State of Alabama

Fiscal Year 2019

Annual Report

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VISION, GOALS, AND MISSION

Many state and local agencies within Alabama are involved in the various aspects of traffic safety. It is the responsibility of the Alabama Office of Highway Safety (AOHS), to work with these agencies in providing a coordinated and unified approach to traffic safety. AOHS, which is located within the Law Enforcement and Traffic Safety (LETS) Division of the Alabama Department of Economic and Community Affairs (ADECA), is structurally organized directly under the Governor of Alabama.

AOHS works together with State and local agencies to coordinate the variety of programs that are implemented. The major agencies that provide a consensus of inputs include (but are not limited to): the Alabama Law Enforcement Agency (ALEA) and local law enforcement agencies, the Alabama Department of Transportation (ALDOT), the Alabama Department of Revenue Motor Vehicle Division, the Alabama Department of Public Health (ADPH) and the Alabama Administrative Office of the Courts (AOC). It is the primary goal of these, along with dozens of volunteer and private traffic safety groups, to work together to save lives and reduce the suffering caused by motor vehicle collisions.

The National Highway Traffic Safety Administration (NHTSA) is the Federal agency, and AOHS operates within the Section 402 Program that it administers. Their role is to provide oversight and funding to the various traffic safety projects that are eligible for this support throughout the state. The various projects will be detailed below in this Annual Report.

Alabama strives to implement only those programs that are shown by evidenced-based, data-driven analyses to be effective in accomplishing its traffic safety goals. For example, several approaches are used to allocate focused enforcement efforts to areas that have been determined by crash records analyses to have higher than expected crashes in the higher severity classifications. Other special efforts include innovative evidence-based programs to deal with distracted driving, impaired driving and to increase passenger restraint use.

AOHS has worked with the Traffic Safety community in the State to establish the following Vision Statement:

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

Major efforts in the past have focused on occupant restraints, distracted driving, directing enforcement to speed and alcohol-related hotspots, while maintaining a spirit of teamwork and recognizing the value of diversity. Goals were set for each of these individual related crash causes and severity increasing aspects of the overall traffic environment. While generally, the emphasis is on central themes that have proven over the past to be most fruitful in saving lives, AOHS remains open and is continually searching for new innovations both to improve current countermeasures and to create entirely new approaches.

While these goals aim for long-term, incremental improvement, it is recognized that the loss of each and every life is a tragedy that should not be tolerated. While the ultimate objective is zero deaths, the state has worked toward this target with incremental goals along the way. In 2006, the goal was: "*To reduce the fatal mileage rate in Alabama by 25% from 2.0 in 2006 to 1.5per 100 million vehicle miles traveled by calendar year 2013."* As can be seen from the following table that presents the annual fatality rate in fatalities per hundred million vehicle miles, this goal was quickly met in 2009:

Year	Fatality Rate
2006	1.99
2007	1.81
2008	1.63
2009	1.38
2010	1.34
2011	1.38
2012	1.33
2013	1.31
2014	1.25
2015	1.26
2016	1.56
2017	1.34
2018	1.33*

Meeting this original goal, Alabama continued to strive to maintain the fatality rate reduction to well under 1.50 since 2009. This goal was met and maintained well until 2016. According to preliminary state data, the rate increased dramatically in 2016. While it is too soon to truly evaluate what is causing the decrease from one year to the next, there is evidence to suggest increased enforcement from local law enforcement agencies has helped drive down fatalities. Alabama will continue with following goal: "*To reduce the fatal mileage rate in Alabama by 25% from 1.34 in 2010 to under 1.00 per 100 million vehicle miles traveled by calendar year 2020."*

Alabama has met the Section 402 requirements since the onset of the program in the late 1960s. This compliance continued under the Fixing America's Surface Transportation (FAST) Act.

To promote movement toward its vision the following mission statement was developed for Alabama:

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

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

This report will now continue by describing the various programs and projects within programs that have been implemented in the past fiscal year.

Program Area- Planning and Administration

Overview

To manage the Alabama Office of Highway Safety's (AHSO) programs, staff are employed at the state level. Planning and Administration (P&A) costs are those direct and indirect expenses that are attributable to the overall management of the State's Highway Safety Plan (HSP). Costs include salaries and related personnel benefits for the Governor's Representative and for other technical, administrative and clerical staff. P&A costs also include office expenses such as travel, equipment, supplies, rent and utilities necessary to carry out the functions of the office. The level of funding to accommodate the state office's needs is evaluated each year, just as in other program areas.

Performance Measures

Projects under Planning and Administration do not directly affect the performance measures listed in the FY 19 HSP for Alabama. However, the activities conducted by administrators and grant staff in these programs support the activities of the AOHS.

Planning and Administration
Total Fiscal Year 2019 Expended Funds –$ 220,687.21
Funding Source – FAST Act Section 402- $ 220,687.21

P&A costs for FY 19 included both direct and indirect costs for personnel with their associated expenses. Personnel in the direct cost category included the Public Safety Unit Chief who spent approximately 50% of his time on highway traffic safety related issues. Personnel in the indirect cost category used the ADECA Indirect Cost Rate, which included the LETS Division Chief/GR, an Administrative Assistant, the LETS Accounting Unit Manager and one Accounting Staff Member devoted to highway traffic safety. All P&A costs were split 50% Federal and 50% State.

Community Traffic Safety Programs
Total Fiscal Year 2019 Expended Funds - $749,555.25
Funding Source – MAP 21 NHTSA Section 402- $104,074.97
Funding Source – FAST Act Section 402- $645,480.28

There are four Community Traffic Safety Program (CTSP) regions in Alabama. These regional offices serve as the main coordination center for traffic safety programs in the State. These offices coordinate traffic safety enforcement, educational and training programs for local communities. Most of the funding received by the AOHS is subgranted to these regions for disbursement through enforcement agreements to municipal, county and state law enforcement agencies.

The CTSP regions participated in four statewide enforcement campaigns in 2019.These campaigns took place during the Memorial Day and Labor Day holiday periods. An additional High Visibility Enforcement campaign focused on impaired driving is conducted year-round. However, there are heightened, "peak" periods of activity coupled with paid media campaigns during the Thanksgiving or Christmas/New Year's, Cinco de Mayo, and Fourth of July holiday periods. Alabama also participated in the statewide speed campaign, Southern Shield during the third week in July.

The AOHS continues to hold quarterly meetings with the CTSP project directors. These meetings began in 2003 and serve a useful function as a coordination and information exchange forum.

Program Area- Police Traffic Services

Overview

To implement the State's Evidence-Based Enforcement Plan, there will be four local Selective Traffic Enforcement Program (STEP) projects during the coming year as well as one statewide STEP project. Each of these STEP projects will focus on Hotspot crashes and the problem locations that have been identified across the state. One STEP project will take place in each of the four CTSP/LEL regions and the statewide STEP project will be conducted in conjunction with the Alabama Law Enforcement Agency (ALEA). By conducting these STEP projects, additional efforts can be focused on the reduction of impaired driving related crashes and speed related crashes. The Law Enforcement activity will be sustained for twelve (12) months.

The enforcement effort is evidence-based, with the objective of preventing traffic violations, crashes, and crash fatalities and injuries in locations most at risk. The enforcement program will continuously be evaluated, and the necessary adjustment will be made. The activities and accomplishments of these programs can be found starting on page 8.

Performance Measures

- C-1: Do not allow Number of Traffic Fatalities to increase more than 5.31% percent from the five-year baseline average of 885 (2012-2016) to 932 by 2019.
- C-2: Reduce Number of Severe injuries in Traffic Crashes by .85 percent from the five year baseline average of 8,542 (2012-2016) to 8,469 by 2019.
- C-3: Reduce Total Fatality Rate/VMT by 1.48 percent from the five-year baseline average of 1.35 (2012-2016) to 1.33 by 2019.
- C-4: Reduce Unrestrained Passenger Vehicle Occupant Fatalities by 1.07 percent from the five-year baseline average of 372 (2012-2016) to 368 by 2019.
- C-5 – Do not allow the alcohol-impaired driving fatalities to increase by more than 3.44 percent from the five-year baseline average of 261 (2012-2016) to 270 by 2019.
- C-6: Do not allow Speeding-Related Fatalities to increase by more than 1.15 percent from the five-year baseline average of 260 (2012-2016) to 263 by 2019

Crash Summary

Performance measures in Alabama are set using averages from the previous five years of crash data, and a full analysis of the state's progress can be found starting on page 43. However, it can be useful to monitor progress of projects based on the previous year's crash data to gauge effectiveness of activities conducted throughout the fiscal year. In Alabama in 2018, 953 people were killed on the highway, up from the 2017 total of 948 fatalities (FARS). Serious Injuries decreased from 7,480 in 2017 to 7,002 in 2018.Unrestrained Passenger Vehicle Occupant Fatalities decreased from 398 in 2017 to 354 in 2018. The Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC decreased from 265 in 2017 to 246 in 2018. The number of Speeding-Related Fatalities increased from 257 in 2017 to 262 in 2018.

Police Traffic Services Programs
Total Fiscal Year 2019 Expended Funds - $ 2,665,019.55
Funding Source - NHTSA Section 402- $ 999,841.04
Funding Source- FAST Act Section 402- $ 1,665,178.51

The general implementation strategy of AOHS has been to require the Community Traffic Safety Program/Law Enforcement Liaisons (CTSP/LEL) project directors to focus their plans solely on speed and alcohol hotspot crashes and the problem locations identified for their respective regions. By doing this, we have been able to focus on the biggest problem areas for traffic safety. In the four regions, participating law enforcement agencies (which includes municipal, county and state agencies) conducted sustained enforcement of statutes at a minimum of one activity per month to address impaired driving, occupant protection, and driving in excess of posted speed limits. In addition, the participating agencies conducted Driving Under the Influence (DUI) checkpoints when allowed and saturation/directed patrols during at least one weekend per month. The year-long enforcement campaign resulted in 212 DUI arrests, 25,662 Speeding Citations, and 5,902 Seat Belt Violations.

Within the larger enforcement campaign, AOHS also had their CTSP/LEL's participate alongside ALEA in the third annual statewide speed initiative called "Southern Shield". This was a one week long innovative partnership between NHTSA Region 4 and Region 4 States that was widely accepted and very successful for the first year. The enforcement program consisted of members from 45 law enforcement agencies from the municipal to the state level (Municipal Agencies: 15; County Sheriffs: 11; State Police Districts: 17). Officers worked 1,763 hours total and issued a total of 7,229 citations. With the success of this program it is believed that the AOHS will continue this program in the future.

Program Area- Occupant Protection

Overview

The major goal of the AOHS Occupant Protection plan is to ensure resources dedicated to occupant protection are allocated in a manner to bring about the maximum traffic safety benefits to the roadway users of the State. The plan considered all restraint programs to be conducted in Alabama over a five-year planning horizon with special emphasis on those that were proposed to be funded under the 405b Occupant Protection Grants and 402 Grants section for FY 2019.

In FY 2019, Alabama allocated funds for projects that employed a combination of countermeasures to have the greatest impact in reaching program goals. These projects included High Visibility Enforcement (HVE) efforts paired with paid media campaigns, observational survey evaluation, and Child Passenger Safety training.

Performance Measures

- C-1: Do not allow Total Fatality Rate to increase more than 5.31% percent from the five-year baseline average of 885 (2012-2016) to 932 by 2019.
- C-2: Reduce serious injuries in traffic crashes by .85 percent from the five year baseline average of 8,542 (2012-2016) to 8,469 by 2019.
- C-3: Reduce Total Fatality Rate by 1.48 percent from the five-year baseline average of 1.35 (2012-2016) to 1.33 by 2019.
- C-4: Reduce the unrestrained passenger vehicle occupant fatalities by 1.07 percent from the five-year baseline average of 372 (2012-2016) to 368 by 2019.
- B-1: Maintain the observed seat belt usage at the five-year baseline average (2013 -2017) of 94.2% in 2019.

Crash Summary

Performance measures in Alabama are set using averages from the previous five years of crash data. However, it can be useful to monitor progress of projects based on the previous year's crash data to gauge effectiveness of activities conducted throughout the fiscal year. In Alabama in 2018, 953 people were killed on the highway, up slightly from the 2017 total of 948 fatalities (FARS). Serious Injuries decreased from 8,152 in 2017 to 7,480 in 2018. The number of unrestrained passenger vehicle occupant fatalities in 2018 was 354, a decrease from the 2017 total of 398. The State Observed Seat Belt Use Rate was 92.3 % in 2019.

Click It or Ticket High Visibility Enforcement
Total Fiscal Year 2019 Expended Funds - $191,549.80
Funding Source –FAST Act Section 405b

In addition to a paid media effort, Alabama conducted the Click It or Ticket (CIOT) High Visibility Enforcement program for a two-week period from May 20 through June 2. The enforcement program consisted of members from 117 law enforcement agencies from the municipal to the state level (Municipal Agencies: 79; County Sheriffs: 21; State Police Districts: 16). The officers worked 7,854 total hours. The total number of all contacts throughout the campaign was 15,001.

Click It or Ticket Paid Media Campaign
Total Fiscal Year 2019 Expended Funds - $365,934.76
Funding Sources – MAP-21 405b $160,000.00
Funding Sources – FAST Act 405b $ 205,934.76

The 2019 CIOT Media Campaign included placement of approved, paid CIOT programming on broadcast and cable TV, radio spots, and digital ads May 08-27, which includes most of the enforcement period.

The CIOT Statewide Mobilization played a critical role in the effort to keep people safe on the state's roads and highways. In the May time frame, paid and bonus commercials supplemented law enforcement agencies statewide as they conducted a zero-tolerance enforcement of seat belt laws with a special emphasis on young males. Further, electronic billboards, online ads, digital music streaming services and theater screens were employed to reach the target audiences. These efforts were aimed at yielding increases in seat belt use. In May, Auburn Media Production Group placed 5,025 paid media commercial ads on local and broadcast television and radio stations. There were 7,052,885 digital impressions and 10,795,204 out of home placements in the same time frame.

For the campaign, paid media was engaged based on parameters outlined below:

Broadcast Television

The broadcast television buys focused on programming in prime times: early morning (M-F, 7A-9A) and evenings (M-F, 5P-Midnight). Selected weekend day parts, especially sporting events, were also approved if the media programming would appeal to the target group.

Cable Television

The large number of cable networks in Alabama can be effective in building frequency for the male 18-34 target market. The buys focused on the following day parts: early morning (M-F, 7A-9A) and evenings (M-F, 5P-Midnight) with selected weekend day parts, especially sporting events. Paid scheduling was placed for networks that cater to males in our target, such as CNBC, ESPN, Fox News and Fox Sports, CNN, etc.

Radio

The campaign targeted that same key at-risk group, 18-34-year olds, particularly males. The buy focused on the following day parts: morning drive (M-F, 7A-9A), midday (M-F, 11A-1P), afternoon (M-F, 4P-7P), evenings (M-F, 7P-Midnight). Selected weekend day parts were considered as well.

Out of Home

Electronic billboards were leased in major markets where space was available. Several designs were retagged for Alabama's use to correspond to and reinforce the video commercial. Lamar, Link and Beam electronic billboards were designed and placed in the twenty-six (26) major media market sites providing coverage in Birmingham, Mobile, Montgomery/Wetumpka, Huntsville and Auburn/Opelika. Out of Home placements ran a total of 10,795,204 exposures. Campaign ads were also placed in ScreenVision and MCM theater showings for a total of 737,022 spots.

Digital Media:

Digital media is a rapidly evolving platform in media consumption. For the CIOT campaign, ads were placed in a variety of digital sites such as Facebook, YouTube and Bleacher Report; ads were also placed on streaming services such as Pandora and Spotify.

Evaluation of "Click It or Ticket" 2019
Total Fiscal Year 2019 Expended Funds - $214,665.53
Funding Source- MAP-21 Section 405b High - $ 140,975.99
Funding Source- FAST Act Section 405b High-$ 73,689.54

Summary

The CIOT High Visibility Enforcement campaign was conducted between May 20 and June 2, 2019 in Alabama. Multiple agencies and organizations participated in this effort under the leadership of the AOHS. Scheduled public education and enforcement were conducted, working toward the single goal of increasing seat belt use to improve highway safety.

Seat belt use was evaluated in two primary ways: (1) by direct observation of vehicles, based upon a carefully designed sampling technique, and (2) through a telephone survey. Before and after seat belt usage rates were evaluated by direct observation, and after rates were evaluated through the telephone surveys.

The evaluations showed that the CIOT program is producing positive results. Most Alabamians are getting the message and know that they should be wearing their seat belts. The observed seat belt usage rate was 92.3% in 2019.

Click It or Ticket Team

AOHS in ADECA/LETS coordinated this major project. The magnitude of the total effort may be gathered from Table 1-1 below.

Table 1-1: Agencies and Organizations on 2019 "Click It or Ticket" Team

LETS (ADECA)	Law Enforcement and Traffic Safety Division of the Alabama Department of Economic and Community Affairs	Lead agency, organized project, secured partners to conduct project, coordinated activities, funded project.
NHTSA	National Highway Traffic Safety Administration	Key federal agency that encourages safety, provided Section 405 funding for LETS to conduct project.
ALEA and local law enforcement agencies	Alabama Law Enforcement Agency Local law enforcement agencies	Conducted enforcement for seat belt use.
ALDOT	Alabama Department of Transportation	Used changeable message signs along highways to emphasize the "Click It or Ticket" program.
CTSPs	Community Traffic Safety Program Coordinators	Regional coordinators for LETS, assisted in local public relations, planned local law enforcement checkpoints, etc.
Research Strategies	Research Strategies, Inc. Mobile, AL	Engaged to conduct the pre- and post-media observational surveys. Also involves recruiting and training personnel to conduct the surveys. Also conducted the phone surveys to evaluate the media campaign.
AMG	Auburn Media Group Auburn, Alabama	Engaged to place ads in various media, conduct public relations portion of the project, and support the project.
UA/CAPS	Center for Advanced Public Safety, University of Alabama	Engaged to assist in the coordination of project, evaluation of results, and preparation of project's final report. Contracted company to conduct observational and phone surveys. Computed the observational rate and completed NHTSA certification forms.

Occupant Protection Paid Media Evaluation

Research Strategies, Inc. conducted telephone interviews concerning the CIOT campaign in 2019. Starting on April 29, 2019 through May 15, 2019 Research Strategies, Inc.'s Consumer Telephone Operations Center randomly sampled five hundred and two (N = 502) Alabama drivers, 19 years or older, in each of the sixty-seven (67) Alabama counties. This sample serves as the pre-sample for the "Click it or Ticket" campaign. Research Strategies, Inc. conducted another two hundred and fifty (N = 250) sample, starting on July 21, 2019 through July 31, 2019, with randomly selected Alabama drivers, 19 years or older, in each of the sixty-seven (67) Alabama counties. This sample serves as the post-sample of the 2019 campaign.

The interviews averaged 9 minutes in length. Each Alabama county was weighted proportionately by population in the sample. Cell phone numbers and landline numbers were used to keep both samples proportionate by age, ethnic skew, etc. The sample methodology offers the 2019 NHTSA/Alabama Public Awareness Telephone Survey Research with a margin of error of +/- 5.0 percentage points or less, at a 95% confidence level.

The most important questions dealt with the respondent's use or non-use of seat belts. 83.47% of the 2019 Post-sample of drivers state they "always wear their seat belt" when answering the question "when was the last time they did not wear a seat belt."

Alabama drivers' rationales for not wearing their seat belts: 31.25% (2019 Pre-sample), 41.46% (2019 Post-sample) and 42.05% (2018 sample) say they were "only going a short distance." 36.25% (2019 Pre-sample), 24.39% (2019 Post-sample) and 31.82% (2018 sample) say they "forgot to put it on." 10.00% (2019 Pre-sample), 14.63% (2019 Post-sample) and 5.68% (2018 sample) say "it is uncomfortable."

When questioned about crashes, 96.0% strongly agreed or somewhat strongly agreed that they wanted to be wearing their seat belts if they were ever involved in a crash.

In general, this survey indicates that Alabamians are aware that they should be wearing their seat belts. 91.1% report that they wear them all the time, and 96.4% report that they wear them all the time or most of the time. More information from this survey can be found in the 2019 Click It or Ticket Comprehensive Report, to be submitted to NHTSA by March 31st, 2019.

Occupant Protection and Child Restraint Use Observational Surveys

Observational Study Design

NHTSA issued new Uniform Criteria for State Observational Surveys of Seat Belt Use in 2011. The final rule was published in Federal Register Vol. 76 No. 63, April 1, 2011, Rules and Regulations, pp. 18042 – 18059. The survey plan used represents Alabama's response to the requirement to submit to NHTSA a study and data collection protocol for an annual state survey to estimate passenger vehicle occupant seat belt and child safety restraint use. The plan is fully compliant with the Uniform Criteria and was used for the implementation of Alabama's 2019 seat belt survey. 2019 was the seventh year to implement this observational plan based on fatality locations rather than the population-based plan. New sites had to be determined and approved by NHTSA for 2018. This was our second year using these sites. There is a total of 349 sites spread over 41 counties. New observation sites must be determined every five years.

The University of Alabama Center for Advanced Public Safety managed the process of the annual survey of vehicle seat belt usage and child restraint usage throughout Alabama. CAPS contracted with a highly qualified survey company, Research Strategies, Inc., to conduct the observational seat belt surveys throughout the state.

Observational Surveys of Occupant Restraint Use

Field observation surveys were performed to measure shoulder seat belt use rates by drivers and front seat outboard passengers in passenger motor vehicles. The observation surveys were performed in 41 Alabama counties (349 sites) at two different times during the campaign to collect a pre-campaign rate and a post-campaign rate. These counties are identified in Table 2-1. These counties and the sites within them were chosen to satisfy the NHTSA guidelines.

Table 2-1: Seat belt observation counties

Pre and Post Surveys				
Autauga	Coffee	Elmore	Lee	Montgomery
Baldwin	Colbert	Escambia	Limestone	Morgan
Blount	Conecuh	Etowah	Lowndes	Russell
Calhoun	Covington	Houston	Macon	Shelby
Chambers	Cullman	Jackson	Madison	St. Clair
Cherokee	Dale	Jefferson	Marengo	Talladega
Chilton	Dallas	Lauderdale	Marshall	Tallapoosa
Clarke	DeKalb	Lawrence	Mobile	Tuscaloosa
				Walker

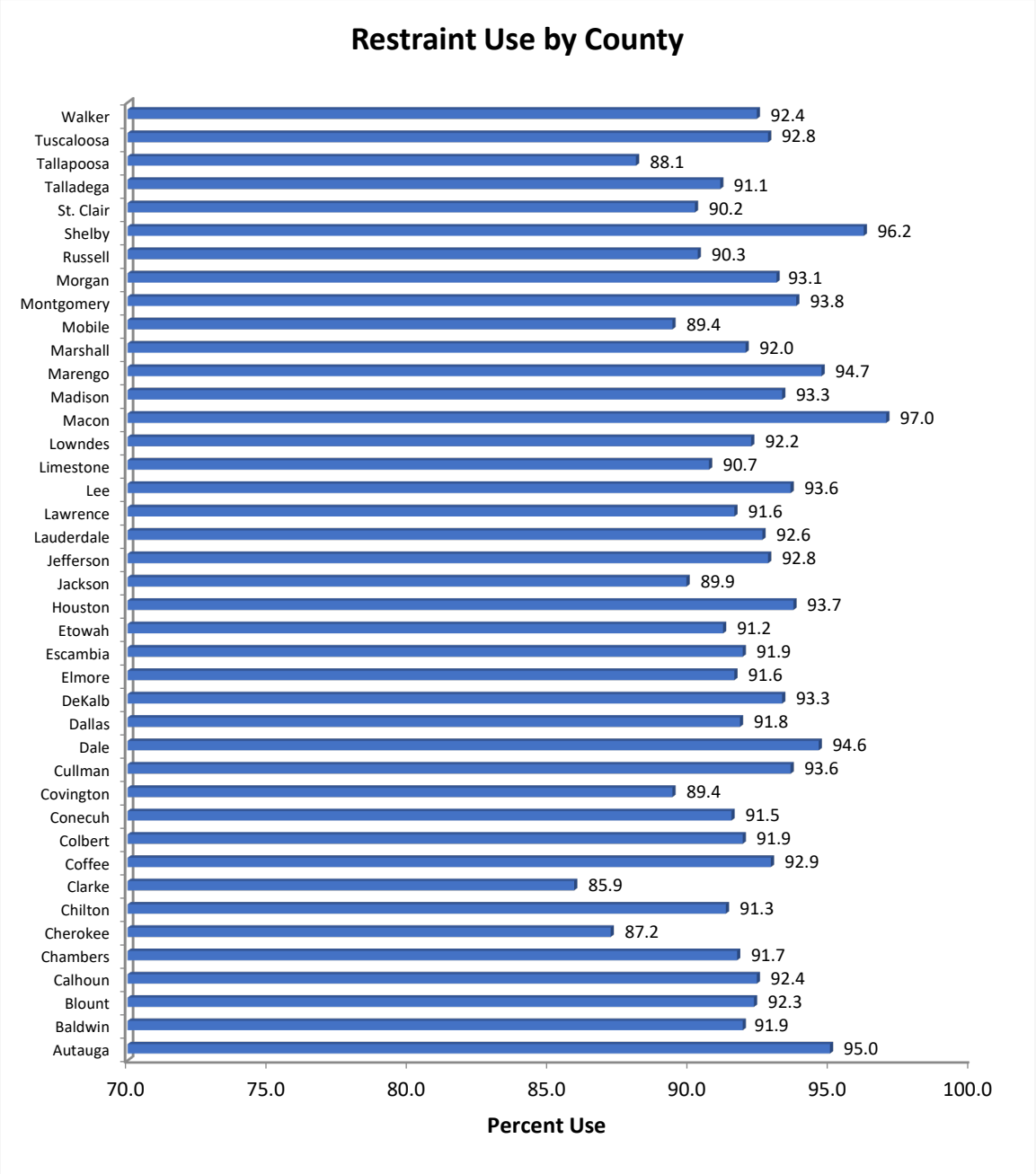
Seat Belt Survey Results

A total of 80,191 front seat occupants were observed at sites scattered among 41 selected counties for the observational surveys. There were 40,408 Alabama drivers and front seat passengers observed during April 29 through May 5, 2019 for the pre-media campaign period and 39,783 Alabama drivers and front seat passengers June 3 through June 15, 2019 during the post-media campaign.

The resulting analysis of the observation data produced the following conclusions:

- Restraint use increased from 91.8% in 2018 to 92.3% in 2019.
- As for gender in 2019, women once again wore their belts more than men. Women wore their seat belts 96% of the time and men wore their seat belts 86.4% of the time. These are raw percentages before weighting.
- Drivers of certain types of vehicles have historically been less likely to wear their seat belts. The highest usage rate in 2019 was Car (91.1%) with SUV not far behind (90.5%). These are raw percentages before weighting.
- It is proven that seat belts save lives, and as long as CIOT is producing a consistent high rate of belt usage, serious consideration should be given to continued implementation of the program in future years. The overall improvement in rates indicates that the CIOT campaign is reminding drivers to buckle up, and it is a major cause for the state sustaining its high rate.

See Figure 1 below for results for each county in the survey.



Source: 2019 Observational Surveys

Child Restraint Observational Survey

The child restraint survey took place at 10 randomly selected sites in each of the 15 counties. At least one site from each Annual Daily Traffic (ADT) category was surveyed in each county chosen. Each site required one hour of direct observation. The survey required a total of 150 hours of direct observation. All children who appeared to be age five and under were observed, in any position in the car. The survey sites selected proportionally reflect road travel in urban and rural areas and account for road volume. The survey results measured a proportional distribution which resembles the statewide population. The survey was conducted during the month of July 2019.

Child Restraint Survey Results

The survey team observed a total of 2,081 vehicles while observing children, approximately aged five and under, in any position in the vehicle. Alabama was estimated to have a child restraint usage rate of 92.0% which is 0.2% percentage point higher than last year's rate of 91.8%. Mobile County had the highest rate of 95.9%. Colbert County had the lowest rate of 86.4%. There were 15 counties in the survey. The county results are listed below:

County	**Rate**
Blount	89.4%
Colbert	86.4%
Escambia	89.1%
Etowah	90.6%
Houston	93.0%
Jefferson	93.1%
Lawrence	95.1%
Lee	93.6%
Madison	93.5%
Marshall	93.9%
Mobile	95.9%
Montgomery	89.8%
Shelby	90.6%
Tuscaloosa	92.1%
Walker	93.3%
Overall	92.0%

Child Passenger Safety (CPS) Program
Total Fiscal Year 2019 Expended Funds - $ 98,642.12
Funding Source- FAST Act Section 405b high

Alabama continued the Child Passenger Safety (CPS) program that began in FY 2006. In that year, the state established a single CPS coordinator augmented with three instructors from the CTSP offices and tasked them with addressing CPS from a regional perspective. The CPS program was continued through FY 2019. The overall goal of the CPS program remains to have more child restraint technicians available so that it will lead to an increase in the child restraint usage within the State of Alabama, resulting in a reduction of fatalities.

However, in March of 2018, the AOHS halted activities of the CPS program to restructure and improve the project. For the last half of the year, training opportunities were communicated to communities and technicians in the state, but not hosted by staff of the grant. The Alabama Department of Public Health now houses the program, and has updated their website https://www.alabamapublichealth.gov/injuryprevention to include training and class information to reach a wider array of citizens throughout the state. The restructuring of the program and developing new instructors has been and continues to be a long process, but CPS in Alabama has made progress towards overall goals.

Goal 1 – Update Safe Kids Child Passenger Safety (CPS) technician list with the most recent listing of CPS technicians

The first goal of the project was to update Safe Kids Child Passenger Safety (CPS) technician list with the most recent listing of CPS technicians. When the initial application was submitted, ADPH staff was concerned that not all CPS technicians were listed on the Safe Kids website. Staff originally planned to work with Safe Kids to update their online list; however, after ADPH staff obtained administrator status on the Safe Kids website, they learned CPS technicians could opt to not have their name and contact information appear on the public site. As a result, the public Safe Kids list is accurate and up-to-date.

Goal 2 – Create an ADPH network of Lead Instructors (LI) and certified CPS instructors

Goal two was to create an ADPH network of Lead Instructors (LI) and certified CPS instructors. Joshlynn Edwards, who coordinated ADPH's Car Seat Distribution and Installation Program through the Alabama Child Death Review System since 2016, stepped into a new role as CPS Program Manager. She was charged with organizing CPS certification trainings, developing program materials, coordinating efforts with other agencies and Public Health Districts (PHD), and maintaining the ADPH CPS website. Ms. Edwards is currently a certified CPS technician and is working toward becoming a CPS instructor. She began working toward becoming an instructor in the first year and will continue this process during the next fiscal year.

Children's Hospital of Alabama (CHA) has a team of CPS instructors who provide CPS trainings around the state. ADPH contracted with CHA to conduct two additional CPS technician trainings. Each CPS training has a maximum capacity of ten students. The first training was held May 1-3, 2019, at the Montgomery County Health Department. A total of ten participants attended and passed the certification course. The second training was held June 25-27, 2019, at the Madison County Health Department in Huntsville. A total of nine participants attended and passed the course. ADPH District Coordinators attended this course and earned CPS certification. The project manager attended both trainings as a course assistant to complete her observation hours and was responsible for handling all the training logistics, with instructors from CHA conducting the training.

Goal 3 – Increase the number of CPS technicians in the state

Due to lack of available instructors, ADPH worked with CHA to facilitate CPS technician certification trainings. Due to scheduling and availability, CHA was only able to accommodate two trainings over the course of the year. The first training was held May 1-3, 2019, at the Montgomery County Health Department. A total of ten participants, the maximum number of students allowed in a CPS class. attended and passed the certification course. The second training was held June 25-27, 2019, at the Madison County Health Department in Huntsville. A total of nine participants attended and passed the course including ADPH DCs. The program manager attended both trainings as a course assistant and was responsible for handling all the training logistics (location, trainees, etc.) with instructors from CHA.

Goal 4 – Establish fitting stations in 3 of the 6 PHDs

Project staff vetted the list of active car seat fitting stations from the list on the National Highway Traffic Safety Administration (NHTSA) website by contacting each fitting station listed to determine if that station still had certified CPS technicians on-site who actively installed seats. ADECA ensured that the active sites were communicated to NHTSA for listing on the website.

ADPH worked with district coordinators to identify locations where there were no fitting stations within their target counties: Marshall, Morgan, and Madison (Northern District); Etowah, Calhoun, and Shelby (Northeastern District); Lamar, Walker, and Perry (West Central District); Montgomery, Macon, and Bullock (East Central District); Clarke, Washington, and Baldwin (Southeastern District); and Pike, Coffee, and Houston (Southwestern District).

Goal 5 – Update the ADPH CPS website to include information on CPS trainings, fitting stations, and educational materials

The Safe Kids website already contains a calendar of certification courses scheduled in the state, along with a link to course registration. The calendar is updated by course instructors as courses are scheduled. A link was added to ADPH's Injury Prevention webpage to direct the public to the calendar of certification classes on the Safe Kids website.

Program Area- Traffic Records

Overview

AOHS recognizes that Traffic Records is a critical component of the highway safety program. FY 19 projects in the Traffic Safety Information Systems (TSIS) areas were conducted with the concurrences of the Traffic Records Coordinating Committee (TRCC). AOHS continued funding for the development of several projects with the goal of improving data quality, timeliness, uniformity and completeness.

Performance Measure

Traffic Records projects were not directly tied to a specific FY 19 Performance Measure. However, capturing, compiling, and analyzing crash statistics and other related data points is a crucial part in AOHS's planning and evaluation process.

Alabama Traffic Records Coordinating Committee (TRCC)

There are about a dozen agencies at the state level who have the custodianship over data that can be used for traffic safety improvement purposes. In the early 1990s, it became apparent that coordination among these various agencies and the information technology efforts would be beneficial to traffic safety. Originally known as the Alabama Traffic Information Systems Council (TISC), TISC has been in existence since July 1994. The TISC was reorganized a few years later and renamed as the Alabama Traffic Records Coordinating Committee (TRCC), and it is currently the properly constituted coordinating committee for all traffic records transactional and analytical efforts within Alabama. Its primary goal is to provide opportunities for its members to coordinate all traffic records projects and to become informed about the component parts of and datasets within their traffic records systems in other agencies.

Traffic Records Strategic Planning

One of the critical roles played by the TRCC is that of coordinating traffic safety information technology efforts through the state's Strategic Plan for Traffic Records. The value of having such a strategic plan for properly developing, maintaining, and tracking the progress of traffic safety IT projects has been recognized by Congress and was required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation, the Moving Ahead for Progress in the 21st Century Act, (MAP-21) legislation and now by the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94).

The TRCC establishes policies, sets strategic goals for project development, approves projects within the strategic plan, and authorizes funding. Membership of the committee includes representation from all stakeholder agencies. The Chair has the responsibility for directing the implementation of the Traffic Records Strategic Plan.

The TRCC meets at least three times a year qualifying the state for federal funding for traffic records. The group met in February, April and November in 2019. Presentations were given at each meeting that review progress, present the latest innovations of each of the involved agencies, and plan for the next years' strategic plan update. Minutes are taken at each meeting in order to have a record of the meeting and preserve important ideas, actions taken and status updates. The TRCC submitted a Traffic Safety Information Systems Strategic Plan (FY 2020-2024), and an application for a grant to NHTSA in July 2019. The Strategic Plan is updated each year to cover an advancing five-year time period. The overall strategic planning effort of the TRCC, as reflected in the Traffic Safety Information System Strategic Plan, is quite comprehensive.

Traffic Safety Technical Development Projects
Total Fiscal Year 2019 Expended Funds – $ 604,829.51
Funding Source - MAP-21 Section 405c - $107,215.87
Funding Source – FAST Act Section 405c- $497,613.71

CAPS and the AOHS in ADECA/LETS continue to make the most of a long-standing relationship that has been mutually beneficial for many years, not only for one another but for traffic safety in the State of Alabama. This grant had several projects in the scope of work for FY2019.

The following areas describe the focus areas for the FY2019 traffic records upgrades in Alabama.

1. Upgrade to eCrash-2: Full MMUCC-5 and Updated Technology
2. RESCUE 3rd Party Vendor Support and ePCR Retrieval
3. MapClick full consistency with the ALDOT LRS
4. Portal Development for RESCUE-EMS, SAFETY and ADVANCE
5. Requirements/Design for Coordinated MOVE and eCite Upgrades

The progress made in the program in 2019 is described below:

Focus Area:
Upgrade to eCrash-2: Full MMUCC-5 and Updated Technology

Area Goals:
To create eCrash-2 that incorporates MMUCC version 5, and that accommodates the changes being made in MapClick and other supporting software, including recent improvements in technology.

Progress:

- Developed an API (named REST) to support downloading of the crash report data.
- Developed a framework to support the routine, scheduled and automated exports of crash data.
- Made crash report uploads to the server more efficient to promote faster upload times.

Focus Area:
RESCUE 3rd Party Vendor Support and ePCR Retrieval

Area Goals:
To enable all 3rd party vendors to submit reports that are totally compatible with the developed and deployed Recording of Emergency Services Calls and Urgent-Care Environment (RESCUE) system, and to provide a new function for ePCR retrieval

Progress:

- Held training and completed BETA testing of the RESCUE Exchange website.
- Completed development of the RESCUE Exchange website based on BETA testing feedback.
- Continued providing technical support to ADPH EMS.
- Created new Schematron rules to enforce better PCR data from all EMS agencies.
- The RESCUE Exchange is now ready for LIVE deployment, and ADPH EMS is coordinating this rollout.

Focus Area:
MapClick full consistency with the ALDOT LRS

Area Goals;
To continue to upgrade MapClick to accommodate the eGIS changes being made by ALDOT and thus to transition away from the link/node locational system to a statewide ALDOT-maintained Linear Reference System (LRS) for all roadways (whether on the state system or not).

Progress:

- Received and reviewed a new state-wide dataset containing updated link/node data.
- Completed integration of the new dataset into MapClick.
- Initiated integration testing with eCrash to ensure this new MapClick build is producing the expected data.
- Plans for next quarter: If the integration testing goes as expected we will integrate the latest version of this dataset and distribute an updated MapClick version.
- A workflow approach has been developed with ALDOT IT personnel to generate link/node events based on eGIS routes, send eGIS updates to CAPS, and then send link/node attribute updates back to ALDOT.

- The first pass link/node events created in ALDOT eGIS has been received by CAPS to test the workflow, and it has been updated by CAPS with the latest link/node attributes.
- Work has been initiated on an updated link/node editor, which is based on ALDOT eGIS routes and link/node events, that has the following characteristics:
  - Basic link/node attribute editing,
  - Auto-numbering of new links/nodes based on historic municipal boundaries
  - Enables map printing for agencies in the field.

Focus Area:
Portal Development for RESCUE-EMS, SAFETY and ADVANCE

Area Goals
To apply more advanced technologies to enhance the RESCUE-EMS, SAFETY and ADVANCE portals, and to do it in such a way that these portal developments are coordinated to be mutually supporting.

Progress:
- Portal Development for RESCUE-EMS, SAFETY and ADVANCE
- Several SAFETY portal classes were conducted.
- Continued testing on the hotspot analysis portal (https://alhotspot.aladata.com) and results compared to classic CARE analysis.
- Continued developing the Angular-based, next generation portal that brings more desktop-like functionality into the SAFETY portal, including:
- FOCIS intersection analysis data was added to the CARE web services, and
- A FOCIS symbology was created to allow user interaction with FOCIS symbols on the map.
- Continued Work on standardizing locations processing by the CARE web services.

Focus Area:
Requirements/Design for Coordinated MOVE and eCite Upgrades

Area Goals;
To create the requirements and a documented design for the next version of eCite (eCite-2) and MOVE that are totally coordinated and utilize to the extent possible the most current practical technology.

Progress:
- MOVE:
  - CAPS personnel met with ALEA desktop users and IT support staff to discuss the needs of a next-generation system.
  - Components related to building the modular plugins to support the upgraded MOVE were designed and prototyped.
  - Discussions of separation of the core MOVE services and the interface led to a separation of the projects into the two core components.

- The modules for inter-process communication (IPC) and data parsing were part of this effort. These components include:
  - Inter-process Communication Manager (ICM) (how the applications share information with each other),
  - Centralized Authentication (single sign-on),
  - Application Launcher,
  - Hardware Manager (card scanners, GPS, etc.), and
  - Data Aggregator (in concert with the ICM, collecting shared data so as not to require explicit requests and responses for each of certain types of recent data).

- eCite
  - More work was done on the development platform that will be the core framework for the new eCite.
  - A review of the current fields within the citation are being examined and evaluated to assess any impact on analytics were they to be expanded or modified.
  - Once the new framework is completed, development of the eCite client can commence using the current feedback, under the following plan:
    - The client will be iteratively developed with the assistance of the current feedback group.
    - A larger advisory group will be established once a minimally viable version of the client has been finished.
    - The entire citation lifecycle will be evaluated, and where possible, updated database interfaces and data services will be created to modernize and improve performance of the total process.
    - This evaluation and improvement process is expected to begin at some point following at least one iteration of the desktop client, given that any adjustments to the current data model will affect the specific implementation of these updates

Alabama's Electronic Patient Care Reporting (e-PCR) Assistance Program
Total Fiscal Year 2019 Expended Funds - $60,000.00
Funding Source - MAP-21 Section 405c

The Alabama Office of EMS and Trauma renewed its existing sole-source contract with Grayco Systems, Inc. for the continued maintenance, support and modifications of the Alabama Electronic Patient Care Reporting (e-PCR) NEMSIS compliant data collection software system and of the Alabama AlaCert data collection tracking software for provider service and individual license system. This project is being used to maintain and support AlaCert (the licensure database system), EMSIS Server, AL ePCR (the NEMSIS-compliant pre-hospital data collection system), and EMSIS Web (the web version of AL ePCR) is ongoing. The NEMSIS compliant data system is required by NHTSA, Office of EMS. This program also continued to collect and track licensed Emergency Medical Provider Services and Emergency Medical Personnel of all Alabama recognized license levels.

Center for Advanced Public Safety (CAPS) Data and Information Technology Support
Total Fiscal Year 2019 Expended Funds - $921,570.05
Funding Source - State Traffic Safety Trust Fund

The University of Alabama Center for Advanced Public Safety and the AOHS have a long-standing relationship with working together to improve traffic safety. CAPS provides AOHS with valuable statistics, data and analysis tools relating to traffic safety. The use of this data is particularly important as emphasis is placed on strategic planning for highway safety and as AOHS works to base funding on crash data.

The development and deployment of the eCite and eCrash projects are key areas where CAPS and AOHS have worked together to improve the quality of data being gathered and the safety of the state's law enforcement officers. The funding that CAPS receives from AOHS is crucial in conducting projects to improve law enforcement and traffic safety and in maintaining the systems that have been developed that the officers are now reliant upon. In FY 2019, CAPS assisted the AOHS by fulfilling data information requests that are made of the CAPS staff, prepared reports and statistical information for grant applications when asked, contributed to the development of the State's Highway Safety Plan and assisted with all aspects of the Traffic Records Coordinating Committee (TRCC) meetings.

CAPS continued to spread eCite to law enforcement agencies throughout the state, provided training, provided technical support and maintained software systems.

CAPS also coordinated the phone surveys concerning the "Drive Sober or Get Pulled Over" campaign project and NHTSA and Governors Highway Safety Association (GHSA) survey on driver attitudes. CAPS maintained the SafeHomeAlabama.gov, (SHA) website with comprehensive traffic safety information.

CARE Software Program

In the efforts to support the traffic safety community in the State of Alabama, CAPS staff members responded to 134 requests for traffic crash data. These included requests from CTSPs regularly, Geographic Information Systems (GIS) Coordinators, ALDOT, ALEA, Federal Motor Carrier Safety Administration (FMCSA), NHTSA Region 4 personnel, county and municipal agencies, reporters, planning commissioners, the public, various media outlets from across the state, engineers, and others. These requests varied in complexity and the amount of time required to fulfill each query. Some requests required several follow-ups to complete. Each of these requests was responded to as quickly as possible to give the user the timeliest data.

Improvements to the Critical Analysis Reporting Environment (CARE) systems have been ongoing, and updates to these systems are released whenever necessary. Information releases for the CARE program are made on a regular basis as data are made available to provide the users with the most up to date material possible for their analyses.

Electronic Citation Distribution and Expansion and Technical Support

CAPS assisted in the expansion of eCite, the electronic citation software. Since requests for eCite training have decreased so much, CAPS has begun to offer eCite training via a Go To Meeting webinar. If there is only one officer needing training, this is a way to get them trained sooner rather than waiting for 4 or 5 officers to hold a class.

CAPS provided technical support to all users that called or emailed with questions. CAPS personnel have assisted users having issues with eCite, eCrash, MapClick, LogBook, CORE, MOVE, eForms, ADVANCE as well as general problems related to hardware issues. Personnel work with ALEA to resolve these issues in addition to the users that have called directly.

In addition, personnel have fielded other calls and emails on such things as requests for assistance with eCite integration into the police or court records management systems (RMS). CAPS also produces and sends out DVDs of the software to agencies as they request it. CAPS personnel spend considerable time in testing software being developed or updated before it is released to users. This software could be MOVE, one of the applications in the MOVE suite such as eCite or eCrash or could also be CARE or ADVANCE software testing.

CAPS staff also work to manage the data center that houses the large amount of eCite and eCrash data that is being transmitted to servers. Our system engineers ensure that this large quantity of sensitive data is safe and secure. These engineers also performed migration to new servers that house eCite and eCrash data as part of a data center modernization effort.

Survey Services and Administrative Support

CAPS assisted in the "Drive Sober or Get Pulled Over" alcohol campaign survey. This campaign focused on the importance of not driving while impaired and involved a strong media and enforcement blitz during the Labor Day Holiday weekend. To measure the effectiveness of this campaign, The University of Alabama subcontracted with Research Strategies, Inc. Research Strategies performed telephone surveys from a representative portion of the state to determine whether the campaign was a success. CAPS worked closely with Research Strategies to refine the survey questions being asked. This year the survey was conducted statewide rather than just the six major counties that we used to do. This is due to the fact that the media permeates the state better now since much of it is digital media and not just the major TV and radio market areas. The results of the phone survey were compiled by Research Strategies and provided to AOHS at ADECA.

Another component of the Drive Sober or Get Pulled Over Media campaign takes a different approach. Alliance Sport Marketing was contracted to promote the Drive Sober message at motorsport events and a college football tailgate tour across the state. The educational outreach included:

- College Football Tailgate Tour (8 games) with Legend Pledge Program
- Motorsports
    - Talladega Superspeedway for Fall 2018 Race

- Barber Motorsports Park Complex for April 2019
- Talladega Superspeedway for Spring 2019 Race

The strategy of the campaign consisted of premium signage, public address announcements and event displays. Fans were invited to sign a pledge to drive sober. The Alliance booth promoting the Drive Sober message is set up and manned at each event. The combined attendance at all of these events was in the hundreds of thousands of people.

The project with Huddle to communicate highway safety messages on the back of tickets used for high school events was renewed and continued this year.

CAPS assisted with another phone survey. This survey was a driver attitude survey conducted at the request of GHSA and NHTSA. CAPS contracted with Research Strategies, Inc. for this survey. CAPS instructed Research Strategies, Inc. as to the questions and counties that were included in the survey of the state. The results of the phone survey were produced by Research Strategies and forwarded on to CAPS for review and dissemination to the Office of Highway Safety.

CAPS personnel also provided administrative support to the AOHS in facilitating the Traffic Records Coordinating Committee meetings by developing and giving presentations at the meeting, developing the agenda, sending invitations, and taking the minutes of the meeting.

Safe Home Alabama Website

The SafeHomeAlabama.gov (SHA) website is unique in that it attempts to be comprehensive of all traffic safety activities in Alabama as well as including information from other sources that are judged to be of use to the Alabama traffic safety community. Efforts were made to extend SHA coverage to all traffic safety programs and data within the state, covering all governmental agencies and private organizations that are active in the state. There are changes made every week to SHA. These include reports and links to reports, including recent news articles and sometimes new pages are added.

The new “A-Z Index” is being maintained as new sections are added to SHA. This provides an alphabetical listing of “tags” within each of the following categories: Service Groups; Government Agencies (State and Federal); University Research Centers; Safety Topics; Vehicles and Research. A tag is a method for referencing articles by topic. The most recently added tag was the General Safety Topics tag under the Safety Topics category.

Special studies are being added to the site and they are being referenced on the Special Studies page as well as in the A-Z Index as they are completed. The most recent added were in the areas of Youth Risk Taking and Weather. Intensive and continual updates are being made in the Automated Vehicles category. New slides have been added for Teen Safety Week (Oct 20-26) and the slides for child restraints and child car heatstroke have been kept up to date.

All pages are being condensed down into the News sections, and they are now searchable using tags and categories.

Program Area- Impaired Driving

The AOHS conducted a problem identification analysis for Impaired Driving in the State of Alabama to pinpoint common factors and assess strategies that could be used to combat the growing issue. Alabama compared FY2017 ID crashes against FY2015-2016 ID crashes to determine any significant changes that have occurred from the previous two fiscal years. Also, a review was conducted of the current legislation in Alabama regarding ID laws and penalties. The findings were then taken into consideration when planning enforcement campaigns, as well as training programs to fund in the upcoming fiscal year.

In FY 2019, Alabama allocated funds for projects that employed a combination of countermeasures to have the greatest impact in reaching program goals. These projects included High Visibility Enforcement (HVE) efforts paired with paid media campaigns, Administrative License Revocation or Suspension, and Drug Recognition Expert and Prosecutor Training programs. The activities and accomplishments of these programs can be found starting on page 28.

Performance Measures

- C-1: Do not allow Number of Traffic Fatalities to increase more than 5.31% percent from the five-year baseline average of 885 (2012-2016) to 932 by 2019.
- C-2: Reduce Number of Severe injuries in Traffic Crashes by .85 percent from the five year baseline average of 8,542 (2012-2016) to 8,469 by 2019.
- C-3: Reduce Total Fatality Rate/VMT by 1.48 percent from the five-year baseline average of 1.35 (2012-2016) to 1.33 by 2019.
- C-5 – Do not allow the alcohol-impaired driving fatalities to increase by more than 3.44 percent from the five-year baseline average of 261 (2012-2016) to 270 by 2019.

Crash Summary

Performance measures in Alabama are set using averages from the previous five years of crash data, and a full analysis of the state's progress can be found starting on page 43. However, it can be useful to monitor progress of projects based on the previous year's crash data to gauge effectiveness of activities conducted throughout the fiscal year. In Alabama in 2018, 953 people were killed on the highway, up from the 2017 total of 948 fatalities (FARS). Serious Injuries decreased from 7,480 in 2017 to 7,002 in 2018. The number of Alcohol-Impaired Driving Fatalities was 246 in 2018, down from 265 in 2017.

Drive Sober or Get Pulled Over High Visibility Enforcement
Total Fiscal Year 2019 Expended Funds - $188,719.84
Funding Source – FAST Act 405d

In addition to the paid media effort, the four regions in Alabama conducted the "Drive Sober or Get Pulled Over" (DSOGPO) High Visibility Enforcement program for a two-week period from August 16 through September 2. The enforcement program consisted of members from 103 law enforcement agencies from the municipal to the state level (Municipal Agencies: 70; County Sheriffs: 17; State Police Districts: 16). Officers worked 6,061 total hours and the total number of citations issued was 17,203.

Drive Sober or Get Pulled Over Paid Media Campaign
Total Fiscal Year 2019 Expended Funds - $357,027.08
Funding Source – FAST Act 405d

The DSOGPO Media Campaign included placement of approved, paid programming on broadcast and cable TV, radio spots, out of home platforms and digital ads August 12-September 2, which includes the enforcement period.

The DSOGPO statewide mobilization played a critical role in the effort to keep people safe on our roads and highways. In the Labor Day time frame, paid and bonus commercials supplemented law enforcement agencies statewide as they conducted a zero-tolerance enforcement of seat belt laws with a special emphasis on young males. Further, electronic billboards, online ads, digital music streaming services and theater screens were employed to reach the target audiences. These efforts were aimed at preventing motorists from choosing to drive while impaired. In August and September, Auburn Media Production Group placed 5,104 paid media commercial ads on local and broadcast television and radio stations. There were 4,791,815 digital and 24,212,285 Out of Home impressions in the same time frame.

For the campaign, paid media was engaged based on parameters outlined below:

<u>Broadcast Television</u>

The broadcast television buys focused on programming in prime times: early morning (M-F, 7A-9A) and evenings (M-F, 5P-Midnight). Selected weekend day parts, especially sporting events, were also approved if the media programming would appeal to the target group.

<u>Cable Television</u>

The large number of cable networks in Alabama can be effective in building frequency for the male 18-34 target market. The buys focused on the following day parts: early morning (M-F, 7A-9A) and evenings (M-F, 5P-Midnight) with selected weekend day parts, especially sporting events. Paid scheduling was placed for networks that cater to males in our target demographic, such as CNBC, ESPN, Fox News and Fox Sports, CNN, etc.

Radio

The campaign targeted that same key at-risk group, 18-34-year olds, particularly males. The buy focused on the following day parts: morning drive (M-F, 7A-9A), midday (M-F, 11A-1P), afternoon (M-F, 4P-7P), evenings (M-F, 7P-Midnight). Selected weekend day parts were considered as well.

Out of Home

Electronic billboards were leased in major markets where space was available. Several designs were tagged for Alabama's use to correspond to and reinforce the video commercial. Lamar, Link and Beam electronic billboards were designed and placed in the twenty-six (26) major media market sites providing coverage in Birmingham, Mobile, Montgomery/Wetumpka, Huntsville and Auburn/Opelika.

Digital Media:

Digital media is a rapidly evolving platform in media consumption. For the DSOGPO campaign ads were placed in a variety of digital sites such as Facebook, YouTube and Bleacher Report; ads were also placed on streaming services such as Pandora and Spotify.

Drug Recognition Expert (DRE) Training Program
Total Fiscal Year 2019 Expended Funds - $184,696.63
Funding Source – FAST Act 405d

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

2019 Activities

- A total of 12 Advanced Roadside Impaired Driving Enforcement (ARIDE) classes were held at various locations in the state.
    - 146 officers were trained in ARIDE during the year.
- 2 DRE classes were held, one in March and the other in June in Jacksonville, FL.
    - Trained a total of 12 students
    - Completed all phases of training and were certified as DREs.
- Conducted 5 SFST Instructor Development Courses
    - 52 officers certified as SFST Instructors
- Alabama Police academies conducted a total of 18 Basic SFST Courses
    - Total Trained – 846
- Conducted "Recognizing Cannabis Impairment" Class
    - Classes Conducted- 7
    - Number trained- 93

- Two instructors attended Borkenstein Alcohol Course

FY 2019 DRE Statistics

- Total evaluations in the state- 215
- Number of Training Evaluations- 50
- Number of Enforcement Evaluations - 165

Traffic Safety Resource Prosecutor Program
Total Fiscal Year 2019 Expended Funds - $157,456.18
Funding Source – FAST Act 402

The Traffic Safety Resource Prosecutor (TSRP) provides critical support to Alabama's prosecutors, law enforcement officers, judges and other traffic safety professionals by offering competency and expertise in impaired driving.

Responsibilities

- Provide on-call technical assistance and legal research to prosecutors on a myriad of legal issues pertaining to impaired driving prosecution. Issues include: Standardized Field Sobriety Testing (SFST), probable cause, implied consent, breath and blood testing, trial advocacy, evidentiary predicate and the DRE program.
- Assess training needs and develop training opportunities for prosecutors and law enforcement officers to enhance the effectiveness and competence of investigating and prosecuting impaired driving cases.
- Assist and/or lead prosecutions of impaired driving cases upon request.
- Develop and maintain resources related to the investigation and prosecution of impaired driving cases.
- Monitor legislative matters that impact impaired driving laws.
- Communicate with other state agencies involved in impaired driving cases such as the ALEA and Alabama Department of Forensic Science (ADFS) to promote uniform enforcement and prosecution of Alabama's impaired driving laws.
- Make presentations to and participate in local, state and national meetings on traffic safety issues.
- Maintain a working relationship with NHTSA, National Association of Prosecutor Coordinators (NAPC), National Traffic Law Center (NTLC) and other TSRPs around the country.
- Maintain a website on which relevant and informative information is contained.

2019 Activities

- 210 requests for assistance answered
- 1,698 prosecutors, law enforcement, judges, and other court personnel trained
- Spoke about oral fluid testing at the Louisiana District Attorney's Conference
- Taught 1 DUI course
- Taught 4 Ignition Interlock courses
- Taught classes at 6 police academies
- Presented with Chief Toxicologist, Kurt Harper, about Alabama's oral fluid testing program at the International Association of Chemical Tester spring meeting
- Attended NHTSA's "Prosecutor and Toxicologist Guide to Effective Communication in Impaired Driving Cases" course
- Created regional training course "Southbound and Down", which focuses on investigation and prosecution of impaired driving in commercial vehicles
- Provided legislative updates to various DA groups in the State

The TSRP program continues to be a utilized resource in the battle against impaired driving and the problems being faced both on the law enforcement level and the prosecutorial level. It is all being done with a focus on the overall goal of increasing the level of readiness and proficiency for the effective investigation, preparation, and prosecution of traffic related cases involving impaired driving from misdemeanor offenses to traffic homicide cases. The TSRP further serves as a liaison while providing technical assistance, training, and counsel to prosecutors and law enforcement, as well as information to communities regarding the dangers of driving under the influence.

Replacement of Evidential Breath Testers
Total Fiscal Year 2019 Expended Funds- $236,339.23
Funding Source – Section 402

The AOHS purchased replacement Evidential Breath Testers (EBTs) for testing sites throughout the state. Alabama's current Implied Consent program has been recognized as one of the top in the country. In order to continue this program, new instruments needed to be purchased to replace what is currently in the field. EBTs efficiency and use in Alabama has been proven with the success of the Alabama Department of Forensic Science's Implied Consent Program. One of the benefits of the instruments is that they are admissible in court, which strengthens the prosecution of DWI cases.

Driver's License Suspension Appeals Program
Total Fiscal Year 2019 Expended Funds - $3,902.04
Funding Source – FAST Act NHTSA Section 402

The Driver License Suspension Appeals Program (DLSA) was designed to handle the additional workload created by State mandates requiring administrative suspensions of driver's licenses in DUI cases. The implementation of this legislation resulted in a backlog in the number of driver license appeals. This program was designed to reduce that backlog and reduce the period of time required to handle such cases so that impaired drivers were more quickly removed from the highway which was the intention of the administrative license suspensions. The goal of the DLSA Program is to ensure timely driver license suspension thus protecting drivers on the roadways of Alabama.

However, this year ALEA's legal team experienced being short on staff to work the program. This was due to reduced manpower and turnover. Because the agency was no loner able to send lawyers and clerks to court to adjudicate the cases, the decision was made to end the program early. While it was active, program staff cleared 251 pending cases.

Impaired Driving Hot Spot High Visibility Enforcement (HVE)
Total Fiscal Year 2019 Expended Funds – $ 1,191,624.26
Funding Source- MAP-21 405d - $114,703.64
Funding Source- FAST Act 405d - $1,076,920.62

There were four local Alcohol HVE projects during FY 2019 as well as one statewide Alcohol HVE project. Each of these projects focused on alcohol related Hotspot crashes and the problem locations that were identified across the state. One project took place in each of the four CTSP/LEL regions and the statewide project was conducted in conjunction with ALEA. By conducting these HVE projects, additional efforts were focused on the reduction of impaired driving related crashes. The enforcement effort was data driven, which helped prevent traffic violations, crashes, and crash fatalities and injuries in locations most at risk. This campaign resulted in 688 DUI arrests, 8,355 Speeding citations, and 1,899 Seatbelt citations.

Impaired Driving Hot Spot High Visibility Media Campaign
Total Fiscal Year 2019 Expended Funds - $355,569.52
Funding Source- FAST Act 405d

Auburn University's Media Production Group implemented the 2019 Impaired Driving Hot Spot Campaign around the holiday periods of Christmas and New Year's Eve, St. Patrick's Day, and 4th of July. "Impaired Driving" Media Plans were developed and submitted to AOHS. The plan and actions taken were consistent with the campaign content: The mission was to produce and direct a statewide multimedia campaign – a comprehensive, high visibility initiative of the national enforcement mobilization, a partnership of criminal justice and traffic safety partners.

The campaign was designed to increase awareness that sobriety checkpoints, saturation patrols and undercover officers would conduct massive enforcement efforts, usually involving multiple agencies that target specific areas to identify and arrest impaired drivers.

Alabama's earned media, paid media, enforcement and post-survey periods followed the campaign and evaluation schedule as distributed for the campaign.

- Paid media: Weekly during December 19-January 1, March 13-March 19, and June 26-July 4, 2017. The campaign once again targeted a key at-risk group, 18 to 34-year-olds, particularly males. The buy focused on the following dayparts: morning drive (M, Th-F, 7A-9A) and evenings (M, Th-F, 5P-Midnight). Weekend dayparts, especially sporting events, were appropriate as well if they appealed to the target group.

The objective was accomplished principally through the following tasks:

(1) Development of the "Impaired Driving " marketing approaches, based on Nielsen and Arbitron Ratings and targeted toward males in the 18-34 age group primarily and slanted toward rural areas and identified hot spots;

(2) Produced the television and radio advertising spots.

(3) Negotiated placements of approved, paid program broadcast television, cable television, radio spots, and digital media.

Results

8,595 total television and radio media spots were run throughout the campaigns. Other media sources that were utilized include radio and digital platforms such as Pandora, Spotify, ebillboards and social media ads, which had a total of 19,737,918 impressions.

Broadcast Television

The broadcast television buys provide the greatest reach. The buys focused on programming in prime times: early morning (M-F, 7A-9A) and evenings (M-F, 5P-Midnight). Selected weekend day parts, especially sporting events, were also approved if the media programming would appeal to the target group.

Cable Television

The large number of cable networks in Alabama can be effective in building frequency for the male 18-34 target market. The buys focused on the following day parts: Early Morning (M-F, 7A-9A) and evenings (M-F, 5P-Midnight) with selected weekend day parts, especially sporting events. Paid scheduling was placed for networks that cater to males in our target, such as CNBC, ESPN, Fox News and Fox Sports, CNN, etc.

Radio

The campaign targeted that same key at-risk group, 18-34 year olds, particularly males. The buy focused on the following day parts: morning drive (M-F, 7A-9A), midday (M-F, 11A-1P), afternoon (M-F, 4P-7P), evenings (M-F, 7P-Midnight). Selected weekend day parts were considered as well.

Out of Home

Electronic billboards were leased in major markets where space was available. Several designs were tagged for Alabama's use to correspond to and reinforce the video commercial. Lamar, Link and Beam electronic billboards were designed and placed in the twenty-six (26) major media market sites providing coverage in Birmingham, Mobile, Montgomery/Wetumpka, Huntsville and Auburn/Opelika.

Digital Media:

Digital media is a rapidly evolving platform in media consumption. For the Impaired Driving Hot Spot campaign, ads were placed in a variety of digital sites such as Facebook, YouTube and Bleacher Report; ads were also placed on streaming services such as Pandora and Spotify.

Impaired Driving Paid Media Evaluation

The 2019 ADECA Alabama Alcohol Target Group Research data collection was started by Research Strategies, Inc.'s in-house Consumer Telephone Operations Center in September at the completion of the Labor Day weekend enforcement blitz. The data retrieval phase of the research was completed in September. A total of 507 qualified Alabama driver residents were randomly sampled using a combination of landlines and wireless (cell phones) telephone exchanges.

Each of the five hundred (N = 507) research participants captured in the 2019 ADECA Alabama Alcohol Target Group Research were qualified as:

- Living in one of the 67 Alabama Counties
- Being 19 Years or older
- Drives a motor vehicle at least a few times a year
- Drank at least a single beer, glass of wine or other alcoholic beverage in the past year. (This qualification reveals that 38.76% of Alabama Drivers "say" that they have not drank in the past one year.)

In 2018 and 2019, the ADECA Alabama Alcohol Target Group Research sample was expanded to include all 67 Alabama Counties. In order to get an accurate geographic and demographic representation, Research Strategies, Inc. weighted each county's sub-sample proportionately by the county' population percent of Alabama's total population.

Each of the 67 Alabama counties' sub-samples were randomly pulled from the top residential ZIP Codes in each county, weighted by ZIP Code population within the county. This Stratified Sample Matrix offers the 2019 ADECA Alabama Alcohol Target Group Research with a margin of error of +/- 5.0 percentage points or less, at a 95% confidence level.

General Information

The Alabama drivers participating in the 2019 ADECA Alabama Alcohol Target Group Research are 52.47% males and 47.53% females. The overall sample's average age is 50.51 years. The age range and the male gender increased slightly in 2019 over previous years.

Drivers were asked what racial category described them. The majority of drivers, 75.54%, considered themselves to be white. Black or African American respondents made up 18.93%, Hispanics/Latino and Asians made up the remainder of the survey.

72.58% of respondents had some college education or were college graduates or higher.

Major Findings among All Drivers

Frequency of Motor Vehicle Use: Drivers were asked how often they drive a motor vehicle. Most respondents (86.6%) said they drove almost every day while 11.4% drive a few days a week and 1.8% drive a few days a month or less.

Type of Motor Vehicle Driven: The majority of respondents (39.6%) drove cars. The next highest categories were SUVs at 29.9% and pickup trucks at 24%, followed by vans or minivans at 4.3%.

Frequency of Seat Belt Use: Most drivers (88.9%) wear their seat belts all of the time and 6.4% wear their seat belts most of the time. Additionally, 2.2% wear their seat belts some of the time.

Alcohol Use: The majority of drivers (59.8%) answered that they had at least one drink in the past thirty days. These Alabama drivers who drink, drank an average of 8.52 days in the past 30 days.

Of those drivers 11.5 % have driven in the past 30 days a motor vehicle within two (2) hours after drinking an alcoholic beverage. Of those that did drink and drive within 2 hours, the average number of drinks was 3.06.

Driving When Had Too Much to Drink: When asked if they had driven when they thought they had too much to drink in the past 30 days, only 6.25% replied "Yes."

Visibility of Police on Roads: 19.92% of Alabama Drivers in the 2019 research sample say they had seen Police on the roads normally traveled. 57.98% of Alabama Drivers have the perception that Police are "very likely" and/or "somewhat likely" to stop them when drinking and driving.

Seen or Heard Messages Encouraging People to Avoid Drinking and Driving: The 2019 research sample reveals 71.60% of Alabama Drivers have recall of messages encouraging drivers to avoid driving after drinking. This is a 6.34% increase from the 2018 recall level. Most drivers indicate they recall these messages on Cable TV, Traditional Radio and Billboards/Signs.

Number of TV and Radio Messages Seen or Heard in Past 30 Days: Drivers who saw or heard messages were asked if there were more messages than usual to encourage people to avoid drinking and driving. 67.5% reported that they had seen about the same number of messages.

Visibility of Police Checkpoints: In the last 30 days, 32% of the drivers said they had personally driven past or through a police checkpoint.

Name or Slogan to Prevent Drunk Driving: 29.6% said they knew the name or slogan of an enforcement program(s) that is targeted at drinking and driving.

Aided Awareness of Slogans: Drivers were asked if they recall hearing or seeing some slogans. The most dominant unaided awareness is for the slogans "Don't Drink and Drive" (20.3%), "Buzzed Driving is Drunk Driving" (15.2%) and "Drive Sober or Get Pulled Over" (12.18%).

The aided awareness for these slogans are: "Friends Don't Let Friends Drive Drunk" (19.57%), "Buzzed Driving is Drunk Driving" (18.98%) and "Don't Drink and Drive" (18.07%).

Enforcement of Drinking and Driving Laws: Most drivers (88.4%) feel it is very important to enforce drinking and driving laws more strictly.

Alabama Driver Attitude Report 2019-July Statewide Telephone Survey

A statewide Driver Attitude telephone survey was conducted for the AOHS. The study design measured attitudes toward seat belt use, messages about seat belt law enforcement, speeding, speed enforcement, drinking and driving and impaired driving enforcement.

The survey was administered to a randomly selected state-wide sample of respondents age 19 and older in each of the sixty-seven (67) Alabama Counties. Interviews were conducted in July 2019. Research Strategies, Inc., conducted the data collection. CAPS managed the process and project.

The questionnaire was programmed on a computer assisted telephone interviewing (CATI) type system. A total of 251 qualified Alabama residents were randomly sampled.
The telephone intercepts were completed on July 31, 2019. 98.01% of the intercepts were captured on cell phones in order to speak to all age ranges and ethnic skews. The age range and the ethnic skews of the sample have remained consistent over the past years while the dependency on landline phones has declined in order to reach Alabama drivers by county.

General Information

Respondent Age: Drivers were asked to indicate their age during the demographic portion of the survey. The overall average age of respondents was 51 years old.

Respondent Gender: Male 49% and Female 51%.

Respondent Education: 70.1% of Alabama drivers have some college or technical school or more education.

Respondent Race and Ethnicity: Drivers were asked what racial category described them. Most drivers considered themselves to be white at 74.9%. Blacks or African American made up 21.5% of the survey. Hispanic or Latinos made up 1.2%.

Major Findings Among All Drivers

Frequency of Motor Vehicle Use: 84.5% of Alabama Drivers indicate they drive "almost every day". 13.9 % of the Alabama Drivers sampled drive a "few days a week. The data continues to be consistent throughout the 2019, 2018, 2017, 2016 and 2015 Research.

Research Observations

- 94.8% of Alabama drivers indicate that in the past sixty (60) days they have not driven within two (2) hours of drinking an alcoholic beverage. This is up 5.1 percentage points from the 2018 Research (89.72%).
- 49.8% of Alabama's Drivers have read, seen or heard something about alcohol impaired driving enforcement by police in 2019.
- In the In the 2019 Research, 93.63% of Alabama Drivers use safety belts "all of the time," when driving or riding in a car, van, sport utility vehicle or pickup, up 5.88 percentage points from the 2018 Research.

The Recommended Set of Core Survey Questions by GHSA and NHTSA and responses:

1. Frequency of Safety Belt Use: When asked how often they wear their seat belt when driving or riding in a vehicle, responses were that 91.3% wear their seat belts all of the time and 5% wear them most of the time. Less than 1% rarely wear them.

2. Messages about Seat Belt Law Enforcement: When asked if they have read, seen or heard anything about seat belt law enforcement by police in the last 60 days, 45% reported "Yes" and 53% reported "No."

3. Likelihood of Being Ticketed for Not Wearing a Seat Belt: When asked what people thought their chances were of getting a ticket if they did not wear their seat belt at all while driving or riding over the next six months, 42% said very likely, 33% said somewhat likely, 24% responded not likely.

4. Driving Over the Speed Limit of 30 mph: When asked about driving on a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph, the responses were as follows. 23% most of the time, 20% half of the time, 41% rarely and 16% never.

5. Driving Over the Speed Limit of 65 mph: When asked about driving faster than 70 mph on a road with a speed limit of 65 mph, the following responses were received. 70.35% of Alabama Drivers indicate that on a road with a speed limit of 65 mph, they "rarely" or "never" drive faster than 70 mph, down from 74.81% in 2017 (4.46%). 29.65% say "most of the time" and "half of the time," compared to 24.41% in the 2017 Research (up 5.24%).

6. Messages about Speed Enforcement: When asked how often they have read, seen or heard anything about speed enforcement by police in the last 30 days, 45.06% of Alabama Drivers say "yes" and 53.36% say "no" that they have read, seen or heard anything about speed enforcement by police in the past 30 days.

7. Chances of Getting a Speeding Ticket: When asked what those that were surveyed thought the chances of getting a ticket if they drove over the speed limit answered as follows. 49% said very likely, 42% said somewhat likely, 5% said somewhat unlikely and 3% said very unlikely.

8. At Least One Alcoholic Beverage In the Past Year: When asked in the past year, have they had at least one drink of any alcoholic beverage, including liquor, beer, wine or wine coolers, 44% responded "Yes" and 56% responded "No."

9. Driven Within Two Hours After Drinking in Past 60 Days: Drivers were asked if in the past 60 days had they driven a motor vehicle within two hours after drinking any alcoholic beverages, even if they had a little. 6.5% replied yes and 92.5% said they had not.

10. Read, Seen or Heard Anything About Drunk Driving Enforcement by the Police: Those surveyed were asked in the past 60 days, had they read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police. 53.36% of Alabama Drivers have read, seen or heard something about alcohol impaired driving enforcement by police.

11. Likelihood of Getting Arrested If You Drove After Drinking: When asked what they thought the chances are of someone getting arrested if they drive after drinking, 81.42% of Alabama Drivers have the perception that it is "very likely" or "somewhat likely" of getting arrested if they drive after drinking, compared to 84.65% in 2017.

The above responses are reviewed annually and if there are any significant changes, corrective action is discussed and implemented as needed.

LEGISLATIVE SUMMARY

The AOHS provided information and general assistance to the legislative staffs that supported the Traffic Safety Related (TSR) bills listed below for the 2019 legislative session. The following bills are divided into those that passed in the 2019 session and those that did not. Source referenced are given at the end of this section. Number prefixes: HB = House Bill; SB = Senate Bill. Two such numbers on any House Bill indicates the presence of an identical bill in the Senate.

Bills Passed

- HB212: Motor vehicles, right side driving required on interstate highways under certain conditions, exceptions, subject to criminal penalties, Anti-Road Rage Act, Sec. 32-5A-80 am'd. Relating to motor vehicles and traffic; to amend Section 32-5A-80 of Code of Alabama 1975, to require a vehicle traveling on an interstate highway to travel in the right lane unless passing another vehicle; to provide exceptions; and in connection therewith would have as its purpose or effect the requirement of a new or increased expenditure of local funds 9 within the meaning of Amendment 621 of the Constitution of 10 Alabama of 1901.
    - Status: Passed on May 29 2019 - 100% progression
    - Action: 2019-05-29 - Delivered to Governor at 1:33 p.m. on May 29, 2019.

- HB230; SB254: Motor vehicles, seat belt use required for each occupant while vehicle is in motion, Secs. 32-5B-4 am'd. Under existing law, the front seat occupant of a passenger car manufactured in compliance with Federal Motor Vehicle Standard No. 208 is required to have a safety belt fastened while the vehicle is in motion. Children under the age of 15 in a motor vehicle are required to wear a seat belt or be protected by another child passenger restraint system. This bill would require each occupant of a passenger motor vehicle to have a safety belt fastened while the vehicle is in motion.
    - Status: Passed (date unavailable) - 100% progression
    - Action: Signed by the Governor effective September 1, 2019
    - See also SB280.

- HB290: Motor vehicles, rules of the road, Alabama Move Over Act, penalty for violations further provided, Sec. 32-5A-58.2 am'd. Relating to the Alabama Move Over Act; to amend Section 32-5A-58.2, Code of Alabama 1975, to increase the fine associated with a violation of the act. This section shall be known as the "Alabama Move Over Act. When an authorized law enforcement vehicle or emergency vehicle making use of any visual signals is parked, when a wrecker displaying amber rotating or flashing lights is performing a recovery or loading on the roadside, when a utility service vehicle operated by or on behalf of an entity providing utility services displaying any rotating lights, flashing lights, or other visual signals is parked on the roadside while performing tasks associated with the provision of utility services, when a vehicle displaying flashing lights is parked or engaged in the performance of official duties on or along a road, or when a garbage, trash, refuse, or recycling collection vehicle is actively collecting garbage, trash, refuse, or recycling materials on the roadside, the driver of every other

vehicle, as soon as it is safe, shall do the following: "a. When driving on an interstate highway or other highway with two or more lanes traveling in the direction of the law enforcement vehicle, emergency vehicle, wrecker, utility service vehicle, vehicle displaying flashing lights, or garbage, trash, refuse, or recycling collection vehicle, the driver shall vacate the lane closest to the law enforcement vehicle, emergency vehicle, wrecker, utility service vehicle, vehicle displaying flashing lights, or garbage, trash, refuse, or recycling collection vehicle, unless otherwise directed by a law enforcement officer. If it is not safe to move over, the driver shall slow to a speed that is at least 15 miles per hour less than the posted speed limit unless otherwise directed by a law enforcement officer. "b. When driving on a two-lane road, the driver shall move as far away from the law enforcement vehicle, emergency vehicle, wrecker, utility service vehicle, vehicle displaying flashing lights, or garbage, trash, refuse, or recycling collection vehicle as possible within his or her lane and slow to a speed that is 15 miles per hour less than the posted speed limit when the posted speed limit is 25 miles per hour or greater or travel at 10 miles per hour when the posted speed limit is 20 miles per hour or less, unless otherwise directed by a law enforcement officer.

- Status: Passed on May 31 2019 - 100% progression
- Action: 2019-05-31 - Delivered to Governor at 10:30 a.m. on May 31, 2019.

- HB302: Motor vehicles, Mandatory Liability Insurance Law, definitions updated, eliminate four-month suspension of registration for second and subsequent violations, allow voluntary surrender of vehicle registration and license plate under certain conditions, Secs. 32-7A-2, 32-7A-5, 32-7A-8, 32-7A-11, 32-7A-12 am'd. To amend Sections of the Code of Alabama 1975, relating to the Mandatory Liability Insurance Law; to update definitions; to eliminate the four-month suspension of registration for second and subsequent violations; to allow voluntary surrender of vehicle registration and license plate prior to a lapse in liability coverage or within 30 days from the department notice date when the vehicle is inoperable or being stored; to update the due date, cap, and authorized uses for the Special Licensing Officials' Fund, as well as other provisions.
  - Status: Passed on May 30 2019 - 100% progression
  - Action: 2019-05-30 - Delivered to Governor at 9:17 a.m. on May 30, 2019.

- HB500: Litter, increase penalties, new penalties for litter from vehicle or watercraft, litter further defined, and penalty increased from Class C to Class B misdemeanor, Secs. 13A-7-29, 23-5-6, 32-5-76, 32-5A-60, 33-6-10 am'd. Relating to littering; to amend Sections 13A-7-29, 23-5-6, 32-5-76, 32-5A-60, and 33-6-10, Code of Alabama 1975, to provide additional penalties for criminal littering to include enhanced penalties for littering of cigarettes, cigars, containers of urine, restaurant food containers, and other specified waste items; to include within the enhanced penalties increased fines and mandatory community service requirements when littering is committed from a motor vehicle.
  - Status: Passed on May 31 2019 - 100% progression
  - Action: 2019-05-31 - Delivered to Governor at 5:44 p.m. on May 31, 2019.

- HB570: Apprenticeships, completion of apprenticeship and fulfillment of other requirements to entitle applicant to receive occupational license, age requirements for apprenticeships further provided, Secs. 25-8-33, 25-8-35, and 25-8-43 am'd. Basically established (among many other things) that "no individual under the age of 16 years shall be employed, permitted, or suffered to work at any of the following occupations, positions, or places: … … Operating any automobile, truck, or motor vehicle, or flagging or directing traffic."
    - Status: Passed on May 31 2019 - 100% progression
    - Action: 2019-05-31 - Delivered to Governor at 10:30 a.m. on May 31, 2019.

- SB47: Automated commercial motor vehicles; operation of authorized under certain conditions; To authorize the operation of autonomous commercial vehicles controlled by an automated driving system and commercial motor vehicles with teleoperation systems. BE IT ENACTED BY THE LEGISLATURE OF ALABAMA: Section 1. For the purposes of this act, the following words shall have the following meanings: (1) AUTOMATED COMMERCIAL MOTOR VEHICLE. A commercial motor vehicle equipped with an automated driving system. (2) AUTOMATED DRIVING SYSTEM. The hardware and software that are collectively capable of performing the entire dynamic driving task on a sustained basis, regardless of whether it is limited to a specific operational design domain. (3) COMMERCIAL MOTOR VEHICLE. A commercial motor vehicle as defined in subdivision (2) of Section 32-9A-1, Code of Alabama 1975. (4) CONVENTIONAL DRIVER. A driver who manually exercises in-vehicle braking, accelerating, steering, and transmission gear selection input devices in order to operate a vehicle.
    - Status: Passed on May 30 2019 - 100% progression
    - Action: 2019-05-30 - Transportation and Energy third Amendment Offered.
    - See also HB160 (did not pass).

- SB207: Motor vehicles, removal of child or incapacitated person from locked vehicle, immunity under certain conditions. Relating to children and incapacitated persons; to prohibit any person from leaving a child or an incapacitated person in a motor vehicle unattended in a manner that creates an unreasonable risk of injury or harm; to provide criminal immunity to a person who rescues a child or incapacitated person from an unattended motor vehicle; and to provide civil and criminal immunity to a public safety official who rescues a child or incapacitated person from an unattended motor vehicle.
    - Status: Passed on May 30 2019 - 100% progression
    - Action: 2019-05-30 - Assigned Act No. 2019-475.

- SB254: Motor vehicles, seat belt use required for each occupant while vehicle is in motion, Secs. 32-5B-4 am'd. See HB230.

- SB280: Motor vehicles, seat belt use required for each occupant while vehicle is in motion, Secs. 32-5B-4 am'd. See HB230.

- SB312: Shared micromobility device systems (e.g., scooters), operation provided for, Sec. 32-19-2 added; Secs. 32-1-1.1, 40-12-240 am'd. Relating to shared micromobility device systems; to amend Section 32-1-1.1, as last amended by Act 2018-296, 2018 Regular Session, to further provide definitions; and to add Section 32-19-2 to the Code of Alabama 1975, to provide for the operation of shared micromobility device systems.
    - Status: Passed on May 30 2019 - 100% progression
    - Action: 2019-05-30 - Assigned Act No. 2019-437.

URL Links to Information Sources:

ALISON
http://alisondb.legislature.state.al.us/Alison/

LegiScan
https://legiscan.com/AL

STATEWIDE STATISTICS TABLE 2011-2018

	2011	2012	2013	2014	2015	2016	2017	2018	2019** Baseline
C-1 Number of Traffic Fatalities (FARS)	895	865	853	820	850	1,083	948	953	911
C-2 Number of Serious Injuries in Traffic Crashes (State Crash File) *	9,904	8,974	8,558	7,967	8,540	8,152	7,484	7,002	8,787
C-3 Fatalities/VMT (FARS/FHWA) • Total_____ • Urban_____ • Rural_____	 1.38 1.09 1.70	 1.33 1.01 1.69	 1.31 .82 1.85	 1.25 .72 1.97	 1.26 .67 2.09	 1.56 .70 2.76	 1.34 .86 2.04		1.35
C-4 Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	382	354	369	351	355	426	398	354	380
C-5 Number of Fatalities in crashes involving driver or motorcycle operator with a BAC of .08 and above (FARS)	261	240	259	265	244	298	268	246	267
C-6 Number of Speeding-Related Fatalities (FARS)	298	273	253	237	236	329	257	262	263
C-7 Number of Motorcyclist Fatalities (FARS)	98	97	80	65	67	112	79	82	80
C-8 Number of Unhelmeted Motorcyclist Fatalities (FARS)	10	10	1	10	9	9	9	10	8
C-9 Number of Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	136	139	102	91	122	161	117	127	119
C-10 Number of Pedestrian Fatalities (FARS)	79	77	59	96	98	120	119	107	98
C-11 Number of Bicycle Fatalities (FARS)	5	9	6	9	9	3	7	9	7
B-1 Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	88.0%	89.5%	97.3%	95.7%	93.3%	92.0%	93.0%	91.8%	94.2%
Speed Hotspots*	45	47	37	33	30	37	41	63	45
Speed Fatal Crashes*	188	179	165	141	142	207	122	121	182
Speed Injury Crashes*	1,832	1,779	1,663	1,529	1,668	1,700	1,172	1195	1,731
Impaired Driving Hotspots*	144	179	198	176	166	160	350	151	167
Impaired Driving Fatal Crashes*	217	186	191	187	207	232	178	177	204
Impaired Driving Injury Crashes*	2,647	2,661	2,490	2,191	2,425	2,342	2,101	2136	2,522

* State Data

** Baselines are 5-year averages of the 2013-2017 data

ALABAMA FISCAL YEAR 2019 PERFORMANCE MEASURES

C-1) Number of traffic fatalities (Fatality Analysis Reporting System (FARS))

2012	2013	2014	2015	2016	Baseline	Goal
865	852	820	849	1088	895	932

Not allow Number of Traffic Fatalities to increase more than 5.31% percent from the five-year baseline average of 885 (2012-2016) to 932 by 2019. **This goal was mutually agreed upon by the Alabama Office of Highway Safety, the Strategic Highway Safety Plan steering committee and the Highway Safety Improvement Plan committee**. The five year average (2014 to 2018) number of fatalities in traffic crashes for 2019 is 931. The goal was achieved.

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

2012	2013	2014	2015	2016	Baseline	Goal
9266	8564	7967	8760	8152	8542	8469

Reduce Number of Severe injuries in Traffic Crashes by .85 percent from the five year baseline average of 8,542 (2012-2016) to 8,469 by 2019*. **This goal was mutually agreed upon by the Alabama Office of Highway Safety, the Strategic Highway Safety Plan steering committee and the Highway Safety Improvement Plan committee**. The five year average (2014 to 2018) number of serious injuries in traffic crashes for 2019 is 8,217. The goal was achieved.

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

Total Fatalities/100M VMT

2012	2013	2014	2015	2016	Baseline	Goal
1.33	1.31	1.25	1.26	1.60	1.35	1.33

Reduce Total Fatality Rate/VMT by 1.48 percent from the five-year baseline average of 1.35 (2012-2016) to 1.33 by 2019*. **This goal was mutually agreed upon by the Alabama Office of Highway Safety, the Strategic Highway Safety Plan steering committee and the Highway Safety Improvement Plan committee**. The five year average (2013-2017) fatality rate for 2019 is 1.35. The goal was not achieved.

An analysis of fatalities and vehicles miles traveled was performed to compare the most recent year (2018) fatalities and vehicles miles traveled with previous years (2014-2017). This study found that the Causal Unit Contributing Circumstance (CUCC) "Driving too Fast for Conditions" was significant to the increase of fatalities in 2018. Fatalities involving Driving Too Fast for Conditions accounted for 2.8 % of all fatalities between 2014 and 2017, but this CUCC rose to 5.3% of all fatalities in 2018. Occurring in 2018 would leverage an increase in the five-year average. Driving Too Fast for Conditions occurs during rain or wet pavement events in well over 95% of its cases.

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

2012	2013	2014	2015	2016	Baseline	Goal
354	369	351	355	429	372	368

Reduce Unrestrained Passenger Vehicle Occupant Fatalities by 1.07 percent from the five-year baseline average of 372 (2012-2016) to 368 by 2019*. The five year average (2014 to 2018) number of unrestrained passenger vehicle occupant fatalities for 2019 is 376. The goal was not achieved.

An analysis of unrestrained passenger vehicle occupant fatalities was performed to compare the most recent year (2018) unrestrained passenger vehicle occupant fatalities with previous years (2014-2017). This study found that the Primary Contributing Circumstance (PCC) "Aggressive Operation" was significant to the increase of unrestrained passenger vehicle occupant fatalities in 2018. Accounting for 7.5% of all unrestrained passenger vehicle occupant fatalities between 2014 and 2017, this factor rose to 10.2% of all unrestrained passenger vehicle occupant fatalities in 2018.

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

2012	2013	2014	2015	2016	Baseline	Goal
257	260	264	247	279	261	270

Not allow the alcohol-impaired driving fatalities to increase by more than 3.44 percent from the five-year baseline average of 261 (2012-2016) to 270 by 2019*. The five year average (2014 to 2018) number of driver or motorcycle operator with a BAC of .08 and above (FARS) for 2019 is 264. The goal was achieved.

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

2012	2013	2014	2015	2016	Baseline	Goal
272	253	237	231	309	260	263

Not allow Speeding-Related Fatalities to increase by more than 1.15 percent from the five-year baseline average of 260 (2012-2016) to 263 by 2019*. The five year average (2014 to 2018) number of speeding-related fatalities (FARS) for 2019 is 264. The goal was not achieved.

An analysis of speeding-related fatalities was performed to compare the most recent year (2018) speeding-related fatalities with previous years (2014-2017). This study found that the Causal Unit Roadway Condition (CURC) "Wet Pavement" was significant to the increase of speeding-related fatalities in 2018. Crashes occurring on wet roadways accounted for 20.4% of all speeding-related fatalities between 2014 and 2017, but they rose to 29.0% of all speeding-related fatalities in 2018. Two of the weather-related studies that Alabama has initiated relate to surface condition (Interstate Wet Pavement Hotspots, and Water Buildup Hot Spot Analysis) , and they have been published on the Safe Home Alabama web site: http://www.safehomealabama.gov/caps-special-studies/ under the Weather topical category. These have just been completed and training is currently being developed to reach both law enforcement and engineers on these subjects.

C-7) Number of motorcyclist fatalities (FARS)

2012	2013	2014	2015	2016	Baseline	Goal
97	80	65	67	103	82	82

Maintain motorcyclist fatalities from the five-year baseline average of 82 (2012-2016) to 82 by 2019*. The five year average (2014 to 2018) number of motorcyclist fatalities (FARS) for 2019 is 81. The goal was achieved.

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

2012	2013	2014	2015	2016	Baseline	Goal
10	1	10	9	8	7.6	8

Maintain the un-helmeted motorcyclist fatalities at the five-year baseline average of 8 (2012-2016) by 2019*. The five year average (2014 to 2018) number of un-helmeted motorcyclist fatalities (FARS) for 2019 is 9. The goal was not achieved.

An analysis of un-helmeted motorcyclist fatalities was performed to compare the most recent year (2018) un-helmeted motorcyclist fatalities with previous years (2014-2017). This study found that the Causal Unit Roadway Type (CURT) was significant to the increase of un-helmeted motorcyclist fatalities in 2018. Crashes occurring with Unpaved roadway surface type accounted for only 7.1% of all un-helmeted motorcyclist fatalities between 2014 and 2017, but they increased dramatically to 66.7% of all un-helmeted motorcyclist fatalities in 2018. Further investigation will be conducted to determine if these cases were largely for recreational use, and if selective enforcement on low-volume roadways may be effective.

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

2012	2013	2014	2015	2016	Baseline	Goal
139	102	91	118	148	120	119

Reduce the drivers age 20 or younger involved in Fatal Crashes by .83 percent from the five-year baseline average of 120 (2012-2016) to 119 by 2019*. The five year average (2014 to 2018) number of drivers age 20 or younger involved in fatal crashes (FARS) for 2019 is 124. The goal was not achieved.

An analysis of the number of drivers age 20 or younger involved in fatal crashes was performed to compare the most recent year (2018) number of drivers age 20 or younger involved in fatal crashes with previous years (2014-2017). This study found that the Manner of Crash (MOC) “Head-on” was significant to the increase in the number of drivers age 20 or younger involved in fatal crashes in 2018. Head-on (front to front) crashes accounted for 13.8% of the number of drivers age 20 or younger involved in fatal crashes between 2014 and 2017, but it rose to 19.2% in 2018. Head-on crashes are more likely to result in severe or fatal injury compared to other MOCs. Alabama is quite concerned with Young Drivers and maintains a study of young driver special studies, the latest of which used 2012-2016 data. It has been published on the Safe Home Alabama web site: http://www.safehomealabama.gov/caps-special-studies/ under the Driver Issues topical category. Special consideration will be given to Head-on crashes in the next update that is scheduled for FY2020.

C-10) Number of pedestrian fatalities (FARS)

2012	2013	2014	2015	2016	Baseline	Goal
77	59	96	98	111	88	88

Maintain the number of pedestrian fatalities at the five-year baseline average of 88 (2012-2016) by 2019*. The five year average (2014 to 2018) number of pedestrian fatalities (FARS) for 2019 is 108. The goal was not achieved.

An analysis of pedestrian fatalities was performed to compare the most recent year (2018) pedestrian fatalities with previous years (2014-2017). This study found that the Causal Unit Non-Motorist Action (CUNA) at the time of the crash "Improperly Crossing the Roadway" was significant to the increase of pedestrian fatalities in 2018. Pedestrians Improperly Crossing the Roadway accounted for 23.4% of all pedestrian fatalities between 2014 and 2017, but it increased to 30.2% of all pedestrian fatalities in 2018. A special study of pedestrian crashes using 2013-2017 data was published in August 2018 on the Safe Home Alabama web site: http://www.safehomealabama.gov/caps-special-studies/ under the "Other" topical category. Discussions at the Traffic Records Coordinating Committee (TRCC) meetings have generally attributed this problem to a combination of impaired walking and/or distracted walking (especially by cell phone use). Special consideration will be given to these issues in FY2020.

C-11) Number of Bicyclist Fatalities (FARS)

2012	2013	2014	2015	2016	Baseline	Goal
9	6	9	9	2	7	7

Maintain the number of bicycle fatalities to the five-year baseline average of 7 (2012-2016) in 2019*. The five year average (2014 to 2018) number of bicyclist fatalities (FARS) for 2019 is 6. The goal was not achieved.

An analysis of bicycle fatalities was performed to compare the most recent year (2018) bicycle fatalities with previous years (2014-2017). This study found that the "Rural or Urban" attribute was significant to the increase of bicycle fatalities in 2018. Urban zone cases accounted for 50.0% of all bicycle fatalities between 2014 and 2017. This increased to 66.7% of all bicycle fatalities in 2018. Alabama recently completed a special study that considered bicycle crashes entitled Young Drivers of ATVs, Bicycles and Motorcycles that was just published in August 2019 on the Safe Home Alabama web site: http://www.safehomealabama.gov/caps-special-studies/ under the "Vehicle-Related" topical category. Efforts will be made to publicize the results of this study and to determine if a more intensive study concentrating solely on bicycles should be given priority.

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

2013	2014	2015	2016	2017	Baseline	Goal
97.3%	95.7%	93.3%	92.0%	92.9%	94.2%	94.2%

Maintain the observed seat belt usage at the five-year baseline average (2013 - 2017) of 94.2% in 2019*. The five year average (2014 to 2018) observed seat belt use for passenger vehicles, front seat outboard occupants (survey) for 2019 is 92.98%. The goal was not achieved.

An analysis of observed seat belt use was performed to compare the most recent year (2018) observed seat belt use with previous years (2014-2017). This study found that the changing the observational locations was significant to the observed seat belt usage in 2018. At this high level of seat belt usage, a fluctuation of 1.22% is within a range of random variation that occurs in observations, especially when there is a change in the surveying locations. Alabama will continue the efforts to increase seatbelt use that have proven to be effective in the past and will continually seek to find ways to improve these programs.

* Five Year Average Goal

ALABAMA TRAFFIC SAFETY ACTIVITY MEASURES

Year	2016	2017	2018	2019
Speeding Citations	30,807	36,027	43,345	37,292
DUI Arrests	906	830	687	987
Seat Belt Citations	10,575	12,002	12,574	9,875

OVERALL PROGRAM GOAL AND ACCOMPLISHMENTS

The highest level strategic program goal is as follows:

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

This is a 25-year goal that was announced for the FY 2012 HSP on the CY 2011 baseline. Because of the long-term nature of this goal, annual reviews have to this point led to the conclusion that there is no reason to alter this approach based on recent findings.

This goal is consistent with the state's acceptance of the concept of Toward Zero Deaths (TZD). This is based on the goal of reducing highway deaths to zero, and the realization that this can only be accomplished by an incremental reduction of fatalities each year. In this regard, AOHS has set a strategic goal of reducing fatalities by 50% over the next 25 years, starting in CY 2012. Based on the 2011 fatality count of 895, this 2% (of the base year) per year reduction would average about 18 fatalities reduced per year.

While an average of 18 fatalities per year might seem a modest number, if this reduction were maintained as the average over a 25-year period it will save more than 5,600 lives, which would be a major accomplishment. The goal here is to continue the downward trend that was established in the 2007-2011 time frame, which reversed the alarming increase in fatalities that preceded 2007. Also, if the 2% of the base year is viewed as a percentage of the years in which reductions have taken place, this percentage grows linearly until in the 25th year it amounts to 4% of the previous year.

The record high number of traffic fatalities in Alabama occurred in calendar year 2006 with a total of 1207. Between 2007 and 2011, there was a reduction of 271 lives per year (total of 1353 fatalities over that five-year time period). This rate of reduction was 6% per year, and every effort will be made to sustain these new lower fatality counts and reduce them even further and more consistently as time goes by.

It is now recognized that the major part of the extremely large reduction was due to a recession in the economy coupled with higher fuel prices. This is not to say that traffic safety efforts during this period did not play a part. However, the uniformity of the program over this time frame would indicate that the underlying part that they played was no more than what would be expected before or after the recession. In addition, a dramatic increase caused by a regression to the mean after the recession would be expected.

Economic hardships have a much higher impact on unsafe drivers than on the average driving public, for the following reasons:

- They have a much higher impact on young drivers, economically disadvantaged with older, less crashworthy vehicles, and on traffic on rural county roads that are dramatically over-represented in fatalities.
- Commercial Motor Vehicle (CMV) drivers, who typically put most of their mileage on safer roadways that are generally closer to emergency medical services, are not nearly as affected in that, of necessity, their driving generally continues at its normal rate; the same is true of most commuters.
- The recession also has a much higher impact on those with impaired driving tendencies due to higher costs of alcoholic beverages with less (or perhaps no) discretionary money to purchase it.
- The economic hardship places a much higher premium on slower speeds to conserve fuel.

The net result is that traffic volume cannot under these circumstances produce a linear determination of traffic crashes, and especially fatalities, because in times of recession the vast majority of travel is that of highly skilled professionals and experienced, properly-restrained commuters; thus, there is a great leveraging effect brought about by recession.

With the end of the recession the factors given above have not only disappeared, in many details they have been dramatically reversed. For example, the dramatic reduction in travel which was seen by young drivers in the 2013-2014 time frames was exchanged for a major increase in 2015-2016. Thus, sustaining even a modest rate of 2% per year has not materialized over the short term since 2013.

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

Time Frame	Three Year Average	Differential	Percent Decrease	Goal Achieved?
2011-2013	870.3	---	---	
2012-2014	846.0	24.3	2.8%	Yes
2013-2015	840.7	5.3	0.6%	No
2014-2016	906.0	-65.3	-7.8%	No
2015-2017	961.7	-55.7	-6.15%	No
2016-2018	996.3	-34.6	-3.6%	No

As can be seen from this table, Alabama did not achieve the 2% goal in fatality reduction for the three-year average for 2014-2016. It is important that this not cause a discouragement that leads to an abandonment of the 2% per year goal. Some solace can be obtained from the fact that the 2016 high of 1,088 fatalities is still 9.8% below the 2006 high of 1,207 despite a consistently increasing annual miles traveled. While this average reduction of 0.98% per year is below the 2% per year goal, it is hopeful that another regression to the mean will occur in the coming years that will be favorable to a reduction in fatalities.

The year 2017 did see a substantial decrease in fatal crashes and fatalities as compared with 2016, although crashes decreased only 0.70%. There were 857 fatal crashes, which was a 13.78% decrease from 2016, and there were 948 fatalities, which was a 12.95% decrease from 2016. The fatalities in 2018 were only slightly (not significantly) higher than in 2017, and so far, 2019 is tracking about 5% less than 2018.

Table 2 shows how the number of hotspots is being monitored. The criteria used to find the number of hotspots and the calculation of the rate has not changed over the years in order to make the total number of hotspots comparable from year to year.

Table 2. Number of Hotspots for Three-Year Periods

Fiscal Year	Calendar Year Data Used	Speed Hotspots	Impaired Driving Hotspots	Total Number of Hotspots
2009	2005-2007	142	191	333
2010	2006-2008	123	190	313
2011	2007-2009	93	194	287
2012	2008-2010	63	143	206
2013	2009-2011	45	144	189
2014	2010-2012	47	179	226
2015	2011-2013	37	198	235
2016	2012-2014	33	176	209
2017	2011-2015	30	166	196
2018	2012-2016	37	160	197
2019	2014-2017	40	350*	390

* This large increase from 2018 to 2019 is due to change in the Hotspot criteria for Impaired Driving. The analysis was adjusted in order to better address the issue in the state.

The change in the number of hotspots found (using identical search criteria) in each year continues to be monitored. Hotspot locations determined by the same criteria is the focus of selective enforcement efforts, with the overall goal of reducing the number of hotspots in the future. Slight reductions in the total number of hotspots were seen in the three year periods ending 2008 and 2009. A more significant drop in the total number of hotspots was seen between 2009 and 2010 and between 2010 and 2011. There was an increase in the three year periods that ended on 2012 and 2013. This was generally reversed in the three year periods that ended in years 2014 and 2015. However, in the most recent three-year average (ending 2017), the number went back up to its 2011-2013 level.

Tables 3a and 3b present a summary of all crashes for the Calendar Years 2001-2018

Table 3a. Summary of All Crashes – CY 2001-2008 Alabama Data

Performance Measures	2001	2002	2003	2004	2005	2006	2007	2008	2009
Fatal Crashes	902	931	899	1033	1013	1074	1010	886	775
Percent Fatal Crash	0.67%	0.66%	0.64%	0.71%	0.70%	0.77%	0.75%	0.71%	0.63%
Injury Crashes	29,771	30,922	30,748	31,856	31,335	30,527	28,295	25,613	27,675
Percent Injury Crashes	22.26%	22.02%	21.80%	21.77%	21.76%	21.84%	20.92%	20.66%	22.37%
PDO Crashes	103,066	108,583	109,420	113,469	111,645	108,179	107,971	99,241	96,840
Percent PDO Crashes	77.07%	77.32%	77.57%	77.53%	77.54%	77.39%	79.83%	80.05%	78.26%
Total	133,739	140,436	141,067	146,358	143,993	139,780	135,256	123,968	123,740

Table 3b. Summary of All Crashes – CY 2009-2016 Alabama Data

Performance Measures	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	793	814	815	745	737	739	992	857	866
Percent Fatal Crash	0.62%	0.64%	0.63%	0.59%	0.55%	0.50%	0.64%	0.55%	0.54%
Injury Crashes	29,051	27,687	27,551	26,810	28,019	30,858	32,561	32,240	32,172
Percent Injury Crashes	22.63%	21.69%	21.45%	21.15%	21.04%	20.93%	20.89%	20.53%	20.14%
PDO Crashes	100,126	100,795	101,706	100,675	100,319	111,674	118,268	119,397	122,401
Percent PDO Crashes	77.99%	78.95%	79.18%	79.43%	75.33%	75.74%	75.89%	76.05%	76.67%
Total	128,384	127,668	128,442	126,740	133,175	147,452	155,851	156,993	159,655

Table 4 summarizes hotspots by Crash and Region for FY 2018. The table shows percentages for each Region in four categories: Hotspots, Fatal, Injury, and Total Crashes.

Table 4. Summary of Hotspots by Crash and Region

	Hotspots	Regional	Fatal Crashes	Regional	Injury Crashes	Regional	Total Crashes	Regional
East	183	35.47%	392	30.13%	3644	32.57%	7192	33.62%
North	123	23.84%	335	25.75%	3067	27.42%	5795	27.09%
South	100	19.38%	286	21.98%	2219	19.84%	4256	19.90%
Southeast	110	21.32%	288	22.14%	2257	20.18%	4147	19.39%
TOTAL	516		1,301		11,187		21,390	

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

Restraint Deficient Hot Spots

For the FY 2019 analysis, data from three prior years (CY 2015-2017) were used to find "restraint-deficient hotspots" or RD hotspots. RD includes both adult and child restraint deficiencies. Child Restraint Deficient crashes (i.e., crashes in which one or more children are not restrained independently of whether the adults are restrained) will be indicated by CRD. The CRD hotspots were based on one year of data (CY 2017). The following table gives the numbers of hotspots found according to the various location types and criteria.

Hotspot Target	**Location Type**	**Number of Hotspots**	**Criteria**
General	Mileposted	122	>=20 RD Crashes in 10 Miles
General	Intersection	100	>=4 RD Crashes at Intersection
General	Segment	86	>=4 RD Crashes on Segment
Child Restraint	Mileposted	84	>=4 CRD Crashes in 10 Miles
Child Restraint	Intersection	95	>=2 CRD Crashes at Intersection
Child Restraint	Segment	28	>=2 CRD Crashes on Segment
TOTAL		**516**	

The CTSP/LEL Coordinators are required to focus their plans primarily on restraint-deficient hotspot locations identified for their respective regions. These were defined, listed and mapped for ease of identification by their respective local police agencies.

The general strategy is to require the CTSP/LEL Coordinators to focus their plans primarily on restraint-deficient hotspot locations identified for their respective regions. By doing this, they will be focusing on the most critical problem areas.