

STATE OF ALABAMA
FISCAL YEAR 2013
HIGHWAY SAFETY PLAN

Prepared for

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

by the

STATE OF ALABAMA
Robert Bentley, Governor

ALABAMA DEPARTMENT OF ECONOMIC AND COMMUNITY AFFAIRS
LAW ENFORCEMENT/TRAFFIC SAFETY DIVISION
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August 16, 2012

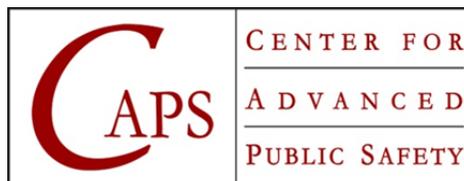


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STATE CERTIFICATIONS AND ASSURANCES

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

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

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

Certifications and Assurances

Section 402 Requirements (as amended by Pub. L. 112-141)

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

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

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

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

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

- **National law enforcement mobilizations and high-visibility law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide 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,**
- **Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a).**

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

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

Other Federal Requirements

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

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

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

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

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

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

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

Federal Funding Accountability and Transparency Act (FFATA)

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

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

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

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

- Other relevant information specified by OMB guidance.

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

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.

- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1. Abide by the terms of the statement.
 - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1. Taking appropriate personnel action against such an employee, up to and including termination.
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities,

with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily ex-

cluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

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

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

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

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

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

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

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

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of

embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

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

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

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

Instructions for Lower Tier Certification

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

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

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

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

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

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

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

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

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

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

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

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

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

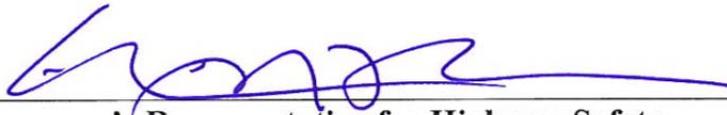
In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

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

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

ENVIRONMENTAL IMPACT

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



Governor's Representative for Highway Safety

ALABAMA

State or Commonwealth

2013

For Fiscal Year



Date

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

State: Alabama

Highway Safety Plan Cost Summary

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Report Date: 08/01/2012

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local	
<i>NHTSA</i>									
<i>NHTSA 402</i>									
<i>Planning and Administration</i>									
	PA-2013-00-00-00	Planning and Administration	\$.00		\$175,000.00	\$.00	\$175,000.00	\$175,000.00	\$.00
		Planning and Administration Total	\$.00		\$175,000.00	\$.00	\$175,000.00	\$175,000.00	\$.00
<i>Alcohol</i>									
	AL-2013-00-00-00	Alcohol	\$.00		\$5,000.00	\$.00	\$33,894.46	\$33,894.46	\$.00
		Alcohol Total	\$.00		\$5,000.00	\$.00	\$33,894.46	\$33,894.46	\$.00
<i>Police Traffic Services</i>									
	PT-2013-00-00-00	Police Traffic Services	\$.00		\$320,000.00	\$.00	\$1,600,000.00	\$1,600,000.00	\$800,000.00
		Police Traffic Services Total	\$.00		\$320,000.00	\$.00	\$1,600,000.00	\$1,600,000.00	\$800,000.00
<i>Community Traffic Safety Project</i>									
	CP-2013-00-00-00	Community Traffic Safety Program	\$.00		\$665,000.00	\$.00	\$1,883,358.84	\$1,883,358.84	\$1,883,358.84
		Community Traffic Safety Project Total	\$.00		\$665,000.00	\$.00	\$1,883,358.84	\$1,883,358.84	\$1,883,358.84
<i>Paid Advertising</i>									
	PM-2013-00-00-00	Paid Media	\$.00		\$100,000.00	\$.00	\$400,000.00	\$400,000.00	\$.00
		Paid Advertising Total	\$.00		\$100,000.00	\$.00	\$400,000.00	\$400,000.00	\$.00
		NHTSA 402 Total	\$.00		\$1,265,000.00	\$.00	\$4,092,253.30	\$4,092,253.30	\$2,683,358.84
<i>405 OP SAFETEA-LU</i>									
	K2-2013-00-00-00	Occupant Protection	\$.00		\$1,500,000.00	\$.00	\$500,000.00	\$500,000.00	\$.00
		405 Occupant Protection Total	\$.00		\$1,500,000.00	\$.00	\$500,000.00	\$500,000.00	\$.00
		405 OP SAFETEA-LU Total	\$.00		\$1,500,000.00	\$.00	\$500,000.00	\$500,000.00	\$.00
<i>408 Data Program SAFETEA-LU</i>									
	K9-2013-00-00-00	408 Data Program Incentive	\$.00		\$124,350.00	\$.00	\$484,700.00	\$484,700.00	\$.00

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
2013-HSP-1

State: Alabama

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 Report Date: 08/01/2012

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
408 Data Program Incentive Total			\$.00	\$124,350.00	\$.00	\$484,700.00	\$484,700.00	\$.00
<i>408 Data Program SAFETEA-LU Total</i>			<i>\$.00</i>	<i>\$124,350.00</i>	<i>\$.00</i>	<i>\$484,700.00</i>	<i>\$484,700.00</i>	<i>\$.00</i>
<i>410 Alcohol SAFETEA-LU</i>								
	K8-2013-00-00-00	410 Alcohol	\$.00	\$600,000.00	\$.00	\$200,000.00	\$200,000.00	\$.00
410 Alcohol SAFETEA-LU Total			\$.00	\$600,000.00	\$.00	\$200,000.00	\$200,000.00	\$.00
<i>410 Alcohol SAFETEA-LU Paid Media</i>								
	K8PM-2013-00-00-00	410 Paid Media	\$.00	\$1,200,000.00	\$.00	\$400,000.00	\$400,000.00	\$.00
410 Alcohol SAFETEA-LU Paid Media Total			\$.00	\$1,200,000.00	\$.00	\$400,000.00	\$400,000.00	\$.00
<i>410 Alcohol SAFETEA-LU Total</i>			<i>\$.00</i>	<i>\$1,800,000.00</i>	<i>\$.00</i>	<i>\$600,000.00</i>	<i>\$600,000.00</i>	<i>\$.00</i>
NHTSA Total			\$.00	\$4,689,350.00	\$.00	\$5,676,953.30	\$5,676,953.30	\$2,683,358.84
Total			\$.00	\$4,689,350.00	\$.00	\$5,676,953.30	\$5,676,953.30	\$2,683,358.84

EXECUTIVE SUMMARY

The Federal Section 402 Program has historically been jointly administered by the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA). While this will continue under the Moving Ahead for Progress in the 21st Century (MAP-21), the structure of this document, the Alabama Highway Safety Plan (HSP), will reflect the new MAP-21 reforms. The 402 Program is administered in Alabama by the Governor through the Alabama Office of Highway Safety (AOHS), which is housed within the Law Enforcement and Traffic Safety Division of the Alabama Department of Economic and Community Affairs (ADECA).

The Alabama Highway Safety Plan (HSP) is produced each year to provide continuous guidance and improvement in ongoing efforts to assure that 402 Program funds are allocated optimally in order to bring about the maximum reduction of crash-caused fatalities and severe injuries on Alabama roadways. According to the MAP-21 guidelines, 402 Program highway safety funds must be used to support programs that (source: GHSA Summary of Behavioral Highway Safety Provisions MAP-21, July 5, 2012):

- Reduce death and injuries from speeding;
- Encourage the use of occupant protection;
- Reduce deaths from alcohol impairment;
- Prevent motorcycle crashes;
- Reduce injuries and deaths from school bus crashes;
- Reduce crashes from unsafe driving behavior, including aggressive, fatigued and distracted driving;
- Improve driver performance, including (but not limited to):
 - Driver education,
 - Testing and examinations, and
 - Driver licensing;
- Improve pedestrian performance and bicycle safety;
- Improve emergency medical services; and
- Improve traffic records, including (but not limited to):
 - Crash investigations,
 - Vehicle registration, operation and inspection.

Alabama has met the requirements for Section 402 funding since the onset of the program in the late 1960s.

Consistent with Federal policy, these efforts involve various political subdivisions within the State, which carry out local highway safety programs that receive funding and the authorization to implement their local programs according to the specifications of the HSP. The AOHS is led by the Governor's Representative/State Coordinator (GR/SC), to which a Highway Safety Program Manager and two Program Managers report directly. Nine regional Community Traffic Safety Program (CTSP) Coordinators report directly to the GR/SC. Working closely together with each other, and the GR/SC, the Coordinators implement all programs that involve local

agencies. The AOHS also has a Traffic Safety Resource Prosecutor who deals with cases involving traffic violations, which range from minor misdemeanors to vehicular homicide.

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

- Vision: To create the safest surface transportation system in the Southeast.
- Primary ideals: Saving the most lives and reducing the most suffering.
- Statewide goals that were accomplished:
 - To reduce the three-year average of fatalities from 975 in 2007-09 to 901 in 2009-11, and
 - To reduce the three year average of severe injuries from 24,666 in 2007-09 to 21,500 in 2009-11.
- Statewide goals that are set for FY 2013:
 - To reduce the three-year average of fatalities from 893 in 2008-10 to 875 in 2010-12, and
 - To reduce the three year average of severe injuries from 15,323 in 2008-10 to 15,016 in 2010-12.
 - To reduce fatal mileage rate in Alabama from 1.99 in 2006 to 1.42 per 100 million miles traveled in calendar year 2013.
- Countermeasure selection approach: detailed problem identification efforts to quantify and compare alternatives.
- Primary focus: selective enforcement on speed and alcohol/drug related hotspots.
- Implementation Approach: Cooperative effort that involves teamwork and diversity, including all organizations and individuals within the state who have traffic safety interests.
- Participant mission: Reduce fatalities and severe injuries by focusing on the locations with the highest potential for severe crash reduction, as identified for speed and alcohol, which were the largest two causes of fatal crashes.

The traffic safety community within Alabama recognizes that fatalities are caused by other factors in addition to speed and alcohol; however, to produce the maximum benefit, the limited funding available is being applied to those causes that demonstrate the largest potential for fatality and severe injury reduction. Goals were set for each of the individual related crash (injury and severity) cause types. Even if all of these goals are met, there will still be an intolerably high death and injury toll, and the State embraces all of the principles of the National effort toward zero deaths (TZD).

The AOHS conducts ongoing problem identifications for all new issues as well as anything for which discretionary funds are expended. The analytical procedures employed are presented in the next section of this document. The basic goal of this analytical process is to evaluate the overall countermeasure strategy, and once that is resolved, to use the analyses to fine-tune the particular countermeasures that are implemented. This includes all of the basic countermeasures that are presented in this plan as well as the particular tactics to be applied in their implementations. From the highest strategic point of view, Table 1 in Part I of the report presents a comparison of the general weighting of each of the major issues that AOHS has been charged to address. The extract from Table 1 on the following page gives insight into the basic prioritization that was performed in resolving the overall state countermeasure strategies. The various categories are not mutually exclusive, and the detailed explanation for each crash type is given in the body of this document.

Crash Type (Causal Driver)	Fatal Number	Fatal %	Injury Number	Injury %	PDO No.	PDO %	Total
1. Restraint Not Used*	367	3.50%	4,140	39.50%	5,974	57.00%	10,481
2. Alcohol/Drug	215	3.14%	2,647	38.63%	3,991	58.24%	6,853
3. Speeding	188	4.68%	1,832	45.59%	1,998	49.73%	4,018
4. Obstacle Removal	131	2.21%	2,019	34.01%	3,787	63.79%	5,937
5. License Status Deficiency	107	1.69%	2,020	31.94%	4,197	66.37%	6,324
6. Mature – Age > 64	96	0.88%	2,353	21.49%	8,500	77.63%	10,949
7. Motorcycle	93	4.90%	1,275	67.14%	531	27.96%	1,899
8. Youth – Age 16-20	91	0.42%	4,757	22.18%	16,602	77.40%	21,450
9. Ped., Bicycle, School Bus	90	3.89%	1,062	50.69%	790	45.42%	1,942
10. Pedestrian	80	9.91%	598	74.10%	129	15.99%	807

Clearly, to bring about the maximum improvement in traffic safety, available resources must be allocated to general areas and to particular countermeasures where they will have the greatest chances of reducing fatality and injury crashes. Table 1 demonstrates the highest potential for countermeasures in the broadest categories, since it is obvious that it is impossible to reduce more crashes than occur. It is true that a category with a lower potential could achieve higher benefits if the countermeasures applied to it were more effective. That is, it is both the potential for reduction and the effectiveness in the countermeasures that together determine the optimal countermeasures to apply.

It will be noticed that generally the number of fatalities are highly correlated with the number of injuries over the subject areas. A notable exception is in the mature age category, which reflects the survival rate for injured older drivers.

The Highway Safety Plan for FY 2013 addresses the two largest factors that *cause* injury and fatal crashes. Crashes that were in either the Speed or Alcohol/Drug category were identified and locations with the highest numbers of these crashes (particularly the severe crashes) were included in the prioritized lists that provided the basis for their selective enforcement efforts. These problem areas, known as *hotspots*, were defined by specific criteria depending on roadway classification. A total of 45 speed hotspots and 144 alcohol- related hotspots were identified. These hotspots are defined, listed and mapped in this plan. Each of the regional coordinators used these specifications as the basis for their plans for the coming year.

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

- Continue the nine Community Traffic Safety Program (CTSP) projects.
- Continue to support the Center for Advanced Public Safety (CAPS) in exchange for their support of the AOHS. CAPS provides AOHS with their crash and traffic safety data throughout the year.

- Conduct nine local Hotspot Special Traffic Enforcement Program (STEP) projects, one within each of the CTSP regions. Additionally, a statewide STEP project will be conducted in conjunction with the Alabama Department of Public Safety (DPS).
- Continue to require the CTSP Coordinators to conduct selective enforcement efforts that focus their plans on hotspot locations identified by the data analyses that were performed for their respective regions.
- Participate in national "Click It or Ticket" campaign on the statewide level.
- Conduct statewide "Drive Sober or Get Pulled Over" campaign as a part of the national campaign.
- Conduct sustained enforcement for seat belts, impaired driving, and speeding.

Performance measures were established for assessing each of these strategies.

To assure that the operation of the State's traffic safety program would be well organized and continue to be implemented on the basis of sound data analyses, provisions were made to accomplish a number of administrative goals. In summary, the administrative goals included the following:

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

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

- Community Traffic Safety Program (CTSP) Coordinators, who live and have offices within their respective regions, and who build ongoing relationships with local and state level law enforcement who serve that region. In addition, they build relationship with all other traffic safety stakeholders in the local communities.
- The University of Alabama Center for Advanced Public Safety (CAPS) provides the information foundation from crash, citation, EMS runs and other databases to enable the AOHS and the CTSP Coordinators and LELs to be assured that their traffic safety resources are being allocated most effectively.
- The Alabama Department of Public Safety – in being the pilot implementers of systems such as eCrash, eCite and other innovations, providing a much more efficient system of law enforcement as well as a model for local acceptance of technology.
- Local law enforcement – including city police and county sheriffs, these partners are essential to all statewide and local enforcement programs.

- Media – providing continued support through their efforts to inform the public of all selective enforcement and other projects.
- Alabama Department of Public Health – in providing the personnel and expertise for the annual seat belt surveys, and for providing data and information technology expertise for EMSIS and trauma data integration and use.
- Traffic Records Coordinating Committee – a broad based committee that represents all developers and users of traffic safety information systems.
- State and local District Attorneys – involved to increase their level of readiness and proficiency for the effective prosecution of traffic related cases.

PROCEDURE FOR THE FY2013 PROBLEM IDENTIFICATION

The Alabama Department of Economic and Community Affairs (ADECA), Alabama Office of Highway Safety (AOHS) has a contract with the University of Alabama for the purpose of continually improving and streamlining the problem identification process. Among other innovations, this has resulted in the creation of the Critical Analysis Reporting Environment (CARE) system, which is being continuously improved to produce greater information benefits to the state.

To avoid ambiguity, the term “Alcohol/Drugs” or “Alcohol Drug” is used throughout this document to refer to DUI-caused crashes that are the result of either alcohol or any drug involvement according to the reporting officers. We recognize that alcohol is a drug, and as the predominant drug of choice, it is the one that is most abused and the easiest for reporting officers to detect. While other drugs are reported in a relatively small numbers compared to alcohol involvement, it is of growing concern and we see no reason to limit DUI to just alcohol causation. In some statistical tables where information is only available on alcohol, this is noted.

The first step in the problem identification process was to determine those types of crashes that were going to be targeted for countermeasure implementation. The top three items in Table 1 (discussed below) were Speed, Alcohol/Drug Related and Restraints. The first two of these are causes of severe crashes; the third is a failure on the part of occupants to protect them in the event of a crash; i.e., seatbelts prevent more severe injuries, but they only very rarely prevent the crash itself. The countermeasure chosen was selective enforcement based on evaluations that have been performed in Alabama demonstrating the effectiveness of adding enforcement officers. This report is available on:

<http://www.safehomealabama.gov/Enforcement/EnforcementStudies.aspx>

A three year dataset (2009-2011 calendar year data) was used to find the hotspots. While focusing and addressing the behavioral problems of speeding and impaired driving, law enforcement will continue issuing tickets to unrestrained motorist. Individuals who drive impaired and drive above the posted speed limits are most often not using the occupant restraints in the vehicles.

The strategy employed for defining hotspots for the Fiscal Year 2013 HSP was also used in the Fiscal Year 2012 Highway Safety Plan. By using essentially the same search criteria to locate hotspots, comparisons can be made from year to year for the state as a whole, or for the particular CTSP region within the state. For the FY 2013 HSP, the 2009-2011 calendar year dataset was used. We anticipate that similar criteria for defining hotspots will continue to be used in future years in order to allow for comparison of data and hotspots from one year to the next.

Speeding and Alcohol/Drug Related crash location hotspots can be divided into seven groups:

1. Speeding Mileposted Locations on Interstate Routes,
2. Speeding Mileposted Locations on State/Federal Routes,
3. Speeding Non-Mileposted Segment Locations,
4. Alcohol/Drug Related Mileposted Locations on Interstate Routes,
5. Alcohol/Drug Related Mileposted Locations on State/Federal Routes,
6. Alcohol/Drug Related Non-Mileposted Segment Locations, and
7. Alcohol/Drug Related Non-Mileposted Intersection Locations.

Speeding is not typically listed as a cause at intersections, and thus high-crash speed-related crashes would not be a useful criterion.

Criteria for finding hotspots were defined for each of these seven categories and the CARE system was used to find the hotspots. The following indicates the criteria that were applied;

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. 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,
3. Speeding Non-Mileposted Segment Locations with three or more crashes resulting in injury or fatality
4. Alcohol/Drug 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,
5. Alcohol/Drug 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,
6. Alcohol/Drug Related Non-Mileposted Segment Locations with three or more crashes, and
7. Alcohol/Drug Related Non-Mileposted Intersection Locations with three or more crashes.

A more detailed explanation of the criteria for the various hotspot locations, and the process used in their determination is given in Parts I and IV.

Once the hotspots were defined and the locations were found using CARE, the CTSP Coordinators from across the state were given information on the hotspot locations for the state as a whole. They were also provided detailed hotspot reports specific to their region to assist them in their focused efforts. A copy of the statewide report that was developed using CARE and integrated GIS mapping programs is given in Part IV.

Using the reports and maps developed for each region, the CTSP Coordinators will develop a plan, including the time schedule and work assignments, for their region that focuses on the hotspot locations. More detailed information on the goals and strategies for the state are included in Part III. The goals set on a regional basis will be in line with the goals and strategies laid out in that section.

As illustrated in Table 2 of Part III, the decrease seen in the total number of hotspots in the three year periods ending from 2006 through 2011 indicates that the method of identifying and addressing hotspots is working. Allowing the regional coordinators to concentrate their efforts on the problem areas in their region is still viewed as the most effective approach for focusing on the dangerous crashes throughout the state that are identified with the hotspot method. The number of hotspots will continue to be monitored and efforts will be made to see a decline in future years.

PROBLEM IDENTIFICATION

PART I – INTRODUCTION

For FY 2013, AOHS continued the strategy and focus that was originally laid out in the FY 2008 HSP and was continued through FY 2013; namely, identifying and focusing on alcohol/drugs and speed related hotspots in the State of Alabama. The changes made for the FY 2008 HSP included improvements to the methodology used in previous plans. This shift was a significant step in the right direction as it identified specific problem locations from across the state and compelled CTSP 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 issues of lower priority or potential for crash reduction to locations directly related to speeding and alcohol/drug use. The methodology used for the FY 2008-2012 plans has been used in the FY 2013 plan and these criteria will continue to be used in future years in order to gauge the progress made towards reaching both short term and long terms goals set for the state.

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

Increasing the number of drivers and passengers wearing restraints is a critical component of the total traffic safety program. However, the failure to wear proper restraint is not a behavior that *causes* crashes. Because of this, selective enforcement efforts and funding will be focused on speed and alcohol/drug caused crashes, which are two of the top three most critical items from Table 1. Lack of restraint usage certainly will not be ignored, but other funding and programs will be used to help increase the number of individuals wearing their seat belts. Also, while focusing and addressing the behavioral problems of speeding and impaired driving, law enforcement will continue issuing tickets to unrestrained motorists. Individuals who drive impaired and drive above the posted speed limits are most often not using the occupant restraints in the vehicles.

AOHS personnel have served on the steering committee for the development of the Alabama Strategic Highway Safety Plan (SHSP), and they are presently active in its implementation phase. The AOHS Highway Safety Plan has been incorporated into the Alabama SHSP. The major goals of both the HSP and the SHSP are 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 SHSP participants were encouraged to add any categories that they felt were appropriate. The data contained in Table 1 is used year after year by those in the traffic safety profession across the State of Alabama, since this information provides a broad overview of the key categories of concern to those within the traffic safety community.

Table 1. Summary of Crash Severity by Crash Type – CY 2011 Alabama Data

Crash Type (Causal Driver)	Fatal Number	Fatal %	Injury Number	Injury %	PDO No.	PDO %	Total
1. Restraint Not Used*	367	3.50%	4,140	39.50%	5,974	57.00%	10,481
2. Alcohol/Drug	215	3.14%	2,647	38.63%	3,991	58.24%	6,853
3. Speeding	188	4.68%	1,832	45.59%	1,998	49.73%	4,018
4. Obstacle Removal	131	2.21%	2,019	34.01%	3,787	63.79%	5,937
5. License Status Deficiency	107	1.69%	2,020	31.94%	4,197	66.37%	6,324
6. Mature – Age > 64	96	0.88%	2,353	21.49%	8,500	77.63%	10,949
7. Motorcycle	93	4.90%	1,275	67.14%	531	27.96%	1,899
8. Youth – Age 16-20	91	0.42%	4,757	22.18%	16,602	77.40%	21,450
9. Ped., Bicycle, School Bus	90	3.89%	1,062	50.69%	790	45.42%	1,942
10. Pedestrian	80	9.91%	598	74.10%	129	15.99%	807
11. Fail to Conform to S/Y Sign	36	0.57%	1,699	26.75%	4,616	72.68%	6,351
12. Utility Pole	32	1.48%	767	35.43%	1,366	63.09%	2,165
13. Roadway Defects – All	29	0.85%	841	24.61%	2,548	74.55%	3,418
14. Non-pickup Truck Involved	25	0.55%	772	16.97%	3,753	82.48%	4,550
15. Construction Zone	19	0.59%	586	18.31%	2,596	81.10%	3,201
16. Fail to Conform to Signal	14	0.31%	1,241	27.84%	3,203	71.85%	4,458
17. Child Not Restrained*	11	0.53%	287	13.88%	1,770	85.59%	2,068
18. Vehicle Defects – All	9	0.52%	403	23.48%	1,304	75.99%	1,716
19. Vision Obscured – Env.	7	0.62%	263	23.27%	860	76.11%	1,130
20. Railroad Trains	6	4.76%	36	28.57%	84	66.67%	126
21. Bicycle	5	0.85%	267	46.86%	308	52.29%	589
22. School Bus	5	0.92%	97	17.77%	444	81.32%	546

* 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.

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, 2011 and December 31, 2011, which elsewhere is called the Calendar Year (CY). Within the Performance Goals and Strategies section, all past statistics have been updated to reflect the CY. The categories given in Table 1 are not mutually exclusive (e.g., you could have an alcohol/drug 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 crash frequency within each severity classification is given in Table 1 for CY 2011. 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.

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

The Highway Safety Plan for FY 2013 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 that involved injury or fatalities were included in the Hotspots lists in Part IV of the plan.

For the FY2013 analysis, data from three prior years (CY 2009-2011) were used. A total of 45 Speeding hotspots and 144 Alcohol/Drug Related hotspots were identified. These hotspots are defined, listed and mapped (when possible) in Part IV of this plan. The plans for each of the regional coordinators for the coming year will focus on these hotspot areas, as portions of their funding will be restricted to working the speeding and alcohol/drug related hotspot locations defined for each region.

Alabama's fatality counts and fatality rates (per 100 million vehicle miles traveled) since 1987 are given below.

<u>Year</u>	<u>Rate</u>	<u>Fatalities</u>	<u>Miles Driven (100 MVMT)</u>
1987	2.98	1116	374.37
1988	2.58	1023	396.84
1989	2.52	1028	407.65
1990	2.64	1118	423.47
1991	2.59	1110	429.24
1992	2.26	1033	457.62
1993	2.20	1040	472.03
1994	2.21	1081	489.56
1995	2.20	1113	506.28
1996	2.22	1142	514.33
1997	2.23	1190	534.58
1998	1.94	1071	552.05
1999	2.03	1148	564.13
2000	1.74	986	565.71
2001	1.76	998	567.08
2002	1.80	1038	575.32
2003	1.71	1001	586.33
2004	1.96	1154	588.62
2005	1.92	1148	596.62
2006	2.00	1207	603.94
2007	1.81	1110	613.13
2008	1.63	966	591.48
2009	1.38	849	613.00
2010	1.34	859	641.51
2011	1.38	894	649.14

Alabama can be proud that it has cut their crash rate by 50% over the time period represented above. The reduction in rates over the past few years is also extremely promising, reflecting major efforts in publicizing and enforcing the primary seat belt law, and the many other efforts along the broad range of traffic safety activities. Alabama will not be satisfied, however, with even one death and shattered family on the roadway, and the state will continue to put forth a concerted effort to assure that traffic safety resources are utilized to their maximum capabilities to sustain the trend toward zero deaths.

In 2008, Alabama saw the first decrease ever in the number of vehicle miles traveled (VMT). This can in part be attributed to the downturn in the national economy and the significantly higher gasoline prices that were experienced in 2008. In 2009, the vehicle miles traveled continued to fall and reached rates not seen since the late 1990's. This is likely due to the fact that the economy has not bounced back as quickly as originally projected and gas prices remain high. It is important to note that even with a reduction in total vehicle miles traveled, the fatality rate has continued to decrease since 2006 and reached a new low in 2009 that was matched in 2011.

In 2010, a small increase in the number of fatalities was seen over the fatalities seen for 2009. This was followed by another more significant increase in 2011. The characteristics of the fatalities in 2011 and 2009 were compared in detail, and every attribute in the crash record was analyzed. The only two variables that showed statistical significance were reductions in 2011 in the proportion of reported alcohol/drug cases and an increase in 2011 in the number of police and EMS arrival times under five

minutes. Both of these attributes are favorable to the traffic safety effort, and so they cannot at all account for the slight increase in fatalities. No other attributes were significant, indicating that the increase is well within the margin of error for estimating future fatalities, and in all probability they reflect a regression to the mean. Similar analyses will be performed in the future as fatality crashes are monitored.

This document will continue by presenting the Vision, Ideals and Mission in Part II, which gives an overview of the AOHS strategic planning efforts. Part III presents the goals and strategies to address hotspot locations. Finally, Part IV gives the statewide analyses of speed and alcohol/drug related hotspot locations. Each CTSP Coordinator and LEL 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.

PART II – VISION, IDEALS, MISSION

VISION:

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

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

IDEALS:

Coordination and cooperation to move toward this vision requires 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/drug 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/drug 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 locations. Plans developed by the state's safety coordinators should reflect this focus and funding will be concentrated on hotspot crash locations that have been identified as problems. While focusing and addressing the behavioral problems of speeding and impaired driving, law enforcement will continue issuing tickets to unrestrained motorist. Individuals who drive impaired and drive above the posted speed limits are most often not using occupant restraints.
- *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:

Conduct selective enforcement coupled with PI&E that will reduce fatalities and injuries by focusing on the problem locations identified for speed and alcohol/drug related hotspots.

Speeding and alcohol/drug 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/drug related crashes, lives have been saved in the past and can be saved in the future. Each of these crashes is caused by the *choice* to speed or drive drunk. By changing driver behavior, the number of hotspot locations can be reduced and traffic safety will be improved.

PART III – GOALS AND STRATEGIES

PROCESS FOR DEVELOPING GOALS

During the planning cycle for FY 2007, the idea of using the information generated by the comparisons in Table 1 was developed. As discussed above, this Table shows those categories of crashes with the greatest potential for crash reduction (all other things being equal). This focus was a revolutionary improvement over the plans from earlier years as the state began to target specific locations across the state that had a high potential for speed and alcohol/drug related crashes. This revision was carried out in the FY 2009 HSP, and it has been used with very slight revisions since that time. Due to its continued success, it is being implemented again for FY 2013. Goals, discussed below, were established for both of the hotspot countermeasure categorical high priority areas – alcohol/drugs and speed. Countermeasure efforts planned for fiscal year 2013 will focus on both of these key areas. Specific thresholds and target dates were set based on past trends and expectations from past programs.

For 2013, funding to the state CTSPs will be largely focused on the problem locations discussed and defined in Part IV of this plan. In addition, AOHS's will continue participation in the "Click It or Ticket" and "Drive Sober Or Get Pulled Over" campaigns. AOHS continues to pledge its support to these programs and will fund the participating regions accordingly. These programs have received extensive review and recommendations by those who developed the state's Strategic Highway Safety Plan (SHSP), and these projects have received approval from that group to the point that the HSP is being included as an appendix in the SHSP. The overall goals set in the Strategic Highway Safety Plan for the State of Alabama are complementary to, and consistent with, those presented below. The progress toward the goals set in the Strategic Highway Safety Plan are discussed further in the Overall Program Goal section.

Unlike the long range goal, short range goals are established each year. These goals are along the same line as the long range goals but are adjusted more frequently in order to track progress that the state has made by looking at the coming fiscal year. When looking at these goals, it is important to note that the data being used for these goals is somewhat delayed. Because of the delay in receiving completed crash data for the year, 2010 FARS Data must be used to develop the plan for fiscal year 2013, while 2012 data will be used next year to develop the plan for fiscal year 2014. The short range goals will be compared against metrics obtained during calendar year 2013, while long-range goals concentrate on statistics for calendar years 2011-2013.

The CY 2009- 2011 data provide the best metrics available to determine if the hotspot focus described and first used in the FY 2008 Highway Safety Plan have been effective. These data allow the state to accurately measure the short term goals as well as measure how the state is doing in working towards the long range goals set in the FY 2008 plan for the following five years.

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), and
3. Percentages of all crashes (to gauge the proportion within the overall population of crashes).

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

Goals will now be presented in the following categories: (1) Traffic Safety Performance Measures, (2) Traffic Safety Activity Measures, (3) Overall Program Goal, (4) Performance Goals and Strategies, Administrative Goals, and (5) Legislative Goals.

The table on the following page presents a multi-year summary, and the item numbers within this table are used below in the goal definitions.

STATEWIDE STATISTICS

	2005	2006	2007	2008	2009	2010
C-1. Number of Traffic Fatalities	1,148	1,207	1,110	969	848	862
C-2. Number of Serious Injuries in Crashes *	30,607	25,164	22,755	20,293	15,131	10,544
C-3 Fatalities/100M VMT						
• Total _____	1.92	1.99	1.81	1.63	1.38	1.34
• Urban _____	1.28	1.31	1.20	1.18	1.08	0.97
• Rural _____	2.59	2.69	2.44	2.10	1.69	1.72
C-4. Number of Unrestrained Occupant Fatalities, All Seat Positions	561	568	538	452	378	394
C-5. Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	373	377	377	314	267	279
C-6. Number of Speeding-Related Fatalities	502	568	497	447	327	316
C-7. Number of Motorcyclist Fatalities	62	105	85	100	76	86
C-8. Un-helmeted Motorcyclist Fatalities	3	10	8	15	7	5
C-9. Number of Drivers Age 20 or Younger Involved in Fatal Crashes	219	230	194	163	140	140
C-10. Number of Pedestrian Fatalities	73	78	69	68	64	61
B-1. Observed Seat Belt Use, Front Seat Out-board Occupants	81.9%	82.9%	82.3%	86.1%	90.0%	91.4%
Speed Hotspots*	N/A	120	142	123	93	63
Speed Fatal Crashes*	331	370	359	338	221	212
Speed Injury Crashes*	3,502	3,712	3,392	2,958	2,299	1,883
Alcohol Hotspots*	N/A	218	191	190	194	143
Alcohol/Drugs Fatal Crashes*	212	237	257	212	237	210
Alcohol/Drugs Injury Crashes*	2,948	3,042	2,719	2,450	2,548	2,798

* State Data

TRAFFIC SAFETY PERFORMANCE MEASURES

C-1) Number of traffic fatalities (FARS)

<u>2008</u>	<u>2009</u>	<u>2010</u>	3-Year <u>Average</u>
969	848	862	893

The goal is to reduce total traffic fatalities from a 3-year average of 893 in 2012 to 875 in 2013.

C-2) Number of severe injuries in traffic crashes (State crash data files – sum of the two most severe categories – incapacitating and non-incapacitating.)

<u>2008</u>	<u>2009</u>	<u>2010</u>	3-Year <u>Average</u>
20,293	15,131	10,544	15,323

The goal is to reduce total severe injuries from a 3-year average of 15,323 in 2012 to 15,016 in 2013.

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

Rural Fatalities/VMT

<u>2008</u>	<u>2009</u>	<u>2010</u>	3-Year <u>Average</u>
2.10	1.69	1.72	1.84

The goal is to reduce rural fatalities/VMT from a 3-year average of 1.84 in 2012 to 1.80 in 2013.

Urban Fatalities/VMT

<u>2008</u>	<u>2009</u>	<u>2010</u>	3-Year <u>Average</u>
1.18	1.08	0.97	1.08

The goal is to reduce urban fatalities/VMT from a 3-year average of 1.08 in 2012 to 1.06 in 2013.

Total Fatalities/VMT

<u>2008</u>	<u>2009</u>	<u>2010</u>	3-Year <u>Average</u>
1.63	1.38	1.34	1.45

The goal is to reduce total fatalities/VMT from a 3-year average of 1.45 in 2012 to 1.42 in 2013.

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

<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>3-Year Average</u>
452	378	394	408

The goal is to reduce unrestrained passenger vehicle occupant fatalities, all seat positions, from a 3-year average of 408 in 2012 to 400 in 2013.

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

<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>3-Year Average</u>
314	267	279	287

The goal is to reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) from a 3-year average of 287 in 2012 to 281 in 2013.

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

<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>3-Year Average</u>
447	327	316	363

The goal is to reduce speeding-related fatalities (FARS) from a 3-year average of 363 in 2012 to 355 in 2013.

C-7) Number of motorcyclist fatalities (FARS)

<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>3-Year Average</u>
100	76	86	87

The goal is to reduce motorcyclist fatalities (FARS) from a 3-year average of 87 in 2012 to 85 in 2013.

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

<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>3-Year Average</u>
15	7	5	9

The goal is to reduce un-helmeted motorcyclist fatalities (FARS) from a 3-year average of 9 in 2012 to 7 in 2013.

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

<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>3-Year Average</u>
163	140	140	148

The goal is to reduce the number of drivers age 20 or younger involved in fatal crashes (FARS) from a 3-year average of 148 in 2012 to 145 in 2013.

C-10) Number of pedestrian fatalities (FARS)

<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>3-Year Average</u>
68	64	61	64

The goal is to reduce pedestrian fatalities (FARS) from a 3-year average of 64 in 2012 to 63 in 2013.

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

<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>3-Year Average</u>
90.0%	91.4%	88.0%	89.8%

The goal is to increase the observed seat belt use for passenger vehicles, front seat outboard occupants (survey) from a 3-year average of 89.8% in 2012 to 90.5% in 2013.

TRAFFIC SAFETY ACTIVITY MEASURES

Number of speeding citations

<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>3-Year Average</u>
50,693	49,003	61,054	53,583

The goal is to increase the number of speeding citations from a 3-year average of 53,583 in 2012 to 54,119 in 2013.

Number of DUI arrests

<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>3-Year Average</u>
3,374	5,108	4,867	4,450

The goal is to increase the number of DUI arrests from a 3-year average of 4,450 in 2012 to 4,495 in 2013.

Number of seat belt citations

<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>3-Year Average</u>
34,328	36,341	43,384	38,018

The goal is to increase the seat belt citations from a 3-year average of 38,018 in 2012 to 38,398 in 2013.

OVERALL PROGRAM GOALS

The overall strategic program goals follow:

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

Embracing the concept of Toward Zero Deaths (TZD), the Alabama Strategic Highway Safety Plan set a strategic goal of reducing fatalities by 50% over the next 25 years. Based on the 2010 fatality count of 862, this 2% (of the base year) per year reduction would average about 17 fatalities per year. While this might seem a modest number, if maintained as the average over a 25 year period it will save 5,603 lives over that time period. This will be a major accomplishment in continuing the downward trend that was established in the 2007-2010 time frame, which reversed the alarming increase in fatalities that preceded 2007. Also, if the 2% of the base year is viewed as a percentage of the years in which reductions have taken place, this percentage grows linearly until in the 25th year it amounts to 4% of the previous year.

Calendar year 2006 was the record high in Alabama for traffic fatalities, with a total of 1209. Between 2007 and 2010, there was a reduction of 1048 fatalities over that four-year time period. While no one in the traffic safety community believes that this rate of reduction (8% per year) can be sustained indefinitely, every effort will be made to sustain the new lower levels and reduce them even further. Much of the large reduction was due to a recession in the economy coupled with higher fuel prices. These economic hardships tended to have a much higher impact on unsafe drivers than on the average driving public, for the following reasons:

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

While the goal of sustaining an 8% per year reduction in fatalities is unrealistic, it is not unrealistic to believe that we can sustain the current numbers and rate, and continue to reduce them at the modest rate of 2% per year.

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

Table 2. Number of Hotspots for Three-Year Periods

Fiscal Year	Calendar Year Dataset Used	Speed Hotspots	Alcohol/Drug Hotspots	Total Number of Hotspots
2008	2004-2006	120	218	338
2009	2005-2007	142	191	333
2010	2006-2008	123	190	313
2011	2007-2009	93	194	287
2012	2008-2010	63	143	206
2013	2009-2011	45	144	189

As the State works to reduce the fatality rate by reducing the number of hotspots, a statewide effort will continue to focus traffic safety funding on hotspot locations. By doing this, every possible action will be taken to bring these numbers down in the coming years. The change in the number of hotspots found (using identical search criteria) in each year is being monitored. A slight drop in the total number of hotspots was seen between the three-year periods ending 2006 and 2007, and a more significant drop in the total was seen between 2007 and 2008. The largest drop of all was seen between 2008 and 2009, and the trend has continued through the 2011 three-year period, which was used for FY 2013 HSP planning effort. Overall the reduction in number of qualifying hotspots was 25 per year, or a total reduction of 149 (44%).

General Strategy: To require the CTSP Coordinators to focus their plans primarily on the speed and alcohol/drug hotspot locations identified for their respective regions. By doing this they will be focusing on the most critical problem areas and the biggest killers. Tables 3a and 3b present a summary of all crashes for the Calendar Years 2001-2010. These statistics should be referenced as overall goals and strategies are discussed and determined.

Table 3a. Summary of All Crashes – CY 2001-2006 Alabama Data

Performance Measures	2001	2002	2003	2004	2005	2006
Fatal Crashes	902	931	899	1033	1013	1074
Percent Fatal Crash	0.67	0.66	0.64	0.71	0.70	0.77
Injury Crashes	29,771	30,922	30,748	31,856	31,335	30,527
Percent Injury Crashes	22.26	22.02	21.8	21.77	21.76	21.84
PDO Crashes	103,066	108,583	109,420	113,469	111,645	108,179
Percent PDO Crashes	77.07	77.32	77.57	77.53	77.54	77.39
Total	133,739	140,436	141,067	146,358	143,993	139,780

Table 3b. Summary of All Crashes – CY 2007-2011 Alabama Data

Performance Measures	2007	2008	2009	2010	2011
Fatal Crashes	1010	886	775	793	814
Percent Fatal Crash	0.75	0.72	0.63	0.61	0.64
Injury Crashes	28,295	25,613	27,675	29,051	27,687
Percent Injury Crashes	20.92	20.66	22.37	22.63	21.69
PDO Crashes	105,951	97,469	95,291	98,545	99,167
Percent PDO Crashes	78.33	78.62	77.01	76.76	77.68
Total	135,256	123,968	123,740	128,384	127,668

Tables 4a and 4b summarize all Speed and Alcohol/Drug related hotspots for calendar years 2006 through 2011. Past years data are included here in order to allow for comparison within each region. In future years, data will continue to be added to this table to track the progress made in reducing the number of hotspots across the state and within individual regions.

Table 4a. Speed Hotspot Listing by Region

Region	Speed Hotspots						
	# of Hotspots (2006)	# of Hotspots (2007)	# of Hotspots (2008)	# of Hotspots (2009)	# of Hotspots (2010)	# of Hotspots (2011)	% of Total Hotspots (2011)
Birmingham	25	35	26	21	16	15	33.33%
North East	11	17	17	11	13	8	17.78%
North	10	18	17	16	9	5	11.11%
Mobile	15	15	14	13	9	4	8.89%
East	14	16	17	13	8	3	6.67%
Central	15	12	15	8	7	3	8.89%
South East	11	7	6	5	2	3	6.67%
South West	5	10	4	4	2	1	2.22%
West	14	16	14	8	1	2	4.44%
TOTAL	120	146	130	99	67	45	100.00%

Table 4b. Alcohol/Drug Hotspot Listing by Region

Region	Alcohol/Drug Related Hotspots						
	# of Hotspots (2006)	# of Hotspots (2007)	# of Hotspots (2008)	# of Hotspots (2009)	# of Hotspots (2010)	# of Hotspots (2011)	% of Total Hotspots (2011)
Birmingham	37	32	27	34	41	23	15.75%
North East	42	32	27	30	54	36	24.66%
North	22	15	17	24	24	15	10.27%
Mobile	52	48	47	40	49	25	17.12%
East	13	11	14	9	7	3	2.05%
Central	23	26	27	25	34	21	15.75%
South East	5	2	6	15	17	6	4.11%
South West	4	6	5	6	4	2	1.37%
West	20	19	21	18	22	13	8.90%
TOTAL	218	191	191	201	252	144	100.00%

FY 2013 STRATEGIES AND PERFORMANCE GOALS

The following outlines the strategies to be applied during FY 2013:

- Planning and Administration – The Alabama Office of Highway Safety (AOHS) is charged by the Governor with the responsibility for implementing the state’s highway safety efforts to reduce traffic deaths, injuries and crashes; as such, they will continue to perform the overall administrative functions for the programs and projects implemented.
- The nine Community Traffic Safety Programs (CTSP) projects are seen to be an essential element in maintaining distributed governance over the statewide traffic safety program, and they will be maintained, including the support of the CTSP Coordinators and the administrative support for their offices.
- The Center for Advanced Public Safety (CAPS) is seen to be vital in providing the information required for allocating traffic safety resources in an optimal way, and they will continue to be supported in providing AOHS with Alabama crash and traffic safety data throughout the year.
- Conduct nine local Hotspot Special Traffic Enforcement Program (STEP) projects, one within each of the CTSP regions. Additionally, a statewide STEP project will be conducted in conjunction with the Alabama Department of Public Safety (DPS). The efforts of all CTSP selective enforcement projects should be focused on hotspot locations. By focusing on the hotspot locations, every effort will be taken to reduce speed and alcohol/drug related crashes, and in so doing, reduce the fatality rate for the state.
- 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 2013.
- Participate in national "Click It or Ticket" campaign on the statewide level.
- Conduct statewide “Drive Sober Or Get Pulled Over” campaign as a part of the national campaign.
- Conduct sustained enforcement for seat belts, impaired driving, and speeding.

Hotspot Performance Measures and Goals

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

Performance Measure Hotspot Type	Three-Year Period Ending						AVERAGE
	2006	2007	2008	2009	2010	2011	
Speed	120	142	123	93	63	45	97
Alcohol/Drug	218	191	190	194	143	144	180
TOTAL	338	333	313	287	206	189	278

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

- The goal for the number of speed hotspots for 2013 is 40 from 45 in 2011.
- The goal for the number alcohol/drug hotspots for 2013 is 140 from 144 in 2011.

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

In the FY 2011 plan, a reduction in speed hotspots from 93 to 90 in 2010 and to 88 in 2011 was called for. This goal was met and far exceeded with the 2010 data. The FY 2011 plan also called for a reduction in the alcohol/drug hotspots from 194 to 190 in 2010 and 186 in 2011. All of these goals were greatly exceeded in 2011. Efforts will remain in place in the State of Alabama to reduce the number of hotspots in both the speed and alcohol/drug categories. An encouraging sign of note was that the total number of hotspots continually reduced from 2006 through 2011.

Alcohol/Drug Crashes Performance Measures and Goals

Performance Measures: The following table indicates how the performance measures for alcohol/drug crashes have changed since 2001:

Performance Measures	2001	2002	2003	2004	2005	2006
Alcohol Fatal Crashes	219	214	203	228	212	237
% Alcohol Fatal Crashes	24.28%	22.99%	22.58%	22.07%	20.93%	22.07%
Alcohol Injury Crashes	3,066	3,078	2,878	2,876	2,948	3,042
% Alcohol Injury Crashes	10.30%	9.95%	9.36%	9.03%	9.41%	9.96%
Total	3,285	3,292	3,081	3,104	3,160	3,279

Performance Measures	2007	2008	2009	2010	2011	2012...
Alcohol Fatal Crashes	257	212	237	210	217	N/A
% Alcohol Fatal Crashes	25.45%	23.93%	30.62%	26.65%	24.27%	N/A
Alcohol Injury Crashes	2,719	2,450	2,548	2,798	2,647	N/A
% Alcohol Injury Crashes	9.61%	9.57%	9.21%	9.63%	9.82%	N/A
Total	2,976	2,662	2,785	3,008	2,864	N/A

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

- The goal for the number of alcohol/drug fatal crashes for 2013 is 205 from 217 in 2011.
- The goal for the number of alcohol/drug injury crashes for 2013 is 2,590 from 2,647 in 2011.

Consistently with the way that goals for alcohol/drug related crashes have been set in the past, the goals for the coming years will be set in two year increments. This will allow for consistent year to year monitoring of the goals.

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

For the FY 2011 HSP the goals reflected the total numbers seen in 2009. These goals called for a reduction in alcohol/drug fatal crashes from 237 in 2009 to 230 by 2010 and 225 by 2011. The data for 2010 exceeded both of these goals and the FY 2013 goal has been adjusted accordingly to assure the continuance of seeking reductions in the number of fatal crashes. The second goal for the FY 2011 HSP called for a reduction in the number of alcohol/drug injury crashes from 2,548 in 2009 to 2,472 in 2010 and 2,395 in 2011. While the 2011 data showed a significant increase in the number of alcohol/drug injury crashes, the fatal crash goal was still met. The goal in the FY 2010 HSP was 2,780 alcohol/drug injury crashes in 2012. If reached, this will bring the number of alcohol/drug injury crashes back just below the total number of alcohol/drug related injury crashes seen in 2009. The goals for 2013 are given above. In order to achieve these goals and keep the numbers from continuing to trend upward, efforts to reduce alcohol/drug related crashes must be continued and intensified.

Speed Related Crash Performance Measures and Goals

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

Performance Measures	2001	2002	2003	2004	2005	2006
Speed Fatal Crashes	256	298	293	317	331	370
% Speed Fatal Crashes	28.4%	32%	32.6%	30.7%	32.7%	34.5%
Speed Injury Crashes	3,119	3,253	3,208	3,325	3,502	3,712
% Speed Injury Crashes	10.5%	10.5%	10.4%	10.4%	11.2%	12.2%
Total	3,375	3,551	3,501	3,642	3,833	4,082

Performance Measures	2007	2008	2009	2010	2011	2012
Speed Fatal Crashes	359	338	221	212	188	N/A
% Speed Fatal Crashes	35.5%	38.1%	28.6%	26.9%	21.03%	N/A
Speed Injury Crashes	3,392	2,958	2,299	1,883	1,832	N/A
% Speed Injury Crashes	12%	11.5%	8.3%	6.5%	6.8%	N/A
Total	3,751	3,296	2,520	2,095	2,020	N/A

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

- The goal for the number of speed fatal crashes for 2013 is 180 (208 for 2012) from 188 in 2011.
- The goal for the number of speed injury crashes for 2013 is 1800 (1,880 for 2012) from 1832 in 2011.

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

For FY 2011 new goals were set seeking reductions in the number of speed fatal crashes from 221 in 2009 to 214 in 2010 and 210 in 2011. These have clearly been met for both 2009 and 2010. The goal for reductions in the number of speed injury crashes was from 2,299 in 2009 to 2,230 in 2010 and 2,184 in 2011. The results seen in both 2010 and 2011 showed that the fatal crashes goal for these years were met and the injury crash goals were greatly exceeded. The fact that goals for the past three years have been met and exceeded indicates that the state is heading in the right direction in reducing speed crashes.

Occupant Protection Performance Measures and Goals

Performance Measures: The performance measures for both child safety seat and overall restraint use are obtained from annual surveys conducted by the 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.

While the criteria for the selective enforcement for the hotspots given for FY 2013 do not include 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. The state will fully support the National Click It Or Ticket efforts by running a statewide program that should have a positive impact on restraint use.

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

Performance Measures	2007	2008	2009	2010	2011	2012...
Safety Belt Usage Rate	82.30%	86.10%	90.00%	91.43%	88.00%	N/A
Child Safety Seat Usage Rate	92.30%	88.20%	94.91%	93.12%	95.83%	N/A

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

- The goal for the statewide seat belt usage rate that will be measured during CY2013 is from the baseline of 88.0% in CY2011 to 90.5% in 2013.
- The goal for the statewide child safety seat usage that will be measured during CY2013 is from the baseline 95.83% in CY2011 to 96.0% in 2013.

ADMINISTRATIVE GOALS

Personnel:

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

Traffic Records

Goals:

- To ensure that all agencies with responsibility for traffic safety have timely access and complete information needed to identify problems, select optimal countermeasures, and evaluate implemented improvements.
- To assure that effective data are available that pinpoints and targets the exact locations of speed and alcohol/drug related hotspots for each region in the state.
- To administer the Section 408 funded projects so that the comprehensive traffic records plan enveloped to support those efforts is brought to fruition.
- To provide support to innovations in moving toward better use of available technologies, e.g., data entry at the point of incidents, automated uploading and paperless operations.

Strategies:

- Provide at least one statewide training session for CTSP Coordinators and LELs 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 fully deploy and assure the use of the developed in-vehicle crash data entry and data uploading system (e-crash) and the electronic citation system (eCite).

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

- *Citation and Adjudication Component* includes the extension and roll out of the electronic citation, the completion of the roll out of eCrash, a 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), and technological advances to make the traffic citation and crash reporting and processing systems effectively paperless.
- *Crash Component* includes the further integration of GIS capabilities into CARE, major improvements in location specification, the generation of an updated Crash Facts Book, the complete roll out and 100% statewide use of the electronic crash (e-crash) reporting system, and the update of e-crash to the recently released MMUCC standards.
- *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 15,000 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. It also includes the continuation of the developments to integrate the NEMSIS, crash and trauma data.
- 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 vehicle registration data in the state, including police officers through the LETS system.
- An *Integration Component* was added to the other functionally oriented categories to consider those projects that transcend and have the goal of integrating several databases. The Centralized Agency Management System (CAMS) is essential to enabling users to access multiple systems from a single logon source. The CODES implementation project is necessary to integrate crash, EMS and medical records. Finally, the next phase of the Safe Home Alabama web portal will be designed and stakeholders will be brought in to help determine the continued role of the system in integrating all of the information generated by all agencies and presenting it in one unified source to the traffic safety community.

LEGISLATIVE GOALS

AOHS will work with the State Safety Coordinating Committee (SSCC) to establish a legislative agenda for the 2013 session. Since the administration changed, the Governor did not appoint a chairman for this committee. However, the Ignition Interlock and the High Risk Driver (High BAC greater than .15) bills were passed in 2011, and a statewide ban on texting while driving was passed in 2012.

The AOHS plans to be active in establishing legislative goals for FY 2013 once the Governor has appointed the SSCC chairman.

PART IV – HOTSPOT LISTINGS AND REGIONAL REPORTS

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

<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
Birmingham	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 2009-2011 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/Drug 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/Drug Related Crashes only) and (4) hotspots on non-mileposted segments. By doing this, a total of 23 Speed Hotspots and 125 Alcohol/Drug Related Hotspots around the state were identified. The reports generated detailing this information for the entire state included:

1. State of Alabama Fatalities Bar Graph (2006-2011)
2. 2011 Alabama Fatalities by County and Region Map
3. Alabama Fatalities for State and Region (2006-2011)
4. 2011 Alabama Fatalities by Region and County
5. Top 19 Speeding Mileposted Interstate Crashes Map
6. Top 19 Speeding Mileposted Interstate Crashes Breakdown by Region
7. Top 19 Speeding Mileposted Interstate Crashes Listing
8. Top 19 Alcohol/Drug Related Mileposted Interstate Crashes Map
9. Top 19 Alcohol/Drug Related Mileposted Interstate Crashes Breakdown by Region
10. Top 19 Alcohol/Drug Related Mileposted Interstate Crashes Listing
11. Top 9 Speeding Mileposted State/Federal Route Crashes Map
12. Top 9 Speeding Mileposted State/Federal Route Crashes Breakdown by Region
13. Top 9 Speeding Mileposted State/Federal Route Crashes Listing
14. Top 17 Alcohol/Drug Related Mileposted State/Federal Route Crashes Map
15. Top 17 Alcohol/Drug Related Mileposted State/Federal Route Crashes breakdown by Region
16. Top 17 Alcohol/Drug Related Mileposted State/Federal Route Crashes Listing
17. Top 62 Alcohol/Drug Related Non-Mileposted Intersection Crashes Breakdown by Region
18. Top 62 Alcohol/Drug Related Non-Mileposted Intersection Crashes Listing
19. Top 17 Speeding Non-Mileposted Segment Crashes Breakdown by Region
20. Top 17 Speeding Non-Mileposted Segment Crashes Listing
21. Top 46 Alcohol/Drug Related Non-Mileposted Segment Crashes Breakdown by Region
22. Top 46 Alcohol/Drug 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/Drug Related Hotspots Only
30. Hotspot Count Breakdown by Region for Alcohol/Drug Related Hotspots Only

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

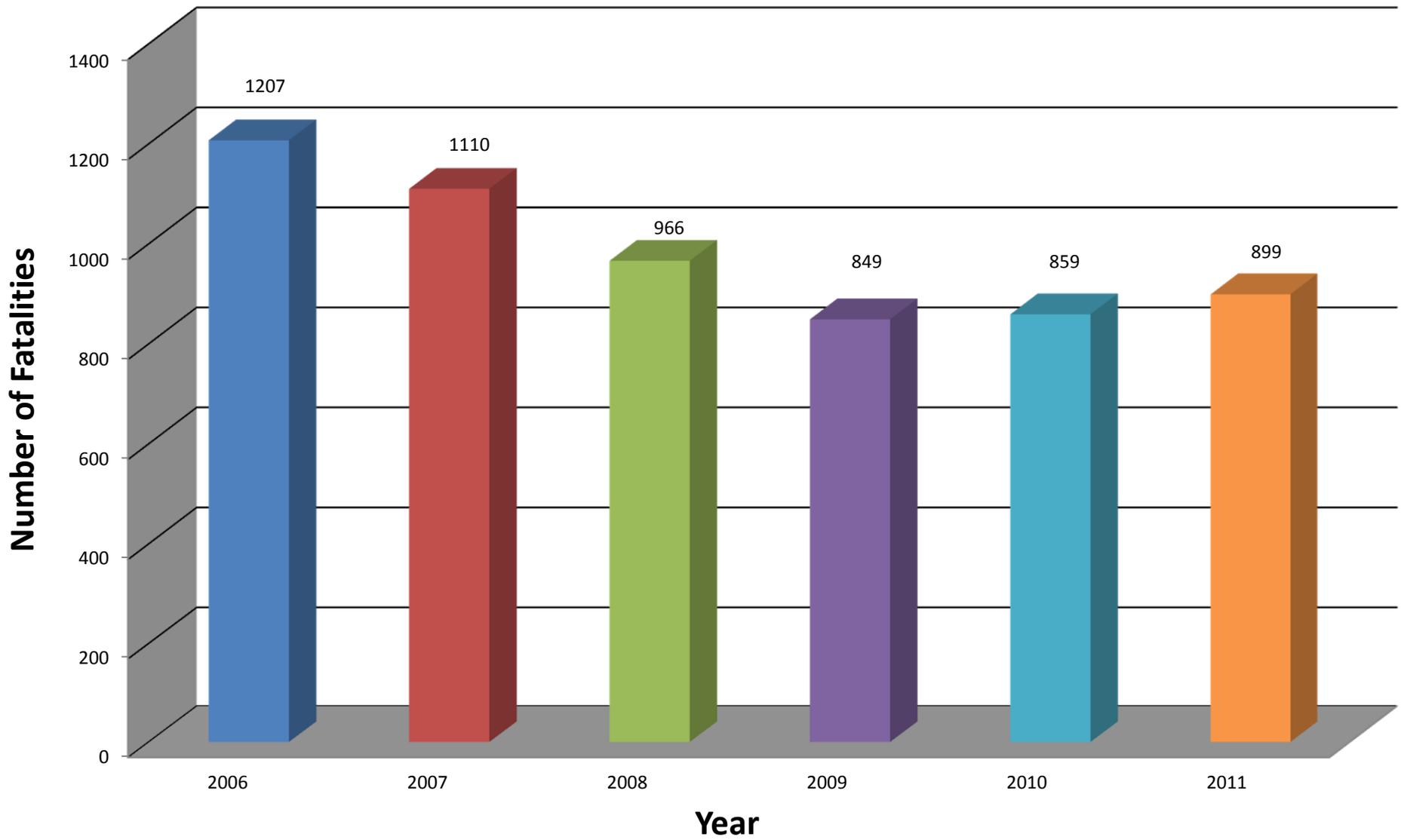
In addition to the statewide information, regional information was generated for each of the nine regions across the state. This information was formatted in the same way as the statewide reports but only included information on hotspots specific to their region. Regions were also not given copies of the Interstate Hotspots. The Interstate Hotspots will be covered by the Alabama Department of Public Safety, and they are not under the control of the nine CTSP 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 (2006-2011)
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/Drug Related Mileposted State/Federal Route Crashes Map for Region
5. Top Alcohol/Drug Related Mileposted State/Federal Route Crashes Listing for Region
6. Top Alcohol/Drug Related Non-Mileposted Intersection Crashes Listing for Region
7. Top Speeding Non-Mileposted Segment Crashes Listing for Region
8. Top Alcohol/Drug Related Non-Mileposted Segment Crashes Listing for Region

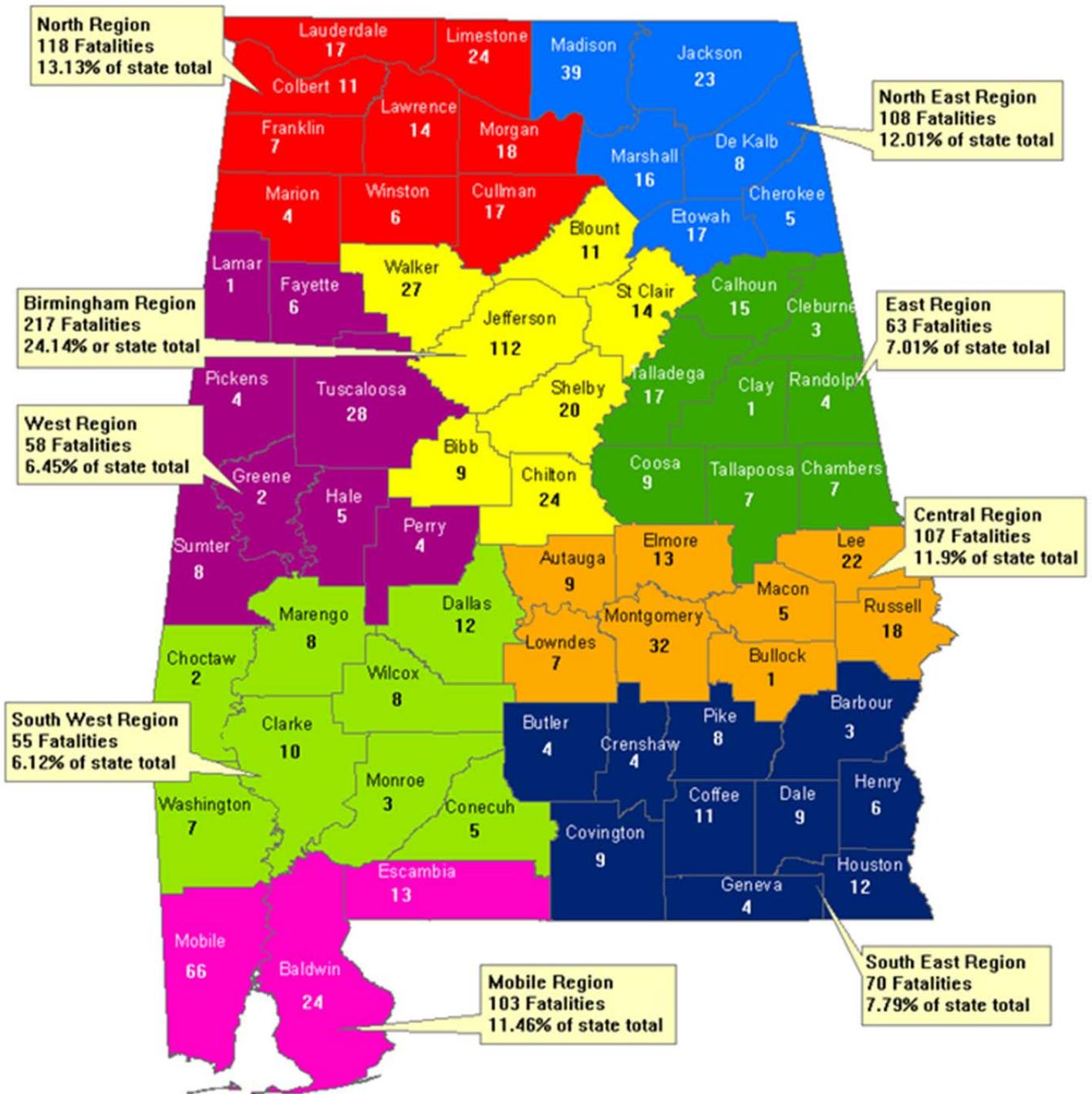
By providing both statewide information and information specific to their region, the regional coordinators were able to identify the problem areas in their region but also look at how they were doing on a statewide level.

Once this information was provided to the CTSP 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 AOHS division this year will focus completely on these areas within the region. By employing this method of funds distribution, a measurable effect on the two largest factors that cause crashes (speed and alcohol/drug use) should be seen. In coming years, the same criteria used to identify the 23 Speeding Hotspots and 125 Alcohol/Drug 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



2011 Fatalities in Alabama



Statewide Total Fatalities = 899

State of Alabama Fatalities

<u>Year</u>	<u>Number</u>
2006	1207
2007	1110
2008	966
2009	849
2010	859
2011	899

State of Alabama Fatalities by Region

<u>Central</u>		<u>Mobile</u>		<u>South East</u>	
<u>Year</u>	<u>Number</u>	<u>Year</u>	<u>Number</u>	<u>Year</u>	<u>Number</u>
2006*	170	2006*	162	2006*	98
2007*	138	2007*	148	2007*	109
2008*	140	2008*	122	2008*	68
2009*	103	2009*	95	2009*	71
2010*	111	2010*	108	2010*	74
2011*	107	2011*	103	2011*	70

<u>East</u>		<u>North East</u>		<u>South West</u>	
<u>Year</u>	<u>Number</u>	<u>Year</u>	<u>Number</u>	<u>Year</u>	<u>Number</u>
2006*	94	2006*	164	2006*	71
2007*	83	2007*	128	2007*	53
2008*	75	2008*	119	2008*	65
2009*	82	2009*	115	2009*	46
2010*	67	2010*	104	2010*	54
2011*	63	2011*	108	2011*	55

<u>Birmingham</u>		<u>North</u>		<u>West</u>	
<u>Year</u>	<u>Number</u>	<u>Year</u>	<u>Number</u>	<u>Year</u>	<u>Number</u>
2006*	202	2006*	154	2006*	92
2007*	221	2007*	138	2007*	92
2008*	195	2008*	117	2008*	65
2009*	163	2009*	110	2009*	64
2010*	182	2010*	101	2010*	58
2011*	217	2011*	118	2011*	58

* - The 2006 data reflects a realignment of the regions as discussed in earlier sections of the Highway Safety Plan. Several counties were moved to different regions in order to help distribute the hotspots and fatalities more evenly. This realignment continues in 2007, 2008, 2009, 2010 and 2011.

2011 Alabama Fatalities

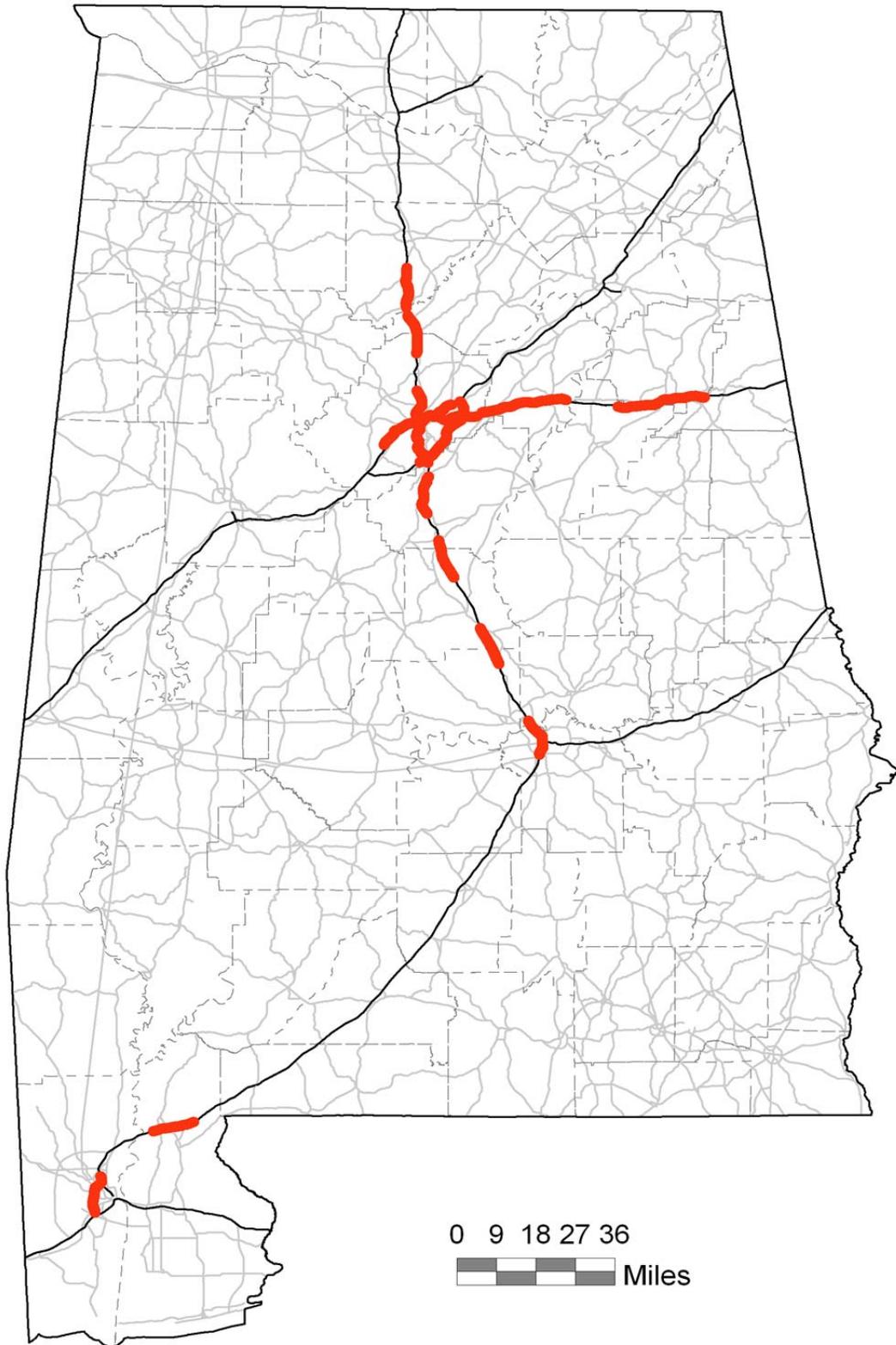
Fatalities by Region

<u>Region</u>	<u>Number of Fatalities</u>
Birmingham	217
North	118
North East	108
Central	107
Mobile	103
South East	70
East	63
West	58
South West	55
TOTAL	899

Fatalities by County

<u>County</u>	<u># of Fatalities</u>	<u>County</u>	<u># of Fatalities</u>	<u>County</u>	<u># of Fatalities</u>
Jefferson	112	Clarke	10	Randolph	4
Mobile	66	Autauga	9	Barbour	3
Madison	39	Bibb	9	Cleburne	3
Montgomery	32	Coosa	9	Monroe	3
Tuscaloosa	28	Covington	9	Choctaw	2
Walker	27	Dale	9	Greene	2
Baldwin	24	Dekalb	8	Bullock	1
Chilton	24	Marengo	8	Clay	1
Limestone	24	Pike	8	Lamar	1
Jackson	23	Sumter	8	TOTAL	899
Lee	22	Wilcox	8		
Shelby	20	Chambers	7		
Morgan	18	Franklin	7		
Russell	18	Lowndes	7		
Cullman	17	Tallapoosa	7		
Etowah	17	Washington	7		
Lauderdale	17	Fayette	6		
Talladega	17	Henry	6		
Marshall	16	Winston	6		
Calhoun	15	Cherokee	5		
Lawrence	14	Conecuh	5		
Saint Clair	14	Hale	5		
Elmore	13	Macon	5		
Escambia	13	Butler	4		
Dallas	12	Crenshaw	4		
Houston	12	Geneva	4		
Blount	11	Marion	4		
Coffee	11	Perry	4		
Colbert	11	Pickens	4		

Top 19 Mileposted Interstate Locations (10 miles in length)
in Alabama with 8 or more Speeding Crashes
Resulting in Injury or Fatality



Top 19 Mileposted Locations on Interstate Routes (10 miles in length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality

Regional Breakdown

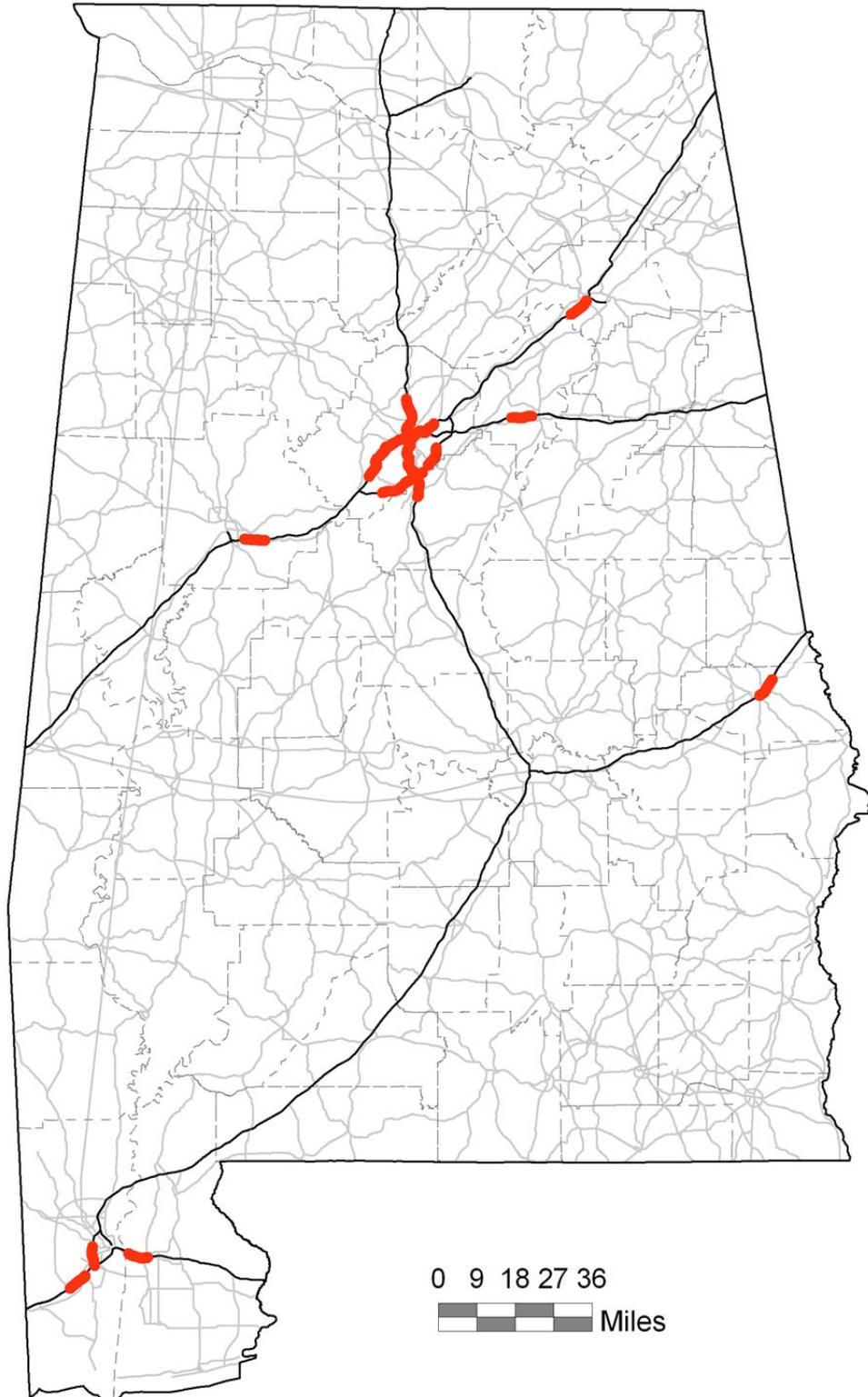
Birmingham Region	68.42%
Mobile Region	10.53%
East Region	10.53%
Central Region	5.26%
North Region	5.26%
North East Region	0.00%
South West Region	0.00%
West Region	0.00%
South East Region	0.00%

Top 19 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 19 Mileposted Interstate Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality"

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Crashes/MVM	MVM	ADT	Agency ORI
1	Jefferson	Rural Jefferson	I-65	279	289	8	2	6	0	32.5	0.02	449.94	41090	Alabama DPS - Birmingham Post
2	Calhoun	Rural Calhoun	I-20	184.9	194.9	9	2	7	0	31.11	0.02	366.43	33464	Alabama DPS - Jacksonville Post
3	Talladega	Rural Talladega	I-20	174	184	10	2	8	0	31	0.03	362.67	33121	Alabama DPS - Jacksonville Post
4	Jefferson	Birmingham	I-59	125	135	17	3	14	0	30.59	0.01	1149.38	104966	Birmingham Police Department
5	Jefferson	Rural Jefferson	I-20	130.5	140.5	10	2	8	0	29	0.02	618.88	56519	Alabama DPS - Birmingham Post
6	Jefferson	Hoover	I-65	249.1	259.1	8	1	7	0	28.75	0.01	1268.38	115834	Hoover Police Department
7	St. Clair	Rural St. Clair	I-20	152	162	8	1	7	0	28.75	0.02	461.07	42107	Alabama DPS - Birmingham Post
8	Jefferson	Rural Jefferson	I-459	23.5	33.5	11	1	10	0	28.18	0.02	621.69	56775	Alabama DPS - Birmingham Post
9	Chilton	Rural Chilton	I-65	218.1	228.1	8	1	7	0	27.5	0.02	369.54	33748	Alabama DPS - Montgomery Post
10	Cullman	Rural Cullman	I-65	291	301	11	2	9	0	27.27	0.03	387.43	35382	Alabama DPS - Decatur Post
11	Chilton	Rural Chilton	I-65	194	204	10	1	9	0	27	0.03	324.6	29644	Alabama DPS - Montgomery Post
12	Montgomery	Rural Montgomery	I-65	168	178	8	2	6	0	26.25	0.01	654.11	59736	Alabama DPS - Montgomery Post
13	Jefferson	Rural Jefferson	I-459	13.4	23.4	8	1	7	0	26.25	0.01	840.27	76737	Alabama DPS - Birmingham Post
14	Jefferson	Birmingham	I-59	114.7	124.7	17	3	14	0	25.88	0.02	977.87	89303	Birmingham Police Department
15	St. Clair	Rural St. Clair	I-20	141.9	151.9	13	0	13	0	25.38	0.02	533.57	48728	Alabama DPS - Birmingham Post
16	Baldwin	Rural Baldwin	I-65	30	40	8	0	8	0	25	0.04	187.28	17103	Alabama DPS - Mobile Post
17	Jefferson	Rural Jefferson	I-65	259.4	269.4	10	0	10	0	24	0.01	851.1	77726	Alabama DPS - Birmingham Post
18	Shelby	Pelham	I-65	235.5	245.5	11	0	11	0	23.64	0.02	651.6	59507	Alabama DPS - Birmingham Post
19	Mobile	Mobile	I-65	1	11	10	0	10	0	23	0.01	813.85	74324	Mobile Police Department

Top 19 Mileposted Interstate Locations (5 miles in length)
in Alabama with 8 or more Alcohol/Drug Crashes
Resulting in Injury or Fatality



Top 19 Mileposted Locations on Interstate Routes (5 miles in length) in Alabama with 8 or More Alcohol/Drug Related Crashes Resulting in Injury or Fatality

Regional Breakdown

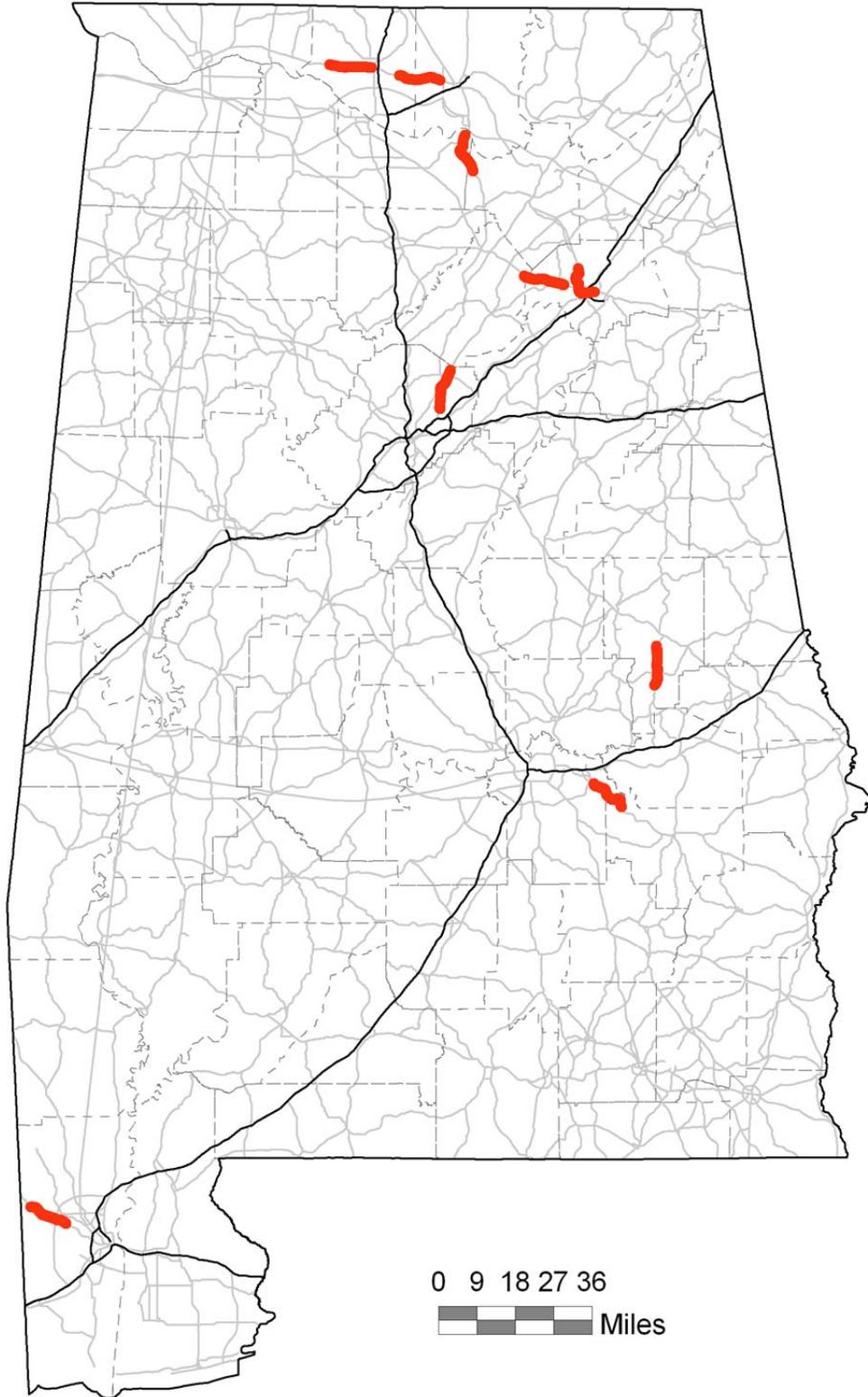
Birmingham Region	68.42%
Mobile Region	15.79%
Central Region	5.26%
West Region	5.26%
North East Region	5.26%
East Region	0.00%
North Region	0.00%
South East Region	0.00%
South West Region	0.00%

Top 19 Mileposted Interstate Locations (5 Miles in Length) in Alabama with 8 or More Alcohol/Drug Related Crashes Resulting in Injury or Fatality

*The map that corresponds to this data and marks these Hotspots is titled "Top 19 Mileposted Interstate Locations (5 Miles in Length) in Alabama with 8 or More Alcohol/Drug Related Crashes Resulting in Injury or Fatality"

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Crashes/MVM	MVM	ADT	Agency ORI
1	Jefferson	Rural Jefferson	I-459	19	24	11	1	10	0	30.91	0.03	377.85	69013	Alabama DPS - Birmingham Post
2	Jefferson	Birmingham	I-59	122.5	127.5	14	4	10	0	30.71	0.02	803.12	146689	Birmingham Police Department
3	Jefferson	Birmingham	I-65	260	265	8	0	8	0	28.75	0.02	480.28	87723	Birmingham Police Department
4	Jefferson	Birmingham	I-59	116.6	121.6	17	3	14	0	28.24	0.04	432.96	79080	Alabama DPS - Birmingham Post
5	Jefferson	Birmingham	I-59	128	133	10	2	8	0	28	0.02	543.02	99182	Birmingham Police Department
6	Jefferson	Hoover	I-459	5.8	10.8	9	2	7	0	27.78	0.04	218.92	39985	Hoover Police Department
7	Etowah	Rural Etowah	I-59	176.3	181.3	8	0	8	0	27.5	0.07	108.59	19833	Alabama DPS - Gadsden Post
8	St. Clair	Rural St. Clair	I-20	152	157	8	1	7	0	26.25	0.03	246.08	44947	AlabamaDPS - Birmingham Post
9	Jefferson	Rural Jefferson	I-65	266	271	10	0	10	0	26	0.03	305.14	55733	Alabama DPS - Birmingham Post
10	Tuscaloosa	Rural Tuscaloosa	I-59	74.5	79.5	9	0	9	0	24.44	0.04	227.42	41537	Alabama DPS - Tuscaloosa Post
11	Jefferson	Rural Jefferson	I-59	110.5	115.5	9	1	8	0	24.44	0.04	253.45	46293	Alabama DPS - Birmingham Post
12	Mobile	Mobile	I-10	12	17	8	0	8	0	23.75	0.03	275.57	50332	Alabama DPS - Mobile Post
13	Mobile	Mobile	I-65	0	5	14	1	13	0	23.57	0.03	455.88	83265	Mobile Police Department
14	Shelby	Hoover	I-65	245	250	10	0	10	0	23	0.02	482.41	88112	Hoover Police Department
15	Jefferson	Hoover	I-459	12	17	11	0	11	0	22.73	0.03	403.33	73667	Hoover Police Department
16	Lee	Opelika	I-85	60.7	65.7	10	0	10	0	22	0.06	157.83	28828	Opelika Police Department
17	Jefferson	Homewood	I-65	255	260	8	0	8	0	21.25	0.01	692.13	126417	Homewood Police Department
18	Baldwin	Rural Baldwin	I-10	31	36	9	0	9	0	21.11	0.03	298.27	54478	Alabama DPS - Mobile Post
19	Jefferson	Hoover	I-65	250	255	11	0	11	0	20.91	0.02	615.64	112446	Hoover Police Department

Top 9 Mileposted Federal and State Route Locations
(10 miles in length) in Alabama with 8 or more
Speeding Crashes Resulting in Injury or Fatality



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

Regional Breakdown

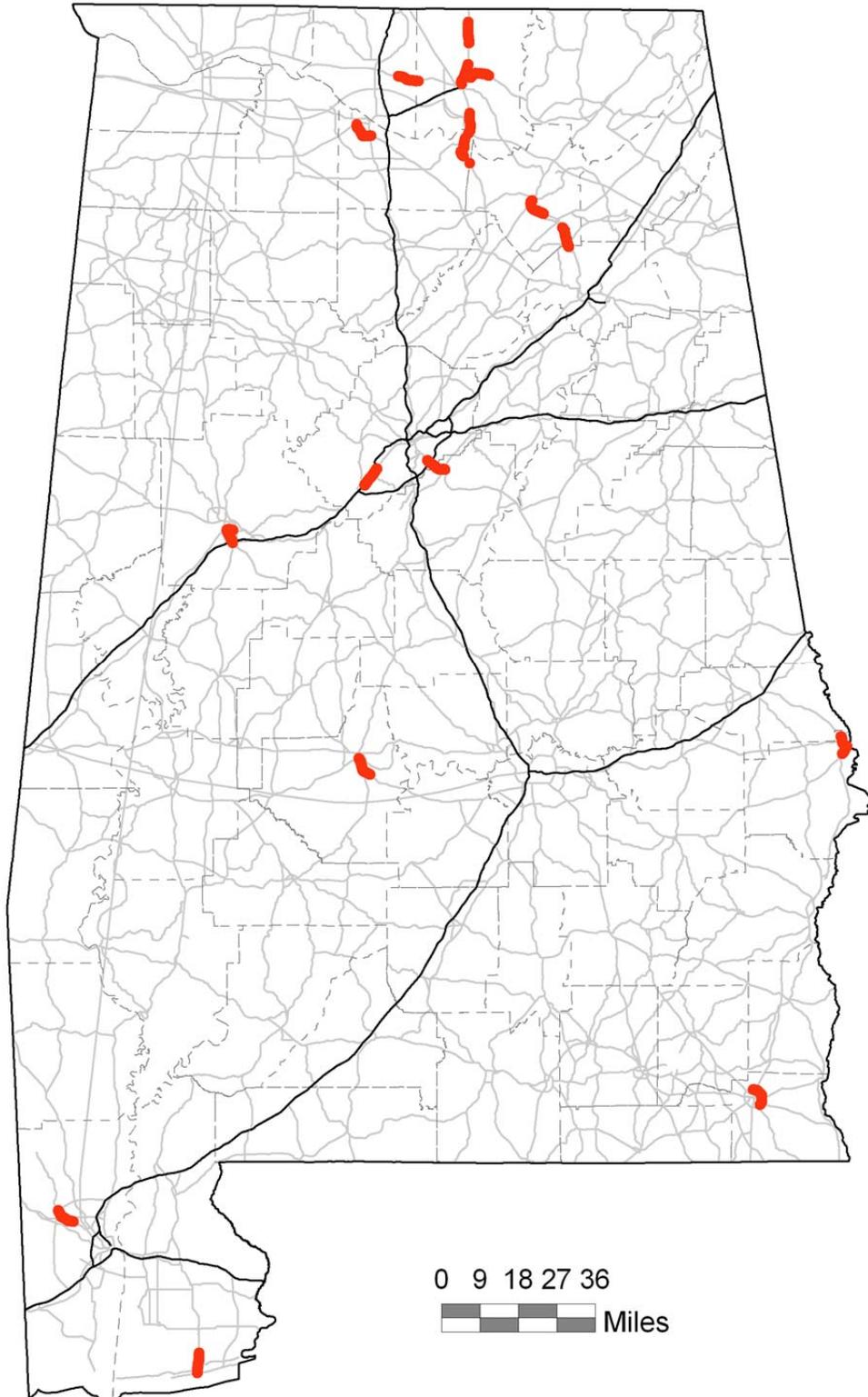
North Region	33.33%
North East Region	22.22%
Birmingham Region	11.11%
Mobile Region	11.11%
Central Region	11.11%
East Region	11.11%
South East Region	0.00%
West Region	0.00%
South West Region	0.00%

Top 9 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 9 Mileposted State and Federal Route Locations (10 Miles in Length) in Alabama with 8 or More Speeding Crashes Resulting in Injury or Fatality"

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Crashes/MVM	MVM	ADT	Agency ORI
1	Limestone	Rural Limestone	S-2	65.1	75.1	9	1	8	0	30	0.05	177.35	16196	Alabama DPS - Decatur Post
2	Etowah	Rural Etowah	S-74	111	121	8	2	6	0	30	0.13	62.54	5711	Alabama DPS - Gadsden Post
3	Etowah	Rural Etowah	S-1	263.6	273.6	12	1	11	0	29.17	0.06	188.77	17239	Alabama DPS - Gadsden Post
4	Limestone	Rural Limestone	S-2	82	92	8	2	6	0	28.75	0.03	286.92	26203	Alabama DPS - Decatur Post
5	Jefferson	Rural Jefferson	S-75	2.6	12.6	10	1	9	0	28	0.05	196.9	17982	Jefferson County Sheriff's Office
6	Tallapoosa	Rural Tallapoosa	S-49	16.9	26.9	9	2	7	0	27.78	0.29	30.53	2788	Alabama DPS - Alexander City Post
7	Bullock	Rural Bullock	S-110	8.9	18.9	8	2	6	0	25	0.3	27.01	2467	Alabama DPS - Dothan Post
8	Morgan	Rural Morgan	S-53	295.3	305.3	9	1	8	0	24.44	0.05	165.02	15070	Alabama DPS - Decatur Post
9	Mobile	Rural Mobile	S-42	3.7	13.7	8	1	7	0	23.75	0.05	167.57	15303	Alabama DPS - Mobile Post

Top 17 Mileposted Federal and State Route Locations
(5 miles in length) in Alabama with 9 or more
Alcohol/Drug Crashes Resulting in Injury or Fatality



Top 17 Mileposted Locations on State and Federal Routes (5 miles in length) in Alabama with 9 or More Alcohol/Drug Related Crashes Resulting in Injury or Fatality

Regional Breakdown

North East Region	35.29%
North Region	17.65%
Birmingham Region	11.76%
Mobile Region	11.76%
South East Region	5.88%
West Region	5.88%
Central Region	5.88%
South West Region	5.88%
East Region	0.00%

Top 17 Mileposted State and Federal Route Locations (5 Miles in Length) in Alabama with 9 or More Alcohol/Drug Related Crashes Resulting in Injury or Fatality

*The map that corresponds to this data and marks these Hotspots is titled "Top 115 Mileposted State and Federal Route Locations (5 Miles in Length) in Alabama with 9 or More Alcohol/Drug 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	Morgan	Decatur	S-67	39	44	9	1	8	0	30	0.05	174.07	31794	Decatur Police Department
2	Mobile	Rural Mobile	S-217	5	10	15	2	13	0	27.33	0.35	43.24	7898	Alabama DPS - Mobile Post
3	Limestone	Rural Limestone	S-2	81.5	86.5	12	2	10	0	26.67	0.12	101.61	18558	Alabama DPS - Decatur Post
4	Morgan	Rural Morgan	S-53	299.8	304.8	9	1	8	0	26.67	0.1	89.49	16345	Alabama DPS - Decatur Post
5	Marshall	Guntersville	S-1	290.3	295.3	14	3	11	0	26.43	0.09	156.57	28597	Guntersville Police Department
6	Jefferson	Bessemer	S-5	120	125	13	0	13	0	25.38	0.11	118.13	21577	Bessemer Police Department
7	Madison	Huntsville	S-2	100.1	105.1	11	1	10	0	24.55	0.07	161.75	29543	Huntsville Police Department
8	Russell	Phenix City	S-1	110	115	16	0	16	0	24.38	0.09	175.04	31971	Phenix City Police Department
9	Madison	Rural Madison	S-1	344.9	349.9	11	1	10	0	23.64	0.1	115.35	21068	Alabama DPS - Huntsville Post
10	Tuscaloosa	Tuscaloosa	S-215	1.8	6.8	11	0	11	0	23.64	0.16	70.63	12901	Tuscaloosa Police Department
11	Baldwin	Gulf Shores	S-59	0.1	5.1	10	0	10	0	20	0.06	175.81	32112	Gulf Shores Police Department
12	Shelby	Rural Shelby	S-38	3.7	8.7	14	1	13	0	19.29	0.04	324.68	59302	Alabama DPS - Birmingham Post
13	Madison	Huntsville	S-1	335	340	10	0	10	0	19	0.04	227.01	41463	Huntsville Police Department
14	Marshall	Albertville	S-205	2	7	9	0	9	0	18.89	0.24	37.29	6811	Albertville Police Department
15	Houston	Dothan	S-210	6.6	11.6	9	0	9	0	17.78	0.07	125.28	22882	Dothan Police Department
16	Madison	Huntsville	S-53	306	311	10	0	10	0	17	0.06	164.37	30022	Huntsville Police Department
17	Dallas	Rural Dallas	S-8	84.6	89.6	9	0	9	0	15.56	0.11	81.81	14943	Alabama DPS - Selma Post

Top 62 Intersection Locations Statewide with 3 or More Total Alcohol/Drug Related Crashes

North East Region	32.26%
Central Region	20.97%
Mobile Region	19.35%
West Region	11.29%
South East Region	4.84%
Birmingham Region	4.84%
East Region	3.23%
North Region	3.23%
South West Region	0.00%

Top 62 Intersection Locations Statewide with 3 or More Total Alcohol/Drug 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
7	0	1	6	2.86	0	1	Lee	Auburn	5047	315	MAGNOLIA AVE at SR 147 COLLEGE ST	Auburn PD
7	0	1	6	1.43	0	1	Madison	Huntsville	5932	1363	BLEVINS GAP RD at SEQUOYAH TRAIL	Huntsville PD
6	0	3	3	10	0	5	Madison	Madison	1005	41	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Madison PD
6	0	0	6	0	0	0	Mobile	Mobile	1346	2005	AIRPORT BLVD at MCGREGOR AVE AT AZALEA RD	Mobile PD
5	0	1	4	6	0	1	Tuscaloosa	Tuscaloosa	5698	1020	BRYANT DR 5173 at CITY ST 5697	Tuscaloosa PD
5	0	3	2	12	0	4	Madison	Huntsville	7228	2566	JORDAN LN (PATTON RD at BOB WALLACE AVE	Huntsville PD
5	0	1	4	2	0	0	Madison	Huntsville	7219	2065	DRAKE AVE at TRIANA BLVD	Huntsville PD
4	0	2	2	10	0	2	Tuscaloosa	Tuscaloosa	5704	311	10TH AVE 5704 at HARGROVE RD	Tuscaloosa PD
4	0	2	2	12.5	0	3	Mobile	Mobile	8860	9874	PLEASANT AVE at ALA 17 & ST STEPHENS RD	Mobile PD
4	0	1	3	2.5	0	2	Madison	Huntsville	6298	958	BIDEFORD DR at LEICESTER DR	Huntsville PD
4	0	2	2	5	0	2	Houston	Dothan	1276	349	FORTNER ST at HONEYSUCKLE RD	Dothan PD
4	0	1	3	2.5	0	1	Montgomery	Montgomery	1171	4481	NARROW LANE RD at SOUTH BLVD SR-	Montgomery PD
4	0	0	4	0	0	0	Madison	Huntsville	6027	4758	MONROE ST at WASHINGTON ST	Huntsville PD
4	0	1	3	5	0	1	Jefferson	Rural Jefferson	1229	7811	CHALKVILLE MTN RD-CO 10 at MARTIN RD	Jefferson County Sheriff's Office
4	0	0	4	0	0	0	Madison	Madison	8076	48	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Madison PD
4	0	1	3	5	0	1	Madison	Huntsville	7608	41240	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Huntsville PD
4	0	1	3	5	0	1	Mobile	Mobile	8860	9795	SHORT at DAVIDSON	Mobile PD
4	0	0	4	0	0	0	Henry	Rural Henry	1165	7400	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Dothan Post
4	0	0	4	0	0	0	Mobile	Mobile	5903	667	COTTAGE HILL RD at HILLCREST RD	Mobile PD
4	0	1	3	2.5	0	1	Madison	Huntsville		2356	JORDAN LN SR-53 at UNIVERSITY DR	Huntsville PD

Top 62 Intersection Locations Statewide with 3 or More Total Alcohol/Drug 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
4	0	2	2	10	0	1	Autauga	Prattville	1138	890	MAIN ST E at MCQUEEN SMITH RD	Prattville PD
3	0	2	1	16.67	0	2	Tuscaloosa	Tuscaloosa	5449	1043	5TH AVE E 5736 at BRYANT DR E 5449	Tuscaloosa PD
3	0	2	1	10	0	4	Tuscaloosa	Tuscaloosa	1185	5203	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Tuscaloosa PD
3	0	1	2	3.33	0	1	Tuscaloosa	Tuscaloosa	5970	34	37TH ST 5970 at HIGHLAND OAKS DR	Tuscaloosa PD
3	0	1	2	10	0	1	Lee	Auburn	5047	316	GAY ST S at MAGNOLIA AVE E	Auburn PD
3	0	1	2	6.67	0	4	Madison	Huntsville	1305	5624	BLUE SPRINGS RD at WINCHESTER DR	Huntsville PD
3	0	2	1	10	0	2	Madison	Huntsville	5462	1637	GOLF RD at HIGHRIDGE DR	Huntsville PD
3	0	1	2	6.67	0	1	Calhoun	Anniston	5628	429	23RD ST at COOPER AV	Anniston PD
3	0	1	2	3.33	0	1	Montgomery	Montgomery	U999	9	DESCRIPTION AVAILABLE	Montgomery PD
3	0	0	3	0	0	0	Lee	Auburn	6078	311	COLLEGE ST at CSXT RR	Auburn PD
3	0	1	2	6.67	0	3	Baldwin	Rural Baldwin	1480	8009	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Mobile Post
3	0	0	3	0	0	0	Madison	Huntsville	6016	4653	CLINTON AVE at WASHINGTON ST	Huntsville PD
3	0	1	2	3.33	0	1	Madison	Huntsville	6065	809	MAX LUTHER DR NW at MERIDIAN ST NW	Huntsville PD
3	0	1	2	6.67	0	2	Morgan	Decatur	5052	635	AUSTINVILLE RD at CARRIDALE ST	Decatur PD
3	0	1	2	6.67	0	3	Escambia	Brewton	5034	5034	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Brewton PD
3	0	2	1	16.67	0	10	Calhoun	Anniston	5022	824	18TH ST at NOBLE ST	Anniston PD
3	0	3	0	26.67	0	5	Saint Clair	Moody	1011	465	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Moody PD
3	0	0	3	0	0	0	Mobile	Mobile	6827	3832	AIRPORT BLVD at HOUSTON ST	Mobile PD
3	0	2	1	10	0	2	Tuscaloosa	Tuscaloosa	5558	9209	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Tuscaloosa PD
3	0	1	2	3.33	0	1	Tuscaloosa	Tuscaloosa	5704	323	12TH ST 5699 at 10TH AVE	Tuscaloosa PD
3	0	0	3	0	0	0	Madison	Huntsville	6298	5697	BLUE SPRINGS RD at SPARKMAN DR	Huntsville PD
3	0	1	2	6.67	0	1	Colbert	Muscle Shoals	5448	314	AVALON AVE at JOHN ST	Muscle Shoals PD
3	0	0	3	0	0	0	Madison	Madison	5163	140	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Madison PD

Top 62 Intersection Locations Statewide with 3 or More Total Alcohol/Drug 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
3	0	0	3	0	0	0	Lee	Auburn	5569	1464	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Auburn PD
3	0	1	2	6.67	0	1	Mobile	Mobile	5568	1595	GRELOT RD at HILLCREST RD	Mobile PD
3	0	1	2	3.33	0	1	Houston	Dothan	5488	1250	HONEYSUCKLE RD at SR 12 US84 ENTERPRISE HWY	Dothan PD
3	0	1	2	6.67	0	1	Jefferson	Hoover	5304	770	MONTGOMERY HWY US-31 at OLD CHAPLE RD	Hoover PD
3	0	0	3	0	0	0	Madison	Huntsville	6298	897	MEMORIAL PKWY N SR-1 at SPARKMAN DR AT US 72 E	Huntsville PD
3	0	0	3	0	0	0	Lee	Auburn	6077	75	SR 14 OPELIKA RD at UNIVERSITY DR	Auburn PD
3	2	0	1	33.33	3	0	Madison	Huntsville	5420	1711	AIRPORT RD at WHITESBURG DR	Huntsville PD
3	0	0	3	0	0	0	Madison	Huntsville	5334	4129	MEMORIAL PKWY S SR-53 at WEATHERLY RD	Huntsville PD
3	0	0	3	0	0	0	Mobile	Mobile	5985	4404	ANN ST at DAUPHIN ST	Mobile PD
3	0	1	2	6.67	0	3	Lee	Auburn	6077	73	RONALD LN at SR 14 OPELIKA RD	Auburn PD
3	0	1	2	3.33	0	1	Montgomery	Montgomery	8062	1254	HILLMAN ST at PELZER AVE	Montgomery PD
3	0	0	3	0	0	0	Madison	Madison	1005	109	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Madison PD
3	0	0	3	0	0	0	Montgomery	Montgomery		999	DECATUR ST N at GRAVES ST	Montgomery PD
3	0	2	1	10	0	2	Mobile	Mobile	1359	838	COTTAGE HILL RD at KNOLLWOOD DR	Mobile PD
3	0	0	3	0	0	0	Madison	Huntsville	5932	5701	MEMORIAL PKWY N SR-1 at OAKWOOD AVE	Huntsville PD
3	0	0	3	0	0	0	Lee	Auburn	6078	704	DONAHUE DR at SR 147 COLLEGE ST	Auburn PD
3	0	0	3	0	0	0	Mobile	Mobile	1359	1185	COTTAGE HILL RD at DEMETROPOLIS RD	Mobile PD
3	0	0	3	0	0	0	Lee	Opelika	5529	1556	NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Opelika PD
3	0	1	2	10	0	1	Mobile	Mobile		1298	GOVERNMENT BLVD US HWY 90 at ACCESS RD TO SER RD NORTH	Mobile PD

Top 17 Segment Locations Statewide with 3 or More Speeding Crashes Resulting in Injury or Fatality

Regional Breakdown

North East Region	35.29%
South East Region	17.65%
North Region	11.76%
West Region	11.76%
Mobile Region	5.88%
Birmingham Region	5.88%
South West Region	5.88%
Central Region	5.88%
East Region	0.00%

Top 17 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
4	0	4	0	22.5	0	4	Tuscaloosa	Rural Tuscaloosa	1405	7980	7979	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Tuscaloosa Post
4	0	4	0	22.5	0	4	Marshall	Rural Marshall	1176	7349	8591	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Huntsville Post
4	0	4	0	30	0	5	Henry	Rural Henry	1169	184	7362	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Dothan Post
3	0	3	0	23.33	0	4	Barbour	Rural Barbour	1165	7393	7677	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Dothan Post
3	0	3	0	26.67	0	5	Marshall	Rural Marshall	1378	7278	7276	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Huntsville Post
3	0	3	0	26.67	0	4	Pike	Rural Pike	1097	7200	12	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Dothan Post
3	1	2	0	36.67	1	3	Etowah	Rural Etowah	1165	7176	7441	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Gadsden Post
3	2	1	0	43.33	2	1	Marshall	Rural Marshall	1372	7957	7967	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Huntsville Post
3	1	2	0	36.67	1	6	Etowah	Rural Etowah	1313	8015	8689	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Gadsden Post

Top 17 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
3	1	2	0	33.33	1	5	Pickens	Rural Pickens	1080	7229	15	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Tuscaloosa Post
3	0	3	0	23.33	0	5	Chilton	Rural Chilton	1393	8223	8222	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Montgomery Post
3	0	3	0	20	0	4	Mobile	Rural Mobile	1275	7318	7537	Between BELLINGRATH RD CO 59 at DELCHAMPS RD and BELLINGRATH RD CO 59 at DEAKLE RD	Alabama DPS - Mobile Post
3	0	3	0	23.33	0	3	Morgan	Rural Morgan	1004	7775	7702	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
3	0	3	0	26.67	0	3	Cullman	Rural Cullman	1013	8556	8555	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post
3	0	3	0	16.67	0	3	Autauga	Rural Autauga	1069	7238	7353	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Montgomery Post
3	0	3	0	30	0	3	Etowah	Rural Etowah	1269	7821	7824	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Gadsden Post
3	1	2	0	33.33	1	2	Marengo	Rural Marengo	1148	7104	7186	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Selma Post

Top 46 Segment Locations Statewide with 3 or More Total Alcohol/Drug Related Crashes

Regional Breakdown

North Region	21.74%
North East Region	19.57%
Mobile Region	17.39%
Central Region	13.04%
Birmingham Region	10.87%
West Region	8.70%
South East Region	4.35%
East Region	2.17%
South West Region	2.17%

Top 46 Segment Locations Statewide with 3 or More Total Alcohol/Drug Related Crashes

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

Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity	People Killed	People Injured	County	City	Link	Node 1	Node 2	Location	Agency ORI
4	0	2	2	12.5	0	2	Madison	Madison	1088	366	62545	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Madison Police Department
4	0	3	1	15	0	4	Chilton	Rural Chilton	1393	8222	8223	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS- Montgomery Post
4	0	0	4	0	0	1	Lee	Auburn	5569	1464	2074	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Auburn Police Department
4	0	2	2	15	0	4	Walker	Rural Walker	1018	7917	7918	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Birmingham Post
4	0	1	3	7.5	0	2	Elmore	Coosada	1033	226	189	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Coosada Police Department
4	0	4	0	22.5	0	4	Mobile	Rural Mobile	1344	8268	8278	Between GRAND BAY-WILMER RD CO 5 at SMITH RD and BALLARD RD CO 272 at GRAND BAY-WILMER RD	Alabama DPS - Mobile Post
4	0	0	4	0	0	0	Montgomery	Montgomery		999	999	Between DECATUR ST N at GRAVES ST and DECATUR ST N at GRAVES ST	Montgomery Police Department
3	0	1	2	6.67	0	1	Lauderdale	Rural Lauderdale	1002	7181	7180	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Quad Cities Post
3	0	0	3	0	0	0	Tuscaloosa	Northport	5299	1319	1321	Between CITY ST 5299 at CITY ST 5299 END CIR and CITY ST 5299 at CITY ST	Northport Police Department

Top 46 Segment Locations Statewide with 3 or More Total Alcohol/Drug Related Crashes

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

Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity	People Killed	People Injured	County	City	Link	Node 1	Node 2	Location	Agency ORI
3	0	2	1	13.33	0	2	Lauderdale	Rural Lauderdale	1143	7396	7386	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Quad Cities Post
3	0	1	2	3.33	0	1	Tuscaloosa	Rural Tuscaloosa	1224	7196	7197	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Tuscaloosa Post
3	0	0	3	0	0	0	Lee	Rural Lee	1010	2387	7336	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Opelika Post
3	0	2	1	20	0	3	Lawrence	Rural Lawrence	1296	7628	7647	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS- Decatur Post
3	1	1	1	23.33	1	2	Monroe	Rural Monroe	1023	7164	7163	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Evergreen Post
3	0	1	2	10	0	1	Coffee	Rural Coffee	1086	7303	7296	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Dothan Post
3	0	2	1	13.33	0	2	Lauderdale	Rural Lauderdale	1324	8529	8530	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Quad Cities Post
3	0	1	2	10	0	3	Baldwin	Rural Baldwin	1533	7889	14338	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Mobile Post
3	0	2	1	16.67	0	4	Chilton	Rural Chilton	1061	7390	7391	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Montgomery Post

Top 46 Segment Locations Statewide with 3 or More Total Alcohol/Drug Related Crashes

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

Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity	People Killed	People Injured	County	City	Link	Node 1	Node 2	Location	Agency ORI
3	1	0	2	16.67	2	1	Mobile	Rural Mobile	1216	11950	7480	Between IRVINGTON-BLB HWY CO 39 at WOODLAND TERR DR SO and HOUGE RD CO 74 at IRVINGTON BLB HWY	Alabama DPS - Mobile Post
3	0	1	2	10	0	1	Escambia	Rural Escambia	1085	524	7758	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Evergreen Post
3	0	2	1	16.67	0	2	Colbert	Rural Colbert	1257	8342	7812	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Quad Cities Post
3	0	3	0	20	0	3	Madison	Rural Madison	1280	7083	7084	Between BOBO SECTION RD at FRANK PATTERSON RD and BOBO SECTION RD at HILLS CHAPEL RD	Alabama DPS - Huntsville Post
3	0	1	2	3.33	0	1	Houston	Dothan	5785	872	4197	Between BARTLET LN at CHAPELWOOD DR and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Dothan Police Department
3	0	1	2	10	0	1	Madison	Rural Madison	1282	7342	7351	Between MORRIS RD at PULASKI PIKE and MORRIS RD at OPP REYNOLDS RD SE JCT	Alabama DPS - Huntsville Post
3	1	1	1	23.33	1	2	Franklin	Rural Franklin	1289	7319	7321	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Quad Cities Post
3	0	2	1	13.33	0	2	Colbert	Littleville	1170	9	12	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Littleville Police Department
3	0	0	3	0	0	0	Russell	Phenix City	1141	336	335	Between SANDFORT RD at US 280/431 BYPASS and 12TH CT at SANFORT RD	Phenix City Police Department
3	0	1	2	10	0	1	Madison	Rural Madison	1184	7263	7262	Between MOORES MILL RD at STEGER RD and MCCOLLUM RD at STEGER RD	Alabama DPS - Huntsville Post

Top 46 Segment Locations Statewide with 3 or More Total Alcohol/Drug Related Crashes

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

Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity	People Killed	People Injured	County	City	Link	Node 1	Node 2	Location	Agency ORI
3	0	3	0	30	0	3	Talladega	Rural Talladega	1034	9268	7137	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Jacksonville Post
3	0	1	2	3.33	0	1	Tuscaloosa	Northport	5299	1317	1318	Between CITY ST 5299 at CITY ST 5300 and CITY ST 5299 at CITY ST 5300	Northport Police Department
3	0	3	0	23.33	0	4	Madison	Rural Madison	1154	7311	7313	Between LOVELESS RD at WEST LIMESTONE RD and WEST LIMESTONE RD at BOBO RD	Alabama DPS - Huntsville Post
3	0	3	0	26.67	0	8	Tuscaloosa	Tuscaloosa	1185	5203	5030	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Tuscaloosa Police Department
3	0	1	2	6.67	0	1	Madison	Huntsville	1324	5344	5372	Between MOORES MILL RD at U. S. HWY 72 E and MOORES MILL RD at STANWOOD RD	Huntsville Police Department
3	0	1	2	3.33	0	1	Madison	Madison	1005	199	200	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Madison Police Department
3	0	0	3	0	0	1	Mobile	Mobile	8860	9705	9718	Between PATTON AVE at PEACAN ST and HILL AVE at TITI ST	Mobile Police Department
3	0	1	2	3.33	0	1	Madison	Madison	5163	140	1524	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Madison Police Department
3	0	1	2	10	0	2	Lauderdale	Rural Lauderdale	1002	7224	7289	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Quad Cities Post
3	0	3	0	23.33	0	4	Lauderdale	Rural Lauderdale	1436	7975	7987	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Quad Cities Post

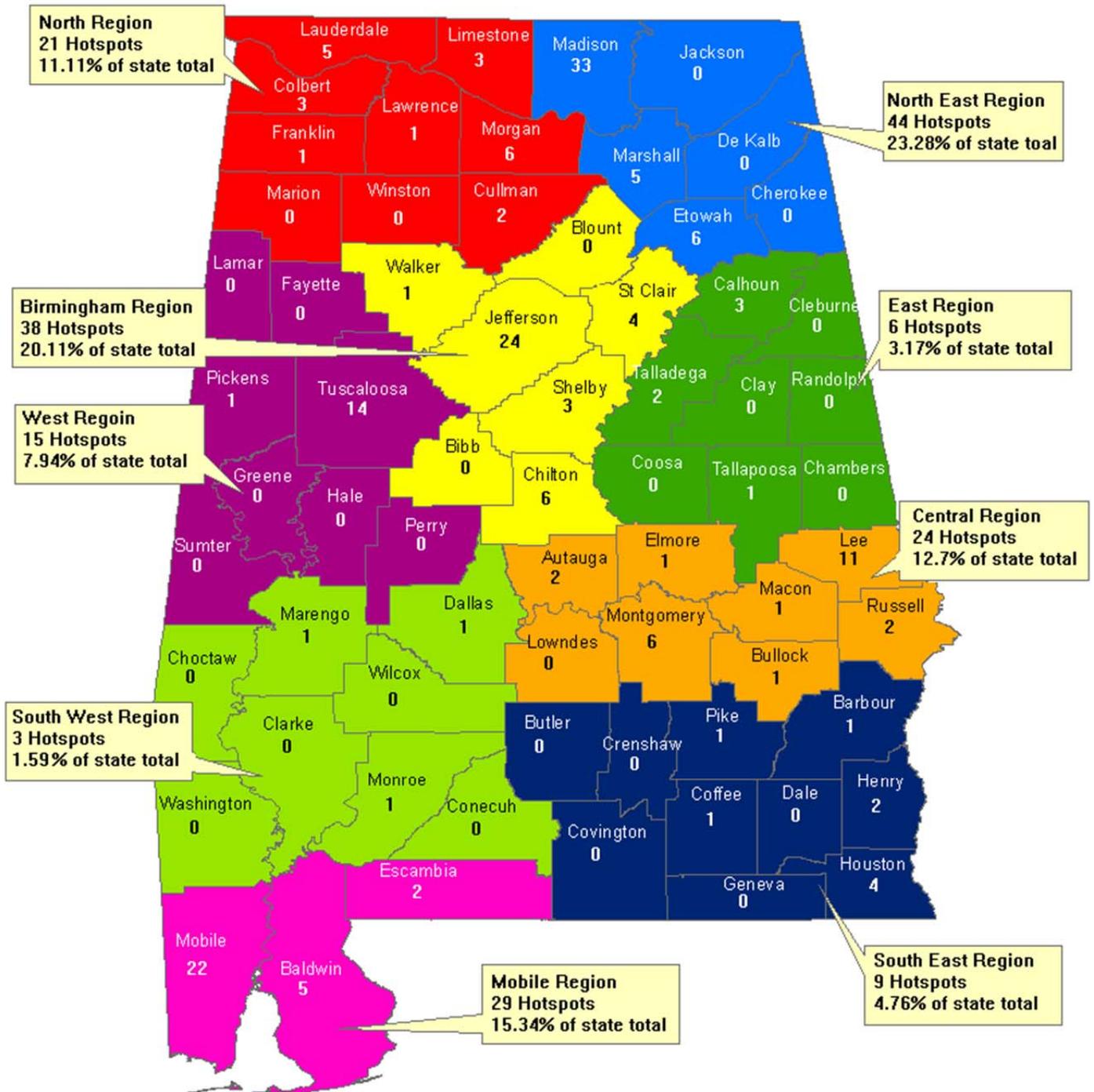
Top 46 Segment Locations Statewide with 3 or More Total Alcohol/Drug Related Crashes

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

Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity	People Killed	People Injured	County	City	Link	Node 1	Node 2	Location	Agency ORI
3	0	0	3	0	0	0	Jefferson	Birmingham	4238	311	312	Between 2ND AVE N at 9TH ST N SR4-7 US7-11 and 2ND AVE N at 8TH ST N	Birmingham Police Department
3	0	2	1	20	0	3	Mobile	Rural Mobile	1620	8991	8910	Between MASON FERRY RD CO 769 at WILMER-GEORGETOWN RD and CHARLES WILLIAMS RD at WILMER- GEORGETOWN RD	Alabama DPS - Mobile Post
3	0	2	1	20	0	4	Mobile	Rural Mobile	1524	8730	8906	Between CUSS FORK RD CO 762 at GLENWOOD RD/NATCHEZ TRACE and GLENWOOD RD CO 576 at ICG RR	Alabama DPS - Mobile Post
3	0	2	1	13.33	0	3	Madison	Rural Madison	1324	7697	7696	Between EAKIN RD at MOORES MILL RD and DARWIN RD at MOORES MILL RD	Alabama DPS - Huntsville Post
3	0	1	2	6.67	0	1	Macon	Rural Macon	1054	7564	7562	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Opelika Post
3	0	1	2	6.67	0	1	Chilton	Rural Chilton	1506	8100	8093	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Montgomery Post
3	0	1	2	6.67	0	1	Mobile	Rural Mobile	1679	8985	11729	Between CHUNCHULA-GEORGETOWN CO63 at JOHN SCHINN RD and CHUNCHULA-GEORGETOWN CO63 at ROBIN RD	Alabama DPS - Mobile Post
3	0	2	1	16.67	0	5	Morgan	Rural Morgan	1356	8010	8011	Between NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE and NO DESCRIPTION AVAILABLE at NO DESCRIPTION AVAILABLE	Alabama DPS - Decatur Post

Hotspot Totals for Alabama

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



Statewide Total Hotspots = 189

Hotspot Listings:
 County Name
 Total Number of Hotspots

Total Hotspots for Alabama (189 Total Hotspots*)

Regional Breakdown

North East Region	23.28%
Birmingham Region	20.11%
Mobile Region	15.34%
Central Region	12.70%
North Region	11.11%
West Region	7.94%
South East Region	4.76%
East Region	3.17%
South West Region	1.59%

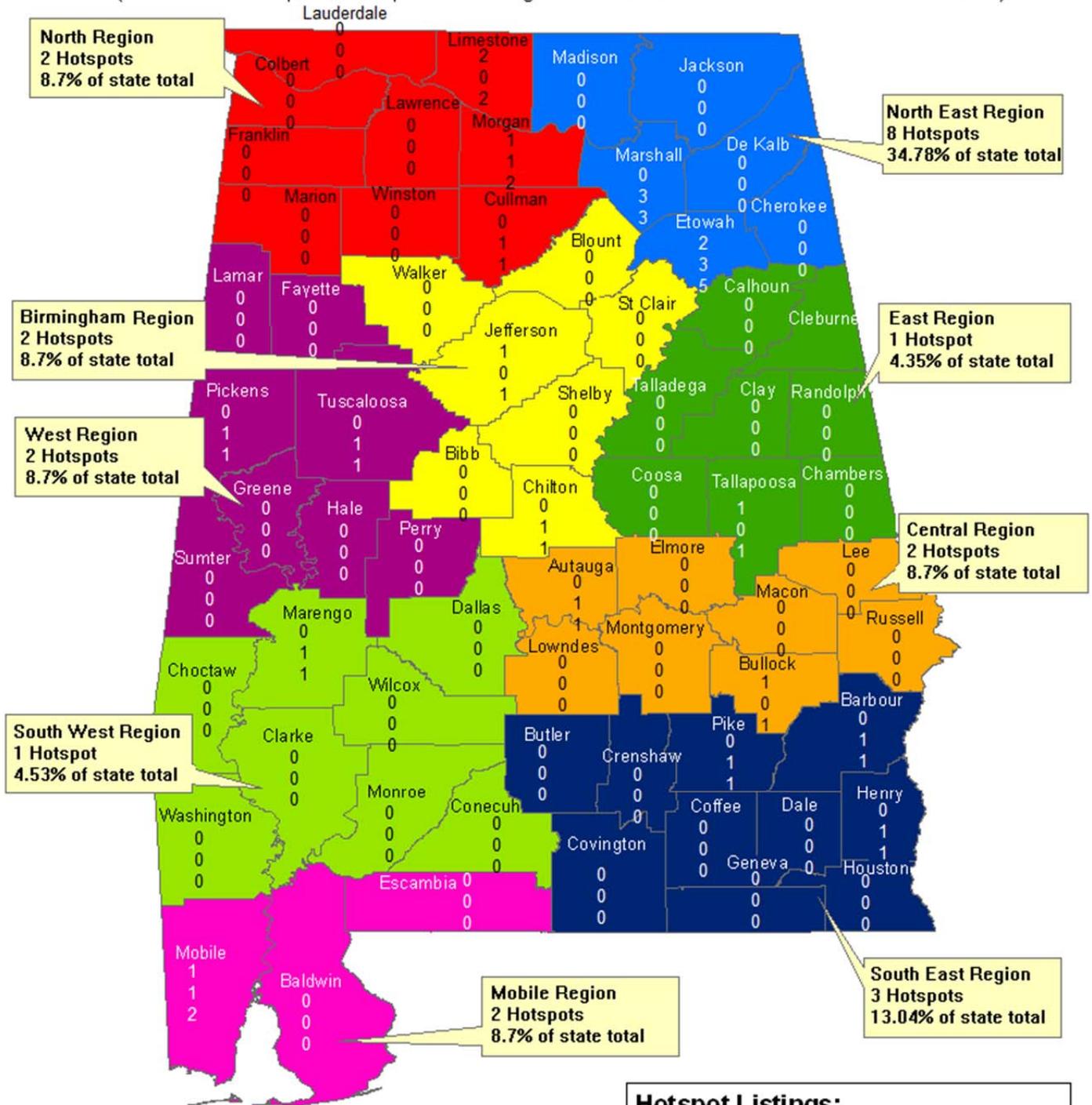
Interstate Hotspots for Alabama (38 Total Hotspots)

Regional Breakdown

Birmingham Region	68.42%
Mobile Region	13.16%
Central Region	5.26%
East Region	5.26%
North East Region	2.63%
West Region	2.63%
North Region	2.63%
South East Region	0.00%
South West Region	0.00%

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

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



Statewide Total Hotspots = 23

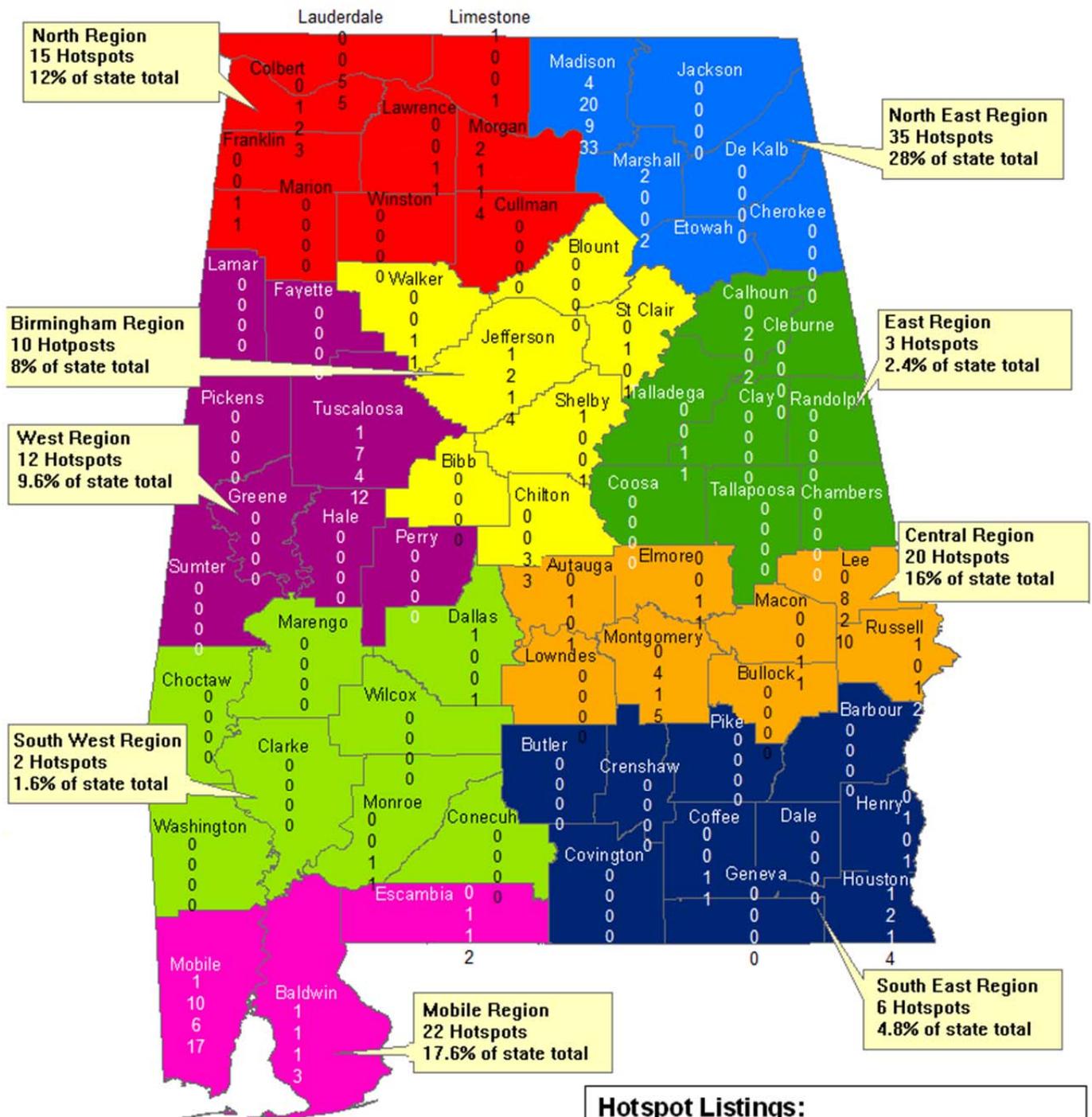
Speed Hotspots for State/Federal and Non-Mileposted Roads (23 Total Hotspots)

Regional Breakdown

North East Region	34.78%
South East Region	13.04%
Mobile Region	8.70%
Central Region	8.70%
West Region	8.70%
Birmingham Region	8.70%
North Region	8.70%
East Region	4.35%
South West Region	4.35%

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

(Totals include Alcohol/Drug Related Hotspots Occurring on Federal/State Roads and non-MP Roads)



Statewide Total Hotspots = 125

Alcohol/Drug Related Hotspots for State/Federal and Non-Mileposted Roads (125 Total Hotspots)

Regional Breakdown

North East Region	28.00%
Mobile Region	17.60%
Central Region	16.00%
North Region	12.00%
West Region	9.60%
Birmingham Region	8.00%
South East Region	4.80%
East Region	2.40%
South West Region	1.60%

PLANNING PROCESS

The planning process starts with a very general problem identification, which is initiated as soon as the close out of the previous year's data is completed. This occurs in the April-May time frame. The detailed procedure for the problem identification is given in a separate section in the preface materials for this document, and it will only be summarized here. The most current year of data after the close out is combined with the previous two years of data in order to have three years of crash data to perform the problem identification. Research performed by CAPS has shown that three years is an optimal time span for predicting future hotspots. The increased value of adding a fourth year is offset by the misinformation that comes from the obsolete data.

As shown by the problem identification details, the plan is totally data driven. In order to get the CTSP Coordinators to be totally involved in this process, they are required to submit their tentative plans in the April-May time frame, at about the same time as the statewide problem identification is being performed. While this tentative plan is based on data that is not totally current, it has the advantage of reflecting the experience that the CTSP Coordinators have had in their previous year of implementation. As an extreme example, it may contain information related to the inexperience or failure to cooperate of a local agency and plans to overcome such issues. These are factors that cannot be seen or appreciated by computer outputs at the state level.

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

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

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

PART V– PROBLEM SOLUTION PLANS

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

Planning and Administration:

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

Total FY2013 Allotment = \$175,000.00 (Funding Source – Section 402 PA)
State Match = \$175,000.00

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

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

Total FY2013 Allotment = \$1,883,358.84 (Funding Source – Section 402 CP)

Support the Center for Advanced Public Safety (CAPS):

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

Total FY2013 Allotment = \$605,998.00 (Funding Source – State Traffic Safety Trust Fund)

Conduct Hotspot Special Traffic Enforcement Program (STEP) projects:

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

Total FY2013 Allotment = \$1,600,000.00* (Funding Source – Section 402 PT)

Statewide High Visibility Alcohol Enforcement Campaign:

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

Total FY2013 Allotment = \$200,000.00* (Funding Source – Section 410)

Statewide High Visibility Alcohol Enforcement Campaign (Paid Media):

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

Total FY2013 Allotment = \$400,000.00 (Funding Source – Section 410)**

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

As a part of the nationwide initiative to increase seat belt usage, Alabama will participate in the “Click It or Ticket” High Visibility Paid Media campaign. This campaign will be scheduled in May and 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 FY2013 Allotment = 400,000.00 (Funding Source – Section 402)**

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

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

Total FY2013 Allotment = \$200,000.00* (Funding Source – Section 405)

Statewide “Click It or Ticket” (Surveys, Analysis, Certification and Final Report):

The Center for Advanced Public Safety (CAPS) will conduct pre and post surveys for seat belt programs and evaluate several types of survey information regarding seatbelt and child restraint usage rates as part of the “Click It or Ticket” campaign. The program will consist of waves of surveys, enforcement and media blitzes, carefully scheduled to maximize public understanding of restraint use. CAPS’ role will be to: (1) receive and scientifically analyze data obtained (2) collect reports on the other components of the project (3) obtain signed certification page and (4) produce a comprehensive final report covering all aspects of the campaign.

Total FY 2013 Allotment = \$150,000.00 (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 FY2013 Allotment = \$150,000.00 (Funding Source – Section 405)

Traffic Safety Records Improvement Program:

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

Total FY2013 Allotment = \$434,700.00 (Funding Source – Section 408)

Driver’s License Suspension Appeals (DLSA) Program:

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

Total FY2013 Allotment = \$33,894.46 (Funding Source – Section 402 AL)

Traffic Safety Resource Prosecutor Program:

In FY 2013, 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
- Coordinate Drug Recognition Expert (DRE) Program

Total FY2013 Allotment = \$165,942.37 (Funding Source – State Traffic Safety Trust Fund)

Alabama Yellow Dot Program

This grant will provide funding for the continued implementation of the Yellow Dot Program for Senior and At Risk Drivers. The Northeast Alabama Highway Safety Office will take the lead role in the implementation of the Yellow Dot Program throughout all regions of the State of Alabama and will coordinate the forming and training of coalitions of Law Enforcement, Fire, EMS and Senior Groups.

Total FY2013 Allotment = \$75,000.00* (Funding Source – State Traffic Safety Trust Fund)

Electronic Patient Care Reports (ePCR) Program:

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

Total FY2013 Allotment = \$50,000.00 (Funding Source – Section 408)

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

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

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

Impaired Driving

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

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

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

Seat Belts

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

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

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

Speeding

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

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

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

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

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

Section 405 Planned Activities

Alabama Child Passenger Safety (CPS) Program

Alabama's CPS program is in its eighth year in fiscal year 2013. The single CPS coordinator and instructors are addressing the needs of the nine CTSP regions. The plan for 2013 is to further reach out to underserved communities and technicians. The goal for the CPS program is to get trained CPS professionals in all communities. The following paragraphs will detail how the program will accomplish these goals.

There will be at least 12 thirty-two hour training opportunities for up to 10 community individuals in each class. These 12 training classes will be taught by the state-wide CPS coordinator and two additional instructors, usually the CTSP instructor in that region. The goal for the CTSP offices is to make these trainings as accessible to as many dedicated people in these communities as possible. The Alabama CPS program is building a structure of having a trained CPS professional within 50 miles of every community in the state.

To keep the current CPS professionals "sharp" with their skills and help them maintain their certification, 20 update/recertification classes are scheduled in FY 2013. These classes will highlight the changes in the CPS field since the technician/instructor originally took the course and make them the local "expert" for those communities they serve. Once they complete the class, perform 5 specific car seat installations (witnessed and signed off by a local instructor), and attend a 2 hour community car seat check event they have successfully completed the recertification requirements. For those technicians/instructors who follow these guidelines, the grant funds all re-certification fees

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

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

As a part of the nationwide initiative to increase seat belt usage, Alabama will participate in the Click It or Ticket campaign. The high visibility enforcement campaign will be scheduled for May 2013. A High Visibility Enforcement program will be conducted around Memorial Day. The enforcement program will consist of members from the municipal law enforcement agencies, county sheriffs and the state highway patrol.

Section 408 Planned Activities

According to the NHTSA web site, “Data-Driven Approaches to Crime and Traffic Safety (DDACTS) is a law enforcement operational model supported by a partnership among the Department of Transportation’s National Highway Traffic Safety Administration and two agencies of the Department of Justice: the Bureau of Justice Assistance and the National Institute of Justice.” Alabama has been developing a foundation to support the future use of DDACTS, as evidenced by the participation of the Alabama Criminal Justice Information Center (ACJIC) on the Traffic Records Coordinating Committee (TRCC). The integration of crime and traffic safety countermeasures was first illustrated by the integration of traffic citation and crash spatial data so that better allocations of law enforcement resources could be made. While saving lives from traffic crashes will continue to be the primary goal of Section 408 funding, the extension of this concept into deployments that impact criminal activity will impact the problem statements given below. The theory here, which has the full support of Alabama, is that the total impact on both crime and traffic safety will increase by optimizing all law enforcement over both of these mission types.

In addition, the Traffic Records Coordinating Committee has also recognized problems in the emergency medical services (EMS) areas, which further provides another stem of integration, taking the DDACTS concept of mutual support to an even higher level. In all of these activities, traffic safety information systems are being used to identify optimal countermeasures through problem identification, and then to design optimal tactical approaches to implementing these countermeasures by specifying the locations and other demographic that are most effective in saving lives and reducing injury.

To define the basic problem that an optimal allocation of resources is to address, Alabama had 638,672 total motor vehicle crashes over the past five years (2007-2011). These resulted in 186,812 injuries and 4,628 fatalities (an average of 926 per year). While there have been significant reductions in all of these counts over the past five years, these tragic events still cause enormous societal and economic problem that can only be addressed if the best information possible is available. Data-driven traffic safety efforts within the state as well as economic factors have led to a continuing reduction in the crash, fatality and injury rates over the past five years. Total crashes have come down 6.1%; injuries by 4.3%, and fatalities by 19.6%. The fatality number was reduced from 1110 in 2007 to 892 in 2011. It is imperative that the state continue this downward trend as economic activity continues to increase the number of miles driven in the state. The resources allocated to (and by) the state to deal with this problem are quite meager compared to many other issues with even a tenth of the potential consequences. It is essential then, that the resources that are allocated to reduce the pain, suffering and lost lives caused by traffic collisions be utilized in the most effective way possible.

Alabama will continue to develop and improve its traffic safety information systems with a series of projects during the 2013 fiscal year. These fall into the following general areas that address the problems that are discussed with each:

1. *Crash location deficiencies.* The recent traffic records assessment noted the development of a "... mechanism to provide the ... software for all law enforcement agency patrol vehicles so GIS location data can be collected universally for all crashes. If successful, eliminate the requirement for the officer to provide link-node data on the eCrash report." The problem in this regard has to do with the accuracy and timeliness of crash location information. Current methods were developed in 1982. The recent eCrash upgrade did nothing but take the old method of physical map lookup and enable officers to enter that data directly into the record; it did nothing to improve the process that is clearly overly time consuming and fraught with the potential for error. To address this problem, we are developing new mapping software to support the more accurate acquisition of precise location information, and deploying this software in conjunction with eCrash to increase the quality of the location information obtained from the field. This project is in progress, and the software will be fully deployed during 2012-13.

2. *DPH trauma data and ADVANCE enhancements.* The recent traffic records assessment recommended that we "develop annual reports on trauma and motor vehicle crashes to be available on the ADPH website." A prototype system for the EMSIS ambulance run data has proven its value in providing valuable information. However, there are a number of enhancements that will make these data sources far more productive of useful information. The information needs to be made more available, and the user base needs to be expanded. The linkage between the ambulance run data and the trauma data is in its very first stages, which has demonstrated its potential use, but this still needs to be brought to fruition.

3. *EMS run data entry software.* The state is expending a significant amount of money annually on a system that is barely adequate. The ADPH has determined that it would be quite beneficial for the state if a MOVE-type of approach could be applied to capture this data during the actual EMS unit run. Issues need to be addressed regarding the continued support for the National Emergency Medical Services Information System (NEMSIS) standards. The need to integrate EMS run data with crash data also continues to be an issue; such integration is needed to effectively study crash injury outcomes (e.g., effectiveness of restraints). The development of field EMS reporting software will be initiated in 2012-13.

4. *CARE enhancements.* The recent traffic records assessment recommended that we "expand the use of the CARE warehouse to include other government users and researchers." Progress has been made in establishing CARE scripts, i.e., essentially programs for standard report types that essentially "captures" a series of CARE commands and save them into a program for future use. This progress needs to be continued into beta testing and further enhancement of these capabilities, since they are currently not available to the CARE user base. A special location type exception reports that is similar to those currently being used in the Early Warning programs also needs to be completed and deployed.

5. *Department of Public Safety (DPS) paperless operation completion.* The recent traffic records assessment noted that: "Overall Alabama has experienced considerable growth throughout the State in the development and expansion of technology applications to move the State towards a paperless environment." This move toward a paperless environment is leading to greater efficiencies in law enforcement, enabling a greater presence in the field, more time for actual enforcement, and a tremendous boost in morale to the field officers. The problem involves the many remaining reports that still need to be automated, e.g., the driver exchange form, stored vehicle and inventory report, consent to search form, abandoned vehicle form, and several others. During 2012-13 we will develop these reports and will continue to support the field deployment of the paperless office software.

6. *Enforcement and Adjudication Log.* Currently, officers are spending significant time completing logs and providing data to both ALDOT and ADECA regarding the level of effort associated with special enforcement initiatives. This time is ineffective, as it directly detracts from time spent policing on the roadways. For this project, we will completely automate the production of effort logs, and support the electronic transfer of such logs to the appropriate reporting locations. The intent of this project is to eliminate the need for the officer to ever look at or spend *any* time completing a log or effort report. Instead, effort information is harvested from the MOVE environment and provided to the entities that need that information (such as supervisors and funding agencies). This major project will result in dramatic improvements in officer efficiency, and substantially increased time spent in meaningful policing activities.

7. *Further eCrash rollout.* The recent traffic records assessment recommended that we “transition the remaining 14 law enforcement agencies to either the eCrash system or provide technical assistance to their RMS vendors to accept their crash report format into eCrash as soon as possible.” There are still a number of major agencies that are not submitting their crash data in an eCrash compliant format resulting in not only duplicate data entry (with its accompanying error-prone issues), but also the inability to use these data due to the need for converting these data to their e-Crash counterparts. We will continue to support the effort to achieve 100% utilization of this system.

8. *Safe Home Alabama (SHA) Web site.* The recent traffic records assessment noted that “the TRS [Traffic Records System] should be designed to give the public or general non-government user reasonable access to data files, analytic results, and resources, but still meet State and federal privacy and security standards....,” and they further noted that “... *SafeHomeAlabama* ... will serve as a clearing house for motor vehicle crash data, safety information, research, and training.” The *SafeHomeAlabama.gov* web portal includes all state agencies, the legislature’s newly re-constituted State Safety Coordinating Committee, and all known service groups and educational institutions with formal traffic safety programs. Its goal is to be totally comprehensive in keeping the entire traffic safety community aware of the most recent developments in traffic safety both in Alabama and Nationally. SHA currently has 30 volunteer Associates, 73 pages, 332 external links, 91 referenced documents, and it is being updated typically with several updates per day. While tremendous progress has been made in making this site truly comprehensive, new technology needs to be applied to upgrade the entire web site and to make updates easier to accomplish. A major effort will be required in getting the general public involved and participating in this web site.

Section 410 Planned Activities

This program is an ongoing comprehensive, statewide selective enforcement program that focuses on alcohol times and locations for Fiscal Year 2013. Those areas in which alcohol/drugs have been found to be over-represented in crash causation are given heavier alcohol enforcement. 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 grant will fund law enforcement agencies that are to 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 “Drive Sober Or Get Pulled Over” Crackdown and other sustained enforcement activities. The paid media campaign will be conducted one week prior to the highly visible enforcement crackdown.

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 2013 are listed below.

As a part of the nationwide alcohol crackdown campaign to reduce alcohol fatalities, Alabama will participate in the “Drive Sober Or Get Pulled Over” campaign. This campaign will take place on and around the Labor Day holiday. 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 2013 campaign period and conduct quarterly checkpoints and / or saturation patrols during Fiscal Year 2013. Also as a part of continuous Law Enforcement activities (year round), our law enforcement agencies will plan law enforcement activities which focus on high-risk locations as outlined in Alcohol Hotspots around the State.

Alabama will purchase paid advertising for their “Drive Sober Or Get Pulled Over” Crackdown Campaign. Alabama will conduct a telephone survey to determine how effective the message was in reaching the citizens of Alabama.



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

Region 4
Alabama, Florida, Georgia,
South Carolina, Tennessee

September 25, 2012

Atlanta Federal Center
61 Forsyth Street, S.W.
Suite 17T30
Atlanta, GA 30303-3104
Phone: 404-562-3739
Fax: 404-562-3763

Honorable Robert Bentley
Governor of Alabama
State Capitol
Montgomery, Alabama 36130-3024

Dear Governor Bentley:

We have reviewed Alabama's Fiscal Year 2013 Performance Plan, Highway Safety Plan, Certification Statement, and Cost Summary (HS Form 217), as received on August 29, 2012. Based on these submissions, we find your state's highway program to be in compliance with the requirements of the Section 402 Program.

This determination does not constitute an obligation of federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 Program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, federal funds reprogrammed from a prior-year highway safety plan (carry-forward funds) will be available for immediate use by the State on October 1, 2012. Reimbursement will be contingent upon the submission of an updated HS Form 217 or its electronic equivalent, consistent with the requirements of 23 CFR 1200.14(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

We look forward to working closely with Mr. William Babington in implementing the FY 2013 Highway Safety Plan.

Sincerely,

Terrance D. Schiavone
Regional Administrator

cc:

Mark Bartlett, Division Administrator, FHWA
Theresa Williams Jones, Division Administrator, FMCSA



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of Transportation
**National Highway
Traffic Safety
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Region 4
Alabama, Florida, Georgia,
South Carolina, Tennessee

September 25, 2012

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William Babington, Division Chief
Law Enforcement/Traffic Safety Division
Alabama Department of Economic and Community Affairs
P.O. Box 5690
Montgomery, Alabama 36103-5690

Dear Mr. Babington:

We are pleased to inform you that on September 25, a NHTSA letter was sent to Governor Robert Bentley acknowledging compliance of the FY 2013 Performance Plan, Highway Safety Plan, Certification Statement and Cost Summary (HS Form 217) with the requirements of the Section 402 Program.

This acknowledgment of compliance does not constitute an obligation of federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 Program funds will be effected in writing by the NHTSA Administrator at the commencement of fiscal year 2013. However, federal funds reprogrammed from a prior-year highway safety plan (carry-forward funds) will be available for immediate use by the State on October 1, 2012. Reimbursement will be contingent upon the submission of an updated HS Form 217 or its electronic equivalent, consistent with the obligation limitation, within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

The enclosure to this letter contains specific comments on the Performance Plan and Planning Documents and is an official part of this correspondence. The Federal Highway Administration (FHWA) comments to your Performance/Highway Safety Plan will be sent under separate cover. Your Regional Program Manager will work with you in the coming year to assist in the development of plans to address the attached comments.

Alabama continues to do an outstanding job of developing effective highway safety programs and practices. We commend you and your staff for continued professionalism and dedication.

Sincerely,

Terrance D. Schiavone
Regional Administrator

Enclosure

cc:

Mark Bartlett, Division Administrator, FHWA
Theresa Williams Jones, Division Administrator, FMCSA



**FY 2013 Alabama Highway Safety Plan/Performance Plan
Review Comments**

NHTSA

- We commend the Alabama Office of Highway Safety (AOHS) for continuing to work with federal, state, and local partners to implement the Alabama Strategic Highway Safety Plan (SHSP) and incorporate your 2013 Highway Safety Plan/Performance Plan (HSPPP) into the SHSP.
- We commend the AOHS for continuing to work to improve and revise your HSPPP to identify the traffic safety problem areas in the state and develop a formula to distribute highway safety funds to the high crash locations. The improvements and revisions should result in a reduction in motor vehicle crashes, injuries, and fatalities in the State of Alabama in the future.
- We commend the AOHS for continuing to encourage the Alabama Department of Public Safety (DPS) to develop innovative traffic safety initiative to reduce fatalities and injuries across the State of Alabama. The AOHS provides Alabama's high crash locations to the DPS and local law enforcement agencies to schedule their intensified enforcement activities in those identified locations. The law enforcement activities target drivers that are impaired, not obeying the posted speed limit, and not wearing their seat belt.
- We encourage the AOHS to continue to make improvements to the data/traffic records system to identify locations where motor vehicle fatalities, injuries, and crashes are occurring in the State of Alabama.
- We appreciate your support of the national seat belt and impaired driving initiatives through your "Click It or Ticket," and "Drive Sober or Get Pulled Over" programs.
- The Alabama State Data show an increase in fatalities from 862 fatalities in 2010 to 894 fatalities in 2011. This was an increase of 32 fatalities in 2011. The AOHS should monitor data closely for continuing increases in motor vehicle fatalities. If the AOHS observes that fatalities are continuing to increase, the AOHS should try and develop countermeasures that can help curtail those increases. The "Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices" will offer successful programs that can assist you.
- Alabama seat belt usage statewide increased from 88.0% in 2011 to 89.5%* in 2012. The AOHS should continue to pursue countermeasures that work to continue to increase seat belt usage in 2013. The AOHS should identify the counties that had decreases or fail to increase seat belt usage in 2012 and develop strategies to increase seat belt usage in 2013. We look forward to working with the AOHS in your future seat belt campaigns to continue your effort to raise seat belt usage.
- We would like you to identify some law enforcement agencies in high crash locations that are not currently participating in the AOHS' effort to reduce crashes, fatalities, and injuries across the state. We encourage you to make every effort to work with the identified agencies to reduce crashes, fatalities, and injuries in their high crash jurisdictions by enforcing all traffic laws.

Review Comments

- We encourage the AOHS to identify two communities that are willing to conduct a demonstration of the effects of Nighttime Seat Belt Enforcement on their communities. An evaluation of the two communities should provide the effectiveness and impact of Nighttime Seat Belt Enforcement on local communities.
- We strongly encourage the AOHS to continue conducting the NHTSA and GHSA agreed upon survey to track driver attitudes and awareness concerning impaired driving, seat belt use, and speeding issues in FY 2013 and report the findings in the FY 2013 Annual Report.
- The AOHS should make sure all highway safety funds used for paid media are designated as paid media on the HS Form 217 through the Grant Tracking System and properly documented in the 2013 Annual Report.
- We know the implementation of the HSP is a continuous process. Your state assignee will be providing guidance, comments, reviewing files, conducting monitoring activities, and providing suggestions for reducing motor vehicle crashes, fatalities, and injuries throughout the year.
- There is no requirement for providing the regional office HSPPP revisions/budget modifications, but we would appreciate the AOHS providing this office a copy. This will allow us to maintain an updated file copy of the HSPPP.

*Has not been certified by NHTSA