
2	Houston	Dothan	S-210	0.8	10.8	12	0	2	0.05	3.33	263.84	28914	Dothan Police Department
3	Montgomery	Montgomery	S-6	153.2	163.2	10	0	4	0.03	5	310.38	34014	Montgomery Police Department
4	Houston	Dothan	S-12	202.3	212.3	8	0	3	0.03	3.75	229.05	25101	Dothan Police Department
5	Houston	Dothan	S-1	7.4	17.4	7	0	4	0.04	10	167.36	18341	Dothan Police Department
6	Barbour	Eufaula	S-1	65	75	6	0	3	0.04	8.33	158.14	17330	Eufaula Police Department
7	Pike	Troy	S-10	168.5	178.5	6	0	2	0.03	5	191.01	20933	Troy Police Department
8	Houston	Dothan	S-53	15.5	25.5	4	0	1	0.03	7.5	140.99	15451	Dothan Police Department
9	Houston	Dothan	S-53	25.5	35.5	4	0	1	0.02	2.5	196.53	21538	Dothan Police Department
10	Montgomery	Montgomery	I-65	168	178	4	0	1	0.01	2.5	615.41	67442	Montgomery Police Department
11	Montgomery	Montgomery	I-85	6	16	4	1	0	0.01	12.5	489.1	53600	Montgomery Police Department
12	Montgomery	Montgomery	S-8	137	147	4	1	1	0.01	20	395.02	43290	Montgomery Police Department
13	Russell	Rural Russell	S-8	210.2	218	4	0	2	0.02	12.5	206.26	28979	Phenix City Police Department

Top 16 Intersections in the Southeast Region with 2 or More Child Restraint Deficient Crashes

Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Node 1	Node 2	Location	Agency ORI
1	Russell	Phoenix City	5	0	2	3	8	1218	N/A	AL-1 at AL-8	Phoenix City Police Department
2	Houston	Dothan	3	0	0	3	0	2230	N/A	AL-53 at MONTGOMERY HWY	Dothan Police Department
3	Montgomery	Montgomery	3	0	1	2	3.33	1378	N/A	ATLANTA HWY SR-8 US-80 at EAST BLVD SER RD S SIDE	Montgomery Police Department
4	Coffee	Enterprise	2	0	0	2	0	384	N/A	AL-12 at AL-167	Enterprise Police Department
5	Coffee	Enterprise	2	0	1	1	5	860	N/A	AL-12 at AL-134	Enterprise Police Department
6	Crenshaw	Luverne	2	0	0	2	0	21	N/A	AL-15 at AL-9	Luverne Police Department
7	Henry	Headland	2	0	0	2	0	261	N/A	AL-1 at AL-134	Headland Police Department
8	Houston	Dothan	2	0	1	1	5	1531	N/A	AL-1 at AL-53	Dothan Police Department
9	Houston	Dothan	2	0	0	2	0	2484	N/A	S PARK AVE at ROSS CLARK CIR	Dothan Police Department
10	Houston	Dothan	2	0	0	2	0	1250	N/A	AL-12 at ENTERPRISE HWY	Dothan Police Department
11	Houston	Dothan	2	0	0	2	0	841	N/A	AL-12 at AL-210	Dothan Police Department
12	Houston	Dothan	2	0	0	2	0	2085	N/A	REEVES ST at NO DESCRIPTION AVAIL-ABLE	Dothan Police Department
13	Montgomery	Montgomery	2	0	1	1	5	4637	N/A	S COURT ST at W PATTON AVE	Montgomery Police Department
14	Montgomery	Montgomery	2	0	2	0	20	1915	N/A	S LAWRENCE ST at E SOUTH ST	Montgomery Police Department
15	Montgomery	Montgomery	2	0	0	2	0	4323	N/A	AL-271 at CR-626	Montgomery Police Department
16	Russell	Phoenix City	2	0	1	1	10	174	N/A	AL-1 at KNOWLES RD	Phoenix City Police Department

Top 2 Segments in the Southeast Region with 2 or More Child Restraint Deficient Crashes

Rank	County	City	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Node 1	Node 2	Route	Location	Agency ORI
1	Butler	Greenville	2	0	1	1	10	477	7470	I-65	NO DESCRIPTION AVAILABLE	Greenville Police Department
2	Montgomery	Montgomery	2	0	0	2	0	10484	2996	6022	F SCOTT DR at ZELDA RD and ANN ST at ZELDA RD	Montgomery Police Department

Attachment B – Restraint Issues Problem ID

B1. Introduction

The goal of this problem identification is to assure that the restraint enforcement program considered by the state throughout FY 2016 is completely evidence-based, the evidence being derived from past data obtained from crash records.

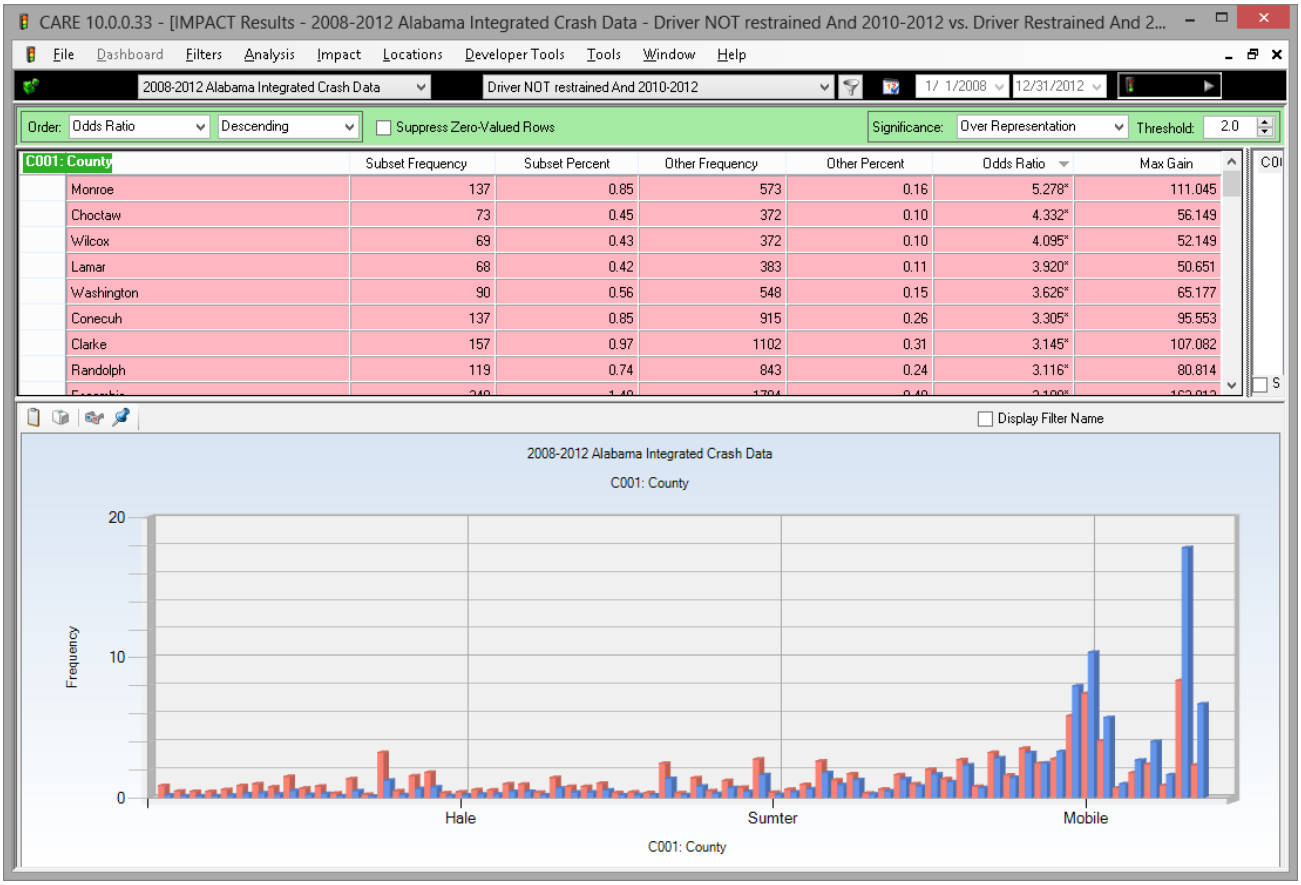
A problem identification study was conducted based on data that were consistent with that used in the FY 2015 HSP, calendar years 2011-2013. This study was updated using five years of data (CY 2010 through 2014) and those displays were replaced when the Information Mining Performance Analysis Control Technique (IMPACT) outputs showed a significant difference in the original and the new findings. As expected, very few of the findings changed, and those which did are so noted in the discussion of the output displays on the following pages.

The CARE IMPACT displays included are used to display the information. The comparisons made were between those crashes in which the causal drivers were not restrained (generally represented by the red bars in the charts) and those which were reported to be restrained (generally represented by the blue bars in the charts). The use of proper restraints by causal drivers is seen to be an excellent proxy for proper restraint use by all passengers in the vehicle.

B2. Geographical Factors

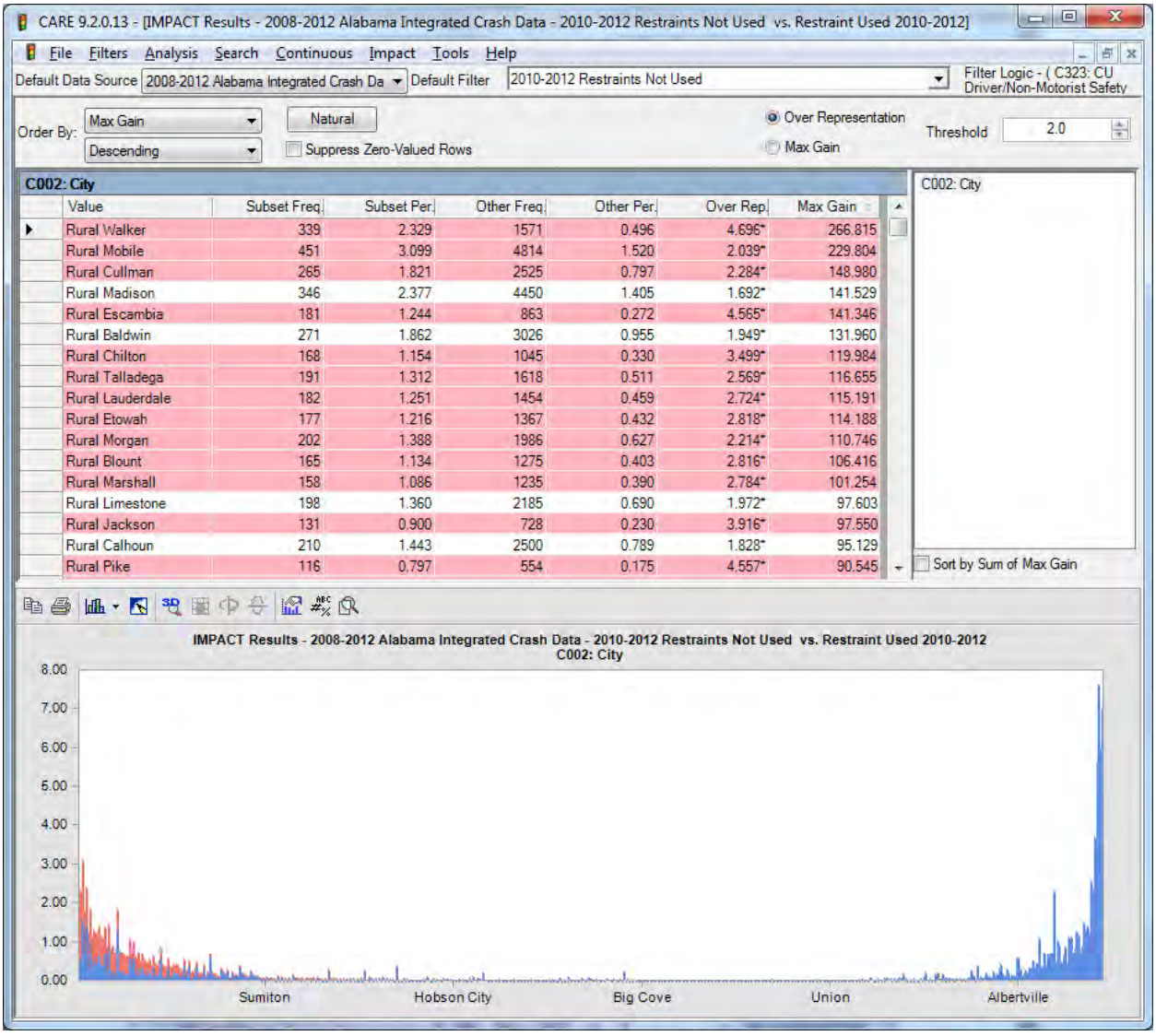
Geographical factors were analyzed in order to determine which areas are overrepresented for crashes involving drivers who did not use restraints. In order to determine these problem areas, geographical factors were analyzed in the following categories: county, city, rural versus urban, highway classification and locale.

B2.1 County



The counties with the greatest overrepresentation factors for crashes in which the driver failed to use restraints include Monroe, Choctaw, Wilcox and Lamar. The more populated urbanized counties generally showed the highest restraint use.

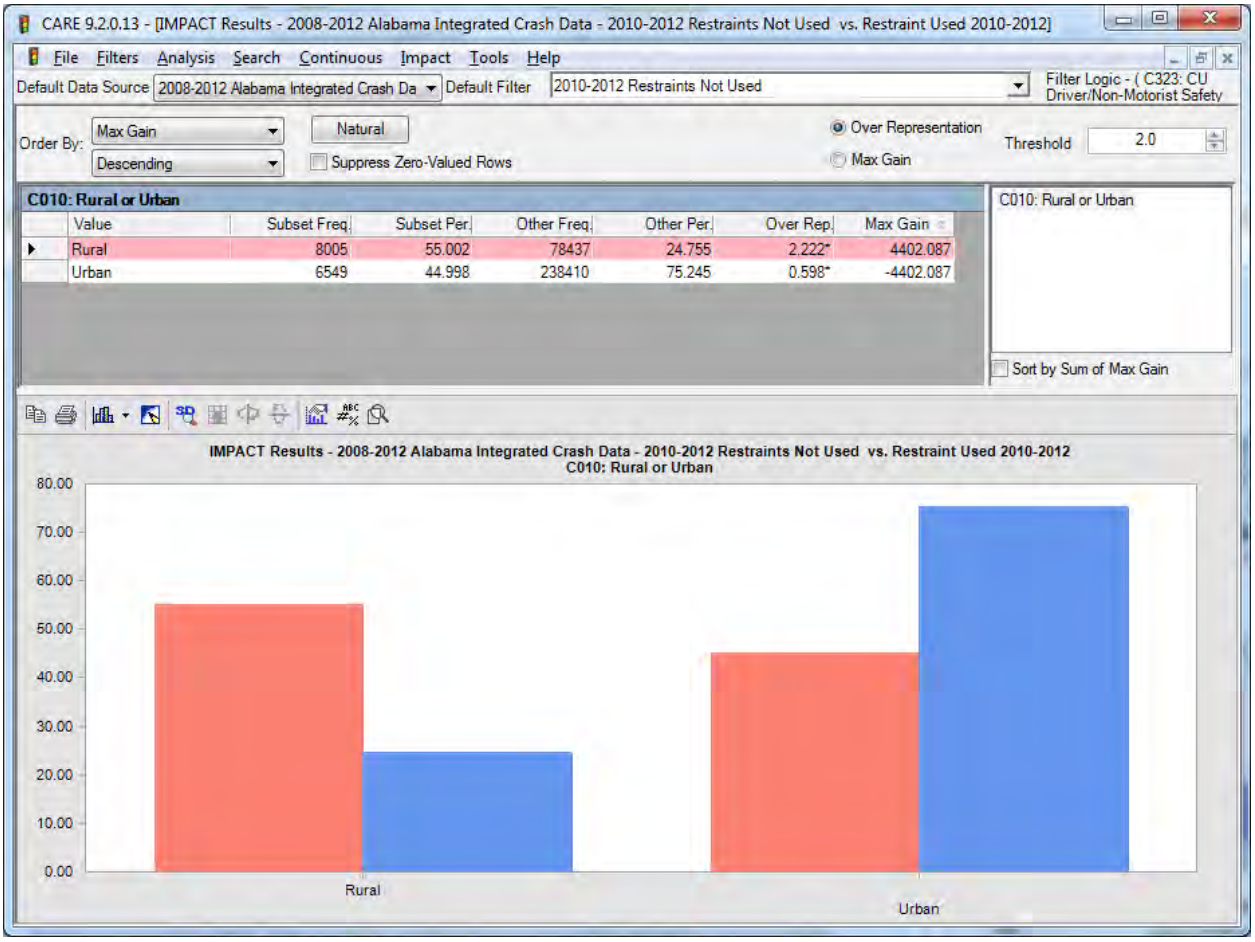
B2.2 City



Value	Subset Freq.	Subset Per.	Other Freq.	Other Per.	Over Rep.	Max Gain
Rural Walker	339	2.329	1571	0.496	4.696*	266.815
Rural Mobile	451	3.099	4814	1.520	2.039*	229.804
Rural Cullman	265	1.821	2525	0.797	2.284*	148.980
Rural Madison	346	2.377	4450	1.405	1.692*	141.529
Rural Escambia	181	1.244	863	0.272	4.565*	141.346
Rural Baldwin	271	1.862	3026	0.955	1.949*	131.960
Rural Chilton	168	1.154	1045	0.330	3.499*	119.984
Rural Talladega	191	1.312	1618	0.511	2.569*	116.655
Rural Lauderdale	182	1.251	1454	0.459	2.724*	115.191
Rural Etowah	177	1.216	1367	0.432	2.818*	114.188
Rural Morgan	202	1.388	1986	0.627	2.214*	110.746
Rural Blount	165	1.134	1275	0.403	2.816*	106.416
Rural Marshall	158	1.086	1235	0.390	2.784*	101.254
Rural Limestone	198	1.360	2185	0.690	1.972*	97.603
Rural Jackson	131	0.900	728	0.230	3.916*	97.550
Rural Calhoun	210	1.443	2500	0.789	1.828*	95.129
Rural Pike	116	0.797	554	0.175	4.557*	90.545

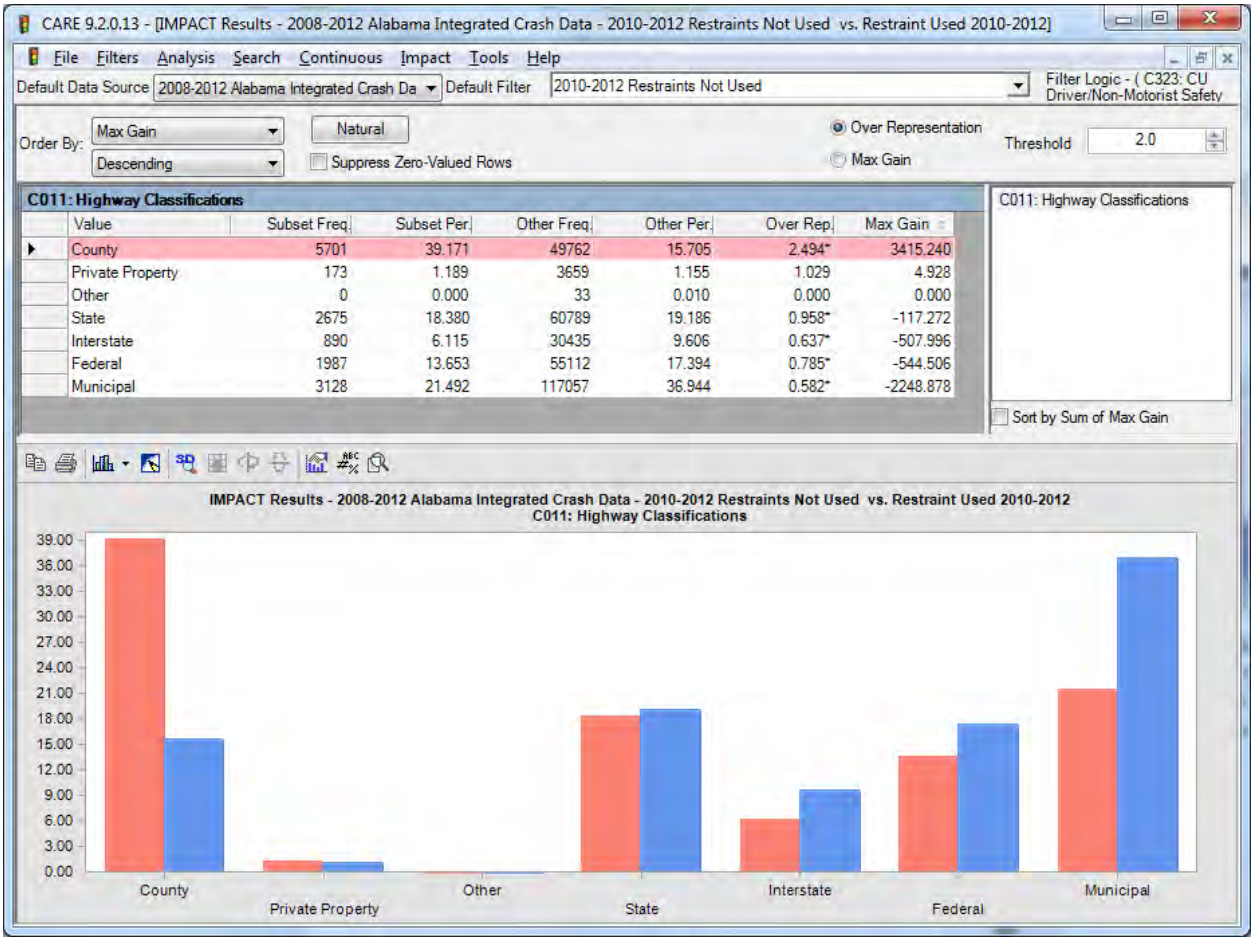
Overrepresented cities and county rural areas listed in the order of maximum gain are: rural Walker, rural Mobile, rural Cullman, and rural Escambia. Almost all of the over representation occurs in the rural county areas. The most under represented cities in order of "best" first are as follows: Montgomery, Birmingham, Mobile, and Tuscaloosa.

B2.3 Rural/Urban



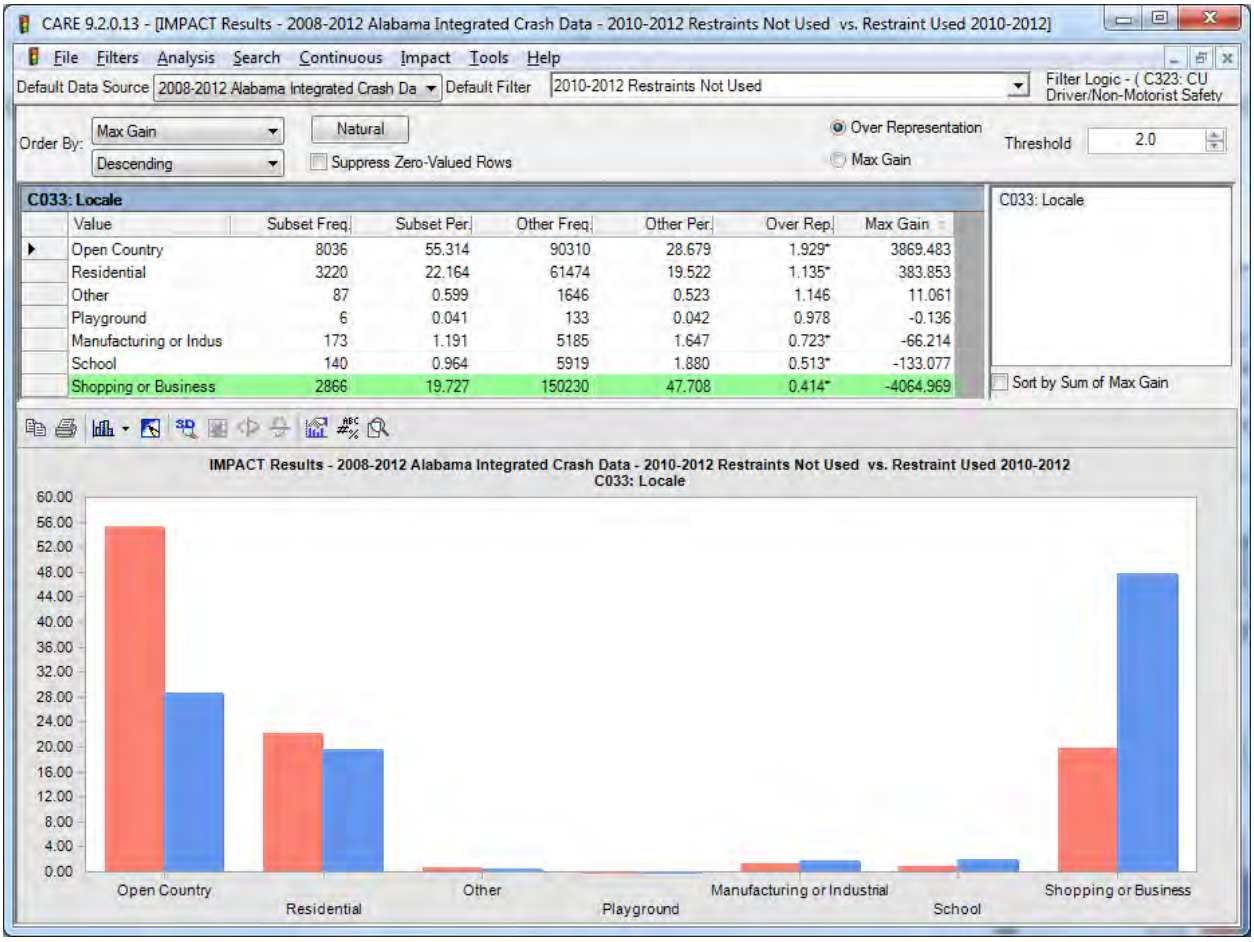
As expected from the city results above, the number of crashes involving drivers who use no restraints is greatly overrepresented in rural areas. The increased number of crashes in which restraints were used in urban areas might be attributed to greater police presence, newer vehicles, public information and education efforts, and the demographics of urban drivers in general.

B2.4 Highway Classification



Crash incidents in which no restraints were used are greatly overrepresented on county highways with nearly 2.5 times the expected number of crashes. The proportion of crashes in which restraints were used is greater in state, interstate, federal, and municipal highway areas.

B2.5 Locale

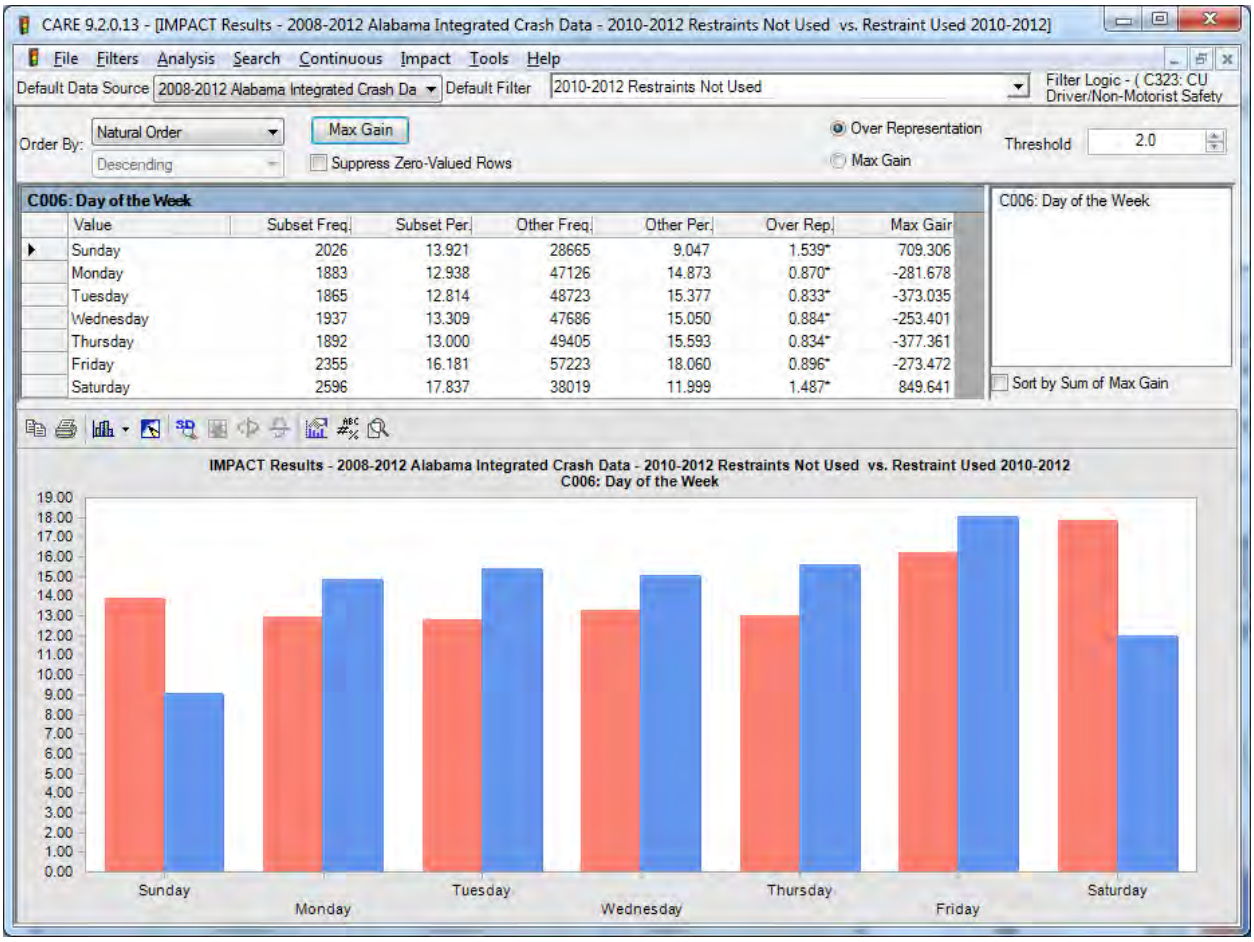


These crash incidents involving no restraints are overrepresented in open country areas. However, school and shopping areas are significantly underrepresented, indicating that crashes in these areas generally involve drivers who were much more apt to use their restraints.

B3. Time Factors

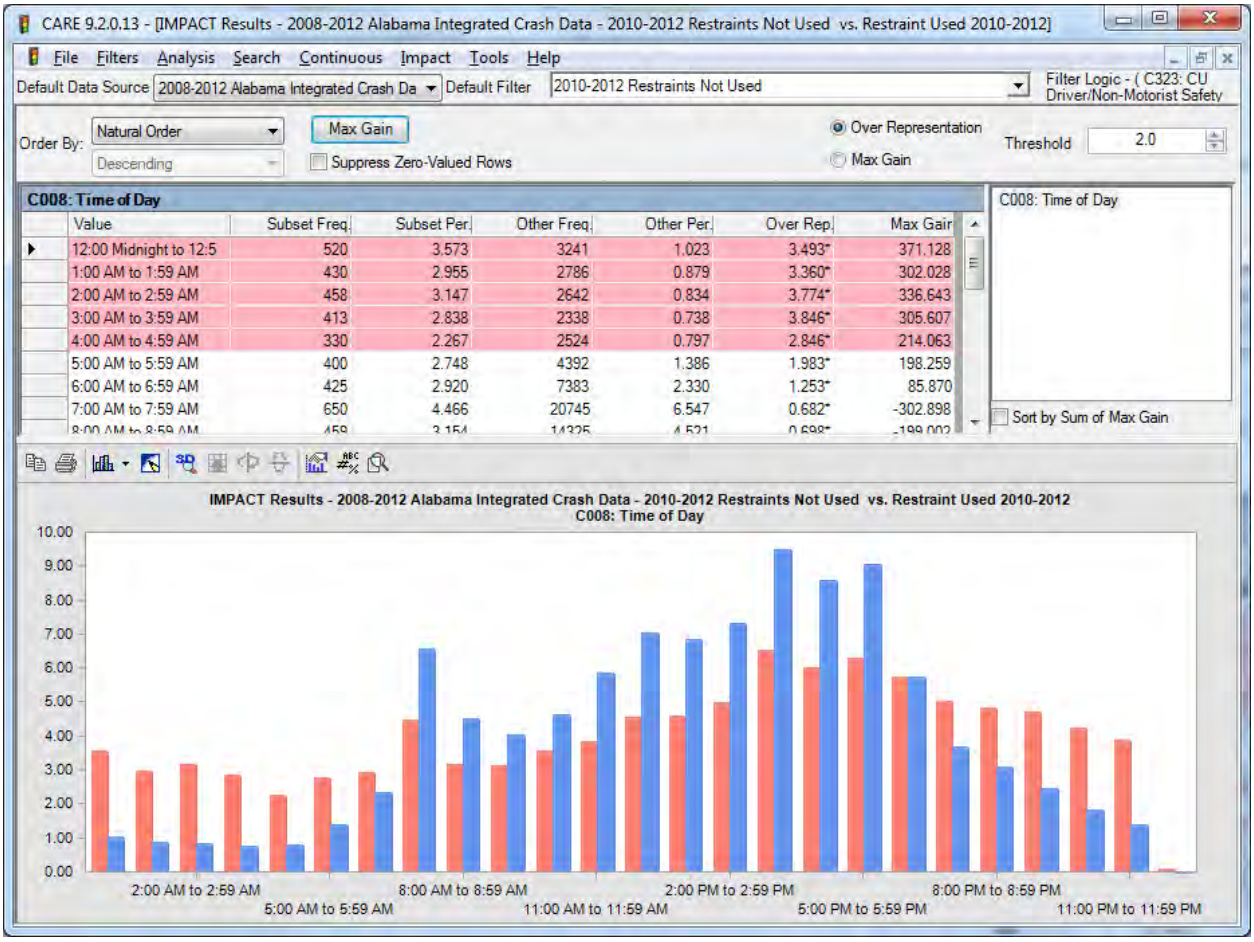
Time factors were also analyzed in several different categories to determine overrepresentation for day of the week and time of day. Analysis of these time factors allows for the determination of particular days of week or times of day in which more crashes occur with drivers who did not use restraints, and thus, those times in which enforcement would be more fruitful.

B3.1 Day of the Week



The weekend is overrepresented for crashes involving causal drivers who failed to use restraints, demonstrating a heavy correlation with alcohol involved crashes. Both Saturday and Sunday had about 1.5 times the expected number of crashes involving causal drivers who failed to use restraints.

B3.2 Time of Day

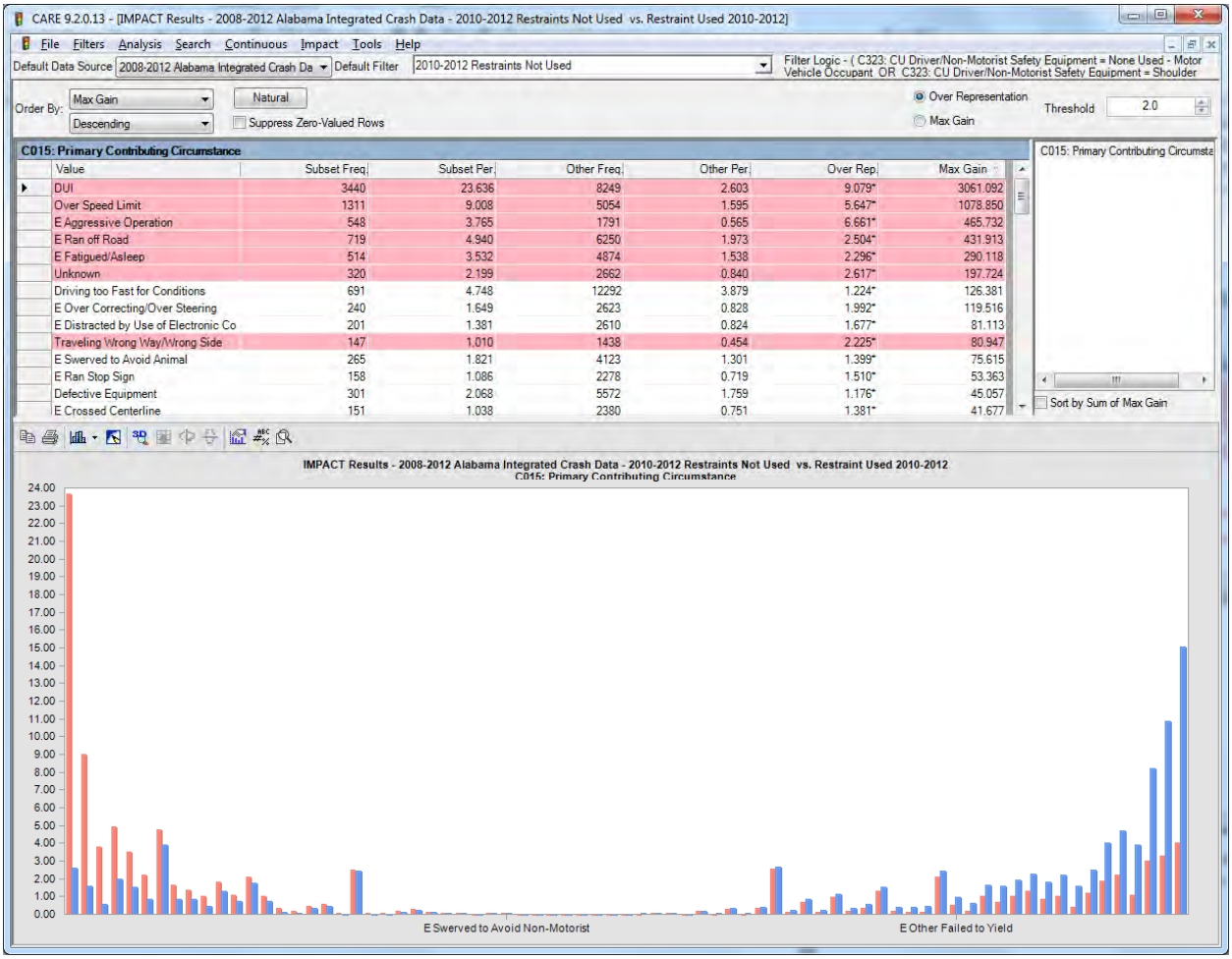


The relative probability of crashes involving no restraints is generally greater before and after standard work and rush hours. Over representation peaks during the 12 PM to 5 AM period and then tapers off, falling back below crashes involving causal drivers who use restraints in the 7 AM to 8 AM time period. This chart has a very strong resemblance to its DUI counterpart.

B4 Crash Causal Factors

Analysis of crash causal factors determines which factors are the most likely contributors to crashes in which drivers did not use restraints. The primary contributing circumstances of the crashes were analyzed, and overrepresentation values indicate certain risk-taking behaviors associated with this type of crash. Vehicle model year and speed at impact were also evaluated to characterize factors that are consistently associated with crashes in which drivers do not use restraints.

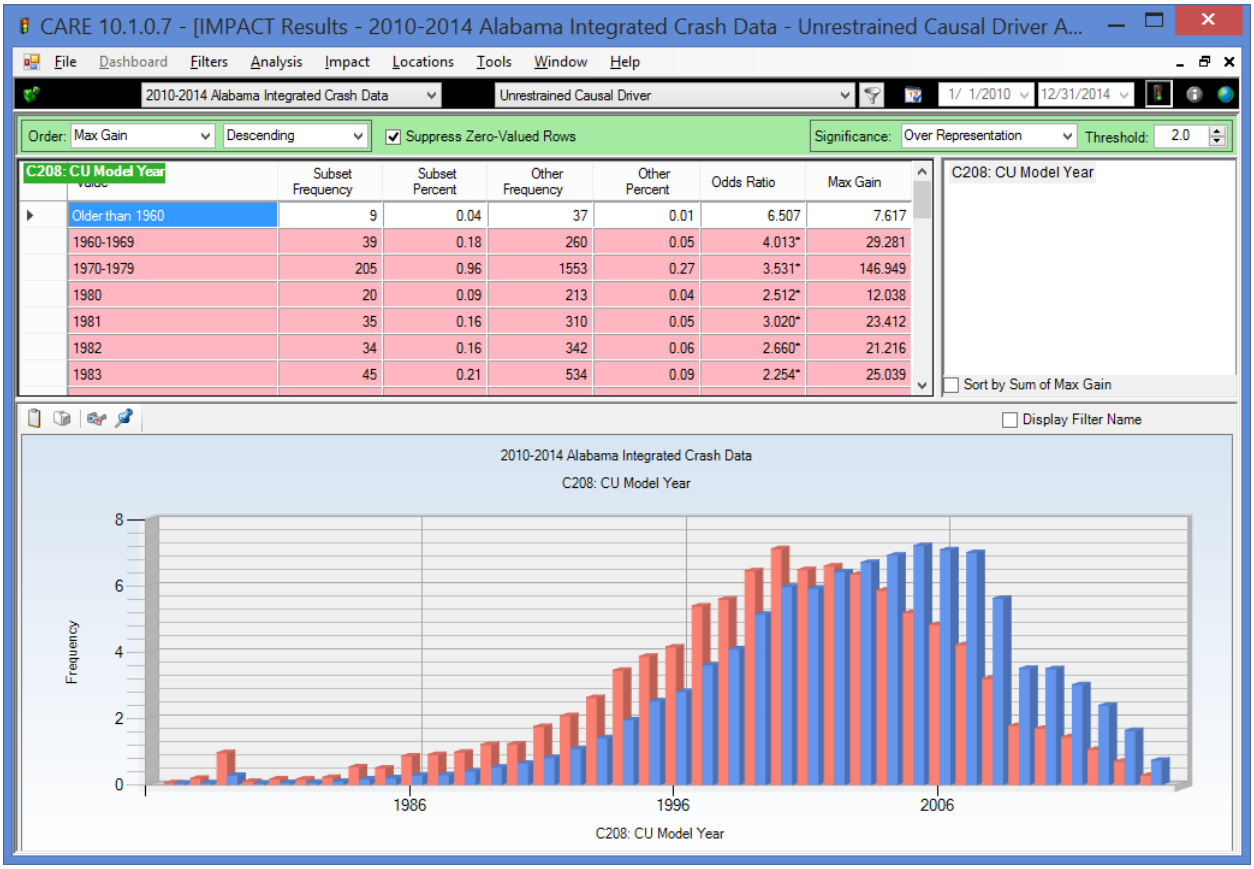
B4.1 Primary Contributing Circumstance



Over representation factors indicate that certain risk-taking behaviors are often associated with the crashes in which drivers do not use restraints. In order of maximum potential expected gain (Max Gain), these include: DUI, over the speed limit, running off the road, aggressive operation, and fatigue or sleep. It is obvious that the presence of seat belts will not have a large impact on the causation of these crashes, although the increased ability to maintain control in adverse situations should not be minimized as a benefit of restraints. However, the correlation here would be the result of risk acceptance in general, and the inability of those who are impaired to consider

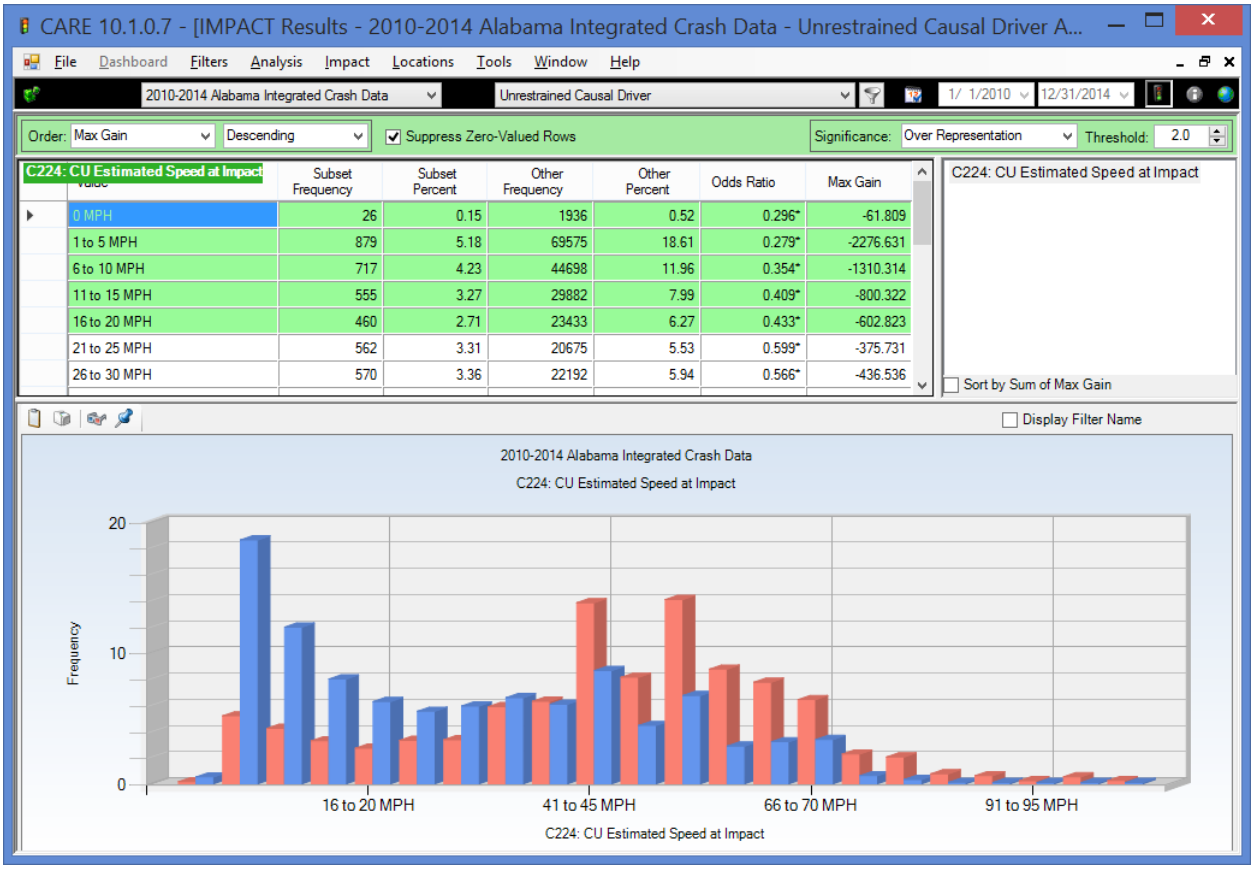
the life-saving benefits of restraint use. Additionally, analysis of other contributing circumstances presented similar risk-taking behaviors associated with crashes in which causal drivers did not use restraints. In order of maximum gain, these include: DUI, over the speed limit, running off the road, aggressive operation, and over correction. Other overrepresented contributing circumstances include traveling the wrong way, vehicle left in road, running stop signs, driver condition, improper parking, and wrong side of the road.

B4.2 Vehicle Age – Model Year



Crashes attributed to drivers who used no restraints are greatly overrepresented in vehicles with model years 1960-2000. This might be attributed to the lack of standard safety restraints in the older model vehicles. Vehicles with model years 2003 and later indicate that the numbers involving restraints very significantly surpasses those involving drivers who did not use restraints. One factor that would increase the rural problem could well be the economic disadvantages of those in the rural areas, and thus their use of older vehicles.

B4.3 Speed at Impact

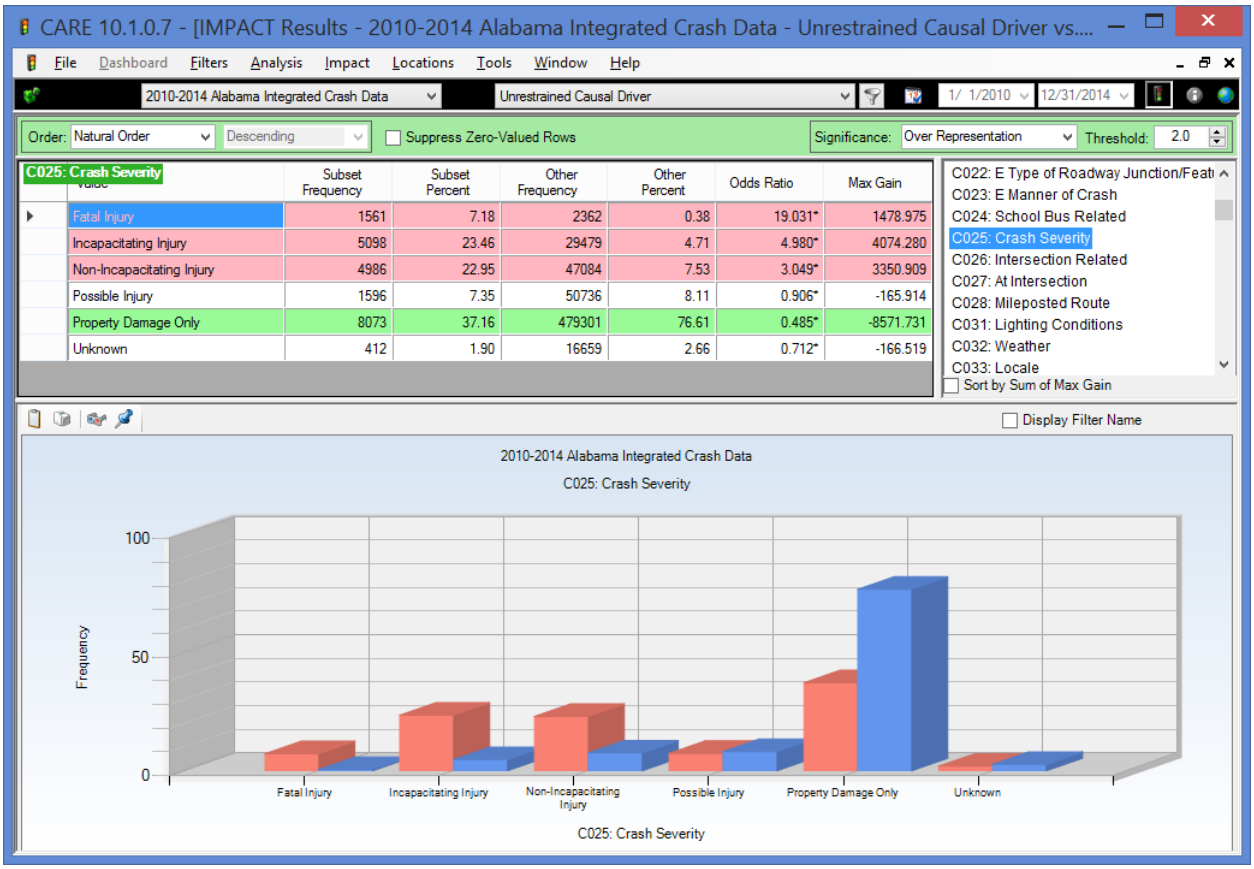


Speed at impact for crashes in which drivers failed to use restraints is overrepresented in the range of 45-100 MPH. This indicates that crashes in which restraints were not used consistently occur at higher speeds than crashes in which restraints were used by the causal driver. This confirms the rural-urban finding, in that speeds are generally higher in the rural areas. It also exacerbates the problem, resulting in greater severity caused by the high-speed, unrestrained situations. Severity factors are considered on the next page.

B5 Severity Factors

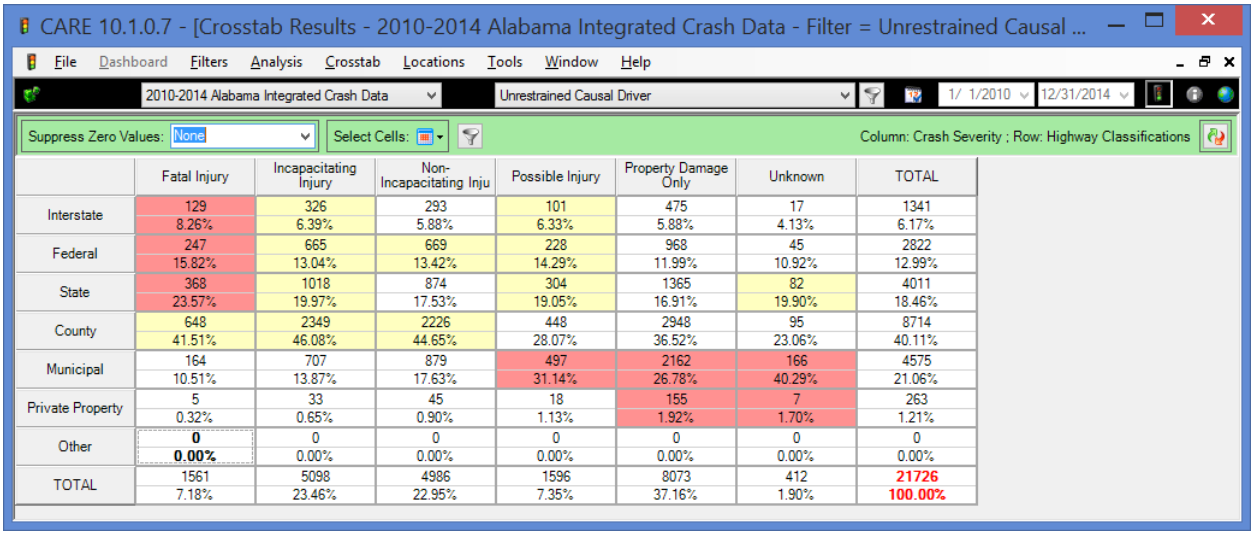
Severity factors were analyzed in several different categories to determine to what extent the use of restraints affects the safety of the drivers. These factors analyzed include crash severity, crash severity in urban versus rural areas, number injured, number killed, driver ejection status, and driver injury type.

B5.1 Crash Severity



Fatal, incapacitating, and non-incapacitating injuries are all overrepresented in crashes that occurred without the use of restraints. This expected result quantifies the effects of the benefits of restraint use. Property damage only was far more common in crashes in which drivers employed the use of restraints.

B5.2 Crash Severity Urban vs. Rural

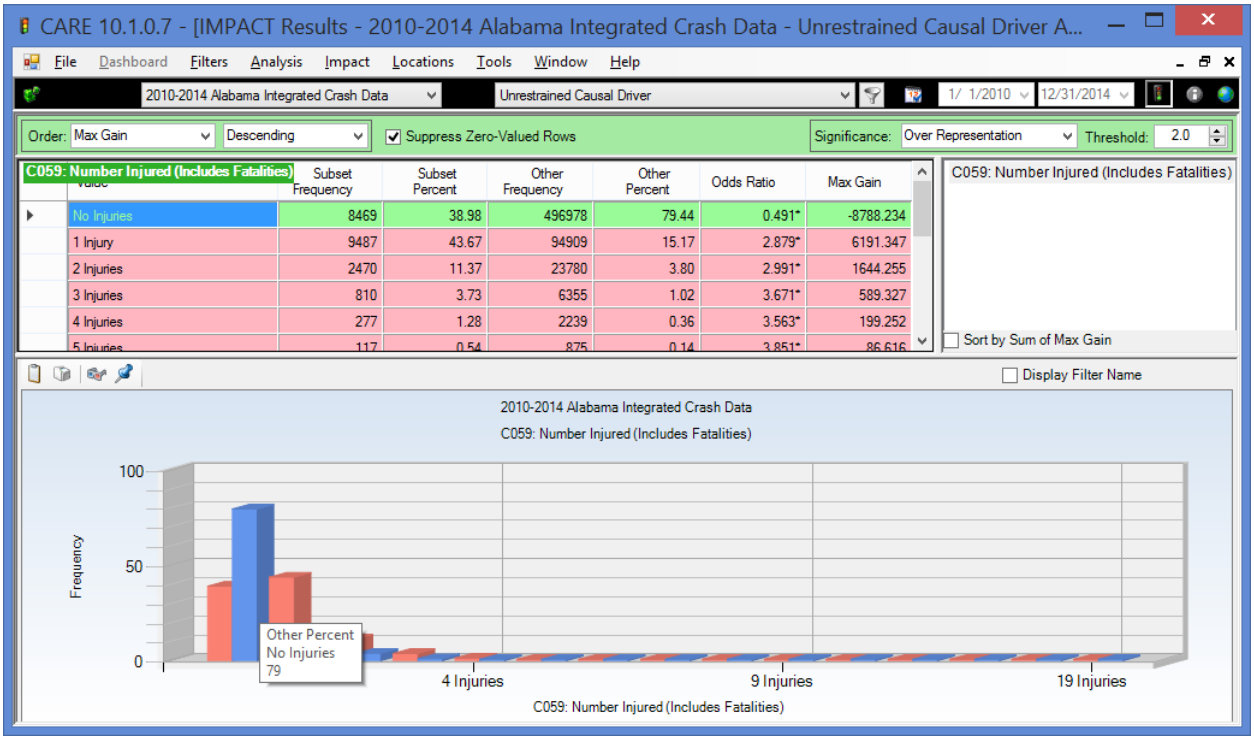


	Fatal Injury	Incapacitating Injury	Non-Incapacitating Inju	Possible Injury	Property Damage Only	Unknown	TOTAL
Interstate	129 8.26%	326 6.39%	293 5.88%	101 6.33%	475 5.88%	17 4.13%	1341 6.17%
Federal	247 15.82%	665 13.04%	669 13.42%	228 14.29%	968 11.99%	45 10.92%	2822 12.99%
State	368 23.57%	1018 19.97%	874 17.53%	304 19.05%	1365 16.91%	82 19.90%	4011 18.46%
County	648 41.51%	2349 46.08%	2226 44.65%	448 28.07%	2948 36.52%	95 23.06%	8714 40.11%
Municipal	164 10.51%	707 13.87%	879 17.63%	497 31.14%	2162 26.78%	166 40.29%	4575 21.06%
Private Property	5 0.32%	33 0.65%	45 0.90%	18 1.13%	155 1.92%	7 1.70%	263 1.21%
Other	**0** **0.00%**	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%
TOTAL	1561 7.18%	5098 23.46%	4986 22.95%	1596 7.35%	8073 37.16%	412 1.90%	**21726** **100.00%**

Analysis of crash severity by highway classification for crashes in which the causal driver did not use restraints shows that fatal injuries are overrepresented on Interstate, Federal and State roadways. Possible injuries and Property Damage Only were overrepresented on municipal highways.

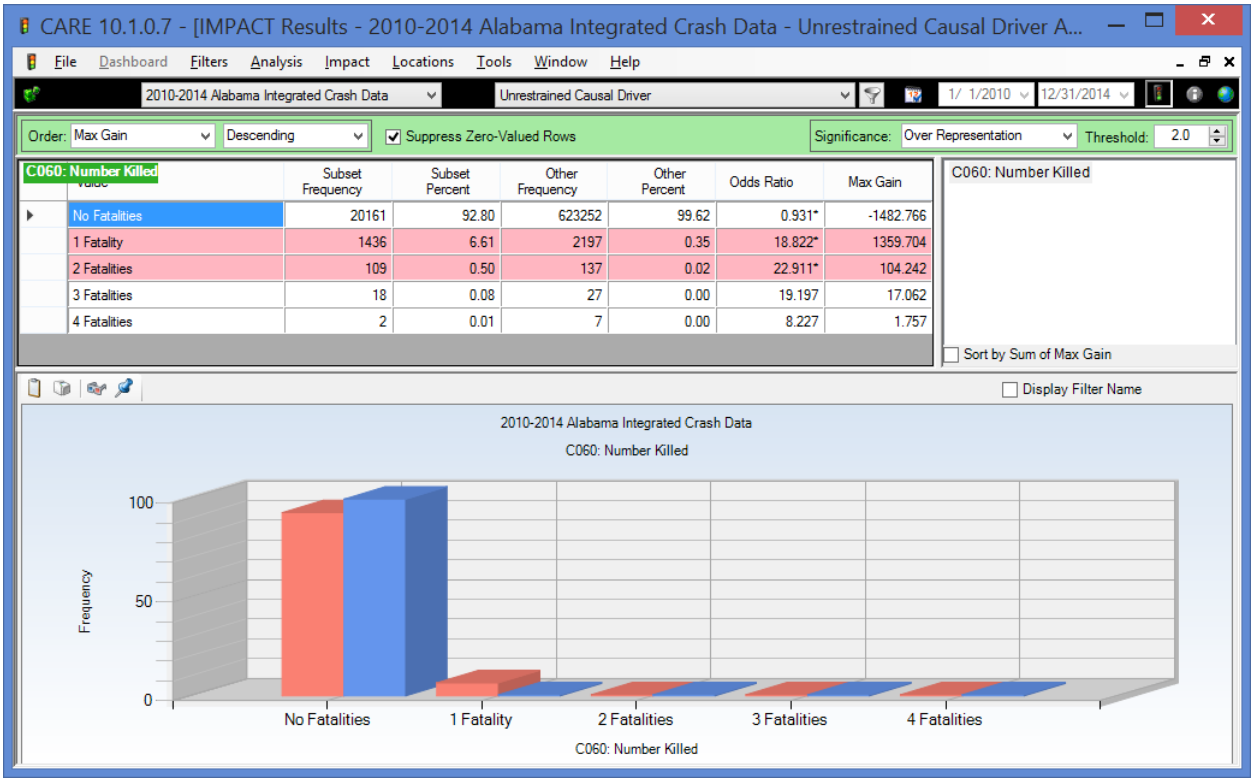
In a comparison of crash severity in rural versus urban areas for causal drivers who did not use restraints, possible injuries were overrepresented in urban areas. However, in rural areas, fatal injuries crashes with causal drivers who did not use restraints were significantly overrepresented, comprising 70% of fatal injuries.

B5.3 Number Injured



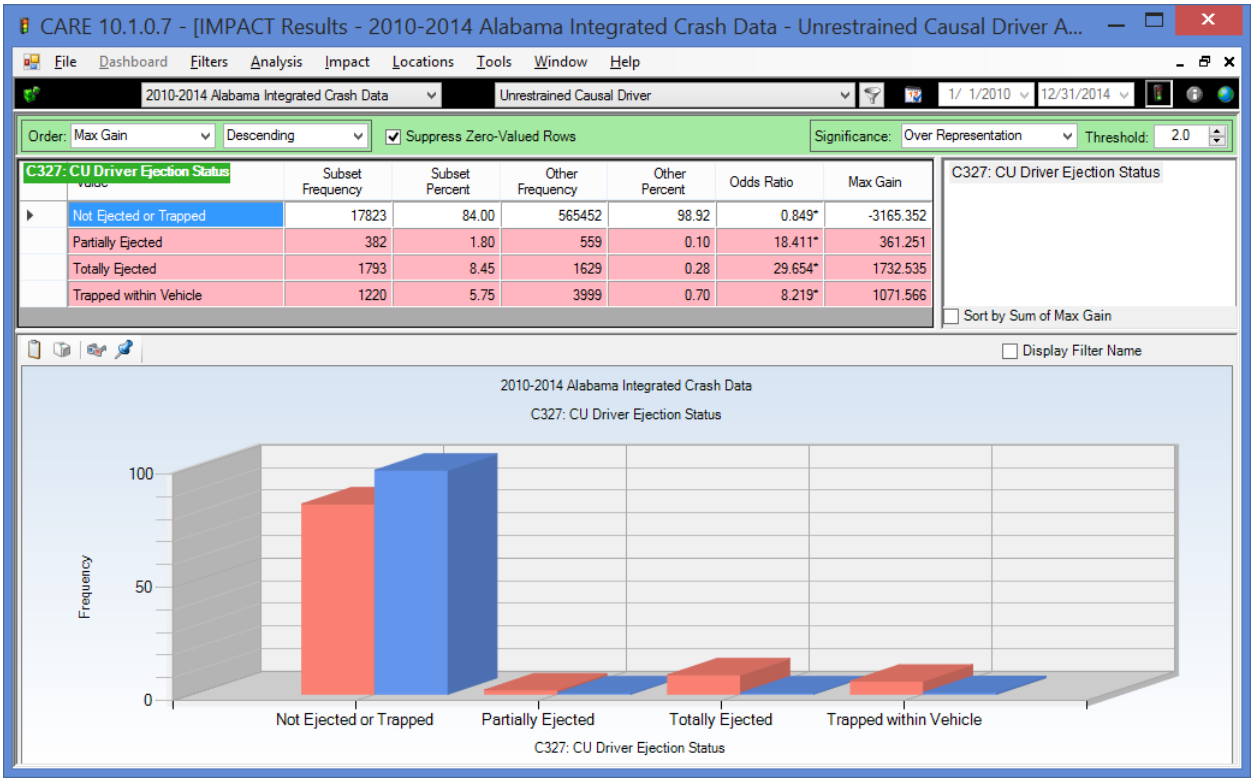
The proportion of injuries (including fatalities) in crashes in which no restraints were used is overrepresented from 1 to 6 injuries per crash. These results show quite plainly that crashes in which the causal driver was not restrained are much more severe in their effects to all passengers than when the causal driver is restrained. The overrepresentation of multiple injuries in the causal vehicle might also indicate a tendency to travel with multiple individuals in the vehicle. This also demonstrates that the use of a seat belt by the driver is an excellent proxy for seat belt use in general in the corresponding vehicle.

B5.4 Number Killed



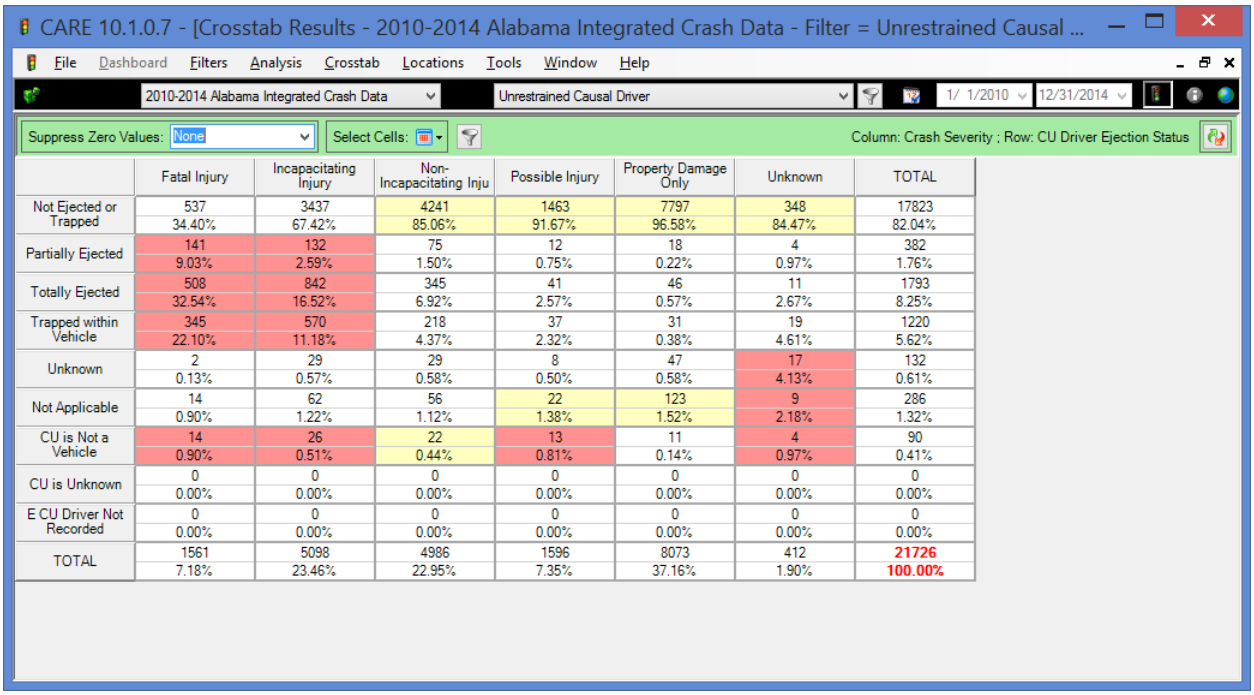
The proportion of fatalities in general as well as the proportion of multiple fatality crashes is dramatically overrepresented when restraints are not used.

B5.5 Driver Ejection Status



Ejection status of drivers is overrepresented in crashes in which the driver did not use restraints, indicating the cause for many fatalities. Total ejection is overrepresented by a factor of about 30 times higher than expected. Partial ejection, total ejection, or entrapments in the vehicle are expected in crashes in which safety equipment is not properly utilized.

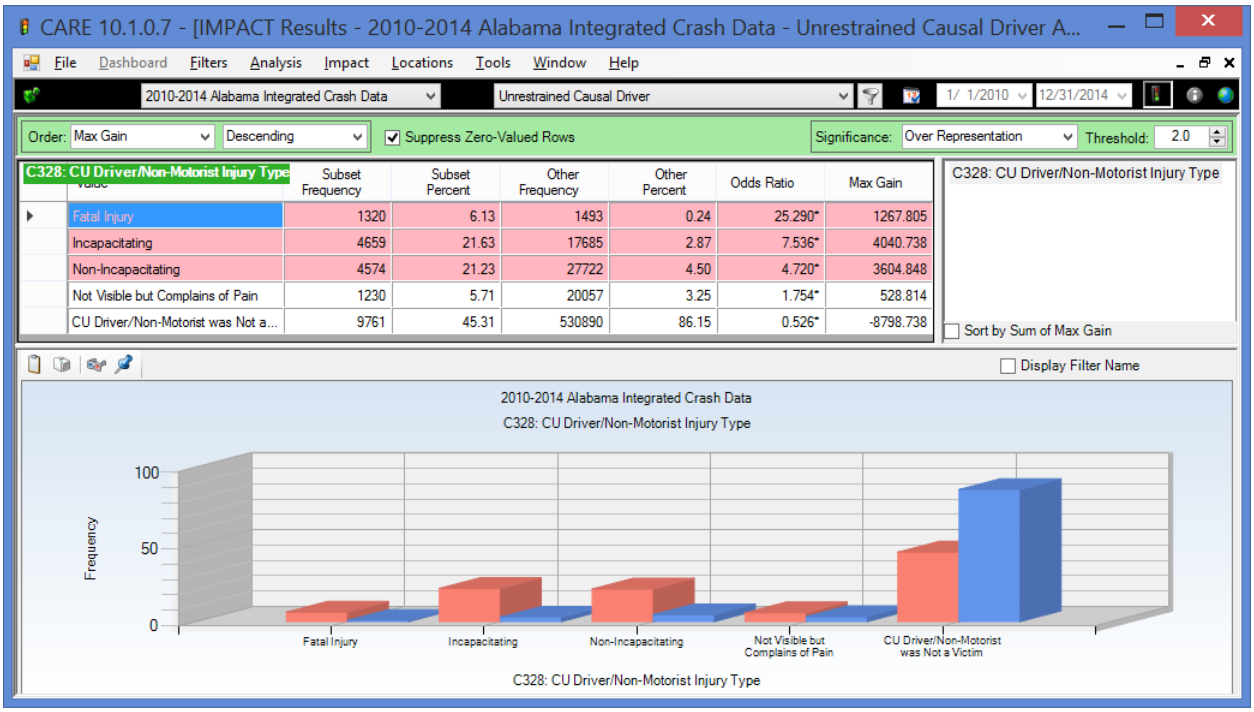
B5.6 Ejection Status by Severity



	Fatal Injury	Incapacitating Injury	Non-Incapacitating Inju	Possible Injury	Property Damage Only	Unknown	TOTAL
Not Ejected or Trapped	537 34.40%	3437 67.42%	4241 85.06%	1463 91.67%	7797 96.58%	348 84.47%	17823 82.04%
Partially Ejected	141 9.03%	132 2.59%	75 1.50%	12 0.75%	18 0.22%	4 0.97%	382 1.76%
Totally Ejected	508 32.54%	842 16.52%	345 6.92%	41 2.57%	46 0.57%	11 2.67%	1793 8.25%
Trapped within Vehicle	345 22.10%	570 11.18%	218 4.37%	37 2.32%	31 0.38%	19 4.61%	1220 5.62%
Unknown	2 0.13%	29 0.57%	29 0.58%	8 0.50%	47 0.58%	17 4.13%	132 0.61%
Not Applicable	14 0.90%	62 1.22%	56 1.12%	22 1.38%	123 1.52%	9 2.18%	286 1.32%
CU is Not a Vehicle	14 0.90%	26 0.51%	22 0.44%	13 0.81%	11 0.14%	4 0.97%	90 0.41%
CU is Unknown	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%
E CU Driver Not Recorded	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%
TOTAL	1561 7.18%	5098 23.46%	4986 22.95%	1596 7.35%	8073 37.16%	412 1.90%	21726 100.00%

In evaluating crash severity by ejection status, data show that fatal and incapacitating injuries were significantly overrepresented in crashes in which the driver was partially ejected, totally ejected, or trapped within the vehicle. Because the ejection status is strongly associated with the use of restraints, this data indicates that failure to use restraints results in greater severity of injuries in crashes. The table given above quantifies this increase in severity.

B5.7 Driver Injury Type



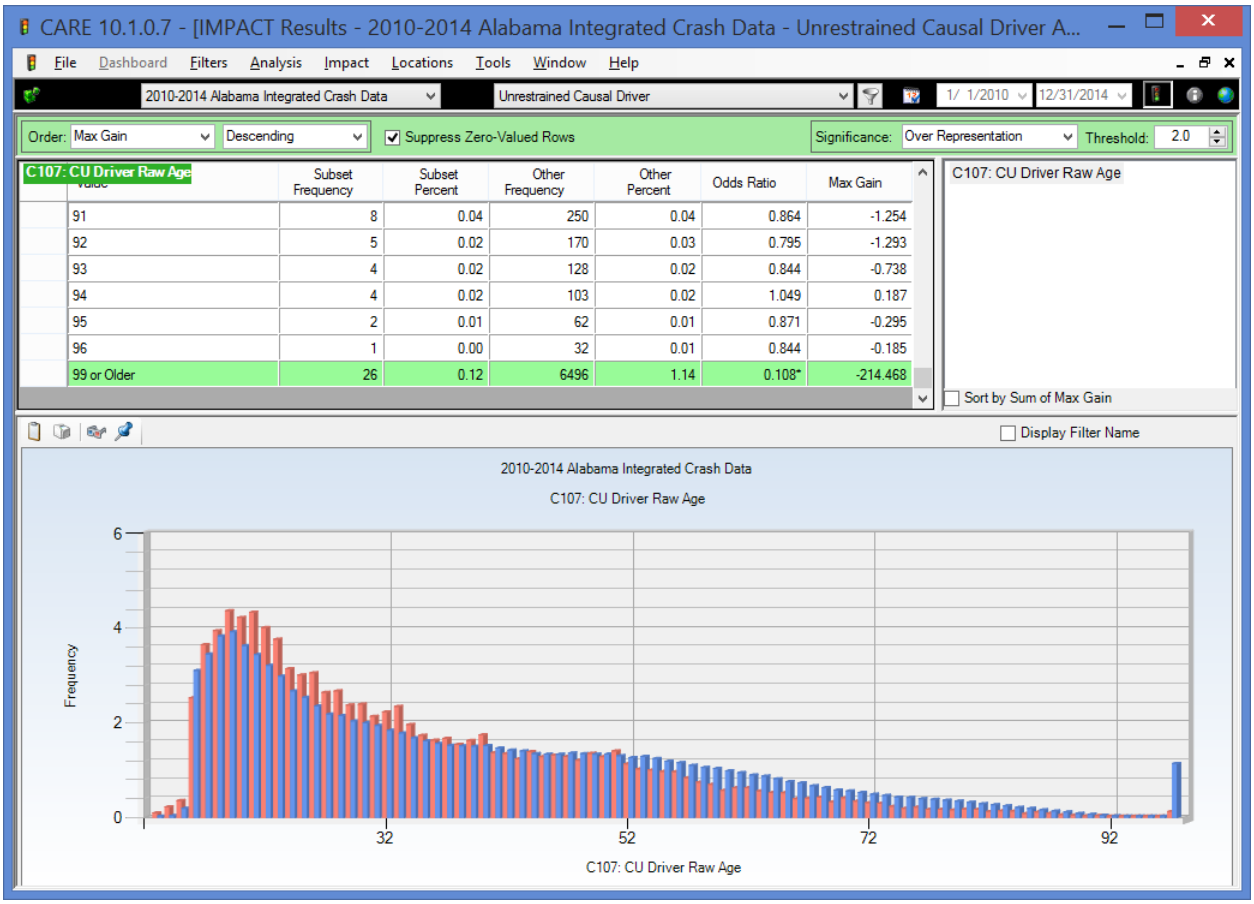
As opposed to the analysis in Section B5.1, which considered all injuries in the crash, this variable only looks at the unrestrained causal driver (red) as opposed to the restrained causal driver.

Various types of driver injuries, including fatalities, are consistently overrepresented in crashes where no restraints were used by the driver. Fatalities in these crashes are overrepresented by a factor of over 25. In crashes in which safety restraints were used, drivers and non-motorists were far less likely to be injured.

B6 Driver Demographics

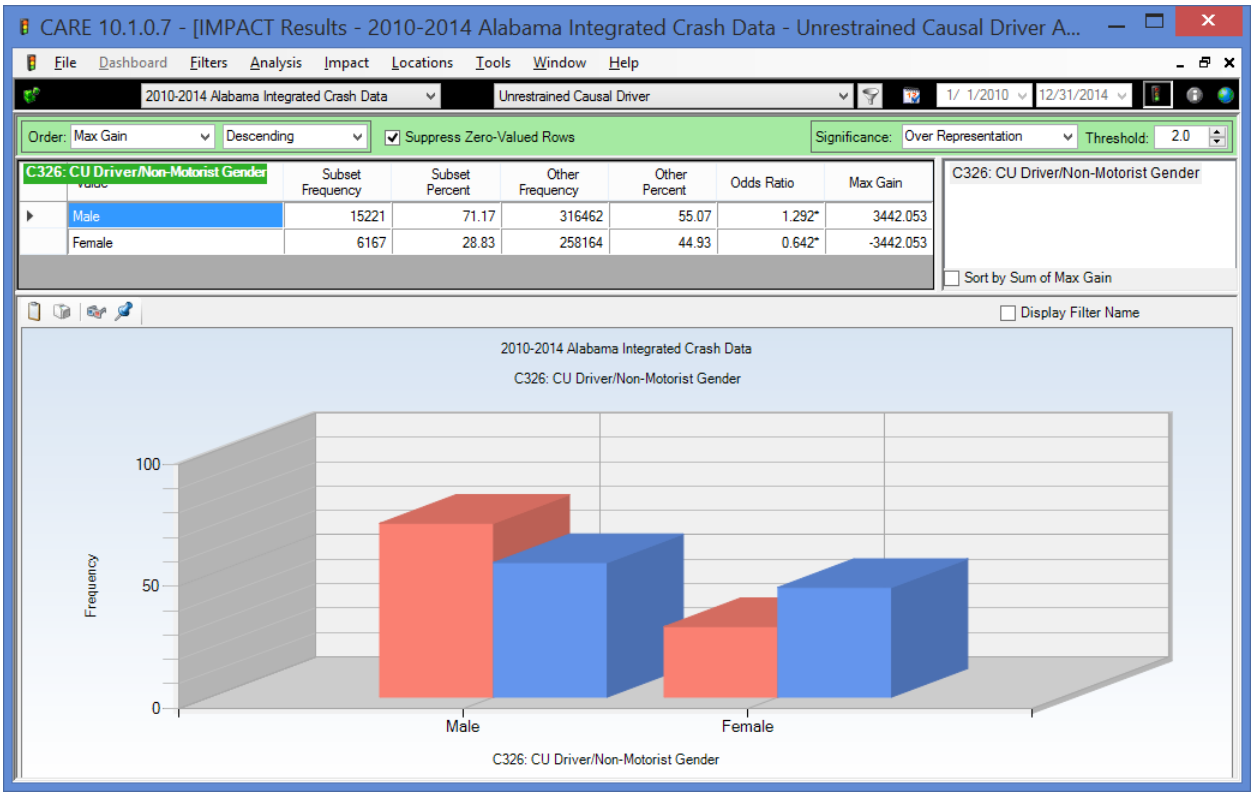
The study of driver demographics provides information about which gender or age groups are more likely to be involved in these crashes in which no restraints are used. Determination of overrepresentation can help to target the gender or age group that is more likely to be involved in this type of crash.

B6.1 Driver Age



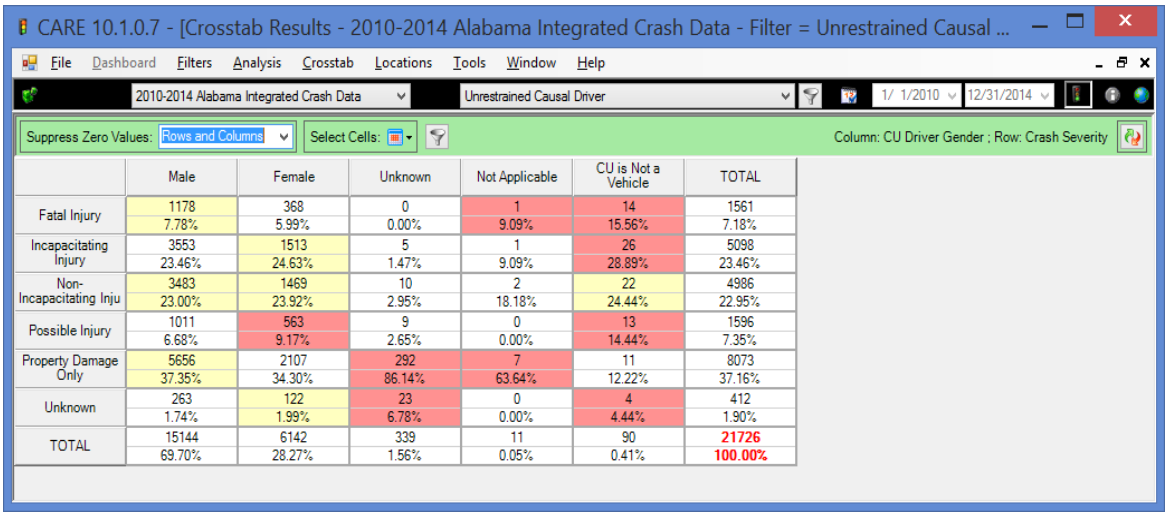
Analysis of individual driver ages indicates that crashes involving no restraints are overrepresented in the years above the teen-drivers (age range 20-35). While it appears that teen-aged drivers are more likely to use safety equipment (perhaps due to the emphasis on it placed during training), there is still a very large proportion that are unrestrained, and this problem is multiplied by their overrepresentation in crashes in general (note that they are at least twice the average of the other ages).

B6.2 Driver Gender



Males account for about 55% of crashes in which restraints are not used, and they are overrepresented by a factor of 1.292. Since males also do the majority of the driving, they become a clear target for restraint countermeasures.

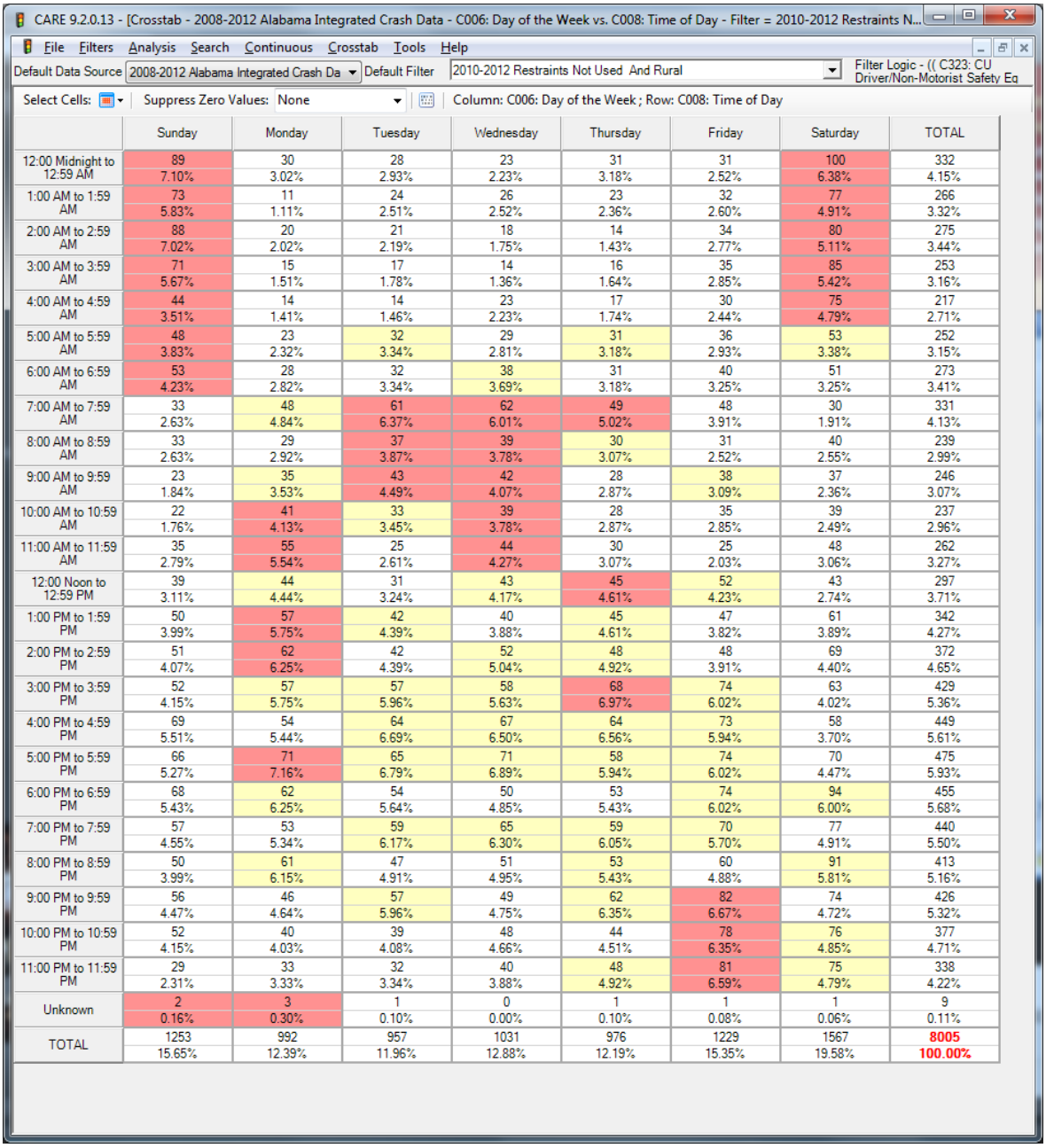
B6.3 Driver Gender by Severity



	Male	Female	Unknown	Not Applicable	CU is Not a Vehicle	TOTAL
Fatal Injury	1178 7.78%	368 5.99%	0 0.00%	1 9.09%	14 15.56%	1561 7.18%
Incapacitating Injury	3553 23.46%	1513 24.63%	5 1.47%	1 9.09%	26 28.89%	5098 23.46%
Non-Incapacitating Inju	3483 23.00%	1469 23.92%	10 2.95%	2 18.18%	22 24.44%	4986 22.95%
Possible Injury	1011 6.68%	563 9.17%	9 2.65%	0 0.00%	13 14.44%	1596 7.35%
Property Damage Only	5656 37.35%	2107 34.30%	292 86.14%	7 63.64%	11 12.22%	8073 37.16%
Unknown	263 1.74%	122 1.99%	23 6.78%	0 0.00%	4 4.44%	412 1.90%
TOTAL	15144 69.70%	6142 28.27%	339 1.56%	11 0.05%	90 0.41%	21726 100.00%

When driver gender by severity was studied, data indicate that “Possible Injuries” are overrepresented for female drivers in this type of crash. Generally, the distribution of severity is skewed toward more severe injuries for unrestrained male drivers.

B6.4 Restraints Not Used in Rural Crashes – Times



CARE 9.2.0.13 - [Crosstab - 2008-2012 Alabama Integrated Crash Data - C006: Day of the Week vs. C008: Time of Day - Filter = 2010-2012 Restraints N...

File Filters Analysis Search Continuous Crosstab Tools Help

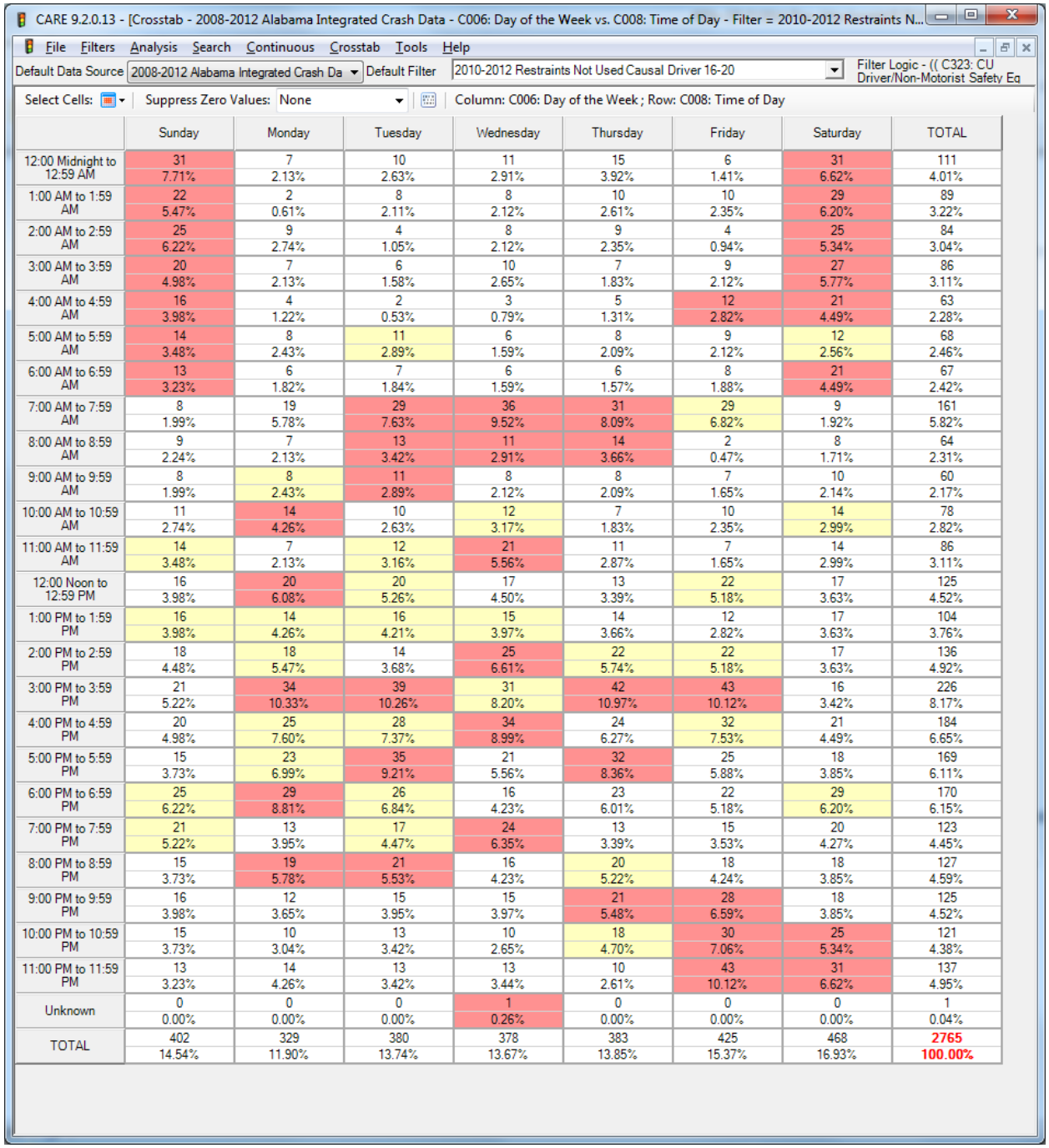
Default Data Source: 2008-2012 Alabama Integrated Crash Da | Default Filter: 2010-2012 Restraints Not Used And Rural | Filter Logic - ((C323: CU Driver/Non-Motorist Safety Eq

Select Cells: | Suppress Zero Values: None | Column: C006: Day of the Week ; Row: C008: Time of Day

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	TOTAL
12:00 Midnight to 12:59 AM	89 7.10%	30 3.02%	28 2.93%	23 2.23%	31 3.18%	31 2.52%	100 6.38%	332 4.15%
1:00 AM to 1:59 AM	73 5.83%	11 1.11%	24 2.51%	26 2.52%	23 2.36%	32 2.60%	77 4.91%	266 3.32%
2:00 AM to 2:59 AM	88 7.02%	20 2.02%	21 2.19%	18 1.75%	14 1.43%	34 2.77%	80 5.11%	275 3.44%
3:00 AM to 3:59 AM	71 5.67%	15 1.51%	17 1.78%	14 1.36%	16 1.64%	35 2.85%	85 5.42%	253 3.16%
4:00 AM to 4:59 AM	44 3.51%	14 1.41%	14 1.46%	23 2.23%	17 1.74%	30 2.44%	75 4.79%	217 2.71%
5:00 AM to 5:59 AM	48 3.83%	23 2.32%	32 3.34%	29 2.81%	31 3.18%	36 2.93%	53 3.38%	252 3.15%
6:00 AM to 6:59 AM	53 4.23%	28 2.82%	32 3.34%	38 3.69%	31 3.18%	40 3.25%	51 3.25%	273 3.41%
7:00 AM to 7:59 AM	33 2.63%	48 4.84%	61 6.37%	62 6.01%	49 5.02%	48 3.91%	30 1.91%	331 4.13%
8:00 AM to 8:59 AM	33 2.63%	29 2.92%	37 3.87%	39 3.78%	30 3.07%	31 2.52%	40 2.55%	239 2.99%
9:00 AM to 9:59 AM	23 1.84%	35 3.53%	43 4.49%	42 4.07%	28 2.87%	38 3.09%	37 2.36%	246 3.07%
10:00 AM to 10:59 AM	22 1.76%	41 4.13%	33 3.45%	39 3.78%	28 2.87%	35 2.85%	39 2.49%	237 2.96%
11:00 AM to 11:59 AM	35 2.79%	55 5.54%	25 2.61%	44 4.27%	30 3.07%	25 2.03%	48 3.06%	262 3.27%
12:00 Noon to 12:59 PM	39 3.11%	44 4.44%	31 3.24%	43 4.17%	45 4.61%	52 4.23%	43 2.74%	297 3.71%
1:00 PM to 1:59 PM	50 3.99%	57 5.75%	42 4.39%	40 3.88%	45 4.61%	47 3.82%	61 3.89%	342 4.27%
2:00 PM to 2:59 PM	51 4.07%	62 6.25%	42 4.39%	52 5.04%	48 4.92%	48 3.91%	69 4.40%	372 4.65%
3:00 PM to 3:59 PM	52 4.15%	57 5.75%	57 5.96%	58 5.63%	68 6.97%	74 6.02%	63 4.02%	429 5.36%
4:00 PM to 4:59 PM	69 5.51%	54 5.44%	64 6.69%	67 6.50%	64 6.56%	73 5.94%	58 3.70%	449 5.61%
5:00 PM to 5:59 PM	66 5.27%	71 7.16%	65 6.79%	71 6.89%	58 5.94%	74 6.02%	70 4.47%	475 5.93%
6:00 PM to 6:59 PM	68 5.43%	62 6.25%	54 5.64%	50 4.85%	53 5.43%	74 6.02%	94 6.00%	455 5.68%
7:00 PM to 7:59 PM	57 4.55%	53 5.34%	59 6.17%	65 6.30%	59 6.05%	70 5.70%	77 4.91%	440 5.50%
8:00 PM to 8:59 PM	50 3.99%	61 6.15%	47 4.91%	51 4.95%	53 5.43%	60 4.88%	91 5.81%	413 5.16%
9:00 PM to 9:59 PM	56 4.47%	46 4.64%	57 5.96%	49 4.75%	62 6.35%	82 6.67%	74 4.72%	426 5.32%
10:00 PM to 10:59 PM	52 4.15%	40 4.03%	39 4.08%	48 4.66%	44 4.51%	78 6.35%	76 4.85%	377 4.71%
11:00 PM to 11:59 PM	29 2.31%	33 3.33%	32 3.34%	40 3.88%	48 4.92%	81 6.59%	75 4.79%	338 4.22%
Unknown	2 0.16%	3 0.30%	1 0.10%	0 0.00%	1 0.10%	1 0.08%	1 0.06%	9 0.11%
TOTAL	1253 15.65%	992 12.39%	957 11.96%	1031 12.88%	976 12.19%	1229 15.35%	1567 19.58%	8005 100.00%

Crosstab analysis of time of day by day of the week for rural crashes in which restraints were not used helps target specific times in which officers should increase patrols in order to prevent these crashes.

B6.5 Restraints Not Used Causal Driver Age 16-20 – Times



CARE 9.2.0.13 - [Crosstab - 2008-2012 Alabama Integrated Crash Data - C006: Day of the Week vs. C008: Time of Day - Filter = 2010-2012 Restraints N...

File Filters Analysis Search Continuous Crosstab Tools Help

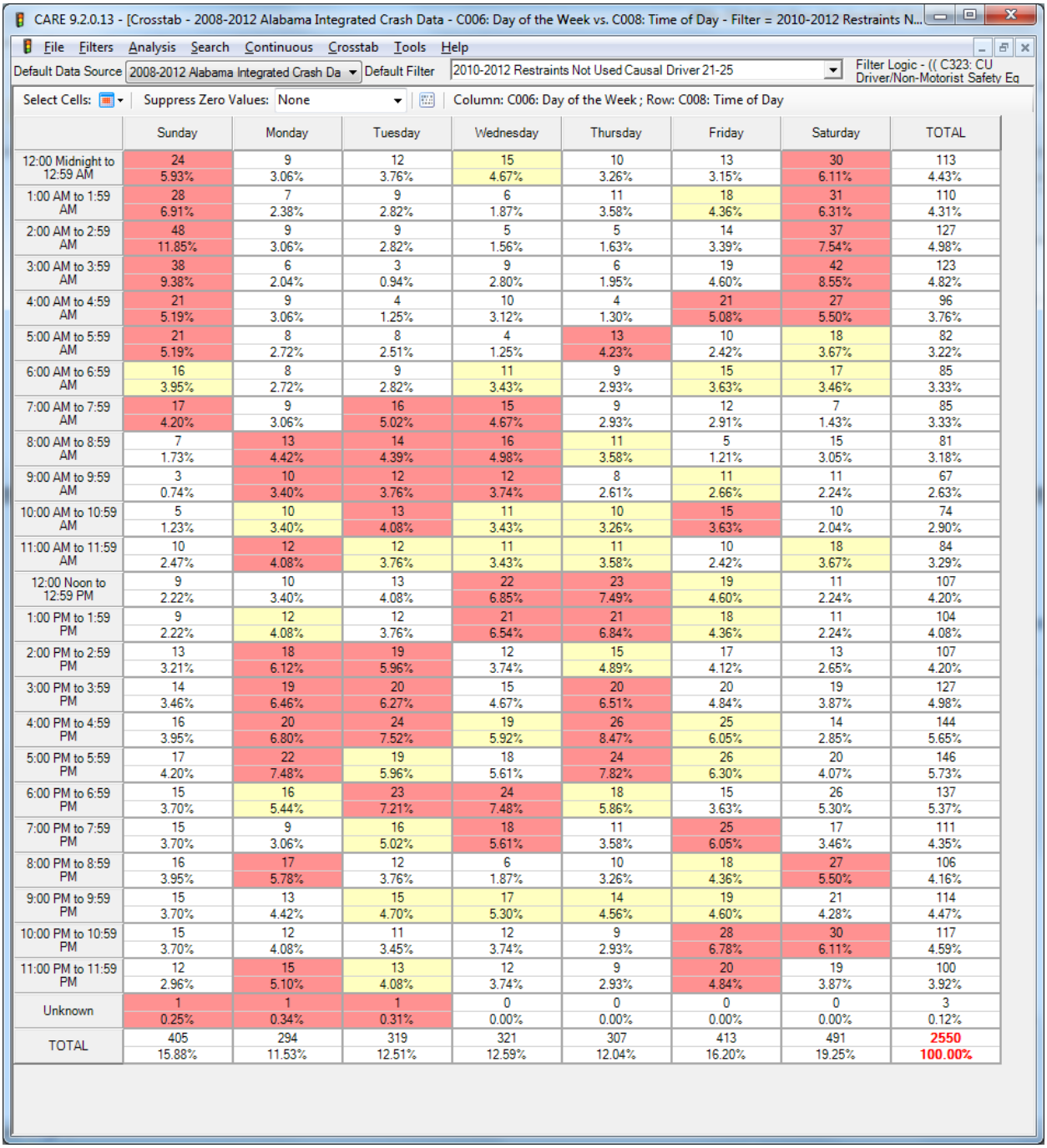
Default Data Source: 2008-2012 Alabama Integrated Crash Da | Default Filter: 2010-2012 Restraints Not Used Causal Driver 16-20 | Filter Logic - ((C323: CU Driver/Non-Motorist Safety Eq

Select Cells: | Suppress Zero Values: None | Column: C006: Day of the Week ; Row: C008: Time of Day

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	TOTAL
12:00 Midnight to 12:59 AM	31 7.71%	7 2.13%	10 2.63%	11 2.91%	15 3.92%	6 1.41%	31 6.62%	111 4.01%
1:00 AM to 1:59 AM	22 5.47%	2 0.61%	8 2.11%	8 2.12%	10 2.61%	10 2.35%	29 6.20%	89 3.22%
2:00 AM to 2:59 AM	25 6.22%	9 2.74%	4 1.05%	8 2.12%	9 2.35%	4 0.94%	25 5.34%	84 3.04%
3:00 AM to 3:59 AM	20 4.98%	7 2.13%	6 1.58%	10 2.65%	7 1.83%	9 2.12%	27 5.77%	86 3.11%
4:00 AM to 4:59 AM	16 3.98%	4 1.22%	2 0.53%	3 0.79%	5 1.31%	12 2.82%	21 4.49%	63 2.28%
5:00 AM to 5:59 AM	14 3.48%	8 2.43%	11 2.89%	6 1.59%	8 2.09%	9 2.12%	12 2.56%	68 2.46%
6:00 AM to 6:59 AM	13 3.23%	6 1.82%	7 1.84%	6 1.59%	6 1.57%	8 1.88%	21 4.49%	67 2.42%
7:00 AM to 7:59 AM	8 1.99%	19 5.78%	29 7.63%	36 9.52%	31 8.09%	29 6.82%	9 1.92%	161 5.82%
8:00 AM to 8:59 AM	9 2.24%	7 2.13%	13 3.42%	11 2.91%	14 3.66%	2 0.47%	8 1.71%	64 2.31%
9:00 AM to 9:59 AM	8 1.99%	8 2.43%	11 2.89%	8 2.12%	8 2.09%	7 1.65%	10 2.14%	60 2.17%
10:00 AM to 10:59 AM	11 2.74%	14 4.26%	10 2.63%	12 3.17%	7 1.83%	10 2.35%	14 2.99%	78 2.82%
11:00 AM to 11:59 AM	14 3.48%	7 2.13%	12 3.16%	21 5.56%	11 2.87%	7 1.65%	14 2.99%	86 3.11%
12:00 Noon to 12:59 PM	16 3.98%	20 6.08%	20 5.26%	17 4.50%	13 3.39%	22 5.18%	17 3.63%	125 4.52%
1:00 PM to 1:59 PM	16 3.98%	14 4.26%	16 4.21%	15 3.97%	14 3.66%	12 2.82%	17 3.63%	104 3.76%
2:00 PM to 2:59 PM	18 4.48%	18 5.47%	14 3.68%	25 6.61%	22 5.74%	22 5.18%	17 3.63%	136 4.92%
3:00 PM to 3:59 PM	21 5.22%	34 10.33%	39 10.26%	31 8.20%	42 10.97%	43 10.12%	16 3.42%	226 8.17%
4:00 PM to 4:59 PM	20 4.98%	25 7.60%	28 7.37%	34 8.99%	24 6.27%	32 7.53%	21 4.49%	184 6.65%
5:00 PM to 5:59 PM	15 3.73%	23 6.99%	35 9.21%	21 5.56%	32 8.36%	25 5.88%	18 3.85%	169 6.11%
6:00 PM to 6:59 PM	25 6.22%	29 8.81%	26 6.84%	16 4.23%	23 6.01%	22 5.18%	29 6.20%	170 6.15%
7:00 PM to 7:59 PM	21 5.22%	13 3.95%	17 4.47%	24 6.35%	13 3.39%	15 3.53%	20 4.27%	123 4.45%
8:00 PM to 8:59 PM	15 3.73%	19 5.78%	21 5.53%	16 4.23%	20 5.22%	18 4.24%	18 3.85%	127 4.59%
9:00 PM to 9:59 PM	16 3.98%	12 3.65%	15 3.95%	15 3.97%	21 5.48%	28 6.59%	18 3.85%	125 4.52%
10:00 PM to 10:59 PM	15 3.73%	10 3.04%	13 3.42%	10 2.65%	18 4.70%	30 7.06%	25 5.34%	121 4.38%
11:00 PM to 11:59 PM	13 3.23%	14 4.26%	13 3.42%	13 3.44%	10 2.61%	43 10.12%	31 6.62%	137 4.95%
Unknown	0 0.00%	0 0.00%	0 0.00%	1 0.26%	0 0.00%	0 0.00%	0 0.00%	1 0.04%
TOTAL	402 14.54%	329 11.90%	380 13.74%	378 13.67%	383 13.85%	425 15.37%	468 16.93%	2765 100.00%

Crosstab analysis of specific times of day by day of the week for crashes in which the causal driver was between the ages of 16-20 also help target specifically problematic times in which younger drivers are more likely to get into crashes. The most consistently overrepresented times include early morning hours on weekend days.

B6.6 Restraints Not Used Causal Driver Age 21-25 – Times



CARE 9.2.0.13 - [Crosstab - 2008-2012 Alabama Integrated Crash Data - C006: Day of the Week vs. C008: Time of Day - Filter = 2010-2012 Restraints N...

File Filters Analysis Search Continuous Crosstab Tools Help

Default Data Source: 2008-2012 Alabama Integrated Crash Da | Default Filter: 2010-2012 Restraints Not Used Causal Driver 21-25 | Filter Logic - ((C323: CU Driver/Non-Motorist Safety Eq

Select Cells: | Suppress Zero Values: None | Column: C006: Day of the Week ; Row: C008: Time of Day

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	TOTAL
12:00 Midnight to 12:59 AM	24 5.93%	9 3.06%	12 3.76%	15 4.67%	10 3.26%	13 3.15%	30 6.11%	113 4.43%
1:00 AM to 1:59 AM	28 6.91%	7 2.38%	9 2.82%	6 1.87%	11 3.58%	18 4.36%	31 6.31%	110 4.31%
2:00 AM to 2:59 AM	48 11.85%	9 3.06%	9 2.82%	5 1.56%	5 1.63%	14 3.39%	37 7.54%	127 4.98%
3:00 AM to 3:59 AM	38 9.38%	6 2.04%	3 0.94%	9 2.80%	6 1.95%	19 4.60%	42 8.55%	123 4.82%
4:00 AM to 4:59 AM	21 5.19%	9 3.06%	4 1.25%	10 3.12%	4 1.30%	21 5.08%	27 5.50%	96 3.76%
5:00 AM to 5:59 AM	21 5.19%	8 2.72%	8 2.51%	4 1.25%	13 4.23%	10 2.42%	18 3.67%	82 3.22%
6:00 AM to 6:59 AM	16 3.95%	8 2.72%	9 2.82%	11 3.43%	9 2.93%	15 3.63%	17 3.46%	85 3.33%
7:00 AM to 7:59 AM	17 4.20%	9 3.06%	16 5.02%	15 4.67%	9 2.93%	12 2.91%	7 1.43%	85 3.33%
8:00 AM to 8:59 AM	7 1.73%	13 4.42%	14 4.39%	16 4.98%	11 3.58%	5 1.21%	15 3.05%	81 3.18%
9:00 AM to 9:59 AM	3 0.74%	10 3.40%	12 3.76%	12 3.74%	8 2.61%	11 2.66%	11 2.24%	67 2.63%
10:00 AM to 10:59 AM	5 1.23%	10 3.40%	13 4.08%	11 3.43%	10 3.26%	15 3.63%	10 2.04%	74 2.90%
11:00 AM to 11:59 AM	10 2.47%	12 4.08%	12 3.76%	11 3.43%	11 3.58%	10 2.42%	18 3.67%	84 3.29%
12:00 Noon to 12:59 PM	9 2.22%	10 3.40%	13 4.08%	22 6.85%	23 7.49%	19 4.60%	11 2.24%	107 4.20%
1:00 PM to 1:59 PM	9 2.22%	12 4.08%	12 3.76%	21 6.54%	21 6.84%	18 4.36%	11 2.24%	104 4.08%
2:00 PM to 2:59 PM	13 3.21%	18 6.12%	19 5.96%	12 3.74%	15 4.89%	17 4.12%	13 2.65%	107 4.20%
3:00 PM to 3:59 PM	14 3.46%	19 6.46%	20 6.27%	15 4.67%	20 6.51%	20 4.84%	19 3.87%	127 4.98%
4:00 PM to 4:59 PM	16 3.95%	20 6.80%	24 7.52%	19 5.92%	26 8.47%	25 6.05%	14 2.85%	144 5.65%
5:00 PM to 5:59 PM	17 4.20%	22 7.48%	19 5.96%	18 5.61%	24 7.82%	26 6.30%	20 4.07%	146 5.73%
6:00 PM to 6:59 PM	15 3.70%	16 5.44%	23 7.21%	24 7.48%	18 5.86%	15 3.63%	26 5.30%	137 5.37%
7:00 PM to 7:59 PM	15 3.70%	9 3.06%	16 5.02%	18 5.61%	11 3.58%	25 6.05%	17 3.46%	111 4.35%
8:00 PM to 8:59 PM	16 3.95%	17 5.78%	12 3.76%	6 1.87%	10 3.26%	18 4.36%	27 5.50%	106 4.16%
9:00 PM to 9:59 PM	15 3.70%	13 4.42%	15 4.70%	17 5.30%	14 4.56%	19 4.60%	21 4.28%	114 4.47%
10:00 PM to 10:59 PM	15 3.70%	12 4.08%	11 3.45%	12 3.74%	9 2.93%	28 6.78%	30 6.11%	117 4.59%
11:00 PM to 11:59 PM	12 2.96%	15 5.10%	13 4.08%	12 3.74%	9 2.93%	20 4.84%	19 3.87%	100 3.92%
Unknown	1 0.25%	1 0.34%	1 0.31%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	3 0.12%
TOTAL	405 15.88%	294 11.53%	319 12.51%	321 12.59%	307 12.04%	413 16.20%	491 19.25%	2550 100.00%

Crosstab analysis of specific times of day by day of the week for crashes in which the causal driver was between the ages of 21-25 also help target specifically problematic times in which drivers in a different age range are more likely to get into crashes. The most consistently overrepresented times include early morning hours on weekend days and afternoon hours on weekdays.

B7 Summary and Conclusions

The following summarizes the findings of the analysis:

- Geographical Factors
    - Counties with the greatest overrepresentation factors for unrestrained driver crashes include Walker, Talladega, Escambia and Jackson.
    - The number of crashes involving drivers who use no restraints is greatly overrepresented in rural areas in comparison to the urban areas. The odds ratio for rural areas is well over twice what would be expected if rural and urban restraint use were the same.
    - The most overrepresented (worse) areas are the rural county areas in Walker, Mobile, Cullman, and Escambia Counties.
    - The most underrepresented (best) cities are Montgomery, Birmingham, Mobile, and Tuscaloosa.
    - Crash incidents with no driver restraints being used are greatly overrepresented on county highways, with 2.5 times the expected number of crashes. County was the only roadway classification that was overrepresented.
    - In the analysis of locale, crashes involving no restraints are most commonly overrepresented in open country areas.
- Time Factors
    - The weekend days are the most overrepresented days of the week for crashes in which drivers did not use restraints. This correlates highly with impaired driving crashes.
    - In the evaluation of time of day, overrepresentation peaks during the 12 PM to 5 AM period and then tapers off, falling back below crashes involving causal drivers who use restraints in the 7 AM to 7 PM time periods. Additional cross-tabulations were performed for specific target groups (see below).
- Crash Causal Factors
    - The overrepresentation factors indicate that certain risk-taking behaviors are often associated with crashes in which restraints are not used, including DUI, over the speed limit, running off the road, aggressive operation, and fatigue/sleep.
    - Crashes attributed to drivers who used no restraints are greatly overrepresented in vehicles with model years 1960-2002, which could be attributed to the lack of standard safety restraints in these older model vehicles, or perhaps the removal of these safety devices over time.
    - The speed at impact for crashes for this type of crash is overrepresented in all of the categories above 40 MPH, indicating that these crashes consistently occur at higher speeds than crashes in which restraints were used by the causal driver.

- Severity Factors
    - Fatal, incapacitating, and non-incapacitating injuries are all overrepresented in crashes where drivers were not restrained; this analysis quantified the benefits of the restraint use.
    - Fatal injuries in crashes where no restraints are used are overrepresented on interstate and state roadways. "Possible Injuries" were overrepresented on municipal highways.
    - Analysis of injuries shows that the proportion of injuries (including fatalities) in unrestrained driver crashes is overrepresented from 1 to 6 injuries per crash. Crashes without restraints are clearly causing much more severe injuries.
    - The proportion of fatalities in general as well as the proportion of multiple fatality crashes is dramatically overrepresented in crashes where the causal driver is unrestrained.
    - As expected, ejection of the unrestrained driver is overrepresented, indicating one major cause for many fatalities in which safety equipment is not properly utilized.
    - All types of injuries, including fatalities, are consistently overrepresented in crashes where no restraints were used.
- Driver Demographics
    - Analysis of individual driver ages indicates that crashes involving no restraints are overrepresented in drivers in and immediately above the teen driver classification (age range 16-35).
    - Male drivers account for a majority of crashes in which restraints are not used, and they are overrepresented by a factor of 1.38.
- Analysis of Time of Day by Day of Week.
    - Crosstab analyses of time of day by day of the week of crashes in which restraints were not used enables officers to determine target times and days to enforce restraint laws so that severe crashes may be prevented. Three analyses were performed and compared for three target groups: rural crashes, crashes caused by drivers 16-20, and crashes caused by drivers 21-25. While the rural and 21-25 crosstabs were expected to correlate very heavily with impaired driving, it was found that the 16-20 year old causal drivers were not very much different. It seems clear that while they might not be involved with alcohol or drugs, they are out and engaged in risk-taking practices at the same time as the impaired driving by their older driver counterparts, further compounding the problem at these times. The drivers 16-20 would also reasonably be expected to be overrepresented in the week-day after school hours in the proximity of their schools and after-school activities.

Attachment C – Alabama Performance Report

Traffic Safety Performance Measures

C-1) Number of traffic fatalities (FARS)

2008	2009	2010	2011	2012	Goal
969	848	862	895	865	885

Reduce total traffic fatalities by .34 percent from the five year base line average of 888 (2008-2012) to 885 by 2015. The FARS total number of traffic fatalities in 2013 was 852. The goal was achieved.

C-2) Number of severe injuries in traffic crashes (State crash data files – most severe category: "A" Injuries.)

2008	2009	2010	2011	2012	Goal
20,293	15,131	10,544	9,904	8,974	10,600

Reduce serious injuries in traffic crashes by 18.1 percent from the five year base line average of 12,949 (2008-2012) to 10,600 by 2015. The State total number of severe injuries in 2013 was 8,490. The goal was achieved.

C-3) Fatalities/100M VMT (FARS, FHWA)

Rural Fatalities/100M VMT

2008	2009	2010	2011	2012	Goal
2.10	1.69	1.72	1.70	1.69	1.76

Reduce the rural fatality rate per 100M VMT by 1.1 percent from the five year base line average of 1.78 (2008-2012) to 1.76 by 2015. The FARS actual total Rural Fatalities per 100M VMT in 2013 was 1.85. The goal was not achieved. Risky driving behaviors and the reduction of State Patrol had an impact on rural road fatalities in 2013. These risky behaviors led to higher than usual multiple-fatality crashes compared to 2012 as well as increased fatal crashes during the evening hours.

Urban Fatalities/100M VMT

2008	2009	2010	2011	2012	Goal
1.18	1.08	.97	1.09	.99	1.05

Reduce the urban fatality rate per 100M VMT by .9 percent from the five year base line average of 1.06 (2008-2012) to 1.05 by 2015. The FARS actual total Urban Fatalities per 100M VMT in 2013 was .82. The goal was achieved.

Total Fatalities/100M VMT

2008	2009	2010	2011	2012	Goal
1.63	1.38	1.34	1.38	1.33	1.40

Reduce the fatality rate per 100M VMT by .7 percent from the five year base line average of 1.41 (2008-2012) to 1.40 by 2015. The FARS actual Total Fatalities per 100M VMT in 2013 was 1.31. The goal was achieved.

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

2008	2009	2010	2011	2012	Goal
452	378	394	382	354	390

Reduce the unrestrained passenger vehicle occupant fatalities by .5 percent from the five year base line average of 392 (2008-2012) to 390 by 2015. The FARS actual total of unrestrained passenger vehicle fatalities in 2013 was 359. The goal was achieved.

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

2008	2009	2010	2011	2012	Goal
314	267	264	261	240	271

Reduce the alcohol-impaired driving fatalities by .7 percent from the five year base line average of 258 (2008-2012) to 271 by 2015. The FARS actual total of fatalities in crashes involving a driver (Or motorcycle operator) with a BAC of .08 and above in 2013 was 260. The goal was achieved.

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

2008	2009	2010	2011	2012	Goal
447	327	316	298	272	331

Reduce the speeding-related fatalities by .3 percent from the five year base line average of 332 (2008-2012) to 331 by 2015. The FARS actual number of speeding- related fatalities in 2013 was 253. The goal was achieved.

C-7) Number of motorcyclist fatalities (FARS)

2008	2009	2010	2011	2012	Goal
100	76	86	98	97	90

Reduce the motorcyclist fatalities by 1.1 percent from the five year base line average of 91 (2008-2012) to 90 by 2015. The FARS actual total of motorcyclist fatalities in 2013 was 80. The goal was achieved.

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

2008	2009	2010	2011	2012	Goal
15	7	5	10	10	8

Reduce the un-helmeted motorcyclist fatalities by 11.1 percent from the five year base line average of 9 (2008-2012) to 8 by 2015. The FARS total number of un-helmeted motorcyclist fatalities in 2013 was 1. The goal was achieved.

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

2008	2009	2010	2011	2012	Goal
163	140	140	136	139	143

Reduce the number of drivers age 20 or younger involved in fatal crashes by .7 percent from the five year base line average of 146 (2008-2012) to 143 by 2015. The FARS actual number of drivers age 20 or younger involved in fatal crashes in 2013 was 124. The goal was achieved.

C-10) Number of pedestrian fatalities (FARS)

2008	2009	2010	2011	2012	Goal
68	64	61	79	77	69

Reduce the number of pedestrian fatalities 1.4 percent from the five year base line average of 70 (2008-2012) to 69 by 2015. The FARS total number of pedestrian fatalities in 2013 was 59. The goal was achieved.

C-11 Number of Bicyclist Fatalities (FARS)

2008	2009	2010	2011	2012	Goal
4	6	6	5	9	5

Reduce the number of bicycle fatalities by 16.7 percent from the five year base line average of 6 (2008-2012) to 5 by 2015. The FARS total number of Bicyclist fatalities was 6. The goal was not achieved. A comparison of the 6 fatal bicycle crashes in 2013 against the 9 fatal bicycle crashes in 2012 indicates that those in 2013 occurred in significantly different counties that those in 2012. Three of them occurred in counties that had no fatalities in 2012 -- Cullman, Escambia and Morgan Counties. Mobile County had three bicycle fatalities in 2013 and only one in 2012. It appears that, with the exception of Mobile County, the bicycle programs in the counties that had fatalities in 2012 are working quite well. There was also an increase in the number that occurred in the late morning and late afternoon rush hours (8:00-8:59 and 6:00 to 6:59 PM), so efforts need to be increased warning bicyclists of the problems with increased traffic during rush hours. Also of interest is that 5 of the 6 fatalities in 2013 occurred at intersections (2 of which were indicated to be a failure to yield the right of way), while only 2 of the 9 in 2013 occurred at intersections, which would tend to reinforce the rush hour indicators. Only four of the six fatal crashes were caused by bicyclists, the other two were caused by a passenger car and a pick-up.

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

2009	2010	2011	2012	2013	Goal
90.0%	91.4%	88.0%	89.5%	97.3%	92.5%

Increase the observed seat belt by 1.3% from the five year baseline average (2009 -2013) of 91.2 percent to 92.5 percent in 2015. The actual NHTSA certified observed seat belt usage rate in 2014 was 95.7 percent. The goal was achieved.

Traffic Safety Activity Measures

Number of speeding citations

2010	2011	2012	2013	2014
49,003	61,054	42,067	57,670	63,890

The total number of speeding citations in 2014 was 63,890.

Number of impaired driving arrests

2010	2011	2012	2013	2014
5,108	4,867	2,021	2,508	3,848

The total number of impaired driving arrests in 2014 was 3,848.

Number of seat belt citations

2010	2011	2012	2013	2014
36,341	43,384	30,384	25,536	36,120

The total number of seat belt citations for 2014 was 36,120.

Attachment D – Alabama Overtime Review Policy and Procedures

Beginning in October of 2012, the Alabama Office of Highway Safety conducted on-site reviews of local law enforcement agencies that participate in grant funded overtime projects. The reviews are conducted by AOHS staff and include the review of regular and overtime hour timesheets, activity reports, activities and milestones, examination of the stated goals and objectives versus progress achieved, check for supervisor's signature, and ensure the program grant funds were used correctly in accordance with the grant program requirements. Results are then documented and discussed with sub-grantees. Any additional action, including reimbursement of funds, necessary with regard to program activities or management is noted and followed through by the AOHS. This exercise has been recognized as a best practice by NHTSA during the 2014 Management Review.

Included below is the established policy regarding on-site agency reviews.

The purpose of the review is to ensure that the law enforcement agencies who receive overtime funding from ADECA/LETS are in compliance with their requirements for overtime funding. Conducting periodic reviews will identify whether there are deficiencies in the claim submission process which may result in inaccurate claims.

1. **Review Plan**

    a. The Highway Traffic Safety Manager (HTSM) will make the determination as to which agencies are reviewed.
    b. The HTSM will contact the appropriate CTSP/LEL Regional Director to inform him/her that an agency in their region has been selected for a review.
    c. The CTSP/LEL Regional Director is responsible to notify the agency of said review and to ensure that all relevant personnel (chief/sheriff or their designated representative, city clerk or other payroll personnel, etc.) can attend or provide the necessary documentation needed to perform the review.
    d. It is the responsibility of the CTSP/LEL Regional Director to coordinate a date and time for the audit that accommodates the schedule of all relevant parties.
    e. The CTSP/LEL Regional Director will inform the agency of the documents that will need to be made available to facilitate the review. These documents include, but are not limited to, the following:
        i. Agency's Overtime Policy
        ii. Agreement for Overtime Funds
        iii. Reimbursement claims submitted to ADECA/LETS for payment (The grant numbers and exact reimbursement claims may be provided prior to the review or may be determined on the day of the review.) The reimbursement claim should include the following documents:
            1. Reimbursement Form
            2. Contact Report(s)
            3. Operational Plan
            4. Roll-Up Form

iv. Copies of citations and warnings listed on the contact report and roll-up sheet
v. Time sheets/cards showing overtime worked
vi. Payroll records showing payment to the officer(s) for overtime claimed

2. Conducting the Review

a. The review will be conducted by the HTSM and review staff.
b. The HTSM and review staff will determine which grants and reimbursement claims will be audited and will review all supporting documentation for each claim made by the agency.
c. Depending on what the review reveals, the HTSM and review staff may ask for clarification of certain items or request additional supporting documentation.

3. Review Results

a. Following the review, a Summary of Review and Findings will be generated.
b. If the result of the review suggests or demonstrates that the agency received an overpayment, the HTSM will evaluate the amount of the overpayment and circumstances surrounding the overpayment, in accordance with established policies managing state and federal funds management, and make a recommendation as to whether the agency needs to make restitution.
c. The HTSM will make his/her recommendations to the Law Enforcement and Traffic Safety Division Chief and the Public Safety Unit Chief. Upon their approval, the HTSM will send the CTSP/LEL Regional Director the Summary of Review and Findings and a letter stating the recommendations.
d. It is the responsibility of the CTSP/LEL Regional Director to send a letter to the agency explaining what the findings were and the appropriate action, if any, that needs to be taken.

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

Region 4
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August 28, 2015

William Babington, Division Chief
Law Enforcement and Traffic Safety Division
Alabama Department of Economic and Community Affairs
P.O. Box 5690
Montgomery, Alabama 36103-5690

Dear Mr. Babington:

We have reviewed Alabama's fiscal year 2016 Highway Safety Plan (HSP) as received on June 30, 2015. Based on this submission, we find your State's HSP to be in compliance with the requirements of 23 CFR Part 1200 and the HSP is approved.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from a prior-year HSP (carry-forward funds) will be available for immediate use by the State on October 1, 2015. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent) and an updated project list, consistent with the requirement of 23 CFR §1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

In our review of the documents submitted, we did not identify any proposed purchase of equipment with an acquisition cost of $5,000 or more, therefore, no approval is provided for purchase of such equipment with Federal funds.

The efforts of the personnel of the Alabama Highway Safety Office in the development of the FY2016 highway safety program are very much appreciated. We look forward to working with the Alabama Department of Economic and Community Affairs, Law Enforcement and Traffic Safety Division (ADECA\LETS) and its partners on the successful implementation of this plan.

We appreciate Alabama's efforts to reduce traffic deaths, injuries and economic costs by implementing Click It or Ticket and by participating in the national Drive Sober or Get Pulled Over campaign.

Further, we congratulate Alabama on its accomplishments in advancing our traffic safety mission; however, there is more work to do. As stewards of public funds, it is critical that we continue to fulfill our shared responsibility of using these limited safety dollars in the most effective and efficient manner. To that end, I pledge our continued support to you and the ADECA\LETS and look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on Alabama's roads.

If we can be of assistance to you in achieving your traffic safety goals, please do not hesitate to contact us.

Sincerely,

Carmen N. Hayes
Regional Administrator

cc:
Bill Whatley, Public Safety Unit Chief, ADECA/LETS
Mark Bartlett, Division Administrator, FHWA
Maggi Gunnels, Associate Administrator, NHTSA