STATE OF ALABAMA

FISCAL YEAR 2012

HIGHWAY SAFETY PLAN

Prepared for

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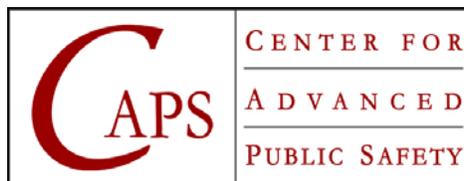and
FEDERAL HIGHWAY ADMINISTRATION

by the

STATE OF ALABAMA
Robert Bentley, Governor

ALABAMA DEPARTMENT OF ECONOMIC AND COMMUNITY AFFAIRS
LAW ENFORCEMENT / TRAFFIC SAFETY DIVISION
Jim Byard, Jr., ADECA – Director
Edward E. Davis, Acting Division Chief

August 19, 2011

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STATE CERTIFICATIONS AND ASSURANCES

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended

- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments

- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs

- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs

- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

Section 402 Requirements

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

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

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

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

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

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

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

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

Other Federal Requirements

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

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

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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

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

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

Federal Funding Accountability and Transparency Act (FFATA)

The State will comply with FFATA guidance, <u>OMB Guidance on FFATA Subaward and Executive Compensation Reporting,</u> 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-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

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

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

- Other relevant information specified by OMB guidance.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.;* PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

b. Establishing a drug-free awareness program to inform employees about:

   1. The dangers of drug abuse in the workplace.

   2. The grantee's policy of maintaining a drug-free workplace.

   3. Any available drug counseling, rehabilitation, and employee assistance programs.

   4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.

c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --

1. Abide by the terms of the statement.

2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -

1. Taking appropriate personnel action against such an employee, up to and including termination.

2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

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

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

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

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

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

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

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

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

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

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

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

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

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

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

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

ENVIRONMENTAL IMPACT

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

_____
Governor's Representative for Highway Safety

ALABAMA
State or Commonwealth

2012
For Fiscal Year

8/19/2011
Date

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-2012-00-00-00	Planning and Administration	$.00	$175,000.00	$.00	$175,000.00	$175,000.00	$.00
Planning and Administration Total				**$175,000.00**	**$.00**	**$175,000.00**	**$175,000.00**	**$.00**
Alcohol								
	AL-2012-00-00-00	Alcohol	$.00	$.00	$.00	$34,551.44	$34,551.44	$.00
Alcohol Total			**$.00**	**$.00**	**$.00**	**$34,551.44**	**$34,551.44**	**$.00**
Police Traffic Services								
	PT-2012-00-00-00	Police Traffic Services	$.00	$.00	$.00	$1,600,000.00	$1,600,000.00	$800,000.00
Police Traffic Services Total			**$.00**	**$.00**	**$.00**	**$1,600,000.00**	**$1,600,000.00**	**$800,000.00**
Community Traffic Safety Project								
	CP-2012-00-00-00	Community Traffic Safety Project	$.00	$697,000.00	$.00	$1,983,628.42	$1,983,628.42	$1,983,628.42
Community Traffic Safety Project Total				**$697,000.00**	**$.00**	**$1,983,628.42**	**$1,983,628.42**	**$1,983,628.42**
NHTSA 402 Total			*$.00*	*$872,000.00*	*$.00*	*$3,793,179.86*	*$3,793,179.86*	*$2,783,628.42*
405 OP SAFETEA-LU								
	K2-2012-00-00-00	Occupant Protection	$.00	$1,469,100.00	$.00	$489,700.00	$489,700.00	$.00
405 Occupant Protection Total	**$.00**			**$1,469,100.00**	**$.00**	**$489,700.00**	**$489,700.00**	**$.00**
405 OP SAFETEA-LU Total			*$.00*	*$1,469,100.00*	*$.00*	*$489,700.00*	*$489,700.00*	*$.00*
408 Data Program SAFETEA-LU								
	K9-2012-00-00-00	408 Data Program Incentive	$.00	$123,357.34	$.00	$493,429.35	$493,429.35	$.00
408 Data Program Incentive Total				**$123,357.34**	**$.00**	**$493,429.35**	**$493,429.35**	**$.00**
408 Data Program SAFETEA-LU Total			*$.00*	*$123,357.34*	*$.00*	*$493,429.35*	*$493,429.35*	*$.00*
NHTSA Total			*$.00*	*$2,464,457.34*	*$.00*	*$4,776,309.21*	*$4,776,309.21*	*$2,783,628.42*
Total	*$.00*		*$.00*	*$2,464,457.34*	*$.00*	*$4,776,309.21*	*$4,776,309.21*	*$2,783,628.42*

EXECUTIVE SUMMARY

The Alabama Highway Safety Plan (HSP) is produced each year to provide the specification for the allocation of funds within the purview of the Federal Section 402 Program, which is jointly administered by the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA). This plan reflects the efforts that have been made to assure that these funds are allocated optimally in order to bring about the maximum reduction of crash-caused fatalities and severe injuries on Alabama roadways. By federal law, these highway safety funds must be used to support State and community programs to reduce deaths and injuries on the highways. Section 402(b) sets forth the minimum requirements with which each State's highway safety program must comply, and Alabama has met these requirements since the onset of the program in the late 1960s.

The Governor of Alabama administers this program through the Alabama Office of Highway Safety (AOHS), which is located within the Law Enforcement and Traffic Safety Division of the Alabama Department of Economic and Community Affairs (ADECA). Alabama's 402 efforts involve political subdivisions of the State to carry out local highway safety programs by providing them with funding and the authorization to implement their local programs according to the specifications of the HSP. The AOHS is led by the State Coordinator. He has two program managers that report directly to him as staff personnel. There are nine regional Community Traffic Safety Program (CTSP) Coordinators who also serve as Law Enforcement Liaisons (LEL) and report directly to the State Coordinator. These individuals, referenced as CTSP/LELs work closely together with each other and the State Coordinator to implement all programs that involve local agencies. In addition, the office has a Traffic Safety Resource Prosecutor who deals with cases involving traffic violations, which can range from minor misdemeanors to vehicular homicide.

Alabama's overall vision in developing this plan was "To create the safest surface transportation system in the Southeast by means of a cooperative effort that involves all organizations and individuals within the state who have traffic safety interests." This included the ideals of saving lives, reduction in suffering, focus on speed and alcohol related hotspots, teamwork and diversity. The mission to be accomplished by implementing this plan is to "reduce fatalities by focusing on the problem locations identified for speed and alcohol related hotspots." A number of goals were established to this effect, including (1) to reduce of the three-year average of fatalities from 975 to 901, and (2) to reduce the three year average of serious injuries from 24,666 to 21,500. The traffic safety community within Alabama recognizes that even with these reductions 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). Goals were set for each of the individual related crash (injury and severity) cause types. An overall program goal was set *"To reduce the fatal mileage rate in Alabama by 25% from 2.0 in 2006 to 1.5 per 100 million vehicle miles traveled by calendar year 2013."*

A major problem identification effort was performed to resolve all of the basic countermeasures that are presented in this plan as well as the particular tactics to be applied in their implementations. The following is an extract from Table 1, which gives insight into the basic prioritization that was performed in resolving the overall state countermeasure strategies.

Crash Type (Causal Driver)	Fatal Number	Fatal %	Injury Number	Injury %	PDO No.	PDO %	Total
1. Restraint Not Used	387	3.59%	4,267	39.60%	6,120	56.80%	10,774
2. Speeding	212	5.07%	1,883	45.03%	2,087	49.90%	4,182
3. Alcohol/Drug	210	3.03%	2,798	40.38%	3,921	56.59%	6,929
4. Obstacle Removal	129	2.17%	2,061	34.60%	3,767	63.24%	5,957
5. License Status Deficiency	104	1.67%	2,081	33.40%	4,045	64.93%	6,230
6. Youth -- Age 16-20	98	0.44%	5,270	23.75%	16,819	75.81%	22,187
7. Mature -- Age > 64	92	0.71%	2,769	21.29%	10,146	78.00%	13,007
8. Motorcycle	82	4.85%	1,146	67.81%	462	27.34%	1,690
9. Pedestrian, Bicycle, Sch. bus	75	3.99%	964	51.22%	843	44.79%	1,882
10. Pedestrian	63	8.37%	604	80.21%	86	11.42%	753

The basic reasoning in using information in this table is that resources need to be allocated in areas and to particular countermeasures where they will have the greatest chances of reducing fatality and injury crashes. It will be noticed that the number of fatalities and the number of injuries are highly correlated over the subject areas.

The Highway Safety Plan for FY 2012 addresses the two largest factors that *cause* injury and fatal crashes. Crashes that were in either the Speed or Alcohol/Drug category were identified and locations with the highest numbers of these crashes (particularly the severe crashes) were included in the prioritized lists that provided the basis for their selective enforcement efforts. These problem areas, known as *hotspots,* were defined by specific criteria depending on roadway classification. A total of 63 speed hotspots and 245 alcohol- related hotspots were identified. These hotspots are defined, listed and mapped in this plan. Each of the regional coordinators used 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 the nine Community Traffic Safety Program/Law Enforcement Liaison (CTSP/LEL) projects.
- Continue to support the Center for Advanced Public Safety (CAPS) in exchange for their support of the AOHS. CAPS provides AOHS with their crash and traffic safety data throughout the year.
- Conduct nine local Hotspot Special Traffic Enforcement Program (STEP) projects, one within each of the CTSP/LEL regions. Additionally, a statewide STEP project will be conducted in conjunction with the Alabama Department of Public Safety (DPS).
- Continue to require the CTSP/LELs to conduct selective enforcement efforts that focus their plans on hotspot crashes and the problem locations identified by the data analyses that were performed for their respective regions.
- 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.
- Conduct sustained enforcement for seat belts, impaired driving, and speeding.

Performance measures were established for assessing each of these strategies.

Administrative goals were also established to assure that the operation of the State's traffic safety program would be well organized and continue to be implemented on the basis of sound data analyses. In summary, this included the following:

- Training and internal interaction requirements (e.g., meetings and conferences) to keep the AOHS staff and those who they interact with familiar with the most recent developments in traffic safety that are relevant to their activities.
- Support and coordination of Section 402 and Section 408 (traffic safety information systems), 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 and presentation of all formal governmental and volunteer traffic safety efforts within Alabama by means of the http://www.SafeHomeAlabama.gov/ website.

The AOHS recognizes that statewide cooperation throughout the traffic safety community is essential to carrying out their mission. To accomplish this, they have forged key partnerships that are briefly described below:

- Community Traffic Safety Program (CTSP) coordinator, 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 relationship with all other traffic safety stakeholders in the local communities.
- Law Enforcement Liaison (LEL) officers – the two LEL officers cover the entire state and provide the CTSP coordinators with the law enforcement background and technical expertise to guide, manage and oversee the selective enforcement and other traffic safety law enforcement efforts.
- The University of Alabama Center for Advanced Public Safety (CAPS) – provides the information foundation from crash, citation, EMS runs and other databases to enable the AOHS and the CTSP/LELs to be assured that their traffic safety resources are being allocated most effectively.
- The Alabama Department of Public Safety – in being 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.
- Local law enforcement – including city police and county sheriffs, these partners are essential to all statewide and local enforcement programs.
- Media – providing continued support through their efforts to inform the public of all selective enforcement and other projects.
- Alabama Department of Public Health – in providing the personnel and expertise for the annual seat belt surveys, and for providing data and information technology expertise for EMSIS and trauma data integration and use.
- 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.

PROCEDURE FOR PROBLEM IDENTIFICATION

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

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

For the Fiscal Year 2008 plan, a slightly different approach was taken. Instead of focusing on SHARP crashes, the focus moved to Speeding and Alcohol Related hotspots only. While using restraints can save lives, the lack of restraint usage is not a *cause* of a traffic crash. Keeping that in mind, the decision was made to shift focus and enforcement efforts to those crashes involving speeding and alcohol use, while removing restraint usage as a factor in the hotspots. Additionally, a larger dataset was used for the FY 2008 plan. In order to get a more accurate representation of problem areas (or hotspots) a three year dataset (2004-2006 calendar year data) was used to find the hotspots. While focusing and addressing the behavioral problems of speeding and impaired driving, law enforcement will continue issuing tickets to unrestrained motorist. Individuals who drive impaired and drive above the posted speed limits are most often not using the occupant restraints in the vehicles.

The strategy employed for defining hotspots in the Fiscal Year 2008 HSP was again used in the Fiscal Year 2009, 2010, 2011 and 2012 Highway Safety Plans. By using the same search criteria to locate hotspots, comparison can be made from year to year for the state as a whole, or for a particular region within the state. For this FY 2012 HSP, the 2008-2010 calendar year dataset was used. The criteria given above for defining hotspots will continue to be used in future years in order to allow for comparison of data and hotspots from one year to the next.

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

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

These search criteria were again reviewed this year for the FY 2012 HSP and were determined to be appropriate for continued analysis. Therefore, no adjustments were made to the search criteria for the FY 2012 HSP. In the FY 2008 HSP, the 2004-2006 dataset was used and a total of 338 hotspots located across the state were identified. In the FY 2009 HSP, the 2005-2007 dataset was used and a total of 333 hotspots were identified. In the FY 2010 HSP, the 2006-2008 dataset was used and a total of 313 hotspots across the state were identified. For the FY 2011 HSP, the 2007-2009 dataset was used and a total of 287 hotspots across the state were identified. In the FY 2012 HSP, the 2008-2010 dataset was used and a total of 308 hotspots across the state were identified.

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

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

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

The decrease seen in the total number of hotspots between 2006 and 2009 indicated that the method of identifying and addressing hotspots appeared to be working. In 2010 the total number of hotspots increased for the first time since the use of this method began. This increase was seen only in the alcohol related hotspots and will be discussed in more detail throughout this FY 2012 plan. While this increase seen in the 2010 data will be acknowledged and examined, the overall approach will not be changed at this time. Allowing the regional coordinators to concentrate their efforts on the problem areas in their region is still viewed as the most effective approach for focusing on the dangerous crashes throughout the state that are identified with the hotspot method. The number of hotspots will continue to be monitored and efforts will be made to see a decline in future years.

PROBLEM IDENTIFICATION
PART I – INTRODUCTION

The Alabama Highway Safety Plan (HSP) for the 2012 Fiscal Year (FY) continues the strategy and focus that was originally laid out in the FY 2008 HSP and continued in the FY 2009 HSP, FY 2010 HSP and FY 2011 HSP for identifying and focusing on alcohol and speed related hotspots in the State of Alabama. The changes made for the FY 2008 HSP continue to be the most effective and accurate way of identifying problem areas. Therefore that methodology for identifying hotspots will continue to be used in future years to aid in comparing data and determining the effectiveness of the focus given to the hotspot locations.

The changes made for the FY 2008 HSP were a slight revision or improvement to the methodology used in the FY 2006 and FY 2007 plan. The change in the FY 2008 plan was not a major change, just a slight adjustment to the type of hotspot being identified and the quantity of data used for finding those hotspots. The major change that facilitated the focus on the "hotspot" data occurred for the FY 2006 plan. This shift was a significant step in the right direction as it identified specific problem locations from across the state and compelled CTSPs/LELs to focus their efforts on these specific locations. The change for the FY 2008 plan, while still focusing on hotspot locations, shifted the focus away from seat belt issues to locations directly related to speeding and alcohol use. The methodology used for the FY 2008, FY 2009, FY 2010 and FY 2011 plans is used in the FY 2012 plan and will continue to be used in future years in order to gauge the progress made towards reaching both short term and long terms goals set for the state.

In the plans for FY 2008 through FY 2012, an effort was made to focus on alcohol related hotspots and speed related hotspots with high numbers of injuries and fatalities. It is clear by looking at Table 1 (page 22) that the two biggest problem areas, in terms of behavior that causes crashes, are speeding and alcohol/drug use. This trend is seen year after year and it is one that cannot be ignored and must be consistently and continually addressed.

While increasing the number of drivers and passengers wearing restraints would certainly cause a positive trend in the number of fatalities resulting from lack of restraint usage, failure to wear proper restraint is not a behavior that *causes* a crash. Because of this, efforts and funding will be focused on categories two and three from Table 1. Lack of restraint usage certainly will not be ignored but other funding will be used to help increase the number of individuals wearing their seat belts. While focusing and addressing the behavioral problems of speeding and impaired driving, law enforcement will continue issuing tickets to unrestrained motorist. Individuals who drive impaired and drive above the posted speed limits are most often not using the occupant restraints in the vehicles.

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

The AOHS has served on the steering committee for the development of and is presently active in the implementation phase of the Alabama Strategic Highway Safety Plan (SHSP). The Alabama Highway Safety Plan has been incorporated into the Alabama SHSP.

Table 1. Summary of Crash Severity by Crash Type – CY 2010 Alabama Data

Crash Type (Causal Driver)	Fatal Number	Fatal %	Injury Number	Injury %	PDO No.	PDO %	Total
1. Restraint Not Used*	387	3.59%	4,267	39.60%	6,120	56.80%	10,774
2. Speeding	212	5.07%	1,883	45.03%	2,087	49.90%	4,182
3. Alcohol/Drug	210	3.03%	2,798	40.38%	3,921	56.59%	6,929
4. Obstacle Removal	129	2.17%	2,061	34.60%	3,767	63.24%	5,957
5. License Status Deficiency	104	1.67%	2,081	33.40%	4,045	64.93%	6,230
6. Youth -- Age 16-20	98	0.44%	5,270	23.75%	16,819	75.81%	22,187
7. Mature -- Age > 64	92	0.71%	2,769	21.29%	10,146	78.00%	13,007
8. Motorcycle	82	4.85%	1,146	67.81%	462	27.34%	1,690
9. Ped., Bicycle, School bus	75	3.99%	964	51.22%	843	44.79%	1,882
10. Pedestrian	63	8.37%	604	80.21%	86	11.42%	753
11. Utility Pole	37	1.68%	804	36.46%	1,364	61.86%	2,205
12. Fail to Conform to S/Y Sign	32	0.50%	1,853	28.69%	4,573	70.81%	6,458
13. Vehicle Defects – All	22	0.62%	895	25.23%	2,630	74.15%	3,547
14. Non-pickup Truck Involved	19	0.43%	843	18.91%	3,597	80.67%	4,459
15. Construction zone	19	0.64%	621	20.85%	2,338	78.51%	2,978
16. Roadway Defects – All	18	1.17%	418	27.20%	1,101	71.63%	1,537
17. Vision Obscured – Env.	14	1.28%	333	30.36%	750	68.37%	1,097
18. Fail To Conform to Signal	12	0.26%	1,381	30.46%	3,141	69.28%	4,534
19. Child Not Restrained*	9	0.40%	329	14.71%	1898	84.88%	2,236
20. Bicycle	7	1.17%	246	41.00%	347	57.83%	600
21. School Bus	5	0.95%	114	21.55%	410	77.50%	529
22. Railroad Trains	5	5.00%	37	37.00%	58	58.00%	100

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

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

Table 1 is sorted so that the crash type category with the highest number of fatal crashes is listed first, descending to the crash type category with the lowest number of fatal crashes listed last. Each crash type category lists the crashes that happened for that particular category between January 1, 2010 and December 31, 2010. This time period of January 1 through December 31 will be called our Calendar Year (CY). Within the Performance Goals and Strategies section, all past statistics have been updated to reflect the CY. Unless otherwise noted, all crash statistics within this document are for this time period. The categories given in Table 1 are not mutually exclusive (e.g., you could have an alcohol crash that also involved speeding). However, they still tend to demonstrate the relative criticality of that particular category. All other things being equal, to reduce fatalities, we need to start towards the top of the list.

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

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

The Highway Safety Plan for FY 2012 takes a critical look at the two biggest factors in Table 1 that cause crashes, injuries and fatalities. Crashes that fell into either the Speed or Alcohol/Drug category were identified and locations with high numbers of these crashes (particularly the severe crashes) are included in the Hotspots lists in Part IV of the plan. This is the fifth year that these two categories are exclusively targeted in the HSP. As was done for the past four years, this focus will continue to allow the AOHS to focus traffic safety funding efforts for 2012 on the top problem locations. The hotspot definitions used for the FY 2012 plan will be used again in subsequent years.

Using the focus that was set for the 2008, 2009, 2010 and 2011 plans, problem areas across the state were again identified. These problem areas are known as hotspots and specific criteria for each of the hotspot categories is given in the section titled "Procedure for Problem Identification" as well as Part IV of the plan. A total of 63 Speeding hotspots and 245 Alcohol Related hotspots were identified. These hotspots are defined, listed and mapped (when possible) in Part IV of this plan. The plans for each of the regional coordinators for the coming year will focus on these hotspot areas, as portions of their funding will be restricted to working the speeding and alcohol related hotspot locations defined for each region.

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

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

Alabama's fatality counts and fatality rates (per 100 million vehicle miles traveled) for the last 23 years are given below.

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	966	591.48
2009	1.51^	849[+]	560.61^
2010	N/A	859	N/A

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

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

^ - The VMT for 2009 have been adjusted down to match the VMT recorded by the FHWA for the year. This adjustment to the VMT caused an adjustment to the 2009 rate as well.

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

Alabama can be proud that we have cut our crash rate by almost 50% over the past 23 years. If we were still operating with the 1987 rate, the number of fatalities in 2009 would have been over 1,670. The reduction in rates over the past few years is extremely promising, reflecting major efforts in publicizing and enforcing the primary seat belt law, and the many other efforts along the broad range of traffic safety activities. We will not be satisfied, however, with even one death on the roadway and one shattered family, and we will continue to put forth a concerted effort to assure that traffic safety resources are utilized to their maximum capabilities.

In 2008, Alabama saw the first decrease ever in the number of vehicle miles traveled (VMT). This can in part be attributed to the downturn in the national economy and the significantly higher gasoline prices that were experienced in 2008. In 2009, the vehicle miles traveled continued to fall and reached rates not seen since the late 1990's. This is likely due to the fact that the economy has not bounced back as quickly as originally projected and gas prices remain high. It is important to note that even with a reduction in total vehicle miles traveled, the fatality rate has continued to decrease since 2006 and reached a new low in 2009.

After seeing a rise in the total number of fatalities and the fatality rate in 2006, a drop in both numbers was seen in 2007, 2008 and 2009. This downward trend is seen as a great success to the traffic safety community in Alabama and a success that can, in part, be attributed to the concentrated efforts that were made by all involved to reduce this number. In 2010, a small increase in the number of fatalities was seen over the fatalities seen for 2009. This is an increase that needs to be examined and every effort needs to be made to ensure that this trend does not continue. It is often difficult to track exactly why the number rises and falls from year to year but many of the efforts outlined in this report played a role in helping to bring that number down over the past year. The number of fatalities is closely monitored throughout the year in the State of Alabama and unfortunately appears to be trending up for 2011 as compared to 2010. This will continued to be monitored throughout the year and efforts are ongoing to help reverse this trend before the end of the year.

By continuing to fund efforts related to speed and alcohol related hotspot crashes in FY 2012, it is hoped that the dollars used to fund efforts focusing on these areas will have a significant impact and continue to reduce the number of fatalities seen in future years. Because the speed and alcohol related crashes look at the two biggest causal factors in the state in terms of traffic safety, focusing on these crashes should give the biggest "bang for the buck" for the State of Alabama.

PART II – VISION, IDEALS, MISSION

VISION:

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

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

IDEALS:

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

- *Saving Lives.* Preserve the lives of all users of the Alabama surface transportation system by minimizing the frequency and severity of all potentially fatal crashes, regardless of the countermeasure type or the organization that has primary responsibility for its implementation.
- *Reduction in Suffering.* Reduce suffering and property loss resulting from injury and property damage only crashes.
- *Focus on speed and alcohol related hotspots.* When looking at crashes in Alabama and the damage that they cause in terms of suffering and property loss, crashes caused by speeding and alcohol use were determined to be the biggest problem areas. In order to help reduce these crashes, all organizations and individuals in the area of traffic safety must be committed to working on these hotspot crashes. Plans developed by the state's safety coordinators should reflect this focus and funding will be concentrated on hotspot crash locations that have been identified as problems. While focusing and addressing the behavioral problems of speeding and impaired driving, law enforcement will continue issuing tickets to unrestrained motorist. Individuals who drive impaired and drive above the posted speed limits are most often not using the occupant restraints in the vehicles.
- *Teamwork and Diversity.* Recognize that these ideas will only be attained through the dedication to cooperative efforts among a wide range of federal, state and local organizations. All highway users and user groups must be adequately represented, and all sub-disciplines will be given the opportunity to provide input and information.

MISSION:

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

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

PART III – GOALS AND STRATEGIES

PROCESS FOR DEVELOPING GOALS

In FY 2006 and FY 2007, the idea of using SHARP crashes was developed. This focus was a revolutionary improvement over the plans from earlier years as the state began to target specific locations from across the state. For FY 2008, the idea of SHARP crashes was further limited to only looking at speeding and alcohol related crashes. This revision was carried out in the FY 2009 HSP and is again being used in the FY 2012 HSP exactly as it was performed in FY 2008, 2009, 2010 and 2011. The adjustment made beginning with the FY 2008 HSP was due to the fact that lack of restraint usage cannot *cause* a crash. While the effects of seat belt use will not be minimized, the efforts for the FY 2012 Highway Safety Plan will be focused solely on Speed and Alcohol Related Hotspots.

The goals defined below were established for both of the hotspot countermeasure categorical priority areas (alcohol and speed). Countermeasures and efforts planned for fiscal year 2012 will focus on one or both of these key areas. Specific thresholds and target dates were set based on past trends and expectations from past programs.

For 2012, funding to the state CTSPs/LELs will be largely focused on the problem areas discussed and defined in Part IV of this plan. The two notable exceptions to this rule are AOHS's continued participation in the "Click It or Ticket" and "Drunk Driving. Over the Limit. Under Arrest." campaigns. AOHS continues to pledge its support to these programs and will fund the participating regions accordingly.

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

The overall goal set in the Strategic Highway Safety Plan for the State of Alabama was developed based on the 2002 fatality rate of 1.80 and looked at meeting goals with the 2008 data. While the data for the state, including the fatality rate, has continued to change from year to year, the Strategic Highway Safety Plan has not been updated to reflect the changes in rates seen in recent years. The 2008 fatality rate and the progress towards the goal set in the Strategic Highway Safety Plan are discussed further in the Overall Program Goal section on page 33.

Unlike the long range goal, new short range goals are established each year. These goals are along the same line as the long range goals but are adjusted more frequently in order to track progress that the state has made by looking at the coming fiscal year (2012). When looking at these goals, it is important to note that the data being used for these goals is somewhat delayed. Because of the delay in receiving completed crash data for the year, 2010 data must be used to develop the plan for fiscal year 2012 while 2011 data will be used next year to develop the plan for fiscal year 2013. The short range goals will concentrate on statistics for calendar year 2012 while long-range goals concentrated on statistics for calendar years 2007-2011.

The 2008, 2009 and 2010 data fully reflect data that was affected by the hotspot focus described and first used in the FY 2008 Highway Safety Plan for Alabama. This data allows the state to accurately measure the short term goals as well as measure how the state is doing in working towards the long range goals set in the FY 2008 plan for the following five years. The 2008, 2009 and 2010 data is included in the following Goals sections and will be discussed in more detail in those sections.

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

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

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

Goals will now be presented in the following categories: (1) Traffic Safety Performance Measures (2) Overall Program, (3) Administrative, and (4) Legislative.

STATEWIDE STATISTICS *

	2004	2005	2006	2007	2008	2009
Number of Traffic Fatalities	1,154	1,148	1,207	1,110	969	848
Number of Serious Injuries in Traffic Crashes	31,052	30,607	29,844	27,085	20,192	22,802**
Fatalities/100M VMT						
• Total_____	1.95	1.92	1.99	1.81	1.63	1.51
• Urban_____	1.43	1.28	1.31	1.20	1.18	1.02
• Rural_____	2.46	2.59	2.69	2.44	2.10	1.74
Number of Unrestrained Occupant Fatalities, All Seat Positions	517	561	568	538	452	378
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	360	373	377	377	314	280
Number of Speeding-Related Fatalities	508	502	568	497	447	327
Number of Motorcyclist Fatalities	75	62	105	85	100	76
Number of Unhelmeted Motorcyclist Fatalities	7	3	10	8	15	7
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	240	219	230	194	163	140
Number of Pedestrian Fatalities	81	73	78	69	68	64
Observed Seat Belt Use, Front Seat Outboard Occupants	80.0%	81.9%	82.9%	82.3%	86.1%	90.0%
Speed Hotspots**	N/A	N/A	120	142	123	93
Speed Fatal Crashes**	317	331	370	359	338	221
Speed Injury Crashes**	3,325	3,502	3,712	3,392	2,958	2,299
Alcohol Hotspots**	N/A	N/A	218	191	190	194
Alcohol/Drugs Fatal Crashes**	228	212	237	257	212	237
Alcohol/Drugs Injury Crashes**	2,876	2,948	3,042	2,719	2,450	2,548

* - State Data Estimated
* * - State Data

Alabama Traffic Safety Performance Measures

C-1) Number of traffic fatalities (FARS)

2007	2008	2009	3-Year Average
1,110	969	848	975

The goal is to reduce total traffic fatalities from a 3-year average of 975 in 2011 to 901 in 2012.

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

2007	2008	2009	3-Year Average
27,085	24,110	22,802	24,666

The goal is to reduce total serious injuries from a 3-year average of 24,666 in 2011 to 21,500 in 2012.

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

Rural Fatalities/VMT

2007	2008	2009	3-Year Average
2.44	2.10	1.74	2.10

Urban Fatalities/VMT

2007	2008	2009	3-Year Average
1.20	1.18	1.02	1.14

Total Fatalities/VMT

2007	2008	2009	3-Year Average
1.81	1.63	1.51	1.65

The goal is to reduce total fatalities /VMT from a 3-year average of 1.65 in 2011 to 1.41 in 2012.
The goal is to reduce rural fatalities/VMT from a 3-year average of 2.10 in 2011 to 2.02 in 2012.
The goal is to reduce urban fatalities/VMT from a 3-year average of 1.14 in 2011 to 1.05 in 2012.

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

2007	2008	2009	3-Year Average
538	452	378	456

The goal is to reduce unrestrained passenger vehicle occupant fatalities, all seat positions, from a 3-year average of 456 in 2011 to 396 in 2012.

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

2007	2008	2009	3-Year Average
377	314	280	324

The goal is to reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) from a 3-year average of 324 in 2011 to 311 in 2012.

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

2007	2008	2009	3-Year Average
497	447	327	424

The goal is to reduce speeding-related fatalities (FARS) from a 3-year average of 424 in 2011 to 409 in 2012.

C-7) Number of motorcyclist fatalities (FARS)

2007	2008	2009	3-Year Average
85	100	76	87

The goal is to reduce motorcyclist fatalities (FARS) from a 3-year average of 87 in 2011 to 85 in 2012.

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

2007	2008	2009	3-Year Average
8	15	7	10

The goal is to reduce un-helmeted motorcyclist fatalities (FARS) from a 3-year average of 10 in 2011 to 8 in 2012.

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

2007	2008	2009	3-Year Average
194	163	140	166

The goal is to reduce the number of drivers age 20 or younger involved in fatal crashes (FARS) from a 3-year average of 166 in 2011 to 160 in 2012.

C-10) Number of pedestrian fatalities (FARS)

2007	2008	2009	3-Year Average
69	68	64	67

The goal is to reduce pedestrian fatalities (FARS) from a 3-year average of 67 in 2011 to 65 in 2012.

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

2008	2009	2010	3-Year Average
86.1%	90.0%	91.4%	89.1%

The goal is to increase the observed seat belt use for passenger vehicles, front seat outboard occupants (survey) from a 3-year average of 89.1% in 2011 to 91.5% in 2012.

Alabama Traffic Safety Activity Measures

Number of speeding citations

2008	2009	2010	3-Year Average
40,574	50,693	49,003	46,757

The goal is to increase the number of speeding citations from a 3-year average of 46,757 in 2011 to 48,500 in 2012.

Number of DUI arrests

2008	2009	2010	3-Year Average
3,265	3,374	5,108	3,916

The goal is to increase the number of DUI arrests from a 3-year average of 3,916 in 2011 to 4,060 in 2012.

Number of seat belt citations

2008	2009	2010	3-Year Average
27,405	34,328	36,341	32,691

The goal is to increase the seat belt citations from a 3-year average of 32,691 in 2011 to 34,190 in 2012.

OVERALL PROGRAM GOAL
The overall strategic program goals follow:

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

In the Alabama Strategic Highway Safety Plan, the following goal was set: "The goal of this plan is to decrease the fatal mileage rate in Alabama from 1.8 to 1.5 per 100 million vehicle miles traveled by 2008." This long term goal was based on the rate from 2002 and was not updated to reflect the rising rates seen in 2004-2006. The fatal mileage rate began to trend back down in 2007 and continued the downward trend in 2008, allowing the state to edge closer to the goal. The rate of 1.63 seen in 2008 did not meet the state goal of 1.5 by 2008 set in the Strategic Highway Safety Plan. With the 2009 numbers, the newly adjusted rate stands at 1.51 which is just above the goal set in the Alabama Strategic Highway Safety Plan and is also just above the long term goal set for calendar year 2011 in this Highway Safety Plan. At this print, the 2010 VMT are not available and the rate therefore cannot be calculated. At this time, the goal will not be updated, however, the state will continue in their vigilance to drive the rate down further and exceed any goals that have been set. The state will continue to track the rate and will strive to continue reducing that rate even further, and in so doing save lives.

The goal of reducing the rate by 25% was set for the first year in the FY 2008 plan and will remain in effect until the FY 2013 plan is developed. As the state works to achieve and maintain this goal over the five year time period, yearly short term goals also need to be established. For the first year (CY 2007), the state hoped to see a 3% reduction in the fatality rate. The fatal mileage rate went from 2.0 in 2006 to 1.81 in 2007 which is a drop of 9.5%. This well exceeds the reduction expected for one year and will help in reaching the goal of a 25% reduction over five years. For the second year (CY 2008) the state had a goal of an additional 8% reduction. The fatal mileage rate decreased from 1.81 in 2007 to 1.63 in 2008, a 9.4% reduction. In CY 2009 the goal set called for an additional 5% reduction. The reduction from 1.63 to 1.51 (*adjusted rate for the FY2012 HSP*) was a drop of approximately 7.4%, which is above the goal set for a single year. With the 2009 data, the state is close to the goal set for CY 2011 of 1.5. However, the state will continue to work to reduce this rate each year and the state will maintain the goal of reducing the rate by an additional 5% each year for the remaining two years (2010-2011).

The number of hotspots will continue to be monitored (as seen below in Table 2) and the rate will be monitored as seen on page 24. By focusing on two of the biggest killers (speed and alcohol related crash hotspots), the goal of reducing the fatality rate should be achievable. The criteria used to find the number of hotspots and the calculation of the rate will not change between the years in order to lend consistency in the total number of hotspots found for the State.

Table 2. Number of Hotspots

Year	Speed Hotspots	Alcohol Related Hotspots	Total Number of Hotspots
2006	120	218	338
2007	142	191	333
2008	123	190	313
2009	93	194	287
2010	63	245	308

As the State works to reduce the fatality rate by reducing the number of hotspots, a statewide effort must be made to focus traffic safety funding on hotspot crashes. By doing this, every possible option will be taken to bring these numbers down in the coming years. Additionally, the reduction in the number of hotspots found (using identical search criteria) in each year will be monitored. A slight drop in the total number of hotspots was seen between 2006 and 2007 and a more significant drop in the total was seen between 2007 and 2008. Additionally, the largest drop of all was seen between 2008 and 2009. Unfortunately an increase was seen between 2009 and 2010. Fortunately this increase did not take the state back to the total number of hotspots seen in 2008, however, the increase in the number of alcohol related hotspots reached its highest point since the hotspots began being identified with the 2006 data. This trend will be monitored in coming years in order to identify whether the 2010 data was an outlier or if there is an alarming trend towards increased alcohol crashes within the state. A number of programs are in place within the state to help target alcohol crashes and these will continue as a part of this FY 2012 plan.

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

Table 3. Summary of All Crashes – CY 2001-2010 Alabama Data

Performance Measures	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Fatal Crashes	902	931	899	1033	1013	1074	1010	886	774	788
Percent Fatal Crashes	0.67	0.66	0.64	0.71	0.7	0.77	0.75	0.72	0.63	0.61
Injury Crashes	29,771	30,922	30,748	31,856	31,335	30,527	28,295	25,613	27,675	29,051
Percent Injury Crashes	22.26	22.02	21.8	21.77	21.76	21.84	20.92	20.66	22.37	22.63
PDO Crashes	103,066	108,583	109,420	113,469	111,645	108,179	105,951	97,469	95,291	98,545
Percent PDO Crashes	77.07	77.32	77.57	77.53	77.54	77.39	78.33	78.62	77.01	76.76
Total	133,739	140,436	141,067	146,358	143,993	139,780	135,256	123,968	123,740	128,384

Table 3 is a summary of all crashes for the Calendar Years 2001-2010. These statistics should be referenced as overall goals and strategies are discussed and determined. All figures in this table have been updated to reference the calendar year for their respective years.

Table 4. Hotspot Listing for State and Individual Regions

Hotspots	Speed Hotspots						Alcohol Related Hotspots					
	# of Hotspots (2006)	# of Hotspots (2007)	# of Hotspots (2008)	# of Hotspots (2009)	# of Hotspots (2010)	Percentage of Total Hotspots (2010)	# of Hotspots (2006)	# of Hotspots (2007)	# of Hotspots (2008)	# of Hotspots (2009)	# of Hotspots (2010)	Percentage of Total Hotspots (2010)
Birmingham Region	25	35	26	21	16	23.88%	37	32	27	34	41	16.27%
North East Region	11	17	17	11	13	19.40%	42	32	27	30	54	21.43%
North Region	10	18	17	16	9	13.43%	22	15	17	24	24	9.52%
Mobile Region	15	15	14	13	9	13.43%	52	48	47	40	49	19.44%
East Region	14	16	17	13	8	11.94%	13	11	14	9	7	2.78%
Central Region	15	12	15	8	7	10.45%	23	26	27	25	34	13.49%
South East Region	11	7	6	5	2	2.99%	5	2	6	15	17	6.75%
South West Region	5	10	4	4	2	2.99%	4	6	5	6	4	1.59%
West Region	14	16	14	8	1	1.49%	20	19	21	18	22	8.73%
TOTAL HOTSPOTS	120	146	130	99	67	100.00%	218	191	191	201	252	100.00%

* - Note that in 2010, some hotspots are counted twice. For example, if a hotspot (5 miles or ten miles in length) fell in more than one region, that hotspot was included in the count for both regions. Additionally, if a hotspot falls in more than one county, it is included in the regional count more than once. By doing this, the regional counts match the maps included in Section IV of the Highway Safety Plan. In 2010, there were four Speed Hotspots that fell in more than one region and an additional eight hotspots that fell in multiple counties within one region. There were seven Alcohol Hotspot that fell in more than one region and an additional 15 hotspots that fell in multiple counties within one region.

Table 4 is a summary of all Speed and Alcohol Related Hotspots for Calendar Year 2006 through 2010. The 2006, 2007, 2008 and 2009 data was included here in order to allow for comparison within each region. In future years, data will continue to be added to this table to track the progress made in reducing hotspots across the state and within individual regions.

PERFORMANCE GOALS AND STRATEGIES

Fatal Mileage Rate and Hotspots

Long range goals were set in the FY 2008 HSP and will be in place until the FY 2013 HSP is under development. At that time they will be adjusted. This is done in order to monitor the long term progress in relation to a particular goal. The short-range goals have been adjusted to follow closely with the new long range goals and will continue to be adjusted each year or every other year.

Long-range goals (2008-2011):
- To reduce the fatal mileage rate in Alabama by 25% from 2.0 in 2006 to 1.5 per 100 million vehicle miles traveled by calendar year 2011.
- To focus a large percentage of the efforts on a per region basis on reducing the number of hotspot locations in the state by 10%. By focusing on reducing these hotspot crash locations and the severity of these hotspots crashes, the number of fatalities and the fatality rate will decline as a result.

Short-range goals (2011):
- To reduce the fatalities/VMT to 1.39 in 2011. This number will continue to be tracked closely on a yearly basis in order to make sure that the state is making progress towards the long-range goal.
- To focus a large percentage of the effort on a per region basis on reducing the number of hotspots and hotspot crashes. Individual goals should be set by the regional coordinators that focus on reducing the number of hotspot crashes by approximately 2% per region over the coming year. This goal is the same as the short-range goal set for 2009 and 2010. While this goal was not reached by very many of the regions, efforts must continue to reach a 2% reduction per year within each region.

Strategies (for one year):
- Planning and Administration – The Alabama Office of Highway Safety (AOHS) is charged with implementing the state's highway safety efforts to reduce traffic deaths, injuries and crashes.
- Continue the nine Community Traffic Safety Programs/Law Enforcement Liaisons (CTSPs/LELs) projects.
- Continue to support the Center for Advanced Public Safety (CAPS) in exchange for their support of the AOHS. CAPS provides AOHS with their crash and traffic safety data throughout the year.
- Conduct nine local Hotspot Special Traffic Enforcement Program (STEP) projects, one within each of the CTSPs/LELs regions. Additionally, a statewide STEP project will be conducted in conjunction with the Alabama Department of Public Safety (DPS). The efforts of all CTSPs/LELs should be focused on hotspot crashes. By focusing on the hotspot crashes, every effort will be taken to reduce speed and alcohol related crashes, and in so doing, reduce the fatality rate for the state.

Strategies (for one year) - Continued:

- Continue the Law Enforcement Liaison (LEL) programs statewide. Beginning in FY 2007, this program was absorbed by the regional CTSP offices and was funded through the Community Traffic Safety Projects. This funding arrangement will continue in FY 2012.
- Participate in national "Click It or Ticket" campaign on the statewide level.
- Conduct statewide "Drunk Driving. Over the Limit. Under Arrest." campaign as a part of the national campaign.
- Conduct sustained enforcement for seat belts, impaired driving, and speeding.

Hotspots

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

Performance Measure	2006	2007	2008	2009	2010
Speed Hotspots	120	142	123	93	63
Alcohol Related Hotspots	218	191	190	194	245
Total Number of Hotspots	338	333	313	287	308

Short Term Hotspot Goals:

- The goal for the number of speed hotspots for 2012 is 60 from 63 in 2010.
- The goal for the number alcohol hotspots for 2012 is 240 from 245 in 2010.

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

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

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

In the FY 2011 plan, a reduction in speed hotspots from 93 to 90 in 2010 and to 88 in 2011 was called for. This goal was met and far exceeded with the 2010 data and has now been adjusted in order to continue striving for a reduction in the speed hotspots. The FY 2011 plan also called for a reduction in the alcohol hotspots from 194 to 190 in 2010 and 186 in 2011. Unfortunately, the alcohol hotspots increased significantly between 2009 and 2010 reaching an all time high of 245. Because of this, the goal has now been adjusted and this trend will continue to be monitored. The increase in the number of alcohol related hotspots seen between 2009 and 2010 is one that deserves further examination and close consideration in future years in order to determine whether it is the start of a trend or is an anomaly. One potential cause for this increase is the new traffic crash form that has been rolled out across the state of Alabama. With this new form it is possible that additional alcohol related crashes are being properly identified that were previously being filtered out.

Efforts will remain in place in the state of Alabama to reduce the number of hotspots in both the speed and alcohol categories. An encouraging sign of note was that the total number of hotspots continually reduced from 2006 through 2009. In 2010 this total number increased with a significant increase seen in the alcohol related hotspots. This is not an increase that will be ignored and only further proves that the emphasis on alcohol crashes is appropriate and needed within the state. While the goals and strategies for the coming years are focused on the hotspot crashes, tables referencing the types of crashes making up the hotspots will be maintained. The tables for Alcohol/Drug Crashes and Speeding Crashes are shown on the following pages.

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

Performance Measure	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Alcohol Fatal Crashes	219	214	203	228	212	237	257	212	237	210
% Alcohol Fatal Crashes	24.28%	22.99%	22.58%	22.07%	20.93%	22.07%	25.45%	23.93%	30.62%	26.65%
Alcohol Injury Crashes	3066	3078	2878	2876	2948	3042	2719	2450	2548	2798
% Alcohol Injury Crashes	10.30%	9.95%	9.36%	9.03%	9.41%	9.96%	9.61%	9.57%	9.21%	9.63%
Total	3285	3292	3081	3104	3160	3279	2976	2662	2785	3008

Short Term Alcohol/Drug Goals:
- The goal for the number of alcohol fatal crashes for 2012 is 208 from 210 in 2010.
- The goal for the number of alcohol injury crashes for 2012 is 2,780 from 2,798 in 2010.

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

The goals set based on the 2006 data were intended to be reached by the end of 2008. Because of the efforts put forth in the state, both of the goals were reached and exceeded. The first goal called for a reduction of alcohol fatal crashes from 237 in 2006 to 233 in 2008 while the second goal called for a reduction in the number of alcohol injury crashes from 3,042 in 2006 to 2,650 in 2008. In 2008, the number of fatal crashes had fallen to 212 and the number of injury crashes had fallen to 2,450. Both of these were well below the goals that were set for the state. Goals set in the FY 2010 HSP were based on the 2008 data and called for a reduction in the number of fatal crashes from 212 to 206. The goals set in the FY 2010 HSP also called for a reduction in alcohol injury crashes from 2,450 to 2,378. Neither of these goals were met, as both categories saw an increase between 2008 and 2009.

For the FY 2011 HSP the goals were adjusted to reflect the total numbers seen in 2009. These adjusted goals called for a reduction in alcohol fatal crashes from 237 in 2009 to 230 by 2010 and 225 by 2011. The data for 2010 exceeded both of these goals and the FY 2012 goal was adjusted in order to continue seeking reductions in the number of fatal crashes. The second goal for the FY 2011 HSP called for a reduction in the number of alcohol injury crashes from 2,548 in 2009 to 2,472 in 2010 and 2,395 in 2011. Unfortunately the 2010 data showed a significant increase in the number of alcohol injury crashes making the 2011 goal very difficult if not impossible to reach. In order to help maintain achievable and attainable goals, the goal for the FY 2012 HSP was adjusted to 2,780 alcohol injury crashes in 2012. If reached, this will bring the number of alcohol injury crashes back just below the total number of alcohol related injury crashes seen in 2009. In order to achieve this goal and keep the numbers from continuing to trend upward, efforts to reduce alcohol related crashes must be continued and intensified.

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

Performance Measures	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Speed Fatal Crashes	256	298	293	317	331	370	359	338	221	212
Percent Speed Fatal Crashes	28.4	32	32.6	30.7	32.7	34.5	35.5	38.1	28.6	26.9
Speed Injury Crashes	3119	3253	3208	3325	3502	3712	3392	2958	2299	1883
Percent Speed Injury Crashes	10.5	10.5	10.4	10.4	11.2	12.2	12	11.5	8.3	6.5
Total Speed Crashes	7146	7648	7497	7583	3833	4082	3751	3296	2520	2095

Short Term Speeding Goals:
- The goal for the number of speed fatal crashes for 2012 is 208 from 202 in 2010.
- The goal for the number of speed injury crashes for 2012 is 1,880 from 1883 in 2010.

As was done with the alcohol/drug related crashes, goals were set for one year and will be reevaluated next year. The goals set in 2006 called for a reduction in speed fatal crashes from 370 to 341 for 2008 and a reduction in speed injury crashes from 3,712 to 3,222 by the end of 2008. In the FY 2010 HSP, new goals were established based on the 2008 crash data. These goals called for a reduction in speed fatal crashes from 338 to 328 and a reduction in speed injury crashes from 2,958 to 2,870. These goals were both met and greatly exceeded in 2009.

For FY 2011 new goals were set seeking reductions in the number of speed fatal crashes from 221 in 2009 to 214 in 2010 and 210 in 2011, as well as reductions in the number of speed injury crashes from 2,299 in 2009 to 2,230 in 2010 and 2,184 in 2011. The results seen in 2010 showed that the fatal crashes goal for 2010 was met and the injury crashes goal was met and greatly exceeded. The fact that goals for the past two years have been met and exceeded indicates that the state is heading in the right direction in reducing speed crashes. New goals were established in this year's version of the HSP and will continue to be monitored.

Occupant Protection

Performance Measures: The performance measures for both child safety seat and overall restraint use are obtained from annual surveys conducted by the Alabama Department of Public Health. The Safety Belt Usage Rate is obtained immediately following the "Click It or Ticket" campaign in June and the Child Safety Seat Usage Rate data is collected in August. The latest data for both of these rates was obtained from reports made available by the Alabama Department of Public Health. At this print 2011 data was not yet available due to the timing of when the surveys were conducted in 2011.

While the hotspots given for FY 2012 do not include the factor of restraint usage, it is important to continue to track these numbers and work towards increasing the usage rates in both categories through programs outside of the scope of the Highway Safety Plan funding.

Performance Measures	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Safety Belt Usage Rate	79.40%	78.80%	77.40%	80.00%	81.90%	82.90%	82.30%	86.10%	90.00%	91.43%	N/A
Child Safety Seat Usage Rate	77%	89.40%	87.00%	82.90%	91.60%	88.00%	92.30%	88.20%	94.91%	93.12%	N/A

Short Term Occupant Protection Goals:

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

In the FY 2010 plan, a goal of increasing the seat belt usage rate from 90.0% to 90.3% was set. Once again, the state reached and exceeded this goal in 2010, achieving a belt usage rate of 91.4%. New goals for the belt usage rate and the child safety seat usage rate for 2012 are included below.

- The goal for the statewide seat belt usage rate for 2012 is 91.8% from 91.4% in 2010.

ADMINISTRATIVE GOALS

Personnel:

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

Traffic Records

Goals:

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

Strategies:

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

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

- *Citation and Adjudication Component* includes the extension and roll out of the electronic citation, a proposed DUI defendant intake system, a method for moving digital information directly to the field officers using available cell phones, a statewide Internet based incident reporting network (ULTRA) which is the forerunner of the electronic crash, and technological advances to make the traffic citation reporting and processing system paperless (virtual citation).

- *Crash Component* includes the further integration of GIS capabilities into CARE, the generation of an updated Crash Facts Book, and the development of an electronic crash (e-crash) reporting system. The e-crash will facilitate the transition to the MMUCC-compatible crash form.

- *Driver Component* calls for more effective driver licensing information (including pictures) to be made available to the field through the extremely successful Law Enforcement Tactical System (LETS). This has currently been deployed to over 10,000 officers in the field via that Alabama Criminal-justice Operations Portal (AlaCOP).

- *EMS-Medical Component* includes the implementation of the National Emergency Medical Services Information System (NEMSIS), an ambulance stationing research project, the development of a spinal injury database, and a pilot project to reduce EMS delay time to the scene of crashes with a moving map display.

- The *Roadway Component* involves a wide diversity of projects. This includes a major upgrade in the video monitoring system for the City of Birmingham as part of the states ITS projects. Several projects are ongoing and proposed for converting the state's link-node reference systems to GIS, including a project upgrading of the state and federal routes (mile-posted roadways), and several projects for addressing city streets and county roadways. Two projects are involved with using imagery to view actual roadways, one from the air and the other as a driver would view the roadway. Finally, a system to monitor congestion and incidents on I-65 is included that will have a major impact on safely removing citizens from areas threatened with hurricanes.

- *Vehicle Component* plans include a statewide distribution network that will make vehicle information immediately available to all consumers of these data in the state, including police officers through the LETS system.

- An *Integration Component* was added to the other functionally oriented categories to consider those projects that transcend and have the goal of integrating several databases. The Centralized Agency Management System (CAMS) is essential to enabling users to access multiple systems from a single logon source. The CODES implementation project is necessary to integrate crash, EMS and medical records. Finally, the next phase of the Safe Home Alabama web portal will be designed and stakeholders will be brought in to help determine the continued role of the system in integrating all of the information generated by all agencies and presenting it in one unified source to the traffic safety community.

LEGISLATIVE GOALS

AOHS was working with the State Safety Coordinating Committee (SSCC) to establish a legislative agenda for the 2011 session. Since the administration changed, the Governor did not appoint a chairman for this committee. However, the Ignition Interlock and the High Risk Driver (High BAC greater than .15) bills were passed in 2011.

The AOHS plans to be active in establishing legislative goals for FY 2012 once the Governor has appointed the SSCC chairman.

PART IV – HOTSPOT LISTINGS AND REGIONAL REPORTS

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

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

In order to determine the hotspots for each region, several statewide reports were generated. Through the use of the 2008-2010 crash data for the State of Alabama, the CARE program and the ESRI Arc GIS suite of programs, a complete listing and illustration of problem crash locations (or hotspots) throughout the state was developed. While the focus on Speed and Alcohol Related hotspots crashes in this plan has already been discussed, it was important to focus on this type of crash on all types of roadways within the state. With the help of the CARE program, it was possible to identify hotspots in four major categories. These were: (1) hotspots on the Interstate, (2) hotspots on Federal or State Routes, (3) hotspots at non-mileposted intersections (for Alcohol Related Crashes only) and (4) hotspots on non-mileposted segments. By doing this, a total of 63 Speed Hotspots and 245 Alcohol Related Hotspots around the state were identified. The reports generated detailing this information for the entire state included:

1. State of Alabama Fatalities Bar Graph (2006-2010)
2. 2010 Alabama Fatalities by County and Region Map
3. Alabama Fatalities for State and Region (2006-2010)
4. 2010 Alabama Fatalities by Region and County
5. Top 27 Speeding Mileposted Interstate Crashes Map
6. Top 27 Speeding Mileposted Interstate Crashes Breakdown by Region
7. Top 27 Speeding Mileposted Interstate Crashes Listing
8. Top 18 Alcohol Related Mileposted Interstate Crashes Map
9. Top 18 Alcohol Related Mileposted Interstate Crashes Breakdown by Region
10. Top 18 Alcohol Related Mileposted Interstate Crashes Listing
11. Top 13 Speeding Mileposted State/Federal Route Crashes Map
12. Top 13 Speeding Mileposted State/Federal Route Crashes Breakdown by Region
13. Top 13 Speeding Mileposted State/Federal Route Crashes Listing
14. Top 115 Alcohol Related Mileposted State/Federal Route Crashes Map
15. Top 115 Alcohol Related Mileposted State/Federal Route Crashes Breakdown By Region
16. Top 115 Alcohol Related Mileposted State/Federal Route Crashes Listing
17. Top 60 Alcohol Related Non-Mileposted Intersection Crashes Breakdown by Region
18. Top 60 Alcohol Related Non-Mileposted Intersection Crashes Listing
19. Top 23 Speeding Non-Mileposted Segment Crashes Breakdown by Region
20. Top 23 Speeding Non-Mileposted Segment Crashes Listing
21. Top 52 Alcohol Related Non-Mileposted Segment Crashes Breakdown by Region
22. Top 52 Alcohol Related Non-Mileposted Segment Crashes Listing
23. Hotspot Count and Totals by Region and County Map for All Hotspots
24. Hotspot Breakdown by Region for All Hotspots
25. Hotspot Count and Totals by Region and County Map for Interstate Hotspots Only
26. Hotspot Count Breakdown by Region for Interstate Hotspots Only
27. Hotspot Count and Totals by Region and County Map for Speed Hotspots Only
28. Hotspot Count Breakdown by Region for Speed Hotspots Only
29. Hotspot Count and Totals by Region and County Map for Alcohol Related Hotspots Only
30. Hotspot Count Breakdown by Region for Alcohol Related Hotspots Only

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

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

1. Regional Fatalities Bar Graph (2006-2010)
2. Top Speeding Mileposted State/Federal Route Crashes Map for Region
3. Top Speeding Mileposted State/Federal Route Crashes Listing for Region
4. Top Alcohol Related Mileposted State/Federal Route Crashes Map for Region
5. Top Alcohol Related Mileposted State/Federal Route Crashes Listing for Region
6. Top Alcohol Related Non-Mileposted Intersection Crashes Listing for Region
7. Top Speeding Non-Mileposted Segment Crashes Listing for Region
8. Top Alcohol Related Non-Mileposted Segment Crashes Listing for Region

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

Once this information was provided to the CTSPs/LELs, they were instructed to focus their plans for the coming year on the Hotspot locations given in the reports for their region. Money distributed by AOHS division this year will focus completely on these areas within the region. By employing this method of funds distribution, a measurable effect on the two largest factors that cause crashes (speed and alcohol use) should be seen. In coming years, the same criteria used to identify the 63 Speeding Hotspots and 245 Alcohol Related hotspots located this year will be used. If funds are employed effectively and correctly, the number of hotspots should fall within the next few years on both a statewide level and within each individual region.

State of Alabama Fatalities
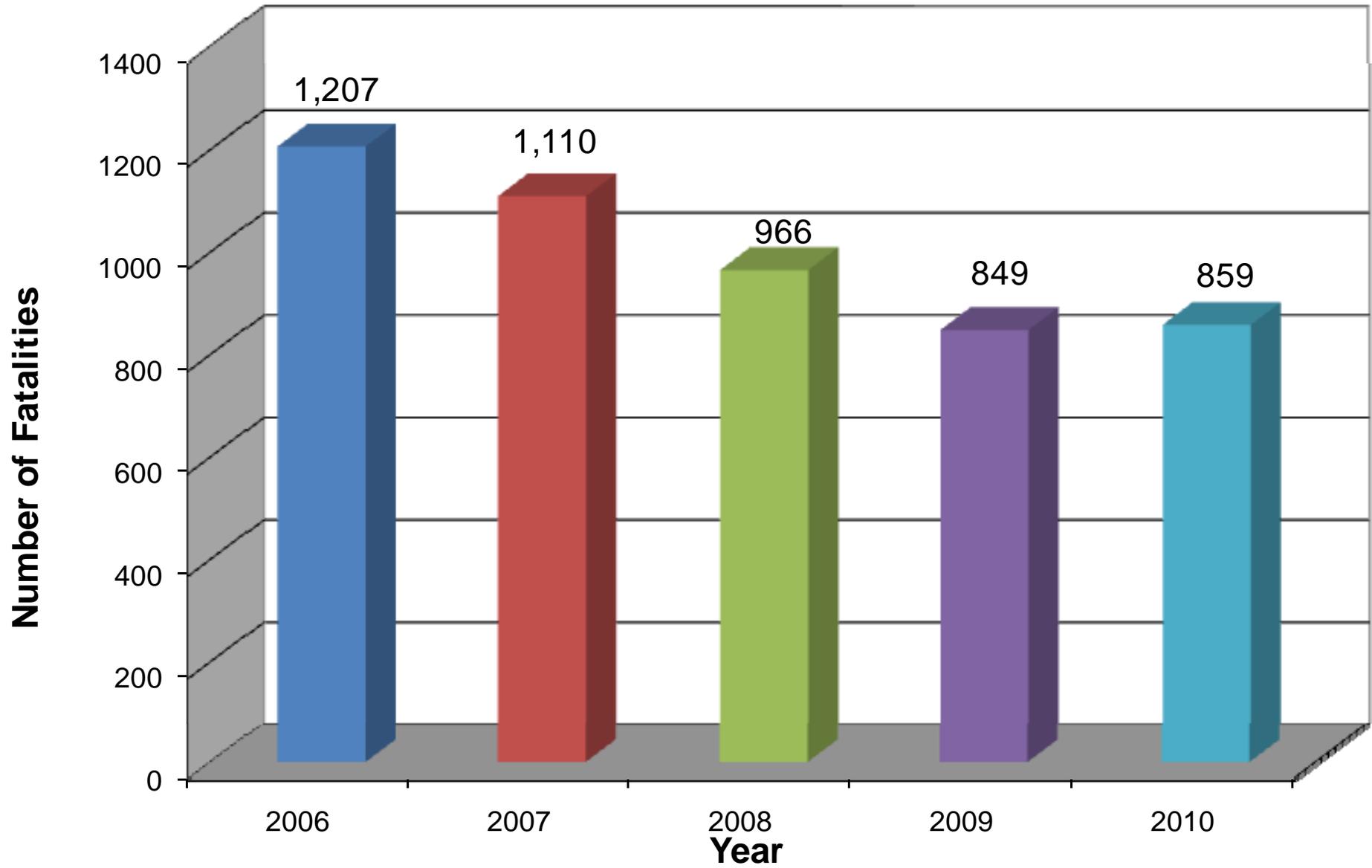
2010 Fatalities in Alabama

North Region
101 Fatalities
11.76% of state total

Lauderdale
14

Limestone
22

Madison
34

Jackson
14

Colbert
7

North East Region
104 Fatalities
12.11% of state total

Franklin
4

Lawrence
12

Morgan
13

Marshall
23

De Kalb
11

Cherokee
8

Marion
4

Winston
8

Cullman
17

Blount
8

Etowah
14

Lamar
3

Fayette
1

Walker
25

St Clair
23

Calhoun
16

Cleburne
4

East Region
67 Fatalities
7.80% of state total

Birmingham Region
182 Fatalities
21.19% of state total

Jefferson
88

Talladega
16

Clay
5

Randolph
6

Pickens
2

Tuscaloosa
36

Shelby
23

West Region
58 Fatalities
6.75% of state total

Bibb
7

Chilton
8

Coosa
7

Tallapoosa
5

Chambers
8

Greene
5

Hale
6

Perry
1

Central Region
111 Fatalities
12.92% of state total

Sumter
4

Autauga
3

Elmore
24

Lee
24

Dallas
6

Lowndes
7

Montgomery
17

Macon
8

Russell
18

Marengo
7

Bullock
10

Choctaw
6

Wilcox
3

Barbour
4

South West Region
54 Fatalities
6.29% of state total

Clarke
11

Butler
6

Crenshaw
4

Pike
9

Monroe
7

Conecuh
9

Coffee
7

Dale
10

Henry
4

Washington
5

Covington
9

Geneva
7

Houston
14

Escambia
14

South East Region
74 Fatalities
8.61% of state total

Mobile
69

Baldwin
25

Mobile Region
108 Fatalities
12.57% of state total

Statewide Total Fatalities = 859

53

State of Alabama Fatalities

Year	Number
2006	1207
2007	1110
2008	966
2009	849
2010	859

State of Alabama Fatalities by Region

Central

Year	Number
2006*	170
2007*	138
2008*	140
2009*	103
2010*	111

North

Year	Number
2006*	154
2007*	138
2008*	117
2009*	110
2010*	101

East

Year	Number
2006*	94
2007*	83
2008*	75
2009*	82
2010*	67

South East

Year	Number
2006*	98
2007*	109
2008*	68
2009*	71
2010*	74

Birmingham

Year	Number
2006*	202
2007*	221
2008*	195
2009*	163
2010*	182

South West

Year	Number
2006*	71
2007*	53
2008*	65
2009*	46
2010*	54

Mobile

Year	Number
2006*	162
2007*	148
2008*	122
2009*	95
2010*	108

West

Year	Number
2006*	92
2007*	92
2008*	65
2009*	64
2010*	58

North East

Year	Number
2006*	164
2007*	128
2008*	119
2009*	115
2010*	104

* - The 2006 data reflects a realignment of the regions as discussed in earlier sections of the Highway Safety Plan. Several counties were moved to different regions in order to help distribute the hotspots and fatalities more evenly. This realignment continues in 2007, 2008, 2009 and 2010.

2010 Alabama Fatalities

Fatalities by Region

Region	Number of Fatalities
Birmingham	182
Central	111
Mobile	108
North East	104
North	101
South East	74
East	67
West	58
South West	54
TOTAL	**859**

Fatalities by County

County	# of Fatalities	County	# of Fatalities	County	# of Fatalities
Jefferson	88	Covington	9	Henry	4
Mobile	69	Pike	9	Marion	4
Tuscaloosa	36	Blount	8	Sumter	4
Madison	34	Chambers	8	Autauga	3
Baldwin	25	Cherokee	8	Lamar	3
Walker	25	Chilton	8	Wilcox	3
Elmore	24	Macon	8	Pickens	2
Lee	24	Winston	8	Fayette	1
Marshall	23	Bibb	7	Perry	1
Shelby	23	Coffee	7	**TOTAL**	**859**
Saint Clair	23	Colbert	7		
Limestone	22	Coosa	7		
Russell	18	Geneva	7		
Montgomery	17	Lowndes	7		
Cullman	17	Marengo	7		
Calhoun	16	Monroe	7		
Talladega	16	Butler	6		
Escambia	14	Choctaw	6		
Etowah	14	Dallas	6		
Houston	14	Hale	6		
Jackson	14	Randolph	6		
Lauderdale	14	Clay	5		
Morgan	13	Greene	5		
Lawrence	12	Tallapoosa	5		
Clarke	11	Washington	5		
Dekalb	11	Barbour	4		
Bullock	10	Cleburne	4		
Dale	10	Crenshaw	4		
Conecuh	9	Franklin	4		

Top 27 Mileposted Interstate Locations (10 miles in length) in Alabama with 8 or more Speeding Crashes Resulting in Injury or Fatality
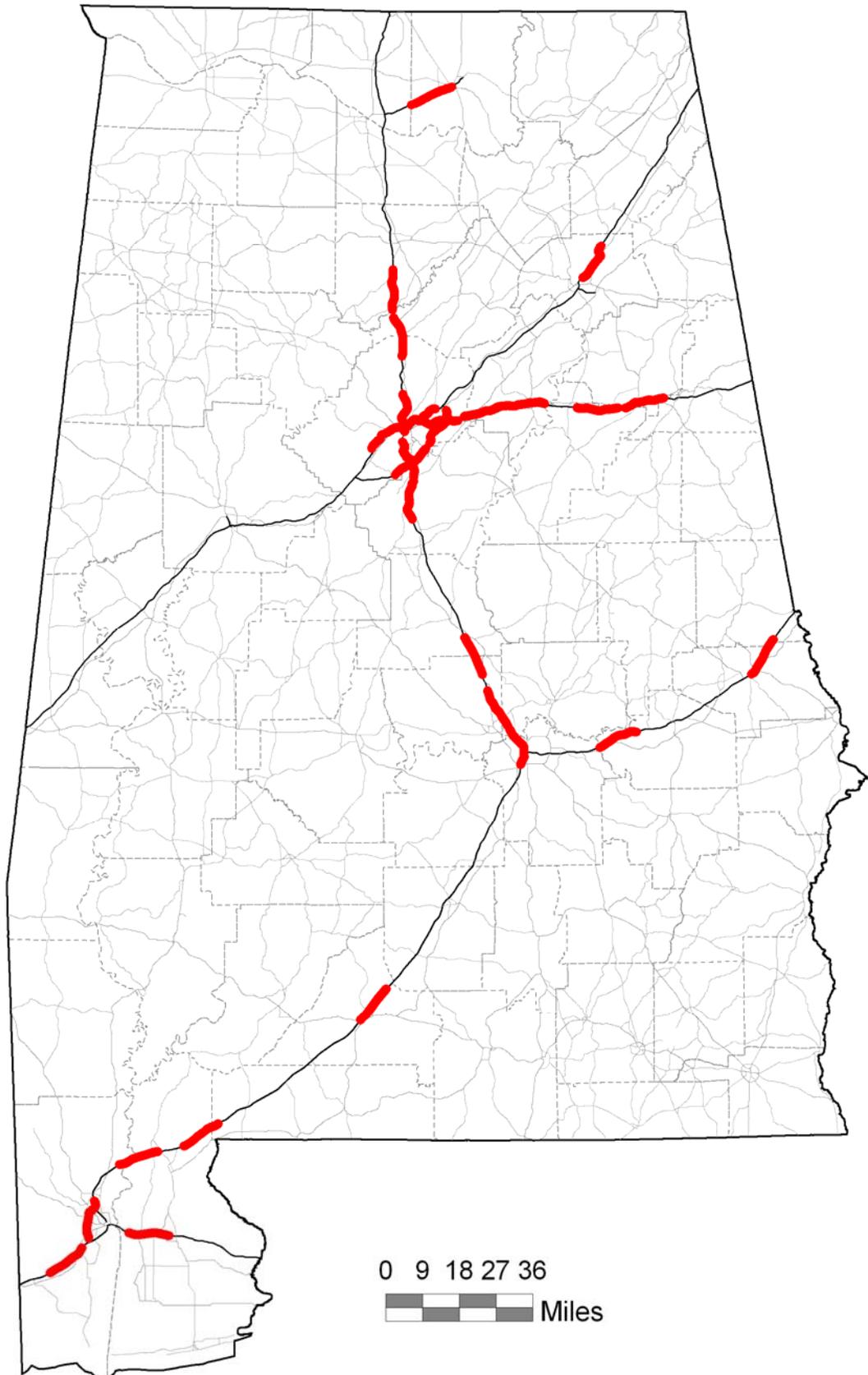
Top 27 Mileposted Locations on Interstate Routes (10 miles in length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality

Regional Breakdown

Birmingham Region	43.33%
Central Region	16.67%
Mobile Region	16.67%
East Region	10.00%
North East Region	6.67%
North Region	3.33%
South West Region	3.33%
West Region	0.00%
South East Region	0.00%

Top 27 Mileposted Interstate Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality

*The map that corresponds to this data and marks these Hotspots is titled "Top 27 Mileposted Interstate Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality"

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Crashes/ MVM	MVM	ADT	Agency ORI
1	Baldwin	Rural Baldwin	I-10	32.5	42.5	9	3	6	0	35.56	0.02	545.65	49831	Alabama DPS - Mobile Post
2	Talladega/Calhoun	Multiple	I-20	182	192	8	2	6	0	33.75	0.02	408	37260	Alabama DPS - Jacksonville Post
3	Jefferson	Birmingham	I-59	125	135	14	4	10	0	32.14	0.01	1174.1	107224	Birmingham Police Department
4	Shelby	Multiple	I-65	235.5	245.5	9	1	8	0	30	0.01	769.71	70293	Alabama DPS - Birmingham Post
5	Jefferson	Rural Jefferson	I-459	21.9	31.9	8	0	8	0	30	0.01	785.49	71734	Alabama DPS - Birmingham Post
6	Cullman	Rural Cullman	I-65	291	301	10	2	8	0	29	0.02	432.56	39503	Alabama DPS - Decatur Post
7	Jefferson/Blount	Multiple	I-65	279	289	9	1	8	0	28.89	0.02	502.3	45872	Alabama DPS - Birmingham Post
8	Jefferson	Multiple	I-459	10.2	20.2	8	1	7	0	28.75	0.01	945.42	86340	Hoover Police Department
9	Jefferson	Multiple	I-65	259.4	269.4	12	2	10	0	28.33	0.01	911.61	83252	Alabama DPS - Birmingham Post
10	Jefferson	Multiple	I-59	114.7	124.7	18	4	14	0	28.33	0.02	972.5	88813	Birmingham Police Department
11	Baldwin	Rural Baldwin	I-65	39.5	49.5	8	0	8	0	27.5	0.03	230.56	21056	Alabama DPS - Mobile Post
12	Montgomery/Elmore	Rural Montgomery	I-65	168	178	8	1	7	0	27.5	0.01	721.32	65874	Alabama DPS - Montgomery Post
13	Saint Clair/Talladega	Multiple	I-20	170.1	180.1	10	1	9	0	27	0.02	412.85	37703	Alabama DPS - Jacksonville Post
14	Saint Clair	Multiple	I-20	152.2	162.2	12	0	12	0	26.67	0.02	515.84	47109	Alabama DPS - Birmingham Post
15	Jefferson/Saint Clair	Multiple	I-20	141.9	151.9	17	0	17	0	26.47	0.03	607.7	55498	Alabama DPS - Birmingham Post
16	Etowah	Rural Etowah	I-59	185.3	195.3	11	0	11	0	26.36	0.07	152.65	13941	Alabama DPS - Gadsden Post
17	Mobile	Mobile	I-65	1	11	8	1	7	0	26.25	0.01	859.25	78470	Mobile Police Department
18	Autauga/Chilton	Rural Chilton	I-65	193.2	203.2	8	0	8	0	26.25	0.02	359.26	32809	Alabama DPS - Montgomery Post
19	Chambers/Lee	Multiple	I-85	61.2	71.2	8	0	8	0	26.25	0.02	350.55	32014	Opelika Police Department
20	Macon	Rural Macon	I-85	19	29	12	0	12	0	25.83	0.03	379.94	34698	Alabama DPS - Opelika Post
21	Jefferson	Multiple	I-20	130.1	140.1	9	1	8	0	25.56	0.01	654.38	59761	Alabama DPS - Birmingham Post
22	Mobile/Baldwin	Multiple	I-65	23	33	9	0	9	0	24.44	0.04	213.01	19453	Alabama DPS - Mobile Post
23	Conecuh	Rural Conecuh	I-65	93	103	9	0	9	0	24.44	0.04	241.46	22051	Alabama DPS - Evergreen Post
24	Elmore/Autauga	Multiple	I-65	179	189	8	0	8	0	22.5	0.02	424.62	38778	Alabama DPS - Montgomery Post
25	Madison	Multiple	I-565	8	18	8	0	8	0	22.5	0.01	773.31	70622	Huntsville Police Department
26	Mobile	Multiple	I-10	8	18	9	0	9	0	22.22	0.01	648.96	59266	Alabama DPS - Mobile Post
27	Shelby/Jefferson	Multiple	I-65	246.5	256.5	12	0	12	0	20.83	0.01	1263.47	115385	Homewood Police Department

Top 18 Mileposted Interstate Locations (5 miles in length) in Alabama with 8 or more Alcohol Related Crashes Resulting in Injury or Fatality
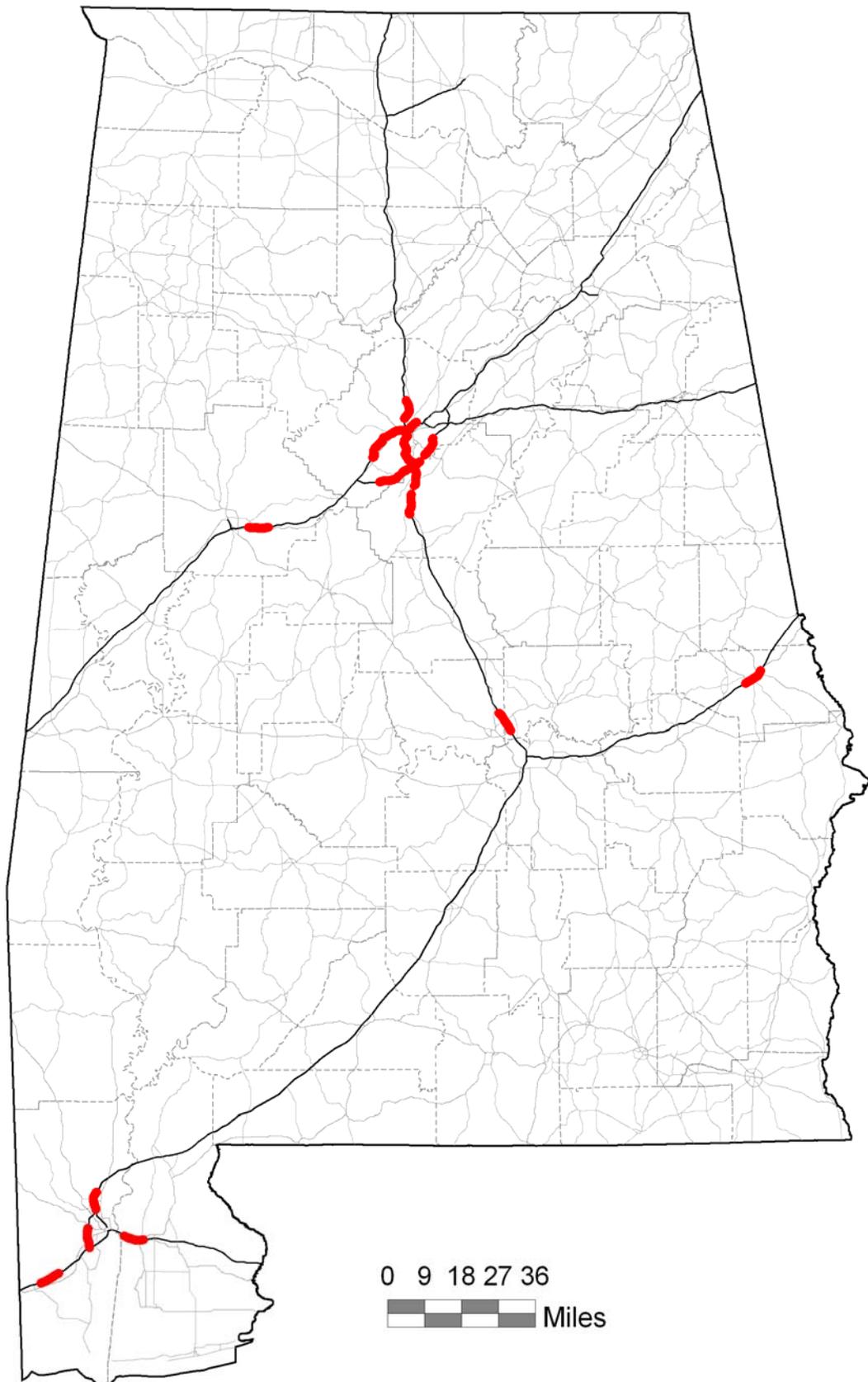
Top 18 Mileposted Locations on Interstate Routes (5 miles in length) in Alabama with 8 or More Alcohol Related Crashes Resulting in Injury or Fatality

Regional Breakdown

Birmingham Region	61.11%
Mobile Region	22.22%
Central Region	11.11%
West Region	5.56%
East Region	0.00%
North East Region	0.00%
North Region	0.00%
South East Region	0.00%
South West Region	0.00%

Top 18 Mileposted Interstate Locations (5 Miles in Length) in Alabama with 8 or More Alcohol Related Crashes Resulting in Injury or Fatality

*The map that corresponds to this data and marks these Hotspots is titled "Top 18 Mileposted Interstate Locations (5 Miles in Length) in Alabama with 8 or More Alcohol Related Crashes Resulting in Injury or Fatality"

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Crashes/ MVM	MVM	ADT	Agency ORI
1	Jefferson	Multiple	I-59	113	118	11	2	9	0	32.73	0.04	294.17	53729	Alabama DPS - Birmingham Post
2	Jefferson	Multiple	I-459	19	24	8	1	7	0	32.5	0.02	445.47	81365	Alabama DPS - Birmingham Post
3	Jefferson	Birmingham	I-59	123.5	128.5	11	3	8	0	31.82	0.01	828.39	151304	Birmingham Police Department
4	Jefferson	Multiple	I-459	12	17	12	2	10	0	29.17	0.02	491.67	89803	Hoover Police Department
5	Jefferson	Multiple	I-59	118.1	123.1	14	3	11	0	27.86	0.03	516.44	94327	Birmingham Police Department
6	Baldwin	Rural Baldwin	I-10	31	36	8	1	7	0	27.5	0.02	325.97	59538	Alabama DPS - Mobile Post
7	Jefferson	Multiple	I-65	263.6	268.6	8	0	8	0	26.25	0.02	371.41	67837	Alabama DPS - Birmingham Post
8	Jefferson	Multiple	I-459	5.8	10.8	9	1	8	0	25.56	0.03	289.51	52878	Hoover Police Department
9	Mobile	Multiple	I-65	0	5	10	1	9	0	25	0.02	473.51	86486	Mobile Police Department
10	Autauga/Elmore	Multiple	I-65	178.8	183.8	8	0	8	0	25	0.03	235.96	43097	Alabama DPS - Montgomery Post
11	Mobile	Rural Mobile	I-10	5.4	10.4	8	1	7	0	25	0.03	266.97	48761	Alabama DPS - Mobile Post
12	Lee	Opelika	I-85	58.4	63.4	8	0	8	0	25	0.03	233	42557	Opelika Police Department
13	Tuscaloosa	Rural Tuscaloosa	I-59	75.5	80.5	8	0	8	0	23.75	0.03	263.01	48039	Alabama DPS - Tuscaloosa Post
14	Jefferson	Multiple	I-65	250	255	12	0	12	0	23.33	0.02	651.38	118973	Hoover Police Department
15	Jefferson	Multiple	I-65	255	260	8	0	8	0	22.5	0.01	720.97	131684	Homewood Police Department
16	Mobile	Multiple	I-65	10	15	8	1	7	0	21.25	0.03	301.32	55035	Saraland Police Department
17	Shelby/Jefferson	Multiple	I-65	245	250	12	0	12	0	20.83	0.02	546.82	99875	Hoover Police Department
18	Shelby	Multiple	I-65	237.7	242.7	8	0	8	0	17.5	0.02	381.67	69711	Alabama DPS - Birmingham Post

Top 13 Mileposted Federal and State Route Locations (10 miles in length) in Alabama with 8 or more Speeding Crashes Resulting in Injury or Fatality

0 9 18 27 36
Miles
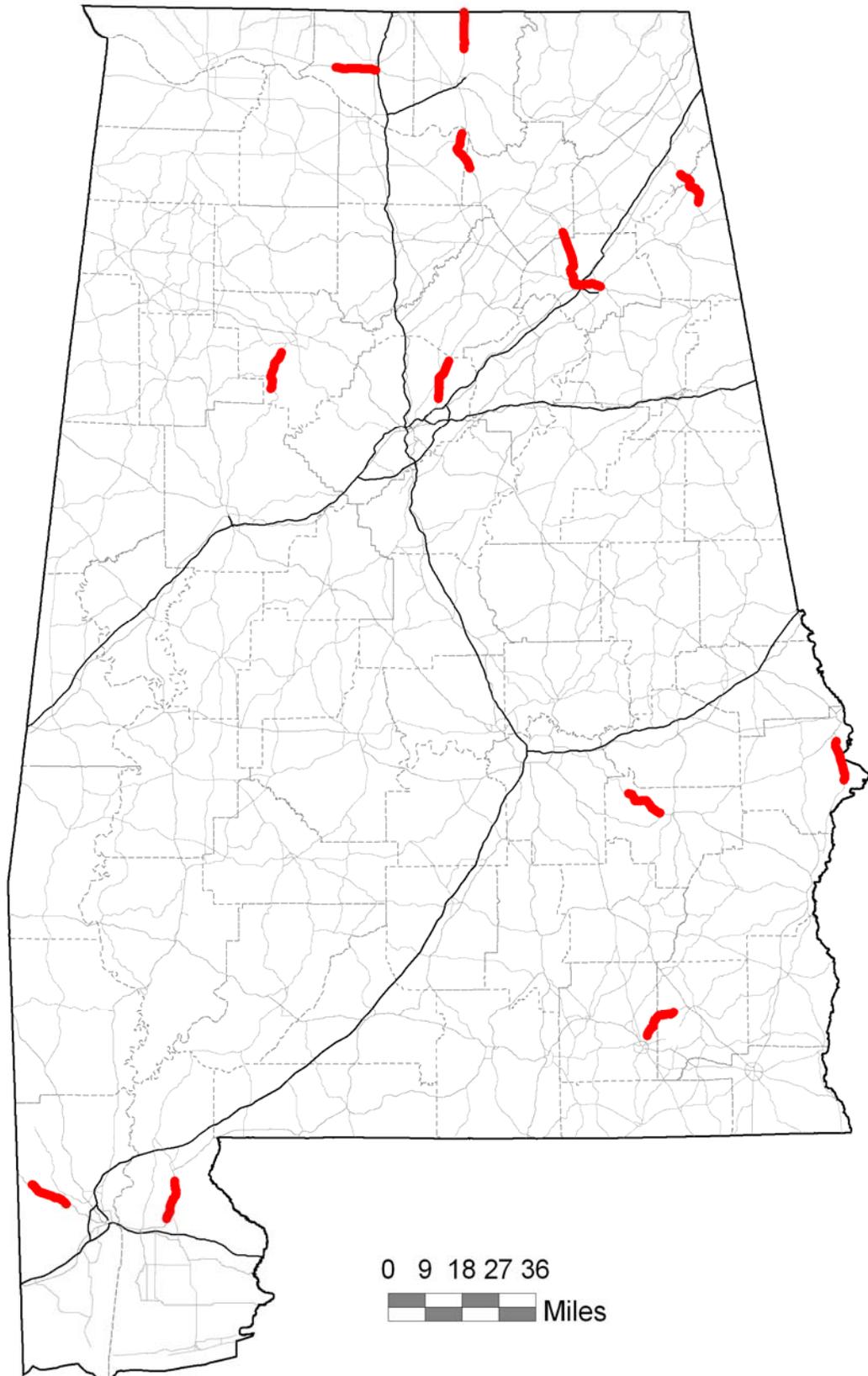
Top 13 Mileposted Locations on State and Federal Routes (10 miles in length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality

Regional Breakdown

North East Region	35.71%
Birmingham Region	14.29%
Mobile Region	14.29%
Central Region	14.29%
North Region	14.29%
South East Region	7.14%
West Region	0.00%
East Region	0.00%
South West Region	0.00%

Top 13 Mileposted State and Federal Route Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality

*The map that corresponds to this data and marks these Hotspots is titled "Top 13 Mileposted State and Federal Route Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality"

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Crashes/ MVM	MVM	ADT	Agency ORI
1	Madison	Rural Madison	S-1	343.8	353.8	9	2	7	0	34.44	0.04	220.52	20139	Alabama DPS - Huntsville Post
2	Cherokee	Rural Cherokee	S-35	5.9	15.9	8	1	7	0	32.5	0.25	32.16	2937	Alabama DPS - Gadsden Post
3	Walker	Multiple	S-69	185.1	195.1	8	1	7	0	32.5	0.25	31.93	2916	Alabama DPS - Birmingham Post
4	Russell	Rural Russell	S-165	20	30	8	2	6	0	31.25	0.11	73.73	6733	Alabama DPS - Opelika Post
5	Limestone	Multiple	S-2	66.3	76.3	14	1	13	0	30	0.07	202.76	18517	Alabama DPS - Decatur Post
6	Coffee/Dale	Multiple	S-27	31	41	8	2	6	0	30	0.26	31.31	2859	Alabama DPS - Dothan Post
7	Mobile	Rural Mobile	S-42	4.8	14.8	8	2	6	0	30	0.04	195.73	17875	Alabama DPS - Mobile Post
8	Jefferson	Rural Jefferson	S-75	2.6	12.6	9	1	8	0	30	0.04	207.51	18951	Jefferson County Sheriff's Office
9	Etowah	Multiple	S-1	260.5	270.5	8	0	8	0	27.5	0.04	225.02	20550	Alabama DPS - Gadsden Post
10	Bullock	Rural Bullock	S-110	21.7	31.7	8	1	7	0	26.25	0.24	33.9	3096	Alabama DPS - Dothan Post
11	Etowah	Rural Etowah	S-1	271.1	281.1	10	0	10	0	26	0.05	195.42	17847	Alabama DPS - Gadsden Post
12	Marshall/Morgan	Multiple	S-53	295.3	305.3	12	1	11	0	25.83	0.07	168.43	15382	Alabama DPS - Decatur Post
13	Baldwin	Rural Baldwin	S-3	7.9	17.9	8	0	8	0	23.75	0.05	152.46	13923	Alabama DPS - Mobile Post

Top 115 Mileposted Federal and State Route Locations (5 miles in length) in Alabama with 9 or more Alcohol Related Crashes Resulting in Injury or Fatality

0 9 18 27 36
Miles
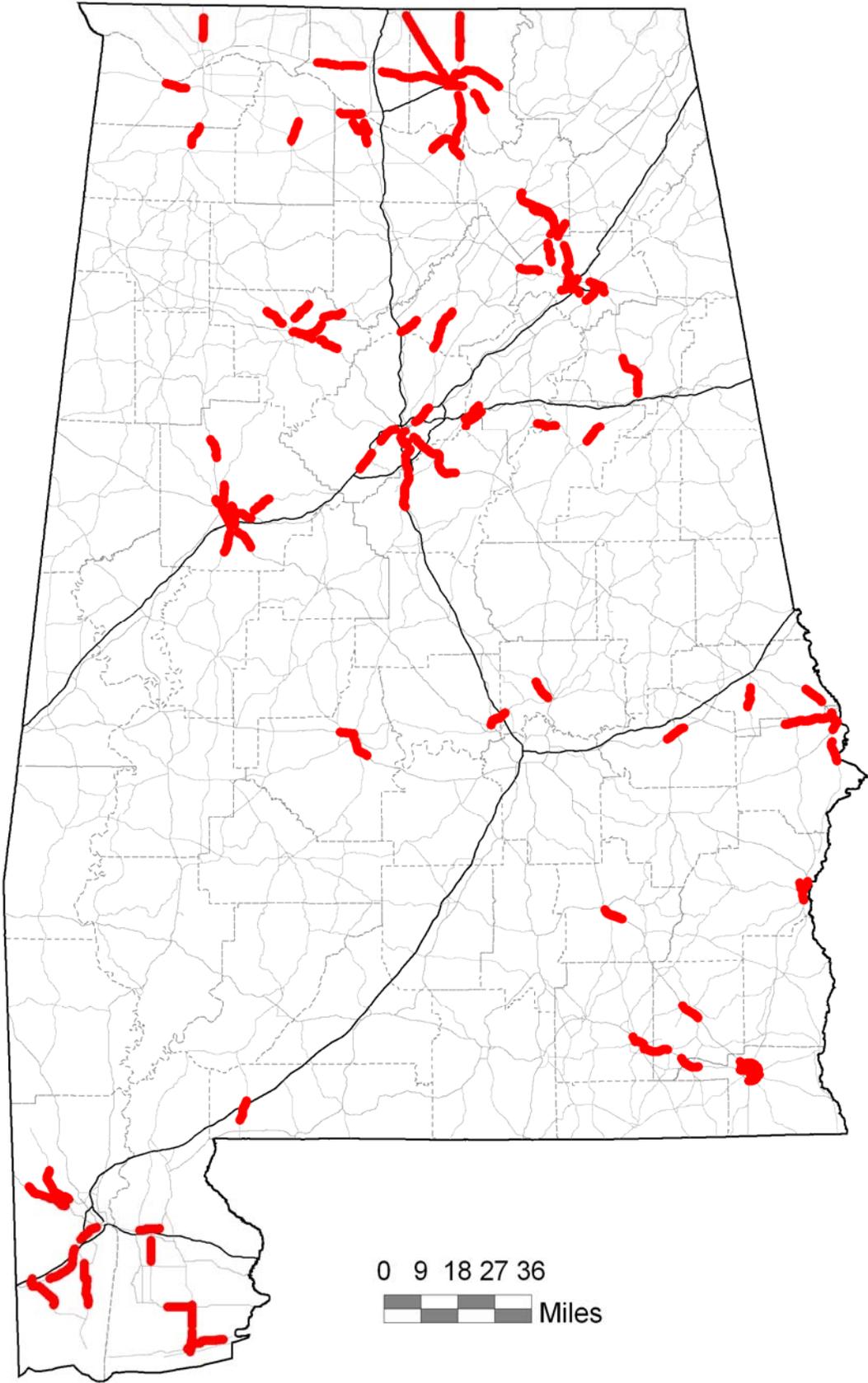
Top 115 Mileposted Locations on State and Federal Routes (5 miles in length) in Alabama with 9 or More Alcohol Related Crashes Resulting in Injury or Fatality

Regional Breakdown

|	
North East Region	22.95%
Birmingham Region	18.85%
Mobile Region	15.57%
North Region	13.11%
South East Region	9.02%
West Region	8.20%
Central Region	7.38%
East Region	3.28%
South West Region	1.64%

Top 115 Mileposted State and Federal Route Locations (5 Miles in Length) in Alabama with 9 or More Alcohol Related Crashes Resulting in Injury or Fatality

*The map that corresponds to this data and marks these Hotspots is titled "Top 115 Mileposted State and Federal Route Locations (5 Miles in Length) in Alabama with 9 or More Alcohol Related Crashes Resulting in Injury or Fatality"

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Crashes/ MVM	MVM	ADT	Agency ORI
1	Pike	Rural Pike	S-53	173	178	9	1	6	2	22.22	0	0	0	Alabama DPS - Dothan Post
2	Cullman/Morgan	Multiple	S-53	298	303	10	1	5	4	20	0.12	82.98	15156	Alabama DPS - Decatur Post
3	Madison/Limestone	Multiple	S-53	334	339	10	3	2	5	20	0.24	42	7671	Alabama DPS - Huntsville Post
4	Morgan	Multiple	S-20	63	68	12	1	6	5	19.17	0.1	119.55	21836	Alabama DPS - Decatur Post
5	Madison	Multiple	S-53	324	329	9	1	5	3	18.89	0.09	95.07	17365	Alabama DPS - Huntsville Post
6	Mobile	Rural Mobile	S-217	4	9	13	1	8	4	18.46	0.31	41.38	7558	Alabama DPS - Mobile Post
7	Morgan	Decatur	S-67	38.3	43.3	12	0	8	4	18.33	0.07	164.05	29963	Decatur Police Department
8	Limestone/Madison	Multiple	S-2	84	89	14	2	6	6	17.86	0.11	132.31	24167	Alabama DPS - Decatur Post
9	Mobile	Multiple	S-16	14	19	9	0	6	3	17.78	0.06	138.61	25316	Mobile Police Department
10	Walker/Cullman	Multiple	S-69	214	219	9	0	5	4	16.67	0.47	19.28	3522	Alabama DPS - Birmingham Post
11	Madison	Rural Madison	S-1	346.5	351.5	16	2	6	8	16.25	0.14	110.64	20208	Alabama DPS - Huntsville Post
12	Walker	Rural Walker	S-5	175.5	180.5	10	1	5	4	16	0.38	26.22	4789	Alabama DPS - Birmingham Post
13	Calhoun	Rural Calhoun	S-1	235	240	9	0	5	4	15.56	0.08	111.76	20412	Alabama DPS - Jacksonville Post
14	Madison	Rural Madison	S-2	106	111	9	0	5	4	15.56	0.1	91.8	16767	Alabama DPS - Huntsville Post
15	Blount/Jefferson	Rural Blount	S-79	19.3	24.3	9	0	5	4	15.56	0.21	43.24	7898	Alabama DPS - Birmingham Post
16	Etowah	Multiple	S-74	112	117	9	1	5	3	15.56	0.32	27.7	5059	Alabama DPS - Gadsden Post
17	Russell	Multiple	S-8	208.1	213.1	11	1	4	6	14.55	0.12	92.38	16873	Phenix City Police Department
18	Marshall	Albertville	S-205	7.3	12.3	11	1	5	5	14.55	0.36	30.69	5606	Albertville Police Department
19	Limestone	Rural Limestone	S-2	68.9	73.9	9	0	5	4	14.44	0.1	91.36	16686	Alabama DPS - Decatur Post
20	Franklin	Multiple	S-13	295.6	300.6	9	0	6	3	14.44	0.12	75.77	13839	Russellville Police Department
21	Lawrence	Rural Lawrence	S-33	28.9	33.9	9	0	5	4	14.44	0.53	17.02	3108	Alabama DPS - Decatur Post
22	Etowah	Rural Etowah	S-179	3	8	9	0	5	4	14.44	0.64	14.03	2562	Alabama DPS - Gadsden Post
23	Blount	Rural Blount	S-160	0	5	10	0	6	4	14	0.23	44.38	8106	Alabama DPS - Birmingham Post
24	Madison	Multiple	S-2	89	94	13	1	6	6	13.85	0.05	242.39	44273	Huntsville Police Department
25	Mobile	Rural Mobile	S-188	0	5	13	2	3	8	13.85	0.35	37.51	6851	Alabama DPS - Mobile Post
26	Calhoun	Anniston	S-1	229.4	234.4	16	0	8	8	13.75	0.08	202.53	36991	Anniston Police Department
27	Etowah	Multiple	S-77	105.8	110.8	11	1	4	6	13.64	0.12	93.81	17135	Attalla Police Department
28	Walker	Multiple	S-69	207.2	212.2	17	1	7	9	13.53	0.56	30.44	5560	Alabama DPS - Birmingham Post
29	Colbert	Multiple	S-2	16.8	21.8	12	0	7	5	13.33	0.13	89.43	16334	Alabama DPS - Quad Cities Post
30	Russell	Rural Russell	S-8	202.5	207.5	9	0	4	5	13.33	0.23	39.46	7208	Alabama DPS - Opelika Post

Top 115 Mileposted State and Federal Route Locations (5 Miles in Length) in Alabama with 9 or More Alcohol Related Crashes Resulting in Injury or Fatality

31	Jefferson/Saint Clair	Multiple	S-4	114.2	119.2	9	1	3	5	13.33	0.28	32.19	5880	Leeds Police Department
32	Mobile	Rural Mobile	S-193	11.4	16.4	10	0	5	5	13	0.33	29.95	5471	Alabama DPS - Mobile Post
33	Marshall/Etowah	Multiple	S-205	2	7	10	0	6	4	13	0.27	36.67	6698	Boaz Police Department
34	Marshall	Multiple	S-1	290.3	295.3	18	1	9	8	12.78	0.11	162.67	29712	Guntersville Police Department
35	Baldwin/Escambia	Multiple	S-3	0.7	5.7	11	0	5	6	12.73	0.23	47.31	8641	Alabama DPS - Mobile Post
36	Houston	Dothan	S-12	207.4	212.4	12	0	6	6	12.5	0.1	118.3	21608	Dothan Police Department
37	Dale	Multiple	S-53	39.9	44.9	9	0	4	5	12.22	0.09	100.98	18443	Ozark Police Department
38	Escambia	Rural Escambia	S-21	4.5	9.5	9	0	4	5	12.22	0.26	34.36	6276	Alabama DPS - Evergreen Post
39	Russell	Rural Russell	S-165	24.9	29.9	9	1	2	6	12.22	0.22	41.03	7494	Alabama DPS - Opelika Post
40	Madison	Multiple	S-1	341	346	14	1	5	8	12.14	0.1	146.21	26705	Alabama DPS - Huntsville Post
41	Madison	Huntsville	S-53	317.5	322.5	10	0	5	5	12	0.08	124.85	22803	Huntsville Police Department
42	Tuscaloosa/Walker	Multiple	S-13	209.9	214.9	10	0	5	5	12	0.3	33	6028	Alabama DPS - Tuscaloosa Post
43	Baldwin	Multiple	S-180	19.9	24.9	10	1	3	6	12	0.18	54.33	9923	Gulf Shores Police Department
44	Baldwin	Rural Baldwin	S-181	10.4	15.4	11	0	5	6	11.82	0.17	66.52	12149	Alabama DPS - Mobile Post
45	Etowah/Marshall	Multiple	S-1	272	277	12	0	5	7	11.67	0.13	89.65	16374	Alabama DPS - Gadsden Post
46	Macon	Tuskegee	S-8	171.7	176.7	13	0	8	5	11.54	0.3	43.23	7895	Tuskegee Police Department
47	Mobile/Baldwin	Multiple	S-42	5.1	10.1	14	1	5	8	11.43	0.18	78.42	14324	Alabama DPS - Mobile Post
48	Madison	Huntsville	S-2	94.8	99.8	15	0	6	9	11.33	0.09	171.39	31305	Huntsville Police Department
49	Russell	Phenix City	S-1	109.9	114.9	23	0	10	13	11.3	0.13	174.86	31938	Phenix City Police Department
50	Madison	Multiple	S-2	100.4	105.4	18	0	9	9	11.11	0.1	176.36	32211	Huntsville Police Department
51	Coffee/Dale	Multiple	S-12	183	188	9	0	4	5	11.11	0.09	97.33	17777	Alabama DPS - Dothan Post
52	Mobile	Multiple	S-193	17	22	9	0	5	4	11.11	0.15	59.33	10837	Alabama DPS - Mobile Post
53	Barbour	Multiple	S-1	61.9	66.9	11	0	6	5	10.91	0.09	126.94	23186	Eufaula Police Department
54	Mobile	Rural Mobile	S-217	9.1	14.1	11	0	6	5	10.91	0.22	49.46	9034	Alabama DPS - Mobile Post
55	Mobile	Multiple	S-188	5	10	13	0	7	6	10.77	0.27	48.09	8783	Bayou La Batre Police Department
56	Jefferson	Bessemer	S-5	120	125	16	0	7	9	10.63	0.14	116.63	21303	Bessemer Police Department
57	Madison	Multiple	S-1	323.1	328.1	9	0	4	5	10	0.08	106.83	19512	Alabama DPS - Huntsville Post
58	Limestone	Rural Limestone	S-2	79	84	10	0	4	6	10	0.1	96.38	17604	Alabama DPS - Decatur Post
59	Walker	Rural Walker	S-5	160	165	10	1	2	7	10	0.09	107.99	19725	Alabama DPS - Birmingham Post
60	Jefferson	Multiple	S-38	1	6	12	1	4	7	10	0.03	393.13	71804	Mountain Brook Police Department
61	Saint Clair/Shelby	Multiple	S-25	169	174	10	0	4	6	10	0.12	86.81	15856	Moody Police Department

Top 115 Mileposted State and Federal Route Locations (5 Miles in Length) in Alabama with 9 or More Alcohol Related Crashes Resulting in Injury or Fatality

62	Tuscaloosa	Tuscaloosa	S-215	7.4	12.4	12	0	6	6	10	0.13	92.34	16866	Tuscaloosa Police Department
63	Houston	Dothan	S-210	8.8	13.8	15	0	8	7	9.33	0.11	140.48	25658	Dothan Police Department
64	Walker	Multiple	S-5	167	172	12	1	2	9	9.17	0.08	141.94	25926	Jasper Police Department
65	Jefferson/Tuscaloosa	Multiple	S-7	138.3	143.3	12	1	2	9	9.17	0.11	109.29	19962	Birmingham Police Department
66	Tuscaloosa	Rural Tuscaloosa	S-216	2.6	7.6	12	0	4	8	9.17	0.43	27.85	5086	Alabama DPS - Tuscaloosa Post
67	Lee	Multiple	S-1	118.3	123.3	9	0	3	6	8.89	0.08	113.68	20763	Alabama DPS - Opelika Post
68	Tuscaloosa	Tuscaloosa	S-6	48.6	53.6	9	0	5	4	8.89	0.04	250.19	45696	Tuscaloosa Police Department
69	Baldwin	Multiple	S-180	24.9	29.9	9	0	4	5	8.89	0.15	60.68	11083	Orange Beach Police Department
70	Tuscaloosa	Rural Tuscaloosa	S-69	136.2	141.2	15	0	5	10	8.67	0.12	123.42	22542	Alabama DPS - Tuscaloosa Post
71	Etowah	Gadsden	S-1	257.3	262.3	13	0	6	7	8.46	0.08	157.98	28854	Gadsden Police Department
72	Baldwin	Gulf Shores	S-59	0.1	5.1	18	0	6	12	8.33	0.09	192.81	35216	Gulf Shores Police Department
73	Elmore/Autauga	Multiple	S-14	153.7	158.7	17	0	7	10	8.24	0.16	105.28	19229	Prattville Police Department
74	Etowah	Multiple	S-1	267	272	11	0	3	8	8.18	0.13	87.13	15914	Alabama DPS - Gadsden Post
75	Talladega/Saint Clair	Multiple	S-34	3	8	10	0	3	7	8	0.43	23.46	4285	Alabama DPS - Jacksonville Post
76	Madison	Rural Madison	S-53	329	334	14	1	2	11	7.86	0.25	56.01	10231	Alabama DPS - Huntsville Post
77	Jefferson	Multiple	S-5	128.6	133.6	9	0	3	6	7.78	0.08	109.23	19951	Birmingham Police Department
78	Houston	Dothan	S-210	3.3	8.3	9	0	3	6	7.78	0.06	157	28675	Dothan Police Department
79	Lauderdale	Rural Lauderdale	S-17	338.6	343.6	9	1	1	7	7.78	0.28	32.71	5975	Alabama DPS - Quad Cities Post
80	Elmore	Multiple	S-111	2	7	9	0	4	5	7.78	0.28	32.38	5914	Alabama DPS - Montgomery Post
81	Marshall	Multiple	S-168	8.4	13.4	9	1	2	6	7.78	0.21	42.74	7807	Boaz Police Department
82	Mobile	Multiple	S-42	10.7	15.7	13	0	5	8	7.69	0.1	125.67	22954	Alabama DPS - Mobile Post
83	Morgan/Madison	Multiple	S-53	304.3	309.3	17	0	7	10	7.65	0.13	129.25	23608	Alabama DPS - Decatur Post
84	Tuscaloosa	Rural Tuscaloosa	S-6	55.7	60.7	14	0	4	10	7.14	0.25	54.96	10038	Alabama DPS - Tuscaloosa Post
85	Shelby	Multiple	S-38	6	11	34	0	14	20	7.06	0.1	350.06	63937	Shelby County Sheriff's Office
86	Dale/Houston	Multiple	S-12	192	197	10	1	1	8	7	0.14	73.83	13485	Alabama DPS - Dothan Post
87	Lee	Rural Lee	S-51	105.7	110.7	10	0	4	6	7	0.34	29.78	5440	Alabama DPS - Opelika Post
88	Tuscaloosa	Tuscaloosa	S-215	1.8	6.8	32	0	10	22	6.88	0.45	71.5	13060	Tuscaloosa Police Department
89	Morgan/Limestone	Multiple	S-2	62.8	67.8	12	0	3	9	6.67	0.18	68.29	12473	Alabama DPS - Decatur Post
90	Shelby	Multiple	S-3	253	258	15	0	4	11	6.67	0.09	166.81	30468	Alabaster Police Department
91	Jefferson	Multiple	S-3	263.2	268.2	14	0	6	8	6.43	0.07	203.15	37105	Hoover Police Department
92	Tuscaloosa	Northport	S-69	148.4	153.4	11	0	3	8	6.36	0.13	84.22	15383	Northport Police Department
93	Dallas	Multiple	S-8	85.2	90.2	13	0	4	9	6.15	0.18	74.04	13524	Alabama DPS - Selma Post

Top 115 Mileposted State and Federal Route Locations (5 Miles in Length) in Alabama with 9 or More Alcohol Related Crashes Resulting in Injury or Fatality

94	Talladega	Multiple	S-21	234.4	239.4	10	0	3	7	6	0.22	45.5	8310	Alabama DPS - Jacksonville Post
95	Tuscaloosa	Multiple	S-13	194.5	199.5	11	0	4	7	5.45	0.04	250.54	45760	Northport Police Department
96	Mobile	Mobile	S-16	21.7	26.7	11	0	3	8	5.45	0.08	135.45	24739	Mobile Police Department
97	Jefferson	Multiple	S-149	2	7	13	0	3	10	5.38	0.1	134.31	24531	Homewood Police Department
98	Dallas	Multiple	S-8	80	85	12	0	3	9	5	0.13	94.68	17294	Selma Police Department
99	Baldwin	Rural Baldwin	S-42	58.9	63.9	10	0	2	8	5	0.2	51.27	9365	Alabama DPS - Mobile Post
100	Baldwin	Multiple	S-59	6.4	11.4	12	0	4	8	5	0.06	186.98	34151	Foley Police Department
101	Morgan	Rural Morgan	S-36	37.7	42.7	10	0	2	8	5	0.37	26.97	4926	Alabama DPS - Decatur Post
102	Walker	Rural Walker	S-257	0.7	5.7	10	0	2	8	5	0.23	43.03	7859	Alabama DPS - Birmingham Post
103	Madison	Multiple	S-1	331.7	336.7	11	0	3	8	4.55	0.03	334.33	61064	Huntsville Police Department
104	Etowah	Multiple	S-25	213	218	11	0	3	8	4.55	0.08	140.61	25683	Rainbow City Police Department
105	Shelby/Jefferson	Multiple	S-3	258	263	9	0	2	7	4.44	0.05	192.53	35166	Pelham Police Department
106	Pike	Multiple	S-10	168.5	173.5	9	0	3	6	4.44	0.06	147.8	26996	Troy Police Department
107	Mobile	Multiple	S-16	8.6	13.6	10	0	2	8	4	0.17	58.52	10688	Alabama DPS - Mobile Post
108	Coffee	Enterprise	S-12	177.4	182.4	11	0	2	9	3.64	0.11	98.36	17965	Enterprise Police Department
109	Madison	Huntsville	S-53	309.4	314.4	12	0	3	9	3.33	0.04	281.61	51436	Huntsville Police Department
110	Marshall	Albertville	S-1	284.4	289.4	11	0	1	10	2.73	0.07	168.76	30823	Albertville Police Department
111	Shelby	Rural Shelby	S-38	11.7	16.7	12	0	2	10	2.5	0.06	186.37	34041	Shelby County Sheriff's Office
112	Houston	Dothan	S-53	20	25	9	0	2	7	2.22	0.07	127.7	23324	Dothan Police Department
113	Morgan	Decatur	S-3	351.9	356.9	18	0	2	16	2.22	0.13	136.77	24980	Decatur Police Department
114	Etowah	Multiple	S-7	188.5	193.5	10	0	1	9	2	0.35	28.32	5173	Attalla Police Department
115	Blount	Multiple	S-79	24.5	29.5	9	0	1	8	1.11	0.24	37.47	6843	Alabama DPS - Birmingham Post

Top 60 Intersection Locations Statewide with 3 or More Total Alcohol Related Crashes

Mobile Region	30.00%
North East Region	26.67%
Central Region	21.67%
West Region	13.33%
South East Region	5.00%
Birmingham Region	3.33%
East Region	0.00%
North Region	0.00%
South West Region	0.00%

Top 60 Intersection Locations Statewide with 3 or More Total Alcohol Related Crashes

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

Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity	People Killed	People Injured	County	City	Link	Node 1	Description	Agency ORI
11	0	2	9	1.82	0	2	Madison	Huntsville	1028	1363	BLEVINS GAP RD at SEQUOYAH TRAIL	Huntsville PD
8	0	2	6	3.75	0	2	Mobile	Mobile	1346	2005	AIRPORT BLVD at MCGREGOR AVE AT AZALEA RD	Mobile PD
8	0	1	7	1.25	0	8	Montgomery	Montgomery	5008	9999	CHINABERRY CT at DEAD END	Montgomery PD
7	0	1	6	2.86	0	1	Lee	Auburn	5047	315	MAGNOLIA AVE at SR 147 COLLEGE ST	Auburn PD
6	0	2	4	6.67	0	1	Madison	Huntsville	7219	2065	DRAKE AVE at TRIANA BLVD	Huntsville PD
5	0	1	4	6	0	1	Lee	Auburn	5047	316	GAY ST S at MAGNOLIA AVE E	Auburn PD
4	0	2	2	10	0	2	Tuscaloosa	Tuscaloosa	5186	162	23RD AVE 5186 at 5TH ST	Tuscaloosa PD
4	0	3	1	10	0	5	Madison	Huntsville	7228	2566	JORDAN LN (PATTON RD at BOB WALLACE AVE	Huntsville PD
4	0	1	3	7.5	0	2	Lee	Auburn	6077	375	DEKALB ST at SR 15 OPELIKA RD	Auburn PD
4	0	1	3	2.5	0	1	Madison	Huntsville	1305	8017	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Huntsville PD
4	0	3	1	15	0	3	Mobile	Mobile	1359	838	COTTAGE HILL RD at KNOLLWOOD DR	Mobile PD
4	0	2	2	10	0	2	Tuscaloosa	Tuscaloosa	5704	311	10TH AVE 5704 at HARGROVE RD	Tuscaloosa PD
4	0	2	2	12.5	0	2	Tuscaloosa	Tuscaloosa	5449	1043	5TH AVE E 5736 at BRYANT DR E 5449	University of Alabama PD
4	0	2	2	5	0	2	Houston	Dothan	1276	349	FORTNER ST at HONEYSUCKLE RD	Dothan PD
4	0	1	3	2.5	0	2	Madison	Huntsville	6298	958	BIDEFORD DR at LEICESTER DR	Huntsville PD
4	0	1	3	2.5	0	1	Montgomery	Montgomery	1171	4481	NARROW LANE RD at SOUTH BLVD SR-6 US-82	Montgomery PD
4	0	0	4	0	0	0	Madison	Huntsville	6016	4653	CLINTON AVE at WASHINGTON ST	Huntsville PD
4	0	2	2	10	0	3	Mobile	Mobile	1346	2139	AIRPORT BLVD at UNIVERSITY BLVD	Mobile PD
4	0	1	3	5	0	1	Mobile	Mobile	1346	9795	SHORT at DAVIDSON	Mobile PD

Top 60 Intersection Locations Statewide with 3 or More Total Alcohol Related Crashes

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

							County	City			Description	Agency
4	0	0	4	0	0	0	Henry	Rural Henry	1165	7400	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Dothan Post
4	0	2	2	10	0	2	Madison	Madison	1005	41	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Madison PD
4	0	1	3	2.5	0	1	Mobile	Mobile	1346	10272	AIRPORT BLVD at MONTLIMAR AT YESTER OAKS	Mobile PD
4	0	2	2	7.5	0	1	Mobile	Mobile	1346	8352	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Mobile PD
3	0	2	1	20	0	3	Mobile	Rural Mobile	1382	8257	KENNY LUNDY RD CO 308 at PASCAGOULA RD	Alabama DPS - Mobile Post
3	0	1	2	10	0	1	Tuscaloosa	Tuscaloosa	5698	1020	BRYANT DR 5173 at CITY ST 5697	Tuscaloosa PD
3	0	1	2	10	0	1	Shelby	Calera	5063	222	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Calera PD
3	0	0	3	0	0	0	Lee	Auburn	6078	311	COLLEGE ST at CSXT RR	Auburn PD
3	0	0	3	0	0	0	Madison	Huntsville	1305	5624	BLUE SPRINGS RD at WINCHESTER DR	Huntsville PD
3	0	1	2	10	0	1	Madison	Huntsville	7219	3199	GOVERNORS DR SR-53 at TRIANA BLVD	Huntsville PD
3	0	2	1	10	0	2	Tuscaloosa	Tuscaloosa	5558	9209	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Tuscaloosa PD
3	1	0	2	16.67	1	0	Baldwin	Rural Baldwin	1025	7253	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Mobile Post
3	0	0	3	0	0	0	Mobile	Mobile	6974	4566	CONGRESS ST at CUBA ST	Mobile PD
3	0	3	0	26.67	0	5	Saint Clair	Moody	1011	465	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Moody PD
3	0	0	3	0	0	0	Tuscaloosa	Tuscaloosa	5680	1106	13TH AVE 5680 at ALA 215 & UNIVERSITY BLVD	Tuscaloosa PD
3	0	0	3	0	0	0	Mobile	Mobile	6827	3832	AIRPORT BLVD at HOUSTON ST	Mobile PD
3	0	0	3	0	0	0	Lee	Auburn	6077	64	CEDARBROOK DR at NO NAME ST 5373	Auburn PD
3	0	1	2	3.33	0	1	Tuscaloosa	Tuscaloosa	5970	34	37TH ST 5970 at HIGHLAND OAKS DR	Tuscaloosa PD
3	0	0	3	0	0	0	Russell	Phenix City	1430	7684	CITY ST at DEAD END	Phenix City PD
3	0	3	0	26.67	0	4	Marshall	Rural Marshall	1162	7418	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Huntsville Post

Top 60 Intersection Locations Statewide with 3 or More Total Alcohol Related Crashes
*These crashes are those that happened off the state systems and are therefore not mappable at this time.

							County	City			Intersection	PD
3	0	1	2	10	0	1	Mobile	Mobile	1359	667	COTTAGE HILL RD at HILLCREST RD	Mobile PD
3	0	0	3	0	0	0	Mobile	Mobile	6051	2340	OLD SHELL RD at UNIVERSITY BLVD	Mobile PD
3	0	1	2	6.67	0	1	Mobile	Mobile	5568	1595	GRELOT RD at HILLCREST RD	Mobile PD
3	0	0	3	0	0	0	Madison	Huntsville	6298	5697	BLUE SPRINGS RD at SPARKMAN DR	Huntsville PD
3	0	0	3	0	0	0	Lee	Auburn	5569	1464	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Auburn PD
3	0	0	3	0	0	0	Madison	Huntsville	1016	2446	OLD MADISON PIKE at RIDE OUT RD	Huntsville PD
3	0	0	3	0	0	0	Madison	Huntsville		2356	JORDAN LN SR-53 at UNIVERSITY DR	Huntsville PD
3	0	0	3	0	0	0	Madison	Huntsville	5334	4129	MEMORIAL PKWY S SR-53 at WEATHERLY RD	Huntsville PD
3	0	0	3	0	0	0	Lee	Auburn	6077	75	SR 14 OPELIKA RD at UNIVERSITY DR	Auburn PD
3	2	0	1	33.33	3	0	Madison	Huntsville	5500	1711	AIRPORT RD at WHITESBURG DR	Huntsville PD
3	0	0	3	0	0	0	Lee	Auburn	5093	312	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Auburn PD
3	0	2	1	6.67	0	2	Madison	Huntsville	1680	8164	HENDERSON RD at ROCKHOUSE RD	Huntsville PD
3	0	0	3	0	0	0	Mobile	Mobile	6200	2318	ARNOLD RD at OLD SHELL RD	Mobile PD
3	0	1	2	3.33	0	1	Houston	Dothan	1064	2002	DENTON RD at SR 210 ROSS CLARK CIRCLE	Dothan PD
3	0	1	2	3.33	0	1	Tuscaloosa	Tuscaloosa	5704	323	12TH ST 5699 at 10TH AVE	Tuscaloosa PD
3	0	0	3	0	0	0	Mobile	Mobile	5985	4404	ANN ST at DAUPHIN ST	Mobile PD
3	0	2	1	13.33	0	2	Mobile	Rural Mobile	8860	10129	MOFFAT RD US HWY 98 at SCHILLINGER RD	Mobile PD
3	0	0	3	0	0	0	Montgomery	Montgomery	6009	1059	ANN ST at ATLANTA HWY	Montgomery PD
3	0	1	2	10	0	1	Mobile	Mobile		1298	GOVERNMENT BLVD US HWY 90 at ACCESS RD TO SER RD NORTH	Mobile PD
3	0	0	3	0	0	0	Lee	Opelika	5529	1556	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Opelika PD
3	0	0	3	0	0	0	Mobile	Mobile	5732	1864	AZALEA RD at MICHAEL BLVD	Mobile PD

Top 23 Segment Locations Statewide with 3 or More Speeding Crashes Resulting in Injury or Fatality

Regional Breakdown

North East Region	26.09%
North Region	26.09%
East Region	21.74%
Mobile Region	8.70%
West Region	4.35%
South East Region	4.35%
Birmingham Region	4.35%
South West Region	4.35%
Central Region	0.00%

Top 23 Segment Locations Statewide with 3 or More Speeding Crashes Resulting in Injury or Fatality

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

Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity	People Killed	People Injured	County	City	Link	Node 1	Node 2	Description	Agency ORI
5	1	4	0	32	1	4	Marengo	Rural Marengo	1148	7104	7186	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Selma Post
4	0	4	0	27.5	0	4	Cullman	Rural Cullman	1013	8556	8555	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
4	0	4	0	22.5	0	5	Baldwin	Rural Baldwin	1774	8958	8977	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Mobile Post
4	1	3	0	32.5	1	4	Tuscaloosa	Rural Tuscaloosa	1027	7726	8262	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Tuscaloosa Post
4	0	4	0	27.5	0	6	Calhoun	Anniston	5246	1504	9108	Between ALLEN AV at I ST and NO NAME ST at NO NAME ST 1499	Anniston PD
3	0	3	0	30	0	3	Calhoun	Jacksonville	1270	307	9186	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Jacksonville PD
3	1	2	0	36.67	1	4	Morgan	Rural Morgan	1553	8082	8080	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
3	0	3	0	30	0	3	Morgan	Rural Morgan	1072	7712	7424	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
3	0	3	0	23.33	0	3	Walker	Rural Walker	1044	7244	7242	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Birmingham Post

Top 23 Segment Locations Statewide with 3 or More Speeding Crashes Resulting in Injury or Fatality

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

3	0	3	0	30	0	4	Henry	Rural Henry	1169	184	7362	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Dothan Post
3	2	1	0	43.33	2	1	Marshall	Rural Marshall	1372	7957	7967	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Huntsville Post
3	1	2	0	36.67	1	3	Etowah	Rural Etowah	1165	7176	7441	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Gadsden Post
3	0	3	0	26.67	0	5	Marshall	Rural Marshall	1378	7278	7276	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Huntsville Post
3	1	2	0	36.67	1	4	Cherokee	Rural Cherokee	1385	7933	7912	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Gadsden Post
3	0	3	0	30	0	5	Colbert	Rural Colbert	1179	7223	8041	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Quad Cities Post
3	0	3	0	23.33	0	4	Limestone	Rural Limestone	1112	7600	8301	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
3	0	3	0	26.67	0	5	Morgan	Rural Morgan	1214	8199	8200	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
3	0	3	0	30	0	3	Madison	Rural Madison	1207	8218	12328	Between BIG COVE RD at SUTTON RD and BIG COVE RD at CLAUDIA DR	Alabama DPS - Huntsville Post
3	0	3	0	23.33	0	5	Talladega	Rural Talladega	1034	7137	9268	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Jacksonville Post

Top 23 Segment Locations Statewide with 3 or More Speeding Crashes Resulting in Injury or Fatality

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

3	0	3	0	30	0	5	Calhoun	Rural Calhoun	1299	7152	7184	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Jacksonville Post
3	0	3	0	23.33	0	3	Marshall	Rural Marshall	1176	7349	8591	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Huntsville Post
3	0	3	0	20	0	3	Talladega	Rural Talladega	1467	8271	9233	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Jacksonville Post
3	0	3	0	20	0	4	Mobile	Rural Mobile	1275	7318	7537	Between BELLINGRATH RD CO 59 at DELCHAMPS RD and BELLINGRATH RD CO 59 at DEAKLE RD	Alabama DPS - Mobile Post

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

Regional Breakdown

North East Region	19.23%
Central Region	19.23%
North Region	15.38%
Mobile Region	15.38%
Birmingham Region	9.62%
East Region	5.77%
West Region	5.77%
South East Region	5.77%
South West Region	3.85%

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

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

Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity	People Killed	People Injured	County	City	Link	Node 1	Node 2	Location	Agency ORI
7	0	3	4	11.43	0	4	Lee	Auburn	5569	1464	2074	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Auburn PD
7	0	4	3	12.86	0	6	Montgomery	Montgomery		9999	9999	Between CHINABERRY CT at DEAD END and CHINABERRY CT at DEAD END	Montgomery PD
5	1	4	0	28	1	5	Mobile	Rural Mobile	1344	8268	8278	Between GRAND BAY-WILMER RD CO 5 at SMITH RD and BALLARD RD CO 272 at GRAND BAY-WILMER RD	Alabama DPS - Mobile Post
4	0	1	3	7.5	0	1	Montgomery	Rural Montgomery	2046	8074	9311	Between WARES FERRY RD at PRIVATE RD and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Montgomery Post
4	0	3	1	22.5	0	4	Calhoun	Rural Calhoun	1231	7599	9282	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Jacksonville Post
4	0	3	1	20	0	3	Madison	Rural Madison	1155	8494	8486	Between BESHEARS DR at HOBBS ISLAND RD and HOBBS ISLAND RD at RUSSELL DR	Alabama DPS - Huntsville Post
4	0	2	2	15	0	3	Madison	Huntsville	1016	8164	41804	Between HENDERSON RD at ROCKHOUSE RD and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Huntsville PD
4	0	0	4	0	0	0	Mobile	Rural Mobile	5031	10949	12544	Between OLD PASCAGOULA RD at THEODORE DAWES RD and SPANISH TRAIL DR at THEODORE-DAWES RD	Alabama DPS - Mobile Post
4	0	2	2	15	0	4	Walker	Rural Walker	1018	7917	7918	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Birmingham Post
3	1	1	1	23.33	1	2	Monroe	Rural Monroe	1023	7164	7163	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Evergreen Post
3	0	0	3	0	0	0	Lee	Rural Lee	1010	2387	7336	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Opelika Post

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

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

3	0	1	2	6.67	0	1	Tuscaloosa	Northport	5299	1317	1319	Between CITY ST 5299 at CITY ST 5300 and CITY ST 5299 at CITY ST 5299 END CIR	Northport PD
3	0	2	1	16.67	0	3	Macon	Rural Macon	1054	7564	7562	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Opelika Post
3	0	2	1	20	0	2	Colbert	Rural Colbert	1007	8183	7282	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Quad Cities Post
3	0	2	1	13.33	0	2	Walker	Rural Walker	1044	7244	7242	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Birmingham Post
3	0	2	1	6.67	0	1	Shelby	Montevallo	1087	421	112	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Montevallo PD
3	1	0	2	16.67	1	0	Dekalb	Rural Dekalb	1037	7269	7268	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Gadsden Post
3	0	2	1	13.33	0	2	Lauderdale	Rural Lauderdale	1324	8529	8530	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Quad Cities Post
3	0	1	2	10	0	2	Madison	Rural Madison	1463	7148	7208	Between MINT RD at MINT SPRINGS RD and MINT SPRINGS RD at NEW MARKET RD	Alabama DPS - Huntsville Post
3	0	0	3	0	0	0	Pike	Rural Pike	1217	7541	7547	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Dothan Post
3	1	1	1	26.67	1	1	Dallas	Rural Dallas	1306	7161	7142	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Selma Post
3	0	1	2	10	0	1	Madison	Rural Madison	1282	7342	7351	Between MORRIS RD at PULASKI PIKE and MORRIS RD at OPP REYNOLDS RD SE JCT	Alabama DPS - Huntsville Post

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

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

							County	Location				Description	Agency
3	0	3	0	26.67	0	3	Colbert	Rural Colbert	1257	8342	7812	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Quad Cities Post
3	0	1	2	10	0	1	Escambia	Rural Escambia	1085	524	7758	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Evergreen Post
3	0	2	1	16.67	0	2	Mobile	Rural Mobile	1346	8464	8461	Between AIRPORT BLVD CO 56 at JOHNSON RD/CALVERT RD and AIRPORT BLVD CO 56 at ASHTON RD/DANIELS RD	Alabama DPS - Mobile Post
3	0	1	2	3.33	0	1	Houston	Dothan	5785	872	4197	Between BARTLET LN at CHAPELWOOD DR and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Dothan PD
3	1	0	2	16.67	2	1	Mobile	Rural Mobile	1216	11950	7480	Between IRVINGTON-BLB HWY CO 39 at WOODLAND TERR DR SO and HOUGE RD CO 74 at IRVINGTON BLB HWY	Alabama DPS - Mobile Post
3	1	1	1	26.67	1	1	Lee	Rural Lee	1375	7070	7072	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Opelika Post
3	0	1	2	10	0	3	Baldwin	Rural Baldwin	1533	7889	14338	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Mobile Post
3	0	0	3	0	0	0	Morgan	Rural Morgan	1087	8166	8167	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
3	0	1	2	10	0	1	Shelby	Alabaster	5067	763	337	Between COUNTY ROAD 68 at HILLWOOD LN and COUNTY ROAD 68 at HICKORY HILLS LN	Alabaster PD
3	0	2	1	20	0	7	Tuscaloosa	Tuscaloosa	1185	5203	5030	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Tuscaloosa PD
3	0	1	2	3.33	0	1	Jefferson	Birmingham	4392	1242	1243	Between 12TH AVE S at 20TH ST S and 21ST ST S at HIGHLAND AVE	Birmingham PD

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

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

							County	City				Description	Agency
3	0	0	3	0	0	0	Lee	Auburn	5047	315	316	Between MAGNOLIA AVE at SR 147 COLLEGE ST and GAY ST S at MAGNOLIA AVE E	Auburn PD
3	0	2	1	20	0	4	Lee	Rural Lee	1379	7602	7553	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Opelika Post
3	0	2	1	10	0	5	Madison	Huntsville	1028	2161	1328	Between PULASKI PIKE at UNIVERSITY DR and POPLAR AVE at PULASKI PIKE	Huntsville PD
3	0	2	1	20	0	2	Calhoun	Anniston	5246	1504	9108	Between ALLEN AV at I ST and NO NAME ST at NO NAME ST 1499	Anniston PD
3	0	2	1	6.67	0	2	Madison	Madison	5163	140	1524	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Madison PD
3	0	0	3	0	0	1	Mobile	Mobile	8860	9705	9718	Between PATTON AVE at PEACAN ST and HILL AVE at TITI ST	Mobile PD
3	0	2	1	13.33	0	3	Madison	Rural Madison	1018	8046	8045	Between BISHOP RD at OLD MONROVIA RD and OLD MONROVIA RD at CAPSHAW RD	Alabama DPS - Huntsville Post
3	1	0	2	16.67	1	0	Montgomery	Montgomery	5466	2244	2278	Between AIRBASE BLVD at DAY ST and DAY ST at BIRMINGHAM HWY	Montgomery PD
3	0	1	2	10	0	1	Madison	Rural Madison	1184	7263	7262	Between MOORES MILL RD at STEGER RD and MCCOLLUM RD at STEGER RD	Alabama DPS - Huntsville Post
3	0	1	2	10	0	2	Elmore	Coosada	1033	226	189	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Coosada PD
3	0	2	1	16.67	0	1	Coffee	Rural Coffee	1212	7470	7557	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Dothan Post

Top 52 Segment Locations Statewide with 3 or More Total Alcohol Related Crashes
*These crashes are those that happened off the state systems and are therefore not mappable at this time.

3	0	2	1	13.33	0	2	Morgan	Rural Morgan	1013	7193	7194	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
3	0	3	0	20	0	3	Madison	Rural Madison	1280	7083	7084	Between BOBO SECTION RD at FRANK PATTERSON RD and BOBO SECTION RD at HILLS CHAPEL RD	Alabama DPS - Huntsville Post
3	1	0	2	16.67	1	0	Cullman	Rural Cullman	1533	8119	9932	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
3	0	3	0	26.67	0	6	Morgan	Rural Morgan	1356	8010	8011	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
3	0	1	2	10	0	1	Baldwin	Rural Baldwin	1774	8958	8977	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Mobile Post
3	0	2	1	20	0	4	Calhoun	Rural Calhoun	1047	8021	8020	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Jacksonville Post
3	0	1	2	3.33	0	1	Tuscaloosa	Northport	5299	1317	1318	Between CITY ST 5299 at CITY ST 5300 and CITY ST 5299 at CITY ST 5300	Northport PD
3	0	0	3	0	0	0	Lauderdale	Rural Lauderdale	1002	7224	7289	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Quad Cities Post

Hotspot Totals for Alabama

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

North Region
35 Hotspots
10.23% of state total

North East Region
69 Hotspots
20.18% of state total

Birmingham Region
65 Hotspots
19.01% of state total

East Region
16 Hotspots
4.68% of state total

West Region
23 Hotspots
6.73% of state total

Central Region
45 Hotspots
13.16% of state total

South West Region
6 Hotspots
1.75% of state total

South East Region
22 Hotspots
6.43% of state total

Mobile Region
61 Hotspots
17.84% of state total

County	Total
Lauderdale	3
Limestone	7
Madison	42
Jackson	0
Colbert	4
Lawrence	1
Morgan	14
De Kalb	1
Franklin	1
Marshall	11
Cherokee	2
Marion	0
Winston	0
Cullman	5
Etowah	13
Blount	4
Lamar	0
Fayette	0
Walker	11
St Clair	7
Calhoun	9
Cleburne	0
Jefferson	30
Pickens	0
Tuscaloosa	23
Shelby	12
Talladega	6
Clay	0
Randolph	0
Bibb	0
Greene	0
Chilton	1
Coosa	0
Tallapoosa	0
Chambers	1
Hale	0
Perry	0
Sumter	0
Autauga	4
Elmore	6
Lee	18
Macon	3
Russell	6
Marengo	1
Dallas	3
Lowndes	0
Montgomery	7
Bullock	1
Choctaw	0
Wilcox	0
Barbour	1
Butler	0
Crenshaw	0
Pike	3
Clarke	0
Monroe	1
Conecuh	1
Coffee	4
Dale	4
Henry	2
Washington	0
Covington	0
Geneva	0
Houston	8
Escambia	3
Mobile	41
Baldwin	17

Hotspot Listings:
County Name
Total Number of Hotspots

Statewide Total Hotspots= 342

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

Total Hotspots for Alabama (342 Total Hotspots*)

Regional Breakdown

North East Region	21.00%
Mobile Region	18.18%
Birmingham Region	17.87%
Central Region	12.85%
North Region	10.34%
West Region	7.21%
South East Region	5.96%
East Region	4.70%
South West Region	1.88%

*In the state of Alabama there were 308 total hotspots found. However, these 308 hotspots included 34 hotspots that crossed county borders, brining the total for the state to 342.

Interstate Hotspot Totals for Alabama

(Totals include Speed Hotspots and Alcohol Related Hotspots Occurring on Intersates Only)

North Region
1 Hotspot
1.75% of state total

North East Region
2 Hotspots
3.51% of state total

Birmingham Region
28 Hotspots
49.12% of state total

West Region
1 Hotspot
1.75% of state total

East Region
4 Hotspots
7.02% of state total

Central Region
10 Hotspots
17.54% of state total

South West Region
1 Hotspot
1.75% of state total

Mobile Region
10 Hotspots
17.54% of state total

South East Region
0 Hotspots
0.00% of state total

County data (County: Speed / Alcohol / Total):

Lauderdale 0 / 0 / 0
Limestone 0 / 0 / 0
Madison 1 / 0 / 1
Jackson 0 / 0 / 0
Colbert 0 / 0 / 0
Lawrence 0 / 0 / 0
Morgan 0 / 0 / 0
De Kalb 0 / 0 / 0
Marshall 0 / 0 / 0
Franklin 0 / 0 / 0
Marion 0 / 0 / 0
Winston 0 / 0 / 0
Cullman 1 / 0 / 1
Cherokee 0 / 0 / 0
Etowah 1 / 0 / 1
Blount 1 / 0 / 1
Lamar 0 / 0 / 0
Walker 0 / 0 / 0
Fayette 0 / 0 / 0
St Clair 3 / 0 / 3
Calhoun 1 / 0 / 1
Cleburne 0 / 0 / 0
Jefferson 9 / 10 / 19
Talladega 2 / 0 / 2
Clay 0 / 0 / 0
Randolph 0 / 0 / 0
Pickens 0 / 0 / 0
Tuscaloosa 0 / 1 / 1
Shelby 2 / 2 / 4
Bibb 0 / 0 / 0
Coosa 0 / 0 / 0
Tallapoosa 0 / 0 / 0
Chambers 1 / 0 / 1
Greene 0 / 0 / 0
Hale 0 / 0 / 0
Perry 0 / 0 / 0
Chilton 1 / 0 / 1
Elmore 2 / 1 / 3
Lee 1 / 1 / 2
Sumter 0 / 0 / 0
Autauga 2 / 1 / 3
Macon 1 / 0 / 1
Russell 0 / 0 / 0
Marengo 0 / 0 / 0
Dallas 0 / 0 / 0
Lowndes 0 / 0 / 0
Montgomery 1 / 0 / 1
Bullock 0 / 0 / 0
Choctaw 0 / 0 / 0
Wilcox 0 / 0 / 0
Barbour 0 / 0 / 0
Butler 0 / 0 / 0
Crenshaw 0 / 0 / 0
Pike 0 / 0 / 0
Clarke 0 / 0 / 0
Monroe 0 / 0 / 0
Conecuh 1 / 0 / 1
Coffee 0 / 0 / 0
Dale 0 / 0 / 0
Henry 0 / 0 / 0
Washington 0 / 0 / 0
Covington 0 / 0 / 0
Geneva 0
Houston 0 / 0 / 0
Escambia 0 / 0 / 0
Mobile 3 / 3 / 6
Baldwin 3 / 1 / 4

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

Statewide Total Hotspots = 57

*Please note that the hotspot totals given above include some "double counting" of hotspots. If the five or ten mile stretch of roadway covered in a hotspot crossed a county border, that hotspot was counted once for each county. When a hotspot crosses into multiple counties, it is only included once on the list of hotspots for the state. However, if it crossed into multiple regions, the hotspot was listed on both of the regional lists provided to the CTSPs.
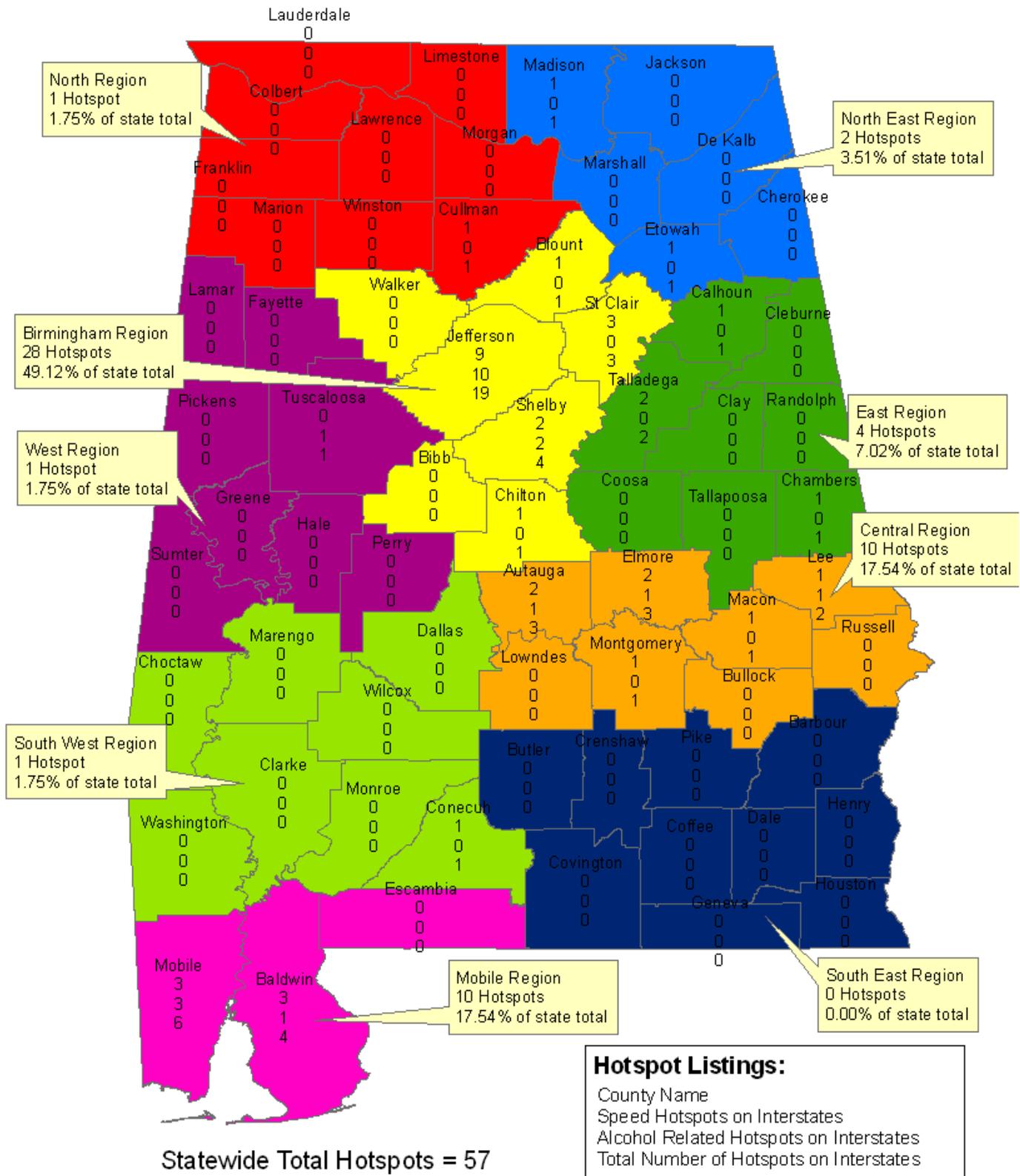
Interstate Hotspots for Alabama (57 Total Hotspots)

Regional Breakdown

Birmingham Region	49.12%
Mobile Region	17.54%
Central Region	17.54%
East Region	7.02%
North East Region	3.51%
West Region	1.75%
North Region	1.75%
South West Region	1.75%
South East Region	0.00%

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

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

North Region
8 Hotspots
21.05% of state total

North East Region
11 Hotspots
28.95% of state total

Birmingham Region
3 Hotspots
7.89% of state total

West Region
1 Hotspot
2.63% of state total

East Region
5 Hotspots
13.16% of state total

Central Region
2 Hotspots
5.26% of state total

South West Region
1 Hotspot
2.63% of state total

Mobile Region
4 Hotspots
10.53% of state total

South East Region
3 Hotspots
7.89% of state total

County	State/Federal	Non-MP	Total
Lauderdale	0	0	0
Limestone	1	1	2
Madison	1	1	2
Jackson	0	0	0
Colbert	0	1	1
Lawrence	0	0	0
Morgan	1	3	4
De Kalb	0	0	0
Franklin	0	0	0
Marshall	1	3	4
Cherokee	1	1	2
Marion	0	0	0
Winston	0	0	0
Cullman	0	1	1
Etowah	2	1	3
Blount	0	0	0
Lamar	0	0	0
Fayette	0	0	0
Walker	1	1	2
St Clair	0	0	0
Calhoun	0	3	3
Cleburne	0	0	0
Jefferson	1	0	1
Talladega	0	2	2
Pickens	0	0	0
Tuscaloosa	0	1	1
Shelby	0	0	0
Clay	0	0	0
Randolph	0	0	0
Bibb	0	0	0
Coosa	0	0	0
Chilton	0	0	0
Tallapoosa	0	0	0
Chambers	0	0	0
Greene	0	0	0
Hale	0	0	0
Perry	0	0	0
Elmore	0	0	0
Lee	0	0	0
Sumter	0	0	0
Autauga	0	0	0
Macon	0	0	0
Russell	1	0	1
Marengo	0	1	1
Dallas	0	0	0
Lowndes	0	0	0
Montgomery	0	0	0
Bullock	1	0	1
Choctaw	0	0	0
Wilcox	0	0	0
Butler	0	0	0
Crenshaw	0	0	0
Pike	0	0	0
Barbour	0	0	0
Clarke	0	0	0
Monroe	0	0	0
Conecuh	0	0	0
Coffee	1	0	1
Dale	1	0	1
Henry	0	1	1
Washington	0	0	0
Covington	0	0	0
Geneva	0	0	0
Houston	0	0	0
Escambia	0	0	0
Mobile	1	1	2
Baldwin	1	1	2

Hotspot Listings:

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

Statewide Total Hotspots = 38

*Please note that the hotspot totals given above include some "double counting" of hotspots. If the five or ten mile stretch of roadway covered in a hotspot crossed a county border, that hotspot was counted once for each county. When a hotspot crosses into multiple counties, it is only included once on the list of hotspots for the state. However, if it crossed into multiple regions, the hotspot was listed on both of the regional lists provided to the CTSPs.
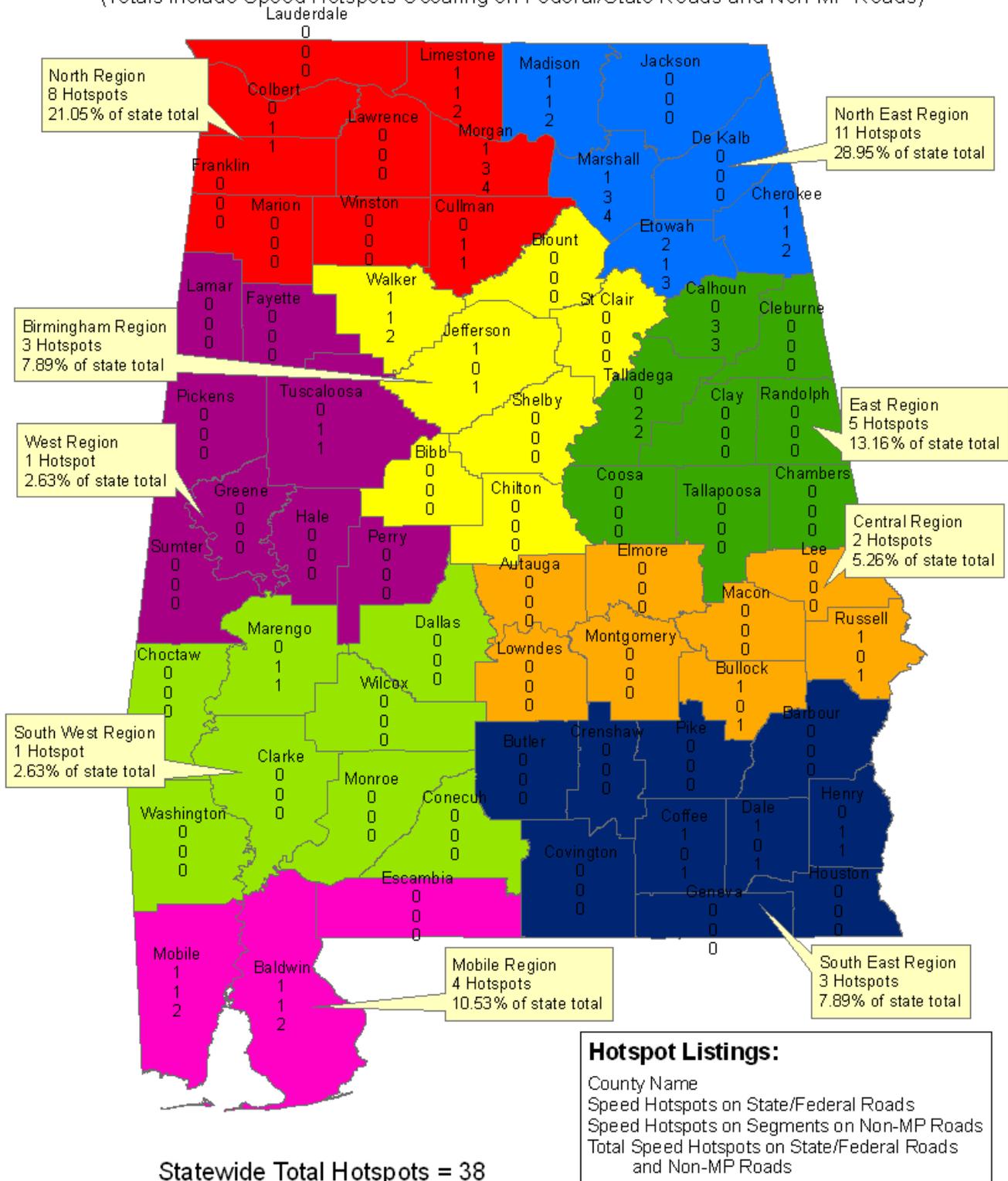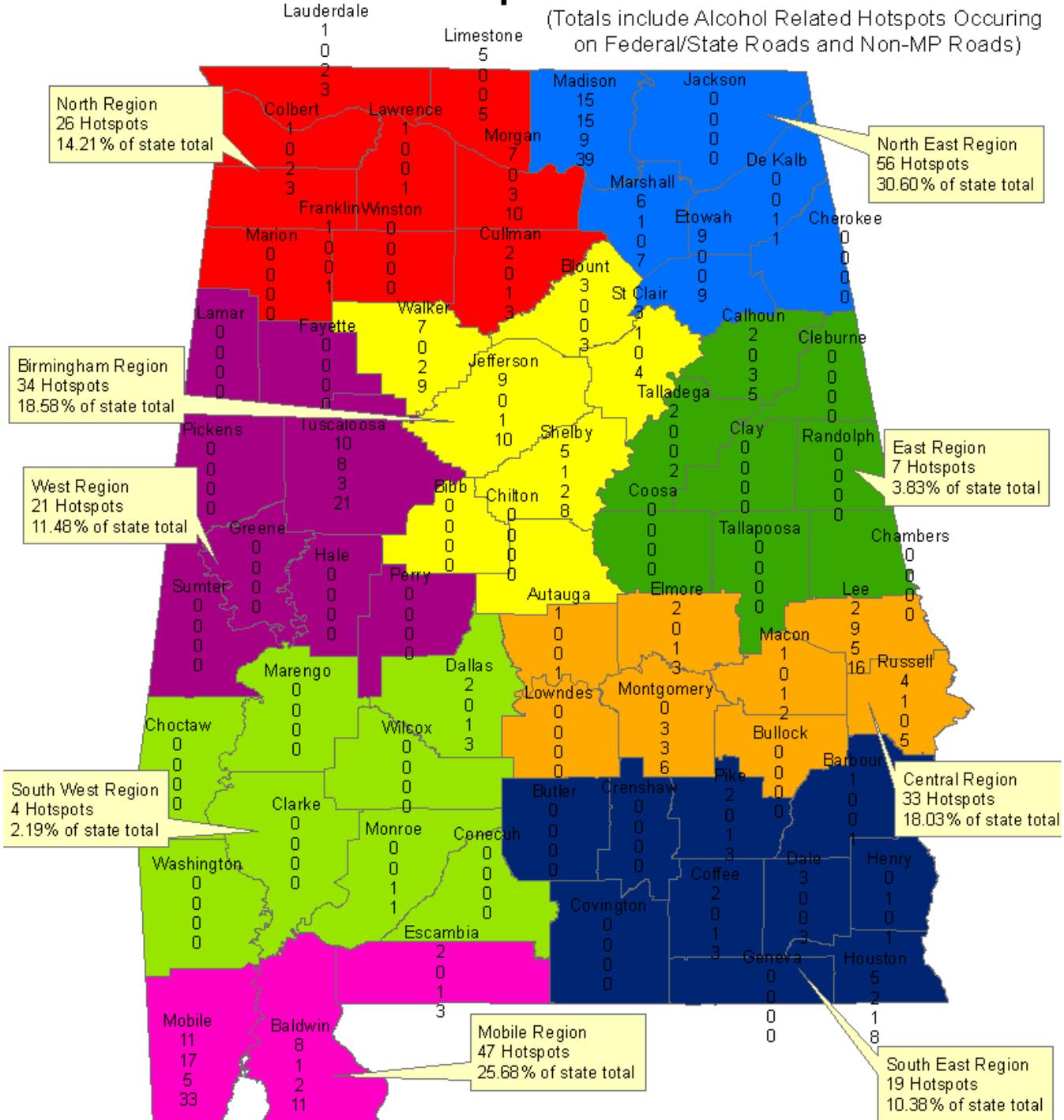
Speed Hotspots for State/Federal and Non-Mileposted Roads (38 Total Hotspots)

Regional Breakdown

North East Region	28.95%
North Region	21.05%
East Region	13.16%
Mobile Region	10.53%
South East Region	7.89%
Birmingham Region	7.89%
Central Region	5.26%
West Region	2.63%
South West Region	2.63%

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

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

North Region
26 Hotspots
14.21% of state total

North East Region
56 Hotspots
30.60% of state total

Birmingham Region
34 Hotspots
18.58% of state total

West Region
21 Hotspots
11.48% of state total

East Region
7 Hotspots
3.83% of state total

South West Region
4 Hotspots
2.19% of state total

Central Region
33 Hotspots
18.03% of state total

Mobile Region
47 Hotspots
25.68% of state total

South East Region
19 Hotspots
10.38% of state total

Lauderdale
1
0
2
3

Limestone
5
0
0
5

Madison
15
15
9
39

Jackson
0
0
0
0

Colbert
1
0
2
3

Lawrence
1
0
0
1

Morgan
7
0
3
10

De Kalb
0
0
1
1

Cherokee
0
0
0
0

Marshall
6
1
0
7

Etowah
9
0
0
9

Franklin
1
0
0
0

Winston
0
0
0
0

Cullman
2
0
1
3

Blount
3
0
0
3

St Clair
5
1
0
4

Calhoun
2
0
3
5

Cleburne
0
0
0
0

Marion
0
0
0
0

Lamar
0
0
0
0

Fayette
0
0
0
0

Walker
7
0
2
9

Jefferson
9
0
1
10

Talladega
2
0
0
2

Clay
0
0
0
0

Randolph
0
0
0
0

Pickens
0
0
0
0

Tuscaloosa
10
8
3
21

Shelby
5
1
2
8

Coosa
0
0
0
0

Tallapoosa
0
0
0
0

Chambers
0
0
0
0

Bibb
0
0
0
0

Chilton
0
0
0
0

Greene
0
0
0
0

Hale
0
0
0
0

Perry
0
0
0
0

Autauga
1
0
0
1

Elmore
2
0
1
3

Lee
2
9
5
16

Russell
4
1
0
5

Sumter
0
0
0
0

Marengo
0
0
0
0

Dallas
2
0
1
3

Lowndes
0
0
0
0

Montgomery
0
3
3
6

Macon
1
0
1
2

Bullock
0
0
0
0

Barbour
1
0
0
1

Choctaw
0
0
0
0

Wilcox
0
0
0
0

Butler
0
0
0
0

Crenshaw
0
0
0
0

Pike
2
0
1
3

Dale
3
0
0
3

Henry
0
1
0
1

Clarke
0
0
0
0

Monroe
0
0
1
1

Conecuh
0
0
0
0

Coffee
2
0
1
3

Covington
0
0
0
0

Geneva
0
0
0
0

Houston
5
2
1
8

Washington
0
0
0
0

Escambia
2
0
1
3

Mobile
11
17
5
33

Baldwin
8
1
2
11

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

Statewide Total Hotspots = 247

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

Alcohol Related Hotspots for State/Federal and Non-Mileposted Roads (247 Total Hotspots)

Regional Breakdown

North East Region	30.60%
Mobile Region	25.68%
Birmingham Region	18.58%
Central Region	18.03%
North Region	14.21%
West Region	11.48%
South East Region	10.38%
East Region	3.83%
South West Region	2.19%

PLANNING PROCESS

The 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 in the preface materials for this document, and it will only be summarized here. 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 performed by CAPS has shown that three years is an optimal time span for predicting future hotspots. The increased value of adding a fourth year is offset by the misinformation that comes from the obsolete data.

As shown by the problem identification details, the plan is totally data driven. In order to get the CTSPs/LELs totally involved in this process, they are required to submit their tentative plans in the April-May time frame, at about the same time as the statewide problem identification is being performed. While this tentative plan is based on data from that is not totally current, it has the advantage of reflecting the experience that the CTSP/LELs 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.

The AOHS takes advantage of the expertise built up over many years by the University of Alabama Center for Advanced Public Safety (CAPS) to perform the problem identification, and to work with AOHS State Coordinator and staff in assembling a tentative statewide planning document. Using 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 is developed. These hotspots are based on criteria that are adjusted annually to assure that the most critical crash types are being considered. *Critical,* in this case reflects not only those with high frequency and severity counts, but also the potential for reduction by the countermeasures being considered. In addition to a breakdown by CTSP/LEL region, the results may 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 nine CTSP/LEL regions. These data are distributed then to the CTSPs/LELs so that they can refine their respective plans.

A similar exercise involves the Alabama Department of Public Safety (DPS), who are given information on Interstates and rural state routes that they are most apt to patrol. Generally, each region and the DPS 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 CTSPs/LELs, 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.

PART V– PROBLEM SOLUTION PLANS

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

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

> **Total FY2011 Allotment = $175,000.00 (Funding Source – Section 402 PA)**
> **State Match   = $175,000.00**

Will Provide Funds for the Community Traffic Safety Program (CTSP)/Law Enforcement Liaison (LEL) projects:
> In addition to the efforts of the state office in Montgomery, there are nine CTSP/LEL Regions across the state. For the coming year, each CTSP/LEL is charged with focusing on the hotspot locations outlined for their region. In order to coordinate the efforts within the nine regions, a CTSP/LEL office is located in each region. Each of these regions is responsible for the problem areas within their region and will supply reports and information back to the central office regarding the efforts taking place within their region.

> **Total FY2012 Allotment = $1,983,628.42 (Funding Source – Section 402 CP)**

Support the Center for Advanced Public Safety (CAPS):
> 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 CAPS receives from ADECA LETS, CAPS provides ADECA LETS with crash and traffic safety data throughout the year. This includes preparing reports and grant applications as required and providing answers for data request from across the state that comes up throughout the year.

> **Total FY2012 Allotment = $605,249.00 (Funding Source – State Traffic Safety Trust**
> **Fund)**

Conduct Hotspot Special Traffic Enforcement Program (STEP) projects:

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

Total FY2012 Allotment = $1,600,000.00* (Funding Source – Section 402 PT)

Statewide High Visibility Alcohol Enforcement Campaign:

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

Total FY2012 Allotment = $250,000.00* (State Traffic Safety Trust Fund) Statewide

Statewide High Visibility Alcohol Enforcement Campaign (Paid Media):

As a part of the nationwide alcohol campaign to reduce alcohol-related fatalities, Alabama will participate in the High Visibility Alcohol Enforcement Campaign. This campaign will begin in August and conclude on Labor Day.

Total FY2012 Allotment = $500,000.00** (Funding Source – State Traffic Safety Trust Fund)

"Click It or Ticket" campaign (Paid Media):

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

Total FY2012 Allotment = 500,000.00** (Funding Source – State Traffic Safety Trust Fund)

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

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

Total FY2012 Allotment = $250,000.00* (Funding Source – State Traffic Safety Trust Fund)

Statewide "Click It or Ticket" campaign (Surveys and Analysis):
>We perform pre and post surveys for seat belt programs. The surveys will be coordinated by the Alabama Department of Public Health.

>**Total FY2012 Allotment = $200,000.00 (Funding Source – Section 405)**

Statewide "Click It or Ticket" (Certification and Final Report):
>The Center for Advanced Public Safety (CAPS) will evaluate several types of survey information regarding seatbelt 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. 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.

>**Total FY 2012 Allotment = $75,000.00 (Funding Source – Section 405)**

Child Passenger Safety Training and Coordination

>We will have a state Child Passenger Safety coordinator. We will provide training for first time technicians, re-certification, and renewals for trained technicians. Fitting stations will be available to the public. The technicians will ensure the child passenger restraints are installed correctly.
>**Total FY2012 Allotment = $214,700.00 (Funding Source – Section 405)**

Traffic Safety Records Improvement Program:

>We have an active Traffic Records Coordinating Committee (TRCC) in Alabama. The AOHS will continue funding for the development of several projects such as Map Click, Record Incident Dispatch (RID) Form, DPH Trauma Data, CARE Scripts and Critical Location Analysis, eForms, Vehicle Registrations, Complete eCrash/eCite deployment, Safe Home Alabama web site and Emergency Medical Services Information System (NEMSIS).

>**Total FY2012 Allotment = $493,429.35 (Funding Source – Section 408)**

Driver's License Suspension Appeals (DLSA) Program:
>Plans are to fund the DLSA program through the Alabama Department of Public Safety. The goal of this program is to assure DUI case load is maintained at a manageable level.

>**Total FY2012 Allotment = $34,551.44 (Funding Source – Section 402 AL)**

Traffic Safety Resource Prosecutor Program:

In FY 2012, this program will continue and will be funded through the Alabama Traffic Safety Trust Fund. Goals of this program are to provide training requirements to all District Attorneys, ADA's and their staff in order to increase the level of readiness and proficiency for the effective prosecution of traffic related cases. Additionally the goals of this program will emphasize:

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

Total FY2012 Allotment = $165,942.38 (Funding Source – State Traffic Safety Trust Fund)

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

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

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

Impaired Driving

A-1: In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?
A-2: In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?
A-3: What do you think the chances are of someone getting arrested if they drive after drinking?

Seat Belts

B-1: How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pick up?
B-2: In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?
B-3: What do you think the chances are of getting a ticket if you don't wear your safety belt?

Speeding

S-1a: On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph – most of the time, half the time, rarely, never?
S-1b: On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph – most of the time, half the time, rarely, never?
S-2: In the past 30 days, have you read, seen or heard anything about speed enforcement by police?
S-3: What do you think the chances are of getting a ticket if you drive over the speed limit?

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

Section 405 Planned Activities

Alabama Child Passenger Safety (CPS) Program

Alabama's CPS program is in its seventh year in fiscal year 2012. The single CPS coordinator and instructors are addressing the needs of the nine CTSP regions. The plan for 2012 is to further reach out to underserved communities and technicians. The goal for the CPS program is to get trained CPS professionals in all communities. The following paragraphs will detail how the program will accomplish these goals.

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

To keep the current CPS professionals "sharp" with their skills and help them maintain their certification, 18 update/recertification classes are scheduled in FY 2012. These classes will highlight the changes in the CPS field since the technician/instructor originally took the course and make them the local "expert" for those communities they serve. Once they complete the class, perform 5 specific car seat installations (witnessed and signed off by a local instructor), and attend a 2 hour community car seat check event they have successfully completed the recertification requirements. For those technicians/instructors who follow these guidelines, the grant funds all re-certification fees

The entire re-certification process was revamped in FY2007. The revamping means that existing technicians will need to acquire 6 CEU's to recertify in addition to the 5 specific car seat installations (witnessed and signed off by an instructor). To accomplish this, the CPS coordinator has developed a curriculum to update these technicians on the changes in the field and get them all 6 hours of CEU requirements.

A statewide website was formed in 2005 and has been constantly updated so the public and local technicians can easily see who they can contact to get help within their community. The website has a map of Alabama and the CTSP contacts for each county. If a community has an on-going child safety seat inspection station/clinic then the hours of operation, location and contact information will be listed as well.

During FY 2012, the 9 CTSP regional offices will be given information on how to spark interest in Child Passenger Safety and how to conduct a class. The regional offices will also get information on where the best seating position is in the car for children passengers. Children need to remain in the back seat of the vehicle until their 13th birthday. This age requirement is to ensure that younger children are properly restrained prior to an air bag deployment. Maturity and behavior are often overlooked but this requirement for children will ensure that the air bag system will protect them and not hurt them. Children need to remain in child restraints (car seats) until they can sit with their buttocks against the back of the vehicle seat with their knees bent over the front of the vehicle seat and their feet touching the floor of the vehicle. These messages will be distributed to all regions and communities. The best method to teach parents and caregivers about safely transporting their children is to conduct child safety seat inspections and education clinics in their communities. The Alabama CPS program will open more child safety seat inspection/clinic sites all around the state. Each CTSP region will have child safety inspection/clinics in their regions which will enable 100% of the state's parents and caregivers to receive this education.

The final portion of the FY 2012 plan is to have the state CPS coordinator and other instructors conduct the update/recertification classes around the state. These classes will help verify the local skills of the technicians and enable the Alabama CPS program to bring updates to these communities. Keeping our checkup locations current to the technology changes is vital to educating the parents of their community. Each checkup location will receive a LATCH manual, information of getting needed resources locally and an overview of the Alabama CPS website and all the resources available there. Each checkup location will also be given tips on how to develop local corporate partners to help sponsor their checkup location.

AOHS will perform pre and post surveys for seat belt programs. The surveys will be coordinated by the Alabama Department of Public Health (ADPH). ADPH is currently in the process of developing the 2012 compliant seat belt survey design. The University of Alabama will coordinate the post telephone survey to evaluate the effectiveness of our paid media and compile all data related to the CIOT campaign.

Section 408 Planned Activities

We will continue to develop a paperless operation for the Department of Public Safety (DPS). This includes the successful automation of the AST-60 DUI (arrest) form under Mobile Officer Virtual Environment (MOVE). We are close to having the application far enough along to perform a demo to the sponsor and some officers for feedback. Successful automation of other forms including motorist assist, field interview, SR13, I/O, arrest, hazardous road condition, stored vehicle/inventory, and the consent to search forms; number of forms automated. No additional forms have been automated at this point. Resulting forms have capabilities for pre-population data exchange (integration) similar to eCite and eCrash so that all of the features and capabilities of the MOVE can be realized. This is being implemented by the following: Enabling the various forms to share information. This part of the project is in its early design phase. The development of a mapping capability within eCrash so that officers will no longer have to look crash locations (e.g., node numbers) up on paper maps, but will be able to obtain these maps electronically in their vehicles or at their offices. The infrastructure work for this is about 85% complete. This is strictly for the infrastructure; it is expected that eCrash will not be modified to use this infrastructure until FY2012.

Further development of the Safe Home Alabama (SHA) web site will continue so that it is responsive to daily updates over the comprehensive needs of the entire traffic safety community. The goal is the existence of a new version of the SHA web site that uses more advanced technology so that the number of updates that are required can be performed daily to keep SHA totally updated and comprehensive of the entire traffic safety community within Alabama. This is approximately 50% accomplished at this point. The remaining activities involve implementing Alabama Dashboards for Visualization, Analysis and Coordinated Enforcement (ADVANCE) on SHA. The Alabama Department of Health is cooperating with this phase of the project to be a beta test site for SHA/ADVANCE. Activities in this objective include the following: ADVANCE Help/Training document has been developed. User view added so users can see only their own data. Training videos are in production. Existence and activities of up to 20 associates to contributing to SHA on a weekly basis, making the information that they submit to be totally comprehensive and current. The number of Associates currently on SHA is about 30. We now have the existence of a central coordinator who will solicit information from the volunteer associates, and who will keep the web site current with this information. This objective has been 100% accomplished at this point and the web site is about 90% populated.

Continued enhancement of the law enforcement in-vehicle information capability by adding mobile Nlets/NCIC functionality to MOVE continues. A goal is to have functioning software that enables officers in the field to get NCIC information through the MOVE environment. An initial beta version of the software is completed and is now in testing. Estimate is that this part of the project is about 60% completed. The goal is to have system response to queries in less than 30 seconds. The beta version has been consistently responding to queries in less than five seconds. Progress is being made to complete the implementation of a real-time vehicle registration system. At this point all 67 counties are participating in the new system and contributing to the beta test. We are still working toward a reduction in the reporting latency of the vehicle registration data to the central database. The reduction has been dramatic – from an average of about 3 months before the system change to less than 24 hours with the new system. Effective management of the major part of the project so as to maintain continuity as the project comes to completion. This has been an obvious part of the project as indicated by its movement toward successful completion.

We are working toward having all vehicle registration data residing in the central repository in a timely way so that when law enforcement accesses it via LETS they will have useful information at their disposal. Currently all data residing in the central repository is accessible to law enforcement via LETS. Effective management and reimbursement (if needed) of vendors who currently maintain the respective county data is completed and is operational and ongoing. Fully functional Web-based dashboard that provides key statistics to control the overall data update process and to provide counties with key indicators that will be useful in their day-to-day activities. This is approximately 50% completed. The following progress has been achieved: As more advanced versions of ADVANCE are being released for beta testing, feedback on technical issues and bugs have been received and resolved. We have added a number of enhancements to the dashboard system including a tab to display frequencies side by side. We have initiated development of help and on-screen assistance.