

STATE OF ALABAMA
FISCAL YEAR 2008
HIGHWAY SAFETY PLAN

Prepared for

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

by the

STATE OF ALABAMA
Bob Riley, Governor

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

August 28, 2007



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

Certifications and Assurances

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

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

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

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

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

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

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

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

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

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

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

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

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

The State will provide a drug-free workplace by:

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

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

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly

rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

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

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

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

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

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

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

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 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

8-28-07

Date

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

State: Alabama

Highway Safety Plan Cost Summary

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2008-HSP-2

Report Date: 09/22/2007

Posted: 09/18/2007

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-2008-00-00-00		\$150,000.00	\$150,000.00	\$150,000.00	\$.00	\$150,000.00	\$.00
	Planning and Administration Total		\$150,000.00	\$150,000.00	\$150,000.00	\$.00	\$150,000.00	\$.00
Alcohol								
	AL-2008-00-00-00		\$44,250.00	\$.00	\$44,250.00	\$.00	\$44,250.00	\$.00
	Alcohol Total		\$44,250.00	\$.00	\$44,250.00	\$.00	\$44,250.00	\$.00
Police Traffic Services								
	PT-2008-00-00-00		\$1,200,000.00	\$.00	\$1,200,000.00	\$.00	\$1,200,000.00	\$600,000.00
	Police Traffic Services Total		\$1,200,000.00	\$.00	\$1,200,000.00	\$.00	\$1,200,000.00	\$600,000.00
Community Traffic Safety Project								
	CP-2008-00-00-00		\$2,038,667.37	\$.00	\$2,038,667.37	\$.00	\$2,038,667.37	\$2,038,667.37
	Community Traffic Safety Project Total		\$2,038,667.37	\$.00	\$2,038,667.37	\$.00	\$2,038,667.37	\$2,038,667.37
	NHTSA 402 Total		\$3,432,917.37	\$150,000.00	\$3,432,917.37	\$.00	\$3,432,917.37	\$2,638,667.37
405 OP SAFETEA-LU								
	K2-2008-00-00-00		\$383,450.00	\$.00	\$383,450.00	\$.00	\$383,450.00	\$.00
	405 Occupant Protection Total		\$383,450.00	\$.00	\$383,450.00	\$.00	\$383,450.00	\$.00
	405 OP SAFETEA-LU Total		\$383,450.00	\$.00	\$383,450.00	\$.00	\$383,450.00	\$.00
NHTSA 406								
	K4PM-2008-00-00-00		\$500,000.00	\$.00	\$500,000.00	\$.00	\$500,000.00	\$.00
	406 Safety Belts Paid Media Total		\$500,000.00	\$.00	\$500,000.00	\$.00	\$500,000.00	\$.00
406 Police Traffic Services								
	K4PT-2008-00-00-00		\$250,000.00	\$.00	\$250,000.00	\$.00	\$250,000.00	\$.00

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

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Report Date: 09/22/2007

Posted: 09/18/2007

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	406 Police Traffic Services		\$250,000.00	\$.00	\$250,000.00	\$.00	\$250,000.00	\$.00
	Total							
	<i>NHTSA 406 Total</i>		<i>\$750,000.00</i>	<i>\$.00</i>	<i>\$750,000.00</i>	<i>\$.00</i>	<i>\$750,000.00</i>	<i>\$.00</i>
	408 Data Program SAFETEA-LU							
	K9-2008-00-00-00		\$700,000.00	\$.00	\$700,000.00	\$.00	\$700,000.00	\$.00
	408 Data Program Incentive Total		\$700,000.00	\$.00	\$700,000.00	\$.00	\$700,000.00	\$.00
	<i>408 Data Program SAFETEA-LU Total</i>		<i>\$700,000.00</i>	<i>\$.00</i>	<i>\$700,000.00</i>	<i>\$.00</i>	<i>\$700,000.00</i>	<i>\$.00</i>
	410 Alcohol SAFETEA-LU							
	K8-2008-00-00-00		\$800,000.00	\$.00	\$800,000.00	\$250,000.00	\$1,050,000.00	\$.00
	410 Alcohol SAFETEA-LU Total		\$800,000.00	\$.00	\$800,000.00	\$250,000.00	\$1,050,000.00	\$.00
	410 Alcohol SAFETEA-LU Paid Media							
	K8PM-2008-00-00-00		\$540,000.00	\$.00	\$540,000.00	\$.00	\$540,000.00	\$.00
	410 Alcohol SAFETEA-LU Paid Media Total		\$540,000.00	\$.00	\$540,000.00	\$.00	\$540,000.00	\$.00
	<i>410 Alcohol SAFETEA-LU Total</i>		<i>\$1,340,000.00</i>	<i>\$.00</i>	<i>\$1,340,000.00</i>	<i>\$250,000.00</i>	<i>\$1,590,000.00</i>	<i>\$.00</i>
	410 High Visibility							
	K8HV-2008-00-00-00		\$250,000.00	\$.00	\$250,000.00	-\$250,000.00	\$.00	\$.00
	410 High Visibility Total		\$250,000.00	\$.00	\$250,000.00	-\$250,000.00	\$.00	\$.00
	<i>NHTSA Total</i>		<i>\$6,856,367.37</i>	<i>\$150,000.00</i>	<i>\$6,856,367.37</i>	<i>\$.00</i>	<i>\$6,856,367.37</i>	<i>\$2,638,667.37</i>
	Total		\$6,856,367.37	\$150,000.00	\$6,856,367.37	\$.00	\$6,856,367.37	\$2,638,667.37

PROCEDURE FOR PROBLEM IDENTIFICATION

Alabama Department of Economic and Community Affairs (ADECA) TSD 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 2006 and 2007 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 is being taken. Instead of focusing on SHARP crashes, the focus has 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 all of the hotspots defined below.

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.

Using the CARE program and the 2004-2006 data, a total of 338 hotspots located across the state were identified. With this number of hotspots spread across nine regions, each regional coordinator should be able to better focus their efforts over the coming year on the hotspots that have been defined. A more detailed explanation of what makes up a hotspot crash and the process used in determining hotspot crash locations is given in Part I. Additional discussion is also included in Part IV of the HSP.

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

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

PROBLEM IDENTIFICATION PART I -- INTRODUCTION

The Alabama Highway Safety Plan for the 2008 Fiscal Year (FY) marks a change in format and focus for the state's plan. This change marks a revision from the location identification tools and methodology used in the FY 2006 and FY 2007 plan. The change made for the FY 2006 plan was a major step in the right direction as it identified specific problem locations from across the state and compelled regional coordinators to focus their efforts on these specific locations. The change for the FY 2008 plan, while still focusing on hotspot locations, shifted the focus away from seatbelt issues to locations directly related to speeding and alcohol use. The methodology used for the FY 2008 will continue to be used in future years in order to gauge the progress made towards reaching both short term and long term goals set for the state.

In the plan for FY 2008, an effort was made to focus on alcohol related hotspots and speed related hotspots with high numbers of injuries and fatalities. It is clear by looking at Table 1 (seen below) that the two biggest problem areas, in terms of behavior that causes crashes, are speeding and alcohol/drug use. 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 try and increase the number of individuals wearing their seatbelts.

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 the Alabama Department of Economic and Community Affairs (ADECA), the Alabama Department of Transportation (ALDOT), and the Alabama Department of Public Safety (DPS), Alabama Department of Public Health (ADPH), Alabama Administrative Office of Courts (AOC), Federal Motor Carrier Safety Administration (FMCSA), Federal Highway Administration (FHWA). While participation in SMART by other agencies is voluntary, it represents the broad spectrum of the traffic safety community.

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

Table 1. Summary of Crash Severity by Crash Type – CY 2006 Alabama Data

Crash Type (Causal Driver)	Fatal No.	Fatal %	Injury No.	Injury %	PDO No.	PDO %	Total
1. Restraint Not Used*	560	3.95%	5,786	40.79%	7,838	55.26%	14,184
2. Speeding	370	4.53%	3,712	45.46%	4,084	50.01%	8,166
3. Alcohol/Drug	237	3.15%	3,039	40.38%	4,250	56.47%	7,526
4. Obstacle Removal	178	2.22%	3,045	38.05%	4,779	59.72%	8,002
5. Youth -- Age 16-20	172	0.65%	6,349	24.08%	19,845	75.27%	26,366
6. License Status Deficiency	124	2.18%	1,844	32.41%	3,722	65.41%	5,690
7. Mature -- Age > 64	111	0.95%	2,557	21.83%	9,047	77.23%	11,715
8. Motorcycle	103	5.22%	1,295	65.57%	577	29.22%	1,975
9. Ped., Bicycle, School bus	96	6.98%	813	59.08%	467	33.94%	1,376
10. Pedestrian	81	11.84%	557	81.43%	46	6.73%	684
11. Fail to Conform to S/Y Sign	70	0.86%	2,325	28.56%	5,745	70.58%	8,140
12. Non-pickup Truck Involved	41	0.70%	978	16.73%	4,827	82.57%	5,846
13. Utility Pole	37	1.42%	967	37.19%	1,596	61.38%	2,600
14. Construction zone	29	1.21%	518	21.65%	1,846	77.14%	2,393
15. Fail To Conform to Signal	27	0.29%	2,855	31.15%	6,283	68.55%	9,165
16. Roadway Defects – All	25	0.70%	859	24.11%	2,679	75.19%	3,563
17. Vehicle Defects – All	24	0.91%	621	23.53%	1,994	75.56%	2,639
18. Vision Obscured – Env.	15	1.05%	366	25.65%	1,046	73.30%	1,427
19. Child Not Restrained*	11	0.86%	672	52.71%	592	46.43%	1,275
20. Railroad Trains	10	10.00%	29	29.00%	61	61.00%	100
21. Bicycle	9	3.40%	188	70.94%	68	25.66%	265
22. School Bus	6	1.41%	68	15.93%	353	82.67%	427

* 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.

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, 2006 and December 31, 2006. This time period of January 1 through December 31 will be called our Calendar Year (CY). Within the Performance Goals and Strategies section, all past statistics have been updated to reflect the CY. Unless otherwise noted, all crash statistics within this document are for this time period. The categories given in Table 1 are not mutually exclusive (e.g., you could have an alcohol crash that also involved speeding). However, they still tend to demonstrate the relative criticality of that particular category. All other things being equal, to reduce fatalities, we need to start towards the top of the list.

The Highway Safety Plan for FY 2008 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 first year that these two categories are exclusively targeted in the HSP. This focus will allow the ADECA LETS division to focus traffic safety funding efforts for 2008 on the top problem locations. The hotspot definitions used for the FY 2008 plan will be used again in subsequent years.

Once the focus for 2008 was refined, steps were taken to locate particular problem areas across the state. A total of 120 Speeding hotspots and 218 Alcohol Related hotspots were identified. These hotspots are defined and specific criteria for locating these hotspots are given in more detail in Part IV of the plan. The plans for each of the regional coordinators for the coming year will focus on these hotspot areas, as portions of their funding will be restricted to working the speeding and alcohol related hotspot locations defined for each region.

A note regarding the alcohol related crashes: There is a noticeable difference between the number of Alcohol Related fatalities found in the *CARE* system and those reported by FARS. The number reported by FARS is approximately twice what is reported in *CARE* for crashes occurring in 2006. The HSP will use the numbers reported by the *CARE* system.

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

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

Alabama's fatality counts and fatality rates (per 100 million vehicle miles traveled) for the last 20 years are given below.

<u>Year</u>	<u>Rate</u>	<u>Fatalities</u>	<u>Miles Driven (100 MVMT)</u>
1987	2.98	1116	374.37
1988	2.58	1023	396.84
1989	2.52	1028	407.65
1990	2.64	1118	423.47
1991	2.59	1110	429.24
1992	2.26	1033	457.62
1993	2.20	1040	472.03
1994	2.21	1081	489.56
1995	2.20	1113	506.28
1996	2.22	1142	514.33
1997	2.23	1190	534.58
1998	1.94	1071	552.05
1999	2.03	1148	564.13
2000	1.74	986	565.71
2001	1.76	998	567.08
2002	1.80	1038	575.32
2003	1.71	1001	586.33
2004	1.96	1154	588.62
2005	1.92*	1148*	596.62
2006	2.00	1208	603.94

* - The number of fatalities for 2005 was adjusted up from 1134 to 1148 after the FY 2007 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.

Alabama can be proud that we have cut our crash rate by about 36% over the past 19 years. If we were still operating with the 1987 rate, the number of fatalities in 2006 would have been about 1,800. The reduction in rates over the past few years is extremely promising, reflecting major efforts in publicizing and enforcing the primary safety 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 we will continue to put forth a concerted effort to assure that traffic safety resources are utilized to their maximum capabilities.

Unfortunately 2006 saw an increase in both the number of fatalities in the state as well as the rate of fatalities. No single cause has been identified as the reason for this increase but it is important to be aware of this increase and make every effort to bring the number back down in the coming year. The number of fatalities is monitored throughout the year and due to efforts made thus far in Calendar Year 2007, it appears to be trending lower for this year.

By continuing to fund efforts related to speed and alcohol related hotspot crashes in FY 2008, it is hoped that the dollars used to fund efforts focusing on these areas will have a greater impact and 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 the southeast region.

IDEALS:

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

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

MISSION:

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

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

PART III – GOALS AND STRATEGIES

PROCESS FOR DEVELOPING GOALS

In FY 2006 and FY 2007, the idea of using SHARP crashes was developed. This focus was a revolutionary improvement over the plans from earlier years as the state began to target specific locations from across the state. For FY 2008, the idea of SHARP crashes has been further limited to only look at speeding and alcohol related crashes. This adjustment was due to the fact that lack of restraint usage cannot *cause* a crash. While the effects of seat belt use should not be minimized, the efforts for the FY 2008 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 2008 will focus in one or both of these key areas. Specific thresholds and target dates were set based on past trends and expectations from past programs.

For 2008, funding to the state safety coordinators will be largely focused on the problem areas discussed and defined in Part IV of this plan. The two notable exceptions to this rule are ADECA's continued participation in the "Click It or Ticket" and "Drunk Driving. Over the Limit. Under Arrest." campaigns. ADECA continues to pledge its support to these programs and will fund the participating regions accordingly.

For the FY 2008 HSP, all long range goals have been changed due to the shift in focus to speeding and alcohol hotspots and away from a focus on restraint usage. The overall program goal has also been changed in order to reflect an alignment with the state's Strategic Highway Safety Plan and a larger focus on reducing the fatality rate in the state. The long range goals set for this year will take the state through the next five fiscal years.

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

New short range goals along the same line as the long range goals have also been established. These goals only look at the coming fiscal year (2008). 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, 2006 data must be used to develop the plan for fiscal year 2008 while 2007 data will be used the following year to develop the plan for fiscal year 2009. The short range goals will concentrate on statistics for calendar year 2007 while long-range goals concentrated on statistics from calendar years 2007-2011.

While short range goals focus on the data for the coming year, it will be difficult to affect a major positive change for the Highway Safety Plan for FY 2009. This is due to the fact that there is a delay in receiving crash data. The goals currently being set in the FY 2008 Highway Safety Plan focus on data results that will be seen in the year 2007. However, the plan will not go into effect until late 2007 and it will be difficult to make a change that will be seen by the time the FY 2009 plan is under development. For this reason, a greater emphasis is placed on long-term goals as opposed to short-term goals.

We look forward to receiving the 2008 data, as it will be the first full year of the data that should be positively affected by the hotspot focus discussed and used in the FY 2008 Highway Safety Plan for Alabama.

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

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

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

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

OVERALL PROGRAM GOAL

The overall strategic program goals follow:

To reduce the fatal mileage rate in Alabama by 25% from 2.0 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 has not been updated to reflect the rising rates seen in 2004-2006. For the overall program goal in the FY 2008 Highway Safety Plan, we would like to stay in line with the intent of the goal established in Alabama’s Strategic Highway Safety plan. However, an updated time frame for reaching the goal of a rate of 1.5 per 100 million vehicle miles must be established.

This goal of reducing the rate by 25% is set for the first year in the FY 2008 plan and will remain in effect until the FY 2013 plan is developed. As the state works to achieve this goal over the next five years, yearly short term goals also need to be established. Along these lines, the state hopes to see a 3% reduction in the fatality rate in 2007, an 8% reduction in 2008 and a 5% reduction in each of the next three years (2009-2011).

The number of hotspots will continue to be monitored (as seen below in Table 2) and the rate will be monitored as seen on page 22. By focusing on the 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

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.

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

Table 3. Summary of All Crashes – CY 2006 Alabama Data

Performance Measures	1999	2000	2001	2002	2003	2004	2005	2006
Fatal Crashes	997	905	902	931	899	1033	1013	1074
Percent Fatal Crashes	0.72	0.68	0.67	0.66	0.64	0.71	0.70	0.77
Injury Crashes	32,082	29,950	29,771	30,922	30,748	31,856	31,335	30,527
Percent Injury Crashes	23.29	22.58	22.26	22.02	21.80	21.77	21.76	21.84
PDO Crashes	104,644	101,771	103,066	108,583	109,420	113,469	111,645	108,179
Percent PDO Crashes	75.98	76.74	77.07	77.32	77.57	77.53	77.54	77.39
Total	137,723	132,626	133,739	140,436	141,067	146,358	143,993	139,780

Table 3 is a summary of all crashes for the Calendar Year 2006. These statistics should be referenced as overall goals and strategies are discussed and determined. All figures in this table have been updated to reference the calendar year for their respective years.

Table 4. Hotspot Listing for State and Individual Regions

Hotspots	Speed Hotspots		Alcohol Related Hotspots	
	Number of Hotspots	Percentage of Total Hotspots	Number of Hotspots	Percentage of Total Hotspots
Mobile Region	15	12.50%	52	23.85%
North East Region	11	9.17%	42	19.27%
Birmingham Region	25	20.83%	37	16.97%
North Region	10	8.33%	22	10.09%
Central Region	15	12.50%	23	10.55%
West Region	14	11.67%	20	9.17%
East Region	14	11.67%	13	5.96%
Southeast Region	11	9.17%	5	2.29%
Southwest Region	5	4.17%	4	1.83%
TOTAL HOTSPOTS	120	100.00%	218	100.00%

Table 4 is a summary of all Speed and Alcohol Related Hotspots for Calendar Year 2006. Since this is the first year of the Speed and Alcohol Related Hotspot plan, there is no data to compare the 2006 data to. In future years, data will be added to this table to track the progress made in reducing hotspots across the state and within individual regions. However, the numbers for 2006 should be used as statewide and regional goals are determined.

PERFORMANCE GOALS AND STRATEGIES

Fatal Mileage Rate and Hotspots

Long range goals are being 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.

Long-range goals (2008-2013):

- To reduce the fatal mileage rate in Alabama by 25% from 2.0 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 (2008):

- To reduce the fatal mileage rate by 3% by the end of calendar year 2007. This will reduce the rate to 1.94 from the baseline fatal mileage rate of 2.00 seen in calendar year 2006. This goal may be difficult to reach due to the fact that the plan will be put in place in late 2007. However, while the one year short-range goal may be difficult to reach, any progress that can be made in reducing the fatal mileage rate will help in reaching the long-range goals.
- 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.

Strategies (for one year):

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

Strategies (for one year) - Continued:

- Continue the Law Enforcement Liaison (LEL) programs statewide. Beginning in FY 2007, this program was absorbed by the regional CTSP offices and was funded through the Community Traffic Safety Projects. This funding arrangement will continue in FY 2008.
- Participate in national "Click It or Ticket" campaign on the statewide level.
- Participate in the "Buckle Up In Your Truck" campaign.
- Conduct statewide "Drunk Driving. Over the Limit. Under Arrest." campaign as a part of the national campaign.

Hotspots

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

Performance Measure	2006
Speed Hotspots	120
Alcohol Related Hotspots	218
Total Number of Hotspots	338

Short Term Hotspot Goals:

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

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

Alcohol/Drug Crashes

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

Performance Measure	1999	2000	2001	2002	2003	2004	2005	2006
Alcohol Fatal Crashes	240	238	219	214	203	228	212	237
% Alcohol Fatal Crashes	24.07%	26.30%	24.28%	22.99%	22.58%	22.07%	20.93%	22.07%
Alcohol Injury Crashes	3426	3211	3066	3078	2878	2876	2948	3042
% Alcohol Injury Crashes	10.68%	10.72%	10.30%	9.95%	9.36%	9.03%	9.41%	9.96%
Total	3666	3449	3285	3292	3081	3104	3160	3279

Short Term Alcohol/Drug Goals:

- Reduce the number of alcohol fatal crashes from 237 in 2006 to 233 in 2008.
- Reduce the number of alcohol injury crashes from 3,042 in 2006 to 2,982 in 2008.

Speeding

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

Performance Measures	1999	2000	2001	2002	2003	2004	2005	2006
Speed Fatal Crashes	290	277	256	298	293	317	331	370
Percent Speed Fatal Crashes	29.8	30.6	28.4	32.0	32.6	30.7	32.7	34.5
Speed Injury Crashes	3542	3260	3119	3253	3208	3325	3502	3712
Percent Speed Injury Crashes	11.0	10.9	10.5	10.5	10.4	10.4	11.2	12.2
Total Speed Crashes	7778	7322	7146	7648	7497	7583	3833	4082

Short Term Speeding Goals:

- Reduce the number of speed fatal crashes from 370 in 2006 to 363 in 2008.
- Reduce the number of speed injury crashes from 3,712 in 2006 to 3,638 in 2008.

Occupant Protection

Performance Measures: The performance measures for both child safety seat and overall restraint use are obtained from annual surveys conducted by the Alabama Department of Public Health. The Safety Belt Usage Rate is obtained immediately following the "Click It or Ticket" campaign in June and the Child Safety Seat Usage Rate data is collected in August. The latest data for both of these rates was obtained from reports made available by the Alabama Department of Public Health. At the time this report was published, the 2007 Child Safety Seat Usage Rate was not yet available. This data is expected to be released at the end of August 2007.

While the hotspots given for FY 2008 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	1999	2000	2001	2002	2003	2004	2005	2006	2007
Seat Belt Usage Rate	58%	71%	79.4%	78.8%	77.4%	80.0%	81.9%	82.9%	82.2%
Child Safety Seat Usage Rate	60%	77%	77%	89.4%	87.0%	82.9%	91.6%	88.0%	N/A

Short Term Occupant Protection Goals:

- Increase the statewide seat belt usage rate from 82.2% in 2007 to 83.3% in 2008.

ADMINISTRATIVE GOALS

Traffic Records

Goals:

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

Strategies:

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

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

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

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

LEGISLATIVE GOALS

ADECA is currently working with the State Safety Coordinating Committee to establish a legislative agenda for the 2008 session. When the package is finalized, we will forward it as an appendix.

PART IV – HOTSPOT LISTINGS AND REGIONAL REPORTS

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

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

In order to determine the hotspots for each region, several statewide reports were generated. Through the use of the 2006 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 120 Speed Hotspots and 218 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 (2002-2006)
2. 2006 Alabama Fatalities by County and Region Map
3. Alabama Fatalities for State and Region (2002-2006)
4. 2006 Alabama Fatalities by Region and County
5. Top 43 Speeding Mileposted Interstate Crashes Map
6. Top 43 Speeding Mileposted Interstate Crashes Breakdown by Region
7. Top 43 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 31 Speeding Mileposted State/Federal Route Crashes Map
12. Top 31 Speeding Mileposted State/Federal Route Crashes Breakdown by Region
13. Top 31 Speeding Mileposted State/Federal Route Crashes Listing
14. Top 64 Alcohol Related Mileposted State/Federal Route Crashes Map
15. Top 64 Alcohol Related Mileposted State/Federal Route Crashes Breakdown by Region
16. Top 64 Alcohol Related Mileposted State/Federal Route Crashes Listing
17. Top 81 Alcohol Related Non-Mileposted Intersection Crashes Breakdown by Region
18. Top 81 Alcohol Related Non-Mileposted Intersection Crashes Listing
19. Top 46 Speeding Non-Mileposted Segment Crashes Breakdown by Region
20. Top 46 Speeding Non-Mileposted Segment Crashes Listing
21. Top 55 Alcohol Related Non-Mileposted Segment Crashes Breakdown by Region
22. Top 55 Alcohol Related Non-Mileposted Segment Crashes Listing
23. Hotspot Count and Totals by Region and County Map for All Hotspots
24. Hotspot Breakdown by Region for All Hotspots
25. Hotspot Count and Totals by Region and County Map for Interstate Hotspots Only
26. Hotspot Count Breakdown by Region for Interstate Hotspots Only
27. Hotspot Count and Totals by Region and County Map for Speed Hotspots Only
28. Hotspot Count Breakdown by Region for Speed Hotspots Only
29. Hotspot Count and Totals by Region and County Map for Alcohol Related Hotspots Only
30. Hotspot Count Breakdown by Region for Alcohol Related Hotspots Only

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

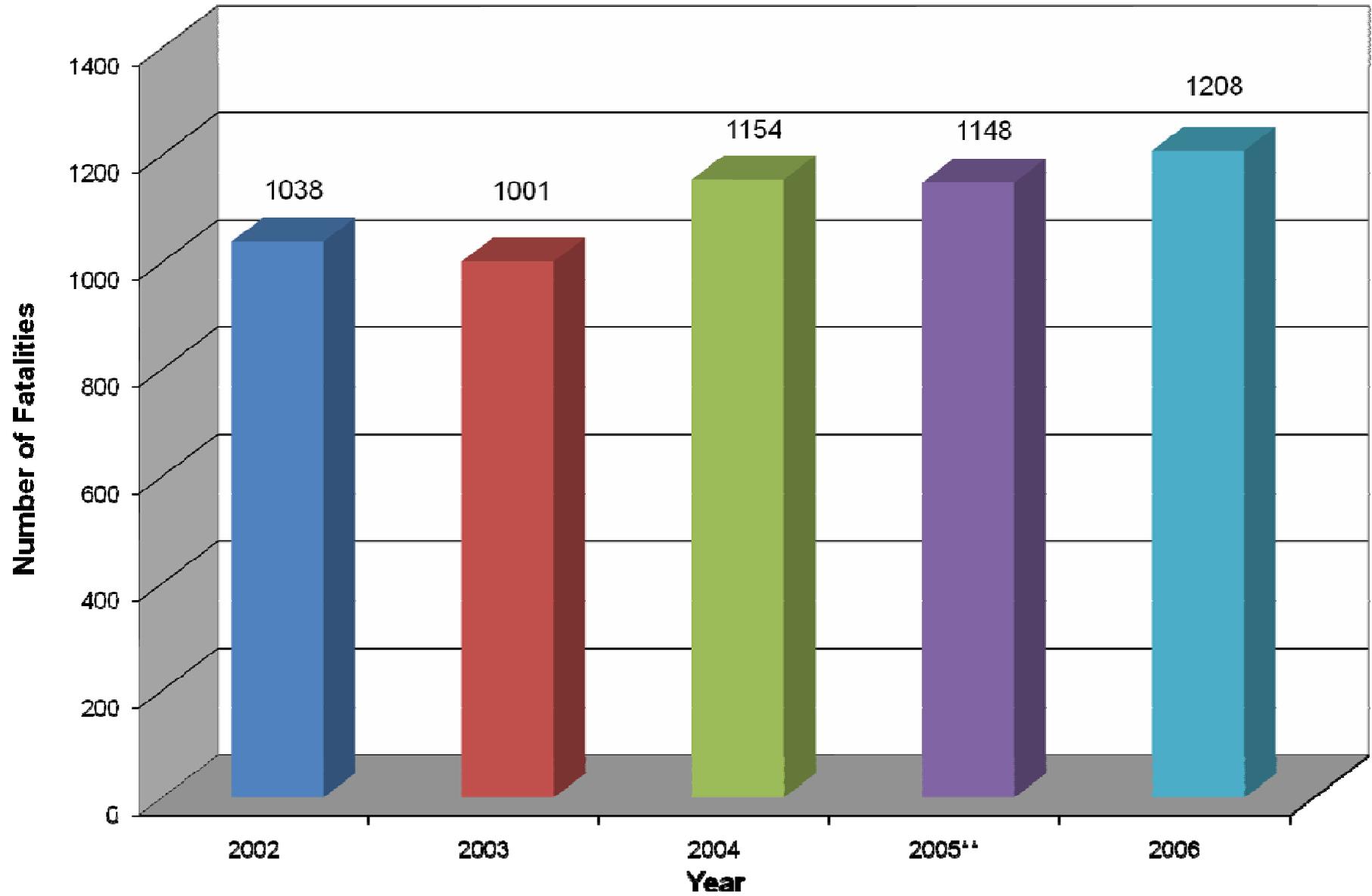
In addition to the statewide information, regional information was generated for each of the nine regions across the state. This information was formatted in the same way as the statewide reports but only included information on hotspots specific to their region. Regions were also not given copies of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

1. Regional Fatalities Bar Graph (2002-2006)
2. Top Speeding Mileposted State/Federal Route Crashes Map for Region
3. Top Speeding Mileposted State/Federal Route Crashes Listing for Region
4. Top Alcohol Related Mileposted State/Federal Route Crashes Map for Region
5. Top Alcohol Related Mileposted State/Federal Route Crashes Listing for Region
6. Top Alcohol Related Non-Mileposted Intersection Crashes Listing for Region
7. Top Speeding Non-Mileposted Segment Crashes Listing for Region
8. Top Alcohol Related Non-Mileposted Segment Crashes Listing for Region

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

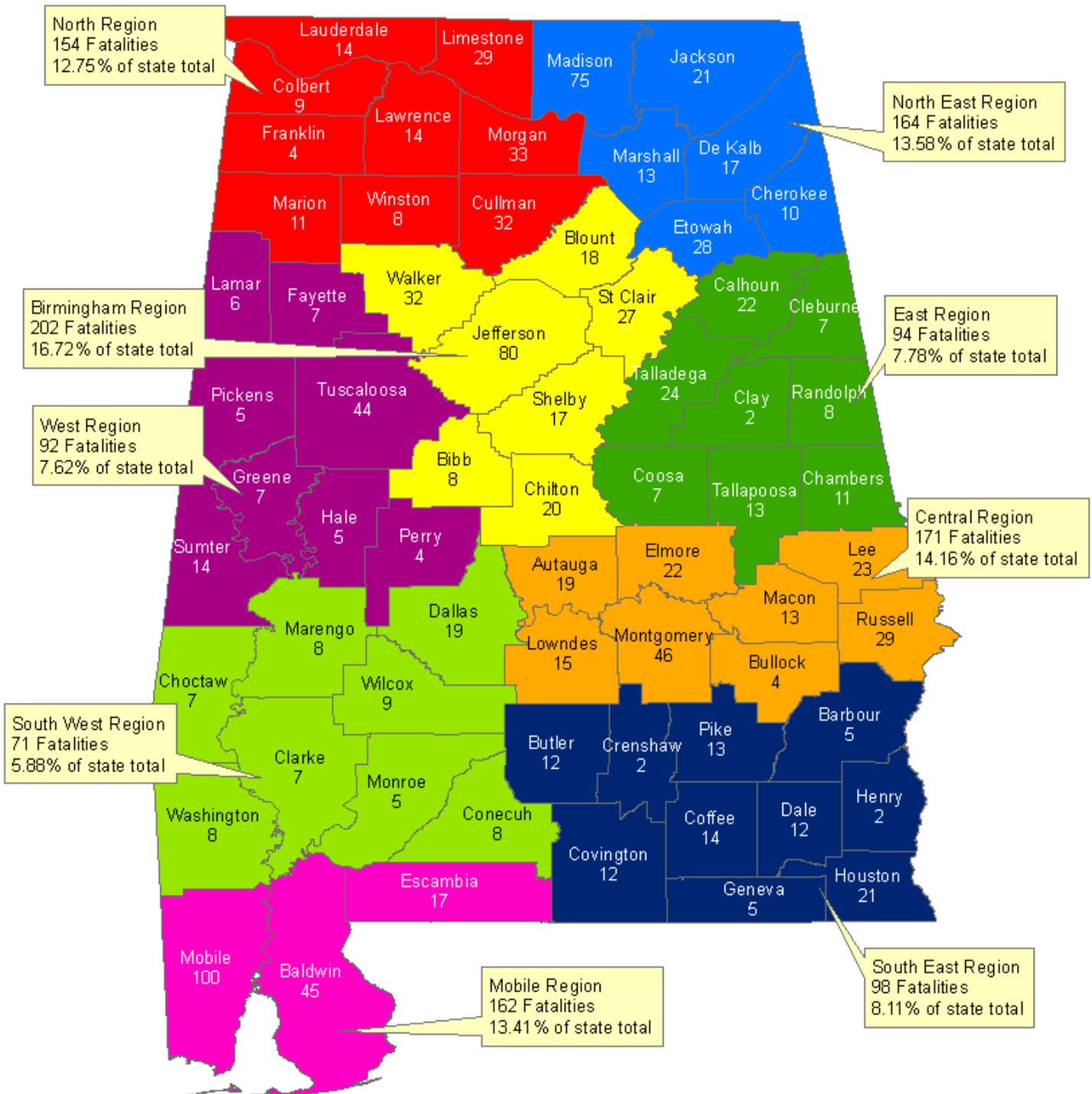
Once this information was provided to the regional coordinators, they were instructed to focus their plans for the coming year on the Hotspot locations given in the reports for their region. Money distributed by ADECA LETS division this year will focus completely on these areas within the region. By employing this method of funds distribution, a measurable effect on the two largest factors that cause crashes (speed and alcohol use) should be seen. In coming years, the same criteria used to identify the 120 Speeding Hotspots and 218 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



** - The 2005 data has been adjusted since the FY2007 plan in order to add additional fatalities. These additional fatalities were due to late reporting by several police agencies.

2006 Fatalities in Alabama



Statewide Total Fatalities = 1,208

State of Alabama Fatalities

<u>Year</u>	<u>Number</u>
2002	1038
2003	1001
2004	1154
2005**	1148
2006	1208

State of Alabama Fatalities by Region

Central

<u>Year</u>	<u>Number</u>
2002	117
2003	114
2004	133
2005	147
2006*	171

North

<u>Year</u>	<u>Number</u>
2002	189
2003	171
2004	218
2005**	224
2006*	154

East

<u>Year</u>	<u>Number</u>
2002	84
2003	98
2004	90
2005	89
2006*	94

South East

<u>Year</u>	<u>Number</u>
2002	113
2003	123
2004	140
2005	145
2006*	98

Birmingham

<u>Year</u>	<u>Number</u>
2002	201
2003	174
2004	212
2005**	166
2006*	202

South West

<u>Year</u>	<u>Number</u>
2002	32
2003	40
2004	48
2005	56
2006*	71

Mobile

<u>Year</u>	<u>Number</u>
2002	130
2003	111
2004	128
2005	143
2006*	162

West

<u>Year</u>	<u>Number</u>
2002	91
2003	89
2004	103
2005	91
2006*	92

North East

<u>Year</u>	<u>Number</u>
2002	81
2003	81
2004	82
2005	87
2006*	164

* - 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.

** - The 2005 data has been adjusted since the FY 2007 Highway Safety Plan in order to add 14 additional fatalities to the total. These additions affected the North and Birmingham Regions and were due to late reporting by several police agencies.

2006 Alabama Fatalities

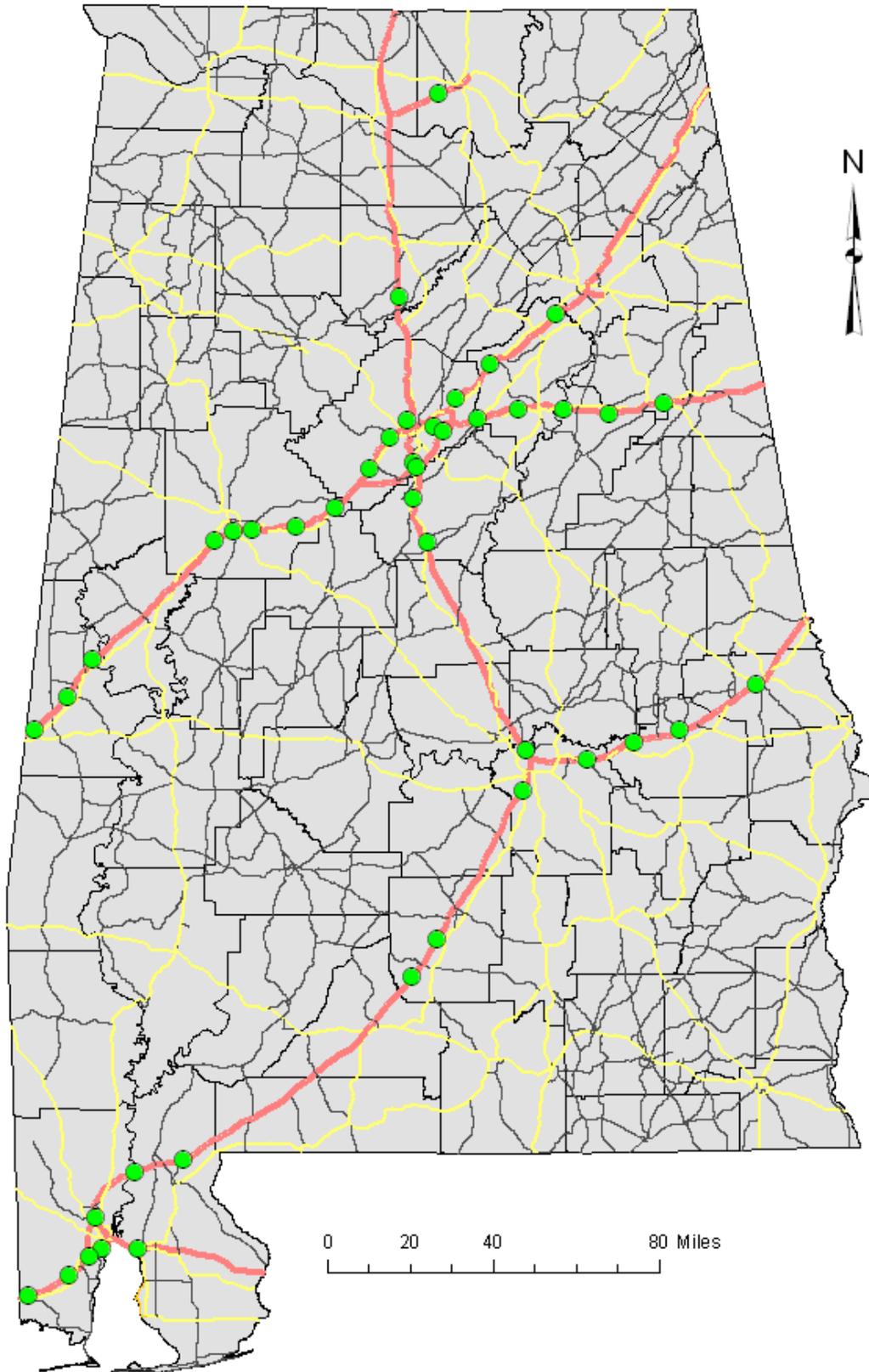
Fatalities by Region

<u>Region</u>	<u>Number of Fatalities</u>
Jefferson	202
Central	171
North East	164
Mobile-Baldwin	162
North	154
South East	98
East	94
West	92
South West	71
TOTAL	1208

Fatalities by County

<u>County</u>	<u># of Fatalities</u>	<u>County</u>	<u># of Fatalities</u>	<u>County</u>	<u># of Fatalities</u>
MOBILE	100	LAWRENCE	14	HALE	5
JEFFERSON	80	SUMTER	14	MONROE	5
MADISON	75	MACON	13	PICKENS	5
MONTGOMERY	46	MARSHALL	13	BULLOCK	4
BALDWIN	45	PIKE	13	FRANKLIN	4
TUSCALOOSA	44	TALLAPOOSA	13	PERRY	4
MORGAN	33	BUTLER	12	CLAY	2
CULLMAN	32	COVINGTON	12	CRENSHAW	2
WALKER	32	DALE	12	HENRY	2
LIMESTONE	29	CHAMBERS	11	TOTAL	1208
RUSSELL	29	MARION	11		
ETOWAH	28	CHEROKEE	10		
SHELBY	27	COLBERT	9		
TALLADEGA	24	WILCOX	9		
LEE	23	BIBB	8		
CALHOUN	22	CONECUH	8		
ELMORE	22	MARENGO	8		
HOUSTON	21	RANDOLPH	8		
JACKSON	21	WASHINGTON	8		
CHILTON	20	WINSTON	8		
AUTAUGA	19	CHOCTAW	7		
DALLAS	19	CLARKE	7		
BLOUNT	18	CLEBURNE	7		
DEKALB	17	COOSA	7		
ESCAMBIA	17	FAYETTE	7		
SAINT CLAIR	17	GREENE	7		
LOWNDES	15	LAMAR	6		
COFFEE	14	BARBOUR	5		
LAUDERDALE	14	GENEVA	5		

Top 43 Mileposted Interstate Locations (10 miles in length) in Alabama with 8 or more Speeding Crashes Resulting in Injury or Fatality



Top 43 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	32.56%
Mobile Region	18.60%
West Region	16.28%
Central Region	13.95%
East Region	6.98%
North East Region	4.65%
Southeast Region	4.65%
North Region	2.33%
Southwest Region	0.00%

Top 43 Mileposted Interstate Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality

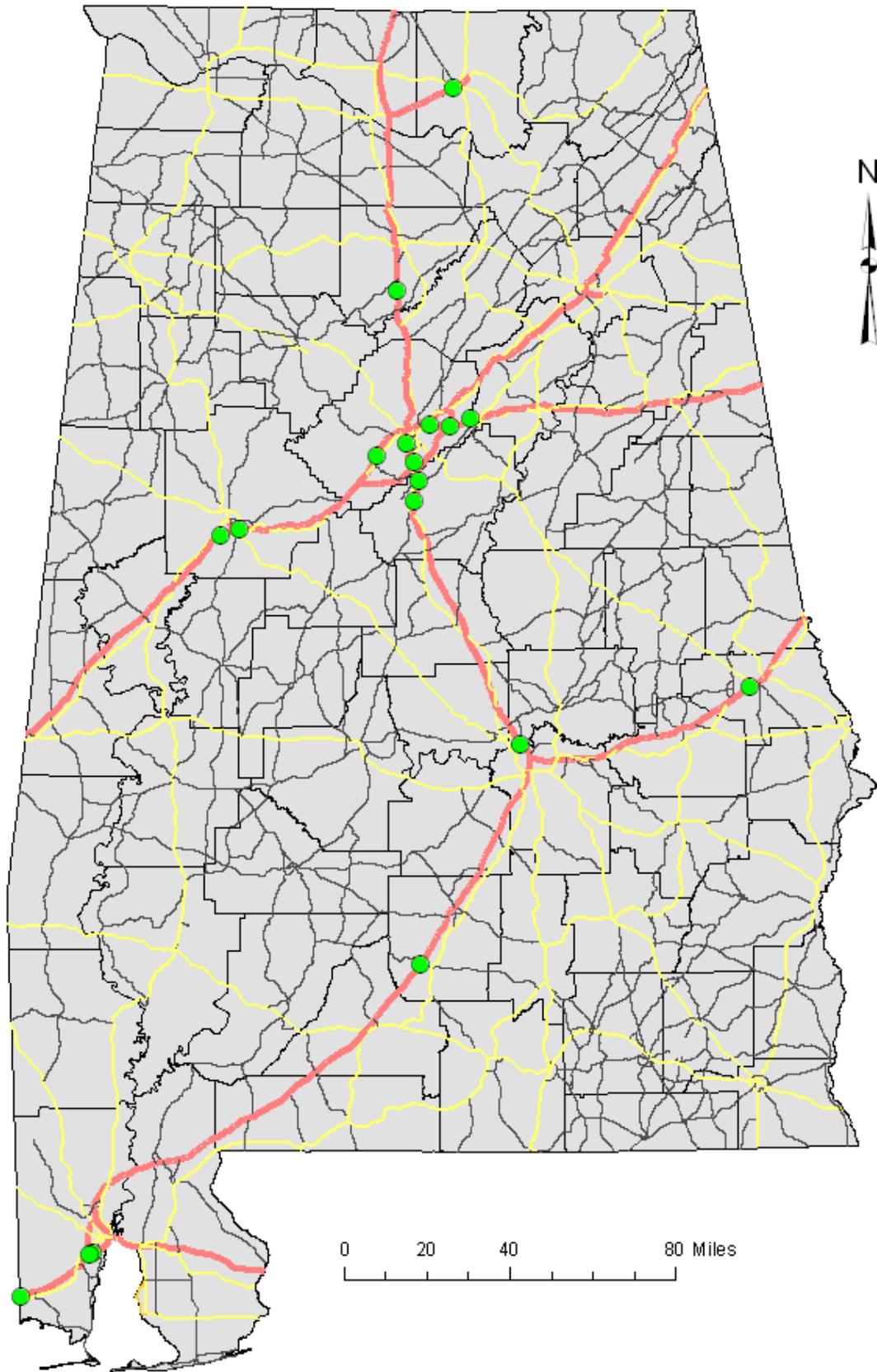
*The map that corresponds to this data and marks these Hotspots is titled "Top 43 Mileposted Interstate Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality"

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Cra-shes/MVM	MVM	ADT	Agency ORI
1	MOBILE	MOBILE RUR	I-10	2.5	12.5	8	4	4	0	37.5	0.02	488.81	44640	AST MOBILE - AST
2	MACON	MACON RUR	I-85	13.9	23.9	11	5	6	0	34.55	0.03	395.78	36144	AST OPELIKA - AS
3	BALDWIN	BALDWI RUR	I-65	26.7	36.7	9	3	6	0	34.44	0.04	204.79	18702	AST MOBILE - AST
4	BUTLER	BUTLER RUR	I-65	121.5	131.5	9	2	7	0	34.44	0.03	300.35	27429	AST EVRGREEN - AST2100
5	JEFFERSON	JEFF RUR	I-459	15.2	25.2	17	4	13	0	32.94	0.02	958.69	87552	AST BHM - AST010
6	TUSCALOOSA	TUSCAL RUR	I-59	66.2	76.2	15	2	13	0	32.67	0.04	418.59	38227	AST TSCLOOSA - A
7	BALDWIN	BALDWI RUR	I-65	38.7	48.7	8	2	6	0	32.5	0.03	231.94	21182	AST MOBILE - AST
8	TALLADEGA	TALLADEGA RUR	I-20	176.1	186.1	8	2	6	0	32.5	0.02	413.96	37805	AST JCKSNVIL - AS
9	SAINT CLAIR	ST. CLAIR RUR	I-20	143.7	153.7	13	2	11	0	32.31	0.02	558.53	51007	AST BHM - AST010
10	BUTLER	BUTLER RUR	I-65	110.4	120.4	10	1	9	0	32	0.04	281.19	25679	AST EVRGREEN - AST
11	MACON	MACON RUR	I-85	37.8	47.8	10	1	9	0	32	0.03	326.8	29845	AST OPELIKA - AS
12	JEFFERSON	JEFF RUR	I-20	132.4	142.4	13	2	11	0	31.54	0.02	635.25	58014	AST BHM - AST010
13	BALDWIN	BALDWI RUR	I-10	34.5	44.5	14	2	12	0	31.43	0.03	472.69	43168	AST MOBILE - AST
14	CULLMAN	CULLMA RUR	I-65	294.9	304.9	14	2	12	0	31.43	0.03	437.91	39992	AST DECATUR - AS
15	JEFFERSON	TRUSSVILLE	I-59	140.1	150.1	8	1	7	0	31.25	0.02	371.04	33885	TRUSVILLE PD - 00
16	SHELBY	SHELBY RUR	I-65	230.3	240.3	12	1	11	0	30.83	0.02	584.57	53385	AST BHM - AST010
17	JEFFERSON	HOOVER	I-65	242	252	15	3	12	0	30	0.01	1054.85	96333	HOOVER PD - 00112
18	SUMTER	SUMTER RUR	I-59	14	24	9	0	9	0	30	0.04	216.34	19757	AST TSCLOOSA - A
19	SUMTER	SUMTER RUR	I-59	2.5	12.5	8	1	7	0	30	0.04	212.23	19382	AST TSCLOOSA - A
20	TALLADEGA	TALLADEGA UR	I-20	165	175	9	1	8	0	30	0.02	431.96	39448	AST JCKSNVIL - AS
21	TUSCALOOSA	TUSCAL RUR	I-359	0.4	3	8	0	8	0	30	0.01	563.95	51502	AST TSCLOOSA - A
22	TUSCALOOSA	TUSCAL RUR	I-59	86.7	96.7	18	2	16	0	29.44	0.04	477.89	43643	AST TSCLOOSA - A
23	MOBILE	MOBILE	I-10	13.4	23.4	17	1	16	0	29.41	0.02	808.01	73791	AST MOBILE - AST
24	SAINT CLAIR	ST. CLAIR RUR	I-20	153.9	163.9	22	2	20	0	29.09	0.04	498.84	45556	AST BHM - AST010
25	ELMORE	ELMORE RUR	I-65	174	184	10	0	10	0	29	0.02	560.98	51231	AST MONTGMRY - AST0300

Top 43 Mileposted Interstate Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality

26	JEFFERSON	JEFF RUR	I-65	263	273	10	0	10	0	29	0.01	711.15	64945	AST BHM - AST0100
27	MOBILE	SARALAND	I-65	10.2	20.2	9	1	8	0	28.89	0.02	477.65	43621	SARALAND PD - 0020500
28	SAINT CLAIR	ST. CLAIR RUR	I-59	152.3	162.3	8	1	7	0	28.75	0.03	255.08	23295	AST BHM - AST0100
29	JEFFERSON	JEFF RUR	I-459	26.4	33	24	1	23	0	28.33	0.03	698.91	63827	AST BHM - AST0100
30	MADISON	HUNTSVILLE	I-565	13	22	11	2	9	0	28.18	0.01	773.4	70630	HUNTSVILL PD - 0470100
31	TUSCALOOSA	TUSCAL RUR	I-59	76.2	86.2	10	1	9	0	28	0.02	500.92	45746	AST TSCLOOSA - AST6300
32	JEFFERSON	TUSCAL RUR	I-59	97.5	107.5	13	1	12	0	27.69	0.02	599.64	54762	AST TSCLOOSA - AST6300
33	ETOWAH	ETOWAH RUR	I-59	172.7	182.7	8	0	8	0	27.5	0.03	249.81	22814	AST JCKSNVIL - AST1100
34	MONTGOMERY	MONTGO RUR	I-65	163.4	173.4	8	1	7	0	27.5	0.01	637.94	58259	AST MONTGMRY - AST0300
35	JEFFERSON	BIRMINGHAM	I-59	120	130	22	1	21	0	25.45	0.01	1511.36	138024	BHAM PD - 0010200
36	LEE	OPELIKA	I-85	59.3	69.3	11	0	11	0	25.45	0.03	355.83	32496	OPELIKA PD - 0430200
37	MACON	MACON RUR	I-85	26.1	36.1	13	1	12	0	25.38	0.04	336.57	30737	AST OPELIKA - AST4300
38	MOBILE	MOBILE	I-65	0.2	10.2	19	1	18	0	25.26	0.02	873.94	79812	MBL PD -COM - 0020100
39	JEFFERSON	JEFF RUR	I-59	110	120	11	0	11	0	24.55	0.02	633.65	57868	BESSEMER PD - 0010100
40	JEFFERSON	HOMWOOD	I-65	252	262	16	1	15	0	24.38	0.01	1392.88	127204	HOMWOOD PD - 0011000
41	GREENE	GREENE RUR	I-59	24.8	34.8	13	0	13	0	23.85	0.06	221.91	20266	AST TSCLOOSA - AST6300
42	CLEBURNE	CLEBUR RUR	I-20	189.8	199.8	8	0	8	0	22.5	0.02	385.29	35186	AST JCKSNVIL - AST1100
43	BALDWIN	BALDWI RUR	I-10	24	34	11	0	11	0	21.82	0.02	715.89	65378	AST MOBILE - AST0200

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

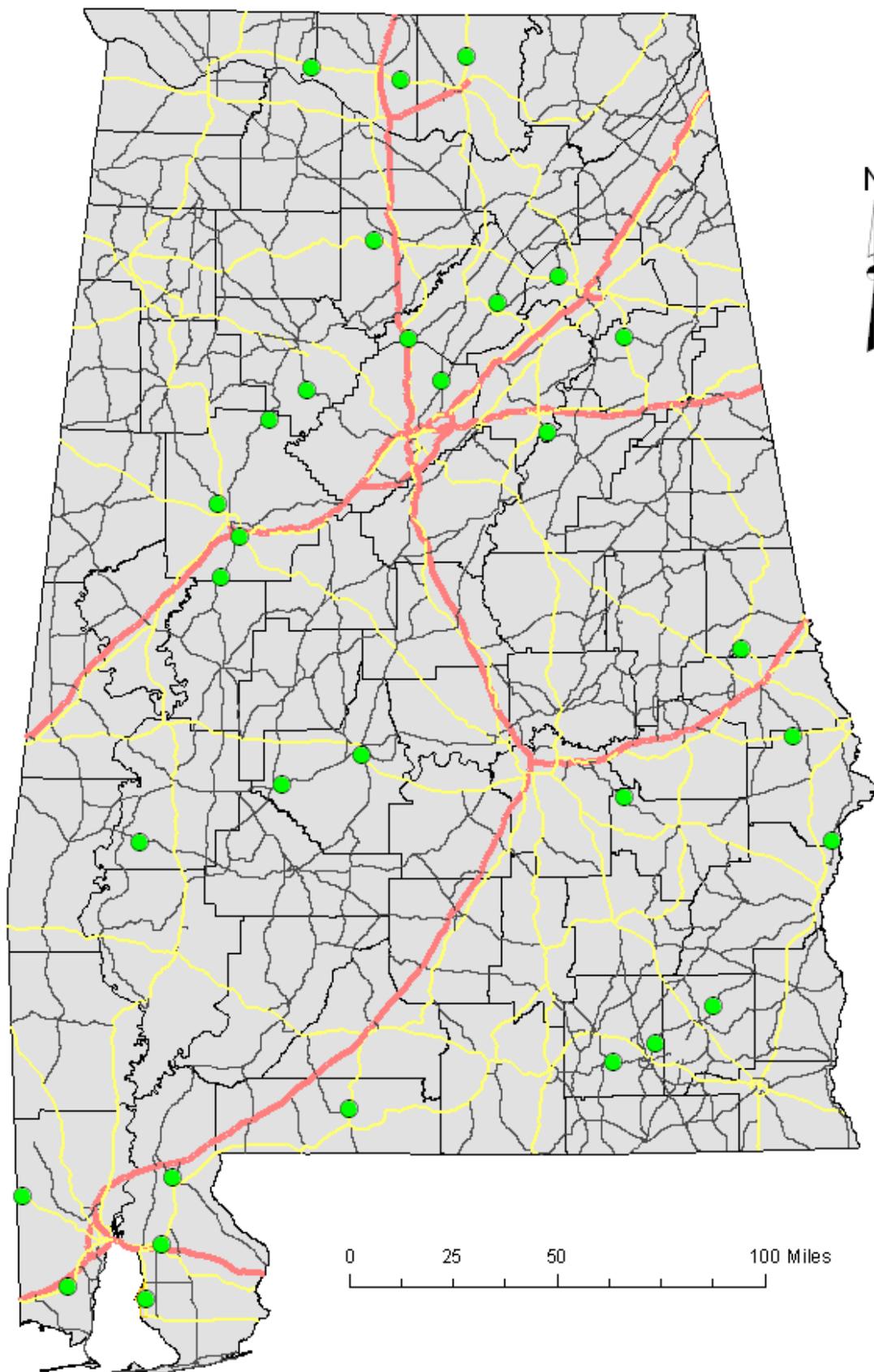
Birmingham Region	44.44%
Mobile Region	16.67%
West Region	11.11%
Central Region	11.11%
North Region	5.56%
Southeast Region	5.56%
North East Region	5.56%
Southwest Region	0.00%
East Region	0.00%

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/M VM	MVM	ADT	Agency ORI
1	BUTLER	BUTLER RUR	I-65	114	119	11	0	9	2	21.82	0.08	145.83	26635	AST EVRGREEN - AST2100
2	LEE	OPELIKA	I-85	58.2	63.2	13	0	8	5	17.69	0.06	215.74	39404	OPELIKA PD - 0430200
3	TUSCALOOSA	TUSCAL RUR	I-59	68.1	73.1	16	1	8	7	16.88	0.08	199.94	36518	AST TSCLOOSA - AST6300
4	JEFFERSON	JEFF RUR	I-459	28.7	33	19	0	11	8	16.84	0.06	321.48	58717	AST BHM - AST0100
5	JEFFERSON	JEFF RUR	I-20	131.5	136.5	16	0	9	7	16.25	0.05	294.2	53735	AST BHM - AST0100
6	SAINT CLAIR	ST. CLAIR RUR	I-20	142	147	22	2	8	12	15.45	0.07	303.15	55370	AST BHM - AST0100
7	MOBILE	MOBILE RUR	I-10	0.5	5.5	15	0	8	7	15.33	0.06	234.63	42854	AST MOBILE - AST0200
8	CULLMAN	CULLMA RUR	I-65	296.5	301.5	19	1	8	10	15.26	0.09	219.48	40088	AST DECATUR - AST5200
9	TUSCALOOSA	TUSCAL RUR	I-59	73.1	78.1	23	1	10	12	14.35	0.09	260.2	47526	AST TSCLOOSA - AST6300
10	JEFFERSON	BIRMINGHAM	I-65	257	262	25	0	14	11	14	0.04	707.65	129252	BHAM PD - 0010200
11	MOBILE	MOBILE	I-10	21	26	19	1	9	9	13.68	0.05	421.45	76977	MBL PD -COM - 0020100
12	MADISON	HUNTSVILLE	I-565	17	22	19	0	9	10	13.68	0.06	317.31	57956	HUNTSVILL PD - 0470100
13	SHELBY	SHELBY RUR	I-65	241.5	246.5	26	2	8	16	11.92	0.06	428.12	78195	AST BHM - AST0100
14	JEFFERSON	HOOVER	I-65	251.5	256.5	64	0	34	30	11.72	0.09	676.8	123616	HOMEWOOD PD - 0011000
15	JEFFERSON	HOOVER	I-65	246.5	251.5	28	0	12	16	11.07	0.05	597.4	109114	HOOVER PD - 0011200
16	MOBILE	MOBILE	I-65	0.1	5.1	20	1	9	10	11	0.04	474.35	86640	MBL PD -COM - 0020100
17	ELMORE	ELMORE RUR	I-65	175.6	180.6	23	0	9	14	10.43	0.08	300.02	54798	AST MONTGMRY - AST0300
18	JEFFERSON	JEFF RUR	I-59	113.7	118.7	28	0	11	17	8.93	0.09	322.48	58900	AST BHM - AST0100

Top 31 Mileposted State and Federal Route Locations (10 miles in length) in Alabama with 8 or more Speeding Crashes Resulting in Injury or Fatality



Top 31 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

Mobile Region	19.35%
Birmingham Region	16.13%
North Region	9.68%
Central Region	9.68%
East Region	9.68%
Southeast Region	9.68%
Southwest Region	9.68%
West Region	9.68%
North East Region	6.45%

Top 31 Mileposted State and Federal Route Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality

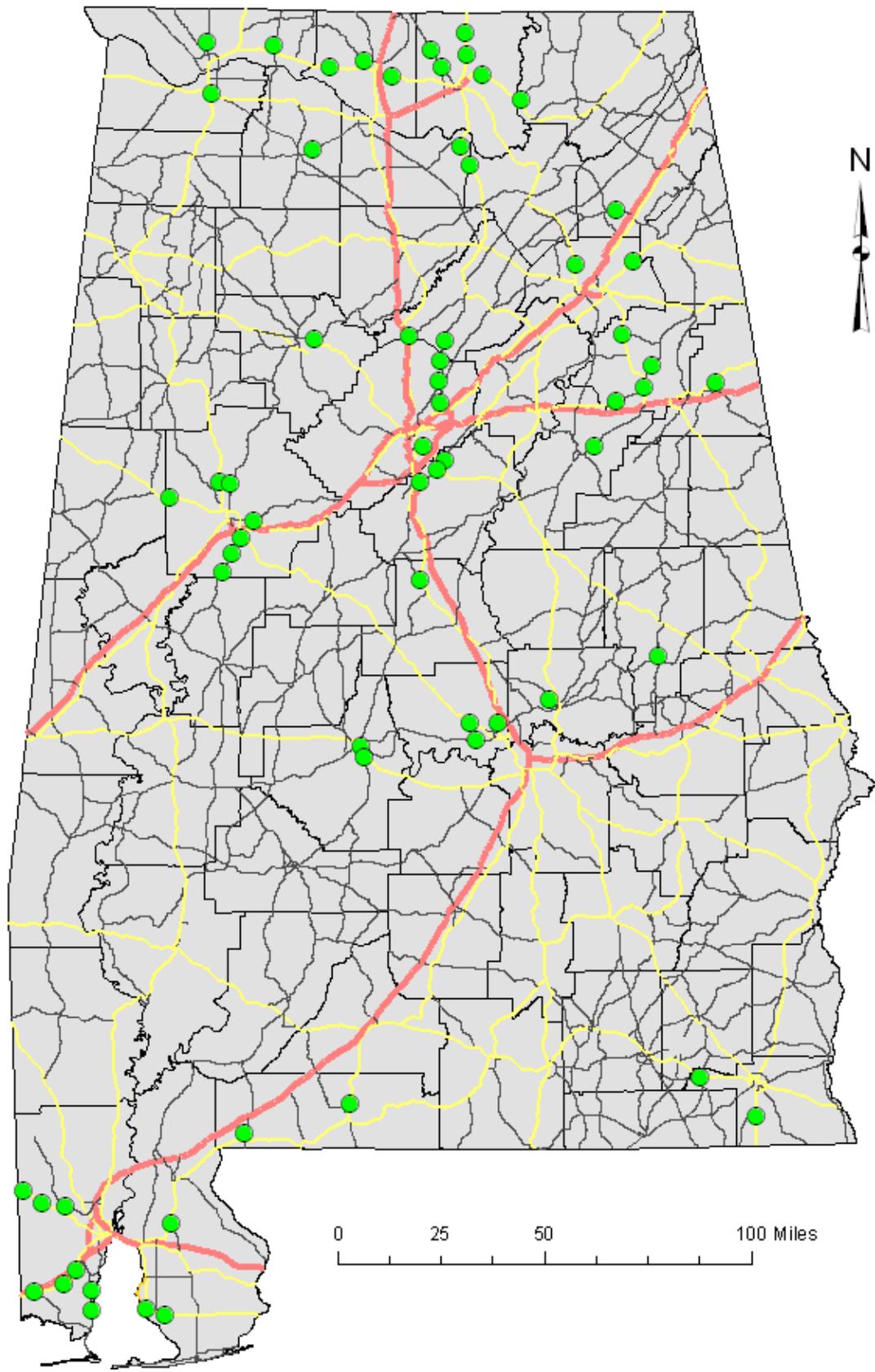
*The map that corresponds to this data and marks these Hotspots is titled "Top 31 Mileposted State and Federal Route Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality"

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Cra-shes/M VM	MVM	ADT	Agency ORI
1	TUSCALOOSA	TUSCAL RUR	S-171	1.1	11.1	10	2	8	0	34	0.25	40.74	3721	AST TSCLOOSA - AST6300
2	LIMESTONE	LIMEST RUR	S-2	82.2	92.2	11	2	9	0	33.64	0.03	322.96	29494	AST DECATUR - AST5200
3	TUSCALOOSA	TUSCAL RUR	S-6	54	64	12	2	10	0	33.33	0.1	114.43	10450	AST TSCLOOSA - AST6300
4	CHAMBERS	CHAMBERS RUR	S-1	148.5	158.5	8	3	5	0	32.5	0.17	47.52	4340	AST OPELIKA - AST4300
5	MARENGO	MARENG RUR	S-10	36.3	46.3	8	1	7	0	32.5	0.24	33.73	3080	AST SELMA - AST2700
6	BULLOCK	BULLOC RUR	S-110	18.7	28.7	8	1	7	0	32.5	0.28	28.19	2574	AST DOTHAN - AST3800
7	BLOUNT	BLOUNT RUR	S-79	12.9	22.9	8	1	7	0	32.5	0.07	115.35	10534	AST BHM - AST0100
8	TALLADEGA	TALLADEGA RUR	S-34	3.5	13	9	1	8	0	32.22	0.21	43.72	3993	AST JCKSNVIL - AST1100
9	CULLMAN	CULLMA RUR	S-74	71.1	81.1	9	1	8	0	32.22	0.09	100.97	9221	AST DECATUR - AST5200
10	WALKER	WALKER RUR	S-269	30.1	40.1	8	1	7	0	31.25	0.1	76.27	6965	AST BHM - AST0100
11	MOBILE	MOBILE RUR	S-42	2.5	12.5	9	1	8	0	31.11	0.05	165.67	15130	AST MOBILE - AST0200
12	MADISON	MADISO RUR	S-1	342.7	352.7	11	1	10	0	30	0.05	232.93	21272	AST HUNTSVIL - AST4700
13	DALE	DALE RUR	S-105	4.7	14.7	9	1	8	0	30	0.77	11.74	1072	AST DOTHAN - AST3800
14	ETOWAH	ETOWAH RUR	S-179	1.3	11	10	1	9	0	30	0.37	27.4	2502	AST JCKSNVIL - AST1100
15	LIMESTONE	LIMEST RUR	S-2	60	70	12	1	11	0	30	0.09	141.15	12890	AST DECATUR - AST5200
16	DALE	DALE RUR	S-27	32.9	42.9	8	0	8	0	30	0.36	22.32	2038	AST DOTHAN - AST3800
17	BALDWIN	BALDWI RUR	S-42	48.1	58.1	11	1	10	0	29.09	0.13	83.86	7658	AST MOBILE - AST0200
18	COFFEE	COFFEE RUR	S-134	17.3	27.3	8	0	8	0	28.75	0.17	46.2	4219	AST DOTHAN - AST3800
19	RUSSELL	RUSSELL RUR	S-165	6.8	16.8	8	0	8	0	28.75	0.19	42.43	3875	AST OPELIKA - AST4300
20	DALLAS	DALLAS RUR	S-22	1.7	11.7	8	0	8	0	28.75	0.26	30.51	2786	AST SELMA - AST2700
21	CALHOUN	CALHOU RUR	S-204	0.1	10	13	0	13	0	28.46	0.21	62.2	5680	AST JCKSNVIL - AST1100
22	MOBILE	MOBILE RUR	S-16	12.7	22.7	8	1	7	0	27.5	0.03	295.8	27014	AST MOBILE - AST0200
23	BLOUNT	BLOUNT RUR	S-75	32.1	42.1	8	0	8	0	27.5	0.11	70.7	6457	AST BHM - AST0100
24	BLOUNT	BLOUNT RUR	S-160	0.3	10.3	10	0	10	0	27	0.15	67.35	6151	AST BHM - AST0100
25	BALDWIN	BALDWI RUR	S-59	48.5	58.5	9	0	9	0	26.67	0.18	50.1	4575	AST MOBILE - AST0200

Top 31 Mileposted State and Federal Route Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality

26	WALKER	WALKER RUR	S-69	176.8	186.8	9	1	8	0	26.67	0.53	16.99	1552	AST BHM - AST0100
27	RUSSELL	RUSSELL RUR	S-8	202.1	212.1	9	1	8	0	25.56	0.08	108.81	9937	AST OPELIKA - AST4300
28	ESCAMBIA	ESCAMB RUR	S-3	72.8	82.8	11	1	10	0	25.45	0.21	51.71	4722	AST EVRGREEN - AST2100
29	DALLAS	DALLAS RUR	S-8	85.9	95.9	13	0	13	0	25.38	0.11	122.02	11143	AST SELMA - AST2700
30	BALDWIN	BALDWI RUR	S-3	5	15	14	0	14	0	24.29	0.11	128.88	11770	AST MOBILE - AST0200
31	TUSCALOOSA	TUSCAL RUR	S-69	132	142	10	0	10	0	22	0.05	203.83	18615	AST TSCLOOSA - AST6300

Top 64 Mileposted State and Federal Route Locations (5 miles in length) in Alabama with 9 or more Alcohol Related Crashes Resulting in Injury or Fatality



Top 64 Mileposted Locations on State and Federal Routes (5 miles in length) in Alabama with 9 or More Alcohol Related Crashes Resulting in Injury or Fatality

Regional Breakdown

Mobile Region	20.31%
Birmingham Region	17.19%
North Region	14.06%
North East Region	14.06%
East Region	10.94%
West Region	10.94%
Central Region	6.25%
Southeast Region	3.13%
Southwest Region	3.13%

Top 64 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 64 Mileposted State and Federal Route Locations (5 Miles in Length) in Alabama with 9 or More Alcohol Related Crashes Resulting in Injury or Fatality"

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Crashes/MVM	MVM	ADT	Agency ORI
1	BLOUNT	BLOUNT RUR	S-79	22.7	27.7	9	1	7	1	27.78	0.22	40.26	7354	AST BHM - AST0100
2	ESCAMBIA	ESCAMB RUR	S-21	3.5	8.5	11	3	5	3	26.36	0.27	40.95	7479	AST EVRGREEN - AST2100
3	CLEBURNE	CLEBUR RUR	S-4	180.1	185.1	9	0	7	2	23.33	0.78	11.55	2110	AST JCKSNVIL - AST1100
4	ETOWAH	ETOWAH RUR	S-1	273.5	278.5	10	1	6	3	23	0.11	90.51	16532	AST JCKSNVIL - AST1100
5	CALHOUN	CALHOU RUR	S-1	232	237	9	1	5	3	22.22	0.06	161.74	29542	AST JCKSNVIL - AST1100
6	MADISON	MADISO RUR	S-1	347.8	352.8	14	1	9	4	21.43	0.15	92.45	16886	AST HUNTSVIL - AST4700
7	MOBILE	MOBILE RUR	S-188	0.8	5.8	9	1	5	3	21.11	0.25	36.23	6617	AST MOBILE - AST0200
8	MADISON	MADISO RUR	S-53	329.9	334.9	11	0	8	3	20.91	0.2	53.82	9831	AST HUNTSVIL - AST4700
9	BLOUNT	BLOUNT RUR	S-160	0.6	5.6	11	1	7	3	20	0.26	41.9	7653	AST BHM - AST0100
10	CALHOUN	CALHOU RUR	S-202	3	8	10	0	7	3	20	0.17	57.34	10473	AST JCKSNVIL - AST1100
11	DALLAS	DALLAS RUR	S-41	122.9	127.9	9	0	7	2	20	0.14	62.17	11355	AST SELMA - AST2700
12	TALLAPOOSA	TALLAP RUR	S-49	21.3	26.3	9	0	6	3	20	0.48	18.81	3435	AST ALEX CTY - AST6200
13	TUSCALOOSA	TUSCAL RUR	S-6	31.7	36.7	11	2	4	5	20	0.16	70.67	12907	AST TSCLOOSA - AST6300
14	TUSCALOOSA	TUSCAL RUR	S-6	55.2	60.2	18	0	12	6	18.89	0.29	61.41	11217	AST TSCLOOSA - AST6300
15	TUSCALOOSA	TUSCAL RUR	S-216	0.9	5.9	15	2	6	7	18.67	0.44	33.89	6190	AST TSCLOOSA - AST6300
16	TUSCALOOSA	TUSCAL RUR	S-69	155.5	160.5	11	0	7	4	18.18	0.61	18.16	3316	AST TSCLOOSA - AST6300
17	AUTAUGA	AUTAUG RUR	S-14	147	152	10	0	6	4	18	0.27	36.78	6717	AST MONTGMRY - AST0300
18	MADISON	MADISO RUR	S-1	342.7	347.7	19	1	11	7	17.89	0.14	137.4	25095	AST HUNTSVIL - AST4700
19	MOBILE	MOBILE RUR	S-16	11.1	16.1	27	1	16	10	17.78	0.27	98.89	18063	AST MOBILE - AST0200
20	JACKSON	JACKSO RUR	S-2	115.5	120.5	13	0	8	5	17.69	0.17	78.18	14280	AST HUNTSVIL - AST4700
21	BALDWIN	BALDWI RUR	S-3	9.9	14.9	10	0	6	4	17	0.12	85.44	15605	AST MOBILE - AST0200
22	BALDWIN	BALDWI RUR	S-42	51.8	56.8	9	0	5	4	16.67	0.28	32.46	5928	AST MOBILE - AST0200
23	DEKALB	DEKALB RUR	S-68	13.6	18.6	9	1	4	4	16.67	0.35	26	4749	AST JCKSNVIL - AST1100
24	BLOUNT	BLOUNT RUR	S-79	17.2	22.2	12	0	7	5	16.67	0.24	50.98	9312	AST BHM - AST0100

Top 64 Mileposted State and Federal Route Locations (5 Miles in Length) in Alabama with 9 or More Alcohol Related Crashes Resulting in Injury or Fatality

25	COLBERT	COLBER RUR	S-20	28.8	33.8	11	1	5	5	16.36	0.14	76.24	13925	AST QUD CITS - AST2000
26	AUTAUGA	AUTAUG RUR	S-3	192.6	197.6	14	0	8	6	15.71	0.3	46.44	8482	AST MONTGMRY - AST0300
27	MOBILE	MOBILE RUR	S-217	6.1	11.1	11	1	4	6	15.45	0.2	54.46	9947	AST MOBILE - AST0200
28	MOBILE	MOBILE RUR	S-16	16.2	21.2	14	1	6	7	15	0.09	157.23	28718	MBL PD -COM - 0020100
29	MADISON	MADISO RUR	S-53	324.9	329.9	13	0	7	6	14.62	0.15	89.05	16265	AST HUNTSVIL - AST4700
30	ETOWAH	ETOWAH RUR	S-25	228.2	233.2	9	0	5	4	14.44	0.24	37.15	6786	AST JCKSNVIL - AST1100
31	BALDWIN	BALDWI RUR	S-42	57.3	62.3	9	0	5	4	14.44	0.19	48.12	8789	AST MOBILE - AST0200
32	CALHOUN	CALHOU RUR	S-21	261.3	266.3	10	0	5	5	14	0.08	123.86	22622	AST JCKSNVIL - AST1100
33	SHELBY	SHELBY RUR	S-119	19.7	24.7	9	1	3	5	13.33	0.1	89.66	16377	SHELBY CO SH - 0590000
34	LIMESTONE	LIMEST RUR	S-2	79.9	84.9	18	0	8	10	13.33	0.18	101.77	18588	AST DECATUR - AST5200
35	MORGAN	MORGAN RUR	S-53	302.1	307.1	22	0	9	13	12.27	0.2	111.95	20448	AST DECATUR - AST5200
36	HOUSTON	HOUSTO RUR	S-1	6.9	11.9	9	1	2	6	12.22	0.08	106.78	19504	AST DOTHAN - AST3800
37	MOBILE	MOBILE RUR	S-42	8	13	14	1	4	9	12.14	0.13	106.6	19471	AST MOBILE - AST0200
38	MOBILE	MOBILE RUR	S-193	12.1	17.1	11	2	1	8	11.82	0.31	35.32	6451	AST MOBILE - AST0200
39	SHELBY	SHELBY RUR	S-38	8.9	13.9	16	1	5	10	11.25	0.06	266.52	48680	AST BHM - AST0100
40	DALLAS	DALLAS RUR	S-8	85	90	17	0	9	8	11.18	0.23	75.2	13736	AST SELMA - AST2700
41	AUTAUGA	AUTAUG RUR	S-6	132.9	137.9	10	1	2	7	11	0.33	30.6	5589	AST MONTGMRY - AST0300
42	TUSCALOOSA	TUSCAL RUR	S-13	205.5	210.5	9	0	3	6	10	0.19	48.56	8869	AST TSCLOOSA - AST6300
43	MOBILE	MOBILE RUR	S-193	17.3	22.3	12	0	4	8	10	0.17	71.97	13146	AST MOBILE - AST0200
44	CALHOUN	CALHOU RUR	S-204	0	5	9	0	3	6	10	0.31	28.92	5283	AST JCKSNVIL - AST1100
45	LAWRENCE	LAWREN RUR	S-24	56.1	61.1	10	0	4	6	10	0.15	68.39	12491	AST DECATUR - AST5200
46	ESCAMBIA	ESCAMB RUR	S-3	72.8	77.8	10	0	5	5	10	0.33	30.18	5513	AST EVRGREEN - AST2100
47	WALKER	WALKER RUR	S-69	208.2	213.2	9	0	3	6	10	0.31	28.79	5259	AST BHM - AST0100
48	LIMESTONE	LIMEST RUR	S-99	3.4	8.4	9	0	3	6	10	0.25	35.45	6475	AST DECATUR - AST5200
49	MADISON	MADISO RUR	S-2	104.2	109.2	14	0	5	9	9.29	0.13	107.53	19640	AST HUNTSVIL - AST4700
50	HOUSTON	HOUSTO RUR	S-12	195.7	200.7	11	0	3	8	8.18	0.13	86.12	15730	AST DOTHAN - AST3800
51	TUSCALOOSA	TUSCAL RUR	S-69	137.6	142.6	11	0	3	8	8.18	0.08	143.34	26180	AST TSCLOOSA - AST6300
52	TALLADEGA	TALLADEGA RUR	S-21	234.5	239.5	10	0	3	7	8	0.21	47.41	8660	AST JCKSNVIL - AST1100
53	JEFFERSON	JEFF RUR	S-38	2.3	7.3	14	0	5	9	7.86	0.04	394.27	72013	MT. BROOK PD - 0010300

Top 64 Mileposted State and Federal Route Locations (5 Miles in Length) in Alabama with 9 or More Alcohol Related Crashes Resulting in Injury or Fatality

54	JEFFERSON	JEFF RUR	S-75	2.4	7.4	15	0	5	10	7.33	0.11	130.78	23887	JEFF CO SH - 0010000
55	ELMORE	ELMORE RUR	S-111	3.8	8.8	11	0	3	8	7.27	0.36	30.18	5513	AST MONTGMRY - AST0300
56	MOBILE	MOBILE RUR	S-42	2.2	7.2	14	0	4	10	7.14	0.23	61.39	11212	AST MOBILE - AST0200
57	CHILTON	CHILTO RUR	S-155	1.1	6.1	10	0	3	7	7	0.56	17.83	3257	AST MONTGMRY - AST0300
58	LAUDERDALE	LAUDER RUR	S-101	29.9	34.9	9	0	2	7	6.67	0.36	24.69	4510	AST QUD CITS - AST2000
59	SHELBY	SHELBY RUR	S-119	25	30	9	0	3	6	6.67	0.1	88.04	16080	AST BHM - AST0100
60	TUSCALOOSA	TUSCAL RUR	S-69	132.5	137.5	9	0	2	7	6.67	0.13	71.16	12998	AST TSCLOOSA - AST6300
61	LAUDERDALE	LAUDER RUR	S-17	338.2	343.2	11	0	4	7	6.36	0.31	35.45	6475	AST QUD CITS - AST2000
62	LIMESTONE	LIMEST RUR	S-2	64.5	69.5	11	0	3	8	6.36	0.15	75.68	13823	AST DECATUR - AST5200
63	MORGAN	MORGAN RUR	S-53	296.5	301.5	11	0	2	9	5.45	0.13	82.06	14988	AST DECATUR - AST5200
64	JEFFERSON	JEFF RUR	S-79	12	17	12	0	3	9	4.17	0.16	74.75	13653	JEFF CO SH - 0010000

Top 81 Intersection Locations Statewide with 3 or More Total Alcohol Related Crashes

Regional Breakdown

Mobile Region	34.57%
North East Region	18.52%
Birmingham Region	16.05%
West Region	12.35%
Central Region	11.11%
North Region	4.94%
Southwest Region	1.23%
East Region	1.23%
Southeast Region	0.00%

Top 81 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
9	1	2	6	10	1	8	MOBILE	MOBILE	1346	2139	AIRPORT BLVD at UNIVERSITY BLVD	MBL PD -COM - 0020100
7	0	1	6	4.29	0	1	MOBILE	MOBILE	5568	2217	AIRPORT BLVD at HILLCREST RD AT ARNOLD RD	MBL PD -COM - 0020100
6	0	2	4	6.67	0	3	MOBILE	MOBILE	6200	2340	OLD SHELL RD at UNIVERSITY BLVD	MBL PD -COM - 0020100
6	1	1	4	13.33	1	2	MOBILE	MOBILE	5985	2061	DAUPHIN ST at MCGREGOR AVE	MBL PD -COM - 0020100
5	0	1	4	2	0	1	AUTAUGA	PRATTVILLE	1002	890	MAIN ST E at MCQUEEN SMITH RD	PRATTVILLE PD - 0040100
5	0	2	3	12	0	2	JEFFERSON	HOOVER	5067	1169	LORNA RD at OLD ROCKY RIDGE RD SE JCT	HOOVER PD - 0011200
5	0	1	4	6	0	2	MADISON	HUNTSVILLE	6178	3858	MASTIN LAKE RD at PULASKI PIKE	HUNTSVILL PD - 0470100
5	0	1	4	2	0	2	TUSCALOOSA	TUSCALOOSA	5558	283	15TH ST 5168 at HACKBERRY LANE	TUSCLOOSA PD - 0630100
5	0	1	4	2	0	1	TUSCALOOSA	TUSCALOOSA	S-6	269	15TH ST 5168 at ALA 6 MCFARLAND & 15 ST E	TUSCLOOSA PD - 0630100
4	0	3	1	22.5	0	4	BALDWIN	BALDWI RUR	1157	7890	NO DESCRIPTION AVAILABLE	AST MOBILE - AST0200
4	1	1	2	20	1	2	ELMORE	MILLBROOK	1048	8339	NO DESCRIPTION AVAILABLE	MILLBROOK PD - 0290600
4	0	0	4	0	0	0	JEFFERSON	HOMEWOOD	5033	820	NO DESCRIPTION AVAILABLE	HOMEWOOD PD - 0011000
4	0	1	3	7.5	0	2	LEE	AUBURN	5093	384	DEAN RD at GLENN AVE E	AUBURN PD - 0430100
4	0	2	2	10	0	2	MADISON	MADISON	1005	41	NO DESCRIPTION AVAILABLE	MADISON PD - 0470200

Top 81 Intersection Locations Statewide with 3 or More Total Alcohol Related Crashes

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

4	0	2	2	5	0	2	MADISON	HUNTSVILLE	1028	2161	PULASKI PIKE at UNIVERSITY DR	HUNTSVILL PD - 0470100
4	0	0	4	0	0	0	MADISON	HUNTSVILLE	1028	958	BIDEFORD DR at LEICESTER DR	HUNTSVILL PD - 0470100
4	0	0	4	0	0	0	MADISON	MADISON	1005	403	NO DESCRIPTION AVAILABLE	MADISON PD - 0470200
4	0	0	4	0	0	0	MADISON	HUNTSVILLE	5190	604	BAILEY COVE RD at WILLOWBROOK DR	HUNTSVILL PD - 0470100
4	0	1	3	2.5	0	1	MOBILE	MOBILE	1346	2239	AIRPORT BLVD at CODY RD AT MOBILE CL	MBL PD -COM - 0020100
4	0	1	3	2.5	0	1	MOBILE	MOBILE	1842	1794	GRELOT RD at UNIVERSITY BLVD	MBL PD -COM - 0020100
4	0	1	3	7.5	0	2	MOBILE	MOBILE RUR	1552	12285	AIRPORT BLVD CO 56 at SNOW RD	AST MOBILE - AST0200
4	0	1	3	2.5	0	1	MOBILE	SARALAND	1665	317	NO DESCRIPTION AVAILABLE	SARALAND PD - 0020500
4	0	1	3	7.5	0	1	MOBILE	MOBILE RUR	1552	8609	SNOW RD CO 529 at TANNER WILLIAMS RD	AST MOBILE - AST0200
4	0	1	3	2.5	0	2	MOBILE	MOBILE	I-65	1939	AIRPORT BLVD at I-65	MBL PD -COM - 0020100
4	0	2	2	7.5	0	3	MONTGOMERY	MONTGOMERY	5124	4637	COURT ST S at PATTON AVE	MONTGOMRY PD - 0030100
4	0	1	3	7.5	0	1	MORGAN	DECATUR	5052	683	NO DESCRIPTION AVAILABLE	DECATUR PD - 0520100
4	0	0	4	0	0	0	SHELBY	BIRMINGHAM	5038	8671	CAHABA PARK CIR at US 280 SR 38 SE JCT	BHAM PD - 0010200
3	0	3	0	30	0	3	BALDWIN	BALDWI RUR	1031	7274	NO DESCRIPTION AVAILABLE	AST MOBILE - AST0200
3	0	2	1	20	0	4	BALDWIN	FOLEY	1116	36	NO DESCRIPTION AVAILABLE	FOLEY PD - 0050300

Top 81 Intersection Locations Statewide with 3 or More Total Alcohol Related Crashes

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

3	0	2	1	10	0	2	BALDWIN	FOLEY	3722	15114	NO DESCRIPTION AVAILABLE	FOLEY PD - 0050300
3	0	1	2	3.33	0	1	BALDWIN	FOLEY	3722	15112	NO DESCRIPTION AVAILABLE	FOLEY PD - 0050300
3	0	1	2	10	0	1	BALDWIN	BALDWI RUR	1025	7253	NO DESCRIPTION AVAILABLE	AST MOBILE - AST0200
3	0	0	3	0	0	0	BALDWIN	FOLEY	1164	76	NO DESCRIPTION AVAILABLE	FOLEY PD - 0050300
3	0	1	2	3.33	0	1	CALHOUN	CALHOU RUR	5881	7810	NO DESCRIPTION AVAILABLE	AST JCKSNVIL - AST1100
3	0	0	3	0	0	0	CULLMAN	CULLMAN	5023	131	NO DESCRIPTION AVAILABLE	CULLMAN PD - 0250100
3	0	1	2	6.67	0	1	DALLAS	SELMA	5195	1292	NO DESCRIPTION AVAILABLE	SELMA PD - 0270100
3	1	1	1	26.67	2	5	ELMORE	ELMORE RUR	1048	7204	NO DESCRIPTION AVAILABLE	AST MONTGMRY - AST0300
3	0	0	3	0	0	0	ETOWAH	GADSDEN	6612	972	FORREST AVE at HOKES ST 6612	GADSDEN PD - 0310200
3	0	3	0	10	0	4	JEFFERSON	TRUSSVILLE	1229	996	NO DESCRIPTION AVAILABLE	TRUSSVILLE PD - 0012100
3	0	2	1	20	0	2	JEFFERSON	FAIRFIELD	5134	170	NO DESCRIPTION AVAILABLE	FAIRFIELD PD - 0010400
3	0	1	2	6.67	0	1	JEFFERSON	BIRMINGHAM	1111	4847	HUFFMAN RD at SPRINGVILLE RD	BHAM PD - 0010200
3	0	1	2	6.67	0	1	JEFFERSON	BIRMINGHAM	6849	1860	8TH AVE N at 6TH ST N	BHAM PD - 0010200
3	0	1	2	10	0	1	JEFFERSON	HOMEWOOD	5130	582	NO DESCRIPTION AVAILABLE	HOMEWOOD PD - 0011000
3	0	1	2	10	0	1	JEFFERSON	HOMEWOOD	I-65	185	NO DESCRIPTION AVAILABLE	HOMEWOOD PD - 0011000
3	0	1	2	3.33	0	1	JEFFERSON	HOOVER	5304	846	PATTON CHAPEL RD at LORNA RD	HOOVER PD - 0011200

Top 81 Intersection Locations Statewide with 3 or More Total Alcohol Related Crashes

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

3	0	1	2	3.33	0	1	JEFFERSON	BIRMINGHAM	3360	1253	21ST AVE S at MONTGOMERY HWY	BHAM PD - 0010200
3	0	0	3	0	0	0	JEFFERSON	TRUSSVILLE	1229	992	NO DESCRIPTION AVAILABLE	TRUSSVILLE PD - 0012100
3	0	0	3	0	0	0	JEFFERSON	JEFF RUR	1229	7812	CHALKVILLE MTN RD-CO 10 at GRAYSON VALLEY DR	JEFF CO SH - 0010000
3	0	0	3	0	0	0	LAUDERDALE	FLORENCE	S-2	1398	BROADWAY ST at SR 2 FLORENCE BLVD	FLORENCE PD - 0410100
3	0	1	2	10	0	1	LEE	AUBURN	5093	418	GLENN AVE at UNIVERSITY DR	AUBURN PD - 0430100
3	0	0	3	0	0	0	LEE	AUBURN	5093	337	GLENN AVE at BOSS ST N	AUBURN PD - 0430100
3	0	0	3	0	0	0	LIMESTONE	ATHENS	S-2	466	NO DESCRIPTION AVAILABLE	ATHENS PD - 0440100
3	0	2	1	6.67	0	3	MADISON	HUNTSVILLE	6211	5573	SHAWMONT DR at BLUE SPRINGS RD	HUNTSVILL PD - 0470100
3	0	2	1	13.33	0	4	MADISON	HUNTSVILLE	6211	5697	BLUE SPRINGS RD at SPARKMAN DR	HUNTSVILL PD - 0470100
3	0	2	1	20	0	3	MADISON	HUNTSVILLE	1028	1363	BLEVINS GAP RD at SEQUOYAH TRAIL	HUNTSVILL PD - 0470100
3	0	1	2	3.33	0	2	MADISON	MADISON	8076	447	NO DESCRIPTION AVAILABLE	MADISON PD - 0470200
3	0	1	2	3.33	0	2	MADISON	HUNTSVILLE	5626	2007	DRAKE AVE at PENNY ST SW	HUNTSVILL PD - 0470100
3	0	1	2	3.33	0	1	MADISON	HUNTSVILLE	6298	3411	JORDAN LN SR-53 at SPARKMAN DR	HUNTSVILL PD - 0470100
3	0	1	2	10	0	1	MADISON	HUNTSVILLE	6020	4659	CLINTON AVE at MONROE ST	HUNTSVILL PD - 0470100
3	0	0	3	0	0	0	MADISON	MADISON	1010	48	NO DESCRIPTION AVAILABLE	MADISON PD - 0470200
3	0	2	1	20	0	4	MOBILE	MOBILE RUR	6200	9874	SCHILLINGER RD at OLD SHELL RD&TANN.WILL.RD	AST MOBILE - AST0200

Top 81 Intersection Locations Statewide with 3 or More Total Alcohol Related Crashes

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

3	0	2	1	20	0	5	MOBILE	MOBILE RUR	1373	8396	AIRPORT RD CO 359 at THREE NOTCH KRONER RD	AST MOBILE - AST0200
3	0	2	1	13.33	0	4	MOBILE	MOBILE RUR	1275	7561	BELLINGRATH RD CO 59 at HALF MILE RD/LAURENDINE	AST MOBILE - AST0200
3	0	2	1	13.33	0	2	MOBILE	MOBILE RUR	1346	8516	ABILENE DR W CO 464 at AIRPORT BLVD	AST MOBILE - AST0200
3	0	2	1	10	0	2	MOBILE	MOBILE	1346	1752	AIRPORT BLVD at MCNEILL AVE	MBL PD -COM - 0020100
3	0	2	1	6.67	0	2	MOBILE	MOBILE	1346	8975	AIRPORT BLVD at MORGAN AVE W JCT	MBL PD -COM - 0020100
3	0	2	1	20	0	2	MOBILE	MOBILE RUR	1346	9795	AIRPORT BLVD CO 56 at SCHILLINGER RD	MBL PD -COM - 0020100
3	0	1	2	10	0	1	MOBILE	MOBILE	5764	10272	AIRPORT BLVD at MONTLIMAR AT YESTER OAKS	MBL PD -COM - 0020100
3	0	1	2	10	0	1	MOBILE	PRICHARD	1267	1283	EVERETT ST at SHELTON BEACH RD EXT	PRICHARD PD - 0020200
3	0	0	3	0	0	0	MOBILE	SARALAND	S-13	246	NO DESCRIPTION AVAILABLE	SARALAND PD - 0020500
3	0	0	3	0	0	0	MOBILE	MOBILE	5002	3353	HALLS MILL RD at MCVAY DR N	MBL PD -COM - 0020100
3	0	0	3	0	0	0	MONTGOMERY	MONTGOMERY	8017	4540	NORMAN BRIDGE RD at SOUTH BLVD SR-6 US-82	MONTGOMRY PD - 0030100
3	0	1	2	6.67	0	1	RUSSELL	RUSSELL RUR	1210	7577	NO DESCRIPTION AVAILABLE	AST OPELIKA - AST4300
3	1	2	0	36.67	1	4	TUSCALOOSA	TUSCALOOSA	6545	5335	NO DESCRIPTION AVAILABLE	TUSCLOOSA PD - 0630100
3	0	1	2	6.67	0	1	TUSCALOOSA	TUSCALOOSA	5704	311	10TH AVE 5704 at HARGROVE RD	TUSCLOOSA PD - 0630100
3	0	1	2	6.67	0	1	TUSCALOOSA	TUSCALOOSA	5698	7123	NO DESCRIPTION AVAILABLE	TUSCLOOSA PD - 0630100

Top 81 Intersection Locations Statewide with 3 or More Total Alcohol Related Crashes

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

3	0	1	2	10	0	1	TUSCALOOSA	TUSCALOOSA	5698	2104	12TH AVE 5698 at 8TH ST	TUSCLOOSA PD - 0630100
3	0	0	3	0	0	0	TUSCALOOSA	TUSCALOOSA	5186	4135	23RD AVE 5186 at 4TH ST	TUSCLOOSA PD - 0630100
3	0	0	3	0	0	0	TUSCALOOSA	TUSCALOOSA	5449	1012	16TH AVE 5682 at BRYANT DR 5449	TUSCLOOSA PD - 0630100
3	0	0	3	0	0	0	TUSCALOOSA	TUSCALOOSA	5168	290	10TH AVE 5704 at 15TH ST	TUSCLOOSA PD - 0630100
3	0	0	3	0	0	0	TUSCALOOSA	TUSCALOOSA	5704	323	12TH ST 5699 at 10TH AVE	TUSCLOOSA PD - 0630100

Top 46 Segment Locations Statewide with 3 or More Speeding Crashes Resulting in Injury or Fatality

Regional Breakdown

East Region	17.39%
North East Region	15.22%
Birmingham Region	13.04%
Central Region	13.04%
North Region	13.04%
Southeast Region	13.04%
West Region	8.70%
Southwest Region	4.35%
Mobile Region	2.17%

Top 46 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
7	0	7	0	27.14	0	12	MADISON	MADISO RUR	1154	7311	7313	Between LOVELESS RD at WEST LIMESTONE RD and BOBO RD at WEST LIMESTONE RD	AST HUNTSVIL - AST4700
6	0	6	0	21.67	0	6	JEFFERSON	JEFF RUR	1061	53	13816	Between OLD TUSCALOOSA HWY-CO 20 at POWER PLANT RD-CO 47 and NO DESCRIPTION AVAILABLE	JEFF CO SH - 0010000
5	0	5	0	26	0	6	FRANKLIN	FRANKL RUR	1172	7719	7785	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST QUD CITS - AST2000
5	0	5	0	30	0	5	MARSHALL	MARSHA RUR	1582	8447	8456	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST HUNTSVIL - AST4700
5	1	4	0	28	1	5	SHELBY	PELHAM	1429	24	462	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	PELHAM PD - 0590600
4	0	4	0	30	0	4	BARBOUR	BARBOU RUR	1165	7387	7393	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DOTHAN - AST3800
4	0	4	0	30	0	6	BARBOUR	BARBOU RUR	1165	7393	7677	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DOTHAN - AST3800
4	0	4	0	30	0	5	HENRY	HENRY RUR	1133	7267	7666	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DOTHAN - AST3800
4	0	4	0	30	0	5	MACON	MACON RUR	1126	40	7431	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST OPELIKA - AST4300
3	1	2	0	36.67	1	3	BARBOUR	BARBOU RUR	1233	7529	7564	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DOTHAN - AST3800

Top 46 Segment Locations Statewide with 3 or More Speeding Crashes Resulting in Injury or Fatality

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

3	1	2	0	23.33	1	3	BARBOUR	BARBOUR RUR	1044	7195	7201	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DOTHAN - AST3800
3	0	3	0	30	0	8	CALHOUN	CALHOUN RUR	1065	8841	8842	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST JCKSNVIL - AST1100
3	0	3	0	30	0	3	CHAMBERS	CHAMBERS RUR	1388	7087	9244	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST OPELIKA - AST4300
3	2	1	0	43.33	3	6	CHOCTAW	CHOCTAW RUR	1108	7254	7666	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST MOBILE - AST0200
3	1	2	0	36.67	1	4	CLARKE	CLARKE RUR	1032	7405	7425	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST MOBILE - AST0200
3	1	2	0	30	1	3	CLAY	CLAY RUR	1065	7504	7507	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST JCKSNVIL - AST1100
3	0	3	0	23.33	0	7	CLEBURNE	CLEBUR RUR	1065	7669	7673	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST JCKSNVIL - AST1100
3	0	3	0	23.33	0	3	COLBERT	COLBER RUR	1149	7119	7139	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST QUD CITS - AST2000
3	2	1	0	43.33	2	4	COOSA	COOSA RUR	1063	7261	7519	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST ALEX CTY - AST6200
3	0	3	0	30	0	4	CULLMAN	CULLMA RUR	1610	8223	8432	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DECATUR - AST5200
3	0	3	0	20	0	4	ELMORE	ELMORE RUR	1114	7918	7924	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST MONTGMRY - AST0300
3	1	2	0	36.67	1	4	ELMORE	ELMORE RUR	1102	7980	7986	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST MONTGMRY - AST0300

Top 46 Segment Locations Statewide with 3 or More Speeding Crashes Resulting in Injury or Fatality

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

3	0	3	0	26.67	0	4	ELMORE	ELMORE RUR	1425	7645	7651	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST MONTGMRY - AST0300
3	1	2	0	30	1	3	ESCAMBIA	ESCAMB RUR	1161	7597	9584	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST EVRGREEN - AST2100
3	0	3	0	26.67	0	6	ETOWAH	ETOWAH RUR	1269	7813	7815	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST JCKSNVIL - AST1100
3	0	3	0	30	0	4	GENEVA	GENEVA RUR	1338	7591	7595	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DOTHAN - AST3800
3	0	3	0	30	0	5	HALE	HALE RUR	1259	7021	7024	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST SELMA - AST2700
3	0	3	0	30	0	6	JEFFERSON	HOOVER	5232	9290	9480	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	HOOVER PD - 0011200
3	0	3	0	30	0	3	LAUDERDALE	LAUDER RUR	1002	7182	9376	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST QUD CITS - AST2000
3	1	2	0	30	1	4	LEE	LEE RUR	1179	7800	7898	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST OPELIKA - AST4300
3	0	3	0	23.33	0	3	LEE	LEE RUR	1010	7336	7956	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST OPELIKA - AST4300
3	1	2	0	36.67	1	4	LIMESTONE	LIMEST RUR	1323	7679	7680	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DECATUR - AST5200
3	1	2	0	36.67	1	4	MADISON	MADISO RUR	1305	7741	38408	Between RIVERTON RD at WINCHESTER RD and CORNFIELD LN at COTTONDALE RD	AST HUNTSVIL - AST4700

Top 46 Segment Locations Statewide with 3 or More Speeding Crashes Resulting in Injury or Fatality

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

3	0	3	0	30	0	4	MADISON	MADISO RUR	1154	7288	7313	Between BEECHWOOD ST at W LIMESTONE RD and BOBO RD at WEST LIMESTONE RD	AST HUNTSVIL - AST4700
3	0	3	0	30	0	5	MADISON	MADISO RUR	1497	7495	7568	Between FORD CHAPEL DR at FORD CHAPEL RD and FORD CHAPEL RD at JEFF RD	AST HUNTSVIL - AST4700
3	0	3	0	16.67	0	3	MARSHALL	ARAB	5004	205	651	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	ARAB PD - 0500300
3	0	3	0	23.33	0	3	MORGAN	MORGAN RUR	1087	8172	8178	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DECATUR - AST5200
3	1	2	0	36.67	1	5	RANDOLPH	RANDOLPH RUR	1034	7198	7392	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST JCKSNVIL - AST1100
3	0	3	0	23.33	0	3	SAINT CLAIR	ST. CLAIR RUR	1222	7258	7282	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST BHM - AST0100
3	1	2	0	36.67	1	3	TALLADEGA	TALLADEGA RUR	1104	7205	7206	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST JCKSNVIL - AST1100
3	0	3	0	30	0	3	TALLAPOOSA	ALEX CITY	1337	912	1176	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	ALEX CITY PD - 0620100
3	0	3	0	23.33	0	3	TUSCALOOSA	TUSCAL RUR	1156	7490	7493	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST TSCLOOSA - AST6300
3	0	3	0	30	0	8	TUSCALOOSA	TUSCAL RUR	1100	7145	10629	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST TSCLOOSA - AST6300
3	0	3	0	23.33	0	3	TUSCALOOSA	TUSCALOOSA	5184	492	494	Between 22ND ST 5136 at 26TH AVE 5135 and 21ST ST 5161 at 26TH AVE 5135	TUSCLOOSA PD - 0630100
3	0	3	0	26.67	0	4	WALKER	WALKER RUR	1411	8302	8310	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST BHM - AST0100

Top 46 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	3	WALKER	WALKER RUR	1018	7917	7918	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST BHM - AST0100
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Top 55 Segment Locations Statewide with 3 or More Total Alcohol Related Crashes

Regional Breakdown

North East Region	30.91%
Central Region	14.55%
Mobile Region	14.55%
North Region	14.55%
Birmingham Region	9.09%
East Region	9.09%
Southeast Region	3.64%
Southwest Region	1.82%
West Region	1.82%

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

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

Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity	People Killed	People Injured	County	City	Link	Node 1	Node 2	Description	Agency ORI
6	1	1	4	11.67	1	2	LEE	AUBURN	1082	1637	7191	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AUBURN PD - 0430100
5	0	1	4	6	0	1	CLEBURNE	CLEBUR RUR	1065	7669	7673	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST JCKSNVIL - AST1100
5	0	3	2	14	0	3	MORGAN	MORGAN RUR	1106	7781	8729	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DECATUR - AST5200
4	1	2	1	25	1	7	BALDWIN	BALDWI RUR	1025	7253	7278	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST MOBILE - AST0200
4	2	2	0	40	3	7	CHOCTAW	CHOCTA RUR	1108	7254	7666	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST MOBILE - AST0200
4	0	0	4	0	0	0	GREENE	GREENE RUR	1208	7455	7461	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST TSCLOOSA - AST6300
4	0	2	2	15	0	3	MADISON	MADISO RUR	2208	7756	7762	Between MAYSVILLE RD at WINCHESTER RD NE JCT and DEPOSIT RD at MAYSVILLE RD	AST HUNTSVIL - AST4700
4	0	2	2	15	0	4	MOBILE	MOBILE RUR	1346	8470	12285	Between AIRPORT BLVD CO 56 at DYKES RD and AIRPORT BLVD CO 56 at SNOW RD	AST MOBILE - AST0200
4	0	3	1	22.5	0	5	MONTGOMERY	MONTGO RUR	1509	7088	7089	Between COON RD at MT ZION RD and ALABAMA HWY 94 at CURTIS RD	AST MONTGMRY - AST0300
4	0	1	3	7.5	0	1	WALKER	JASPER	5024	255	256	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	JASPER PD - 0640100

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

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

3	0	2	1	20	0	2	AUTAUGA	AUTAUG RUR	1214	7259	7260	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST MONTGMRY - AST0300
3	0	1	2	10	0	2	CALHOUN	CALHOU RUR	5607	147	10707	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST JCKSNVIL - AST1100
3	0	1	2	10	0	1	CHILTON	CHILTO RUR	1506	8093	8105	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST MONTGMRY - AST0300
3	0	0	3	0	0	0	CHILTON	CHILTO RUR	1483	7935	7936	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST MONTGMRY - AST0300
3	0	2	1	20	0	2	COLBERT	COLBER RUR	1179	8143	8144	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST QUD CITS - AST2000
3	0	1	2	10	0	2	COOSA	COOSA RUR	1063	7261	7519	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST ALEX CTY - AST6200
3	0	0	3	0	0	0	ETOWAH	ETOWAH RUR	1534	7865	7866	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST JCKSNVIL - AST1100
3	0	2	1	20	0	3	FRANKLIN	FRANKL RUR	1172	7719	7785	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST QUD CITS - AST2000
3	0	2	1	20	0	3	FRANKLIN	FRANKL RUR	1210	7219	7227	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST QUD CITS - AST2000
3	0	1	2	10	0	2	FRANKLIN	FRANKL RUR	1227	32	7347	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST QUD CITS - AST2000
3	0	3	0	26.67	0	4	HOUSTON	HOUSTO RUR	1178	7386	7387	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DOTHAN - AST3800
3	0	1	2	10	0	3	JACKSON	JACKSO RUR	1041	14	8210	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST HUNTSVIL - AST4700

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

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

3	0	2	1	20	0	3	LAUDERDALE	LAUDER RUR	1177	8321	8349	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST QUD CITS - AST2000
3	0	1	2	10	0	1	LAUDERDALE	LAUDER RUR	1092	7202	9724	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST QUD CITS - AST2000
3	0	0	3	0	0	0	LAWRENCE	LAWREN RUR	1150	7873	7874	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST DECATUR - AST5200
3	1	2	0	30	1	4	LEE	LEE RUR	1179	7800	7898	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST OPELIKA - AST4300
3	0	1	2	6.67	0	1	LEE	AUBURN	5569	2074	2151	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AUBURN PD - 0430100
3	1	2	0	36.67	1	4	MADISON	MADISO RUR	1305	7741	38408	Between RIVERTON RD at WINCHESTER RD and CORNFIELD LN at COTTONDALE RD	AST HUNTSVIL - AST4700
3	1	2	0	36.67	1	3	MADISON	MADISO RUR	1257	7222	7232	Between ARNOLD RD at BUTLER RD and BETH RD at BUTLER RD	AST HUNTSVIL - AST4700
3	0	2	1	6.67	0	2	MADISON	HUNTSVILLE	1202	700	1097	Between AUTUMN CHASE at GREEN MOUNTAIN RD and SHAWDEE RD N at GREEN MOUNTAIN RD	HUNTSVILL PD - 0470100
3	0	2	1	13.33	0	3	MADISON	HUNTSVILLE	1033	8024	8050	Between JORDAN LN SR-53 at MASTIN LAKE RD and NO DESCRIPTION AVAILABLE	HUNTSVILL PD - 0470100
3	0	2	1	20	0	5	MADISON	MADISO RUR	1154	7311	7313	Between LOVELESS RD at WEST LIMESTONE RD and BOBO RD at WEST LIMESTONE RD	AST HUNTSVIL - AST4700
3	0	1	2	10	0	1	MADISON	MADISO RUR	1364	8519	8586	Between LYONS RD at PINEY WOODS RD and LOW GAP RD at LYONS RD	AST HUNTSVIL - AST4700

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

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

3	0	1	2	10	0	1	MADISON	MADISO RUR	1322	7884	7887	Between EVERETT RD at RYLAND PIKE SW JCT and MOONTOWN RD at RYLAND PIKE	AST HUNTSVIL - AST4700
3	1	0	2	16.67	1	1	MADISON	MADISON	1016	108	338	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	MADISON PD - 0470200
3	0	1	2	6.67	0	1	MADISON	MADISO RUR	1061	7597	8031	Between KELLEY CEMETERY RD at NICK FITCHEARD RD and ARDMORE HWY at NICK FITCHEARD RD	AST HUNTSVIL - AST4700
3	0	1	2	10	0	1	MADISON	MADISO RUR	1280	7373	9558	Between BO HOWARD RD at PULASKI PIKE and PULASKI PIKE at TONEY RD E JCT	AST HUNTSVIL - AST4700
3	0	1	2	10	0	1	MADISON	MADISO RUR	1305	8018	9857	Between COLEMONT LN at WINCHESTER RD and RUSTIC TRAIL at WINCHESTER RD	AST HUNTSVIL - AST4700
3	0	0	3	0	0	0	MADISON	HUNTSVILLE	1229	38798	41443	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	HUNTSVILL PD - 0470100
3	0	0	3	0	0	0	MADISON	HUNTSVILLE	1016	8164	41804	Between HENDERSON RD at ROCKHOUSE RD and NO DESCRIPTION AVAILABLE	HUNTSVILL PD - 0470100
3	0	0	3	0	0	0	MARSHALL	MARSHA RUR	1240	8054	8597	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST HUNTSVIL - AST4700
3	1	2	0	30	1	5	MOBILE	MOBILE RUR	1275	7318	7537	Between BELLINGRATH RD CO 59 at DELCHAMPS RD and BELLINGRATH RD CO 59 at DEAKLE RD	AST MOBILE - AST0200
3	0	2	1	20	0	4	MOBILE	MOBILE RUR	1352	8607	8609	Between ELIZA JORDON RD CO 523 at TANNER WILLIAMS RD and SNOW RD CO 529 at TANNER WILLIAMS RD	AST MOBILE - AST0200

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

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

3	0	2	1	20	0	2	MOBILE	MOBILE RUR	5031	10949	12544	Between OLD PASCAGOULA RD at THEODORE DAWES RD and SPANISH TRAIL DR at THEODORE-DAWES RD	AST MOBILE - AST0200
3	0	1	2	10	0	1	MOBILE	MOBILE RUR	1172	7561	7604	Between BELLINGRATH RD CO 59 at HALF MILE RD/LAURENDINE and HALF MILE RD CO 56 at PADGETT SWITCH RD E JCT	AST MOBILE - AST0200
3	0	1	2	10	0	1	MOBILE	MOBILE RUR	1634	11695	11696	Between COLEMAN DAIRY RD CO 752 at COLEMAN DAIRY RD SO and COLEMAN DAIRY RD CO 752 at HICKORY HILL DR	AST MOBILE - AST0200
3	0	1	2	10	0	1	MOBILE	MOBILE RUR	1145	7922	8257	Between MARCH RD CO 295 at OLD PASCAGOULA RD and KENNY LUNDY RD CO 308 at PASCAGOULA RD	AST MOBILE - AST0200
3	0	3	0	16.67	0	3	MONTGOMERY	MONTGO RUR	1041	7227	7419	Between HANCE MILL RD at OLD HAYNEVILLE RD and HANCE MILL RD at SNOWDOWN CHAMBERS RD	AST MONTGMRY - AST0300
3	0	2	1	16.67	0	4	MONTGOMERY	MONTGO RUR	1103	7289	7300	Between OLD SELMA RD at LOWNDES CO LINE and BOOTH RD at OLD SELMA RD	AST MONTGMRY - AST0300
3	0	2	1	20	0	2	PIKE	TROY	1120	487	497	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	TROY PD - 0550100
3	0	1	2	3.33	0	1	RUSSELL	PHENIX CITY	5361	916	927	Between 19TH AVE at STADIUM RD 5361 and STADIUM RD at TIMBERLAND DR 5364	PHENX CIT PD - 0570100
3	0	1	2	10	0	1	TALLAPOOSA	TALLAP RUR	1046	7160	7193	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST ALEX CTY - AST6200

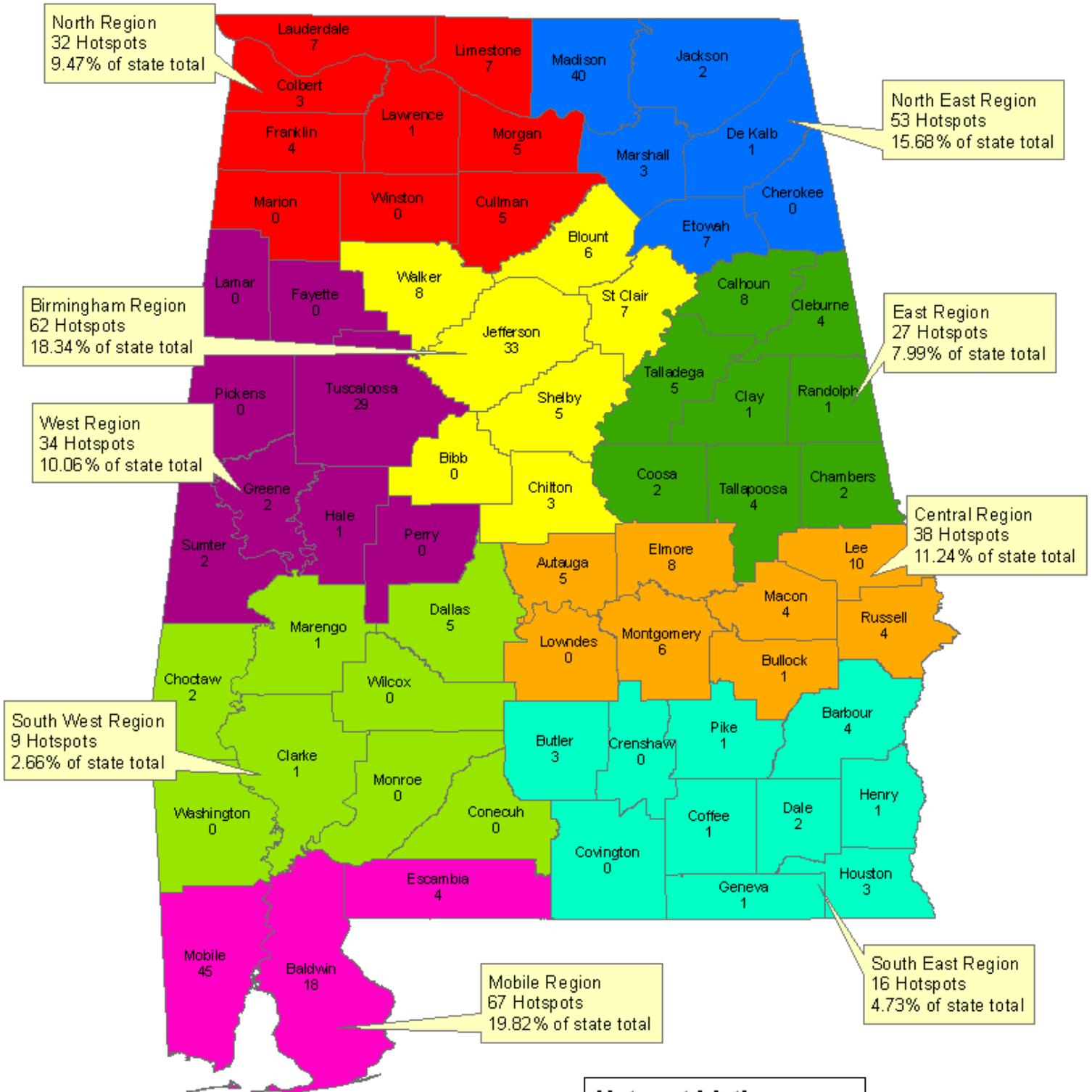
Top 55 Segment Locations Statewide with 3 or More Total Alcohol Related Crashes

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

3	0	0	3	0	0	0	TALLAPOOSA	TALLAP RUR	1127	7612	7625	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST ALEX CTY - AST6200
3	0	2	1	13.33	0	2	WALKER	WALKER RUR	1545	8281	8289	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	AST BHM - AST0100
3	0	2	1	20	0	2	WALKER	JASPER	1409	8248	8255	Between NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE	JASPER PD - 0640100

Hotspot Totals for Alabama

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



Statewide Total Hotspots = 338

Hotspot Listings:
 County Name
 Total Number of Hotspots

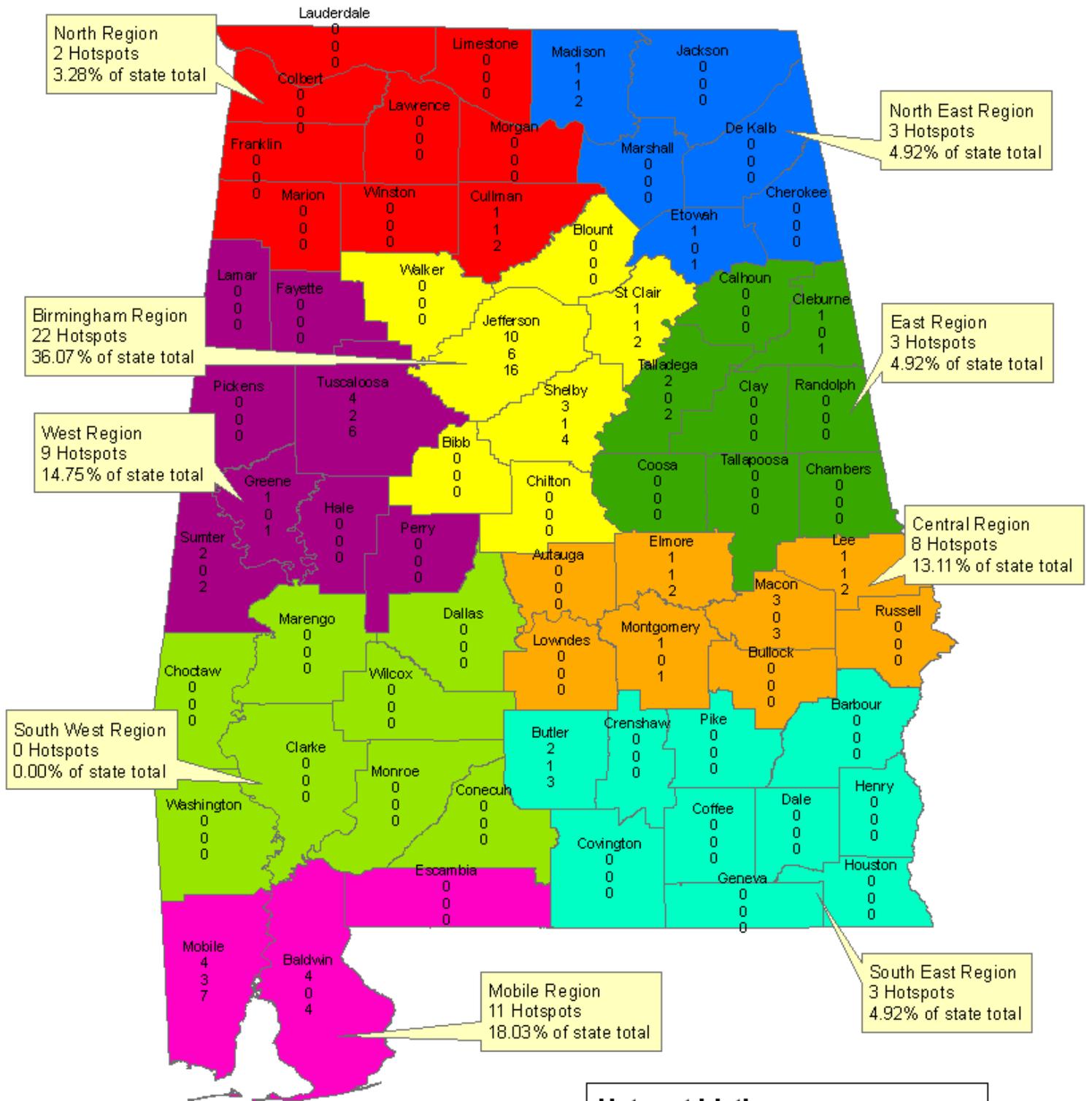
Total Hotspots for Alabama (338 Total Hotspots)

Regional Breakdown

Mobile Region	19.82%
Birmingham Region	18.34%
North East Region	15.68%
Central Region	11.24%
West Region	10.06%
North Region	9.47%
East Region	7.99%
South East Region	4.73%
South West Region	2.66%

Interstate Hotspot Totals for Alabama

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



Statewide Total Hotspots = 61

Hotspot Listings:

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

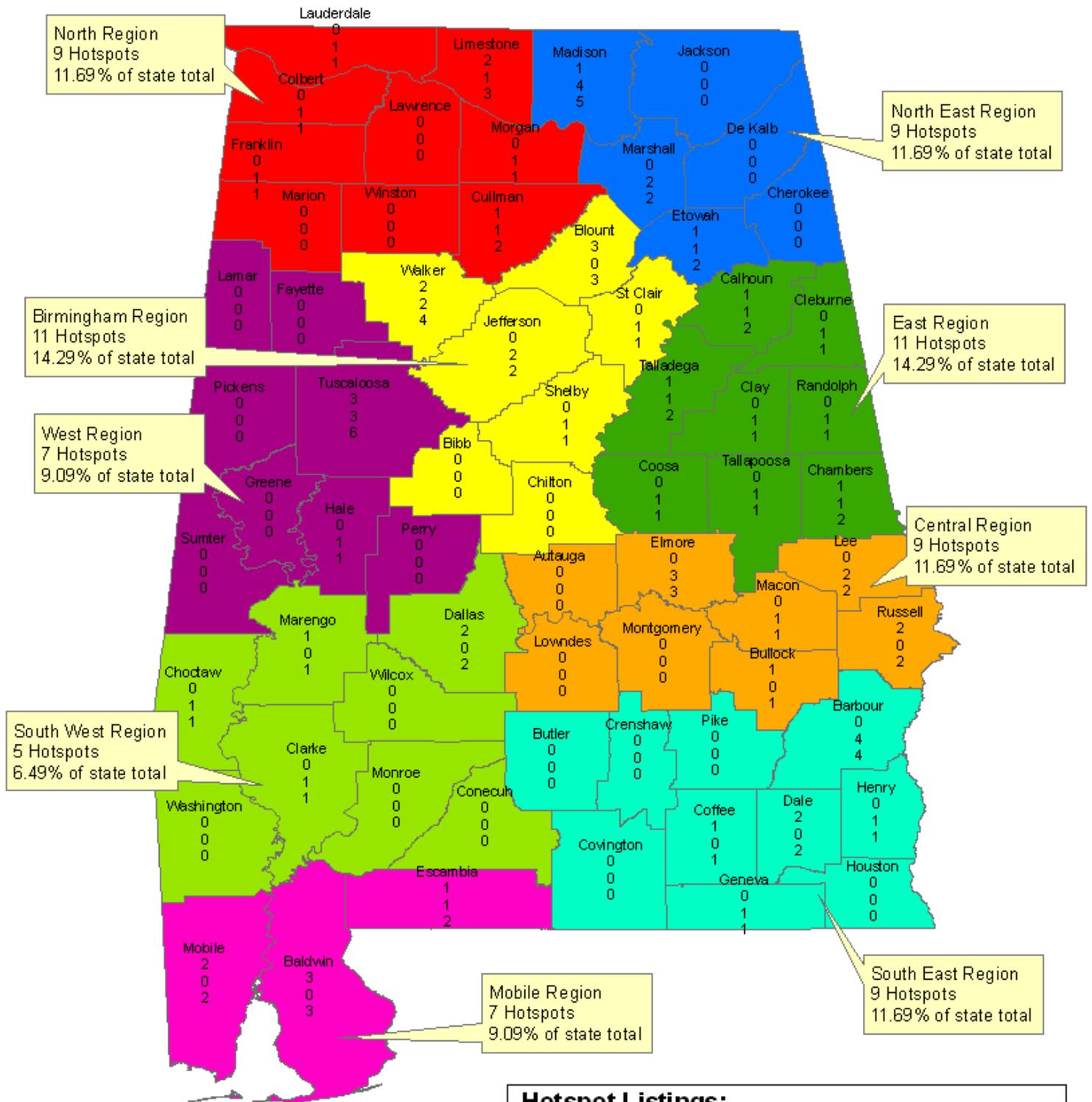
Interstate Hotspots for Alabama (61 Total Hotspots)

Regional Breakdown

Birmingham Region	36.07%
Mobile Region	18.03%
West Region	14.75%
Central Region	13.11%
East Region	4.92%
North East Region	4.92%
South East Region	4.92%
North Region	3.28%
South West Region	0.00%

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

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



Statewide Total Hotspots = 77

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

Speed Hotspots for State/Federal and Non-Mileposted Roads (77 Total Hotspots)

Regional Breakdown

Birmingham Region	14.29%
East Region	14.29%
Central Region	11.69%
North Region	11.69%
North East Region	11.69%
South East Region	11.69%
West Region	9.09%
Mobile Region	9.09%
South West Region	6.49%

Alcohol Related Hotspots for State/Federal and Non-Mileposted Roads (200 Total Hotspots)

Regional Breakdown

Mobile Region	24.50%
North East Region	20.50%
Birmingham Region	14.50%
Central Region	10.50%
North Region	10.50%
West Region	9.00%
East Region	6.50%
South East Region	2.00%
South West Region	2.00%

PART V– PROBLEM SOLUTION PLANS

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

Planning and Administration:

The Law Enforcement/Traffic Safety (LETS) Division of the Alabama Department of Economic and Community Affairs is charged with implementing the state's highway safety efforts to reduce traffic deaths, injuries and crashes. In order to properly coordinate the efforts from across the state, a certain amount of money is allotted each year for the state office located in Montgomery, Alabama.

Total FY2008 Allotment = \$150,000.00 (Funding Source – Section 402)
State Match = \$150,000.00

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

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

Total FY2008 Allotment = \$2,038,667.37 (Funding Source – Section 402)

Support the CARE Research & Development Laboratory (CRDL):

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

Total FY2008 Allotment = \$503,232.01 (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 FY2008 Allotment = \$1,200,000.00* (Funding Source – Section 402)

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

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

Total FY2008 Allotment = \$500,000.00 (Funding Source – Section 406)**

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

In addition 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 FY2008 Allotment = \$250,000.00* (Funding Source – Section 406)

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

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

Total FY2008 Allotment = \$200,000.00 (Funding Source – Section 405)

Purchase and Equip Nine Blood Alcohol Testing (BAT) Vehicles:

We plan to purchase and equip nine BAT Vehicles to be located in each DPS Troop location to improve Alcohol enforcement efforts.

Total FY2008 Allotment = \$800,000.00 (Funding Source – Section 410)

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

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

Total FY2008 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 FY2008 Allotment = \$108,450.00 (Funding Source – Section 405)

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

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

Total FY2008 Allotment = \$500,000.00 (Funding Source – Section 410)**

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

In addition 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 FY2008 Allotment = \$250,000.00* (Funding Source – Section 410)

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

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

Total FY2008 Allotment = \$40,000.00 (Funding Source – Section 410)

Traffic Safety Records Improvement Program:

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

Total FY2008 Allotment = \$700,000.00 (Funding Source – Section 408)

Drivers License Suspension Appeals (DLSA) Program:

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

Total FY2008 Allotment = \$44,250.00 (Funding Source – Section 402)

Traffic Resource Prosecutor Program:

In FY 2008, 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 FY2008 Allotment = \$125,650.00 (Funding Source – State Traffic Safety Trust Fund)

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

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

Section 405 Planned Activities

The State of Alabama has an ongoing Selective Traffic Enforcement Program Plan that targets countermeasures which result in lower injury and fatality rates by enabling law enforcement at a local level to enforce speeding, nonuse of occupant and child restraints, and DUI laws. Increasing citation rate has shown to have some effect on lowering the incidence of the offense in the location where the citation has been given. Alabama will conduct enforcement activities during the 2008 Memorial Day CIOT mobilization.

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

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

Additionally, ADECA/LETS STEP program will:

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

ORGANIZATIONS WORKING WITH STEP PROGRAM IN ALABAMA

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

Alabama Media Plan for STEP

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

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

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

These campaigns have been successful in that survey data after the 2006 campaign revealed that 91% of respondents reported that they used their seat belts “all the time” or “most of the time” at the end of the media campaign.

Alabama Child Passenger Safety (CPS) Program

Alabama’s CPS program is in its third year in fiscal year 2008. The single CPS coordinator and three CTSP instructors are tending to the nine CTSP regional needs. The plan for 2008 is to further reach out to under served communities and under served technicians. Many communities around the State of Alabama have single or very few technicians to serve their parents and caregivers. Some communities don’t have any CPS resources at all. The goal for the CPS program is to get trained CPS professionals in these communities. The following paragraphs will detail how the program will accomplish these goals.

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

To keep the current CPS professionals “sharp” with their skills and help them maintain their certification, 18 update/renewal classes are scheduled in FY 2008. These classes will highlight

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

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

The entire re-certification process is being revamped and will be in effect from the 2nd quarter of FY 2007 on. This revamping will mean that existing technicians will need to acquire 6 CEU’s to recertify in addition to the 5 specific car seat installations (witnessed and signed off by an instructor). To accomplish this, the CPS coordinator has developed a curriculum to update these technicians on the changes in the field and get them 4 hours of CEU requirements. The additional CEU requirements may be achieved by reading CPS articles provided by the CPS coordinator or one of the 3 regional CPS coordinators.

A statewide website has been formed so the public and local technicians can easily see who they can contact to get help within their community. The website has a map of Alabama and the contacts for each county. The website identifies these “experts” and community car seat checkup events. If a community has an on-going child safety seat inspection station/clinic then the hours of operation, location and contact information will be listed as well. In FY 2008, this website will develop into the repository/statewide resource for all CPS information, such as printed materials, media or checkup event resources.

During FY 2008, the 9 CTSP regional offices will be given re-producible materials promoting car seat safety and booster seat use. Each office will also get information on where the best seating position is in the car for children passengers. Children need to remain in the back seat of the vehicle until their 13th birthday. This age requirement is to ensure that younger children are properly restrained prior to an air bag deployment. Maturity is an overlooked requirement for children to ensure that the air bag system will protect them and not hurt them. Children need to remain in child restraints (car seats) until they can sit with their buttocks against the back of the vehicle seat with their knees bent over the front of the vehicle seat and their feet touching the floor of the vehicle. These messages will be distributed to all regions and communities. The best method to teach parents and caregivers about safely transporting their children is to conduct child safety seat inspections and education clinics in their communities. The Alabama CPS program will open more child safety seat inspection/clinic sites all around the state. Each CTSP region will have child safety inspection/clinics in their regions which will enable 100% of the state’s parents and caregivers to receive this education.

The final portion of the FY 2008 plan is to have the state CPS coordinator and/or a regional CPS coordinator visit each car seat checkup location around the state. The visit will help verify the local skills of the technicians and enable the Alabama CPS program to bring updates to these communities. Keeping our checkup locations current to the technology changes is vital to educating the parents of their community. Each checkup location will receive a CD that will enable them to connect directly to the Alabama CPS website and all the resources available there. Each checkup location will also be given tips on how to develop corporate sponsors to help sponsor their checkup location.

Section 406 Planned Activities

As a part of the nationwide initiative to increase safety belt usage, Alabama will participate in the Click It or Ticket campaign and have additional emphasis on “Buckle Up in Your Truck”. The campaign will be scheduled for May 2008 and concluding on the Memorial Day Holiday. This has been a highly successful program in the past several years. Alabama will continue to lend its full support to the program in the coming year.

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

Section 408 Planned Activities

The planned activities for Section 408 funding for Fiscal Year 2008 are:

1. **Electronic Citation.** The prototype rollout of the e-citation has been a tremendous success, leading up to major changes in legal requirements for electronic swearing and delivery of the citations that will result in great efficiencies in both law enforcement and the courts. The problem is that the e-citation at that point has only been applied to the DPS Motor Carriers unit. This relatively small allocation will be used to promote the very large and complex project of rolling the e-citation out statewide. The project will consist of software development to automate the rollout process as well as training. The equipment (networked laptops) justified by efficiencies brought to the law enforcement agencies will serve as host machines for the e-crash.
2. **DUI Driver Intake System.** The e-citation uses a function called the “Officer’s Desktop” to automatically query LETS to determine if the offender has a criminal record, outstanding warrants or protection orders, or is otherwise dangerous to the arresting officer (e.g., has offenses involving firearms). This project will enlarge this capability to touch the MIDAS system and put this final link back to the field so that the officer can determine if the individual has a history of DUI offenses. It will also provide the linkage from the officer to MIDAS to initiate or augment a current case record. DUI accounts for nearly 50% of fatalities in the State of Alabama, and this is seen as an information tool that will be a major deterrent to DUI.
3. **Virtual Citation.** The Alabama legislature recently passed legislation allowing for electronic citations to serve as an ‘alternative approach’ to tickets completed using the Alabama Uniform Traffic Citation form. This project involves the development of the technology infrastructure to support virtual tickets. It includes the development of the technology to print the notice to appear, as well as the technology to support electronic swearing. Also, since it is no longer necessary to print the full citation form, this project includes the ability to create citations using PDA/tablet/handheld technologies. This is a major integration of the law enforcement and the courts, ultimately leading to a paperless information flow through the system.
4. **CARE GIS Reporting Capability.** CARE is a National leader in converting crash data to information. Recently hooks were included within CARE to enable it to generate GIS maps directly without the user having to know or understand anything about the underlying GIS operations (one button operation). While this provided tremendous capability, it also surfaced the need for spatial and attribute filter dropdowns, the ability to export these filters and the ability to create templates for the various types of printers that might be employed in producing these maps. There are also security and confidentiality issues that need to be resolved as this technology is deployed on web-based systems for engineering, law enforcement and potentially general use.
5. **Crash Facts Book.** The software being used to produce the current Alabama Crash Facts Book was written in the 1984 time frame right after the change in the crash reporting form. There are two needs that must be addressed at this time: (1) enabling the generation of this information on a routine basis directly out of CARE, and (2) preparing for the change in the crash reporting form that will accompany the implementation of the e-crash. This project will accomplish both by putting into CARE a system by which a series of steps used to generate information can be incorporated into a script and re-used. This will insure that the results are uniform and consistent from year to year, and that the information is totally up-gradable as new data formats are applied.

6. **Electronic Crash Reporting.** This is a major project that has obvious positive ramifications in terms of timeliness, consistency, completeness, uniformity, and efficiency. The e-citation will assure that most law enforcement officers have laptops or other comparable hardware to do e-crash entry over the next five years. The first year of this project is to revitalize the efforts that have been made in the creation of a new MMUCC compatible form, to assure that it is reviewed, and to put in place all of the “get ready” steps that are required to assure success. It is expected that the major efforts will be accomplished in the second year once these steps are performed and full approval and dedication of the involved agencies are attained.
7. **Law Enforcement Tactical System (LETS).** From the law enforcement officers’ perspective, the LETS project has without question been the most successful law enforcement IT project conducted within Alabama in the past decade. This project will take advantage of this momentum for traffic safety by integrating into LETS provisions by which serial traffic violators can easily be identified either directly by officers with networked laptops or PDAs, or by dispatchers as the officers check in. Electronic citation information will enable officers to know if a driver has been given a recent warning or related citation. LETS has also been quite successfully used at DUI and seat belt enforcement check stops. Close to \$1 million has already been invested into LETS; this allocation will be leveraged to assure that traffic safety applications obtain full use of the system.
8. **Nation Emergency Medical Services Information System (NEMSIS).** This project involves further development (refinement and beta testing) as well and subsequent implementation of new Emergency Medical Service Information System (EMSIS) software. Data presently collected by the Office of EMS and Trauma, EMSIS software, does not contain all the elements needed to meet compliance with the National Emergency Medical Service Information System (NEMSIS) date set. The new software release will be designed to include data points necessary to meet NEMSIS compliance. It is expected that once this is accomplished, considerable effort will be required to roll this out to the field and assure that all EMS units are using it.
9. **Link-Node DGN Conversion.** In order for the state to move from its current link-node system to a coordinate-based system it is essential that the coordinates of all current nodes be known and in a database so that the appropriate conversion to a pure coordinate location system. Many jurisdictions will be slow in acquiring computers and other might not have them for several years. The state cannot wait for this to occur before going to a more accurate and reliable crash location system. The transition to the nodes is expected to occur with the roll-out of the new e-crash form and reporting system. Even the first year that this is made available it is expected that 80% of crashes will still be reported manually. The allocation is a very small part of the total cost, but it will be leveraged to accelerate the process.
10. **Geo-Referenced County Maps.** This further related to the conversion from a link-node crash location reporting system to one based on GIS coordinates. The centerlines for all county roadways must be obtained in order to make the reporting by coordinates effective for the county roadway systems. It is important to note that county roadways are the most over-represented for fatal crashes. All of the rational for the link-node conversion applies to this project, including the small amount being invested to leverage an acceleration of this project.
11. **State Data Network.** Accurate and timely vehicle information is essential to law enforcement officers engaged in traffic safety. The relatively small investment will be used to perform the necessary studies and develop and RFP/ITB for the larger data networking project that will reduce the time to receive vehicle registration updates from

its current average of 45 days to under 72 hours. The network itself is expected to cost hundreds of thousands of dollars and draw on several potential funding sources.

12. **CODES.** This project will perform a linkage of state-wide crash, EMS, or trauma registry for a CODES limited pilot test in Alabama. A comparison of the results between the Alabama state-wide data and the research conducted to date under this Cooperative Agreement in Southwest (SW) Alabama will be performed to see if factors contributing to rural mortality in SW Alabama parallel those in the state as a whole. This allocation will cover a small portion of the total cost of the project, but it will enable the CODES project to expand their coverage and become much more effective in the studies that they are performing.
13. **Safe Home Alabama.** This is a web portal that will include at least seven participating state agencies and the legislature's newly re-constituted State Safety Coordinating Committee. Its goal is to keep the entire traffic safety community totally aware of the most recent developments in traffic safety both in Alabama and nationally. Much of the information generated will be directly obtained from the TSIS given in the plan. The rationale behind this web portal is that it is of no use to gather data unless it can be translated into useful information for countermeasure development. Alabama now has no formal statewide system for distributing traffic safety information other than the annual Crash Facts book. Funding will be used not only to develop the site but ultimately to operate and expand the site based on stakeholder requests and needs.
14. **TSIS Coordinator.** The state has been operating without a formal TSIS coordinator for many years. The TSIS Coordinator will have the following responsibilities: (1) Administer the allocation of the Section 408 funds, including the performance of full effectiveness and administrative evaluations of all activities within the TSIS Strategic plan, whether Section 408 supported or not; (2) Generally promote and be a champion for the integration of data and information systems among all of the involved departments, (3) Survey nationally TSIS innovations and make them known to the respective subject matter experts within Alabama; (4) Update the TSIS Strategic Plan on at least a semi-annual basis; and (5) Be the executive secretary and facilitate the activities of the TRCC.

Section 410 Planned Activities

The total program is an ongoing comprehensive, statewide selective enforcement program that focuses on alcohol times and locations for Fiscal Year 2008. Those areas in which alcohol/drugs have been found to be over-represented in crash causation are given heavier alcohol enforcement. The goal, however, is to maintain at least 50% of the time spent statewide on alcohol locations and alcohol over-represented times. In these efforts, alcohol-related crashes were of primary concern. It should be noted also that speed and restraint non-use are highly correlated with alcohol and other substance abuse, especially in fatal crashes. Therefore, enforcement that is focused on these violations is not exclusive of the alcohol efforts.

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

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

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

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

ADECA/LETS will budget \$600,000 for the paid media campaign for FY 2008.

Several strategies for the coming year will deal with the operation of the LETS division of ADECA and the focus on alcohol crashes. Some of the planned activities for fiscal year 2008 are listed below.

As a part of the nationwide alcohol crackdown campaign to reduce alcohol fatalities, Alabama will participate in the "Drunk Driving. Over the Limit. Under Arrest." campaign. This campaign will begin in August and concluded on Labor Day. These activities will include a Paid Media campaign which will be conducted per NHTSA guidelines relative to schedule and desired audience. We also will conduct the High Visibility Enforcement program which consists of participating Municipal

Law Enforcement, County Sheriffs' and the Department of Public Safety (Highway Patrol). Each participating agency will conduct checkpoints and / or saturation patrols on at least four nights during the 2008 campaign period and conduct quarterly checkpoints and / or saturation patrols during Fiscal Year 2008. Also as a part of continuous Law Enforcement activities (year round), our law enforcement agencies will plan law enforcement activities which focused on high-risk locations as outlined in Alcohol Hotspots in the State.

Community Traffic Safety Programs (CTSP)

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

Conducted Special Traffic Enforcement Program

All law enforcement agencies will conduct activities that focus on impaired driving high crash locations identified across the state. Local law enforcement agencies and the state police will plan activities across the state to reduce impaired driving. Additional efforts will be conducted on speed related crashes and crashes where the driver/passenger were not properly restrained. There are 222 agencies who will participate in the crackdown and the sustained enforcement effort throughout the year.

Paid Media

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

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

The Alabama LETS division will continue to support the BAC TESTING PROGRAM. The LETS will continue to try to increase BAC testing in the state from the current percentage of 36.1% and support the Alcohol Rehabilitation Program.