

STATE OF ALABAMA
FISCAL YEAR 2005
HIGHWAY SAFETY PLAN

Prepared for

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

by the

STATE OF ALABAMA
Bob Riley, Governor

ALABAMA DEPARTMENT OF ECONOMIC AND COMMUNITY AFFAIRS
LAW ENFORCEMENT / TRAFFIC SAFETY DIVISION

John D. Harrison, ADECA Director
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September 30, 2004



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Procedures for Receiving Highway Safety Funds

Origin and Purpose

The State and Community Highway Safety Grant Program was enacted by the passage of the Highway Safety Act of 1966 as Section 402 of Title 23, United States Code. Grant funds are provided to the States, the Indian Nations and the Territories of the United States each year according to a statutory formula, based on population and roadway mileage. These reimbursement grants support other State planning initiatives to identify and quantify highway safety problems, provide start-up or seed money for new programs, and enhance existing programs.

These federal funds are intended to inspire innovative programs at the State and local government levels and leverage commitments of State, local, and private resources. The highway safety grant process has been successful in directing resources to both national and state priority program areas.

Priority Areas

Through public rule making processes conducted in 1982, 1988, 1991, and 1995 it has been determined that certain highway safety programs areas funded under Section 402 have proven to be more efficient than others in reducing crashes, injuries, and fatalities. These programs, designated as National Priority Program Areas are:

- Alcohol and Other Drug Countermeasures
- Occupant Protection
- Police Traffic Services
- Traffic Records
- Emergency Medical Services
- Motorcycle Safety
- Pedestrian and Bicycle Safety
- Roadway Safety
- Speed Control

Funding is also available for projects in other areas if there is documented evidence of the identified problem.

Funding Formula

The Highway Safety Act of 1966 apportioned funds to each state based on a 75% population and 25% roadway mileage formula. In addition, it provided that at least 40% of all federal funds apportioned under this section be expended by local political subdivisions.

Project Funding Period

The federal government operates on a fiscal year, which begins on October 1 and ends on September 30. Therefore, all highway safety projects terminate on September 30. Projects are approved on a yearly basis. However, most projects are to be funded for a maximum of three years and should become self-sufficient when the highway safety funding terminates. The ideal procedure for achieving self-sufficiency is to decrease the federal share during each year of the grant. For example, providing 100% funding in the first year, 75% in the second year, and 50% during the third year. This would allow agencies to gain the financial responsibilities (assumption of cost) of the project over a three-year period.

Equipment Purchases

Under the provisions of Section 402, the purchase of equipment cannot be approved unless it is a necessary component of a highway safety program. As well, equipment with a useful life in excess of one year and a unit purchase price of \$5,000 or more must go through a competitive process and have prior approval from the National Highway Traffic Safety Administration (NHTSA). A complete listing of projects containing equipment with a unit cost of \$5,000 or more is provided in the letter of transmittal that accompanies this FY 2005 Highway Safety Plan to NHTSA.

Grant Selection Process

The LETS Division of ADECA provides funding opportunities to units of local and state government and other agencies to address the traffic crash problems throughout the state. Applications are received by the Traffic Safety Section by invitation, through responses to request for proposals as well as by unsolicited submissions. The applicant agency must show that an identified highway safety problem exists within their jurisdiction and is supported by documented evidence.

Each year the Traffic Safety Section of ADECA LETS Division develops a comprehensive Highway Safety Plan that describes the projects recommended for federal funding during the upcoming federal fiscal year from October 1 to September 30. Traffic safety problems are identified in a number of ways, including: (1) Developing and analyzing Critical Analysis Reporting Environment (CARE) data; (2) Reviewing statistics from the annual Traffic Crash Facts book; (3) Participating in the Safety Management System (SMS) process; (4) Reviewing the observational surveys and other data; and (5) Utilizing the knowledge/experience of Traffic Safety Section staff.

The Problem Identification section of the Highway Safety Plan is developed using CARE data. The CARE data is data regarding every aspect of the traffic crashes in Alabama for the previous year. This data is based on the crash report forms filled out by law enforcement officers and is provided by the Alabama Department of Public Safety. Once the data is made available in CARE, filters are created for each of the nine CTSP regions in the state. In order to produce the most useful data, crash data from each region is compared to crash data for the entire state using the IMPACT statistical tool in CARE. By using this tool, problems that are specific to a particular region will “pop out” and will allow the regional coordinators to see what is going on in their area with regard to traffic crashes and their causes.

This process is performed for each of the nine regions and is then analyzed. The results are organized in a “worst first” ordering, allowing the largest problems (and the areas where the most effective improvements can be made) to come to the top of the list. The results from CARE are then reduced to a manageable subset of the results from the IMPACT run, and analysis of those results is provided by the CARE Research & Development Laboratory. These results are then sent to each of the nine CTSP regional coordinators for their study and for use as a basis for their grant applications for the upcoming year. These regional problem identifications are provided in Part IV of the Problem Identification Section in the HSP.

Following problem identification, the staff develops statewide goals and objectives for their program areas and work begins on developing the state program. Applications are solicited and received by the Traffic Safety Section, and those that will attain identified goals and objectives are considered for support with available funds. Each application must fully describe the proposed project. (i.e. problem statement, goal(s) and objective(s), proposed budget and evaluation). This includes all existing projects expected to continue into the next fiscal year to allow initial funding estimates to be developed.

In past years, countermeasures have been assigned to the regional Community Traffic Safety Programs (CTSP) based on CARE data for their specific regions. Funding is based on plans submitted by the CTSPs to combat specific traffic safety issues that affect their individual communities. Once the CTSPs receive funding, they issue individual subgrants and/or contracts to local law enforcement agencies in their Region that participate in the NHTSA/ADECA mandated enforcement activities. These subgrants/contracts are reviewed on a yearly basis by the Regional CTSP Coordinator to insure that the law enforcement agencies are meeting all criteria for funding. The criteria are specific to each CTSP Region and may vary depending on the targeted enforcement activities set out by NHTSA.

Additional subgrantees (i.e., Students Against Destructive Decisions (SADD), Mothers Against Drunk Driving (MADD), Alabama Department of Public Safety, Alabama Department of Forensic Sciences, University of Alabama, Alabama Alcoholic Beverage Control Board, Auburn University, etc.) receive grant funds to implement countermeasures affecting youth alcohol, occupant protection, traffic records, alcohol testing, social norms and other issues as indicated by CARE data. After applications are submitted, the Traffic Safety Section management staff reviews all grant applications and selects projects to include in the Highway Safety Plan.

The plan is sent to the NHTSA Region IV office and the Alabama Division Office of the Federal Highway Administration (FHWA). Following formal issuance of funds to the State by NHTSA, applicants are notified regarding the status of their proposals. Grant applications are processed, approved and award letters are forwarded to those agencies selected for funding.

Annual Workshop

The Traffic Safety Section holds an annual workshop with the project directors and financial officials of all implementing agencies receiving grants. During this meeting, information is given on the contractual obligations of the subgrantee and implementing agencies. The fiscal and administrative reporting requirements of the subgrants are also discussed.

STATE CERTIFICATIONS AND ASSURANCES

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

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

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

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

- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations

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

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

- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use,

management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

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

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

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

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

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

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the ba-

sis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --

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

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*,

proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

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

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

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

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

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

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

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

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

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

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

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

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

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

ENVIRONMENTAL IMPACT

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

Governor's Representative for Highway Safety

Date

HIGHWAY SAFETY PROGRAM COST SUMMARY

National Highway Traffic Safety Administration

Federal Highway Administration

State: Alabama

Number: 2005-01

Date: September 27, 2004

Program Area	Approved Program Costs	Basis For % Change	State/Local Funds	Federally Funded Programs			Federal Share to Local	
				Previous Balance	Increase / (Decrease)	% Change		Current Balance
05PA	489,879.18		244,939.59				244,939.59	
05AL	786,610.00		143,203.00				643,407.00	
05CP	2,441,340.00		1,010,671.00				1,430,669.00	1,430,669.00
05PT	870,000.00		45,000.00				825,000.00	675,000.00
05OP	631,705.00		245,753.00				385,952.00	243,984.00
05EM	177,575.00		99,848.00				77,727.00	
05TR	314,663.00		78,595.00				236,068.00	
Sub Total	5,711,772.18		1,868,009.59				3,843,762.59	2,349,653.00
04-157INNOV	610,000.00						610,000.00	
04-157INCENT	81,437.00						81,437.00	40,719.00
04-405A	2,735,354.00		1,785,000.00				950,354.00	
04-2003b	160,500.00		32,100.00				128,400.00	
04-411	855,214.00		427,607.00				427,607.00	
Sub Total	4,442,505.00		2,244,707.00				2,197,798.00	40,719.00
Total	10,154,277.18		4,112,716.59				6,041,560.59	2,390,372.00

State Official Authorized Signature: _____

Federal Official(s) Authorized Signature: _____

NAME: _____

NHTSA NAME: _____

NHTSA NAME: _____

TITLE: _____

TITLE: _____

TITLE: _____

DATE: _____

DATE: _____

DATE: _____

HS Form 217(Rev.7-93)

Effective Date: _____

Effective Date: _____

PLANNING AND ADMINISTRATION

The Law Enforcement/Traffic Safety (LETS) Division of the Alabama Department of Economic and Community Affairs is charged with implementing the state's highway safety efforts to reduce traffic deaths, injuries and crashes. Resources are directed toward programs focusing on impaired driving, occupant protection, police traffic services, traffic records, and community traffic safety programs.

The LETS Division shall employ a staff of two (2) full time employees, and three (3) contract employees to perform the following tasks:

(1) Develop and prepare the Highway Safety Plan (HSP); (2) Develop and prepare the Sections 157, 163, and 405 plans; (3) Establish priorities for highway safety funding; (4) Develop and prepare the Benchmark report; (5) Provide information and assistance to prospective aid recipients on program benefits, procedures for participation and development of plans; (6) Coordinate and facilitate training and public information activities for grant recipients; (7) Encourage and assist local political subdivisions in improving their highway safety planning and administrative efforts; (8) Review and evaluate the implementation of state and local highway safety funds contained in the approved HSP; (10) Coordinate the HSP with other federally and non federally funded programs relating to highway safety; and (11) Assess program performance through analysis of data relevant to highway safety planning.

Charged as direct costs will be: salaries and fringes (for one Section Chief and one program manager to serve as alcohol coordinator), travel, vehicle operation costs, supplies, printing and the cost of one (1) desktop computer, printer, software and maintenance.

The LETS Division's contribution has negotiated with the Department of Labor at a rate of 2.69%. This indirect charge will be applied to all funds expended during FY 2005. An estimate of that amount is as follows:

Estimated funds	\$2,585,517
Negotiated rate	X 2.69% = \$69,550.40

The planning and administration total is \$69,550.

Authorized by 23 U.S.C. 402 etc.		U.S. Department of Transportation National Highway Traffic Safety Administration PROBLEM SOLUTION PLAN (PSP)			O.M.B No. (To Be Revised)					
PSP TITLE: PLANNING AND ADMINISTRATION					PSP No.		STATE	Page		
					05-SP		ALABAMA	1	1	
OBJECTIVE(s): TO MANAGE THE HIGHWAY SAFETY PROGRAMS							TIME FRAMES			
Sub-grantee	Descriptive Project Titles		Input	Output		Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
ADECA TRAFFIC SAFETY SECTION	PLAN AND ADMINISTER THE HIGHWAY SAFETY PROGRAM		4,160 MANHOURS	HIGHWAY SAFETY PROGRAM						
Program Area Code (Impact = I)	Current Year Major Cost Items By Project		(1) 402 Current Year	(2) 402 To Local	(3) State Share Local	(4) Local Share		(5) Total Project Costs		
PA	TRAFFIC SAFETY DIVISION-DIRECT									
	A. SALARY/FRINGE		\$113,789.19		\$113,789.19			\$227,578.38		
	B. TRAVEL		\$10,000.00		\$10,000.00			\$20,000.00		
	C. OPERATING EXPENSES		\$50,000.00		\$50,000.00			\$100,000.00		
	D. EQUIPMENT									
	1 DESKTOP COMPUTER & PRINTER		\$1,600.00		\$1,600.00			\$3,200.00		
	E. INDIRECT COSTS @ 2.69%		\$69,550.40		\$69,550.40			\$139,100.80		
	TOTALS		\$244,939.59		\$244,939.59			\$489,879.18		

ACKNOWLEDGEMENT

PLANNED ENHANCEMENT TO THE CURRENT PROCESS

Alabama Department of Economic and Community Affairs (ADECA) TSD has a contract with the University of Alabama for the purpose of continually improving and streamlining the problem identification process. Among other innovations, this has resulted in the creation of the Critical Analysis Reporting Environment (CARE) system, which won the National Highway and Traffic Safety Association (NHTSA) Administrator's Award for innovation in traffic records processing for 1995. However, CARE is still being continuously improved to produce greater information benefits to the state. Examples of these innovations are: (1) improved user interfaces for filter generation, (2) additional graphical displays for greater visualization of information, (3) integrated GIS for map generation and (4) improved Internet access.

This last innovation has enabled all project analysts throughout the state who have Internet access to take advantage of the full range of CARE capabilities. The process envisioned is as follows:

1. Local and state agencies will be required to perform a problem identification to develop their countermeasures prior to submitting their proposals. This is currently being done by those agencies that have CARE. However, since virtually all agencies will have CARE capability, an in-depth study can now become a proposal requirement. They will be informed as to how they can access CARE, which will guide them through the procedure described below.
2. Once accessing the CARE home page, users are guided through a tutorial that is a prerequisite to their using the system. This demonstrates to them the potential and the limitations of the information that they generate, and it enables them to conceptualize their information needs.
3. Users are able to define subsets of the crash data. For example, they are able to request that their local area be established on a menu of geographical areas, which enables them to automatically compare their area with the rest of the state and find *all* over-represented factors in their areas.
4. Once they have their subsets defined, they are given certain exercises which, through hypertext documentation, allow them to gain experience in recognizing the full range of benefits to be obtained from CARE.

It is important to recognize that the value of this capability is not in the state's ability to monitor and assure optimality, a task that is virtually impossible without squandering precious resources on excess administration costs (which itself defeats the goal of maximum safety effectiveness). Instead, the objective is to enable all users to develop countermeasures that are optimal. This is a

major improvement over justifying countermeasures after they have been based on incomplete and irrelevant information (e.g., not applicable to their area). It is properly assumed that contractors given the information will opt for those countermeasures that will demonstrate the maximum utility in their communities. Once local users get full hand-on capability, they will be able to traverse the data and fully exploit it to determine exactly the specific problems in their own particular problem areas. Their only frustration might be the lack of complete and accurate crash information, a deficiency that only they can remedy once they are motivated by recognition of the value that this data can add to their projects.

For more information about CARE on the WWW, please visit <http://care.cs.ua.edu>.

PROBLEM IDENTIFICATION

PART I -- INTRODUCTION

The Alabama Highway Safety Plan for this year reflects the format that was adopted several years ago that was motivated by efforts made throughout the state to improve the coordination traffic safety activities. The Safety Management Action Resources Taskforce (SMART) was formed in 2001 to enhance communication among the various agencies involved with traffic safety. In particular, SMART was based on a cooperative agreement signed by the heads of the Alabama Department of Economic and Community Affairs (ADECA), the Alabama Department of Transportation (ALDOT), and the Alabama Department of Public Safety (ADPS). While participation in SMART by other agencies is voluntary, it represents the broad spectrum of the traffic safety community. SMART, with the support of the ADECA Traffic Safety Section, enlisted the resources of the recently organized University Transportation Center of Alabama (UTCA) to develop a statewide strategic plan for traffic safety. This led to a more intuitive format for the planning document, which has been adopted by ADECA as the basic format for its Highway Safety Plan.

Table 1. Summary of Crash Severity by Crash Type – RY 2003 Alabama Data

Crash Type (Causal Driver)	Fatal Number	Fatal %	Injury Number	Injury %	PDO No.	PDO %	Total
1. Restraint Not Used*	449	3.09%	5,685	39.18%	8,376	57.73%	14,510
2. Speeding	276	3.72%	3,164	42.69%	3,971	53.58%	7,411
3. EMS: Ambulance>20 Minutes	223	3.27%	5,406	79.21%	1196	17.52%	6,825
4. Alcohol/Drug	192	2.55%	2,984	39.57%	4,366	57.89%	7,542
5. Obstacle Removal	155	1.91%	2,905	35.81%	5,052	62.28%	8,112
6. Youth -- Age 16-20	152	0.53%	6,842	23.69%	21,889	75.79%	28,883
7. License Status Deficiency	98	1.71%	1,846	32.18%	3,792	66.11%	5,736
8. Mature -- Age > 64	78	0.65%	2,824	23.39%	9,173	75.97%	12,075
9. Ped., Bicycle, School bus	75	5.49%	863	63.18%	428	31.33%	1,366
10. Pedestrian	68	9.94%	563	82.31%	53	7.75%	684
11. Fail to Conform to S/Y Sign	56	0.66%	2,420	28.47%	6,023	70.87%	8,499
12. Motorcycle	46	3.99%	748	64.82%	360	31.20%	1,154
13. Non-pickup Truck Involved	41	0.72%	1,011	17.74%	4,648	81.54%	5,700
14. Utility Pole	30	1.26%	834	35.01%	1,518	63.73%	2,382
15. Roadway Defects – All	28	0.77%	939	25.78%	2,675	73.45%	3,642
16. Vehicle Defects – All	26	0.80%	738	22.85%	2,466	76.35%	3,230
17. Fail To Conform to Signal	24	0.25%	3,023	31.52%	6,545	68.23%	9,592
18. Construction zone	20	0.65%	650	21.19%	2,398	78.16%	3,068
19. Vision Obscured – Env.	15	0.78%	529	27.37%	1,389	71.86%	1,933
20. Child Not Restrained*	12	0.85%	767	54.13%	638	45.02%	1,417
21. Railroad Trains	10	12.82%	23	29.49%	45	57.69%	78
22. Bicycle	6	1.93%	247	79.42%	58	18.65%	311
23. School Bus	1	0.27%	53	14.29%	317	85.44%	371

The major goal of SMART is to bring about a more effective statewide allocation of traffic safety resources, including funding and equipment, but most importantly, personnel. A simple, intuitive tool was sought to bring into focus the true issues involved in making traffic safety improvements. To this end, Table 1 was developed in an attempt to bring together and initiate a process of prioritization for all of the key traffic safety categories. All SMART participants were encouraged to add any categories that they felt were appropriate.

Table 1 is ordered by the number of fatal crashes within each of the respective categories that occurred from July 1, 2002 through June 30, 2003, which we will call our Reporting Year (RY). Within the Performance Goals and Strategies section all past statistics have been updated to reflect the RY. Unless otherwise noted, all crash statistics within this document are for this time period. These categories given in Table 1 are not mutually exclusive (e.g., you could have an alcohol crash that also involved speeding). However, they still tend to demonstrate the relative criticality of that particular category. All other things being equal, to reduce fatalities, we need to start at the top of the list.

But we hasten to add that all other things are not equal. In addition to raw frequency, there are other considerations that must be understood if resources are going to be allocated optimally. Among them:

- The need to consider the injury, and in some cases the property damage only (PDO) severity classifications in the overall traffic safety mission;
- Countermeasures are highly variable in their effect; thus a very effective countermeasure against a smaller potential crash category could be superior to a less effective one against a category near the top of the list; and
- A major reallocation of resource away from some of the more effective programs that are in effect could make something toward the bottom of the list rise to the top.

In short, while Table 1 tends to tell the “big story,” we should not fall into the trap of trivializing the problem. The effective allocation of traffic safety resources is a very complex problem that can only be solved by applying all of the information resources at our disposal. The purpose of the Highway Safety Plan, and especially the problem identification portions of it, is to summarize how that information is being applied to do just that.

Consultation with the FARS representative within Alabama and other experts has determined that current alcohol crashes within Alabama are underreported by about 50%. In past years the alcohol numbers were doubled in order to make them more realistic. However, for consistency, it was decided not to adjust the figures this year. Thus, here and elsewhere in this document, all alcohol figures reflect actual counts in the data, which is adequate for goal setting and other uses since the proportion reported remains consistent from year to year. However, readers should recognize that these are extremely conservative estimates of the actual alcohol/drug problem.

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

This document will continue by presenting the Vision, Ideals and Mission, which gives an overview of the ADECA strategic planning efforts. Part III presents the goals and strategies to address most of the crash categories given in Table 1. Finally, Part IV gives the regional analyses that enable the various area coordinators to focus on the countermeasures that will have the most impact on their area of the state.

Alabama's fatality counts and fatality rates (per 100 million vehicle miles traveled) for the last 17 years are given below and on the graph on page 22.

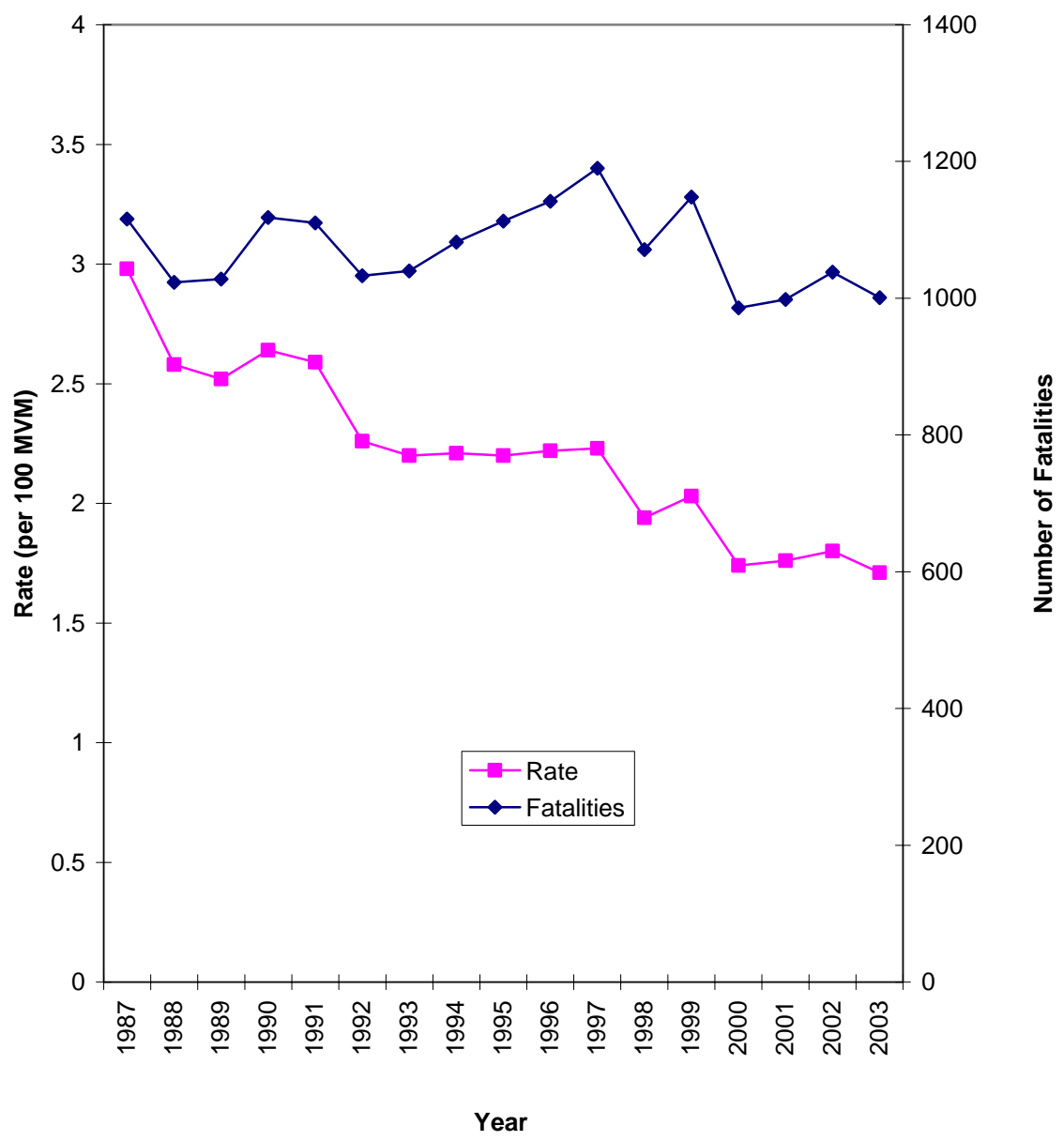
<u>Year</u>	<u>Rate</u>	<u>Fatalities</u>	<u>Miles Driven (100 MVMT)</u>
1987	2.98	1116	374.37
1988	2.58	1023	396.84
1989	2.52	1028	407.65
1990	2.64	1118	423.47
1991	2.59	1110	429.24
1992	2.26	1033	457.62
1993	2.20	1040	472.03
1994	2.21	1081	489.56
1995	2.20	1113	506.28
1996	2.22	1142	514.33
1997	2.23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

Note: The above figures are official figures for the *calendar* years, as opposed to the reporting year (RY).

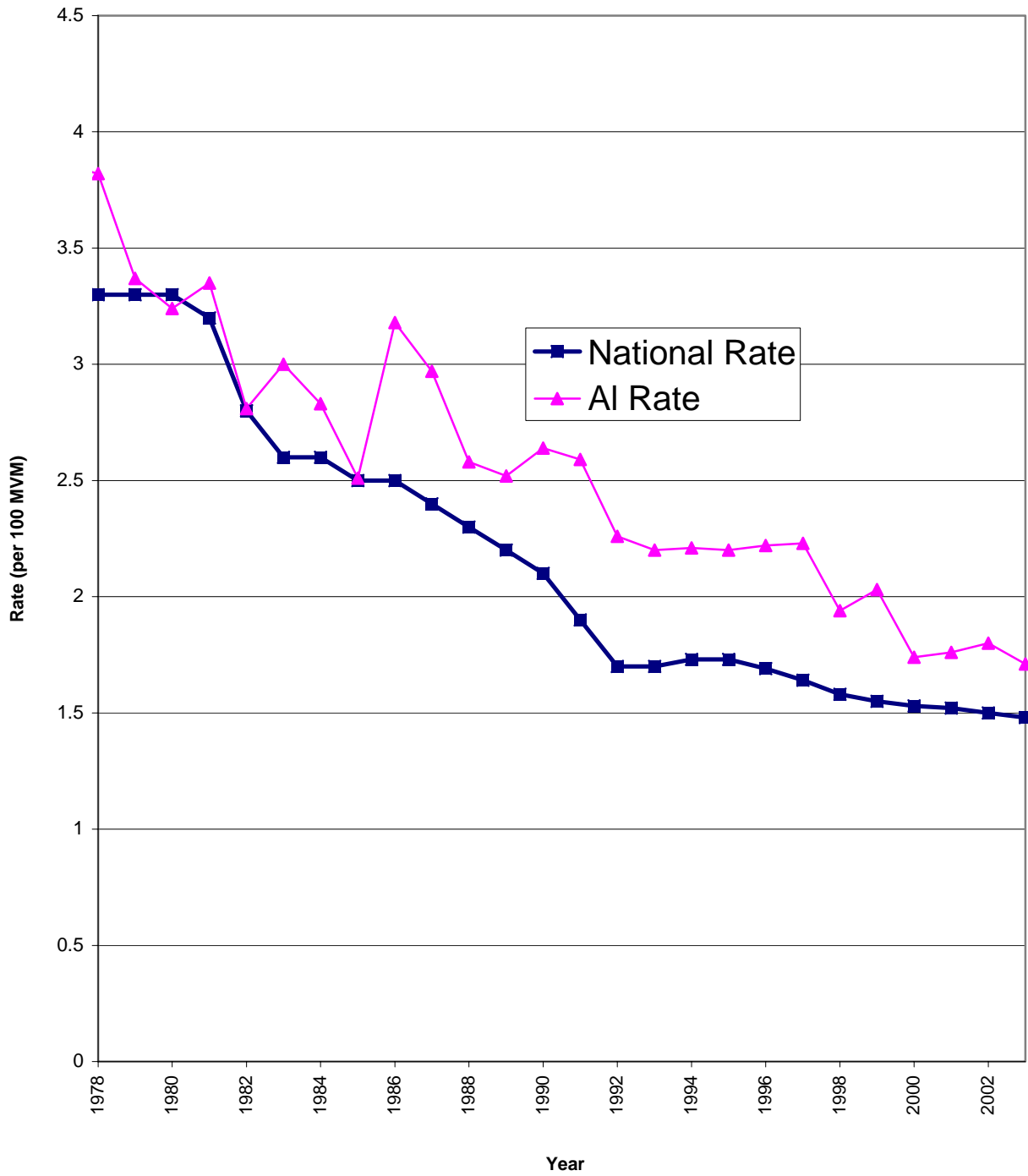
The graph on page 23 shows Alabama's fatality rate per year as compared to the National fatality rate per year from 1978 through 2003. Over the past 16 years, Alabama's rate has followed a similar downward trend as the national one, but we still have some improving to do.

Alabama can be proud that we have cut our crash rate by about 43% over the past 16 years. If we were still operating with the 1987 rate, the number of fatalities in 2003 would have been around 1,747. The reduction in rates over the past few years is extremely promising, reflecting major efforts in publicizing and enforcing the primary safety belt law, and the many other efforts along the broad range of traffic safety activities. We will not be satisfied, however, with even one death on the roadway, and we will continue to put forth a concerted effort to assure that traffic safety resources are utilized to their maximum capabilities.

Fatalities Rate and Number



Fatality Rates National vs. Alabama



PART II – VISION, IDEALS, MISSION

VISION:

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

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

IDEALS:

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

- *Saving Lives.* Preserve the lives of all users of the Alabama surface transportation system by minimizing the frequency and severity of all potentially fatal crashes, regardless of the countermeasure type or the organization that has primary responsibility for its implementation.
- *Reduction in Suffering.* Reduce suffering and property loss resulting from injury and property damage only crashes.
- *Teamwork and Diversity.* Recognize that these ideals will only be attained through the dedication to cooperative efforts among a wide range of federal, state and local organizations. All highway users and user groups must be adequately represented, and all sub-disciplines will be given the opportunity to provide input and information.

MISSION:

Continually improve all aspects of the roadway system for safety in a way that will result in the most effective possible allocation of resources.

“All safety aspects” includes both the physical and the operational characteristics of the roadway system. This involves any and all approaches toward safety improvements, generally classified by the roadway, driver, vehicle and emergency services. In addition, an information infrastructure is essential to operating and effectively improving the safety of the Alabama surface transportation system.

PART III – GOALS AND STRATEGIES

PROCESS FOR DEVELOPING GOALS

The problem identification process lends itself to the establishment of goals by defining the maximum expected reduction of crashes from a given countermeasure. For example, if a countermeasure is directed toward alcohol collisions in the 16-20 age groups in a given geographical area, then the potential reduction could not exceed the total number of such collisions. In actual fact, the reduction cannot be expected to be more than the reduction to its expected value, which can be determined (by CARE's IMPACT module) by considering similar collisions outside of the area.

Goals were established for each of the countermeasure categorical priority areas (alcohol, speed, occupant protection, etc.). Specific thresholds and target dates were set based on past trends and expectations from past programs. Where a project is particularly innovative and no similar history exists, the project team was asked to participate in estimating the degree to which the potential overrepresentation could be diminished.

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

1. Crash frequency (e.g., the number of motorcycle-involved crashes),
2. Crash severity (and a combination of frequency and severity metrics),
3. Percentage of all crashes (to gauge the proportion within the overall population of crashes), and
4. Rates (e.g., the number of pedestrian collisions per 1000 city population).

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

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

OVERALL PROGRAM GOAL

The overall strategic program goals follow: *To support, facilitate and coordinate traffic safety activities and projects to reduce the mileage death rate from its 1994 value of 2.21 to less than 1.5 fatalities per 100 million vehicle miles of travel (MVMT), and to reduce the injury rate from its 1994 value of 61.79 to less than 50 injuries per 100 MVMT by the year 2005. This translates into the following average reductions per year over the eleven years in question: 222 fatalities per year (17.5% reduction) and 3694 injuries per year (10.4% reduction).*

To accomplish this strategic goal the annual rates of fatalities and injury crashes will be monitored. It is recognized that the strategic goal will not be attainable on an incremental basis (i.e., one-eighth of the goal per year over each of the eight years) due to random variation. Further, the cumulative effect of a wide variety of countermeasures will be required that are dependent on a range of governmental and private agencies involved in the cause of traffic safety. Over the last five decades the average decline in the mileage death rate nationally has been approximately 30% per decade. The goal above calls for a 34% decline over eight years. This is being accomplished by a combination of vehicle safety technology, traffic safety legislation, and expanded participation by the public health and private sectors, as well as aggressive traffic safety education, enforcement and engineering programs.

General Strategy: To increase the involvement of Community Traffic Safety Programs (CTSPs) to implement public information, educational and enforcement activities statewide.

Table 2. Summary of All Crashes – RY 2003 Alabama Data

Performance Measures	1996	1997	1998	1999	2000	2001	2002	2003
Fatal Crashes	999	1074	983	945	997	905	929	866
Percent Fatal Crashes	0.75	0.76	0.71	0.67	0.74	0.69	0.68	0.61
Injury Crashes	31,948	33,831	32,452	32,871	30,769	29,655	30,178	30,825
Percent Injury Crashes	23.91	24.02	23.50	23.44	22.79	22.53	22.16	21.88
PDO Crashes	100,659	105,958	104,679	106,394	103,263	101,038	105,071	109,206
Percent PDO Crashes	75.34	75.22	75.79	75.88	76.47	76.78	77.16	77.51
Total	133,606	140,863	138,114	140,210	135,029	131,598	136,178	140,897

Table 2 is a summary of all crashes for the Reporting Year 2003. These statistics should be referenced as overall goals and strategies are discussed and determined.

PERFORMANCE GOALS AND STRATEGIES

Alcohol/Drugs

Long-range goals (2000-2005):

- To reduce by the end of the reporting year 2005 the number of alcohol injury and fatal crashes by 6% from their 2000 base reporting year total of 3,504 to 3,294.
- To reduce the percentage of fatalities that are alcohol-related from the reporting year 2000 baseline of 24.9% to 20% by end of reporting year 2005.
- To reduce the percentage of injuries that are alcohol-related from the reporting year 2000 baseline of 10.8% to 8% by end of reporting year 2005.

Short-range goals (2003-2004):

- To reduce the number of reported alcohol-involved fatal and injury collisions by 2% from the 2003 base reporting year total of 3,177 to 3,113 or less by end of reporting year 2004.
- To reduce the percentage of fatalities that are alcohol-involved from the reporting year 2003 base value of 24.9% to 23.9% or less by end of reporting year 2004.
- To reduce the percentage of injuries that are alcohol-involved from the reporting year 2003 base value of 10.8% to 9.8% or less by end of reporting year 2004.

Strategies (for one year):

- Conduct nine alcohol Selective Traffic Enforcement Program (STEP) projects,
- Conduct two statewide alcohol blitzes,
- Perform training and certification workshops for Standardized Field Sobriety Testing (SFST),
- Conduct statewide "YDYDYDL" (You Drink You Drive You Lose) campaign and other statewide alcohol PI&E programs,
- Continue the nine Community Traffic Safety Program (CTSP) projects,

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

Performance Measure	1996	1997	1998	1999	2000	2001	2002	2003
Alcohol Fatal Crashes	340	343	291	321	291	305	345	335
% Alcohol Fatal Crashes	34.03%	31.94%	29.60%	33.97%	29.19%	33.70%	37.14%	38.68%
Alcohol Injury Crashes	3919	3956	3698	3602	3255	3114	3049	2986
% Alcohol Injury Crashes	12.27%	11.69%	11.40%	10.96%	10.58%	10.50%	10.10%	9.69%
Total	4259	4299	3989	3923	3546	3419	3394	3321

Youth-Alcohol

Long-range goals (2000-2005):

- To reduce the number of reported underage (under 21 years of age) drinking driver involved crashes by 8% from 1195 to 1099 by end of reporting year 2005.
- To reduce the percentage of under-21 years of age (causal driver) alcohol-related fatalities from the reporting year 2000 baseline of 11.0% to 10.4% by end of reporting year 2005.
- To reduce the percentage of under-21 years of age (causal driver) alcohol-related injuries from the reporting year 2000 baseline of 13.7% to 11.2% by end of reporting year 2005.

Short-range goals (2003-2004):

- To reduce the number of reported under-21 years of age (causal driver) alcohol/drugs involved crashes from 1179 in reporting year 2003 to below 1139 by end of reporting year 2004.
- To reduce the number of reported under-21 years of age (causal driver) alcohol/drugs involved fatal and injury collisions from the 2003 base reporting year total of 436 to 432 or less by end of reporting year 2004.

Strategies:

- Conduct nine youth-alcohol STEP projects,
- Coordinate enforcement campaign through nine area CTSPs,
- Conduct regional law Enforcement of Underage Drinking Laws (EUDL) meetings.
- Conduct regional judicial training with regard to underage drinking laws.

Performance Measures: The following table indicates performance measures for youth-alcohol crashes:

Performance Measures	1996	1997	1998	1999	2000	2001	2002	2003
Youth-Alcohol Fatal Crashes	41	44	46	23	27	28	21	31
Percent Youth-Alcohol Fatal	13.8	13.7	15.1	10.3	11.0	12.7	9.7	16.1
Youth-Alcohol Injury Crashes	478	516	513	494	446	441	420	405
Percent Youth-Alcohol Injury	12.2	13.0	13.9	13.7	13.7	14.2	13.8	13.6
Youth-Alcohol PDO Crashes	675	747	745	761	722	779	807	743
Total Youth-Alcohol Crashes	1194	1307	1304	1278	1195	1248	1248	1179

Occupant Protection

Long-range goal (2000-2005): To increase safety belt rates in Alabama from 71% in 2000 to 90% at the end of the year 2005; and to increase the child restraint usage rate from 78% to 95% by the end of the year 2005.

Short-range goals (2003-2004):

- To reduce the number of reported fatalities and injuries for vehicle occupants under four years of age from the reporting year 2003 base year total of 734 to 572 injuries and fatalities by end of reporting year 2004.
- To increase safety belt compliance from 77.4% in 2003 to 86% by the end of reporting year 2004.
- To increase child safety seat compliance from 87% in 2003 to 92% by the end of reporting year 2004.

Strategies:

- To conduct a Statewide Safety Belt Assessment to provide vital information for changes to increase restraint usage rates for both adults and children in Alabama. With the child restraint observations, establish methodology to include age- and size-appropriate restraints for the children observed
- Conduct ten safety belt STEP programs,
- Perform a minimum of two statewide blitzes
- Train police officers, CTSP coordinators, and project directors on the correct installation of child seats and in the proper method for conducting safety belt surveys by the DPH,
- Implement statewide safety belt mini grants through CTSP Coordinators,
- Promote statewide Buckle-Up America Week and Statewide Child Passenger Safety Awareness Week,
- Conduct statewide TEA 21-157 safety belt campaign blitz coupled with enforcement campaign,
- Conduct highly publicized child safety seat check-up events
- Perform Law Enforcement Officer training on professional traffic stops.
- Continue NHTSA's standardized Child Passenger Safety Technician and Instructor Training Programs,
- Encourage local law enforcement agencies to receive Child Safety Seat NHTSA certifications
- Continue "special needs" child safety seat education program
- Continue to train public health and health care providers on proper use, installation, and instruction of conventional child safety seats and special need seats
- Establish baseline Child Restraint Usage (CRU) rates in rural communities not included in the Department of Public Health Surveys.
- Sustain existing rate of 89.4% CRU in the 15 county surveillance counties.
- Maintain the centralized core group (Alabama SAFE KIDS) to train Child Passenger Safety Technicians, and CPS Technician Instructors, implement and establish permanent inspection sites in each CTSP region where families may learn how to properly apply correctly sized re-

straints for their children (0 to 15 years of age). This core group will establish a state advisory group to maintain the standards established to date within Alabama (these can be found at the following website -- <http://secsi.chsys.org/default.asp?ID=2>).

- Maintain the 800 number available to all Alabama residents to help them locate a trained CPS technician who may be able to assist them with their child occupant needs.
- Continue to serve the needs of physician requests and families with Children with Special Health Care Needs by providing consultation and assisting them in procuring an appropriate restraint for the child in the vehicle they will be traveling in.
- Use the opportunity when teaching parents to correctly restrain their children to impress the need for parents to use their safety belts.

Performance Measures: The performance measures for both child safety seat and overall restraint use are obtained from the annual survey conducted by the Alabama Department of Public Health. Their annual report on these surveys summarizes this information (see *Annual Survey of Occupant Restraints and Child Seats* for the years 1990 through 1997; Alabama Department of Public Health, Montgomery, Alabama).

Performance Measures	1996	1997	1998	1999	2000	2001	2002	2003
Safety Belt Usage Rate	54%	52%	52%	58%	71%	79.4%	78.8%	77.4%
Child Safety Seat Usage Rate	61%	57%	60%	60%	77%	77%	89.4%	87.0%

Police Traffic Services/Speed

Long-range goals (2000-2005):

- To reduce the total fatal and injury crashes by 6% from the reporting year 2000 base year total of 31,766 to 29,860 or less by the end of reporting year 2005 (Refer to table 2 on page 26).
- To reduce the percentage of speed-related fatalities from the reporting year 2000 baseline of 29.9% to 25.9% by end of reporting year 2005.
- To reduce the percentage of speed-related injuries from the reporting year 2000 baseline of 11.2% to 7.2% by end of reporting year 2005.

Short-range goals (2003-2004):

- To reduce the total fatal and injury collisions from the reporting year 2003 base year total of 31,691 to 30,567 or less by end of reporting year 2004 (Refer to table 2 on page 26).
- To reduce the number of reported speed-related crashes from 7,413 in reporting year 2003 to under 6,987 by the end of reporting year 2004.
- To reduce the number of reported speed-related fatal and injury collisions from the reporting year 2003 base year total of 3,441 to 3,362 or less by end of reporting year 2004.

Strategies:

- Conduct at least two major statewide maximum speed enforcement programs that will include considerations for aggressive driving,
- Conduct at least four training sessions using the Child Seat Mobilization Training program,
- Conduct at least four safety belt /child restraint enforcement campaigns,
- Conduct statewide law enforcement diversity training,
- Conduct Spanish - language training for officers in at least two regions.

Performance Measures: The performance measures for alcohol/drug crashes (given above) will be used to gauge police/traffic services as well as the other alcohol/drug countermeasure programs, since the impact effectiveness of these cannot be separated out on a statewide basis. In addition, the following table indicates performance measures for speed-related ("Speed") crashes:

Performance Measures	1996	1997	1998	1999	2000	2001	2002	2003
Speed Fatal Crashes	283	307	302	293	298	251	292	277
Percent Speed Fatal Crashes	28.3	28.6	30.7	31.0	29.9	27.7	31.4	32.0
Speed Injury Crashes	3036	3485	3651	3650	3434	3159	3153	3164
Percent Speed Injury Crashes	9.5	10.3	11.3	11.1	11.2	10.7	10.4	10.3
Total Speed Crashes	6870	7721	7950	8032	7555	7128	7402	7413

A second type of performance indicator will be in the number and percentage of citations issued. The following table provides insight into these metrics:

Performance Measures (Citations)	1996	1997	1998	1999	2000	2001	2002	2003*
Speeding – Number	199,682	251,435	219,787	286,760	223,922	207,682	179,023	172,187
Speeding – Percent	78.5	81.6	79.7	83.8	82.2	83.1	82.3	83.8
DUI – Number	23,411	26,116	25,890	26,220	22,363	19,469	16,381	15,639
DUI – Percent	9.2	8.5	9.4	7.7	8.2	7.8	7.6	7.6
Reckless Driving – Number	5,863	6,630	6,177	6,759	6,092	6,102	5,285	5,149
Reckless Driving – Percent	2.3	2.2	2.2	2.0	2.2	2.4	2.5	2.5
Running Red Lt – Number	25,255	24,070	16,150	22,474	20,051	16,677	13,740	12,555
Running Red Lt – Percent	9.9	7.8	5.9	6.6	7.4	6.7	6.4	6.1

[Note: The "Percent" is for the types of citations in the table, and not for all citations.]

* The 2003 numbers are still being updated due to the court appeals process.

Pedestrian

Long-range goal (2000-2005): To reduce the number of reported pedestrian-involved fatal and injury collisions by 6.0% from the reporting year 2000 base year total of 660 to 620 or less by end of reporting year 2005.

Short-range goal (2003-2004): To reduce the number of reported pedestrian-involved fatal and injury collisions from the reporting year 2003 base year total of 631 collisions to 626 or less by end of reporting year 2004.

Strategy: CTSP Regional Coordinators will address pedestrian safety as needed.

Performance Measures: The following table indicates performance measures for pedestrian crashes

Performance Measures	1996	1997	1998	1999	2000	2001	2002	2003
Pedestrian Fatal Crashes	77	85	78	83	73	66	61	68
Percent Pedestrian Fatal Crashes	7.70	7.91	7.93	8.78	7.32	7.29	6.57	7.85
Pedestrian Injury Crashes	764	721	670	669	587	494	553	563
Percent Pedestrian Injury Crashes	2.39	2.13	2.06	2.04	1.91	1.67	1.83	1.83
Total Fatal and Injury	917	806	748	752	660	560	614	631

Bicycle

Long-range goal (2000-2005): To reduce the number of reported bicycle-involved fatal and injury collisions of those under 15 years of age by 20% from the reporting year 2000 base year total of 175 to 140 or less by the end of reporting year 2005.

Short-range goal (2003-2004): To reduce the number of reported bicycle-involved fatal and injury collisions of those under 15 years of age from the reporting year 2003 base year total of 148 to 144 or less by the end of reporting year 2004.

Strategy: CTSP Regional Coordinators will address bicycle safety as needed.

Performance Measures: The following table indicates performance measures for bicycle (under 15 years of age) crashes

Performance Measures	1996	1997	1998	1999	2000	2001	2002	2003
Bicycle Fatal Crashes Age <15	2	9	3	3	3	6	4	4
Bicycle Injury Crashes Age <15	197	178	184	158	172	136	148	144
Bicycle Total Fatal and Injury Age <15	199	187	187	161	175	142	152	148

ADMINISTRATIVE GOALS

Emergency Medical Services

Long Range Goal: To reduce the average response time of EMS personnel in selected counties that currently exceeds the national minimum standard as defined by the EMS division of Alabama Department of Public Health (ADPH) to a level consistent with national standards by end of reporting year 2005.

Short Range Goal: To identify the areas that do not meet the national minimum response time, as defined by the EMS division of Alabama Department of Public Health (ADPH), and to look into the recruiting and training efforts for Emergency Medical Technicians and First Responders in those areas.

Performance Measures:

- Crash locations and response times will be monitored to determine if training efforts are directed to those areas of the state with the highest response times.
- Current response times will be compared with national minimum response times to determine if reductions have occurred.
- Rosters will be maintained to document the number of First Responders trained in targeted areas.

Strategies:

- State EMS personnel will identify areas of the state that do not meet national minimum response times and schedule training courses in these areas.
- State EMS personnel will continue to recruit and train First Responders in rural areas with low response times.

Traffic Engineering

Goal: To identify and support programs that provide the necessary systems and expertise to enable state and local agencies to identify and analyze critical collision locations for remedial action. This addresses the categories of Obstacle Removal, Roadway Defects, Vision Obscured by Environment, Construction Zone, and Utility Poles.

Strategies:

- State ALDOT personnel will continue to implement the CORRECT program that simultaneously addresses all roadway modifications within the Hazard Elimination for Safety (HES) program.
- Special research projects will address paint striping and utility poles.

Traffic Records

Goal: To ensure that all agencies with responsibility for traffic safety have timely access and complete information needed to identify problems, select countermeasures, and evaluate implemented improvements.

Strategies:

- Integrate the CARE and the ALDOT Geographical Information Systems (GIS) systems to enable a more effective user interface on the GIS system and to produce an underlying crash database for the GIS system.
- Provide at least one statewide training session for MPO's and CTSP's in which the basics of CARE information mining will be taught in terms of application to local problem identification and evaluation.
- Revise the AUTAR and initiate systems studies to enable the development of effective in-vehicle data entry and data uploading, and to implement the recently developed MMUCC-compatible crash report form.
- Support the state's efforts to generally upgrade its GIS and other technology capabilities, and produce the DOT-NET version of CARE, CARE-8.
- Initiate pilot projects statewide with regard to e-citation, LETS and other systems being developed for ADECA, DPS, ACJIC, and AOC.

LEGISLATIVE GOALS

The following will be given emphasis for legislation during this fiscal year:

- To upgrade the state's Graduated Driver Licensing law.
- To extend safety belt law to all positions in vehicle.
- To maintain the mandatory primary safety belt use law.
- To amend child restraint laws to include booster seats.
- To maintain the current statutes that relates to the mandatory use of motorcycle safety helmets.

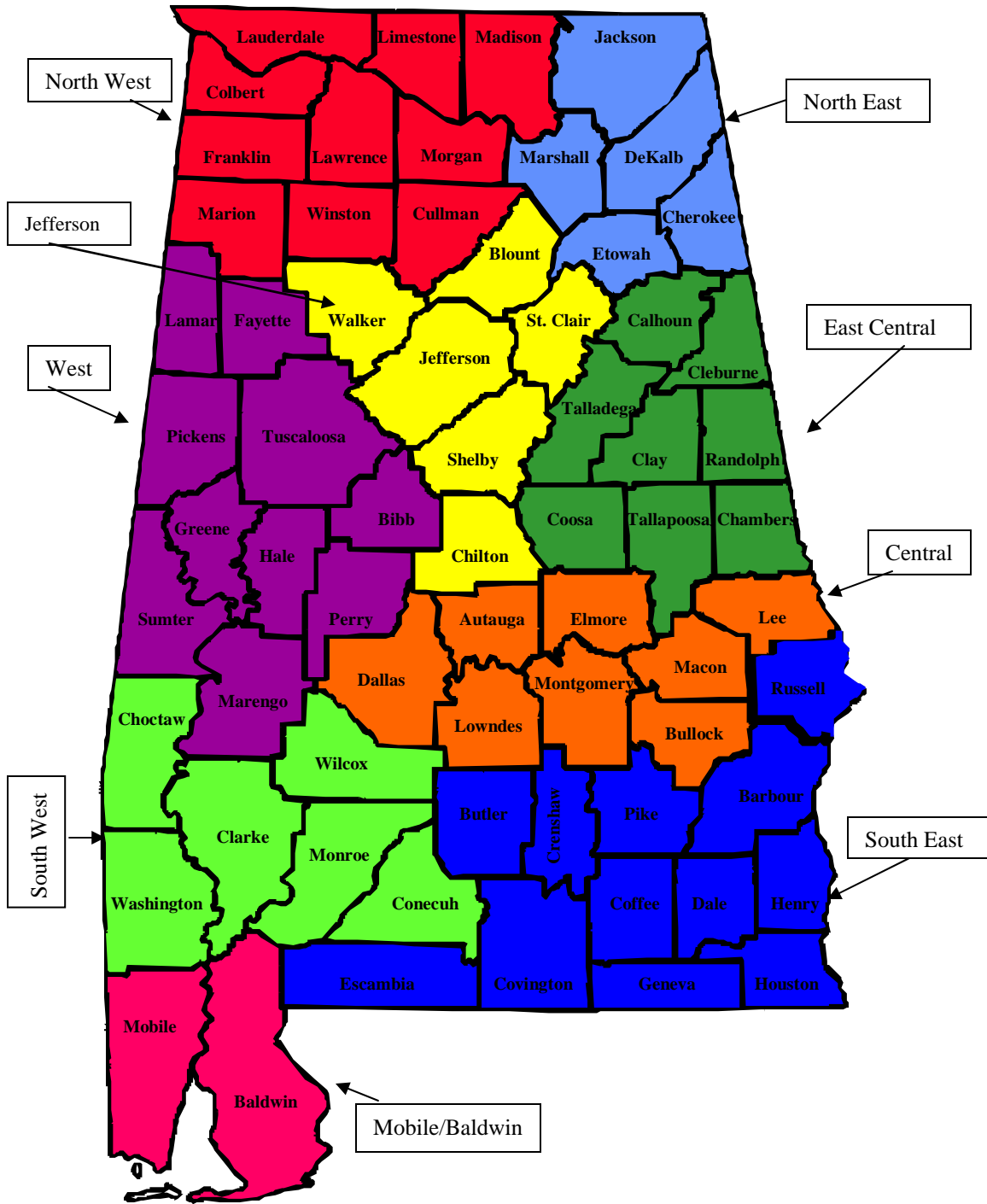
PART IV -- REGIONAL IMPACT REPORTS

All of the counties in the state were grouped together to form regions for the purpose of identifying any possible problems within the areas and for suggesting possible countermeasures. IMPACT reports were run for each region, and the summaries for each are given below. The designated regions are as follows:

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

Each region received data and participated in the construction of their individual problem identifications. Each is treated as an independent, separate report in the sections that follow.

Community Traffic Safety Program Regions



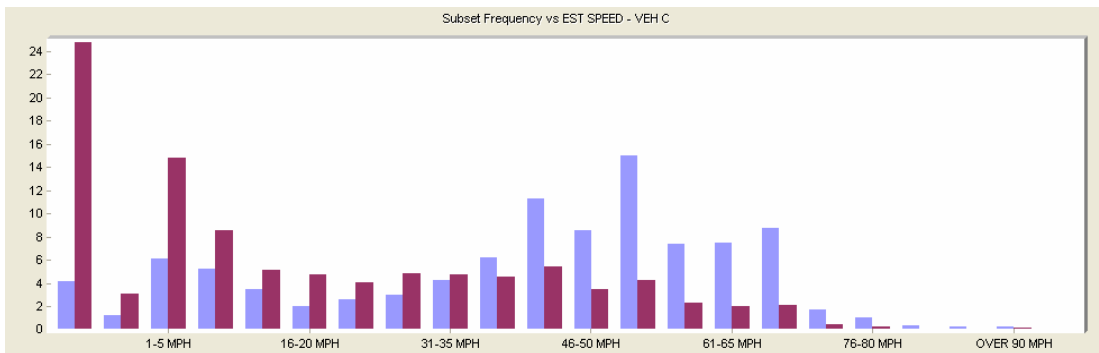
IMPACT Report: Central Region

The IMPACT report generated for the Central Region of Alabama includes the following counties: Autauga, Bullock, Dallas, Elmore, Lee, Lowndes, Macon, and Montgomery. The following summary identifies some of the problem areas in the region and indicates how countermeasures can be developed and modified to address these areas. Since a significant difference in crash severity was found between the rural and urban areas of this region, separate analyses were performed for each. The urban area includes all crashes that occurred in the cities, the main one being Montgomery; the rural area includes any part of the counties outside of the various city limits.

Rural

Some of the primary contributing circumstances for crashes in the rural area of the Central Region were *improper driving*, avoiding an object or person, unseen object or person, *over speed limit*, *DUI*, defective equipment, and *driver condition*. The most over-represented first harmful event categories were “ditch,” “animal,” “tree,” “overturned,” and “fence.” All of these over-represented circumstances and events indicate risk-taking behaviors of the driver. Figure 1 demonstrates that the most over-represented estimated speed categories of the causal driver ranged from “36-40 MPH” all the way to “76-80 MPH.”

Figure 1

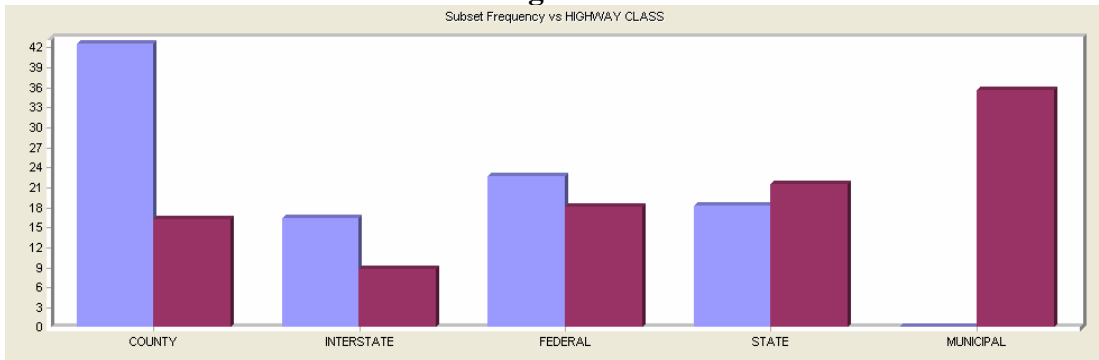


With speeding being a major factor in injury and fatal crashes, selective enforcement should concentrate on speed and other reckless behaviors. The County, Interstate, and Federal highways all seem to be problem areas, as seen in Figure 2 below. The best days and times to apply selective enforcement would be Friday night from 9 PM until Saturday morning at 6 AM and again Saturday night from 8 PM through early Sunday morning at 5 AM. These times have a particular concentration of alcohol-related crashes.

The severity of all crashes in the Central Region was compared with the two areas (rural/urban) using a cross-tabulation. Crashes with injuries and fatalities were over-represented in the rural areas. With risk-taking behaviors, such as *driving under the influence* and *speeding*

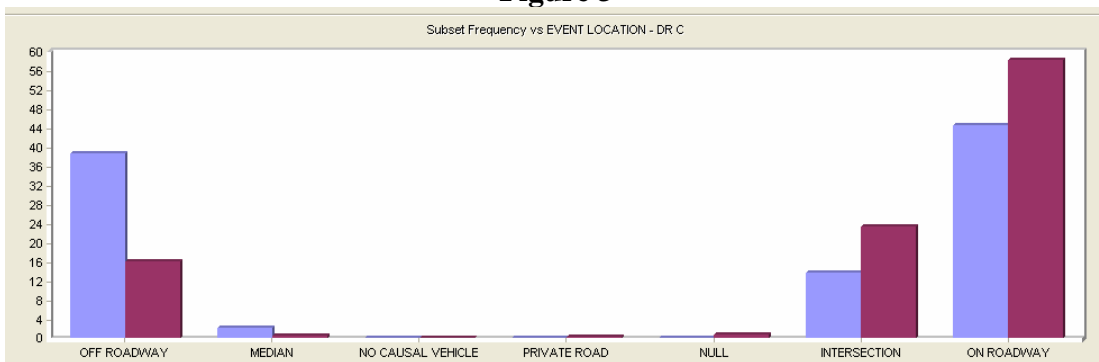
(both over-represented primary contributing circumstances, as indicated above), these crashes tend to be more severe. Public service announcements should focus on these risk-taking behaviors, announcing severe penalties, and the increased chances of fatal results for these crashes. Further analysis of the central-rural crashes for driving over the speed limit revealed that the problems were with 18, 17 and 16 year olds, in that order. Also, further analysis of the central-rural crashes for DUI revealed that the problems were with males and with drivers aged 35 – 44, 25-34, and 22-24 years. Any media campaigns should also focus on these target groups of drivers.

Figure 2



The most over-represented Event Locations were “off roadway” and “median” which further indicates the careless driving behaviors (see Figure 3 below). Also, some significantly over-represented categories for First Harmful Event were ditch, animal, tree, and (car) overturned.

Figure 3



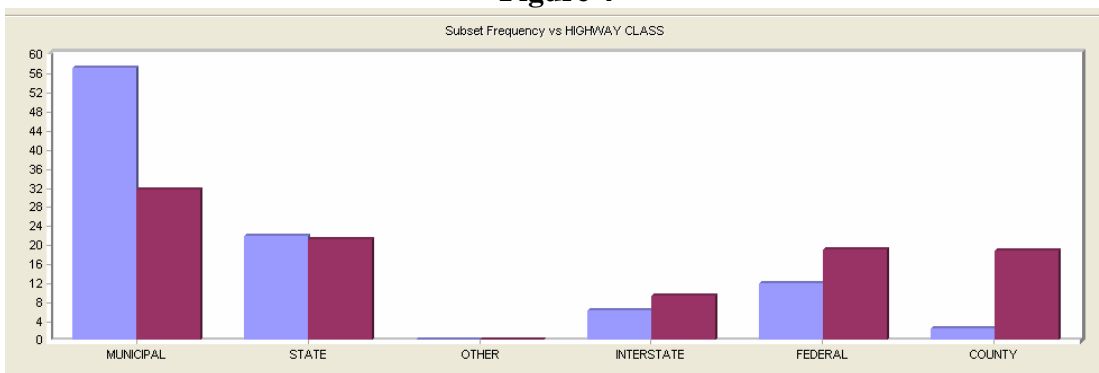
Urban

A major concern for this part of the region was of highway classification, with municipal highways being the most over-represented (see Figure 4). The major event location was “on roadway” and at “intersections.” Some over-represented driver maneuvers in the crashes in this

part of the region were “left turn,” “starting in traffic,” “slowing, stopping,” and “backing.” which further indicates that these crashes occurred in the city in heavy traffic.

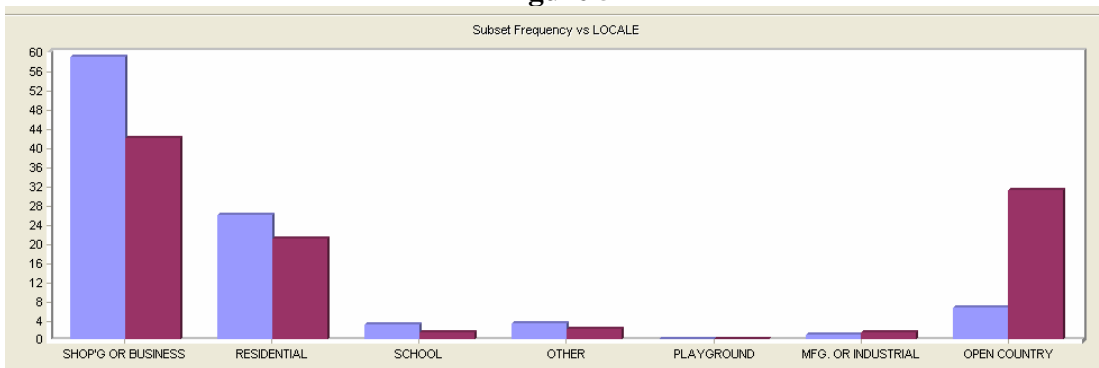
Some other areas of concern are of driver behavior. The over-represented primary contributing circumstances were driver not in control, failing to yield right of way, improper backing, following too closely, improper lane changing, failing to heed signal, and improper u-turning. These factors represent careless driving behavior. Increased law enforcement presence will discourage these behaviors, which can prevent crashes before they occur. However, it is important that police be aware of these offenses and not just concentrate on speeding, especially since the lower speed categories were over-represented as opposed to the higher speeds as was the case for the rural crashes.

Figure 4



With a more than expected number of crashes occurring in the city, law enforcement should maximize their visibility in these areas. The specific locations to concentrate on are near *shopping malls and businesses, residential areas, and schools*, as indicated by the Locale variable in Figure 5 below. The most over-represented age categories were 22-24, 21, and 20.

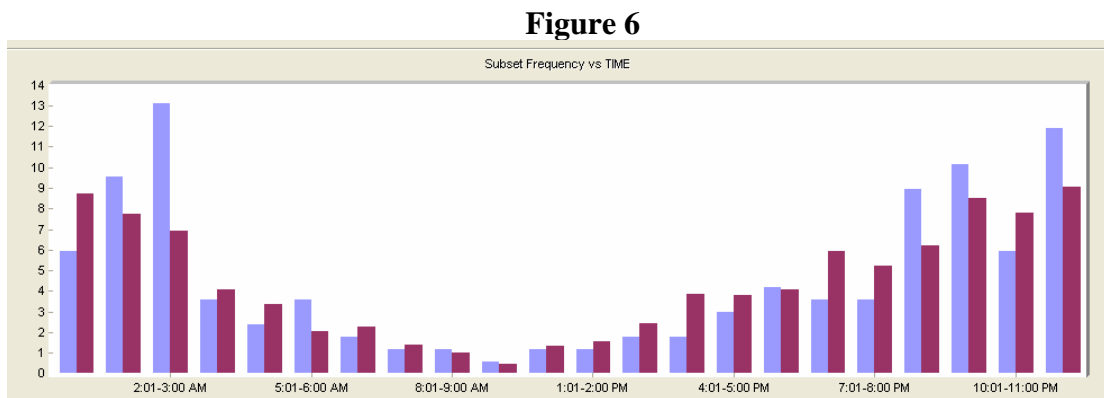
Figure 5



Driver education programs offered in this region should concentrate on training drivers to react in heavy traffic situations. The students need to be driving more in high traffic areas to get the experience they need to make decisions in that driving environment. The schools should encourage the parents to give their children more opportunities to drive, and to work with them to help them to react better to drivers around them. The more experience they gain from the school driver education programs and from their parents, the more prepared they will be to drive in high traffic environments. This is certainly an area in which a graduated driver’s license would produce great benefit, but until that is passed all we can do is to encourage parents to provide as close supervision as is possible.

Central Region Youth-Alcohol Analysis

In the Central region, there is an indication that, for youth-alcohol crashes, a more than expected number of crashes occurred during the early morning hours. For example, the 2:01-3:00 a.m. time frame had over 88% the expected number of crashes, when the youth alcohol-crashes in this region are compared to the youth-alcohol crashes in the rest of the state. The 11:01-12:00 midnight time frame was also over-represented by over 31%. Figure 6 below illustrates the over-represented time frames.



When comparing rural vs. urban for youth-alcohol, the urban area of the Central region was significantly over-represented. This fact is consistent with the findings that the most over-represented highway classification was Municipal. The most over-represented First Harmful Event was “overturned” vehicle.

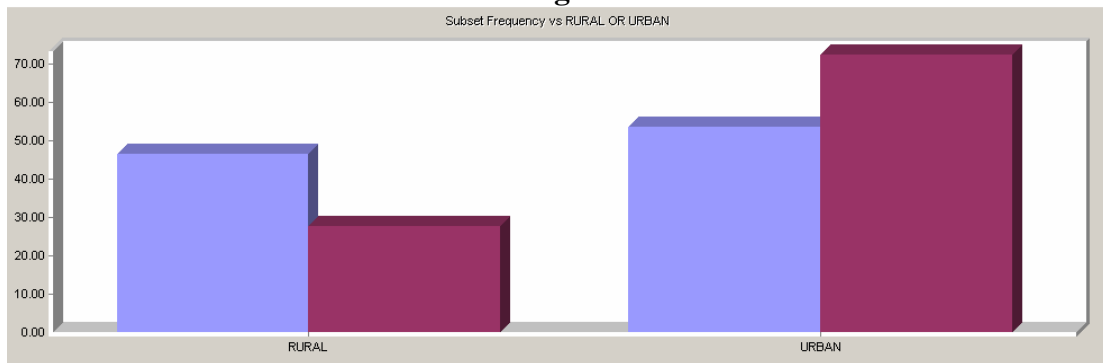
The most over-represented age group was 25-34 years, and the most over-represented gender was female. Some good news is that, as for safety equipment, for youth-alcohol crashes in this region, a more than expected number of these crashes involved the use of safety belts. In all other variables for this region, see the statewide youth-alcohol analysis.

IMPACT Report: East Central Region

The IMPACT report generated for the East Central Region includes the following counties: Calhoun, Chambers, Clay, Cleburne, Coosa, Randolph, Talladega, and Tallapoosa. The following summary identifies some of the problem areas in the region and indicates how countermeasures can be developed to address these issues.

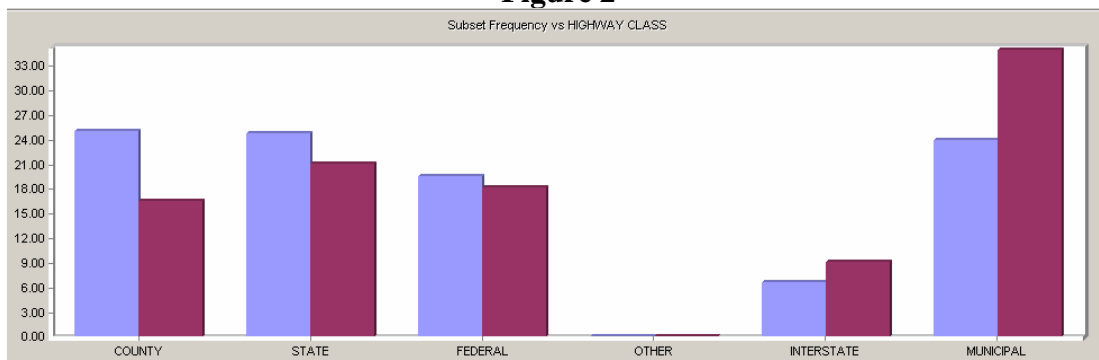
DUI and speeding were both problems for the drivers in this region. Crashes were related to DUI over 65% more than crashes in the rest of the state, and they were related to speeding over 87% more than crashes in the rest of the state. Other primary contributing circumstances were improper driving for environment, avoiding object/ person/vehicle, unseen object/ person/vehicle, driver condition, defective equipment, vehicle left road, defective equipment, and driving on wrong side of road. A more than expected number of crashes occurred in the rural part of this region, as indicated in Figure 1 below.

Figure 1



The County and State highways seemed to be a problem for the East Central region, as displayed in Figure 2 below. This fact reinforces the idea that the crashes in the East Central region occurred in the rural areas. Injuries and fatalities were highly over-represented in the County highway crashes, probably because the East Central crashes involved DUI and speeding, as indicated by the primary contributing circumstance variable mentioned above.

Figure 2



As mentioned above, a major problem area for the East Central Region was DUI, which was the second most over-represented primary contributing circumstance. Further analysis of these DUI crashes revealed that a more than expected number of 35-44 were involved. Also, these crashes occurred more than expected in the rural areas of the region and on County highways. As expected, these crashes occurred during the late night and early morning hours, and they occurred on the weekends. The times of DUI crashes are listed in Figure 3. More than 4 times the expected number of crashes in this region that occurred from 12:00 to 1:00 A.M. was alcohol related.

Figure 3 (Time - DUI Crashes)

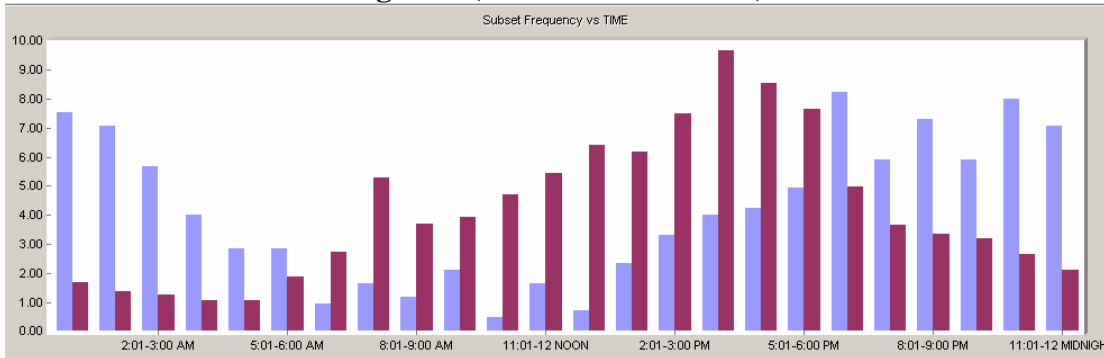


Figure 4 (Day - DUI Crashes)

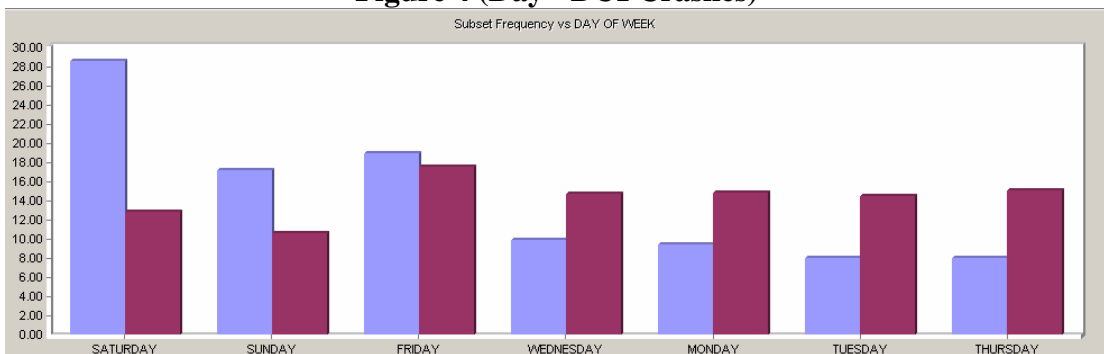
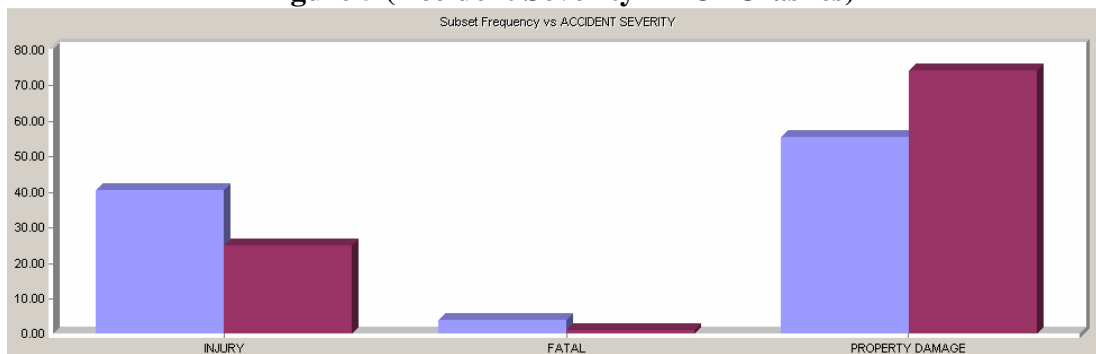


Figure 4 above follows the trend expected of alcohol-related crashes. Saturday was the most over-represented day. Saturday includes both early Saturday morning (late “Friday night”) as well as Saturday night. Also, as expected, injuries and fatalities were over-represented in alcohol-related crashes in this region, as indicated in Figure 5 on the following page.

Figure 5 (Accident Severity – DUI Crashes)



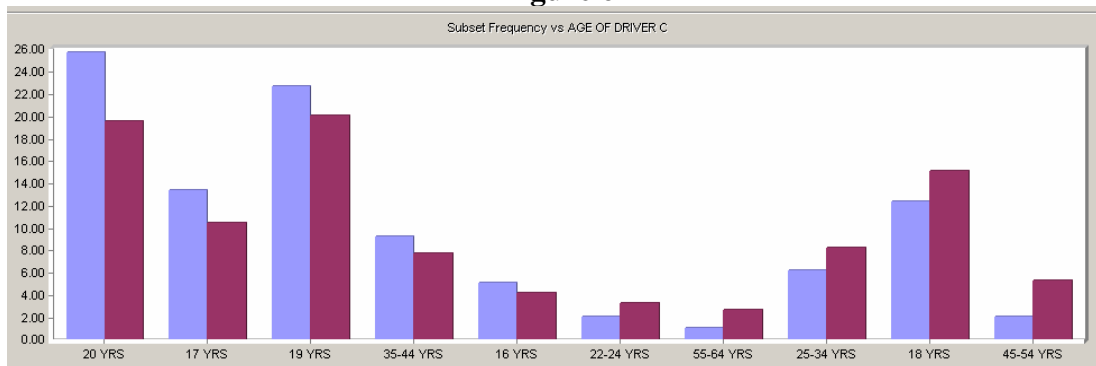
Selective enforcement personnel should be aware of the alcohol problems in the late nights on the weekends. Law officers should be observant of all drivers during these late nights to identify an abnormal driving behavior. Also, some consideration might be given to increasing the programs for designated drivers or other public transportation from the bars. The social attitude of “not letting friends drive drunk” has had a major impact and should continue to be reinforced.

Another problem for the East Central drivers was single-vehicle crashes. Other primary contributing circumstances that posed problems were improper driving/environment, avoiding object/person/vehicle, unseen object/person/vehicle, driver condition, defective equipment, vehicle left road, and driving on the wrong side of road. These circumstances reflect risk-taking behaviors of the drivers in this region.

East Central Region Youth-Alcohol Analysis

In the East Central region, over 28% more than the expected number of youth-alcohol crashes occurred in the rural area, as compared to the number of youth-alcohol crashes in the rest of the state. The most over-represented highway was County, and speeding was high on the list for primary contributing circumstances. The most over-represented time frame was 1:00 a.m. – 2:00 a.m., and the most over-represented age (among 16-20 year-olds) was 20. See Figure 6 below for all age categories. Over 38% more than the expected number of youth-alcohol crashes in the East Central region involved *drugs* (officer’s opinion of sobriety), which is a big concern. In all other variables for this region, see the statewide youth-alcohol analysis.

Figure 6



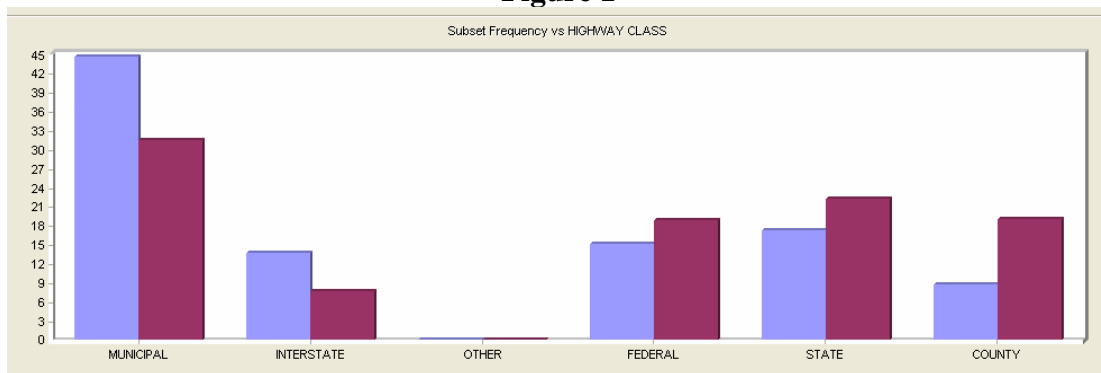
IMPACT Report: Jefferson Region

The IMPACT report generated for the Jefferson Region of Alabama includes the following counties: Blount, Chilton, Jefferson, Saint Clair, Shelby, and Walker. The following summary identifies some of the problem areas in the region and indicates how countermeasures can be developed and modified to address these issues. Since a significant difference was found between the rural and urban areas of this region, separate analyses were performed for each. The urban area includes all crashes that occurred in the cities, the main one being Birmingham; the rural area includes any part of the counties outside of the various city limits.

Urban

The problem areas in this part of the region were near shopping/business and residential locations. The problem roadways were Municipal and Interstate highways, as seen in Figure 1 below. A drill-down of the Municipal highway category for severity revealed that injuries and fatalities were *not* significantly over-represented. The problem Event Locations were intersection and on-roadway, and multiple-car crashes were over-represented, with 2, 3, and 4 car crashes topping the list.

Figure 1

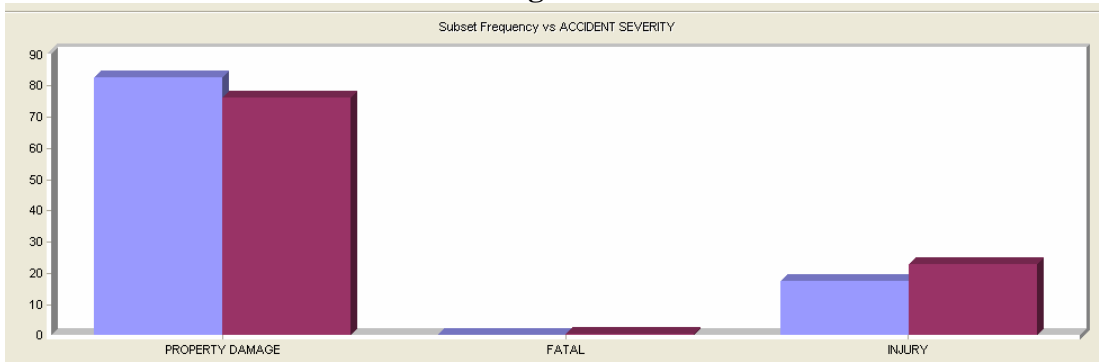


The significantly over-represented categories for primary contributing circumstances were following too closely, misjudging stopping distance, unseen object/person/vehicle, failing to heed sign/signal, and improper attachment. When compared to the other regions, DUI and speeding were *not* a problem in the urban part of the Jefferson region. This fact indicates that selective enforcement might need to be redirected from just speed and DUI (which are still the major killers) to the other infractions listed above.

As expected, the most over-represented times were during morning and evening rush hour traffic (8-9 A.M., 7-8 A.M., 5-6 P.M., and 4-5 P.M.). These times posed no significant severity problems, when compared to the other times in this region. A drill-down of the over-represented times revealed that two primary contributing circumstances that were consistently over-represented in each time frame was “misjudging stopping distance” and “following too

closely.” Patrol officers should be aware of these risk-taking driving behavior, and deal appropriately with those guilty of them. Overall, when compared to the rest of the state, the urban part of the Jefferson Region had no significant severity problems, with property damage only being over-represented by a small factor, as seen in Figure 2 on the following page. Furthermore, the most significant Damage Severity category was “not disabled” and the most significant Highest Occupant Severity category was “not injured.”

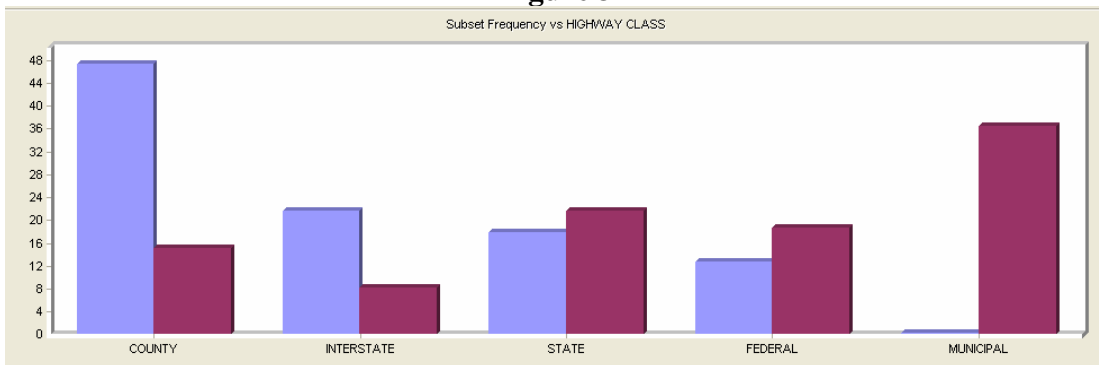
Figure 2



Rural

Two major areas of concern in the rural areas of the Jefferson region were of *DUI and speeding*. Both were significantly over-represented as primary contributing circumstances. Other primary contributing circumstances included improper driving, avoiding an object/person/vehicle, vehicle leaving the road, driver condition, misjudging stopping distance, and driving on the wrong side of the road. Injuries and fatalities were also very highly over-represented, which is expected of crashes involving alcohol or speeding. The County and Interstate highways were problem roadways for this region, when compared to the rest of the state, as almost 3 times more than the expected number of crashes occurred on the County roads and over 2.6 times more than the expected number of crashes occurred on Interstates (see Figure 3 below).

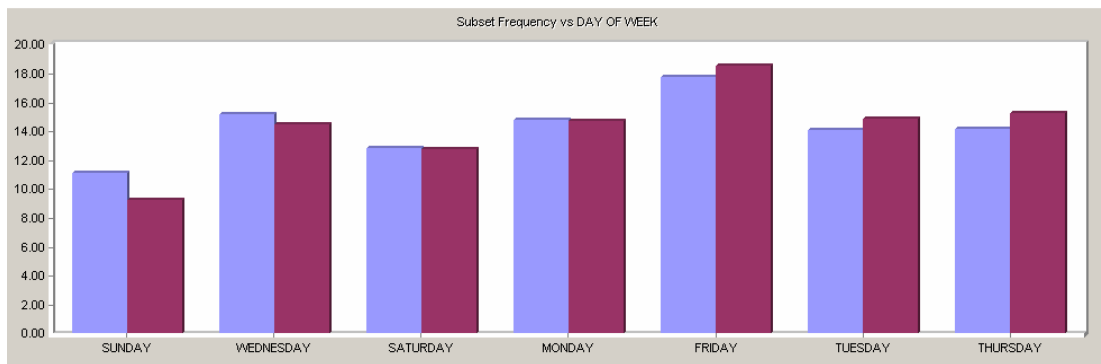
Figure 3



The significantly over-represented time frames for the rural part of the Jefferson Region included all time frames from 10-11 P.M. until 8-9 A.M. A drill-down of the early-morning/late-night times revealed once again that *alcohol and speeding* were problems, as compared to the other times in the region. Further, when DUI and speeding were over-represented primary contributing circumstances, as expected, *injuries* and/or *fatalities* were also over-represented. The importance of reducing these alcohol and speed crashes is seen by their severity. Selective enforcement should be in place during the late night hours to discourage people from driving drunk and from speeding. Public service announcements should be given to the public addressing the issue of increased patrolling during the nighttime hours. Also, the penalties for specific driving misbehavior should be emphasized. Billboards should be placed at high traveled locations in the rural areas advertising the use of restraints, since this was also a problem in this region, as compared to the rest of the state.

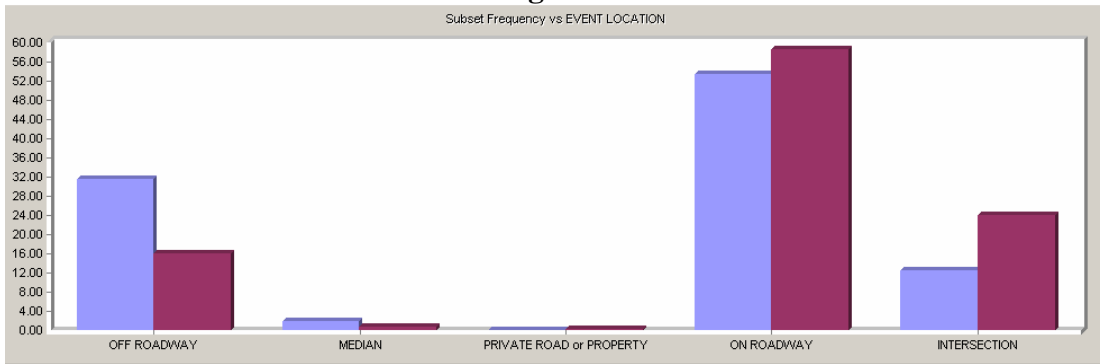
In addition to an alcohol problem, *DUI* for the rural part of this region also included *drugs*. Over 2.3 times the expected number of crashes in this part of the region involved “drugs only,” and about 1.9 times the expected number involved “drugs and alcohol.” Local television stations could feature commercials with well-known TV personalities discouraging the use of drugs and alcohol, and especially driving while under the influence of either of them. Also, Saturday was the most over-represented day, as seen below in Figure 4.

Figure 4



Single-vehicle crashes were over-represented, and the First Harmful Event was ditch, tree, side slope, and guardrail, in that order. The Event Location was off-roadway and median. See Figure 5 on the following page for the comparison of the various categories of Event Location. For the Highest Occupant Severity, injuries were typically more severe, with over-representations in the *visible/carried from scene* and the *killed* categories.

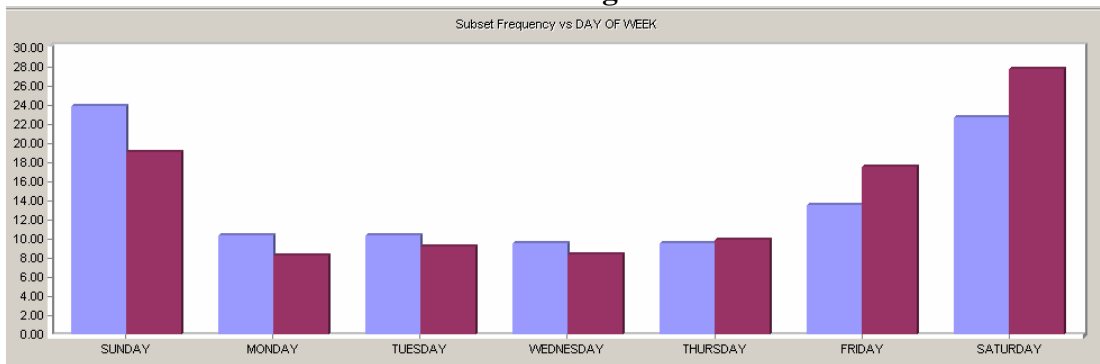
Figure 5



Jefferson Region Youth-Alcohol Analysis

The problem time frames for the Jefferson region included 12:01-1:00 a.m., 5:01-6:00 p.m., and 4:01-5:00 p.m. As expected, the urban area was over-represented, but only slightly. The problem highway classification was interstate, and the 2 most over-represented primary contributing circumstances were driver not in control and driver condition. Other over-represented primary contributing circumstances included failure to heed signal, following too closely, and defective equipment. The top three categories for Safety Equipment included the use of safety belts, which has changed from last year. “Both alcohol and drugs” was the top category for Officer’s Opinion of Sobriety. The most over-represented day was Sunday, as seen in Figure 6 below.

Figure 6



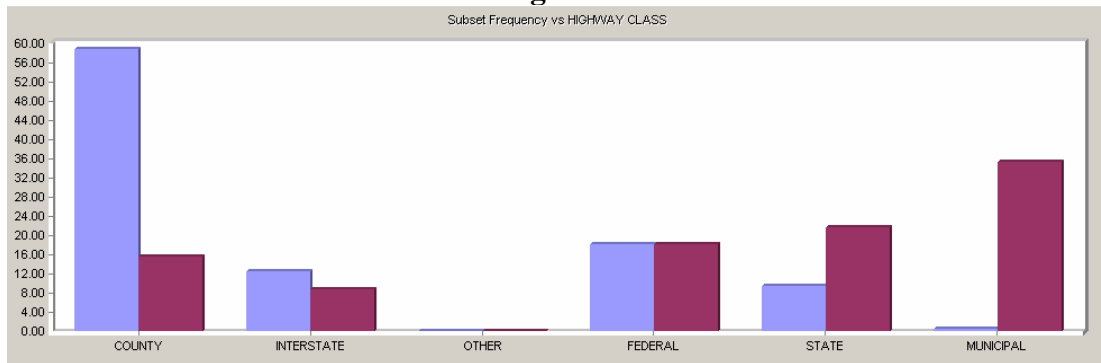
IMPACT Report- Mobile/Baldwin Region

The IMPACT report generated for the Mobile/Baldwin region of Alabama includes only Mobile and Baldwin counties. The following summary identifies some of the problem areas in the region and indicates how countermeasures can be developed and modified to address these areas. Since a significant difference in crash severity was found between the rural and urban areas of this region, separate analyses were performed for each. The urban area includes all crashes that occurred in the cities, the main one being Mobile; the rural area includes any part of the counties outside of the various city limits.

Rural

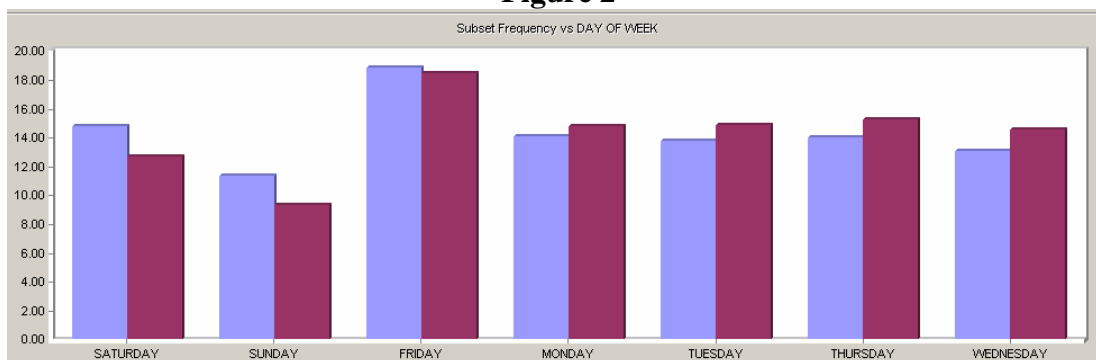
Of the most over-represented primary contributing circumstances for crashes in the rural areas of the Mobile/Baldwin region, DUI and speeding were high on the list. Others included misjudging stopping distance, failing to yield right of way, avoiding object/person/vehicle, defective equipment, improper passing, driver condition, and parts or cargo. These circumstances reflect risk-taking behavior of the driver. With DUI and speeding being major factors in injury and fatal crashes, selective enforcement should concentrate on speed and other careless driving behaviors. The County highways were a major problem area, as seen in Figure 1 below.

Figure 1



The days that presented the most problems were Saturday and Sunday, as indicated in Figure 2 below. The best times to apply selective enforcement would be Friday nights from 9 PM until Saturday morning at 6 AM and again Saturday night from 6 PM through Sunday morning at 6 AM. Other problem times included Monday through Thursday from 6 to 9 AM, Saturday from 9 AM until 1 PM, and Tuesday and Wednesday from 11 to 12 Noon, when compared to the other times within this region.

Figure 2



The severity of all crashes in the entire Mobile/Baldwin region was compared with the two areas (rural/urban) using a cross-tabulation. Crashes with injuries and fatalities were over-represented in the rural areas. Crashes caused by risk-taking behaviors, such as driving under the influence and speeding, tend to be more severe. Public service announcements should focus on these risk-taking behaviors, announcing severe penalties, and the fatal results of these crashes. Also, a drill-down of the Mobile/Baldwin-rural crashes for driving under the influence of alcohol revealed that the problems were with male drivers and drivers aged 35-44 years. The public service announcements should also focus on these target groups of drivers. Further, a drill-down of the speeding crashes revealed that those guilty are the younger drivers (18, 17, and 21).

Another area of concern in the rural part of this region was of safety belt usage. A driver involved in a crash in the Mobile/Baldwin-rural region was over 53% more likely to NOT be wearing a lap and shoulder belt than a driver involved in a crash elsewhere in the state. When an air bag was deployed, the driver was over 77% more likely to not be restrained. A drill-down of those not restrained showed that DUI and speeding were the most over-represented primary contributing circumstances. In fact, the causal driver not restrained was over 5 times more likely to be driving under the influence than other drivers in this part of the region, and the same driver was over 2.5 times more likely to be speeding. Safety belt laws should be strictly enforced in this part of the region, since enforcement has been determined to be quite effective at this usage level.

As might be expected in rural areas, the ambulance arrival delay was a problem. The categories topping the list were 11-20 minutes, 21-45 minutes, 46-60 minutes, and 61-90 minutes. The same was true for the police arrival delay, with 21-45, 46-60, 61-90, and 91-180 minutes all being significantly over-represented. With fatalities and injuries both being over-represented, these delays could pose a threat to the ones involved in these crashes.

Urban

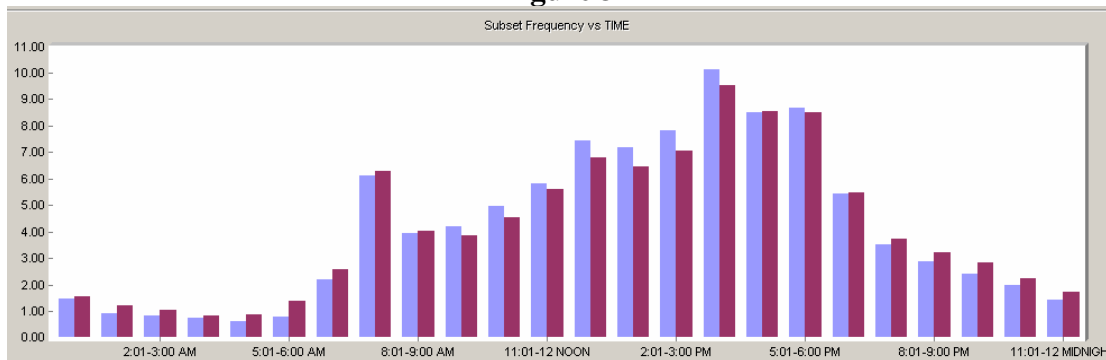
The major problems in the urban areas of this region occurred in traffic, i.e., involving multiple vehicles (2, 3, 4, and 5). Municipal highways were the most over-represented roadways, and the major event location was “on roadway.” The most over-represented driver maneuvers of the crashes in this region were slowing/stopping, right turn, merge left, merge right,

exiting private property, changing lanes, driving in left lane, stopped in traffic, and driving in right lane, which further indicates that these crashes occurred in heavy traffic. The primary contributing circumstances were misjudging stopping distances, failing to yield right of way, driver not in control, following too closely, failing to heed sign/signal, improper lane changing, and improper attachment. These factors represent careless driving behavior that might be improved by consistent law enforcement.

With a more than expected number of crashes occurring in the city, law enforcement should maximize their visibility in these areas. The specific locations to concentrate on are near shopping malls and businesses, residential areas, and manufacturing/industries.

Also, the most over-represented time frames were all categories from 12:00 P.M. until 3:00 P.M (see Figure 3 on the following page). Other characteristics of crashes in the urban part of this region include those by drivers aged 75 and above and 65 to 74 years. Older drivers tend to be risk-avoiders, and therefore the potential to modify their behavior by means of well targeted public service announcements may be quite cost-beneficial. In general, if they are notified of the most dangerous times, locations and circumstances they will tend to avoid them.

Figure 3



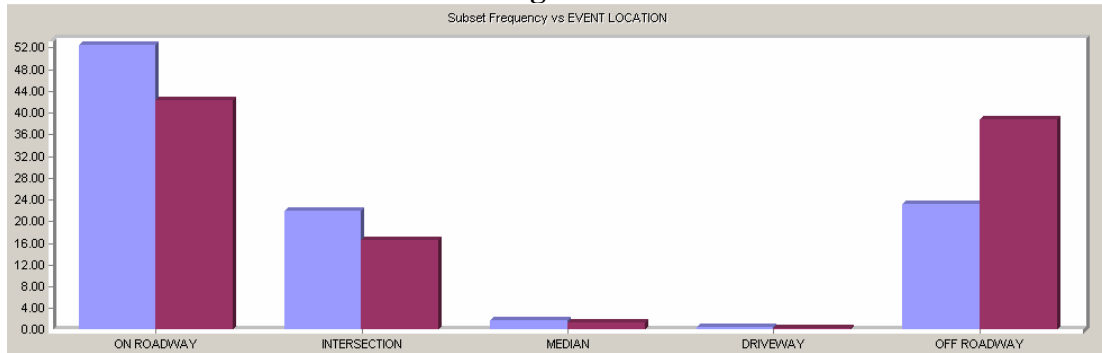
Some good news is that for crash severity, injuries and fatalities were under-represented, which is typical for the urban areas. Also, for restraint usage, the lap and shoulder belt were used by drivers in crashes 18% more than the expected number.

Mobile Baldwin Region Youth-Alcohol Analysis

Some good news for this region is that in the youth-alcohol crashes, speeding was an *under*-represented category for primary contributing circumstances, and the top 3 categories for safety equipment involved the use of restraints. The most over-represented highway classification was County and the most over-represented event location was on-roadway see Figure 4 on the next page). Almost 42% more than the expected number of these crashes in this region were fatal when compared to the youth-alcohol crashes in the rest of the state, and over 28% more

crashes than expected involved injuries. In all other variables for this region, see the statewide youth-alcohol analysis.

Figure 4



IMPACT Report: North East Region

The IMPACT report generated for the North East Region includes the following counties: Cherokee, DeKalb, Etowah, Jackson, and Marshall. This summary identifies some of the problem areas in the region and indicates how countermeasures should be developed to address these issues.

Speeding was a problem for this region, as 56% more crashes than expected had “over speed limit” as the *primary contributing circumstance*. The problem times for these speeding crashes were 9-10 PM, 11-12 Midnight, 10-11 PM, and 8-9 PM. Crashes involving speeding occurred in the rural areas of the North East region over 2 times more than the expected number. Sixteen year-olds were at the top of the “Age” list for this region’s speed crashes. DUI was also a problem. With DUI crashes, males were over-represented, and the most over-represented age groups were “25-34” and “35-44.” As seen in Figure 1, a more than expected number of crashes in the Northeast Region occurred on *two-lane roadways*. The particular highway classifications on which these crashes are over-represented are displayed in Figure 2.

Figure 1

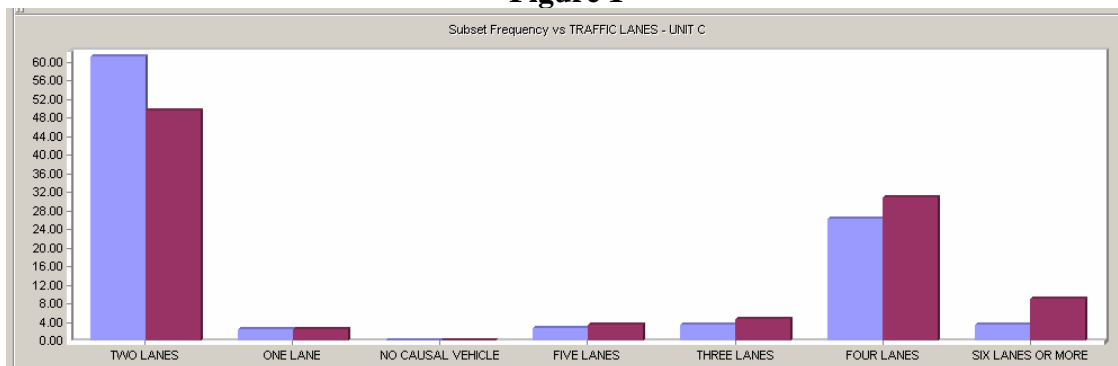
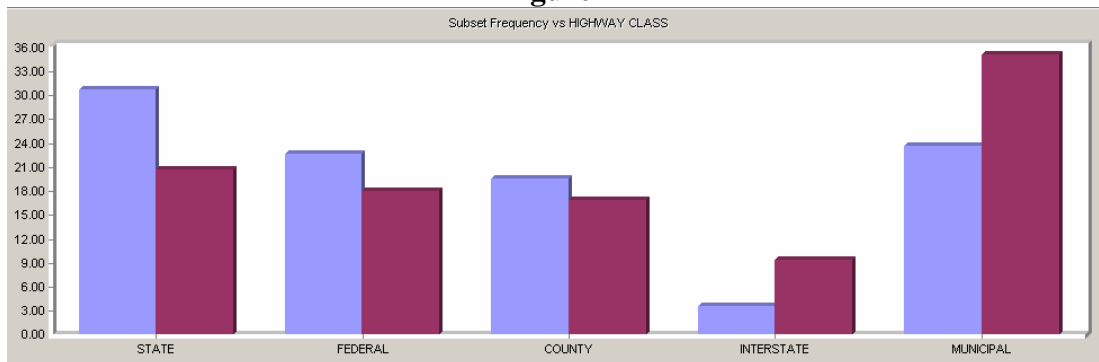
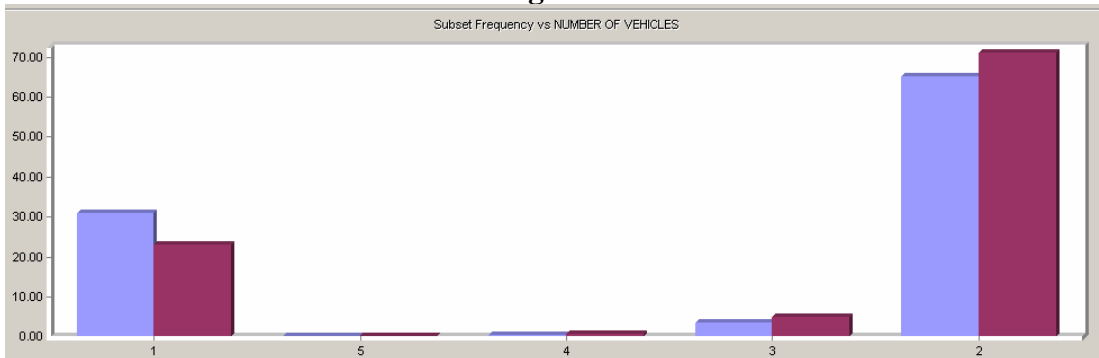


Figure 2



Other primary contributing circumstances for the Northeast Region included unseen object/person/vehicle, improper driving, wrong side of road, *vehicle left road*, avoid object/person/vehicle, and driver condition. The First Harmful Event categories that posed the most problems were ditch, tree, and fence, and the Event Location was *off roadway*. The most over-represented Primary Harmful Event categories were *overturned*, ditch, tree, and fence. Figure 3 on the following page shows how the that single-car crashes were the most over-represented.

Figure 3



The most over-represented ages were at the extremes, ranging from “16” years, all the way to “75 and over.” Programs directed at the very youngest and the very oldest drivers are needed, and these programs will have very little in common. At the younger end you are looking at risk takers, while older people tend to be risk avoiders, so the motivational aspects of these two groups are diametrically different.

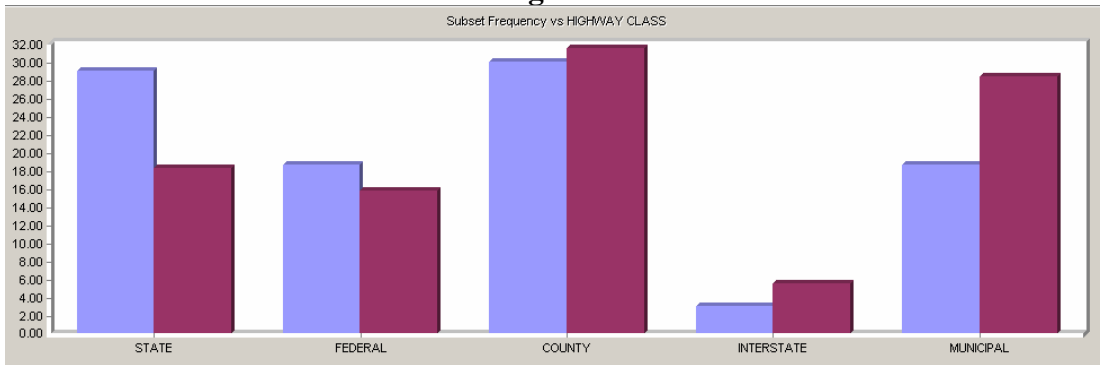
As mentioned above, a more than expected number of crashes in the North East Region involved *speeding*, which could certainly have contributed to the reason why injuries are over-represented. Selective enforcement should concentrate on patrolling the State, Federal, and County highways, in that order. A cross-tabulation of the day of the week by time of day revealed that, besides the expected late-night weekend times associated with alcohol, this region had problems in the morning hours (5:00 A.M. to 9:00 A.M.) on the weekdays Monday through Thursday, which is typical of a heavy commuting area. With DUI and speeding being near the top of the list for primary contributing circumstances, enforcement should focus on the drivers guilty of this behavior. Speeding and DUI reductions should help reduce the severity of the crashes, so the late-night hours should be given top priority.

North East Region Youth-Alcohol Analysis

The North East region seemed to have problems on the State and Federal highways, as indicated in Figure 4 on the next page. The problem time frames were 7:01-8:00 p.m. and 11:01-12:00 midnight, and Saturday (which includes after midnight on Friday and Saturday evening until midnight) was the most over-represented day. Of the 16-20 year olds, “18” years was the

most over-represented age category. In all other variables for this region, see the statewide youth-alcohol analysis.

Figure 4



IMPACT Report: North West Region

The IMPACT report generated for the North West Region includes the following counties: Colbert, Cullman, Franklin, Lauderdale, Lawrence, Limestone, Madison, Marion, Morgan, and Winston. This summary identifies some of the problem areas in the region and indicates how countermeasures should be developed to address these issues.

Driving under the influence of alcohol and drugs seemed to be a problem for this region, as 50% more crashes than expected had DUI as the *primary contributing circumstance*. “Alcohol only,” “both alcohol and drugs,” and “drugs only” are all over-represented categories of the officer’s opinion of sobriety. With DUI crashes, males are over-represented, and “35-44” and “25-34” were the most over-represented age groups. As seen in Figure 1, a more than expected number of crashes in the North West Region occurred on four and five-lane roadways. The particular highway classifications on which these crashes were over-represented are displayed in Figure 2.

Figure 1

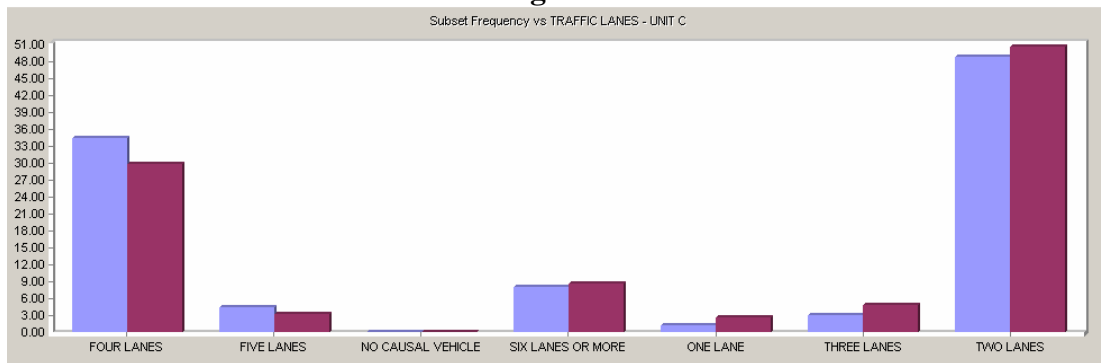
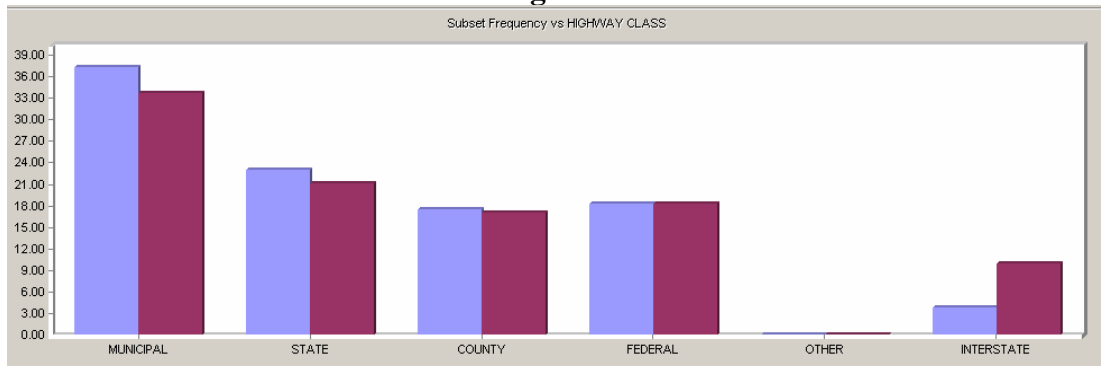


Figure 2

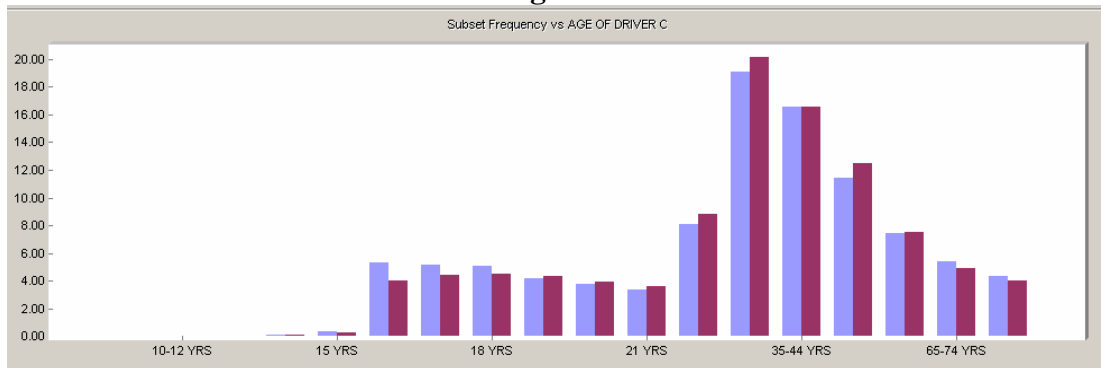


Other primary contributing circumstances for the North West Region included failure to yield right of way, following too closely, improper driving, and failure to heed signal. Selective enforcement at traffic controls (yield signs, stop signs, and red lights) would encourage drivers to

be more cautious of yielding to others, therefore improving on crash reduction in this area. A more than expected number of crashes in this region occurred at no passing zones, stop signs, and traffic signals, further reinforcing the idea of increasing enforcement at these locations.

The most over-represented month was December, the day was Thursday, and the event location was “intersection” and “median.” Figure 3 shows how the most over-represented ages were at the extremes, with “16” years, “17” years, and “18” years being the most over-represented categories, then “65-74” years following. Programs directed at the very youngest and the very oldest drivers are needed, and these programs will have very little in common. At the younger end you are looking at risk takers, while older people tend to be risk avoiders, so the motivational aspect of these two groups is diametrically different.

Figure 3



A more than expected number of crashes occurred in the rural part of this region. Further analysis of the rural area of this region revealed that DUI and speeding were major problems. Crashes in the rural part of the North West Region were related to DUI and speeding each over two times more than crashes in the rest of the state. A drill-down of the North West rural speeding crashes revealed that 16 year olds were the guiltiest. Other problem age groups were 18, 17, 19, and 21, in that order. The North West-rural crashes involved drivers who were not restrained almost 2 times more than expected, when compared to the crashes in the rest of the state. Public service announcements should be directed at safety belt usage and driving sober or using a “designated driver.”

North West Region Youth Alcohol Analysis

For the North West region, there is an indication that a more than expected number of youth-alcohol crashes occurred in the time frame of 9:01-10:00 p.m. See the other over-represented times in Figure 4 on the next page. The problem highway classification was County, and the problem event location was on roadway. There is an indication that drugs are involved with these crashes since “Drugs only” was the top category of the Officer’s Opinion of Sobriety.

As seen in Figure 5 below, the most over-represented days were Tuesday and Friday. Some primary contributing circumstances, other than alcohol, were failure to yield right of way, misjudging stopping distance, and improper passing. Of the 16-20 age group, the 16 year-olds were the most over-represented. In all other variables for this region, see the statewide youth-alcohol analysis.

Figure 4

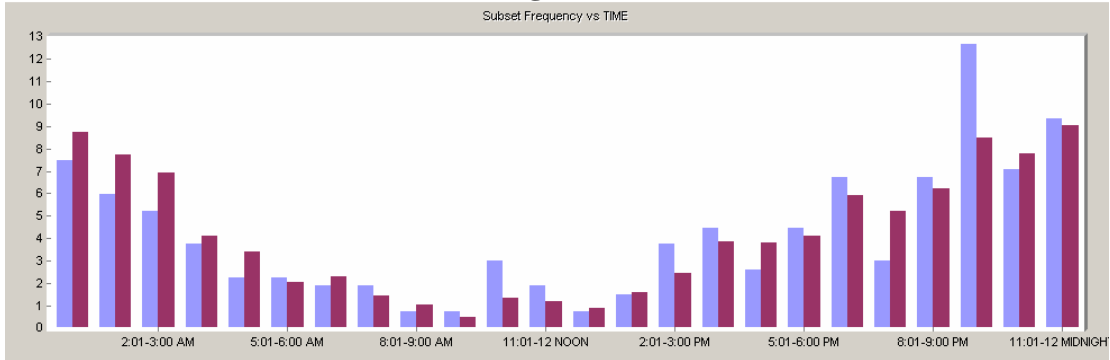
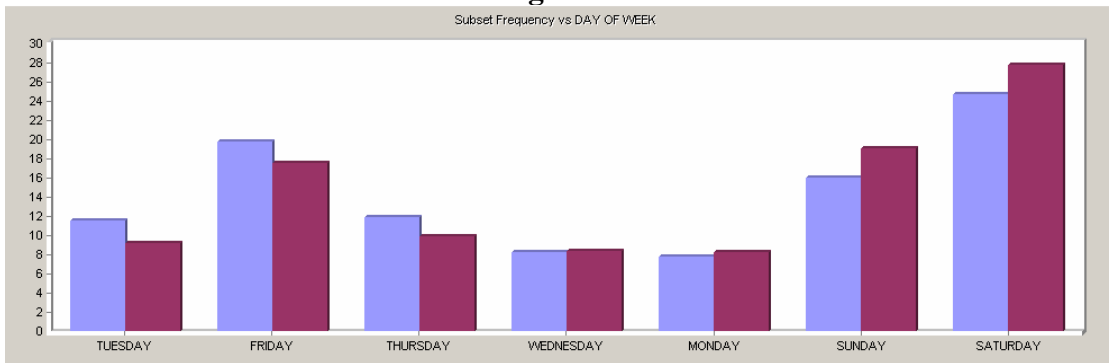


Figure 5



IMPACT Report: South East Region

The IMPACT report generated for the South East Region includes the following counties: Barber, Butler, Coffee, Covington, Crenshaw, Dale, Escambia, Geneva, Henry, Houston, Pike, and Russell. The following summary identifies some of the problem areas in the region and indicates how countermeasures can be developed to address these issues.

Crashes in the South East Region were particularly severe, with injuries and fatalities being significantly over-represented. Speeding seemed to be a problem for this region, as 33% more crashes than expected (up from last year) had “over speed limit” as the *primary contributing circumstance*. DUI crashes were still over-represented, but not significantly, which is better than last year. As seen in Figure 1, a more than expected number of crashes in the South East Region occurred on *four* and *two -lane roadways*. The particular highway classifications on which these crashes were over-represented are displayed in Figure 2. The First Harmful Event was *overturned vehicle*.

Figure 1

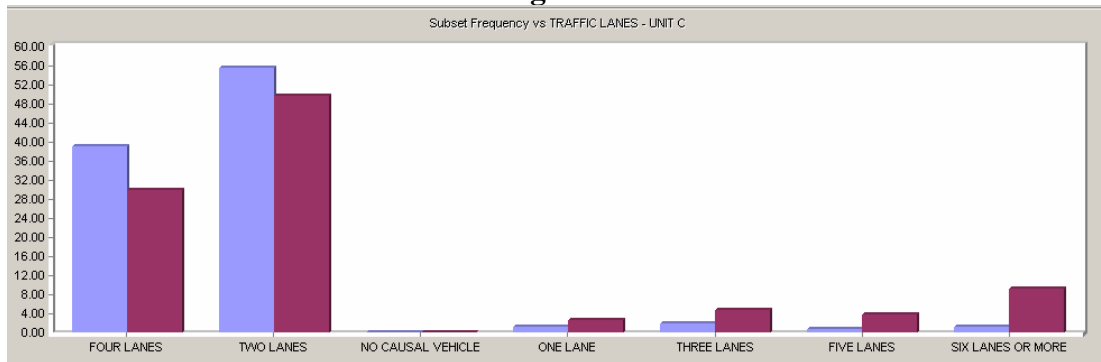
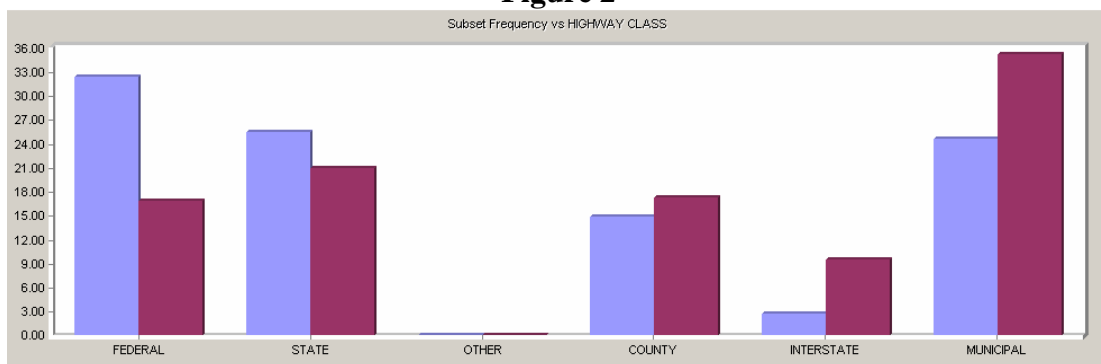


Figure 2

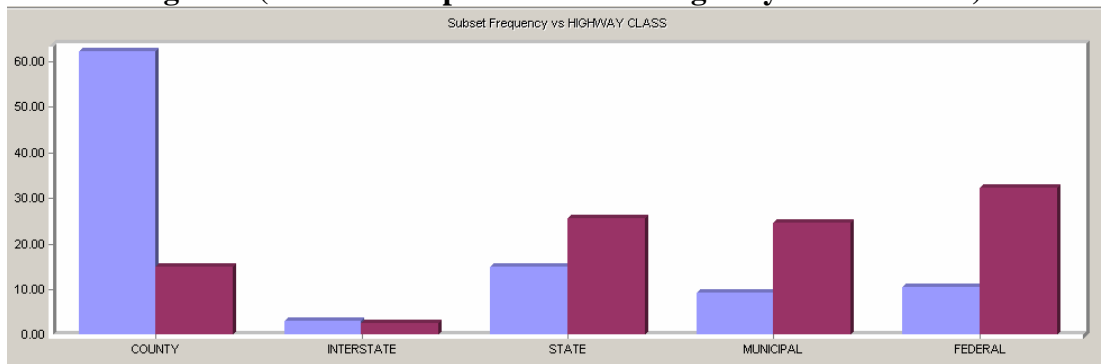


For the South East Region, other over-represented primary contributing circumstances included driver not in control, failure to yield right of way, improper passing, DUI, improper

driving, and vehicle left road. The most over-represented day of the week was Saturday, and the event location was “off roadway.” The most over-represented ages were the older categories, with “75 and over” being the most over-represented and “65-74” and “55-64” coming next. Programs directed at older drivers are needed here. Generally these programs focus on education rather than enforcement, since the older age groups tend to be risk avoiders and will seek the safest conditions in which to drive once they are aware of them.

As mentioned above, a more than expected number of crashes in the South East Region involved speeding, which could certainly have contributed to the severity of these crashes. A drill-down of the speed-related crashes showed that these crashes occurred in the rural part of the region almost 3 times more than expected when compared to crashes in the rest of the region. Also, the County roadways were extremely over-represented for speed related crashes in this region (see Figure 3 below). Younger drivers had problems with speeding in this region, as the age categories 16, 21, 17, and 18 each were over-represented by around 2 times the expected number. The most over-represented times for speed related crashes were the late-night and early-morning categories, and the event location was “off roadway.” As expected, males were the over-represented gender. Selective enforcement should concentrate on drivers guilty of speeding, as speeding reductions should reduce the severity of these crashes.

Figure 3 (South East Speed Crashes – Highway Classification)



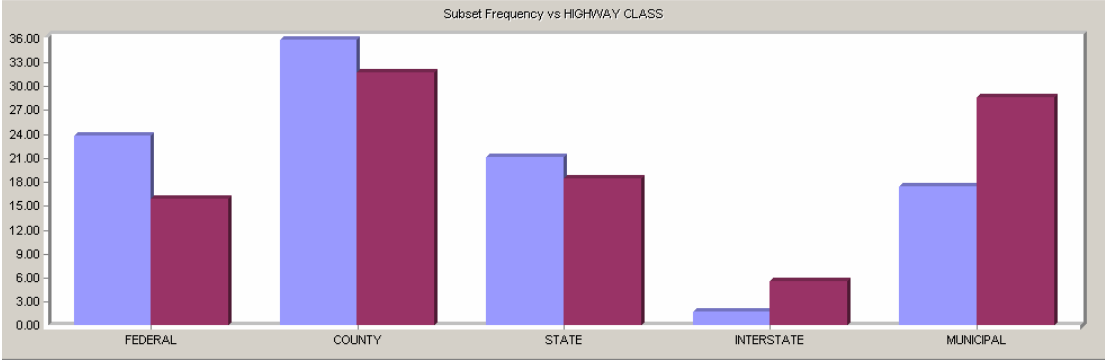
A cross-tabulation of the day of the week by time of day revealed that, besides the expected late-night weekend times associated with alcohol, this region had problems in the morning hours (6:00 A.M. to 9:00 A.M.) on the weekdays Monday through Thursday.

South East Region Youth Alcohol Analysis

The over-represented highway classifications for the South East region youth-alcohol crashes were Federal and County highways (see Figure 4 on the following page). The most over-represented days were Monday and Sunday. Other problem primary contributing circumstances were failure to yield right of way, improper lane change or use, and improper passing.

These crashes seemed to be severe, since injuries and fatalities were both over-represented. In all other variables for this region, see the statewide youth-alcohol analysis.

Figure 4

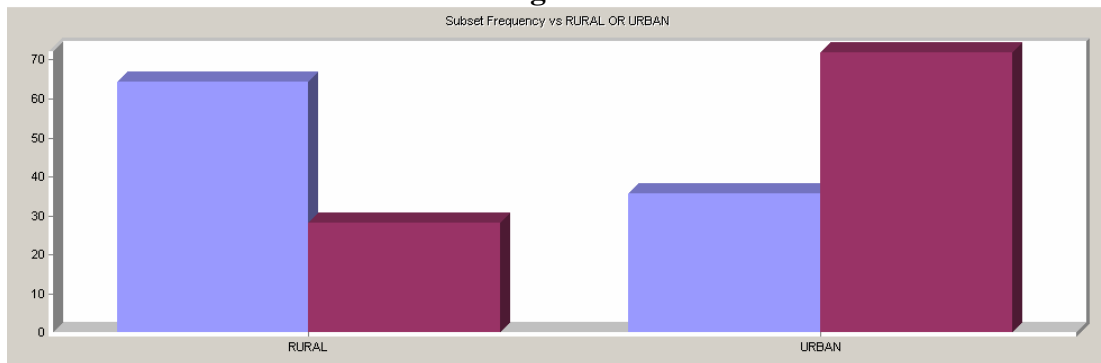


IMPACT Report: South West Region

The IMPACT report generated for the South West Region includes the following counties: Choctaw, Clarke, Conecuh, Monroe, Washington, and Wilcox. The following summary identifies some of the problem areas in the region and indicates how countermeasures can be developed to address these issues.

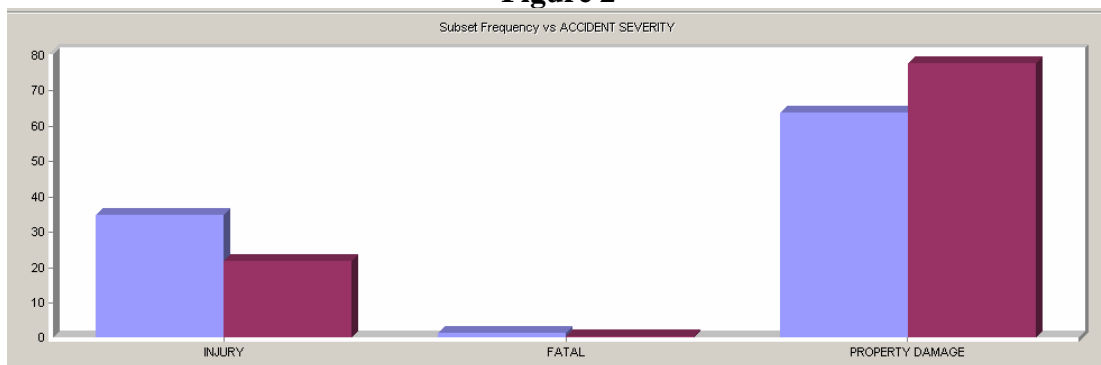
A major concern for the South West drivers was the rural part of the region, as more than 2 times the expected number of crashes in this region occurred there (see Figure 1 below). The most over-represented Locale was “open country” and the Event Location was “off roadway.” Another major concern was for the police arrival delay. The three most significantly over-represented categories included times with longer waiting (61-90 minutes, 46-60 minutes, and 91-180 minutes, in that order). The fact that these crashes occurred in the rural areas most likely attributed to the longer police arrival delays.

Figure 1



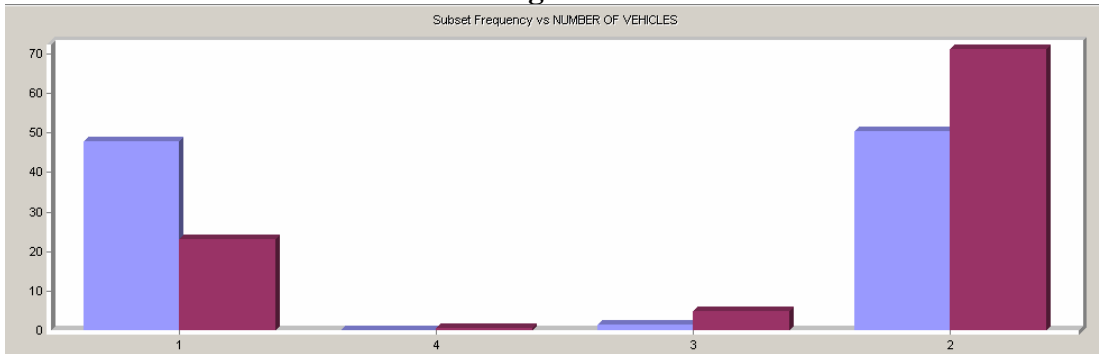
The most over-represented primary contributing circumstance was “over the speed limit.” Speeding and alcohol crashes tend to be more severe, as was the case in this region (DUI was over-represented by about 40%). There were 1.6 times more injury crashes than expected, and there were over 2.4 times more fatal crashes than expected, as seen in Figure 2 below.

Figure 2



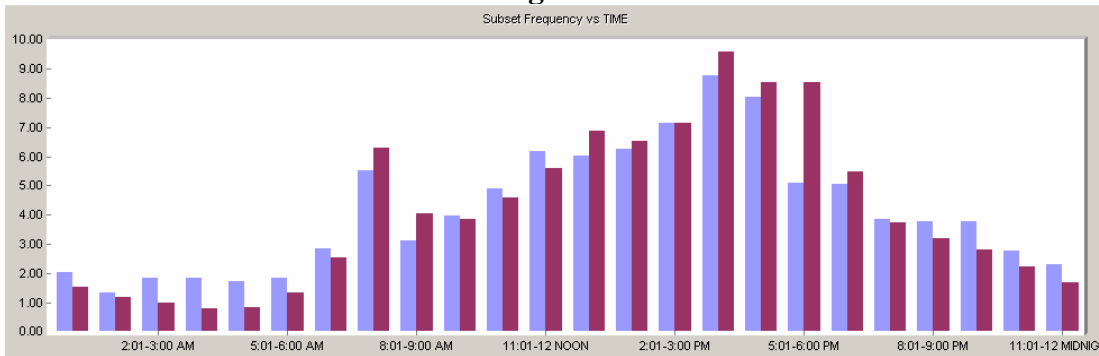
Other primary contributing circumstances included avoiding object/person/vehicle, unseen object/person/vehicle, vehicle left road, improper driving for environment, driving on the wrong side of road, driver condition, and defective equipment. The most over-represented categories for First Harmful Event were tree, ditch, car overturned, and side slope. As could be expected from speeding crashes, single-vehicle crashes were significantly over-represented (see Figure 3 below), and the Event Location was off-roadway.

Figure 3



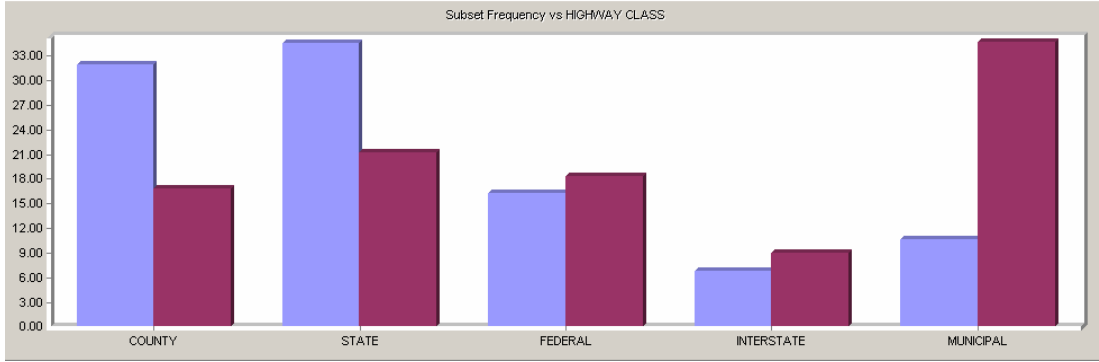
The most over-represented time frames for crashes in the South West Region were 3-4 A.M., 9-10 P.M., 5-6 A.M., 4-5 A.M., and 2-3 A.M. Other late night and early morning times were over-represented, as seen in Figure 4 below. The most over-represented vehicle type was tractor-trailer, and the most over-represented days were Sunday and Saturday.

Figure 4



A more than expected number of crashes in the South West Region occurred on County and State highways, as seen in Figure 5 on the following page. The most over-represented number of “traffic way lanes” was two lanes, which is consistent with the county and other rural highway classifications. Officers should concentrate on these types of roadways in the South West Region.

Figure 5

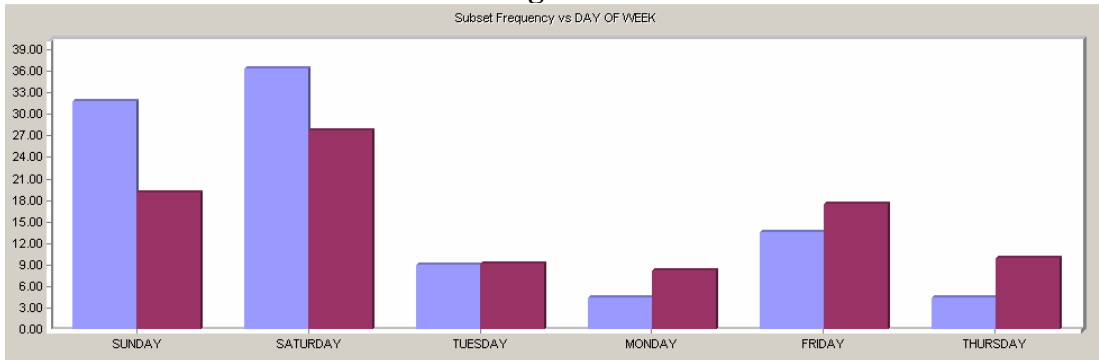


Another major area of concern for this region was of safety belt usage. The most significantly over-represented categories included those with no belts used. Crashes that involve speeding drivers combined with the lack of restraint usage can be extremely severe. Selective enforcement should concentrate on these 2 behaviors.

South West Region Youth Alcohol Analysis

For the youth-alcohol crashes in the South West region, there is an indication that a more than expected number of them occurred from 12:01-1:00 a.m. The most over-represented days were Sunday and Saturday (see Figure 6 below), and the most over-represented highways were county and state. Speeding occurred in over 4 times the expected number of youth alcohol crashes in the South West region when compared to the youth-alcohol crashes in the rest of the state. As for accident severity, injury crashes were significantly over-represented. In all other variables for this region, see the statewide youth-alcohol analysis.

Figure 6



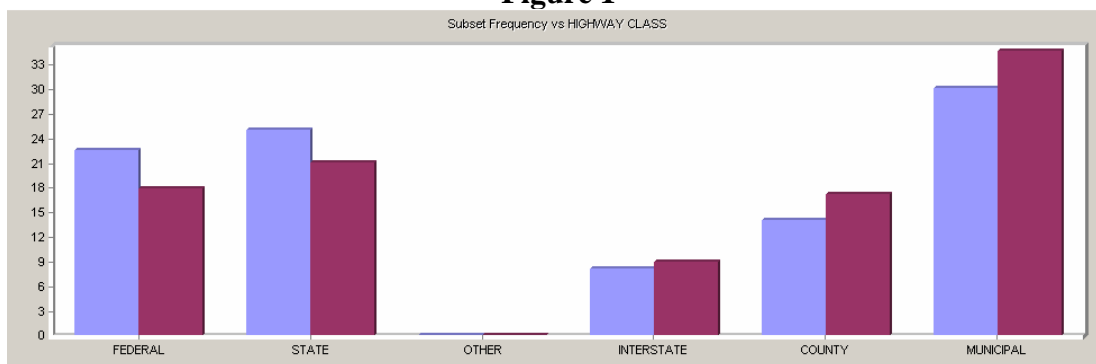
IMPACT Report: West Region

The IMPACT report generated for the West Region includes the following counties: Bibb, Fayette, Greene, Hale, Lamar, Marengo, Perry, Pickens, Sumter, and Tuscaloosa. The following summary identifies some of the problem areas in the region and indicates how countermeasures can be developed to address these issues.

The problem factors for this region related heavily to driver behavior. Primary contributing circumstances like “following too closely” and “improper driving for environment” were over-represented and reflect the carelessness of the driver. “Off the roadway,” and “single vehicle crashes” were highly over-represented, further reinforcing the fact that drivers in this region were not as careful as others in comparison with the rest of the state. Other significantly over-represented primary contributing circumstances included avoiding object/person/vehicle, driver condition, defective equipment, improper lane changing/use, and over speed limit.

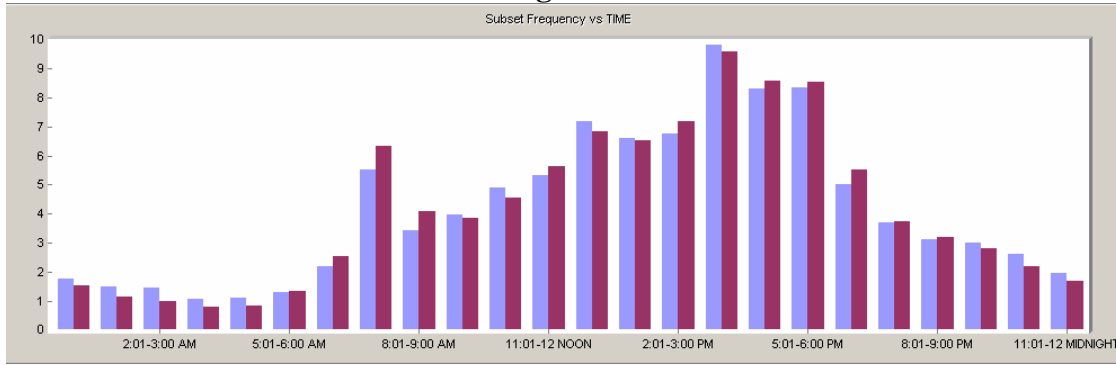
Law enforcement should maximize their visibility to discourage careless driver behavior. One local suggestion was for the highway patrol to work with an aircraft patrol to target those drivers who are in extreme of following too closely and driving over the speed limit. If heavily publicized, this would only have to be conducted a few days per month to produce the intended effect. The funds allocated to law enforcement to work over-time need to be focused on precisely the times and locations where they will be most effective. Figure 1 shows the over-represented highways in the West region, with Federal and State topping the list.

Figure 1



Specifically in this region, law enforcement should consider the early-morning time frames (e.g., 2-3 A.M., 10-11 P.M., 1-2 A.M., 4-5 A.M., and 3-4 A.M. were significantly over-represented compared to the rest of the state). Figure 2 on the next page shows the most over-represented times for the West Region. Statewide cross-tabulations indicate that the mid-morning hours would be directed at commercial traffic during the week, while the early morning (and late night) hours would be targeted at DUIs on the weekends, as further detailed below.

Figure 2



A cross-tabulation (day of week by time of day) analysis of crashes for the West region indicated the need for enforcement during the late-night and early-morning hours of Friday, Saturday, and Sunday. Specifically, Friday night from 11 P.M. until 12 midnight, Saturday morning from 12 A.M. until 6 A.M., Saturday night from 7 P.M. until 12 midnight, and Sunday morning from 12:00 A.M. to 5 A.M. were all over-represented times. Another cross-tabulation (rural vs. urban by accident severity) analysis revealed that the fatal and injury-involved crashes were over-represented in the rural areas. Enforcement needs to be focused on these factors.

Drivers will be more cautious when they are warned of the possibility of selective enforcement. An example idea suggested by the local CTSP included the use of temporary warning signs at the high-crash locations where selective enforcement might be applied. The signs might also mention the use of air patrol, which would make drivers more aware of the chances of getting caught for careless or other dangerous driving behavior. If thought to be cost-effective, this should be something that is worked out by the CTSP at the local levels.

The use of radio/TV public service announcements should focus on selective enforcement efforts to make drivers more aware of the problems and to suggest driver behavior for crash prevention and severity reduction (e.g., restraint use). Specific numbers of crashes occurring within the areas, the age and gender of causal drivers, and the crash cause should be given to the public during these announcements (available from the Traffic Facts book, CARE or UA). Available statistics can be formatted into easy-to-read press releases. The more aware that people are about crash causes, the more precautions they can take. Also, the penalties for specific driving misbehavior should be announced, with the indication of strong enforcement.

The most over-represented ages included all categories from 19 through 24. Young drivers benefit from driver education programs offered in school. A problem identified in this area is that many of the disadvantaged cannot afford the fees that the schools must charge for these programs. The students who cannot pay the fees may be the ones who need it the most, putting them at a disadvantage. Driver education programs need to be offered during out of school times (early evening or summer) for the at-risk youth. Programs also need to follow up on driver edu-

cation, since those with one and two years of experience seem to be most at risk. Some mandatory follow-up defensive driving course for violators might help in this regard.

West Region Youth Alcohol Analysis

For the youth-alcohol crashes in the West region, over 67% more than the expected number of these crashes occurred on Friday, and 64% more than the expected number of these crashes occurred on Thursday (see Figure 3 below). The problem highways were municipal, federal, and interstate. The most over-represented age (in the 16-20 range) was 19. As expected, the early morning time frames were over-represented, as indicated in Figure 4 below. In all other variables for this region, see the statewide youth-alcohol analysis.

Figure 3

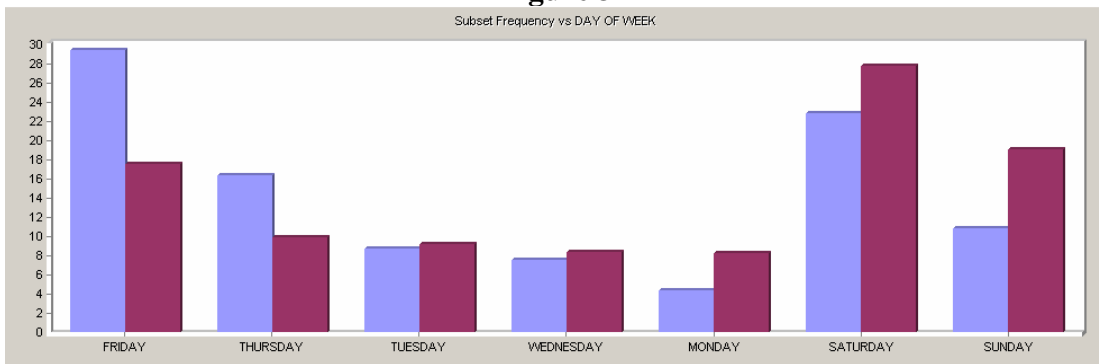
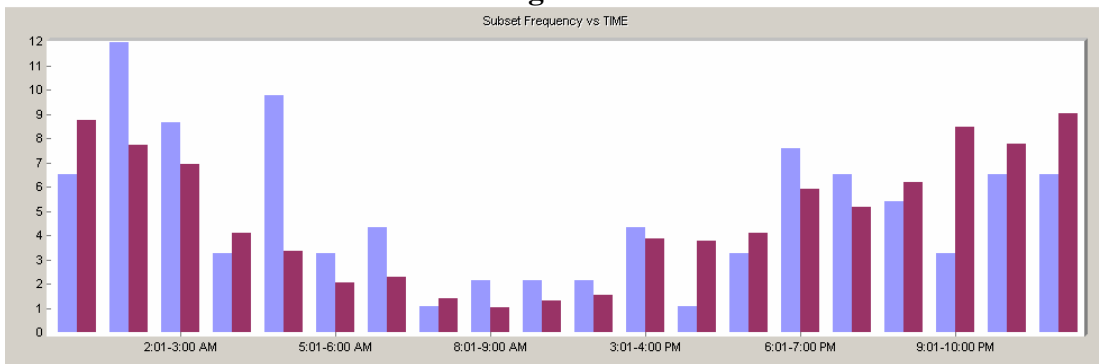


Figure 4



PART V – SPECIAL STUDIES

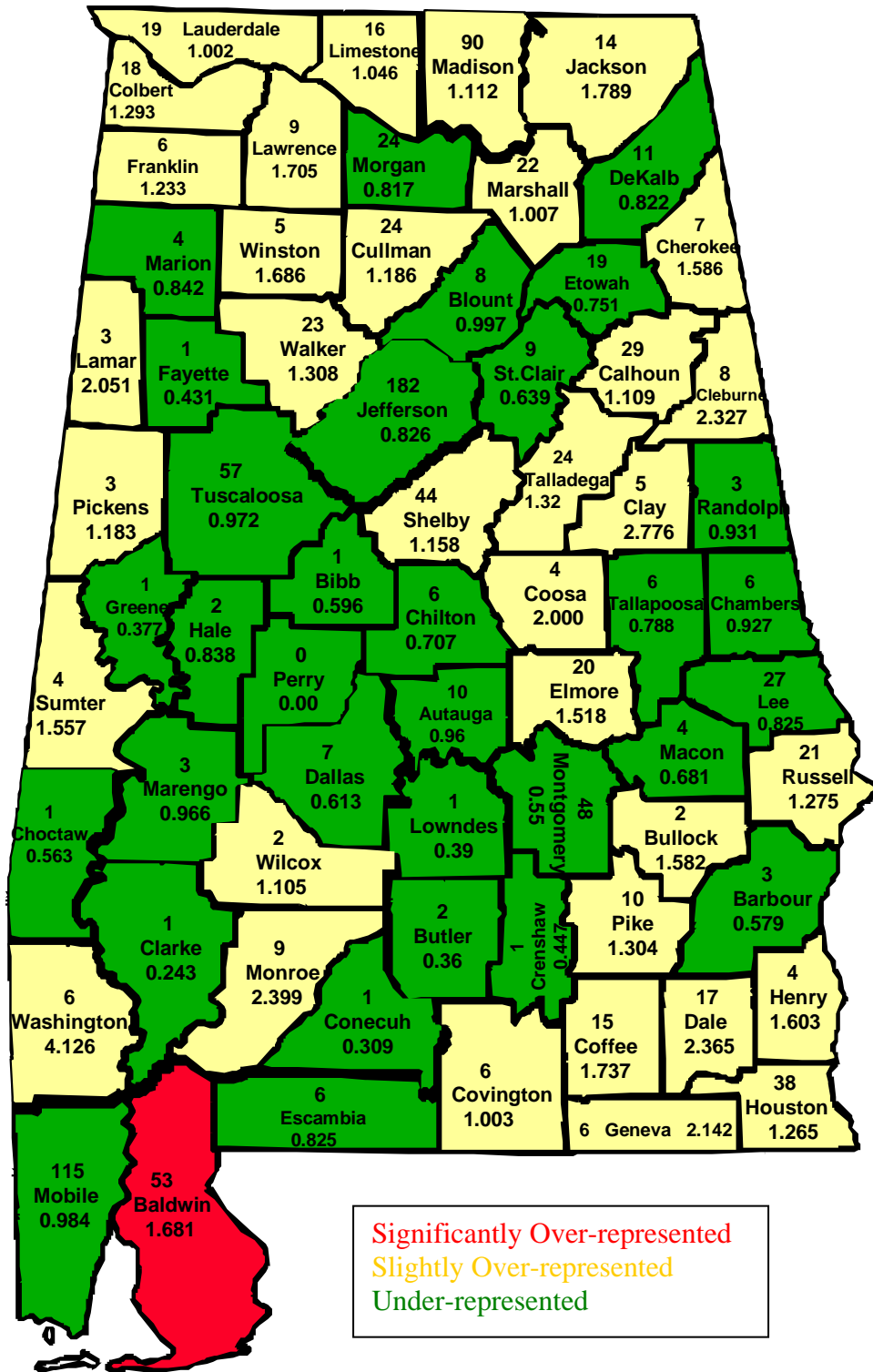
Appendix A – Motorcycle Crashes

CARE System IMPACT Report
 Fiscal 2003 Alabama Accident Data: Motorcycle vs. NOT (Motorcycle)
 Generated by CARE on 8/19/2004

	Subset Freq.	Subset Per.	Other Freq.	Other Per.	Over Rep.	Max. Gain
V001: COUNTY						
BALDWIN	53	4.593	3816	2.732	1.681*	21.469
DALE	17	1.473	870	0.623	2.365	9.811
MADISON	90	7.799	9791	7.011	1.112	9.098
HOUSTON	38	3.293	3636	2.603	1.265	7.956
ELMORE	20	1.733	1595	1.142	1.518	6.821
COFFEE	15	1.3	1045	0.748	1.737	6.365
JACKSON	14	1.213	947	0.678	1.789	6.175
SHELBY	44	3.813	4598	3.292	1.158	6.007
TALLADEGA	24	2.08	2200	1.575	1.32	5.822
WALKER	23	1.993	2128	1.524	1.308	5.416
MONROE	9	0.78	454	0.325	2.399	5.249
CLEBURNE	8	0.693	416	0.298	2.327	4.563
WASHINGTON	6	0.52	176	0.126	4.126	4.546
RUSSELL	21	1.82	1994	1.428	1.275	4.524
COLBERT	18	1.56	1685	1.207	1.293	4.077
CULLMAN	24	2.08	2448	1.753	1.186	3.772
LAWRENCE	9	0.78	639	0.458	1.705	3.72
GENEVA	6	0.52	339	0.243	2.142	3.199
CLAY	5	0.433	218	0.156	2.776	3.199
CALHOUN	29	2.513	3164	2.266	1.109	2.856
CHEROKEE	7	0.607	534	0.382	1.586	2.588
PIKE	10	0.867	928	0.664	1.304	2.332
WINSTON	5	0.433	359	0.257	1.686	2.034
COOSA	4	0.347	242	0.173	2	2
LAMAR	3	0.26	177	0.127	2.051	1.537
HENRY	4	0.347	302	0.216	1.603	1.505
SUMTER	4	0.347	311	0.223	1.557	1.43
FRANKLIN	6	0.52	589	0.422	1.233	1.133
BULLOCK	2	0.173	153	0.11	1.582	0.736
LIMESTONE	16	1.386	1851	1.325	1.046	0.705
PICKENS	3	0.26	307	0.22	1.183	0.463
WILCOX	2	0.173	219	0.157	1.105	0.19
MARSHALL	22	1.906	2643	1.892	1.007	0.161
LAUDERDALE	19	1.646	2294	1.643	1.002	0.045
COVINGTON	6	0.52	724	0.518	1.003	0.018
BLOUNT	8	0.693	971	0.695	0.997	-0.023
MARENGO	3	0.26	376	0.269	0.966	-0.107
RANDOLPH	3	0.26	390	0.279	0.931	-0.223
HALE	2	0.173	289	0.207	0.838	-0.388

AUTAUGA	10	0.867	1260	0.902	0.96	-0.411
CHAMBERS	6	0.52	783	0.561	0.927	-0.47
MARION	4	0.347	575	0.412	0.842	-0.751
CRENSHAW	1	0.087	271	0.194	0.447	-1.239
ESCAMBIA	6	0.52	880	0.63	0.825	-1.271
FAYETTE	1	0.087	281	0.201	0.431	-1.322
LOWNDES	1	0.087	310	0.222	0.39	-1.562
TALLAPOOSA	6	0.52	921	0.659	0.788	-1.61
TUSCALOOSA	57	4.939	7094	5.079	0.972	-1.617
GREENE	1	0.087	321	0.23	0.377	-1.652
MOBILE	115	9.965	14141	10.125	0.984	-1.846
MACON	4	0.347	711	0.509	0.681	-1.875
BARBOUR	3	0.26	627	0.449	0.579	-2.181
CONECUH	1	0.087	392	0.281	0.309	-2.239
DEKALB	11	0.953	1619	1.159	0.822	-2.378
CHILTON	6	0.52	1027	0.735	0.707	-2.486
CLARKE	1	0.087	499	0.357	0.243	-3.123
BUTLER	2	0.173	673	0.482	0.36	-3.561
DALLAS	7	0.607	1383	0.99	0.613	-4.428
SAINT CLAIR	9	0.78	1704	1.22	0.639	-5.08
MORGAN	24	2.08	3556	2.546	0.817	-5.383
LEE	27	2.34	3959	2.835	0.825	-5.713
ETOWAH	19	1.646	3060	2.191	0.751	-6.285
JEFFERSON	182	15.771	26667	19.094	0.826*	-38.347
MONTGOMERY	48	4.159	10561	7.562	0.55*	-39.265

**Figure MOT – 3. Motorcycle Crashes by County
(Number and Over Representation of Motorcycle Crashes)**



A REVIEW OF FATAL MOTORCYCLE CRASHES IN ALABAMA DURING 1993-2002

David B. Brown
University Transportation Center of Alabama
The University of Alabama
for
The Alabama Department of Economic and Community Affairs
Traffic Safety Section
(May 10, 2003)

INTRODUCTION

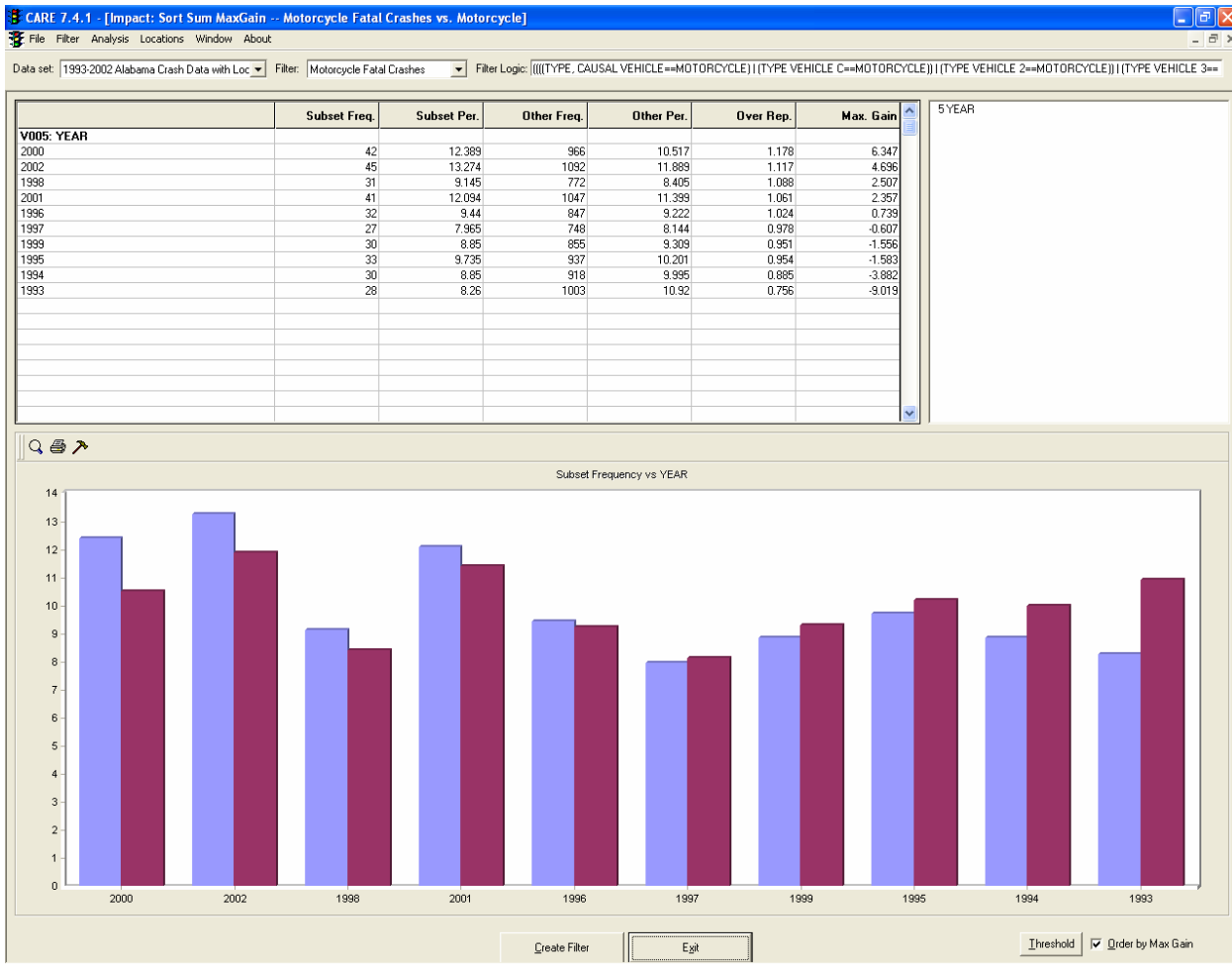
The Alabama Department of Economic and Community Affairs requested a special study in order to assist in countering the recent trend toward increases in motorcycle fatalities. Table 1 demonstrates that the year 2000 had an increase of 50% in motorcycle crashes. While there was a reduction from this high in 2001, the number of fatal crashes is still above the mean for the 1995-1999 time period. This study is repeated from the 2003 HSP. All figures have been updated to include the most recent data from CARE.

Table 1. Motorcycle Fatal Crashes and Fatalities by Year

YEAR	NUMBER OF CRASHES	NUMBER OF FATALITIES
1993	28	29
1994	30	31
1995	33	33
1996	32	33
1997	27	29
1998	31	33
1999	30	32
2000	42	42
2001	41	43
2002	45	46

Figure 1 presents a comparison between the motorcycle fatality crashes and overall motorcycle crashes for the 10-year period. The blue (lighter) bars on the left represent the number of fatal motorcycle crashes, while the red (darker) bars on the right show the total motorcycle crashes.

Figure 1. Motorcycle Fatal Crashes by Year

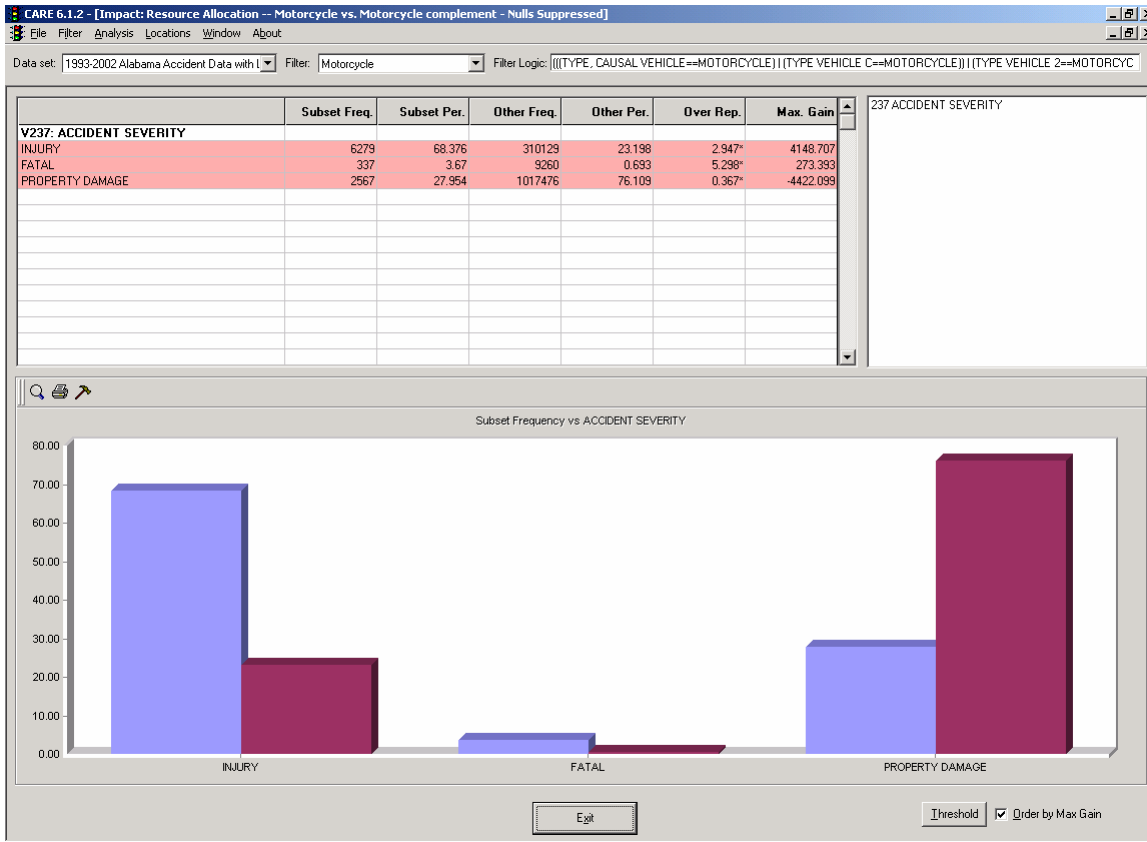


This demonstrates that since 1998, the general trend is that motorcycle crashes have become relatively more severe.

Most motorcycle crashes are of the injury or fatality severity type, as indicated by Figure 2. Here the lighter bars on the left are motorcycle crashes, while the darker bars on the right represent the proportion of non-motorcycle crashes. Over the entire 10-year period there were 337 fatal motorcycle crashes, which was about 3.7% of the motorcycle crashes (over 5 times the expected proportion when compared to non-motorcycle crashes). Similarly, there were 6,279 injury crashes, which was just over 68% (about 3 times the expected proportion). Thus, almost 72% of motorcycle crashes result in some type of injury. Typically these injuries are severe, with the highest two injury severity classifications being over-represented by factors of 3.8 and 4.8.

This report will continue with a review of the recommended countermeasures that summarizes the detailed analyses performed in the remainder of the report.

Figure 2. Severity Comparison of Motorcycle and Non-Motorcycle Crashes



RECOMMENDED COUNTERMEASURES

The motorcycle fatality problem must be subdivided into two categories if it is going to be properly addressed: (1) driving while under the influence of alcohol and/or drugs in rural areas, and (2) high volume driving times (e.g., rush hours) in urban areas. These two categories share almost equally in accounting for the vast majority of the motorcycle fatality problems, and countermeasures applied to one do not necessarily spill over to the other.

The following is a list of recommended countermeasures (in no particular priority ordering) based upon a qualitative assessment of the detailed data analysis:

- Alcohol and speed selective enforcement targeted at motorcycles on county, two lane roadways that are in the rural areas adjacent to large cities, with a concentration on April through October in the 8 PM through 2 AM.
- Additional training to predominantly urban motorcycle drivers to prepare them for the special dangers driving at high-volume (rush hour) times in or close to urban areas. This countermeasure would have a spill-over toward reducing non-fatal injury crashes in urban areas.
- Public service announcements designed to increase non-motorcycle drivers ability to recognize and respond to the special needs of motorcyclists.

DETAILED ANALYSIS OF CRASH DATA

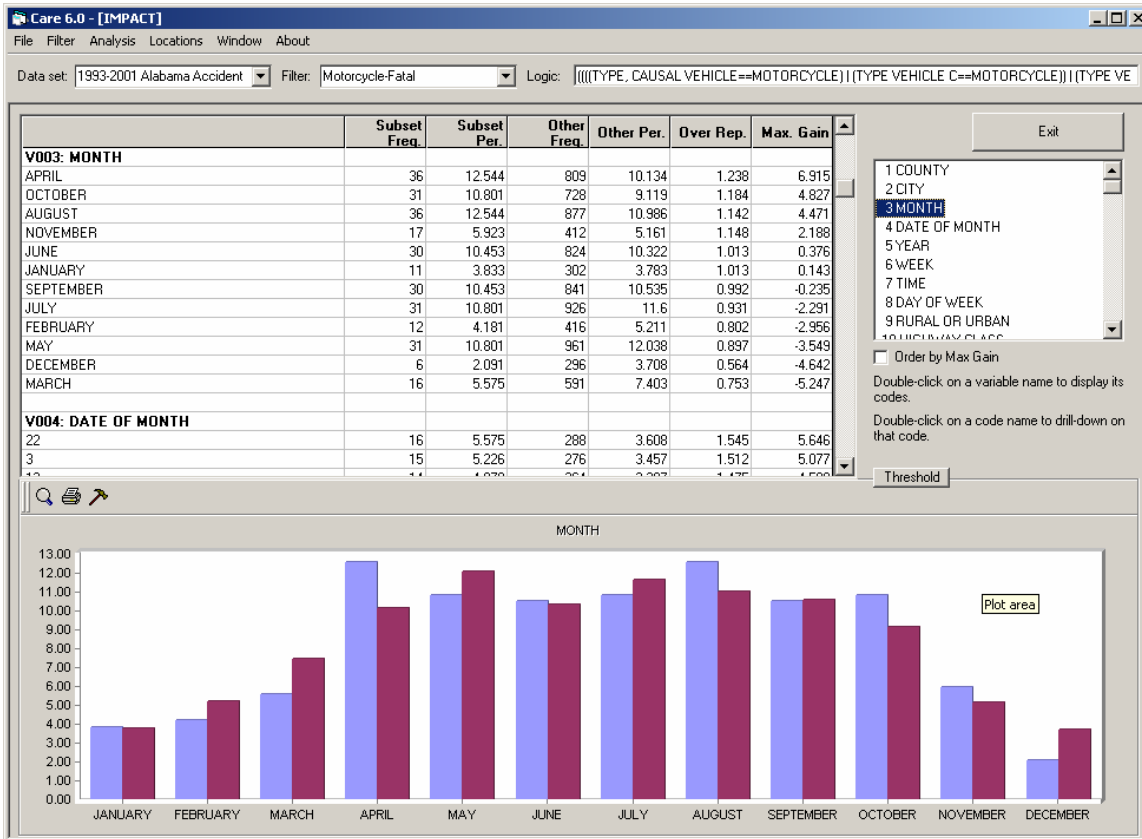
Usually fatal occurrences are so scarce that to use them as a basis of comparison is not valid, and so we often use injury crashes as a proxy for fatality crashes. However, motorcycle crash injuries are the norm, as indicated above, and it would probably not be too meaningful to compare them with motorcycle property damage only (PDO) crashes, since many of the PDO types would be anomalies. For this reason the decision was made to use as much data as we had, in this case 9 years, in order to attempt to determine any distinctions between motorcycle fatal crashes and motorcycle crashes in general. CARE IMPACT was run over these two subsets of data, i.e., motorcycle fatal crashes (given by the light blue bars on the left in the double-bar graphs) compared against motorcycle crashes in general (given by the darker red bars on the right). Thus, the purpose of this analysis is to determine precisely who, what, where, when, how and why of motorcycle fatalities as compared to *motorcycle crashes* in general (not all vehicle crashes).

Geographical Locations (V001-V002). The ranking of counties and cities is given in Appendix A. With the exception of the first five counties in the list, the vast majority of over-represented counties are the rural counties that have lower traffic volumes. Some of these have four to five times their expected numbers of fatal motorcycle crashes, and an over-representation factor of over two is fairly typical. The larger urban counties are at the bottom of the list, being dominated by their urban areas. An exception is Mobile County, which is toward the center of the list having almost exactly the number of motorcycle fatality crashes as predicted by its motorcycle crashes in general.

The city listing in Appendix A gives more insight as to the geographical distribution. First note that the rural areas of the larger urbanized counties generally rise to the top of the list. This is exactly what is observed when studying alcohol crashes in general. Mobile rural, in particular, is at the top, while we found that Mobile County in general was not over-represented. Thus, if you look at the other end of the scale you will find Mobile city significantly under-represented in motorcycle fatal crashes (as opposed to motorcycle crashes in general). The only variation from this pattern is Jefferson County Rural, which is significantly under-represented right along side of Birmingham. Again, this exception is also observed for alcohol crashes in general. More study needs to be put forward to determine exactly why Jefferson Rural goes counter to the trend so that perhaps these causes can be replicated in the other urbanized counties' rural areas.

Month (V003). Figure 3 shows the distribution of fatal motorcycle crashes (light blue bars on left) as opposed to motorcycle crashes in general (dark red bars on the right). Both bars increase dramatically during the summer months, demonstrating the overall volume of motorcycle traffic. The bad weather months for Alabama are December, January and February, and there is usually considerable rain in April. These all show an under-representation in fatal crashes, indicating that bad weather tends to hold down speeds and perhaps make motorcycle drivers more careful. Weather is certainly not a causal factor in motorcycle fatalities in general, although there is no question that special provisions have to be made by motorcyclists to deal with bad weather conditions. The months of April, August and October are over-represented, although none of these is statistically significant. We can conclude that the monthly trend in motorcycle fatalities essentially follows that of Motorcycle use in general.

Figure 3. Month (Motorcycle Fatal Crashes vs. Motorcycle Crashes)



Time of Day (V007). Figure 4 presents a comparison of the motorcycle fatal crashes (lighter, blue bars on left) against motorcycle crashes in general (darker, red bars on right). Notice first how motorcycle traffic varies by time of day in general. It is not that much difference from traffic in general with the exception that the morning rush hour spike is not nearly as pronounced, and it continues somewhat later into the night. Fatal motorcycle crashes, on the other hand, are most predominately over-represented in the 11 PM to the 5 AM time period. This correlates quite high with alcohol over-representation. On the other hand, there is a very high volume of motorcycle fatalities occurring in the afternoon rush hour and in the hours immediately following, even though not over-represented in Figure 4. These hours are not typically associated with alcohol use, especially those falling in the 3 PM to 7 PM time frame. To demonstrate this, a second time IMPACT was run comparing motorcycle fatal crashes against alcohol crashes for time of day. This is presented in Figure 5. Note the motorcycle fatal crash (lighter blue bars on left) over-representation in this comparison in the 10 AM through 7 PM time period. What we have here is clearly a combination of afternoon commuter and alcohol, with the larger numbers being in the afternoon commuter time period. Because of this combination of circumstances, local jurisdictions should perform time of day by day of the week cross-tabulations to determine the exact times for each day to perform selective enforcement. An IMPACT for the Light Conditions variable (V238) demonstrated a significant over-representation for the “darkness – not lit” category. This would indicate rural areas at night, which correlate with alcohol causation. The “darkness – lighted” category was not significantly over-represented (about as expected). Although under-represented, the majority of motorcycle fatalities occur during daylight (55.7%)

Figure 4. Time of Day (Motorcycle Fatal Crashes vs. Motorcycle Crashes)

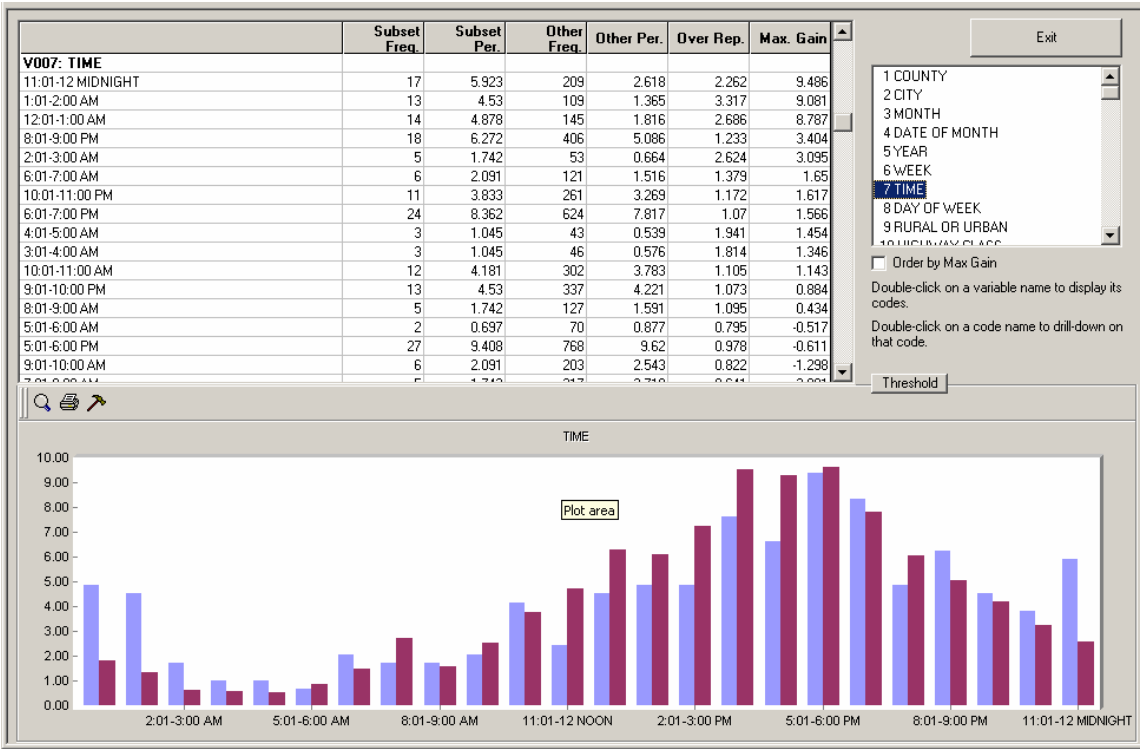
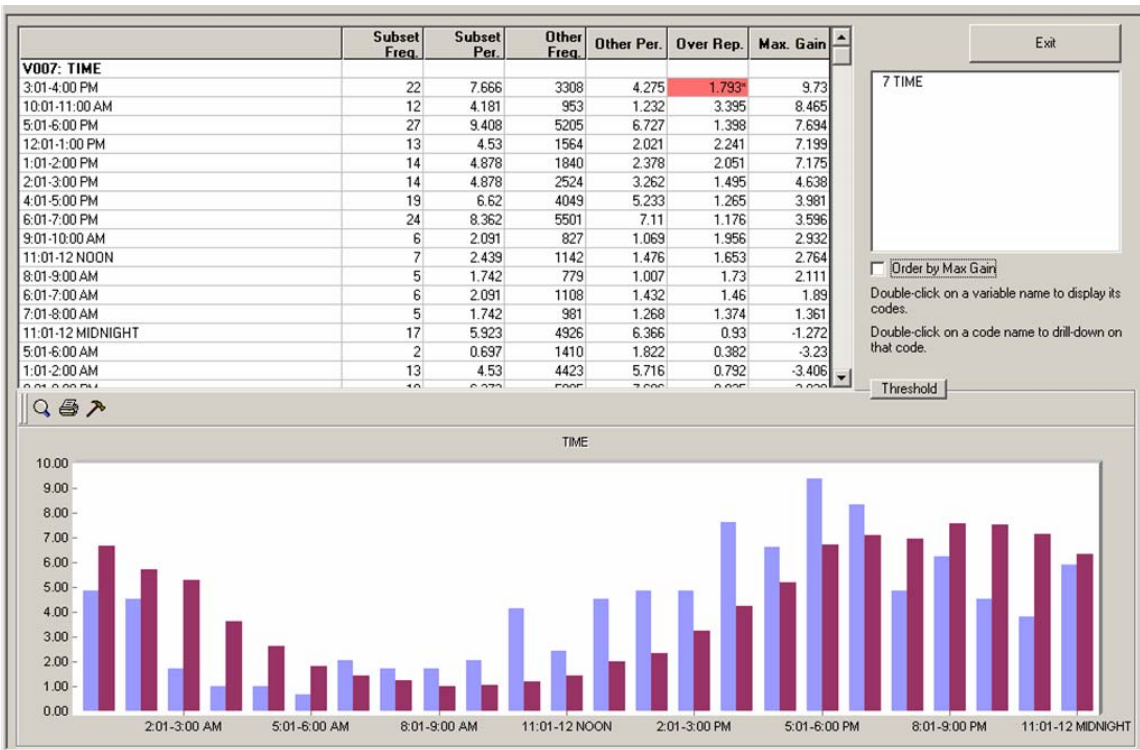
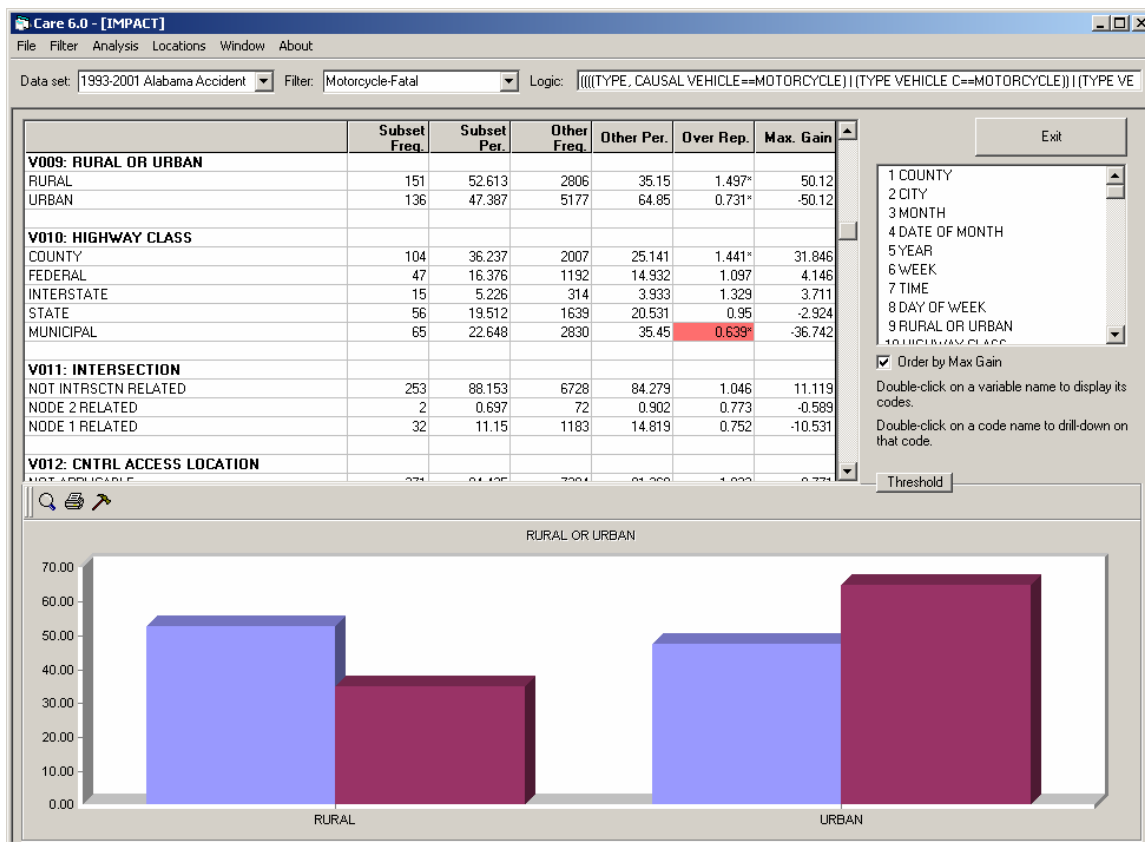


Figure 5. Time of Day (Motorcycle Fatal Crashes vs. Alcohol Crashes)



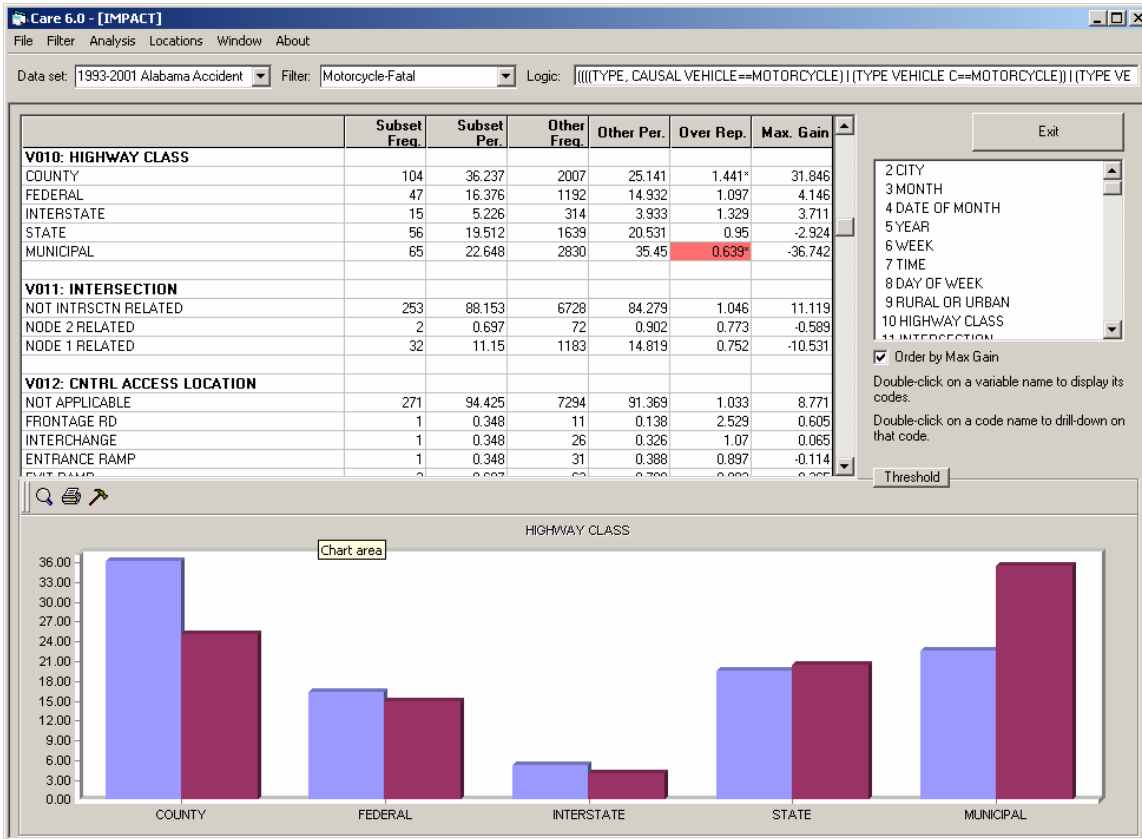
Rural-Urban (V009). We identified above from the city and county variables that the rural areas in the large urbanized counties were over-represented, with the sole exception of Jefferson County Rural. It should come as no surprise to find the rural areas of the state in general to be over-represented in motorcycle fatal crashes when compared to motorcycle crashes in general, as shown in Figure 6. Note that the actual numbers are split evenly between the urban and rural areas. The rural over-representation is caused by the predominance (about 65%) of motorcycle crashes in general occurring in the urban areas. While the over-representation would indicate that rural countermeasures are required, the fact that about half of the fatal motorcycle crashes occur in the cities is quite important. This can probably be attributed to the fact that the reduced speed of urban driving does not have the effect on reducing motorcycle fatalities nearly as much as it does that of most other types of motor vehicles.

Figure 6. Rural-Urban (Motorcycle Fatal Crashes vs. All Motorcycle Crashes)



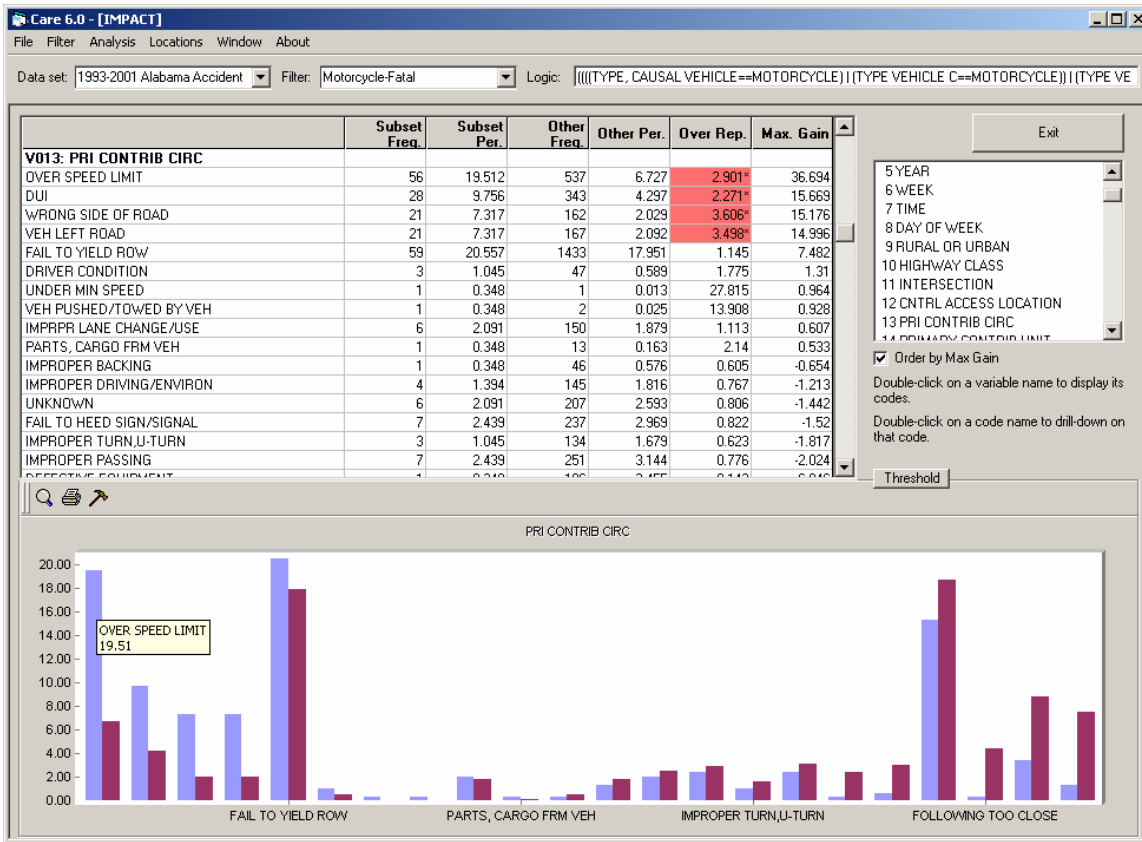
Highway Classification (V010). The most over-represented (quite statistically significant) is the county road classification, as shown in Figure 7. The fact that this classification is also the highest in number illustrates that it should definitely be considered for special consideration. Federal and State routes combined produce about the same total number of motorcycle fatal crashes, but neither of them can be considered as statistically significant. Interstates are definitely not the problem, with only 15 fatal crashes over the 9 years. It would be hard to see that any interstate countermeasures could effectively impact this small number distributed over the entire state interstate system. The over-representation on the county roadways continues to track the alcohol correlations that are observed in most other variables.

Figure 7. Highway Classification (Motorcycle Fatal Crashes vs. All Motorcycle Crashes)



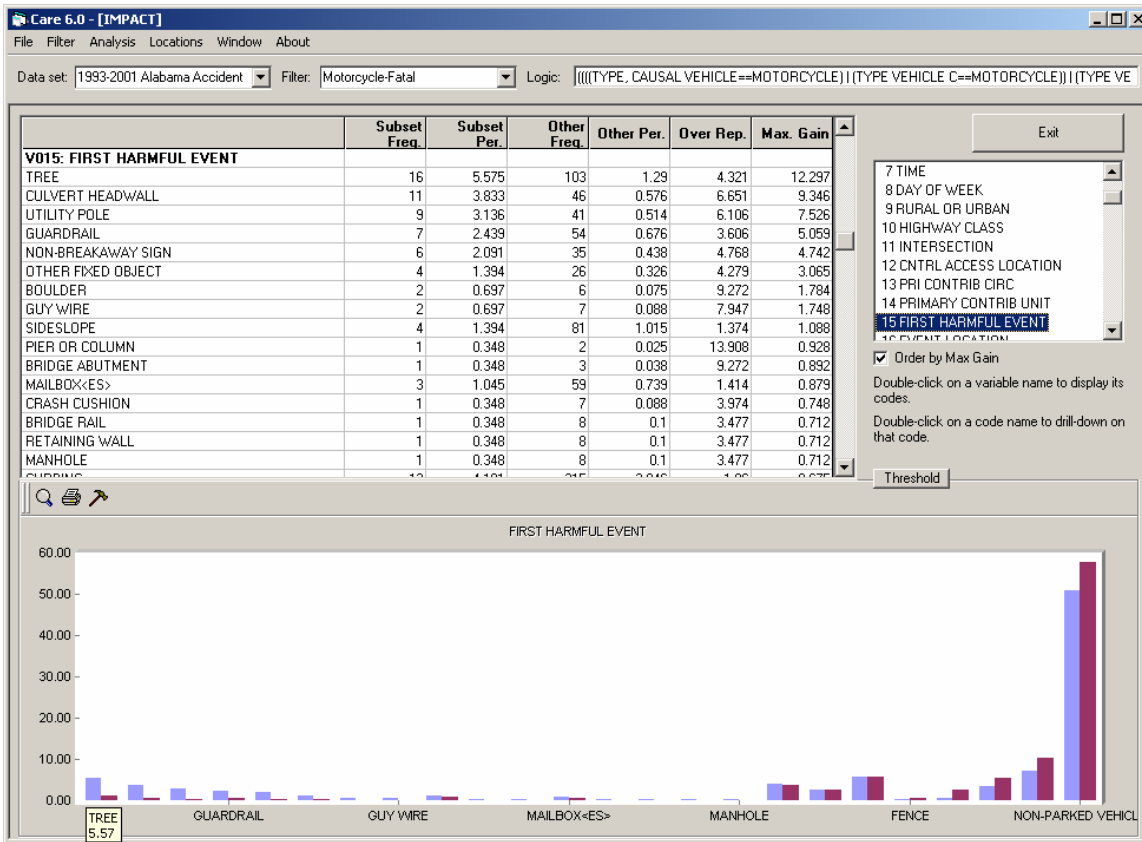
Primary Contributing Circumstance (V013). The pattern observed in the primary contributing circumstance over-representations have to do with high acceptance of risk taking. The categories are not independent; speed, DUI, driving on the wrong side of the road, running off the road and a failure to yield the right of way are all over-represented, the first four being very highly statistically significant. In addition, some of those listed as “over speed limit” might well have been DUI (and vice versa). It might be reasoned that all motorcyclists are risk takers, but note that the comparison is not with the general population of vehicles but just against motorcycle crashes in general. So these motorcycle drivers are particularly prone toward even a higher degree of risk taking. Of interest are the spikes on the other end of the scale – those that are under-represented. In order of greatest under-representation first, they are: avoiding an object (includes persons and vehicles), unseen object (also includes persons and vehicles), following too close (only one occurrence), and driver not in control (which tends to be a catch-all, accounting for its large proportions). The first two of these are, in tennis terms, “forced” errors, or perhaps no error at all. So, the low risk-taking circumstances tend to fall toward the bottom of the list.

Figure 8. Primary Contributing Circumstance
(Motorcycle Fatal Crashes vs. All Motorcycle Crashes)



First Harmful Event. (V015). The results here track those of alcohol related crashes quite well – run off the road, single vehicle type crashes – where the first harmful event is just whatever happens to be there (see Figure 9). While these are over-represented, we need not lose sight of the fact that the largest number of crashes (about the same as all of the other categories combined) is the motorcycle collision with another vehicle. It is reasonable to conclude that in the time of day distribution, the late night (alcohol) crashes are those that are overrepresented as given at the top of the list in Figure 9, while those that are occurring during the rush hours are multiple-vehicle crashes and in all probability most of them do not involve alcohol. Clearly there are two subsets of the motorcycle driving population that must be influenced in order to fully address the fatality problem.

Figure 9. First Harmful Event
(Motorcycle Fatal Crashes vs. All Motorcycle Crashes)



Event Location (V016). The event location comparison, given in Figure 10, further confirms the dichotomy presented above – the “off roadway” crashes are typically alcohol related, while those at intersections and “on roadway” are not. This is confirmed by the cross-tabulation given in Table 2. Similar cross-tabulations by time of day and day of the week yield similar results – the off-roadway crashes tend to occur on weekends and during late-night hours.

Number of Vehicles Involved in the Crash (V018). Figure 11 presents the number of vehicle comparison. (Note that within the tabular portion of this figure, the number of pedestrians and the number-injured distributions are also given. There were no fatal crashes over the 9 years involving pedestrians. The number injured is, as expected, demonstrating a greater number of injured persons in motorcycle crashes that involve at least one fatality.) While single-vehicle fatal motorcycle crashes (implying alcohol involvement) are over-represented, there is exactly the same number of two-vehicle crashes. In this case the dichotomy is almost perfect.

Figure 10. Event Location (Motorcycle Fatal Crashes vs. All Motorcycle Crashes)

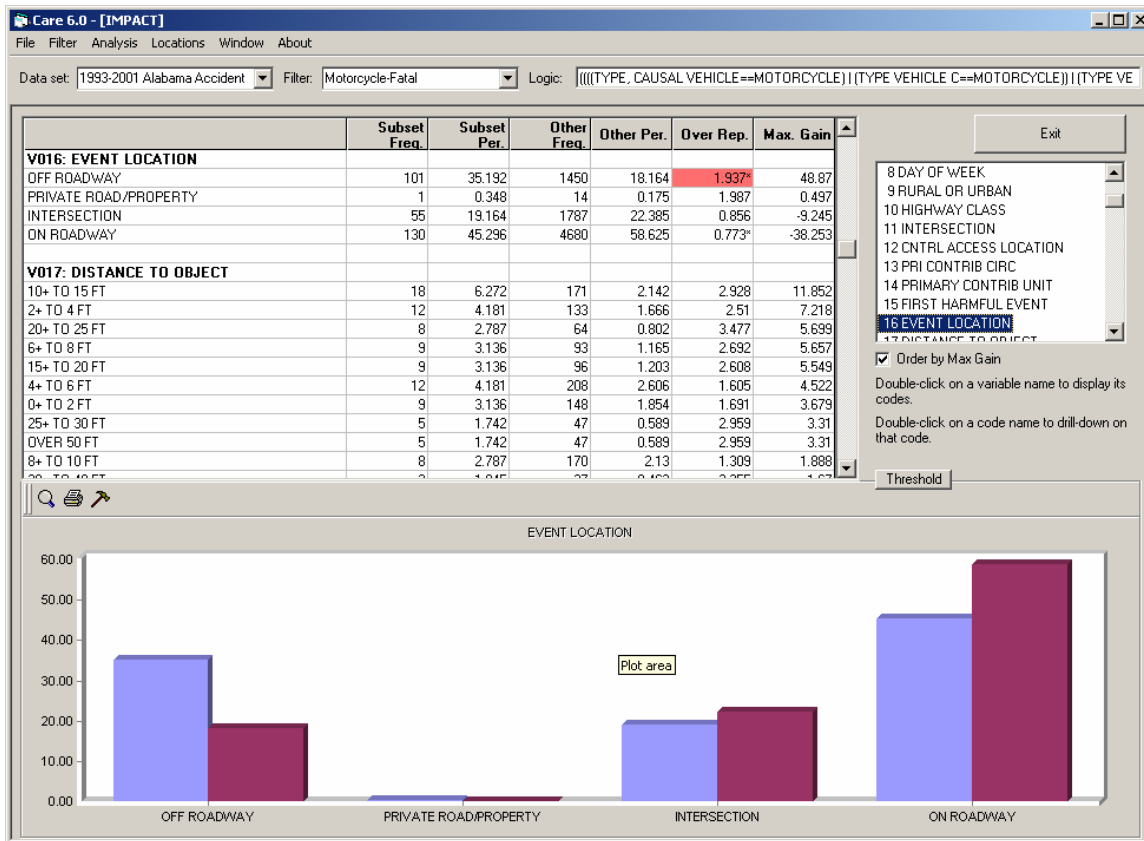
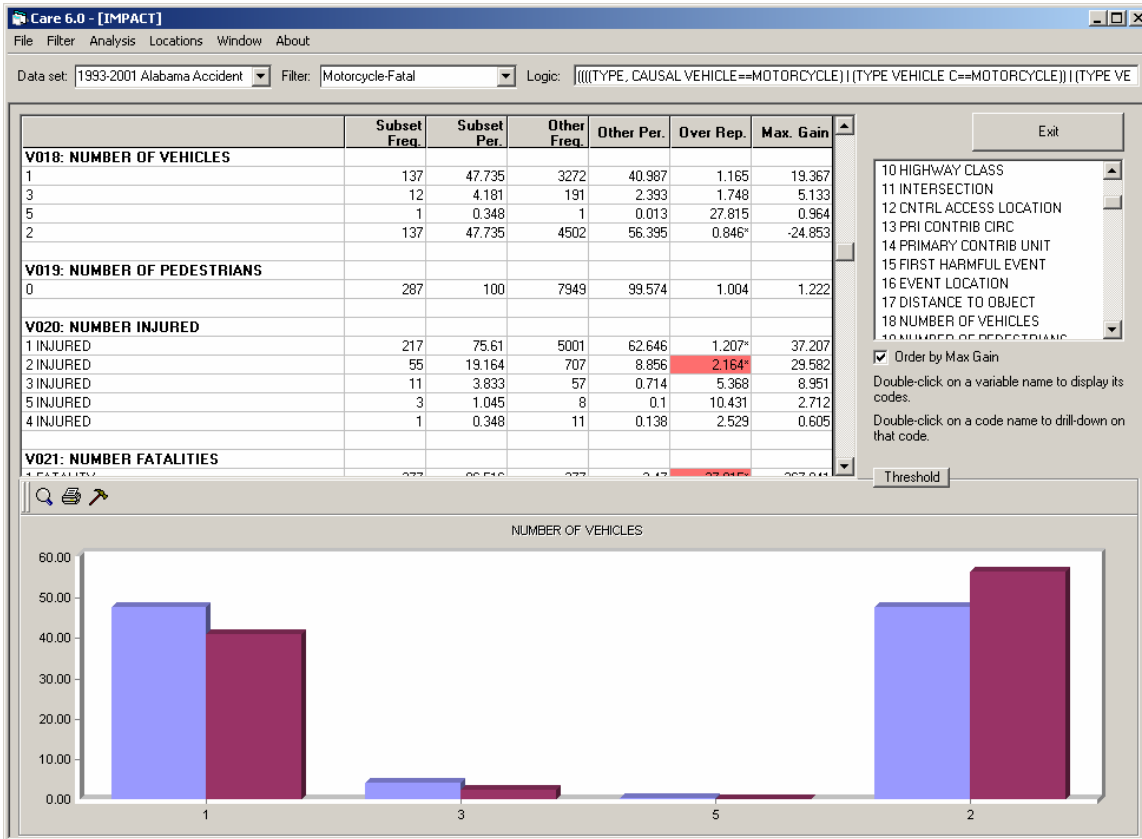


Table 2. Fatal Motorcycle Crash Alcohol Involvement by Location

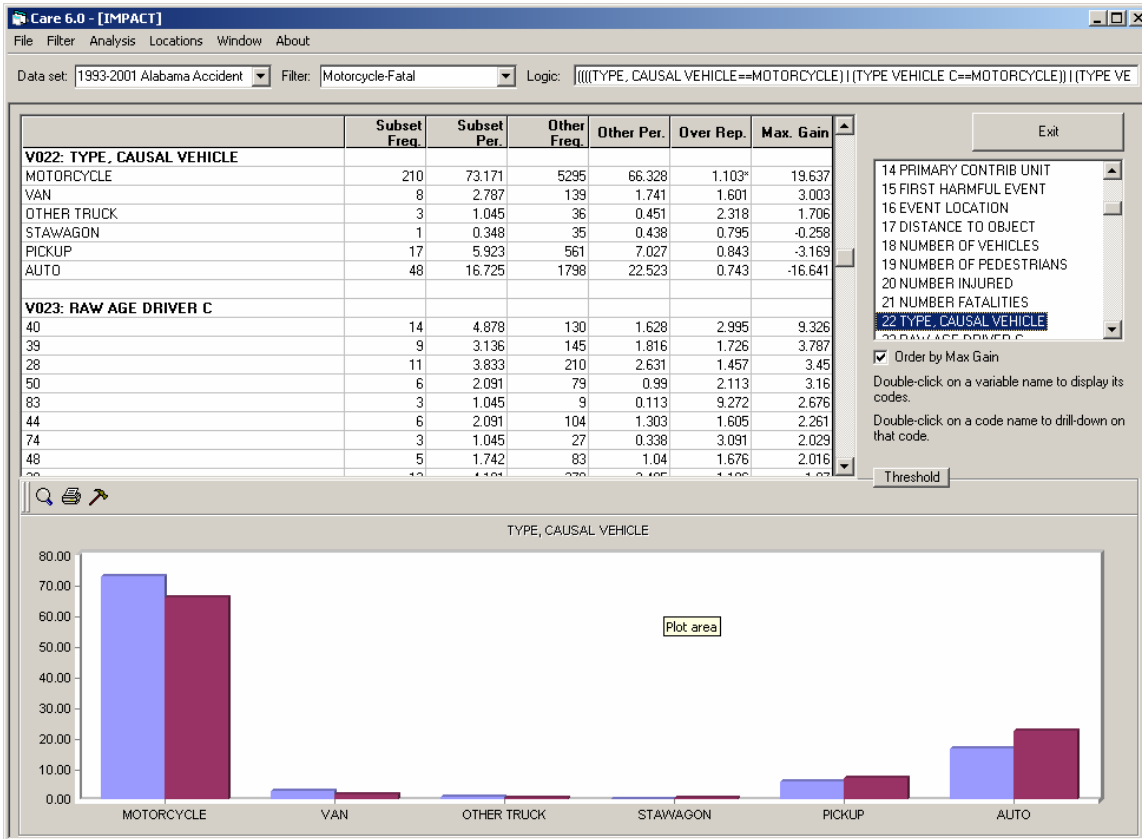
	ON ROAD- WAY	OFF ROADWAY	INTERSECTION	TOTAL
SOBER	54	30	32	116
SOBER	41.86%	30%	58.18%	40.70%
ALCOHOL ONLY	26	23	10	59
ALCOHOL ONLY	20.16%	23%	18.18%	20.70%
DRUGS ONLY	2	4	0	6
DRUGS ONLY	1.55%	4%	0%	2.11%
BOTH ALC/DRUGS	1	2	0	3
BOTH ALC/DRUGS	0.78%	2%	0%	1.05%
UNKNOWN	46	41	13	101
UNKNOWN	35.66%	41%	23.64%	35.44%
TOTAL	129	100	55	285
TOTAL	45.26%	35.09%	19.30%	100.00%

Figure 11. Number of vehicles (Motorcycle Fatal Crashes vs. All Motorcycle Crashes)



Causal Vehicle Type (V022). Who caused the crash? Recall that our subsets are fatal crashes involving motorcycles, which we are comparing to all crashes involving motorcycles. Thus, there is no inference in either subset that the motorcycle driver caused the crash. Figure 12 indicates that a little over 73% of the fatal crashes were caused by the motorcycle driver as opposed to over 66% for all motorcycle crashes, clearly a significant difference. This comparison, however, is unfair in that it includes all of the motorcycle single-vehicle crashes. It is obvious in the single-vehicle case that the motorcycle driver would be causal. On the other hand, in multiple-vehicle motorcycle crashes we expect the motorcycle driver to be at fault 50% of the time. Further analysis shows that in fatal *two-vehicle* motorcycle crashes, the motorcycle was the causal vehicle almost exactly 50% of the time (no significant difference from 50%), and so the non-motorcycle was at fault as expected. A further analysis of *all* motorcycle crashes showed the motorcycle to be at fault in two-vehicle crashes only about 45% of the time, which tends to confirm the finding of Figure 12 which shows motorcycle causation more pronounced in fatal crashes. The conclusion is that in urban areas (where most multiple vehicle motorcycle crashes occur) non-motorcycle drivers need as much training to prevent motorcycle crashes and fatalities as do the motorcycle drivers.

Figure 12. Causal Vehicle (Motorcycle Fatal Crashes vs. All Motorcycle Crashes)



Causal Driver Age (V023-V024). The above results notwithstanding, because of the presence of single-vehicle motorcycle crashes, the causal age distribution will be heavily skewed toward the motorcycle driver. The actual age (called “raw age”) distribution comparison is given in Figure 13. A review of this helps to put the groupings given in Figure 14 into better perspective. Of particular note:

- Ages 39 and 40 are considerably over-represented; we would suspect that some might be acquiring a motorcycle in response to a mid-life crisis and would have difficulty formulating countermeasures to this.
- Age 15 has is comparable to age 16 in motorcycle crashes in general, but dramatically under-represented in fatal crashes. This is typical of novices being careful until they *think* that they are experts, after which they tend to begin taking more risks.
- Over-representations in general seem to start in the 20-30 age group.
- There are some problems in the ages below legal driving, 12-14.
- Older drivers don’t need to be on motorcycles.

Grouping the data, as is done in Figure 14 demonstrates that the highest potential age groups (allowing for unequal grouping) are: 35-44, 20-21, 45-54, 75 and older, and 65-74. These age groups require dramatically different approaches.

Figure 13. Actual Age of Causal Driver (Motorcycle Fatal vs. All Motorcycle Crashes)

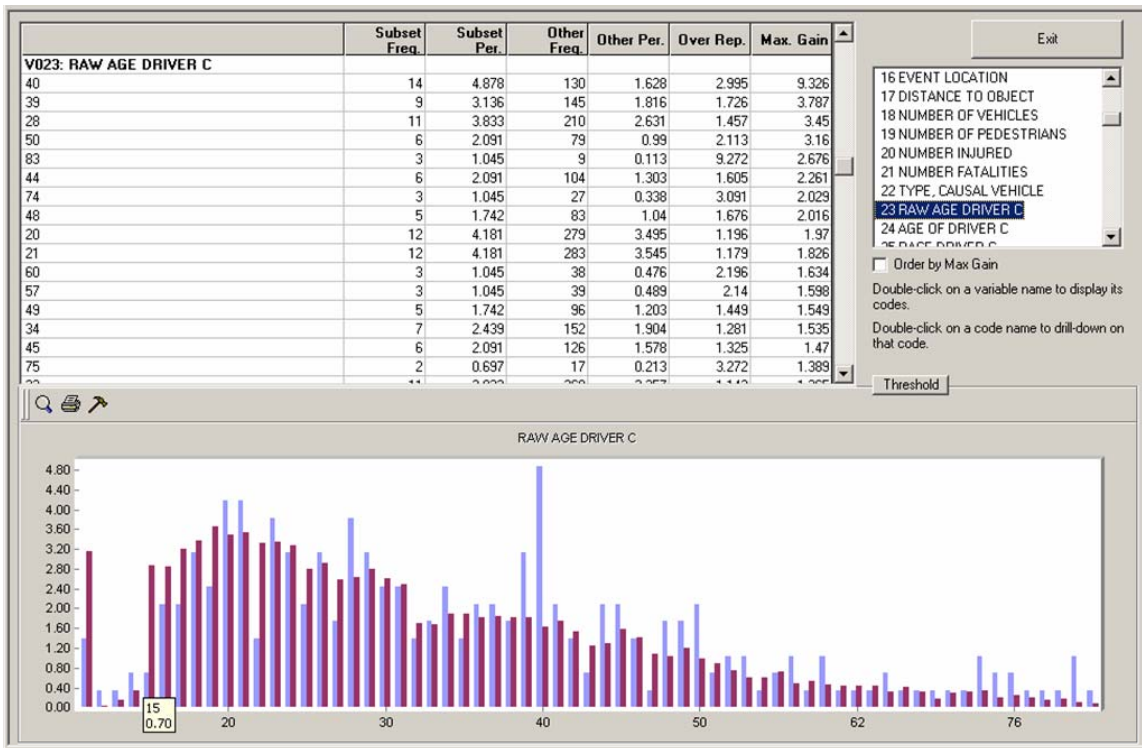
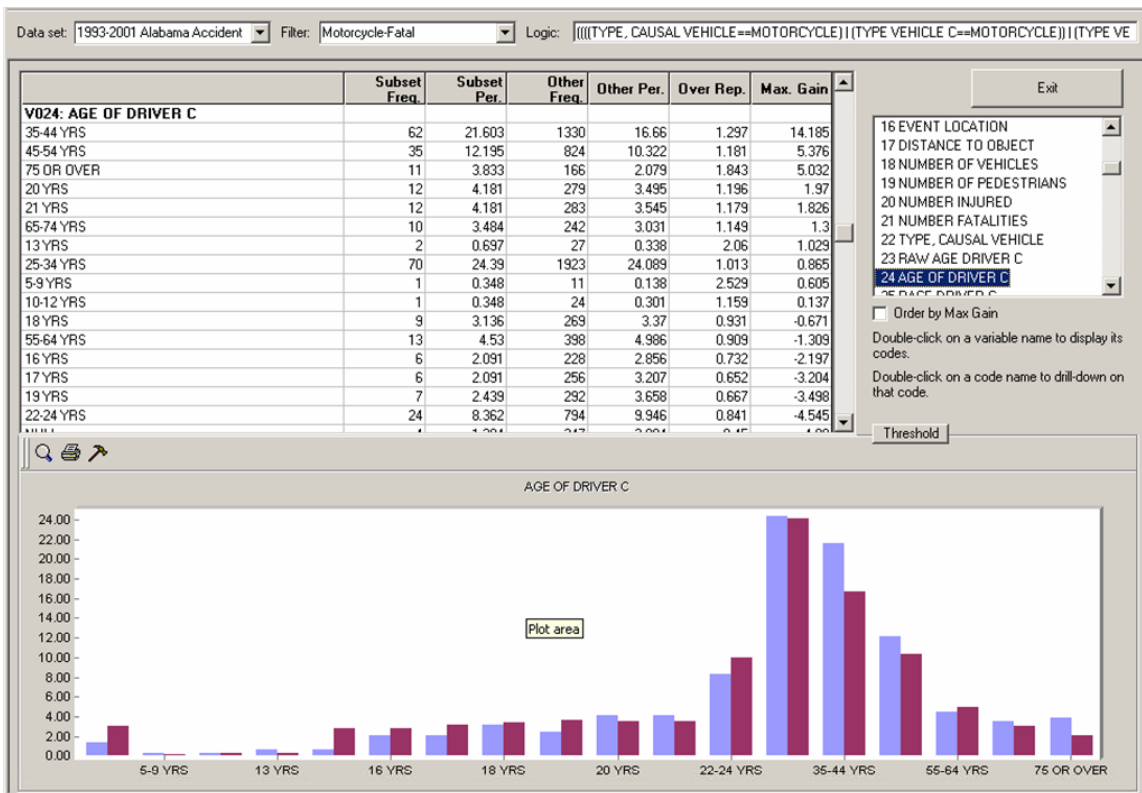
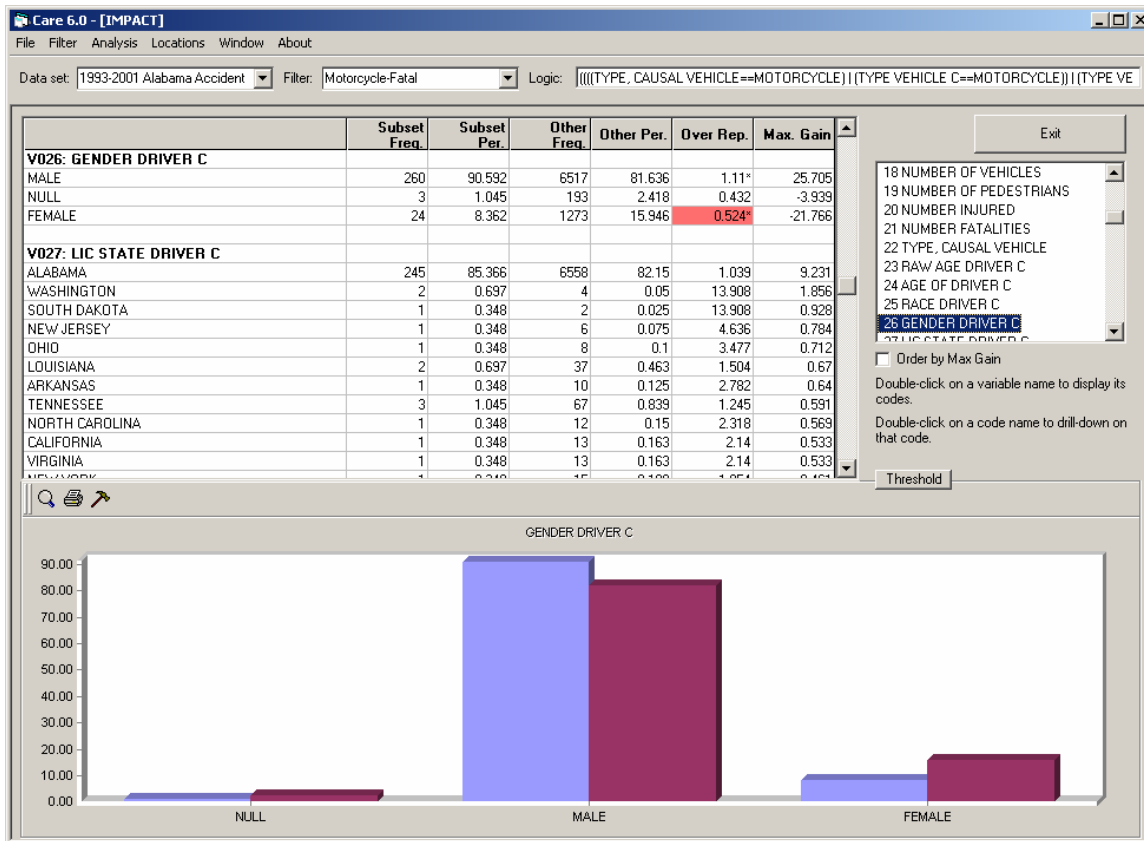


Figure 14. Grouped Age of Causal Driver (Motorcycle Fatal vs. All Motorcycle)



Causal Driver Gender (V026). Clearly motorcycle fatalities are a “male problem.” The IMPACT output in Figure 15 does not show the entire picture, since some of the causal vehicles are not motorcycles. A cross-tabulation of causal driver by gender showed that only two females were causal *motorcycle* drivers in fatal motorcycle crashes. Of the 24 listed in Figure 15, 22 of them were autos or pickups (including SUVs). Thus, 99.05% of the causal motorcycle drivers were male. To target other than the male driver would misallocate resources.

Figure 15. Gender of Causal Driver (Motorcycle Fatal Crashes vs. All Motorcycle Crashes)



Causal Driver License Status (V029). The results here, shown in figure 16 further emphasize the dichotomy in crash causes. The suspended, revoked and expired are highly correlated with alcohol problems and they are all over-represented. However, at the same time, the overwhelmingly larger number of cases have current licenses.

Officer’s Opinion of Causal Driver Sobriety (V033). A large amount of correlative evidence was provided above to indicate alcohol over-involvement in fatal motorcycle crashes. This variable tends to confirm these findings. The findings given in Figure 17 are quite convincing, showing an as many as 60% could have been drinking or using drugs, and that at least 23% were confirmed as definitely under the influence. Over this same time period, this was about the same for fatal crashes in general.

Figure 16. License Status of Causal Driver

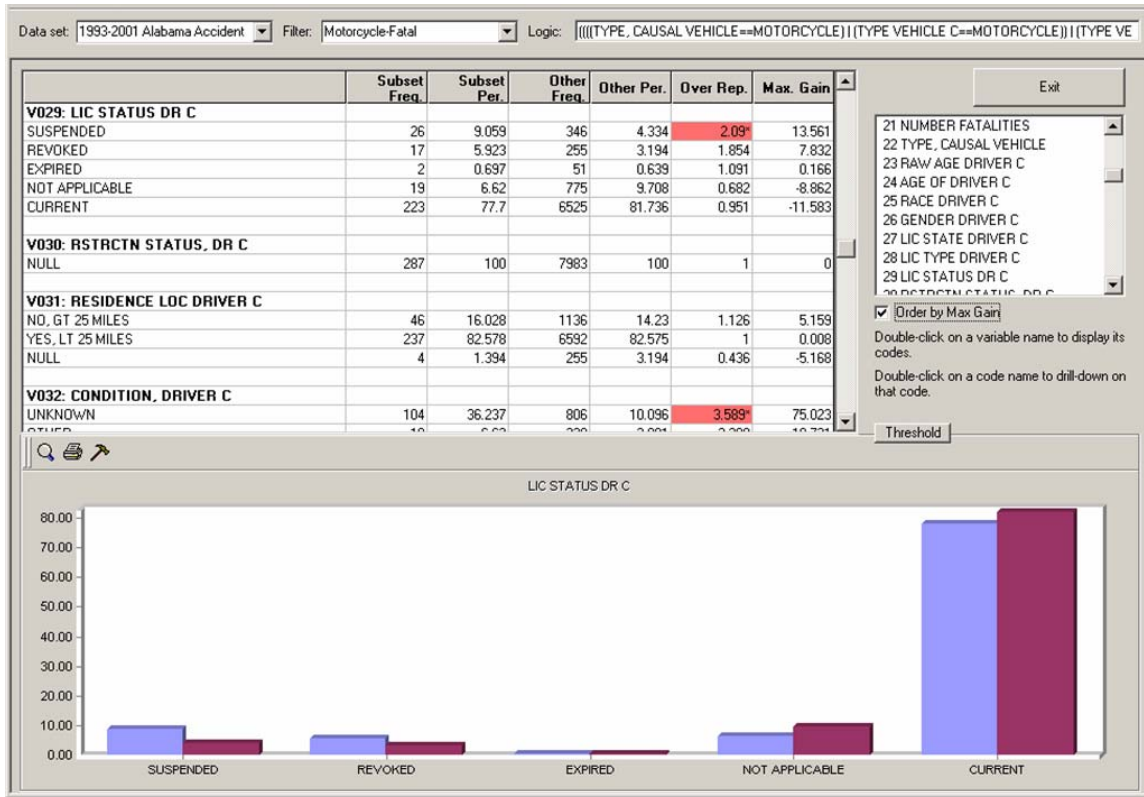
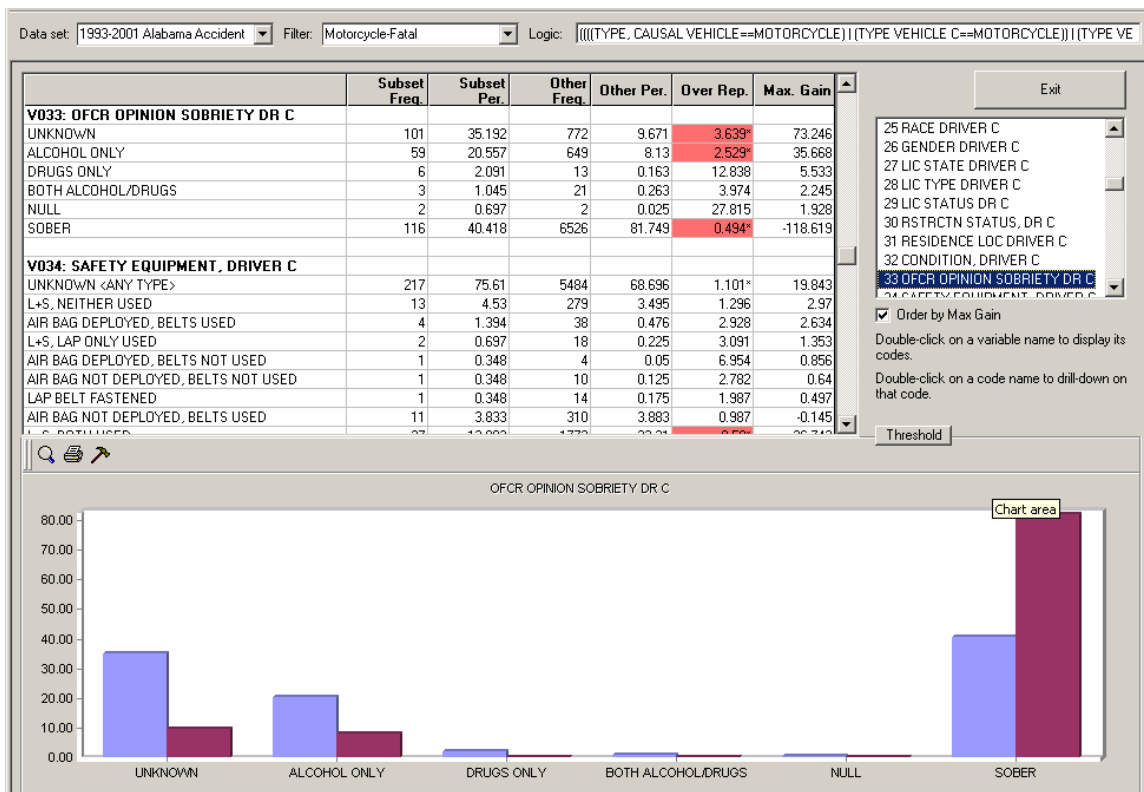
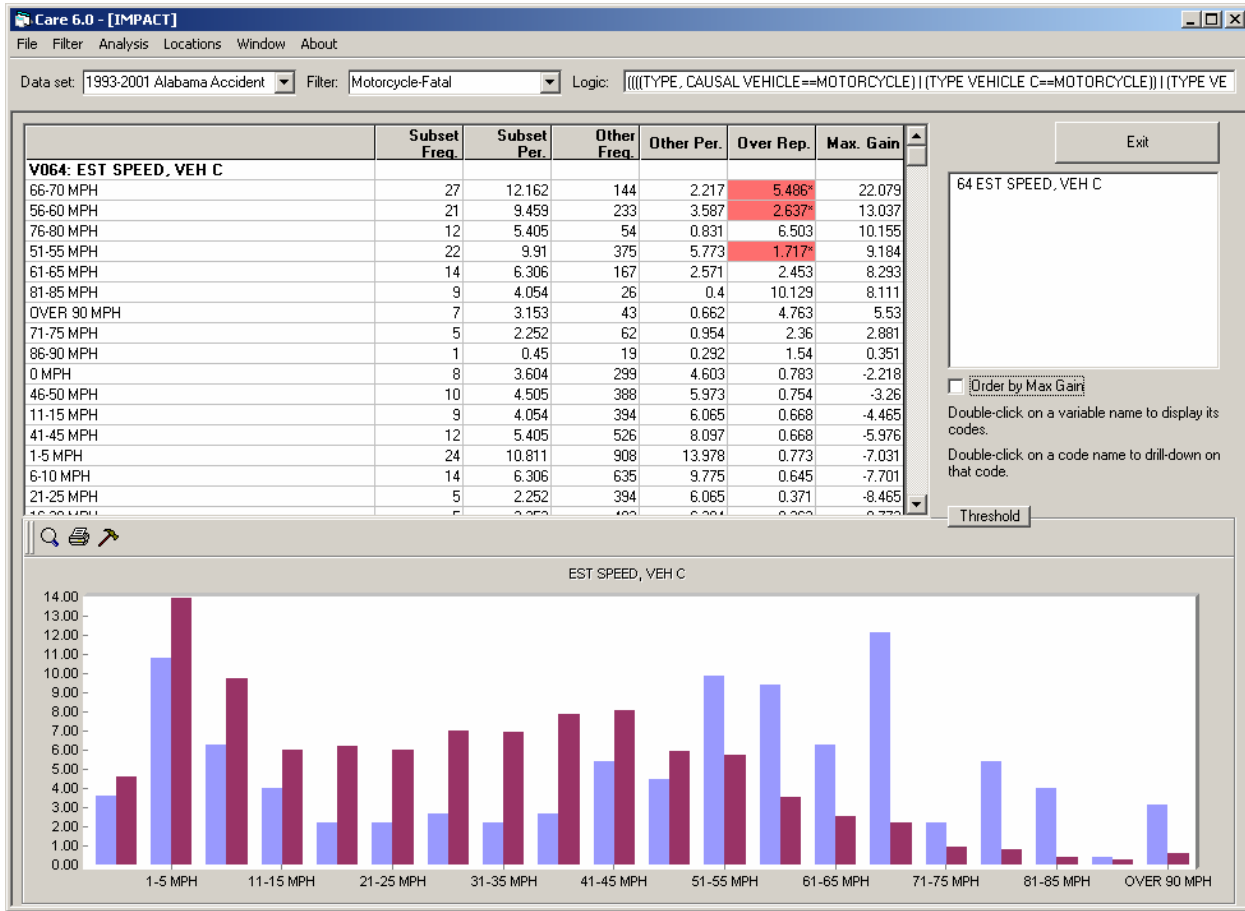


Figure 17. Sobriety of Causal Driver – Officer’s Opinion



Estimated Speed of Causal Driver (V064). We found speed to be a major causal contributing circumstance. Figure 18 gets into more detail as to just what the speed prior to impact might have been. To impact at any speed with a motorcycle can be lethal. Those that are given as over-represented in Figure 18 are often fatal in any type of motor vehicle. The graph below the tabular output demonstrates the over-representation in all of the speeds over 50 MPH, and the under-representation of all of those up to 50 MPH.

Figure 18. Estimated Speed of Causal Driver



Roadway Curvature (V077). With speed and alcohol playing a major role, we would expect curves to be over-represented, as is shown in Figure 18. Down-graded curves are particularly over-represented in fatal motorcycle crashes when compared with all motorcycle crashes.

Traffic Control Type; Number of Lanes (V079; V082). Further confirming these results are those given in Figure 19, which show the major over-represented traffic control to be “no-passing zone.” This is typical of speed on county two-lane roadways. That county roads were over-represented was presented under Roadway Classification above. Figure 20 illustrates that over 70% of the fatal motorcycle crashes occur on two-lane roadways.

Ambulance Delay Time (V244). One of the primary problems in single-vehicle, rural, late-night crashes of any type is the ambulance delay. In some cases the vehicle is not found until the next morning, a factor that would be particularly problematic with motorcycles. Figure 21 illustrates that the 11-20 minute response, which would not seem to be too bad is over-represented. The 1-10 minute response is under-represented, but it accounts for almost half of the crashes. Here again, this would be the urban half that would occur during afternoon rush hours and typically would not involve alcohol. There is a significant number, 57 (about 27%), that had a delay time of over 20 minutes.

Figure 18. Roadway Curvature

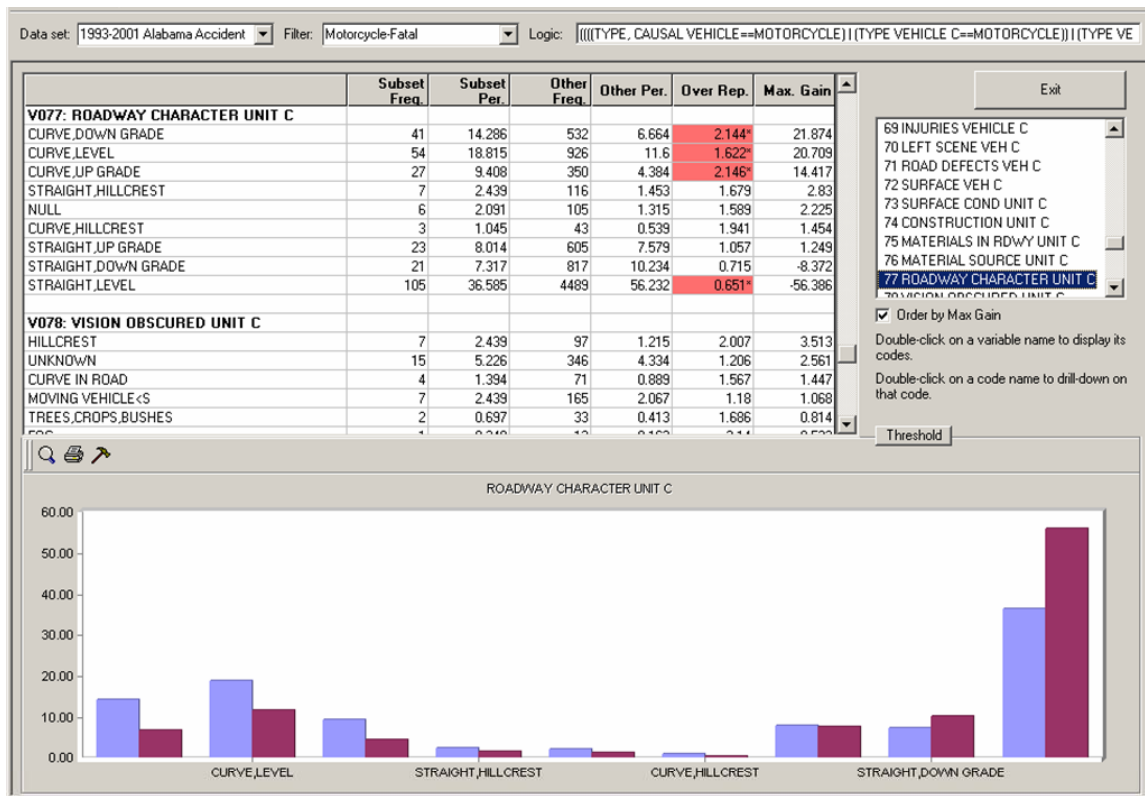


Figure 19. Traffic Control Type

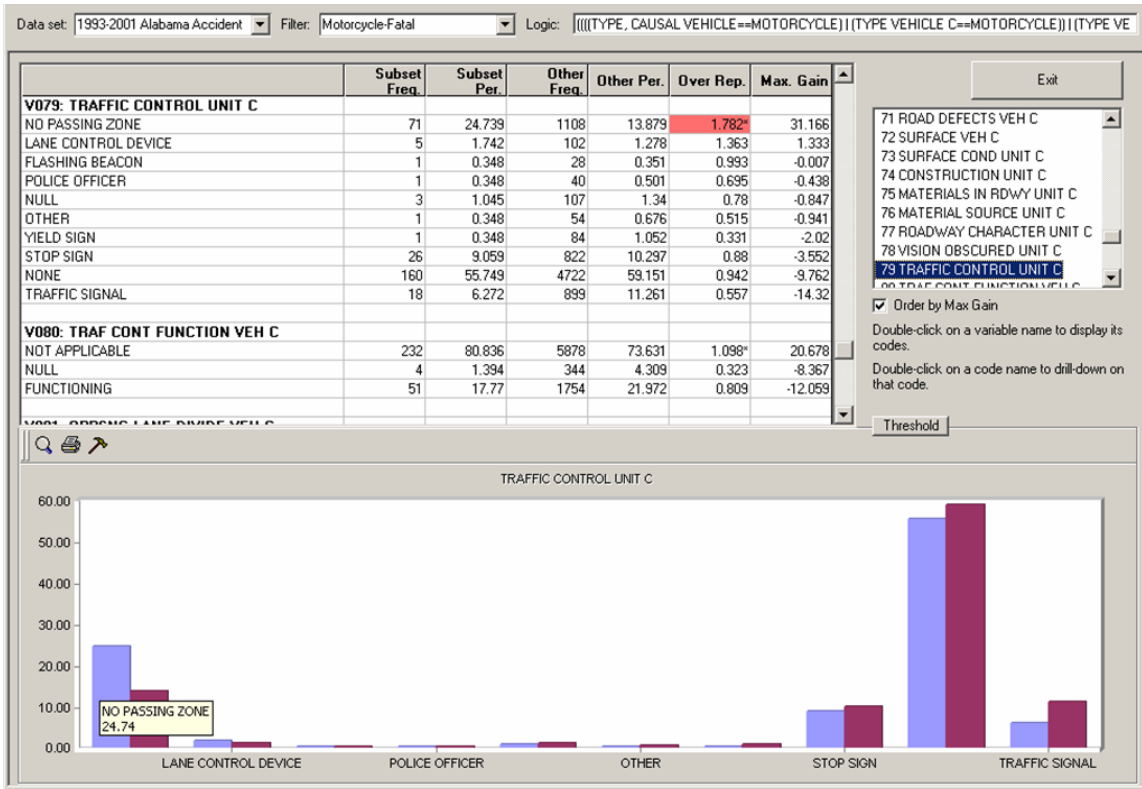


Figure 20. Number of Lanes

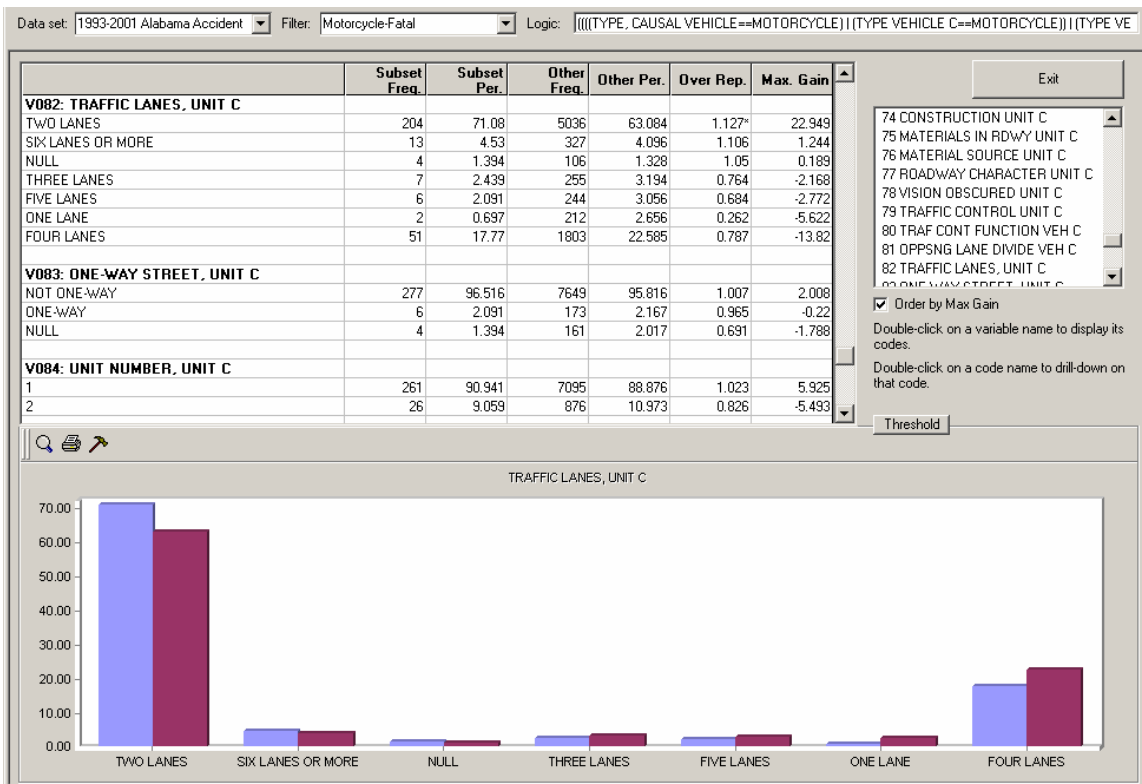
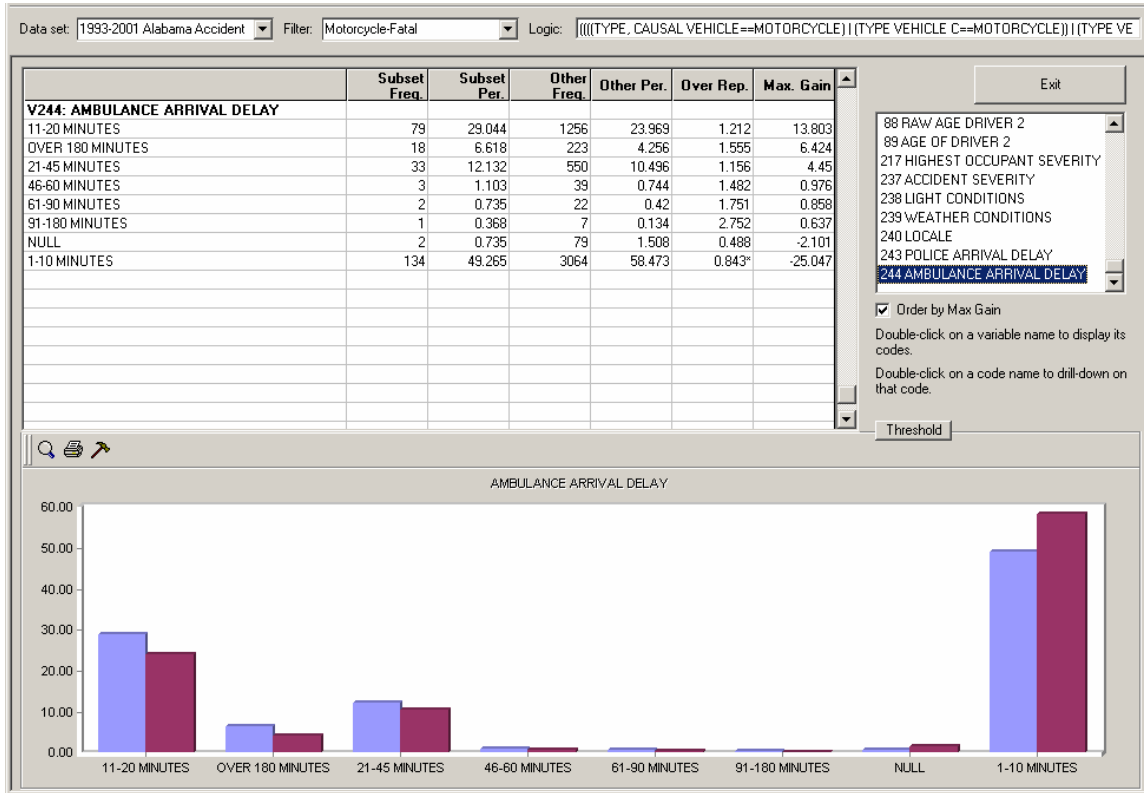


Figure 21. Ambulance Delay Time



IMPACT RANKING OF CITIES AND COUNTIES

V001: COUNTY

BALDWIN	53	4.593	3816	2.732	1.681*	21.469
DALE	17	1.473	870	0.623	2.365	9.811
MADISON	90	7.799	9791	7.011	1.112	9.098
HOUSTON	38	3.293	3636	2.603	1.265	7.956
ELMORE	20	1.733	1595	1.142	1.518	6.821
COFFEE	15	1.3	1045	0.748	1.737	6.365
JACKSON	14	1.213	947	0.678	1.789	6.175
SHELBY	44	3.813	4598	3.292	1.158	6.007
TALLADEGA	24	2.08	2200	1.575	1.32	5.822
WALKER	23	1.993	2128	1.524	1.308	5.416
MONROE	9	0.78	454	0.325	2.399	5.249
CLEBURNE	8	0.693	416	0.298	2.327	4.563
WASHINGTON	6	0.52	176	0.126	4.126	4.546
RUSSELL	21	1.82	1994	1.428	1.275	4.524
COLBERT	18	1.56	1685	1.207	1.293	4.077
CULLMAN	24	2.08	2448	1.753	1.186	3.772
LAWRENCE	9	0.78	639	0.458	1.705	3.72
GENEVA	6	0.52	339	0.243	2.142	3.199
CLAY	5	0.433	218	0.156	2.776	3.199
CALHOUN	29	2.513	3164	2.266	1.109	2.856
CHEROKEE	7	0.607	534	0.382	1.586	2.588
PIKE	10	0.867	928	0.664	1.304	2.332
WINSTON	5	0.433	359	0.257	1.686	2.034
COOSA	4	0.347	242	0.173	2	2
LAMAR	3	0.26	177	0.127	2.051	1.537
HENRY	4	0.347	302	0.216	1.603	1.505
SUMTER	4	0.347	311	0.223	1.557	1.43
FRANKLIN	6	0.52	589	0.422	1.233	1.133
BULLOCK	2	0.173	153	0.11	1.582	0.736
LIMESTONE	16	1.386	1851	1.325	1.046	0.705
PICKENS	3	0.26	307	0.22	1.183	0.463
WILCOX	2	0.173	219	0.157	1.105	0.19
MARSHALL	22	1.906	2643	1.892	1.007	0.161
LAUDERDALE	19	1.646	2294	1.643	1.002	0.045
COVINGTON	6	0.52	724	0.518	1.003	0.018
BLOUNT	8	0.693	971	0.695	0.997	-0.023
MARENGO	3	0.26	376	0.269	0.966	-0.107
RANDOLPH	3	0.26	390	0.279	0.931	-0.223
HALE	2	0.173	289	0.207	0.838	-0.388
AUTAUGA	10	0.867	1260	0.902	0.96	-0.411
CHAMBERS	6	0.52	783	0.561	0.927	-0.47
MARION	4	0.347	575	0.412	0.842	-0.751
CRENSHAW	1	0.087	271	0.194	0.447	-1.239
ESCAMBIA	6	0.52	880	0.63	0.825	-1.271
FAYETTE	1	0.087	281	0.201	0.431	-1.322
LOWNDES	1	0.087	310	0.222	0.39	-1.562
TALLAPOOSA	6	0.52	921	0.659	0.788	-1.61
TUSCALOOSA	57	4.939	7094	5.079	0.972	-1.617
GREENE	1	0.087	321	0.23	0.377	-1.652

MOBILE	115	9.965	14141	10.125	0.984	-1.846
MACON	4	0.347	711	0.509	0.681	-1.875
BARBOUR	3	0.26	627	0.449	0.579	-2.181
CONECUH	1	0.087	392	0.281	0.309	-2.239
DEKALB	11	0.953	1619	1.159	0.822	-2.378
CHILTON	6	0.52	1027	0.735	0.707	-2.486
CLARKE	1	0.087	499	0.357	0.243	-3.123
BUTLER	2	0.173	673	0.482	0.36	-3.561
DALLAS	7	0.607	1383	0.99	0.613	-4.428
SAINT CLAIR	9	0.78	1704	1.22	0.639	-5.08
MORGAN	24	2.08	3556	2.546	0.817	-5.383
LEE	27	2.34	3959	2.835	0.825	-5.713
ETOWAH	19	1.646	3060	2.191	0.751	-6.285
JEFFERSON	182	15.771	26667	19.094	0.826*	-38.347
MONTGOMERY	48	4.159	10561	7.562	0.55*	-39.265

	Subset Freq.	Subset Per.	Other Freq.	Other Per.	Over Rep.	Max. Gain
V002: CITY						
BALDWI RUR	19	1.646	1189	0.851	1.934	9.175
MADISO RUR	22	1.906	1600	1.146	1.664*	8.779
CALHOU RUR	19	1.646	1237	0.886	1.859	8.779
MOBILE RUR	37	3.206	3431	2.457	1.305	8.65
HOUSTO RUR	12	1.04	426	0.305	3.409	8.48
JACKSO RUR	12	1.04	467	0.334	3.11	8.141
TUSCAL RUR	22	1.906	1755	1.257	1.517	7.499
LAUDER RUR	13	1.127	807	0.578	1.95	6.332
DALE RUR	8	0.693	259	0.185	3.738	5.86
PELHAM	14	1.213	1026	0.735	1.651	5.522
SHELBY RUR	18	1.56	1527	1.093	1.427	5.383
CLEBUR RUR	8	0.693	367	0.263	2.638	4.968
WASHIN RUR	6	0.52	147	0.105	4.94	4.785
MILLBROOK	7	0.607	291	0.208	2.911	4.595
ENTERPRISE	10	0.867	693	0.496	1.746	4.274
PHENIX CITY	16	1.386	1428	1.022	1.356	4.201
TALLADEGA RUR	12	1.04	944	0.676	1.538	4.2
PRICHARD	10	0.867	733	0.525	1.651	3.943
LAWREN RUR	8	0.693	499	0.357	1.94	3.877
CULLMA RUR	14	1.213	1245	0.891	1.361	3.713
MONROE RUR	6	0.52	278	0.199	2.612	3.703
ORANGE BEACH	5	0.433	159	0.114	3.806	3.686
WALKER RUR	11	0.953	909	0.651	1.465	3.489
COLBER RUR	7	0.607	431	0.309	1.966	3.439
IRONDALE	5	0.433	212	0.152	2.854	3.248
PIKE RUR	6	0.52	341	0.244	2.129	3.182
DEKALB RUR	8	0.693	606	0.434	1.598	2.993
CLAY RUR	4	0.347	141	0.101	3.433	2.835
ELMORE RUR	9	0.78	768	0.55	1.418	2.654
GULF SHORES	6	0.52	414	0.296	1.754	2.579
COFFEE RUR	5	0.433	299	0.214	2.024	2.529
SUMTER RUR	4	0.347	191	0.137	2.535	2.422
WINSTO RUR	4	0.347	199	0.142	2.433	2.356

MOODY	4	0.347	215	0.154	2.252	2.223
GENEVA RUR	4	0.347	219	0.157	2.21	2.19
CHEROK RUR	5	0.433	343	0.246	1.764	2.166
DALEVILLE	3	0.26	106	0.076	3.425	2.124
SARALAND	6	0.52	481	0.344	1.51	2.026
COOSA RUR	4	0.347	239	0.171	2.025	2.025
EXCEL	2	0.173	7	0.005	34.578	1.942
DODGE CITY	2	0.173	10	0.007	24.205	1.917
ETOWAH RUR	7	0.607	620	0.444	1.366	1.877
GUNTERSVILLE	6	0.52	505	0.362	1.438	1.827
SYLACAUGA	5	0.433	392	0.281	1.544	1.761
TALLAP RUR	4	0.347	273	0.195	1.773	1.744
OZARK	5	0.433	403	0.289	1.502	1.67
JASPER	9	0.78	906	0.649	1.202	1.514
MORGAN RUR	10	0.867	1029	0.737	1.176	1.497
SUMMERDALE	2	0.173	61	0.044	3.968	1.496
MARSHA RUR	7	0.607	672	0.481	1.261	1.447
FOLEY	6	0.52	552	0.395	1.315	1.439
GARDENDALE	4	0.347	311	0.223	1.557	1.43
PRICEVILLE	2	0.173	71	0.051	3.409	1.413
HENRY RUR	3	0.26	195	0.14	1.862	1.389
ANDALUSIA	4	0.347	320	0.229	1.513	1.356
LIMEST RUR	9	0.78	928	0.664	1.174	1.332
SPANISH FORT	2	0.173	91	0.065	2.66	1.248
SOUTHSIDE	2	0.173	92	0.066	2.631	1.24
SHEFFIELD	4	0.347	347	0.248	1.395	1.133
RANDOLPH RUR	3	0.26	239	0.171	1.519	1.025
LEE RUR	9	0.78	967	0.692	1.126	1.01
WETUMPKA	4	0.347	364	0.261	1.33	0.992
CAROLINA	1	0.087	4	0.003	30.256	0.967
ROBERTSDALE	2	0.173	126	0.09	1.921	0.959
WALDO	1	0.087	5	0.004	24.205	0.959
PICKENSVILLE	1	0.087	6	0.004	20.17	0.95
SULLIGENT	1	0.087	6	0.004	20.17	0.95
MARENG RUR	3	0.26	249	0.178	1.458	0.943
GRIMES	1	0.087	11	0.008	11.002	0.909
POWELL	1	0.087	13	0.009	9.309	0.893
PHIL CAMPBELL	1	0.087	14	0.01	8.644	0.884
HARTFORD	1	0.087	15	0.011	8.068	0.876
TOWN CREEK	1	0.087	16	0.011	7.564	0.868
FRANKL RUR	3	0.26	259	0.185	1.402	0.86
LEEDS	3	0.26	262	0.188	1.386	0.835
CHEROKEE	1	0.087	22	0.016	5.501	0.818
BULLOC RUR	2	0.173	144	0.103	1.681	0.81
GEORGIANA	1	0.087	25	0.018	4.841	0.793
TALLADEGA	5	0.433	510	0.365	1.186	0.786
BLOUNTSVILLE	1	0.087	30	0.021	4.034	0.752
CORDOVA	1	0.087	31	0.022	3.904	0.744
LEESBURG	1	0.087	33	0.024	3.667	0.727
ARDMORE	1	0.087	37	0.026	3.271	0.694
SARDIS CITY	1	0.087	37	0.026	3.271	0.694
VERNON	1	0.087	37	0.026	3.271	0.694

JEMISON	1	0.087	43	0.031	2.814	0.645
ASHLAND	1	0.087	44	0.032	2.751	0.636
MADISON	7	0.607	772	0.553	1.097	0.621
PRATTVILLE	7	0.607	772	0.553	1.097	0.621
FLOMATON	1	0.087	46	0.033	2.631	0.62
REFORM	1	0.087	49	0.035	2.47	0.595
WILCOX RUR	2	0.173	172	0.123	1.407	0.579
HEADLAND	1	0.087	51	0.037	2.373	0.579
ELBERTA	1	0.087	52	0.037	2.327	0.57
ALABASTER	6	0.52	658	0.471	1.104	0.563
FAIRHOPE	3	0.26	298	0.213	1.218	0.538
HUEYTOWN	4	0.347	420	0.301	1.153	0.53
CARBON HILL	1	0.087	57	0.041	2.123	0.529
COLLINSVILLE	1	0.087	58	0.042	2.087	0.521
ONEONTA	2	0.173	182	0.13	1.33	0.496
SATSUMA	1	0.087	62	0.044	1.952	0.488
VALLEY	2	0.173	184	0.132	1.315	0.48
DAPHNE	5	0.433	550	0.394	1.1	0.455
HANCEVILLE	1	0.087	67	0.048	1.806	0.446
RED BAY	1	0.087	67	0.048	1.806	0.446
GENEVA	1	0.087	70	0.05	1.729	0.422
HALE RUR	2	0.173	194	0.139	1.248	0.397
DOTHAN	26	2.253	3104	2.223	1.014	0.352
GOOD HOPE	1	0.087	81	0.058	1.494	0.331
CHICKASAW	1	0.087	82	0.059	1.476	0.322
RUSSELL RUR	5	0.433	567	0.406	1.067	0.315
BREWTON	2	0.173	204	0.146	1.186	0.314
BAYOU LA BATRE	1	0.087	83	0.059	1.458	0.314
ADAMSVILLE	2	0.173	218	0.156	1.11	0.199
HUNTSVILLE	61	5.286	7362	5.271	1.003	0.168
PIEDMONT	1	0.087	102	0.073	1.186	0.157
HAMILTON	2	0.173	224	0.16	1.081	0.149
WINFIELD	1	0.087	104	0.074	1.164	0.141
CENTRE	1	0.087	105	0.075	1.153	0.132
COLUMBIANA	1	0.087	109	0.078	1.11	0.099
DALLAS RUR	5	0.433	594	0.425	1.019	0.092
TUSKEGEE	2	0.173	236	0.169	1.026	0.05
BAY MINETTE	2	0.173	239	0.171	1.013	0.025
LANETT	1	0.087	123	0.088	0.984	-0.016
PLESNT GROVE- JEFF	1	0.087	125	0.09	0.968	-0.033
LAMAR RUR	1	0.087	129	0.092	0.938	-0.066
CHILDERSBURG	1	0.087	140	0.1	0.864	-0.157
TARRANT CITY	2	0.173	266	0.19	0.91	-0.198
SUMITON	1	0.087	146	0.105	0.829	-0.206
FAYETT RUR	1	0.087	147	0.105	0.823	-0.215
HELENA	1	0.087	147	0.105	0.823	-0.215
TUSCUMBIA	2	0.173	269	0.193	0.9	-0.223
HALEYVILLE	1	0.087	155	0.111	0.781	-0.281
FULTONDALE	1	0.087	163	0.117	0.742	-0.347
ATMORE	1	0.087	166	0.119	0.729	-0.372
MONROEVILLE	1	0.087	167	0.12	0.725	-0.38

CHAMBERS RUR	3	0.26	411	0.294	0.883	-0.396
CRENSH RUR	1	0.087	172	0.123	0.704	-0.421
BLOUNT RUR	5	0.433	667	0.478	0.907	-0.511
EUFULA	3	0.26	427	0.306	0.85	-0.528
COVING RUR	1	0.087	189	0.135	0.64	-0.562
TROY	4	0.347	555	0.397	0.872	-0.586
ATTALLA	1	0.087	194	0.139	0.624	-0.603
BOAZ	3	0.26	441	0.316	0.823	-0.644
MARION RUR	1	0.087	201	0.144	0.602	-0.661
JACKSONVILLE	2	0.173	323	0.231	0.749	-0.669
HARTSELLE	2	0.173	326	0.233	0.742	-0.694
CLARKE RUR	1	0.087	208	0.149	0.582	-0.719
ARAB	1	0.087	213	0.153	0.568	-0.76
RAINBOW CITY	2	0.173	337	0.241	0.718	-0.785
PICKENS RUR	1	0.087	221	0.158	0.548	-0.826
CLANTON	2	0.173	350	0.251	0.692	-0.892
SCOTTSBORO	2	0.173	353	0.253	0.686	-0.917
MUSCLE SHOALS	4	0.347	599	0.429	0.808	-0.949
RUSSELLVILLE	1	0.087	244	0.175	0.496	-1.016
AUTAUG RUR	3	0.26	508	0.364	0.715	-1.198
GREENE RUR	1	0.087	271	0.194	0.447	-1.239
CALERA	1	0.087	277	0.198	0.437	-1.289
CONECU RUR	1	0.087	281	0.201	0.431	-1.322
GREENVILLE	1	0.087	284	0.203	0.426	-1.347
PELL CITY	1	0.087	286	0.205	0.423	-1.363
NORTHPORT	7	0.607	1028	0.736	0.824	-1.494
LOWNDESBORO	1	0.087	303	0.217	0.399	-1.504
ALBERTVILLE	5	0.433	791	0.566	0.765	-1.536
ESCAMB RUR	2	0.173	440	0.315	0.55	-1.636
MACON RUR	2	0.173	449	0.321	0.539	-1.71
CULLMAN	6	0.52	938	0.672	0.774	-1.751
ATHENS	5	0.433	822	0.589	0.736	-1.792
MONTGO RUR	7	0.607	1080	0.773	0.784	-1.924
TRUSSVILLE	3	0.26	612	0.438	0.593	-2.057
OPELIKA	7	0.607	1104	0.79	0.767	-2.122
CHILTO RUR	3	0.26	623	0.446	0.583	-2.148
FAIRFIELD	1	0.087	393	0.281	0.308	-2.247
ALEX CITY	2	0.173	519	0.372	0.466	-2.288
BESSEMER	11	0.953	1654	1.184	0.805	-2.667
JEFF RUR	28	2.426	3857	2.762	0.879	-3.87
ST. CLAIR RUR	4	0.347	953	0.682	0.508	-3.875
MOUNTAIN BROOK	1	0.087	631	0.452	0.192	-4.214
SELMA	2	0.173	786	0.563	0.308	-4.495
AUBURN	11	0.953	1886	1.35	0.706	-4.584
FORT PAYNE	1	0.087	681	0.488	0.178	-4.627
VESTAVIA HILLS	3	0.26	925	0.662	0.393	-4.643
ANNISTON	7	0.607	1467	1.05	0.577	-5.122
FLORENCE	6	0.52	1404	1.005	0.517	-5.601
BIRMINGHAM	98	8.492	12616	9.033	0.94	-6.245
DECATUR	11	0.953	2125	1.522	0.626	-6.559
TUSCALOOSA	28	2.426	4300	3.079	0.788	-7.531
GADSDEN	6	0.52	1659	1.188	0.438	-7.708

HOMEWOOD	6	0.52	1746	1.25	0.416	-8.427
HOOVER	12	1.04	2872	2.056	0.506	-11.731
MOBILE	59	5.113	9197	6.585	0.776	-16.994
MONTGOMERY	41	3.553	9480	6.788	0.523*	-37.333

Appendix B – Alcohol Crashes

CARE System IMPACT Report

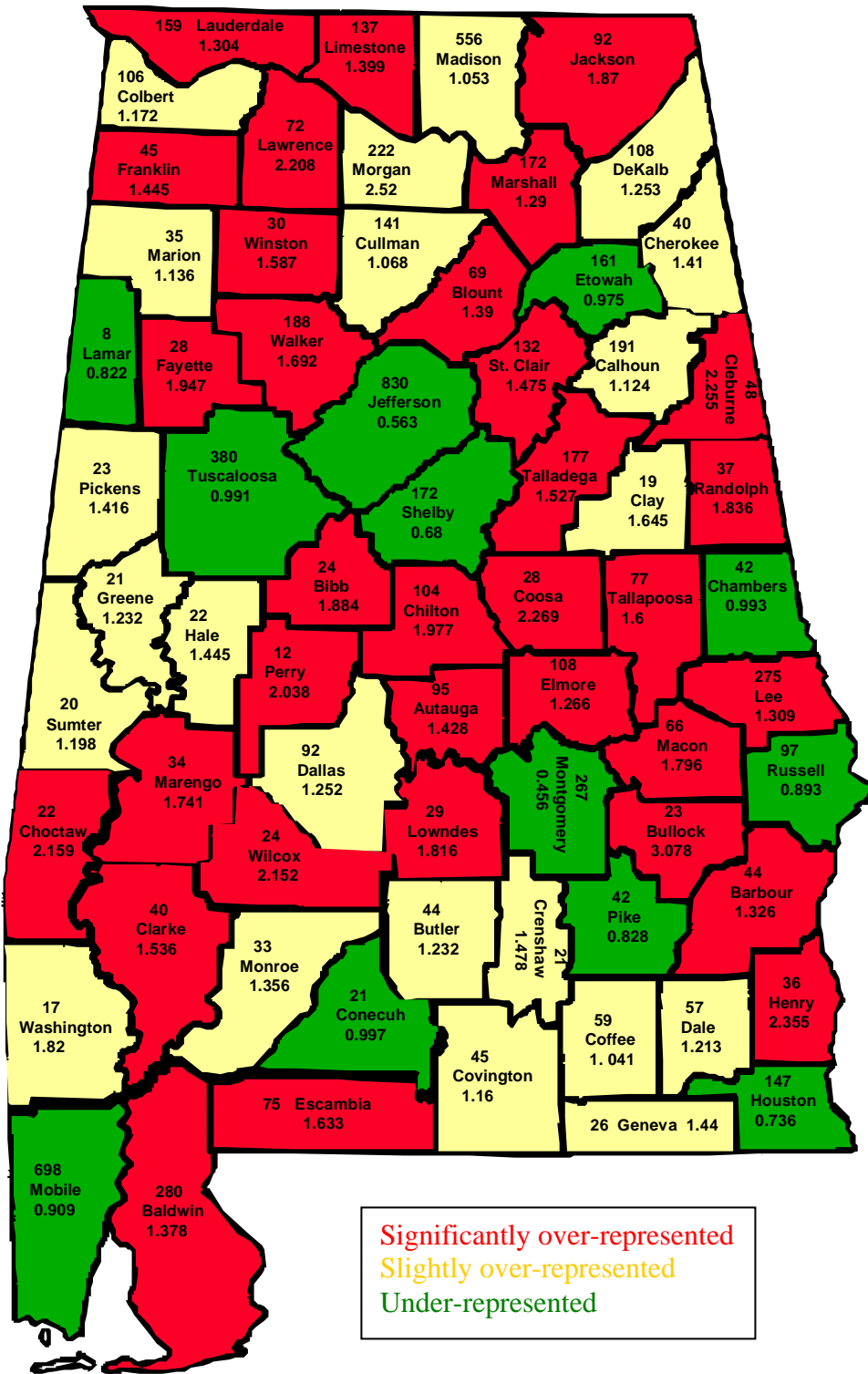
Fiscal 2003 Alabama Accident Data: Alcohol Related vs. NOT (Alcohol Related)

Generated by CARE on 8/19/2004

	Subset Freq.	Subset Per.	Other Freq.	Other Per.	Over Rep.	Max. Gain
V001: COUNTY						
WALKER	188	2.492	1963	1.473	1.692*	76.865
BALDWIN	280	3.711	3589	2.693	1.378*	76.809
LEE	275	3.645	3711	2.785	1.309*	64.902
TALLADEGA	177	2.346	2047	1.536	1.527*	61.109
CHILTON	104	1.378	929	0.697	1.977*	51.405
JACKSON	92	1.219	869	0.652	1.87*	42.802
SAINT CLAIR	132	1.75	1581	1.186	1.475*	42.492
LAWRENCE	72	0.954	576	0.432	2.208*	39.39
LIMESTONE	137	1.816	1730	1.298	1.399*	39.056
LAUDERDALE	159	2.107	2154	1.616	1.304*	37.052
MORGAN	222	2.942	3358	2.52	1.168	31.887
MARSHALL	172	2.28	2493	1.871	1.219*	30.859
MACON	66	0.875	649	0.487	1.796*	29.257
ESCAMBIA	75	0.994	811	0.609	1.633*	29.085
TALLAPOOSA	77	1.021	850	0.638	1.6*	28.877
AUTAUGA	95	1.259	1175	0.882	1.428*	28.478
MADISON	556	7.369	9325	6.997	1.053	28.067
CLEBURNE	48	0.636	376	0.282	2.255*	26.713
ELMORE	108	1.431	1507	1.131	1.266*	22.681
DEKALB	108	1.431	1522	1.142	1.253	21.832
CALHOUN	191	2.531	3002	2.253	1.124	21.042
HENRY	36	0.477	270	0.203	2.355*	20.714
DALLAS	92	1.219	1298	0.974	1.252	18.514
BLOUNT	69	0.915	910	0.683	1.339*	17.481
RANDOLPH	37	0.49	356	0.267	1.836*	16.845
COOSA	28	0.371	218	0.164	2.269*	15.658
COLBERT	106	1.405	1597	1.198	1.172	15.586
BULLOCK	23	0.305	132	0.099	3.078*	15.527
MARENGO	34	0.451	345	0.259	1.741*	14.468
CLARKE	40	0.53	460	0.345	1.536*	13.957
FRANKLIN	45	0.596	550	0.413	1.445*	13.862
FAYETTE	28	0.371	254	0.191	1.947*	13.62
LOWNDES	29	0.384	282	0.212	1.816*	13.035
WILCOX	24	0.318	197	0.148	2.152*	12.847
CHOCTAW	22	0.292	180	0.135	2.159*	11.809
CHEROKEE	40	0.53	501	0.376	1.41	11.636
BIBB	24	0.318	225	0.169	1.884*	11.262
WINSTON	30	0.398	334	0.251	1.587*	11.091
BARBOUR	44	0.583	586	0.44	1.326	10.824
DALE	57	0.755	830	0.623	1.213	10.01
CULLMAN	141	1.869	2331	1.749	1.068	9.031
MONROE	33	0.437	430	0.323	1.356	8.656
BUTLER	44	0.583	631	0.473	1.232	8.276

GENEVA	26	0.345	319	0.239	1.44	7.94
WASHINGTON	17	0.225	165	0.124	1.82	7.659
CLAY	19	0.252	204	0.153	1.645	7.451
CRENSHAW	21	0.278	251	0.188	1.478	6.79
HALE	22	0.292	269	0.202	1.445	6.771
PICKENS	23	0.305	287	0.215	1.416	6.752
COVINGTON	45	0.596	685	0.514	1.16	6.219
PERRY	12	0.159	104	0.078	2.038	6.112
MARION	35	0.464	544	0.408	1.136	4.202
GREENE	21	0.278	301	0.226	1.232	3.959
SUMTER	20	0.265	295	0.221	1.198	3.299
COFFEE	59	0.782	1001	0.751	1.041	2.329
CONECUH	21	0.278	372	0.279	0.997	-0.061
CHAMBERS	42	0.557	747	0.561	0.993	-0.291
LAMAR	8	0.106	172	0.129	0.822	-1.738
TUSCALOOSA	380	5.036	6771	5.081	0.991	-3.339
ETOWAH	161	2.134	2918	2.19	0.975	-4.202
PIKE	42	0.557	896	0.672	0.828	-8.727
RUSSELL	97	1.286	1918	1.439	0.893	-11.587
HOUSTON	147	1.948	3527	2.647	0.736*	-52.68
MOBILE	698	9.251	13558	10.173	0.909*	-69.584
SHELBY	172	2.28	4470	3.354	0.68*	-81.068
MONTGOMERY	267	3.539	10342	7.76	0.456*	-318.51
JEFFERSON	830	11.001	26019	19.524	0.563*	-643.061

**Figure ALC – 6. Alcohol Crashes By County
(Number and Over Representation of Alcohol Crashes)**



YOUTH-ALCOHOL TRAFFIC CRASHES

INTRODUCTION

As part of their youth-alcohol program, the Alabama Department of Economic and Community Affairs requested a special study to focus on the development of Youth-DUI countermeasures. The complete study is found in last year's HSP. We replicated the study with the new data from CY 2002, and there were only a few significant changes to report.

Two analyses were performed for the youth-alcohol subset of crashes in the CARE IMPACT (information mining) analysis. The differences from the previous study and the findings from the CY 2002 data are reported below:

COMPARISON: YOUTH-ALCOHOL AGAINST ALL YOUTH CRASHES

Geographic location (V002). Significantly over-represented cities and county rural areas in order of maximum gain were Talladega rural, Madison rural, Calhoun rural, Mobile rural, Lee rural, and Walker rural. The most under-represented cities (in order of "best" first) were Mobile, Montgomery, and Birmingham.

Occupants in Vehicle (V068). Multiple occupants were still over-represented, but 0 occupants was the most significantly over-represented category.

COMPARISON: YOUTH-ALCOHOL AGAINST ALL ALCOHOL CRASHES

Crash Severity (V237). Unlike before, fatalities and injuries were both under-represented (instead of being slightly over-represented).

Left Scene (V070). The youth-alcohol drivers did not leave the scene of the crash.

Occupants in Vehicle (V068). 0 (zero) occupants was the most significantly over-represented category, while 2, 3, 4, 5, and 6 were also over-represented categories.

Reported Youth-Alcohol Crashes by Severity (CY 2002)

Fatal	21	1.69%
Non-Fatal Injury	418	33.55%
Property Damage Only	807	64.77%
TOTAL	1834	100.00%

Youth Risky Driving Behavior

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University Transportation Center of Alabama

The University of Alabama

for

The Alabama Department of Economic and Community Affairs

Traffic Safety Section

(July 31, 2003)

Introduction

Young people get their driver's licenses at an age at which they are especially concerned with being accepted in their peer group. This concern can make teenagers especially vulnerable to the influence of group norms, whether real or imagined. This research report seeks to examine the development of attitudes and norms of driving behavior within peer groups of teen drivers. The aim is to understand these interpersonal underpinnings of risky driving among young drivers. By understanding what driving behaviors are valued within the peer group, we can begin to target multifaceted interventions that will change the norms against dangerous behavior.

Individuals in the teen and young adult years are often characterized by an illusion of invulnerability that leads to risk taking. In addition, most have been conditioned from youth by adventure movies that almost universally depict risky driving as heroic and rarely show its consequences. We will be primarily concerned with teen drivers in the first five years of licensed driving, typically ages 16 through 20, since this is the age when risk-taking coupled with inexperience have shown to have their greatest effect. Interventions at this point will have the ultimate goal of establishing patterns that will last over their lifetimes. Existing countermeasures targeting teen problems generally focus on educating the young driver about the consequences of driving unsafely. These efforts will work with persons who are risk averse or "risk neutral." However, by definition, these approaches could be counterproductive to those who are risk takers. While this might seem to be only a small percentage of teen drivers, our analysis indicates that close to 75% of crashes that they cause involve some degree of risk acceptance.

Approaches to reducing risky driving behavior

We define *risky driving behavior* as any behavior that tends to deviate from the norm as far as endangering either the driver, others in the vehicle or those who share the roadway. It need not be *intentional* risk taking, and thus, could well be the result of inexperience (e.g., a feeling of invulnerability due to the lack of experiencing a crash or a very scary "close call"). While inexperienced drivers should be compensating for their lack of experience by being particularly careful, we often find quite the opposite in many young drivers as soon as they reach a minimal level of perceived driving competence.

Several countermeasure programs seek to address this aspect of the teen driver, but these take the traditional approach of education and enforcement, with Graduated Drivers Licensing being the most recent attempt to approach this problem. We are not disputing the value of this approach, but again, it is primarily influencing the segment of the youth driving population that are less apt to be risk takers, since risk takers are generally not influenced by such laws unless they are rigidly enforced.

Interventions targeted at inducing social influence among peers tend to be tricky to implement. (Kelly, Swaim, & Wayman, 1996) found that among media campaigns aimed at social influences on teen drug use, an ad encouraging communication between teens and their parents appeared to be effective, but that a campaign targeting peer-to-peer communication was less effective. Young people appear unwilling to

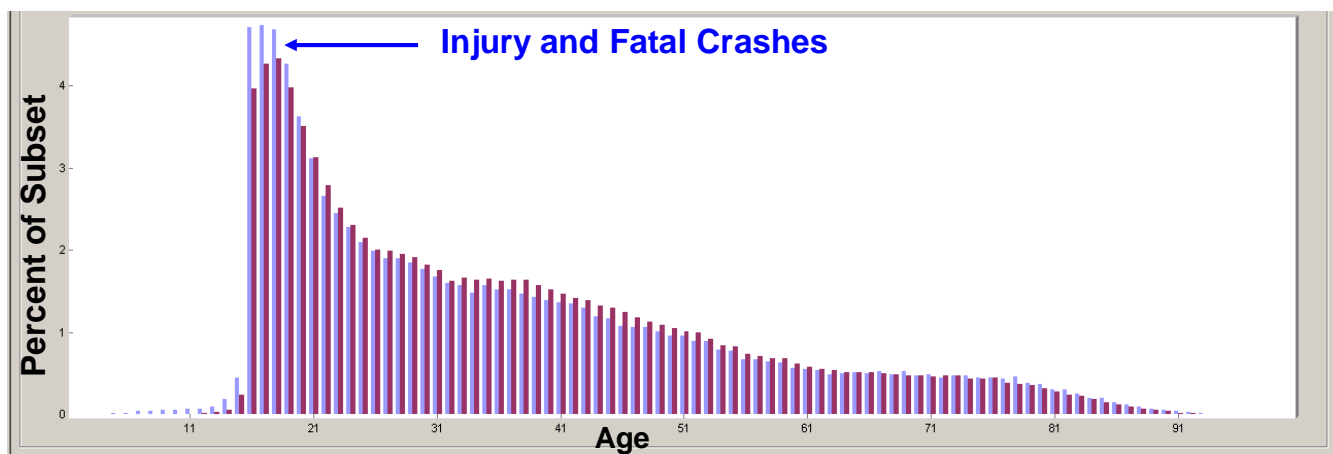
sound “preachy” or to tell their peers what they should or should not do. On the contrary, if they see bad behavior as a way to gain acceptance, they might even encourage it even if they do not engage in it themselves. Any intervention that seeks to encourage peer influence in making better decisions should take into account their perceptions of the messages they are conveying.

To summarize, young people tend to function in groups, and one of their strongest motivators is peer pressure. Within any of these groups there will be some who are more risk averse and others who seek risk, while the vast majority will be distributed between these extremes, somewhat modeled by a normal distribution. It must be recognized that peer pressure can work both ways, and that the reduction of the influence of the risk promoter in the group is just as important as the increase of the influence of the risk averse.

Definitions. We will use the word *youth* to include the ages of 16-20, and the rationale for this target age group is defined below. We define *risky behavior* as any behavior that tends to deviate from the norm as far as endangering either the driver, others in the vehicle, or those who share the roadway. As discussed above, risky behavior and inexperience go hand in hand for this age group, and they are not mutually exclusive. The interaction between inexperience and risky behavior is complex, and a major part of any effective project must be concerned with a study of this interaction. We focus primarily on risky behavior because experience cannot be manufactured or effectively controlled other than through countermeasures that have long been in place. We believe that the research reviewed above has shown that risk-taking behavior can be modified, and therefore it shows the best promise for the reduction in injury caused by young drivers.

Alcohol use is an integral part of risk-taking in all age groups, and it will not be excluded from consideration. However, the under-representation of alcohol causation in this age group coupled with their dramatic over-representation in crashes in general demonstrate that there is something *other than alcohol use* that is causing severe problems in this age group. We are dealing with the part of this age group (i.e., 19 and 20 year olds) in other youth-alcohol countermeasures discussed in this HSP. Thus, to better identify the pure risk-taking aspects of the problem, we will mask out the alcohol effects in the data analysis.

Again, the question of why this target age group was chosen is relevant. The following chart presents a comparison of the proportion of injury and/or fatal crashes (blue bars) as opposed to those that were strictly property damage only (red bars), both for *non-alcohol* crashes.



This makes it clear from a pure frequency point of view that the ages 16-20 are very highly over-represented for crashes in general. This age group is also significantly over-represented in their share of the injury and/or fatal crashes, i.e., they are causing more than their share of injury and death even on a

per-crash basis. A major cause of the shape of this distribution is the amount of driving being done within each age group. For example, the low proportions at the chart's upper end is due to the lack of driving that is being done by each person in this age group coupled with the relatively few persons in these age groups. However, there is no way that it can be reasoned that the high proportions of crashes in the 16-20 age group is due to their excessive miles driven, since their mileage cannot begin to compare to the professional drivers and parents in the center of the distribution. If this chart were transformed into crashes per million vehicle miles driven, the disparity in the 16-20 age group would become even more pronounced.

Table 1. Comparison of Primary Contributing Circumstances for Injury/Fatal Crashes

V013: PRIMARY CONTRIBUTING CIRCUMSTANCES	Age 16-20 Frequency	Age 16-20 Percent	Other Frequency	Other Percent	Over Representation
OVER SPEED LIMIT	3077	8.602	12294	1.9	4.527*
DRIVER NOT IN CONTROL	6186	17.293	79614	12.304	1.405*
IMPROPER DRIVING/ENVIRON	1732	4.842	20947	3.237	1.496*
FAIL TO YIELD ROW	6345	17.737	104483	16.148	1.098*
DRIVER CONDITION	1153	3.223	10976	1.696	1.9*
FAIL TO HEED SIGN/SIGNAL	2337	6.533	32586	5.036	1.297*
VEH LEFT ROAD	939	2.625	7950	1.229	2.136*
AVOID OBJECT/PERSON/VEH	1947	5.443	27412	4.236	1.285*
WRONG SIDE OF ROAD	750	2.097	8925	1.379	1.52*
PED VIOLATION	179	0.5	1220	0.189	2.654*
VISION OBSTRUCTION	259	0.724	3687	0.57	1.271*
PED UNDER INFLUENCE	19	0.053	188	0.029	1.828
UNDER MIN SPEED	5	0.014	95	0.015	0.952
INOP TRAFFIC CONTROL	15	0.042	314	0.049	0.864
VEH PUSHED/TOWED BY VEH	6	0.017	153	0.024	0.709
VEH PUSHED BY PRSN	1	0.003	65	0.01	0.278
ROAD DEFECT	34	0.095	675	0.104	0.911
IMPROPER, NO SIGNAL	16	0.045	525	0.081	0.551
IMPROPER LOAD, SIZE	1	0.003	338	0.052	0.054
VEH WGT, HGT, LNGTH	1	0.003	360	0.056	0.05
IMPROPER ATTACHMENT	17	0.048	840	0.13	0.366
LOAD SHIFT	5	0.014	773	0.119	0.117
ILLEGAL, IMPRPR PRKNG	16	0.045	1008	0.156	0.287
DUI	1171	3.274	22368	3.457	0.947
DEFECTIVE EQUIPMENT	587	1.641	11917	1.842	0.891*
IMPROPER PASSING	362	1.012	8013	1.238	0.817*
PARTS, CARGO FRM VEH	12	0.034	3735	0.577	0.058
IMPROPER TURN,U-TURN	292	0.816	11273	1.742	0.469*
OTHER	515	1.44	16486	2.548	0.565*
UNKNOWN	409	1.143	19163	2.962	0.386*
IMPROPER BACKING	37	0.103	12742	1.969	0.053*
IMPRPR LANE CHANGE/USE	344	0.962	21561	3.332	0.289*
MISJUDGE STOP DIST	3149	8.803	75840	11.721	0.751*
FOLLOWING TOO CLOSE	2154	6.021	61531	9.509	0.633*
UNSEEN OBJECT/PERSON/VEH	1700	4.752	66991	10.353	0.459*
Risky Behavior Percentage		74.763		31.143	

This identifies the 16-20 age group as a potential target, so the next question to address is the cause. Consider Table 1 (above), which presents the contributing circumstances for 16-20 year old causal drivers as compared with other drivers.

Those primary contributing circumstances that are considered to be related in any way to risky driving behavior are shown in **bold**. Some of them are arguably closely related to inexperience, and these interactions were discussed above. We opted to err on the side of including all driving violations for which there seemed to be control on the part of the driver (i.e., which could have been prevented by adequate risk avoidance). DUI was excluded so that the issues of risky behavior could be considered separate from DUI.

The proportion of these crashes for the Age 16-20 group is 74.763%. More importantly are the categories at the top of the list which are most over-represented for the younger drivers. The asterisk (*) on the “Over Representation” column indicates that the difference between the proportions is statistically significant (at least the 99% level). For example, the proportion of crashes in which the reported primary contributing circumstance was speeding was over four times in the 16-20 age group than it was for those older than 20. Most of the other over-represented categories of contributing circumstances are particularly important in explaining the reason that younger drivers generally account for a higher severity of crash than their older counterparts. While inexperience may account for the increased frequency of many of these crashes, there is little doubt that risk acceptance accounts for the relatively high severities noted above. This is an important aspect of reducing fatalities and the worst injuries caused by young drivers.

Detailed Analysis of Crash Data

In this study we wish to concentrate on the risk taking behaviors of the young driver, specifically those who are 20 years or younger. In five years of data (CY 1998-2002), the following is the severity of the youth-alcohol subset of crashes:

Youth Risk-Taking Crashes by Severity (CY 1998-2002)

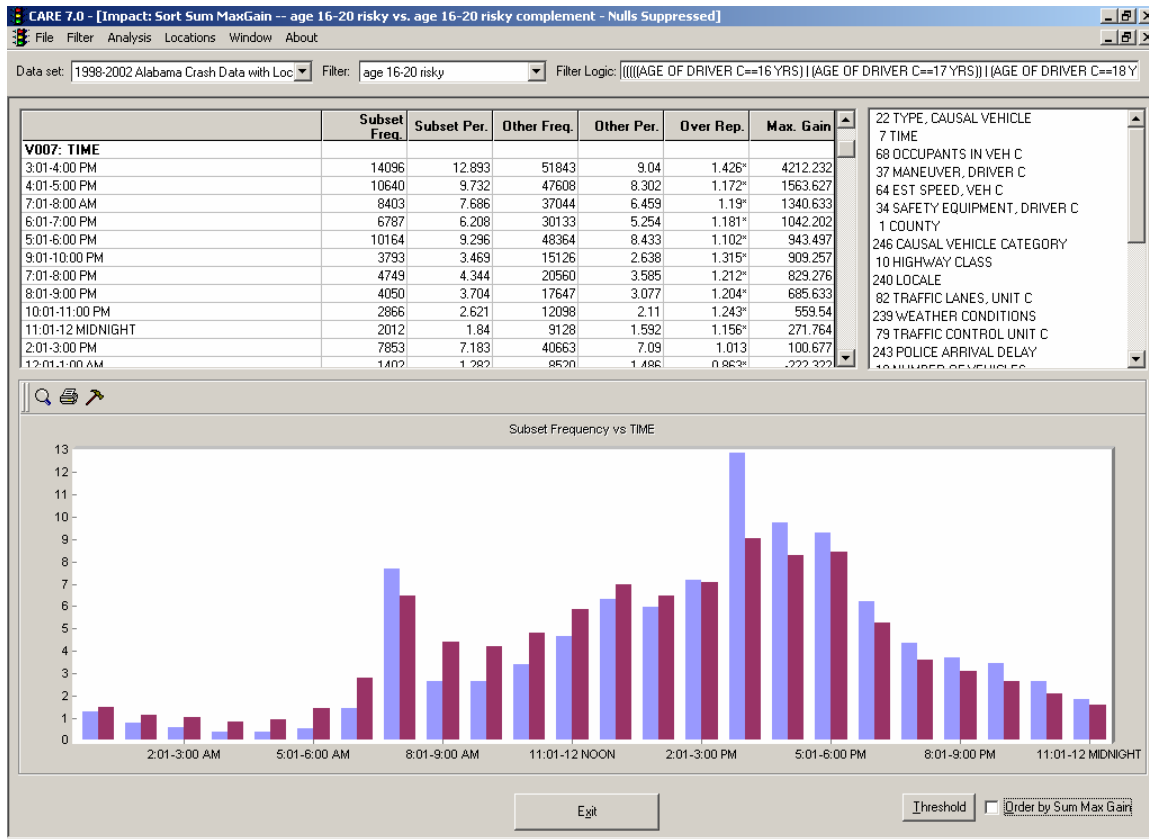
Fatal	608	0.56%
Non-fatal Injury	27,075	24.76%
Property Damage Only	81,651	74.68%
TOTAL	109,334	100.00%

This is out of a total of 142,035 youth (causal driver age 16-20) crashes that occurred in the state during this time period (CY 1998-2002). In the overall population of youth crashes, there were 812 fatal crashes (920 killed), 34,960 injury crashes (53,413 injured), and 106,263 property damage only crashes. Of the total youth causal driver crashes, 476 were pedestrian-related crashes, involving a total of 519 pedestrians.

The following analysis was performed for the youth risky behavior subset of crashes in the CARE IMPACT (information mining) analysis (generally ordered by significance) against all other crashes.

Note: in all graphics that follow, the blue or lighter bar on the left refers to the proportion of youth risky behavior crashes, and the red or darker bar on the right refers to all other crashes.

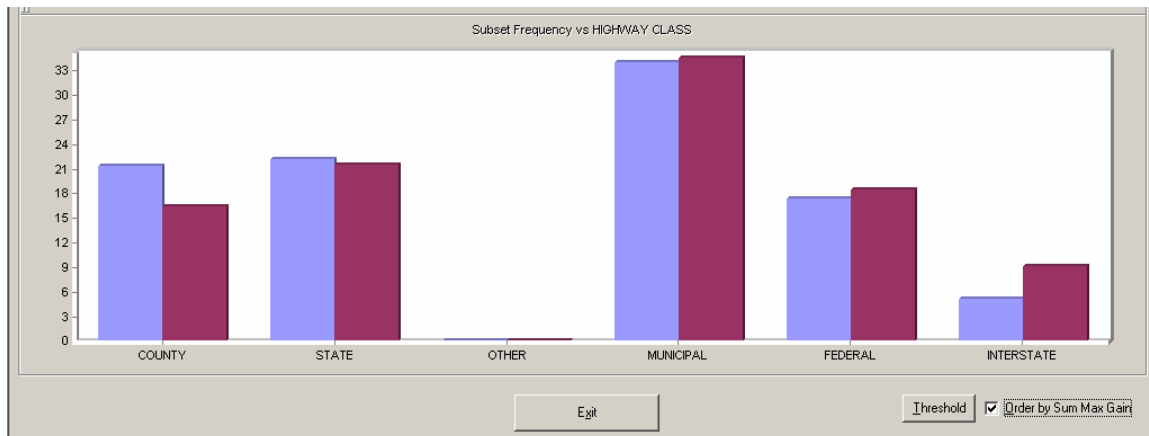
Time of Day (V007). Before and after school were very highly over-represented, followed by late night hours, which were correlated heavily toward weekends.



Occupants in Vehicle (V068). Multiple occupants were over-represented in the young drivers' vehicles, and correspondingly, multiple injuries (V020) were over-represented,

Geographic Location (V002). Some of the most over-represented cities and county rural areas in order of maximum gain were: Auburn, Tuscaloosa, Madison Rural, Mobile Rural, Jefferson Rural, Hoover, Dothan, Florence, Jacksonville, and Cullman. To a large extent these reflect the presence of universities. Some of the most under-represented cities included: Birmingham, Montgomery Rural, Mobile, Bessemer, St. Clair Rural, Huntsville, Prichard, Macon Rural, and Lowndes Rural.

Highway Classification (V013). The most over-represented highways for youth risky driving crashes were county and state, as seen below. To reinforce this fact, two-lane roadways (V082) were the most over-represented.



Locale (V240). As expected, the residential and school locations posed the most problems.

Weather Conditions (V239). More than the expected number of crashes occurred in rainy weather.

Traffic Control (V079). The most over-represented categories were no passing zone, stop sign, traffic signal, and flashing beacon.

Severity of Crash. The proportion towed was 15% more than expected (V067). The proportion disabled (V066) is about the same. Injury crashes were over-represented by about 11%. Multiple-injury (2, 3, and 4) crashes (V020) were also significantly over-represented.

In summary, these preliminary results indicated over-representations in most attributes that might indicate the inclination toward risky driving behavior. Dealing with risky behavior is potentially a much more difficult problem than that of youth or college-age DUI. It is certainly possible to reason with young people in a group environment and create a formal situation where a plan is put into effect and then formally implemented to avoid driving after drinking. In the case of individual risk acceptance, however, traditional education and other such formal programs might prove to be counterproductive if they tend to inform the extreme risk-taker as to the most lethal forms of risk. To the risk averse, this is a clear motivation to avoid these actions, but to the risk-taker, this is an invitation to engage in them. No interventions have been yet proposed that deal specifically with the problem of risk-taking, since most programs directed toward youth are primarily educational in nature.

This is not to say that traditional education and training programs have been unsuccessful. It is important to recognize that not all young people are risk takers, and those who have a desire to act in their own physical self interest will avoid risks and observe what the educational programs communicate. Thus, it is essential that each of the above attributes be further analyzed to assure that the subset of risk accepting young people is clearly identified so that interventions can be very specifically designed and implemented to improve their behavior.

Literature Cited

Kelly, K. J., Swaim, R. C., & Wayman, J. C. (1996). The impact of a localized antidrug media campaign on targeted variables associated with adolescent drug use. *Journal of Public Policy and Marketing, 15*, 238-251.

Shore, E. R., & Compton, K. L. (2000). Individual interventions to prevent drunk driving: Types, efficacy, and a theoretical perspective. *Journal of Drug Education, 30*, 281-289.

Appendix C – Speed Crashes

CARE System IMPACT Report

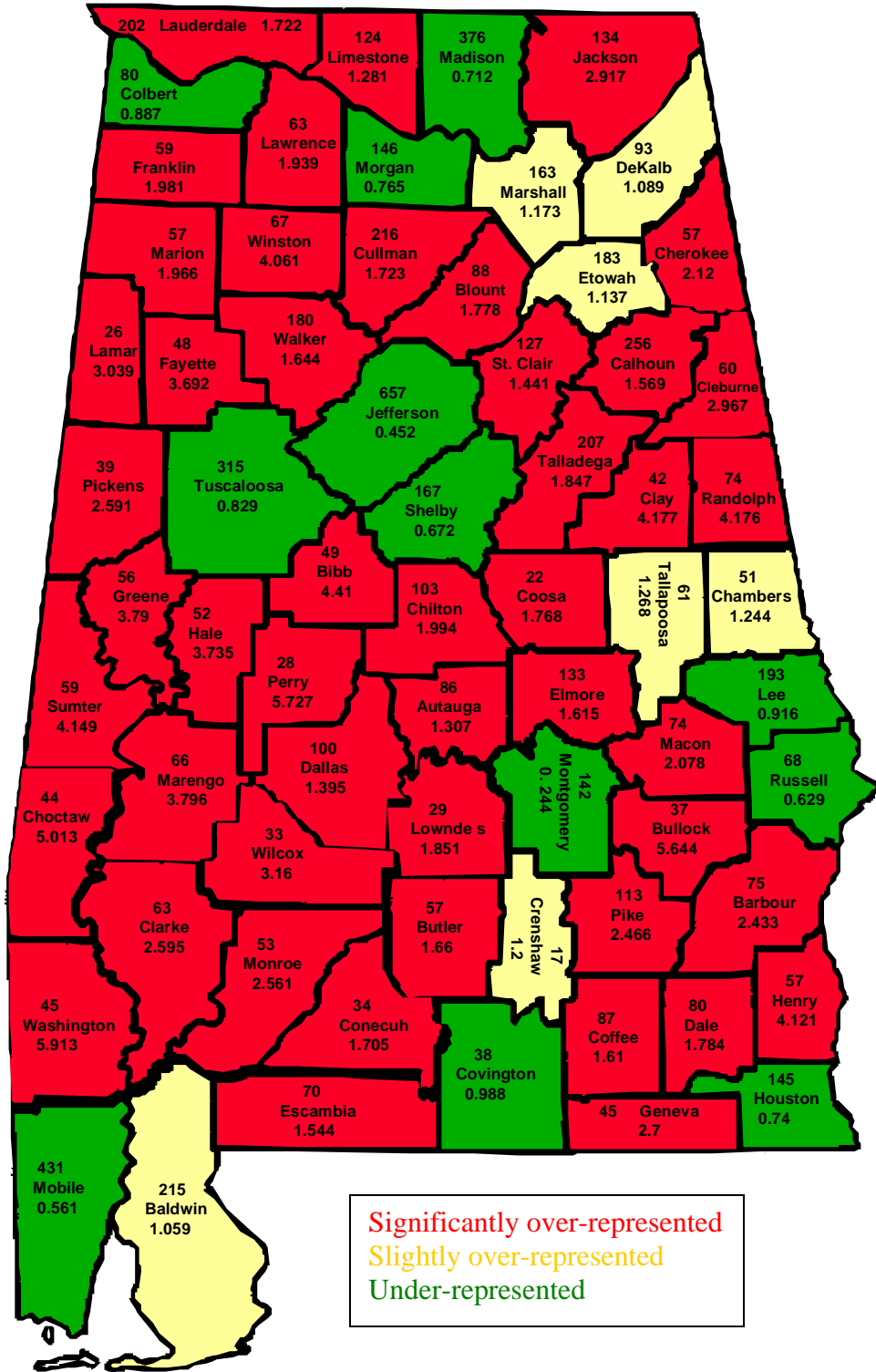
Fiscal 2003 Alabama Accident Data: Speeding vs. NOT (Speeding)

Generated by CARE on 8/19/2004

	Subset Freq.	Subset Per.	Other Freq.	Other Per.	Over Rep.	Max. Gain
V001: COUNTY						
TALLADEGA	207	2.793	2017	1.512	1.847*	94.949
CALHOUN	256	3.454	2937	2.202	1.569*	92.839
CULLMAN	216	2.915	2256	1.691	1.723*	90.671
JACKSON	134	1.808	827	0.62	2.917*	88.057
LAUDERDALE	202	2.726	2111	1.582	1.722*	84.727
WALKER	180	2.429	1971	1.477	1.644*	70.504
PIKE	113	1.525	825	0.618	2.466*	67.168
RANDOLPH	74	0.999	319	0.239	4.176*	56.278
CHILTON	103	1.39	930	0.697	1.994*	51.335
ELMORE	133	1.795	1482	1.111	1.615*	50.67
WINSTON	67	0.904	297	0.223	4.061*	50.501
MARENGO	66	0.891	313	0.235	3.796*	48.612
SUMTER	59	0.796	256	0.192	4.149*	44.778
BARBOUR	75	1.012	555	0.416	2.433*	44.168
HENRY	57	0.769	249	0.187	4.121*	43.167
GREENE	56	0.756	266	0.199	3.79*	41.223
CLEBURNE	60	0.81	364	0.273	2.967*	39.779
SAINT CLAIR	127	1.714	1586	1.189	1.441*	38.892
CLARKE	63	0.85	437	0.328	2.595*	38.723
BLOUNT	88	1.187	891	0.668	1.778*	38.502
MACON	74	0.999	641	0.48	2.078*	38.39
BIBB	49	0.661	200	0.15	4.41*	37.889
WASHINGTON	45	0.607	137	0.103	5.913*	37.389
HALE	50	0.675	241	0.181	3.735*	36.612
CHOCTAW	44	0.594	158	0.118	5.013*	35.223
DALE	80	1.079	807	0.605	1.784*	35.168
FAYETTE	48	0.648	234	0.175	3.692*	35
COFFEE	87	1.174	973	0.729	1.61*	32.946
CLAY	42	0.567	181	0.136	4.177*	31.945
LAWRENCE	63	0.85	585	0.439	1.939*	30.501
BULLOCK	37	0.499	118	0.088	5.644*	30.445
CHEROKEE	57	0.769	484	0.363	2.12*	30.112
FRANKLIN	59	0.796	536	0.402	1.981*	29.223
DALLAS	100	1.349	1290	0.967	1.395*	28.336
GENEVA	45	0.607	300	0.225	2.7*	28.334
MARION	57	0.769	522	0.391	1.966*	28.001
LIMESTONE	124	1.673	1743	1.307	1.281*	27.17
MONROE	49	0.661	414	0.31	2.131*	26.001
ESCAMBIA	70	0.945	816	0.612	1.544*	24.668
MARSHALL	163	2.199	2502	1.876	1.173	24.005
PICKENS	39	0.526	271	0.203	2.591*	23.945
PERRY	28	0.378	88	0.066	5.727*	23.111

BUTLER	57	0.769	618	0.463	1.66*	22.668
WILCOX	33	0.445	188	0.141	3.16*	22.556
ETOWAH	183	2.469	2896	2.171	1.137	22.117
AUTAUGA	86	1.16	1184	0.888	1.307*	20.225
LAMAR	26	0.351	154	0.115	3.039*	17.445
CONECUH	34	0.459	359	0.269	1.705*	14.056
LOWNDES	29	0.391	282	0.211	1.851*	13.334
TALLAPOOSA	61	0.823	866	0.649	1.268	12.891
BALDWIN	215	2.901	3654	2.739	1.059	12.008
CHAMBERS	51	0.688	738	0.553	1.244	10.002
COOSA	22	0.297	224	0.168	1.768*	9.556
DEKALB	93	1.255	1537	1.152	1.089	7.614
CRENSHAW	17	0.229	255	0.191	1.2	2.834
COVINGTON	38	0.513	692	0.519	0.988	-0.443
COLBERT	80	1.079	1623	1.217	0.887	-10.163
LEE	193	2.604	3793	2.843	0.916	-17.714
RUSSELL	68	0.918	1947	1.459	0.629*	-40.163
MORGAN	146	1.97	3434	2.574	0.765*	-44.771
HOUSTON	145	1.957	3529	2.645	0.74*	-51.048
TUSCALOOSA	315	4.25	6836	5.124	0.829*	-64.764
SHELBY	167	2.253	4475	3.354	0.672*	-81.602
MADISON	376	5.074	9505	7.125	0.712*	-152.036
MOBILE	431	5.816	13825	10.363	0.561*	-337.027
MONTGOMERY	142	1.916	10467	7.846	0.244*	-439.478
JEFFERSON	657	8.865	26192	19.634	0.452*	-798.057

**Figure SPD – 3. Speeding Crash County Distribution
(Number and Over Representation of Speed Crashes)**



PART VI– PROBLEM SOLUTION PLANS

ALCOHOL/DRUG COUNTERMEASURES

Driving under the influence of alcohol continues to be the greatest single factor in causing traffic fatalities. Many agencies are involved in the effort to reduce the toll from this highway menace, both at the state and local levels. ADECA's LETS Division has been involved in the effort for a number of years and has seen many of its 402 seeded projects continued with local or state funds. The public concern over problems associated with drinking drivers is high, thanks to the efforts of such activist groups such as Mothers Against Drunk Driving and Students Against Destructive Decisions. As issues such as AIDS and drug abuse continue drawing great media attention, efforts to keep the DUI problem in the public eye must also be increased. Since drunk driving may only be symptomatic of a more serious alcohol problem, future efforts should be directed at treating the entire problem, not just one symptom. That is beyond the scope of this agency however, which presently is only handling drunk/drugged driving efforts.

Efforts to coordinate impaired driving campaigns as well as manage the 402 and 163 alcohol activities will be managed by the Alcohol Coordinator. The position of alcohol coordinator remains vacant, but will be reinstated to expand the LETS Division staff. Those duties are presently shared by the Community Traffic Safety Program (CTSP) Coordinator and the Traffic Safety Section Chief. Coordination of alcohol campaigns will include developing and implementing a statewide alcohol mobilization. All NHTSA funded materials for national campaigns such as "You Drink & Drive. You Lose" will be distributed through this office. In addition, all programs will be monitored for fiscal and programmatic effectiveness.

The LETS Alcohol Coordinator will serve on various committees, including Operation Lifesaver and the Alabama Department of Transportation Comprehensive Safety Plan committees.

As indicated in the data analysis, the areas in and around the state's major urban centers are good locations to implement countermeasures against the drinking driver problem. Eighteen years ago, local alcohol/highway safety coordinators were placed in the four major metropolitan areas. The CTSPs were used for developing local alcohol safety plans and councils, and for developing problem solving strategies to include the utilization of 402 funded education and enforcement activities. They also provide a link between the LETS Division and local agencies in the transfer of alcohol technology. Since 2002, the CTSP regions were realigned to give total statewide coverage and allowed the CTSP concept to spread into nine regions statewide.

The number one priority for the local coordinators remains alcohol activities; however, in order that the programs become more comprehensive, their roles have been expanded into other areas such as safety belts and child restraints, safe communities, etc. This year, the CTSP coordinators will be asked to give alcohol activities, including the national "You Drink and Drive. You

Lose” campaign, a high priority. The coordinators are sharing various program ideas, and some expansion is expected in programs such as alternative sentencing, procedures for DUI’s, road-to-winning programs, etc. Additionally, the programs in Birmingham and Dothan will be involved in CTSP Corridor programs.

Changes in Alabama's traffic laws (Act 96-324) brought Roadside Sobriety Testing into evidential gathering from DUI suspects. Accordingly, the Standardized Field Sobriety Test Battery (SFSTB), Breath Alcohol Screening Devices (BASD), and the tools the Alabama Legislature has recognized as being suitable in efforts to suppress drunk driving are being put into place. With these advances in the detection, apprehension and prosecution of DUIs in place, these countermeasures can be implemented in an orderly, uniform manner such that users of them may have confidence that the results are reliable and consistent throughout Alabama.

A project directed toward the provision of uniform training in the SFSTB, provision of calibration check equipment for BASDs and the maintenance of a computerized file of all SFSTB Practitioners, SFSTB Instructors, and EBT Officer-Analysts, will be continued with the Alabama Department of Forensic Sciences.

Costs associated with this project will be salaries, fringe benefits, travel, supplies, postage, telephone, printing and copying, equipment, computer and accessories.

Over the past several years, NHTSA has shown high interest in effectiveness evaluations and problem identification for determining the direction of traffic safety efforts. A project will be continued with the University of Alabama which has generated a large variety of evaluation studies pinpointing needs for countermeasures. This year, the ongoing technical assistance currently being provided will be continued but redirected to concentrate in the following areas: (1) further develop the software and delivery system to provide the capability to deliver CARE to every city and other organized safety area in the state, (2) develop software which will enable CARE/Windows to be used on a statewide basis, (3) continue to provide problem identification and evaluation capabilities as requested by the state and local agencies, (4) work with LETS staff to produce annual Highway Safety Plan, and (5) produce and distribute annual Alabama Crash Facts Book.

Costs of this project will involve salaries, fringes, indirect costs, travel, and professional service printing contract.

A project for coordination of college personnel and activities involving the prevention of drug/alcohol driving will be continued with Auburn University and expanded statewide.

Costs of this effort will be personnel costs, travel, postage, telephone, supplies, and materials.

Alabama has a long history of successfully using incentive funding to enhance the state’s impaired driving activities. In FY-85 through FY 88, Section 408 funding was used to implement

the following activities: Dispenser Awareness Programs, Selective Enforcement, Prosecuting Attorney's Training, Purchase of Breath-Testing Devices, Data Processing Improvements, DUI Investigators Equipment, Supplemental monies for our local comprehensive Programs, Court Referral Officers in 15 areas of the state, and films to increase public awareness. Many of these programs have been absorbed and non-federal funding provided.

Most recently, Alabama qualified for Section 163 funding in addition to alcohol projects funded with Section 402 funds. These funds are used to complement the Section 402 program and to implement overtime enforcement programs and public awareness activities, including the "You Drink and Drive. You Lose" campaign.

The LETS office is also responsible for administering the Enforcing Underage Drinking Laws (EUDL) program of the Office of Juvenile Justice Delinquency Prevention. This year, funding will be used to implements programs by the Alabama Alcoholic Beverage Control Board, SADD and MADD.

The State Chapter of Mothers Against Drunk Driving will partner with numerous state agencies, regional Community Traffic Safety Programs (CTSPs), community agencies and youth from the MADD State Youth Advisory Board, to address underage drinking, parent awareness and youth access to alcohol.

MADD programs will increase statewide youth involvement, provide training for elementary educators and prevention specialists on the effects of alcohol on the young brain to include awareness of safety belt usage. Distribution of public awareness materials for adults on prevention of underage drinking and the consequences if an adult purchases alcohol for a minor. The MADD Alabama State Youth Advisory Board's young people will collaborate with current volunteer adult members of MADD and other youth safety partners to work on community and state initiatives that are designed to reduce underage drinking and impaired driving, particularly by youth.

The Enforcement Division of the Alabama Alcoholic Beverage Control Board, the primary state law enforcement agency responsible for the enforcement of laws related to alcoholic beverages, will continue its statewide efforts of reducing minor access to alcoholic beverages and confront situations where minors are drinking.

The project will allow ABC agents to conduct at least 4000 minor compliance checks in the state during the grant period. Statistics show that an increase in the number of compliance checks performed will decrease the sales rate among licensed locations the project will also increase the amount of enforcement by ABC agents by a total of at least 4000 investigative hours. These hours will be spent not only for minor compliance checks, but also for other innovative techniques, including Cops in Shops, third party surveillance details and point of sale investigations when minors are injured or killed due to alcoholic related illness and vehicle crashes. The ABC Board will also continue efforts to work with community groups and organizations to

gather information, conduct investigations, and distribute information about the problem of underage drinking and the tragic results experienced statewide by the citizens of Alabama. In this effort, the Alabama ABC Board will work closely with groups like MADD and Students Against Destructive Decisions (SADD) to recruit minor operatives to assist with minor compliance checks and to gain information concerning illegal activity that may be provided from the community level.

Also under the EUDL program, will continue statewide coordination of present and new SADD chapters and of the various agencies available to assist these chapters. SADD is a peer leadership organization that allows student empowerment to affect change and involvement of the school, family and community to solve the problem. Since the mission of SADD has changed, the entire spectrum of traffic safety issues, along with impaired driving, can be addressed.

Authorized by 23 U.S.C. 402 etc.		U.S. Department of Transportation National Highway Traffic Safety Administration PROBLEM SOLUTION PLAN (PSP)			O.M.B No. (To Be Revised)				
PSP TITLE: Alcohol Countermeasures					PSP No.	STATE		Page	
					05-SP	ALABAMA		1 3	
OBJECTIVE(s): 5% reduction in the number of alcohol-related crashes for drivers ages 15-19 5% reduction in the number of alcohol-related crashes for drivers ages 20-24 5% reduction in the number of alcohol-related crash fatalities for drivers ages 15-24					TIME FRAMES				
Sub-grantee	Descriptive Project Titles		Input	Output	Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
Auburn University	The Plains Truth/Reform the Norm		Program	Coordinate statewide campus efforts to reduce motor vehicle crashes for ages 16-24					
Program Area Code (Impact = I)	Current Year Major Cost Items By Project		(1) 402 Current Year	(2) 402 To Local	(3) State Share Local	(4) Local Share	(5) Total Project Costs		
SP-AL	The Plains Truth/Reform the Norm Alabama		24,144		27,210		51,354		
	A. Salary		4,487		6,122		10,609		
	B. Fringe		5,080				5,080		
	C. Travel		101,789		12,668		114,457		
	D. Operating Expenses		2,500				2,500		
	E. Equipment								
TOTALS			138,000		46,000		184,000		

Authorized by 23 U.S.C. 402 etc.		U.S. Department of Transportation National Highway Traffic Safety Administration PROBLEM SOLUTION PLAN (PSP)			O.M.B No. (To Be Revised)					
PSP TITLE Alcohol Countermeasures					PSP No.		STATE		Page	
					05-SP		ALABAMA		2 3	
OBJECTIVE(s): Improve infrastructure to support traffic safety data requirements Develop CARE capabilities Provide statewide problem identification and evaluation					TIME FRAMES					
Sub-grantee	Descriptive Project Titles			Input	Output	Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
The University of Alabama	CARE Research & Development Lab (CRDL)			Program	Coordinate traffic data efforts statewide					
Program Area Code (Impact = I)	Current Year Major Cost Items By Project			(1) 402 Current Year	(2) 402 To Local	(3) State Share Local	(4) Local Share		(5) Total Project Costs	
SP-AL	CARE Research & Development Lab									
	A. Salary			159,574		55,714				215,288
	B. Fringe			38,394		13,224				51,618
	C. Professional Services			29,775						29,775
	D. Travel			5,000						5,000
	E. Operating Expenses			58,867		28,265				87,132
TOTALS				291,610		97,203				388,813

Authorized by 23 U.S.C. 402 etc.		U.S. Department of Transportation National Highway Traffic Safety Administration PROBLEM SOLUTION PLAN (PSP)			O.M.B No. (To Be Revised)					
PSP TITLE Alcohol Countermeasures					PSP No.		STATE		Page	
					05-SP		ALABAMA		3 3	
OBJECTIVE(s): Provide advanced DUI continuing education workshops, seminars and conferences Provide training in DUI detection and SFSTB to law enforcement officers Maintain SFSTB standard requirements for certification in Alabama					TIME FRAMES					
Sub-grantee	Descriptive Project Titles			Input	Output	Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
Dept of Forensic Sciences	Department of Forensic Sciences BAC Program			Program	Uniform training throughout Alabama police academies					
Program Area Code (Impact = I)	Current Year Major Cost Items By Project			(1) 402 Current Year	(2) 402 To Local	(3) State Share Local	(4) Local Share		(5) Total Project Costs	
SP-AL	Alabama Department of Forensic Sciences									
	A. Salary			62,855	62,855					62,855
	B. Fringe			21,842	21,842					21,842
	C. Travel			25,000	25,000					25,000
	D. Equipment			69,100	69,100					69,100
	E. Operating Expenses			35,000	35,000					35,000
	TOTALS			213,797	213,797					213,797

OCCUPANT PROTECTION

SAFETY BELTS

Alabama's latest safety belt rate usage in 2004 represented an increase from 77 percent to 80 percent. This rate is the highest safety belt rate usage rate ever recorded in the state history and exceeds the national average usage rate of 79 percent.

Alabama passed its primary safety belt law in June 1999 and the effective date of enforcement was December 10, 1999. The state's primary law stipulates that each front seat occupant use a correctly fastened safety belt when the vehicle is in motion. As more emphasis is placed on the enforcement of the primary law, it is anticipated that Alabama's safety belt rate will continue to increase.

The purpose of Alabama's occupant protection program is to assure that citizens are educated and motivated to use all available motor vehicle occupant protection systems at their disposal. A combination of legislative mandated, enforcement, public information campaigns, education, and incentives are necessary to achieve significant, lasting increases in occupant restraint.

The Alabama Department of Public Safety reported a total of 42,510 safety belt citations and 1,635 child restraint citations by troopers in 2003.

Safety belts reduce the risk of fatal injuries to front seat vehicle occupants by 45 percent. The National Highway Traffic Safety Administration (NHTSA) estimates approximately 20 lives were saved in Alabama when safety belt usage increased to 80 percent.

Although Alabama has surpassed the national average, the fact remains that approximately 20 percent of Alabamians are not utilizing restraint systems, and are therefore, at a higher risk for death or injury, if involved in a crash.

The execution of promotional and educational campaigns will be essential to reinforce the importance of safety belt usage and serve as a strong reminder of the Alabama Primary Safety Belt Law. Public information and educational programs will serve three purposes: (1) educate the motoring public on the devastating problem of motor vehicle crashes, (2) demonstrate the effectiveness of safety belt use, and (3) inform motorists of the enforcement of the state's safety belt and child restraint laws.

The Occupant Protection Program Manager in the Law Enforcement/Traffic Safety Division of the Alabama Department of Economic and Community Affairs will direct the state's occupant protection programs. The Program Manager will work with the local highway safety coordinators, the Alabama Department of Public Health, the Alabama Department of Public Safety, local law enforcement agencies, governmental agencies and other organizations to promote the Click It or Ticket safety belt campaign during the Memorial Day holiday period.

Alabama will continue to implement its Section 157 Program which contains the elements of the five-star approach that includes: public education, partnerships, media, training, and rigorous law enforcement of the state's occupant protection laws. The goals of this initiative is to increase compliance to at least 2 percentage points to 82 percent which is the Region IV FY 2005 goal, and thereby save lives, money and reduce injuries.

The primary objectives for the 157 program are to:

- Conduct Special Traffic Enforcement Programs (also known as Blitz programs) in nine Community Traffic Safety Program regions and in jurisdictions near 12 Department of Public Safety posts, as well as conduct a statewide Department of Public Safety STEP Program.
- Utilize services the two full-time Law Enforcement Liaisons to work with the Project Director and local, state and federal departments and agencies.
- Implement an Incentive/Recognition Program for law enforcement officers who participate in the Blitz program.
- Provide training in the areas of child passenger safety and occupant protection
- Secure the services of a public affairs firm to implement a public information campaign.

The Occupant Protection Coordinator will also be responsible for the development and distribution of brochures, advertising campaign, and other informational materials throughout the state. The Program Manager will identify and target specific communities and groups statewide through the various public education programs and provide technical assistance to various groups to promote the use of safety belts and car safety seats.

Because of the low safety belt and child restraint usage rates among rural, minorities and low-income populations, special emphasis will be placed on targeting these groups. It is also anticipated the Occupant Protection Coordinator will attend several NHTSA sponsored workshops and seminars, as well as conduct various workshops and seminars within the state.

The state of Alabama Department of Public Health's planned activities to increase safety belt use will include: (1) plan and promote "Buckle Up! America Week"; (2) coordinate and implement "Buckle Up! Alabama" poster contest statewide for elementary school students; (3) coordinate and implement an essay contest statewide for junior high school students; (4) plan program in western counties of Alabama, known as the Black Belt, in order to network with local and county agencies to promote safety belt usage; and (5) continue routine tasks, such as attend workshops and meetings, conduct media appearances and interviews and distribute informational materials.

The law enforcement community will play a key role in obtaining high usage rates by enforcing Alabama's Primary Safety Belt Law. By wearing belts and promoting their use, law enforcement officials throughout the state help convince the motoring public of the lifesaving and injury reducing potential of safety belts. Selective Traffic Enforcement Programs in Alabama, particularly through the Section 157 Program, will concentrate their efforts on increasing safety belt enforcement, and ultimately, the statewide safety belt rate. Additionally, there will be increased efforts by the Traffic Safety Section to involve STEP projects and other law enforcement agencies in statewide educational campaigns. Addi-

tionally, major holiday safety belt blitz programs will be coordinated with the Alabama Department of Public Safety and local law enforcement agencies.

Table OCC-1 shows the relationship between restraint use and accident severity. In recent years, the figures for injury and death involving belt use have increased. This helps to substantiate the increase in observed use of belts. Current observed use rates are 80 percent - up from a 1984 base rate of 12 percent. It is anticipated that this year's safety belt programs will increase observed usage to at least 82 percent.

OCCUPANT PROTECTION FOR CHILDREN

Occupant protection for children remains a difficult topic to master because of the constant stream of new technical changes in applicable laws and regulations, and development of new products. Alabama's focus is to reduce the child passenger safety restraint misuse rate. We will train NHTSA Child Passenger Safety technicians and instructors, but most of all, conduct child passenger safety check ups, create more fitting stations and educational presentations to address the misuse rate.

Crash data indicates that child passengers are often killed or injured because they were not properly secured. The sheer number of different child safety restraints and vehicle models often makes knowing how to properly install a seat very difficult and confusing, making education a primary focus of child restraint efforts.

Research on the effectiveness of child safety restraints has found them to reduce fatal injury by 71 percent for infants (less than 1 year old and by 54 percent for toddlers (1-4 years old) in passenger cars. For infants and toddlers in light trucks, the corresponding reductions are 58 percent and 59 percent, respectively (NHTSA Occupant Traffic Safety Facts 2002).

In 2003, Alabama Department of Public Health's survey team observed 2,523 children five and under in any position in the vehicle. The latest observed child restraint usage rate is 87 percent. It is anticipated that the result of the FY-2005 program will be an increase in use to 92 percent statewide with special emphasis in rural areas. Law enforcement agencies have been supportive of the Child Restraint Law, and efforts will continue to obtain their cooperation. Basic child passenger safety technician and enforcement training will be offered to all law enforcement officials and all associated professional agencies.

Alabama will continue to implement its Child Passenger Safety programs. The purpose of the 405(a) incentive grant is to reinforce key elements of a strategy to enact and strengthen occupant protection laws and provide for the enforcement efforts related to the laws. The program will provide for NHTSA's Standardized Child Passenger Training. The program recognizes Alabama Safe Kids as the lead organization to conduct standardized CPS training as well as CPS checks and clinics. The pro-

gram is a major initiative to increase the size of the trained personnel pool qualified to conduct CPS clinics and training throughout the state, thereby increasing the ability to make our child passengers safer while traveling Alabama highways. Notably, the certification of ADECA's Law Enforcement Liaison has greatly influenced the number of law enforcement officers interested in CPS training and clinics.

An Occupant Protection for Children Assessment was conducted to identify Alabama's strengths and weakness of its occupant protection program. From the assessment recommendation, Alabama will expand its efforts to include children up to age 15.

Alabama will develop a long range media and marketing plan to complement public information and education efforts generated from mobilization and other enforcement efforts. In addition, efforts will be made to examine observation survey methodology to determine the potential estimating levels and change in usage rates for older children or to see if the methodology could be expanded to clearly identify booster age and older aged children in safety belts. The implementation of new initiatives will focus on issues from past experiences such as:

- A large percentage of fatalities in children under age 15 are unrestrained;
- The importance of strong enforceable laws and support for enforcement;
- Continue the outreach and educational programs that have clear, consistent messages and a need to address multilingual/multicultural audiences.
- Alabama's Child restraint law is inconsistent pertaining to protecting older children and booster seat use ;

Alabama will also attempt to re-introduce a booster seat bill in the next legislative session. Alabama's law does not address the need to place children aged 4-8 years old (who are too big for child safety seats, yet too small to ride safely in adult safety belts) in booster seats. Children between 4 and 16 years old are not currently covered in the law. Additionally, families traveling through the state are exempt from the child passenger law. The loophole in Alabama's law is the inconsistency to protect older children as well as those from outside the state.

Authorized by 23 U.S.C. 402 etc.		U.S. Department of Transportation National Highway Traffic Safety Administration PROBLEM SOLUTION PLAN (PSP)			O.M.B No. (To Be Revised)				
PSP TITLE OCCUPANT PROTECTION					PSP No.		STATE		Page
					05-SP		ALABAMA		1 of 3
OBJECTIVE(s): COORDINATE STATEWIDE OCCUPANT PROGRAM Reduce the number of bicycle and pedestrian related injuries by 10% from FY2002 total of 772 to 695 by 2005 Reduce the incidence of misuse of car seats by *% from FY2002 total of 92% to 85% by 2005					TIME FRAMES				
Sub-grantee	Descriptive Project Titles		Input	Output	Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
City of Huntsville	City of Huntsville		1 Program						
Program Area Code (Impact = I)	Current Year Major Cost Items By Project		(1) 402 Current Year	(2) 402 To Local	(3) State Share Local	(4) Local Share		(5) Total Project Costs	
SP-OP	Safety City Traffic Coordinator								
	Salary/Fringes		\$192,368			\$96,184		\$192,368	
	Professional Services		\$12,400			\$6,200		\$12,400	
	Travel/Training		\$2,500			\$1,250		\$2,500	
	Operating Expenses		\$34,316			\$17,158		\$34,316	
	Equipment		\$2,400			\$1,200		\$2,400	
TOTALS			\$243,984	\$0		\$121,992		\$243,984	

PSP TITLE: OCCUPANT PROTECTION				PSP No.	STATE	Page		
				05 SP	ALABAMA	2 of 3		
OBJECTIVE(s): Reduce the number of traffic-related fatalities and injuries through increase usage of occupant restraint systems statewide Increase motor vehicle child passenger safety usage					TIME FRAMES			
Sub-grantee	Descriptive Project Titles	Input	Output	Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
Alabama Dept of Public Health	Occupant Restraint Program	1 Program	Coordinate Statewide Occupant Restraint Program					
Program Area Code (Impact = I)	Current Year Major Cost Items By Project	(1) 402 Current Year	(2) 402 To Local	(3) State Share Local	(4) Local Share		(5) Total Project Costs	
SP-OP	Occupant Restraint Program							
	Salary/Fringes	\$92,904		\$60,193				\$153,097
	Professional Services	\$92,310						\$92,310
	Travel	\$4,000						\$4,000
	Operating Expenses	\$21,628		\$10,450				\$32,078
TOTALS		\$210,842		\$70,643				\$281,485

Authorized by 23 U.S.C. 402 etc.		U.S. Department of Transportation National Highway Traffic Safety Administration PROBLEM SOLUTION PLAN (PSP)			O.M.B No. (To Be Revised)				
PSP TITLE OCCUPANT PROTECTION					PSP No.		STATE	Page	
					05-SP		ALABAMA	3 of 3	
OBJECTIVE(s): Increase safety belt use from 2000 rate of 77% by 5% or more to 82% by the end of 2005 Increase child restraint use from 2000 rate of 76% by 16% or more to 92% by the end of 2005					TIME FRAMES				
Sub-grantee	Descriptive Project Titles	Input	Output		Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
Children's Hospital Think First Program	Children's Hospital Think First Program	1 Program	Coordinated Statewide Injury Prevention Program						
Program Area Code (Impact = I)	Current Year Major Cost Items By Project	(1) 402 Current Year	(2) 402 To Local	(3) State Share Local	(4) Local Share	(5) Total Project Costs			
SP-OP	Think First Personnel/Fringes Travel Operating Exp. Match	\$43,568 \$3,125 \$6,425			\$40,356 \$12,800	\$43,568 \$3,125 \$6,425 \$53,156			
TOTALS		\$53,118			\$53,156	\$106,274			

Community Traffic Safety Programs

Twenty-one years ago, local Community Traffic Safety Programs (CTSPs) were placed in the four major metropolitan areas of Alabama. The CTSPs were used for developing local Highway Safety plans and for developing problem solving strategies to include the utilization of 402 funded education and enforcement activities. They also provided a link between the LETS Division of ADECA and local law enforcement agencies.

The CTSP Offices were originally placed as follows: Birmingham (Jefferson County Commission), Mobile (Mobile County Commission), Huntsville (City of Huntsville), and in Montgomery. In late FY-85, a CTSP Office was placed in Northwest Alabama (Muscle Shoals). In FY-86, a CTSP Office was opened in West Alabama (Tuscaloosa). In FY-89, the Birmingham Office was placed at the University of Alabama-Birmingham, and the Montgomery Office with the City of Montgomery. These changes were necessary for program stability and change of scope. In FY-92, a CTSP Office was placed in Southeast Alabama (Dothan) with the Southeast Alabama EMS. This program was relocated to the Southeast Alabama Medical Center in FY-01. Since that time, CTSP Offices have been opened in the Northeast Alabama Region (Gadsden) with the City of Gadsden, the East Alabama Region (Anniston) with East Alabama EMS, and the Southwest Alabama Region (Camden) with the Alabama-Tombigbee Regional Commission. In 2003, the Northeast Alabama CTSP Office was moved from Gadsden to Boaz and placed with Snead State Community College. That same year the East Alabama Office was moved from East Alabama EMS to Gadsden State Community College in Anniston. This year, the Birmingham Office was moved from the Regional Planning Commission of Greater Birmingham, to Jefferson State Community College.

The priorities for the CTSP Offices have changed over the years to become more in line with the ever-changing scope and strategies of the State and Federal guidelines. In the past, the number one priority for the local CTSP Offices has been alcohol activities; however, their roles have now been expanded into other areas such as safety belts, child restraints, and safe communities programs. Even though safety belt and child restraint usage continue to increase in Alabama, the coordinators will be asked to give this a high priority and to devise methods to continue to increase the usage rates. This will include even more safety belt coalitions, public education, and continued cooperation with local law enforcement agencies.

The CTSP Offices continue to share various program ideas. This past year, the Director of the LETS Division began a series of Quarterly meetings with all CTSP Coordinators and their staffs. These meetings allow a face to face exchange of ideas not only between the CTSP Offices and ADECA, but also between the CTSP Coordinators themselves. These meetings have expanded the sharing of information; strategies and ideas among the CTSP Regions like never before.

A pilot Internet website, developed by the Northwest Alabama CTSP Office, will be expanded to include all CTSP regions. The anticipated result is to offer a means of interacting with all elements of the regions such as: notices of activities, news letters, local, state, and national information, and with hook-ups to the ADECA, CARE, and NHTSA web pages. This expansion was put on hold last year because of various budget restraints, and lack of available personnel in the State Highway Safety Office.

Other programs in the CTSP Offices include: education to school age children in grades K-12 on alcohol awareness, school bus safety, pedestrian and bicycle safety, and child seat and safety belt safety. It is anticipated that these programs will be expanded and all materials will be offered in a bilingual format, suitable for the growing Hispanic and Asian segments of the state population. Many of the CTSP Offices will add part-time educators to their staffs.

This year, more of the CTSP Offices are assuming 50% of the costs associated with their programs. Future expansion will be contingent upon establishing a firm financial base for such projects becoming self-sufficient. Efforts may include raising funds at the state level to be channeled through this agency to support local programs. This was made possible through legislation enacted by the Alabama State Legislature, which provided for funding through fines added to DUI citations.

The Goals and Objectives of the Community Traffic Safety Regions for FY-2005 include:

Northwest Alabama Region:

- Approximately 8,800 Hours of overtime enforcement to include Line Patrols, Saturation Patrols, and Sobriety/Safety Belt Checkpoints.
- Utilization of 405 Funds to sponsor a 4-Day Child Passenger Safety certification class.
- Partnership with the major hospitals in the Region to establish three permanent Fitting Stations.

Southwest Alabama Region:

- Provide funding and equipment to local law enforcement with which a sustained traffic enforcement effort can be maintained.
- Continued participation in all safety belt/alcohol enforcement campaigns.
- Will hold a series of child restraint check-up events.
- Will conduct two 4-day CIS Technical training classes. (The purpose of these classes is to create a pool of technicians in the Southwest Alabama Region to perform CPS check-up events.)

Southeast Alabama Region:

- Develop and implement an ENCARE (Emergency Nurses Coalition on Alcohol Related Education) program for alcohol prevention.
- 5,000 Hours of Public Information and Education regarding Safety Belt usage.
- Make driver education classes available to local law enforcement officers.
- Teenage Awareness Prevention Program (TAPS) in cooperation with the Houston County Judicial System

- Develop new Fitting Stations, provide Occupant Protection classes and provide car seats for the underprivileged.

South Alabama Region:

- Conduct annual “Operation 40 Proof” campaign (annual anti-drunk driving effort for 40 days between Thanksgiving and New Year’s Day).
- Continue to work with Mobile/Baldwin Underage Drinking Task force, Mobile United & Drug Education Council for the expansion of underage drinking initiatives to reduce this problem in the Region.
- 1,700 hours for overtime enforcement of safety belt laws, and 2,300 enforcement hours throughout the year
- Establish 2nd permanent fitting station in the Region
- Conduct 2 child passenger safety certification courses in the Region.
- Provide approximately 700 additional hours of PI&E on youth alcohol and underage drinking initiatives with the Drug Education Council and Underage Drinking Task Force.

East Alabama Region:

- Conduct at least 3 “Mature Driving Program” courses.
- Conduct 2 “Motorcycle Safety” courses.
- Conduct at least 4 “Bicycle Safety” classes.
- Assist in coordinating at least 2 traffic safety educational presentations in which “Pedestrian Safety” is promoted.
- Assist ALDOT with its “Red Light Running” campaign.
- Will offer a “Child Passenger Safety Technician” course within the Region.

West Alabama Region:

- Educational programs, such as Fatal Vision, will be conducted at Middle and High Schools, as well as the Universities in the Region.
- Underage Drinking conferences will be conducted.
- Law Enforcement agencies will spend 390 selective enforcement hours targeting intersections, mile markers, or other locations identified by CARE data as being over represented in crashes, injuries and deaths.

Greater Birmingham Region:

- 12,000 DUI selective enforcement hours.
- Alcohol education through driver’s education classes to reach 10,000 students.
- Partnership with Alcohol Beverage Control Enforcement for education and training activities.
- Offer a minimum of 2 Child Passenger Safety Classes.

- Offer a minimum of 2 re-certification classes in the Region.
- Work with Jefferson State Community College to introduce CPS as a part of the curriculum for new day care workers.
- Coordinate “Walk Our Children to School” in the Region.

Central Alabama Region:

- Achieve 30,000 contacts through awareness efforts by conducting news conferences, and media interviews in the Region.
- Conduct 20 sustained enforcement activities throughout the year.
- Conduct 25 sustained enforcement details during the “101 Critical Days of Summer”.
- Conduct at least 1 Regional Child Passenger Safety conference.
- Conduct 20 education and awareness events throughout the Region.

Northeast Alabama Region:

- Take the “Dare to Say Know” program into the three Community Colleges in the Northeast Region. Then, adapt the program to the High School level and begin a campaign in the Region’s High Schools.
- Establish a permanent CPS Fitting Station in the Region.
- Hold at least 1 CPS Tech Training in the region with the help of Alabama Safe Kids.
- Education efforts will include distribution of “Traffic Safety Merit Badges” that will be given to the Boy Scouts of America chapters in the Region. These efforts will help plant good traffic safety habits in the minds of boys age 12-15 before they reach the legal driving age.
- Continue efforts with the “Prom Promise” program sponsored by State Farm Insurance, and “Having a Safe and Sober Graduation” program during the Spring months of the year. We will provide part-time instructors for these activities.

Costs associated with these projects will include salaries, fringes, travel, equipment, educational materials, printing, supplies, postage, vehicle costs, office space, telephone and other operational costs. PSA development, facilities, rental, and PSA airtime may be used as local match.

Authorized by 23 U.S.C. 402 etc.		U.S. Department of Transportation National Highway Traffic Safety Administration PROBLEM SOLUTION PLAN (PSP)			O.M.B No. (To Be Revised)				
PSP TITLE: Community Traffic Safety Program					PSP No.	STATE		Page	
					05-SP	ALABAMA		1 of 9	
OBJECTIVE(s): Through education and enforcement, the Community Traffic Safety Program will reduce crashes and fatalities in the Region. The CTSP Offices will also participate in all NHTSA mandated enforcement blitzes.						TIME FRAMES			
Sub-grantee	Descriptive Project Titles		Input	Output	Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
City of Montgomery	Central Alabama Highway Safety Program		CTSP Program	Coordinate traffic safety efforts in the Central Alabama Region, which includes 8 Counties.					
Program Area Code (Impact = I)	Current Year Major Cost Items By Project		(1) 402 Current Year	(2) 402 to Local	(3) State Share Local	(4) Local Share		(5) Total Project Costs	
SP-CP	Salaries		\$57,000.00	\$57,000.00				\$57,000.00	
	Fringe		\$22,000.00	\$22,000.00				\$22,000.00	
	Professional Services		\$6,083.00	\$6,083.00		\$122,583.00		\$128,666.00	
	Travel		\$1,500.00	\$1,500.00				\$1,500.00	
	Operating Expenses		\$14,000.00	\$14,000.00				\$14,000.00	
	Equipment		\$22,000.00	\$22,000.00				\$22,000.00	
	TOTALS		\$122,583.00	\$122,583.00		\$122,583.00		\$245,166.00	

Authorized by 23 U.S.C. 402 etc.		U.S. Department of Transportation National Highway Traffic Safety Administration PROBLEM SOLUTION PLAN (PSP)			O.M.B No. (To Be Revised)				
PSP TITLE: Community Traffic Safety Program					PSP No.	STATE		Page	
					05-SP	ALABAMA		2 of 9	
OBJECTIVE(s): Through education and enforcement, the Community Traffic Safety Program will reduce crashes and fatalities in the Region. The CTSP Offices will also participate in all NHTSA mandated enforcement blitzes.					TIME FRAMES				
Sub-grantee	Descriptive Project Titles		Input	Output	Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
Shelton State Community College	West Alabama Highway Safety Office		CTSP Program	Coordinate traffic safety efforts in the West Alabama Region which includes 10 Counties.					
Program Area Code (Impact = 1)	Current Year Major Cost Items By Project		(1) 402 Current Year	(2) 402 to Local	(3) State Share Local	(4) Local Share		(5) Total Project Costs	
SP-CP	Salaries		\$85,000.00	\$85,000.00		\$107,702.00		\$192,702.00	
	Fringe		\$18,500.00	\$18,500.00		\$27,095.00		\$45,595.00	
	Professional Services		\$14,500.00	\$14,500.00		\$9,000.00		\$23,500.00	
	Travel		\$19,000.00	\$19,000.00		\$9,000.00		\$28,000.00	
	Operating Expenses		\$46,297.00	\$46,297.00		\$33,200.00		\$79,497.00	
	Equipment		\$10,700.00	\$10,700.00		\$8,000.00		\$18,700.00	
	TOTALS		\$193,997.00	\$193,997.00		\$193,997.00		\$387,994.00	

Authorized by 23 U.S.C. 402 etc.		U.S. Department of Transportation National Highway Traffic Safety Administration PROBLEM SOLUTION PLAN (PSP)			O.M.B No. (To Be Revised)						
PSP TITLE: Community Traffic Safety Program					PSP No.		STATE		Page		
					05-SP		ALABAMA		3 of 9		
Through education and enforcement, the Community Traffic Safety Program will reduce crashes and OBEJECTIVE(s): fatalities in the Region. The CTSP Offices will also participate in all NHTSA mandated enforcement blitzes.					TIME FRAMES						
Sub-grantee	Descriptive Project Titles			Input	Output		Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
Jefferson State Community College	Greater Birmingham Highway Safety Office			CTSP Program	Coordinate traffic safety efforts in the Birmingham Region which includes 6 Counties.						
Program Area Code (Impact = I)	Current Year Major Cost Items By Project			(1) 402 Current Year	(2) 402 To Local	(3) State Share Local	(4) Local Share		(5) Total Project Costs		
SP-CP	Salaries			\$67,269.00	\$67,269.00				\$67,269.00		
	Fringe			\$19,342.00	\$19,342.00				\$19,342.00		
	Professional Services			\$3,803.00	\$3,803.00				\$3,803.00		
	Travel			\$24,586.00	\$24,586.00				\$24,586.00		
	Operating Expenses										
	Equipment										
	TOTALS			\$115,000.00	\$115,000.00				\$115,000.00		

Authorized by 23 U.S.C. 402 etc.		U.S. Department of Transportation National Highway Traffic Safety Administration PROBLEM SOLUTION PLAN (PSP)			O.M.B No. (To Be Revised)				
PSP TITLE: Community Traffic Safety Program					PSP No.	STATE		Page	
					05-SP	ALABAMA		4 of 9	
OBJECTIVE(s): Through education and enforcement, the Community Traffic Safety Program will reduce crashes and fatalities in the Region. The CTSP Offices will also participate in all NHTSA mandated enforcement blitzes.					TIME FRAMES				
Sub-grantee	Descriptive Project Titles		Input	Output	Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
Mobile County Commission	Mobile Area Highway Safety Office		CTSP Program	Coordinate traffic safety efforts in the Mobile/Baldwin Region which includes 2 Counties.					
Program Area Code (Impact = I)	Current Year Major Cost Items By Project		(1) 402 Current Year	(2) 402 to Local	(3) State Share Local	(4) Local Share		(5) Total Project Costs	
SP-CP	Salaries		\$47,291.00	\$47,291.00				\$47,291.00	
	Fringe		\$28,000.00	\$28,000.00				\$28,000.00	
	Professional Services					\$47,000.00		\$47,000.00	
	Travel		\$4,000.00	\$4,000.00				\$4,000.00	
	Operating Expenses		\$25,209.00	\$25,209.00				\$25,209.00	
	Equipment		\$10,500.00	\$10,500.00				\$10,500.00	
	Hard Cash Match					\$68,000.00		\$68,000.00	
	TOTALS		\$115,000.00	\$115,000.00		\$115,000.00		\$230,000.00	

Authorized by 23 U.S.C. 402 etc.		U.S. Department of Transportation National Highway Traffic Safety Administration PROBLEM SOLUTION PLAN (PSP)			O.M.B No. (To Be Revised)					
PSP TITLE: Community Traffic Safety Program					PSP No.	STATE		Page		
					05-SP	ALABAMA		5 of 9		
OBJECTIVE(S): Through education and enforcement, the Community Traffic Safety Program will reduce crashes and fatalities in the Region. The CTSP Offices will also participate in all NHTSA mandated enforcement blitzes.						TIME FRAMES				
Sub-grantee	Descriptive Project Titles		Input	Output		Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
Southeast Alabama Medical Center	Southeast Alabama Highway Safety Office		CTSP Program	Coordinate traffic safety efforts in the Southeast Alabama Region, which includes 12 Counties.						
Program Area Code (Impact = I)	Current Year Major Cost Items By Project		(1) 402 Current Year	(2) 402 to Local	(3) State Share Local	(4) Local Share		(5) Total Project Costs		
SP-CP	Salaries		\$59,832.00	\$59,832.00		\$53,147.42		\$112,979.42		
	Fringe		\$10,769.00	\$10,769.00				\$10,769.00		
	Professional Services					\$15,489.58		\$15,489.58		
	Travel		\$10,000.00	\$10,000.00				\$10,000.00		
	Operating Expenses		\$6,500.00	\$6,500.00		\$19,784.00		\$26,284.00		
	Equipment		\$1,320.00	\$1,320.00				\$1,320.00		
	TOTALS		\$88,421.00	\$88,421.00		\$88,421.00		\$176,842.00		

Authorized by 23 U.S.C. 402 etc.		U.S. Department of Transportation National Highway Traffic Safety Administration PROBLEM SOLUTION PLAN (PSP)			O.M.B No. (To Be Revised)				
PSP TITLE: Community Traffic Safety Program					PSP No.	STATE		Page	
					05-SP	ALABAMA		6 of 9	
OBJECTIVE(S): Through education and enforcement, the Community Traffic Safety Program will reduce crashes and fatalities in the Region. The CTSP Offices will also participate in all NHTSA mandated enforcement blitzes.					TIME FRAMES				
Sub-grantee	Descriptive Project Titles	Input	Output		Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
Northwest Shoals Community College	North Alabama Highway Safety Office	CTSP Program	Coordinate traffic safety efforts in the Northwest Alabama Region, which includes 10 Counties.						
Program Area Code (Impact = I)	Current Year Major Cost Items By Project	(1) 402 Current Year	(2) 402 to Local	(3) State Share Local	(4) Local Share	(5) Total Project Costs			
SP-CP	Salaries	\$282,641.00	\$282,641.00			\$282,641.00			
	Fringe	\$62,322.00	\$62,322.00			\$62,322.00			
	Professional Services	\$3,600.00	\$3,600.00		\$400,000.00	\$403,600.00			
	Travel	\$23,416.00	\$23,416.00			\$23,416.00			
	Operating Expenses	\$22,970.00	\$22,970.00			\$22,970.00			
	Equipment	\$5,051.00	\$5,051.00			\$5,051.00			
	TOTALS	\$400,000.00	\$400,000.00		\$400,000.00	\$800,000.00			

Authorized by 23 U.S.C. 402 etc.		U.S. Department of Transportation National Highway Traffic Safety Administration PROBLEM SOLUTION PLAN (PSP)			O.M.B No. (To Be Revised)					
PSP TITLE: Community Traffic Safety Program					PSP No.		STATE		Page	
					05-SP		ALABAMA		7 of 9	
Through education and enforcement, the Community Traffic Safety Program will reduce crashes and OBEJECTIVE(s): fatalities in the Region. The CTSP Offices will also participate in all NHTSA mandated enforcement blitzes.					TIME FRAMES					
Sub-grantee	Descriptive Project Titles		Input	Output		Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
Snead State Community College	Northeast Alabama Highway Safety Office		CTSP Program	Coordinate traffic safety efforts in the Northeast Alabama Region, which includes 5 Counties.						
Program Area Code (Impact = I)	Current Year Major Cost Items By Project		(1) 402 Current Year	(2) 402 To Local	(3) State Share Local	(4) Local Share		(5) Total Project Costs		
SP-CP	Salaries		\$96,300.00	\$96,300.00				\$96,300.00		
	Fringe		\$28,710.00	\$28,710.00				\$28,710.00		
	Professional Services									
	Travel		\$7,570.00	\$7,570.00				\$7,570.00		
	Operating Expenses		\$26,180.00	\$26,180.00				\$26,180.00		
	Equipment		\$9,240.00	\$9,240.00				\$9,240.00		
	TOTALS		\$168,000.00	\$168,000.00				\$168,000.00		

Authorized by 23 U.S.C. 402 etc.		U.S. Department of Transportation National Highway Traffic Safety Administration PROBLEM SOLUTION PLAN (PSP)			O.M.B No. (To Be Revised)				
PSP TITLE: Community Traffic Safety Program					PSP No.	STATE		Page	
					05-SP	ALABAMA		8 of 9	
OBJECTIVE(S): Through education and enforcement, the Community Traffic Safety Program will reduce crashes and fatalities in the Region. The CTSP Offices will also participate in all NHTSA mandated enforcement blitzes.						TIME FRAMES			
Sub-grantee	Descriptive Project Titles		Input	Output	Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
Alabama-Tombigbee Regional Commission	Southwest Alabama Highway Safety Office		CTSP Program	Coordinate traffic safety efforts in the Southwest Alabama Region, which includes 6 Counties.					
Program Area Code (Impact = I)	Current Year Major Cost Items By Project		(1) 402 Current Year	(2) 402 to Local	(3) State Share Local	(4) Local Share		(5) Total Project Costs	
SP-CP	Salaries		\$57,193.00	\$57,193.00				\$57,193.00	
	Fringe		\$13,827.00	\$13,827.00				\$13,827.00	
	Professional Services		\$14,565.00	\$14,565.00		\$100,670.00		\$115,235.00	
	Travel		\$8,325.00	\$8,325.00				\$8,325.00	
	Operating Expenses		\$6,760.00	\$6,760.00				\$6,760.00	
	Equipment								
	TOTALS		\$100,670.00	\$100,670.00		\$100,670.00		\$201,340.00	

Authorized by 23 U.S.C. 402 etc.		U.S. Department of Transportation National Highway Traffic Safety Administration PROBLEM SOLUTION PLAN (PSP)			O.M.B No. (To Be Revised)					
PSP TITLE: Community Traffic Safety Program					PSP No.		STATE		Page	
					05-SP		ALABAMA		9 of 9	
OBEJECTIVE(s): Through education and enforcement, the Community Traffic Safety Program will reduce crashes and fatalities in the Region. The CTSP Offices will also participate in all NHTSA mandated enforcement blitzes.					TIME FRAMES					
Sub-grantee	Descriptive Project Titles		Input	Output		Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
Gadsden State Community College	East Alabama Highway Safety Office		CTSP Program	Coordinate traffic safety efforts in the East Alabama Region which includes 8 Counties.						
Program Area Code (Impact = I)	Current Year Major Cost Items By Project		(1) 402 Current Year	(2) 402 To Local	(3) State Share Local	(4) Local Share		(5) Total Project Costs		
SP-CP	Salaries		\$56,071.00	\$56,071.00				\$56,071.00		
	Fringe		\$14,284.00	\$14,284.00				\$14,284.00		
	Professional Services		\$1,800.00	\$1,800.00				\$1,800.00		
	Travel		\$4,000.00	\$4,000.00				\$4,000.00		
	Operating Expenses		\$43,038.00	\$43,038.00				\$43,038.00		
	Equipment		\$7,805.00	\$7,805.00				\$7,805.00		
	TOTALS		\$126,998.00	\$126,998.00				\$126,998.00		

EMERGENCY MEDICAL SERVICES

CONTINUING EDUCATION

The Department of Public Health is responsible for maintaining the continuing education program for approximately 12,000 Emergency Medical Technicians and Ambulance Drivers. All courses must be reviewed for approval and each individual must submit for Continuing Education Units (CEUs) for each course attended. The National Registry of Emergency Medical Technicians' examination process for the evaluation for candidates for EMT Basic, EMT-Intermediate, and EMT-Paramedic licensure is utilized by the state of Alabama.

EMS staff are responsible for reviewing and approving approximately 600 continuing education programs, 325 credentialing programs and processing more than 75,000 applications for individual EMT and Ambulance Driver continuing education credits. These staff persons are also responsible for overseeing the testing program for new EMTs. In 1991 the National Registry Examination was adopted for EMT basic and intermediate. Now all levels of EMT in Alabama are tested by uniform nationally recognized standards. Approximately, 3,000 candidates are tested in Alabama during approximately 60 examinations each year.

Costs associated with this program are salary, fringe, travel, vehicle operation, and operating expenses.

DATA DEVELOPMENT

The Alabama Department of Public Health, EMS Division, maintains an-in house computer network consisting of over 18 workstations. The computer system is utilized to maintain training, testing, licensure and continuing education data on over 14,000 currently licensed EMTs and Ambulance Drivers. The EMS Division has continued in the process of implementing the advanced level EMT credentialing system. Under this system, advanced level EMTs are trained and evaluated on their ability to provide advanced level patient care. Implementation of the program significantly increases the amount of information to be maintained on the licensees by the EMS Division's staff, also contains information on over 5,000 advanced level EMTs, 187 licensed ambulance services, approximately 840 ambulance vehicles and 369 non transport advanced life support and basic life support services.

Costs associated with this program are professional services, travel, operating expenses, and vehicle operation.

TRAUMA REGISTRY

In 2002, traumatic injuries claimed the lives of 3,143 citizens in Alabama, a death rate of 69.5 per population of 100,000. Traumatic injuries, i.e. accidents, homicides and suicides combined were the leading cause of death among individuals between one and thirty-four years of age and the third leading cause of death overall. According to the Alabama Department of Public Health, Center for Health Statistics, *unintentional injuries* alone represented the fifth leading cause of death for Alabamians.

The Alabama Department of Rehabilitation Services (ADRS) is charged with offering rehabilitation services to patients with moderate to severe brain, spinal cord, or other debilitating injury. At times, patients are unaware of, or have difficulty understanding, state supported rehabilitation services – the result of which leads to inadequate rehabilitation, disability management, as well as work force re-entry assistance. Relevant patients are identified and linked with ADRS via the Alabama Head and Spinal Cord Injury Registry (AHSCIR), a registry mandated by Alabama Act 98-611. In May of 1998, the law was passed requiring all hospitals in Alabama to submit data relating to head and/or spinal cord injury cases to the Alabama Department of Public Health (ADPH). The Alabama Trauma Registry (ATR), established in 1999, broadened these collection efforts in an attempt to capture not only head and spinal cord injury data, but all trauma cases in Alabama. Since the ATR began providing data to the ADRS in the year 2000, patients with moderate to severe traumatic brain injury and/or spinal cord injury have been identified and contacted. Those requesting services have been provided appropriate, need-based, referral information.

Development of the Alabama Trauma Registry (ATR) involves expanding the Alabama Head and Spinal Cord Injury Registry (AHSCIR) into a larger, more comprehensive registry. Trauma registry personnel at the ADPH collect statewide data by working with hospitals at all levels of trauma care (acute and ancillary). By working with trauma centers that devote significant resources to trauma care as well as working with hospitals that function to treat less severe traumatic injuries while stabilizing and transferring more severe traumatic injuries, the Trauma Registry is beginning to capture data that will allow more accurate evaluations regarding traumatic injury incidence and patterns. Ultimately, registry data analysis and injury pattern evaluation will permit researchers and policy makers to identify better ways of reducing the high injury mortality and morbidity rate that is associated with Alabama.

The ATR has completed all phases of hospital participation into its surveillance system. Phase I included Alabama's seven major trauma centers (Huntsville Hospital, The University of Alabama at Birmingham Hospital, The Children's Hospital of Alabama, Carraway Methodist Medical Center, DCH Regional Medical Center, Southeast Alabama Medical Center, and the University of South Alabama Hospital). Phase II included 18 additional hospitals, each of which treat 50 or more head and/or spinal cord injury cases annually. Phase III expanded the Registry to include all remaining hospitals in Alabama who receive trauma cases. Hospitals representing all phases have agreed to submit case data to the ATR. To date, over 90% have submitted data and approximately 75% are up to date regarding compliance with reporting requirements.

It is important to provide the public with mortality and morbidity statistics associated with motor vehicle crashes in order to accurately illustrate the impact injuries have on individuals, families, and society. Additionally, the information assists with efforts related to increasing protective equipment usage rates. ATR data are used by a variety of organizations. The Injury Prevention Division of the ADPH uses Trauma Registry data in their health education programs. Emergency management agencies and providers use Trauma Registry Data in community trauma prevention education. Other organizations such as Think First Alabama use ATR data for public safety education. As previously described, the Alabama Department of Rehabilitation Services uses trauma registry data to locate trauma patients – especially those suffering from head and/or spinal cord injury, in an effort to offer them state supported rehabilitative services.

The Alabama Traffic *Injury* Registry (*ATIR*), which collected data from *1991 through 1998* from 18 hospital emergency departments, was able to generate and convey similar information; however, due to the small sample size and other limitations, it was not possible to draw broad conclusions with respect to statewide mortality and morbidity. *ATIR* data collection was labor intensive, required frequent travel to hospital emergency departments and was unable to capture all trauma cases treated at the 18 participating hospitals. The demographic characteristics of patients treated at the hospitals from which ATIR collected data were, simply put, not representative of those related to Alabama as a whole. Therefore, it was not possible to accurately assess the extent of disparity in Glasgow Coma Scale (GCS) scores, the Abbreviated Injury Scale (AIS) scores, Injury Severity Scores (ISS), and functional ability at discharge of persons whose injuries were severe enough for admittance to the hospital and among different segments of Alabama's population. For obvious reasons, if hospital participation for the general trauma registry (*ATR*) is broad enough, more representative samples will be available which, in turn, will allow for more accurate information with respect to statewide trauma – especially that related to motor vehicle crash injury data.

Costs associated with this program is salaries, fringe, travel, professional services, supplies, training, and indirect costs.

Authorized by 23 U.S.C. 402 etc.		U.S. Department of Transportation National Highway Traffic Safety Administration PROBLEM SOLUTION PLAN (PSP)			O.M.B No. (To Be Revised)					
PSP TITLE: EMERGENCY MEDICAL SERVICES					PSP No.		STATE	Page		
					05-SP		ALABAMA	1 of 3		
OBEJECTIVE(s): To Identify the areas that so not meet the minimum response time to examine the recruiting and training efforts for emergency medical technicians and first responders in those areas					TIME FRAMES					
Sub-grantee	Descriptive Project Titles		Input	Output		Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
Dept of Public Health	EMS Continuing Education and Licensure Program		1 Program	1200 Continuing Education Programs 12,000 EMTS						
Program Area Code (Impact = I)	Current Year Major Cost Items By Project		(1) 402 Current Year	(2) 402 To Local	(3) State Share Local	(4) Local Share	(5) Total Project Costs			
SP-EM	Occupant Protection Program Salary/Fringes Operating Expenses Travel		\$35,760 \$6,083 \$2,400		\$26,820 \$4,562 \$1,800		\$35,760 \$6,083 \$2,400			
TOTALS			\$44,243		\$33,182.00		\$44,243			

Authorized by 23 U.S.C. 402 etc.		U.S. Department of Transportation National Highway Traffic Safety Administration PROBLEM SOLUTION PLAN (PSP)			O.M.B No. (To Be Revised)			
PSP TITLE: EMERGENCY MEDICAL SERVICES					PSP No.	STATE	Page	
					05-SP	ALABAMA	2 of 3	
OBJECTIVE(s): Develop and maintain EMS Data Base System					TIME FRAMES			
Sub-grantee	Descriptive Project Titles	Input	Output	Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
Alabama Dept of Public Health	EMS Data Base	1 Program	One EMS database					
Program Area Code (Impact = I)	Current Year Major Cost Items By Project	(1) 402 Current Year	(2) 402 To Local	(3) State Share Local	(4) Local Share	(5) Total Project Costs		
SP-EM	EMS Database							
	Professional Services	\$40,000		\$20,000				\$40,000
	Travel	\$28,332		\$14,166				\$28,332
	Operating Exp.	\$65,000		\$32,500				\$65,000
	TOTALS	\$133,332		\$66,666				\$133,332

Authorized by 23 U.S.C. 402 etc.		U.S. Department of Transportation National Highway Traffic Safety Administration PROBLEM SOLUTION PLAN (PSP)			O.M.B No. (To Be Revised)					
PSP TITLE: POST ACCIDENT REPOSE					PSP No.	STATE		Page		
					05-SP	ALABAMA		3 of 3		
OBJECTIVE(s): Operate the Alabama Injury Registry						TIME FRAMES				
Sub-grantee	Descriptive Project Titles		Input	Output		Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
Alabama Dept of Public Health	Alabama Trauma Injury Registry		1 Program	One ACCRS System						
Program Area Code (Impact = I)	Current Year Major Cost Items By Project		(1) 402 Current Year	(2) 402 To Local	(3) State Share Local	(4) Local Share		(5) Total Project Costs		
SP-TR	ATR Personnel/Fringes Professional Services Travel Operating Exp.		\$178,451 \$11,381 \$4,539 \$41,697		\$66,969 \$11,626			\$245,420 \$11,381 \$4,539 \$53,323		
TOTALS			\$236,068		\$78,595			\$314,663		

POLICE TRAFFIC SERVICES

As identified in the statewide analysis, alcohol involvement continues to be the greatest single factor in causing traffic fatalities. Speeding and exceeding safe speed are over represented where there is recorded alcohol involvement. Both speed and alcohol are high injury and fatal crash causative factors. Most severe crashes involving these factors occur most often from about sundown to sunrise and are over represented on weekends.

The Selective Traffic Enforcement Program (STEP) is developed using traffic crash data in an effort to generate greater program efficiency and effectiveness for all STEP operations. These remaining programs will continue at the current level of funding until a Community Traffic Safety Program (CTSP) is established or expanded to include those areas. The new method of funding will allow greater responsibility at the CTSP level, and provide a greater opportunity for more local participation and positive impact in the nine CTSP regions. The primary focus will be on Alcohol Enforcement with emphasis on those Alabamians in the 16-34 age group. Each potential location is selected based upon its traffic crash data. Each potential location is selected based upon its traffic crash to population ratio as compared to the same ratio of locations within a given population range.

Local sites are provided with analysis of crash data, which describes the major causative factors associated with crashes as well as identification of peak hours and days which will be the targeted, with concentration on speed and alcohol involvement. To this end, all STEPs will support the NHTSA sponsored holiday enforcement blitzes such as Memorial Day, Independence Day, Thanksgiving, and Christmas/New Years, or appropriate Blitz Periods as directed by NHTSA. Click It or Ticket and You Drink You Drive You Lose Campaigns will incorporate sobriety checkpoints as an enforcement and educational tool. Coordination also exists between program management of the local STEPs and engineering services as well as the local court systems.

The addition of the Primary Safety belt law, enacted by the state Legislature, has aided in the increase Alabama has seen in its safety belt usage rate. It has been determined through observational surveys conducted by the State Health Department, that statewide safety belt usage is at 80.0%. This is higher than the national average of 75%. Several CTSP areas have designated the lack of seatbelt usage as a primary causal factor in accidents and deaths in motor vehicle crashes. To this end, safety belt and child restraint enforcement will be an area of secondary emphasis. Greater effort will be put forth to educate the motoring public at large, with additional emphasis in the 16-34 year old age group, to further elevate the usage rate.

All agencies adhere to a policy that requires any officers working under this program to wear safety belts while operating their automobiles. This has led to the adoption of safety belt policies for full police departments, as well as city governments. All departments further agree to enforce the Child Restraint Law and Seatbelt Law. All programs will involve overtime patrols and/or checkpoints. Current policy is to fund overtime as it gives the greatest flexibility in manpower deployment and should be more effective and efficient. However, equipment may be purchased as a secondary means of incentive for local law enforcement agencies. This decision will be made at the Regional level.

The State of Alabama will continue to expand its contact and coverage area as it seeks to become more comprehensive in the enforcement of all traffic laws in the State. The primary concentra-

tion of the effort will be centered on the major national holidays, such as: Memorial Day, Independence Day, Thanksgiving, and Christmas holiday periods. Additional campaigns will be conducted in the nine CTSP Regions as are determined by statistics through CARE IMPACT reporting.

The Coordinator for Southeast Alabama will conduct a series of overtime checkpoints, enforcement blitzes and a public information and education campaign to enforce the traffic laws in the region. The counties affected are Barbour, Butler, Coffee, Covington, Crenshaw, Dale, Geneva, Henry, Houston, Pike, and Russell. An IMPACT study for the region revealed that special attention must be focused on alcohol and speed with special emphasis on males ages 25-34, and 35-44 for DUI and underage drinking in general. Additional consideration must be given to senior drivers, ages 75 and over. Methods will be sought and brochures developed to aid in this effort. Funding will provide for overtime salaries for officers to work in enforcement blitzes, checkpoints, and saturation patrols.

The Northeast Alabama CTSP Coordinator will conduct a comprehensive multi-jurisdictional/multi-agency overtime enforcement campaign in Cherokee, DeKalb, Etowah, Jackson, and Marshall, Counties. The primary focus of this effort will be traffic enforcement through sobriety checkpoints, saturation patrols, and blitzes. The campaign will focus on State, County, and Federal roadways, with emphasis on males in the 16-34 age ranges for DUI, speed and safety belt infractions, and underage drinking in general. The IMPACT study revealed that enforcement should focus on county and state two lane roadways. The enforcement effort will be accompanied by a public and information campaign. Funds for overtime salaries for the enforcement effort will be included. In 2000, there were 8,695 crashes, resulting in 3,162 injuries and 79 fatalities

The CTSP Coordinator in the West Alabama region will conduct a comprehensive overtime traffic enforcement program that will include Bibb, Fayette, Greene, Hale, Lamar, Marengo, Perry, Pickens, Sumter, and Tuscaloosa counties. In 2000, this area had 23,547 motor vehicle crashes resulting in 3,374 injuries and 82 fatalities. The counties are adjacent to Tuscaloosa County and many of their citizens are employed in Tuscaloosa, shop in Tuscaloosa, and use the recreational facilities there as well. A check of the IMPACT report for the region reveals that speed and following too closely are the primary factors in crashes. The most over represented age group is 18-21, with male and African American drivers the most over represented. The program will include the use of checkpoints, saturation patrols, blitzes, and a public information campaign using both print and electronic media.

The Northwest Alabama CTSP Coordinator will conduct a comprehensive overtime traffic enforcement campaign in Colbert, Cullman, Franklin, Lauderdale, Lawrence, Limestone, Madison, Marion, Morgan, and Winston Counties. The primary focus of the effort will be sobriety checkpoints, saturation patrols, and speed blitzes during specified times to coincide with statewide and national campaigns, as well as those of a local nature. The campaigns will focus on DUI the major problem as identified by the IMPACT report. No safety belt was the second most over represented traffic-related problem. This problem will be addressed through the Section 157 Safety belt Initiative program. A North Alabama Traffic Safety website was developed for use with in the region. The site will act as the message center all traffic safety related information coming from the CTSP regional office, the LETS Div./ADECA, and NHTSA. In addition, all safety related messages emanating from the Governor's office can be attached to this site. The effort will

be accompanied by a public information and education campaign. There were 22,576 crashes in 2001, resulting in 5,211 injuries, and 163 fatalities.

The Birmingham/Jefferson CTSP Coordinator will conduct a multiagency overtime enforcement campaign that will include Blount, Chilton, Jefferson, Shelby, St. Clair, and Walker Counties. The effort will focus on traffic checkpoints and blitzes that are centered around the major national holidays. In addition, some blitzes will be conducted to coincide with statistics for the affected area. The Jefferson/Birmingham region IMPACT reports that a problem exists in two areas, urban, and rural. While DUI and speed are down in the urban area, following too closely is a primary contributor to crashes in the Birmingham metropolitan area. This indicates a possible link to aggressive driving. For this reason, attention will be given to speed and following too closely in the enforcement effort. The rural part of the region has a problem with DUI and speed as contributing factors. For this reason, both will be addressed in the region's plan to reduce crashes and fatalities. Both campaigns will base enforcement activities on time and day analysis as indicated in the IMPACT report. The effort will be accompanied by a public information and education campaign addressing both the target group and the primary crash causes.

The CTSP Coordinator for the Mobile Region will oversee a comprehensive enforcement program, which will include overtime patrols and checkpoints in Baldwin and Mobile counties. A public service campaign will continue in conjunction with the enforcement to inform the public of the nature of the program and its impact upon the community. Funding will provide overtime for various officers to work in enforcement blitzes and checkpoints in the affected area. In 2000, Mobile County had 14,177 motor vehicle crashes resulting in 4,292 injuries and 74 fatalities. In Baldwin County, there was a total of 3,440 crashes, resulting in 1,110 injuries and 37 fatalities for 2000.

The CTSP Coordinator in the East Central Alabama will conduct a multi-jurisdictional overtime enforcement campaign designed to impact the drinking driver in that region of the state. This program will include the following counties: Calhoun, Chambers, Clay, Cleburne, Coosa, Randolph, Talladega, and Tallapoosa. The effort will coincide with national, and state enforcement efforts as well as local efforts. The target age groups for DUI according to the IMPACT report is 16-34. The IMPACT report indicates speed and inexperienced driving as primary contributing factors. Enforcement and education plans for the region will be designed to address these issues. The effort will be accompanied by a strong public information and education campaign. The program will include overtime for DUI checkpoints and enforcement blitzes to coincide with the national enforcement, state and local efforts as well. In 2000, there were 8,667 traffic related crashes (6.5% of the State's total), 3,220 traffic related injuries (7.4% of the State's total), and 90 traffic related fatalities (9.1% of the State's total).

The CTSP Coordinator in the Central Alabama Region will conduct a multi-jurisdictional overtime enforcement effort that includes Autauga, Bullock, Crenshaw, Dallas, Elmore, Lee, Lowndes, Macon, and Montgomery counties. Law enforcement agencies will conduct overtime multi-jurisdictional sobriety checkpoints, blitzes and line patrols designed to coincide with national and state campaigns on speed, DUI, and safety belt and child seat use. An IMPACT report indicates that DUI and speed are the primary contributors to crashes and fatalities in the region's rural area. All contributors are precursors to aggressive driving and will be addressed in the region's enforcement plan. A public information and education campaign will also accompany the effort. The eight county region crash statistics for 2000 were collected using the CARE system. The region recorded 19,646 crashes. As a result of the crashes, there were 6,168 injuries and 129

fatalities. The CAHSO will use a moving range/historical data as its base line for this region. The historical averages are: Crashes 19,276.33; Injuries 6,531.67; and Fatalities 120.67.

The CTSP Coordinator in Southwest Alabama will develop and conduct a multi-jurisdictional enforcement campaign in Choctaw, Clarke, Conecuh, Escambia, Monroe, Washington, and Wilcox counties. The law enforcement agencies will participate in sobriety checkpoints, blitzes and line patrols that are designed to impact the violator in the affected counties. The enforcement efforts will coincide with national and state efforts, as well as local efforts on speed & DUI. An IMPACT report for the region revealed that drivers ages 17 and 18 are the primary violators in speed, while drivers ages 35-44, and 25-34 were most guilty of DUI. The campaign will be accompanied by a vigorous public information and education component. In this six county region, there were a total of 2,005 reported traffic crashes, which represents 1.4% of the entire state.

The project with the Alabama Department of Public Safety involves overtime pay for officers to conduct a statewide rural selective traffic enforcement program aimed at identified segments of roadway with high crashes. The strategy of this effort has been expanded to include D.U.I. enforcement, safety belt and child seat enforcement as well as strict enforcement of posted maximum speed limits. The Alabama Department of Public Safety will provide a matching share consisting of salary fringe and vehicle operation. This project will work in coordination with the CTSP projects to ensure statewide coverage of all state and national enforcement blitz campaigns.

The statewide public information campaign will continue. This effort is aimed at safety belt use, driving under the influence, and speed enforcement. This effort will include public service announcements for both radio and television and various handout materials. This campaign will be continued.

At least one training course will be presented to the project directors and fiscal managers of the STEP projects on how to conduct an effective program. Costs for the training will include travel, lodging, and materials for participants, which will be a part of each STEP grant.

Funding will be provided for selected individuals to attend NHTSA sponsored highway and traffic safety related courses/workshops. Any individuals attending must have specific written prior approval from the Traffic Safety Section before the travel is taken. The Community Traffic Safety Program Coordinator will assume the responsibility of STEP Coordinator. All costs for program operation will be assumed by that position. STEP activities will be evaluated as part of the overall HSP evaluation. Also, each program will be required to report monthly on activities, and quarterly on progress made toward the goals stated in the approved application.

Authorized by 23 U.S.C. 402 etc.		U.S. Department of Transportation National Highway Traffic Safety Administration PROBLEM SOLUTION PLAN (PSP)			O.M.B No. (To Be Revised)				
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					05-SP		ALABAMA		1 of 10
The Selective Traffic Enforcement Projects will provide overtime pay to local law enforcement officers who participate OBEJECTIVE(s): in the NHTSA/ADECA Enforcement Blitzes. In addition to this, equipment may be purchased for local law enforcement.					TIME FRAMES				
Sub-grantee	Descriptive Project Titles		Input	Output	Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
City of Montgomery	Central Alabama Highway Safety Office		Selective Traffic Enforcement Program (STEP)	Overtime pay for local law enforcement officers in the Central Alabama Region which covers 8 Counties					
Program Area Code (Impact = I)	Current Year Major Cost Items By Project		(1) 402 Current Year	(2) 402 To Local	(3) State Share Local	(4) Local Share		(5) Total Project Costs	
SP_PT	Salaries Fringe Professional Services Travel Operating Expenses Equipment		\$75,000.00	\$75,000.00				\$75,000.00	
TOTALS			\$75,000.00	\$75,000.00				\$75,000.00	

Authorized by 23 U.S.C. 402 etc.		U.S. Department of Transportation National Highway Traffic Safety Administration PROBLEM SOLUTION PLAN (PSP)			O.M.B No. (To Be Revised)					
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The Selective Traffic Enforcement Projects will provide overtime pay to local law enforcement officers who participate OBEJECTIVE(s): in the NHTSA/ADECA Enforcement Blitzes. In addition to this, equipment may be purchased for local law enforcement.					TIME FRAMES					
Sub-grantee	Descriptive Project Titles		Input	Output		Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
Shelton State Community College	West Alabama Highway Safety Office		Selective Traffic Enforcement Program (STEP)	Overtime pay for local law enforcement officers in the West Alabama Region which covers 10 Counties						
Program Area Code (Impact = I)	Current Year Major Cost Items By Project		(1) 402 Current Year	(2) 402 To Local	(3) State Share Local	(4) Local Share	(5) Total Project Costs			
SP_PT	Salaries Fringe Professional Services Travel Operating Expenses Equipment		\$75,000.00	\$75,000.00			\$75,000.00			
TOTALS			\$75,000.00	\$75,000.00			\$75,000.00			

Authorized by 23 U.S.C. 402 etc.		U.S. Department of Transportation National Highway Traffic Safety Administration PROBLEM SOLUTION PLAN (PSP)			O.M.B No. (To Be Revised)				
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The Selective Traffic Enforcement Projects will provide overtime pay to local law enforcement officers who participate OBEJECTIVE(s): in the NHTSA/ADECA Enforcement Blitzes. In addition to this, equipment may be purchased for local law enforcement.					TIME FRAMES				
Sub-grantee	Descriptive Project Titles		Input	Output	Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
Jefferson State Community College	Greater Birmingham Highway Safety Office		Selective Traffic Enforcement Program (STEP)	Overtime pay for local law enforcement officers in the Birmingham Region which covers 6 Counties.					
Program Area Code (Impact = I)	Current Year Major Cost Items By Project		(1) 402 Current Year	(2) 402 To Local	(3) State Share Local	(4) Local Share		(5) Total Project Costs	
SP_PT	Salaries Fringe Professional Services Travel Operating Expenses Equipment		\$75,000.00	\$75,000.00				\$75,000.00	
	TOTALS		\$75,000.00	\$75,000.00				\$75,000.00	

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The Selective Traffic Enforcement Projects will provide overtime pay to local law enforcement officers who participate OBEJECTIVE(s): in the NHTSA/ADECA Enforcement Blitzes. In addition to this, equipment may be purchased for local law enforcement.					TIME FRAMES				
Sub-grantee	Descriptive Project Titles		Input	Output	Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
Mobile County Commission	Mobile Area Highway Safety Office		Selective Traffic Enforcement Program (STEP)	Overtime pay for local law enforcement officers in the Mobile/Baldwin Region which covers 2 Counties.					
Program Area Code (Impact = I)	Current Year Major Cost Items By Project		(1) 402 Current Year	(2) 402 To Local	(3) State Share Local	(4) Local Share		(5) Total Project Costs	
SP_PT	Salaries Fringe Professional Services Travel Operating Expenses Equipment		\$75,000.00	\$75,000.00				\$75,000.00	
TOTALS			\$75,000.00	\$75,000.00				\$75,000.00	

Authorized by 23 U.S.C. 402 etc.		U.S. Department of Transportation National Highway Traffic Safety Administration PROBLEM SOLUTION PLAN (PSP)			O.M.B No. (To Be Revised)					
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The Selective Traffic Enforcement Projects will provide overtime pay to local law enforcement officers who participate OBEJECTIVE(s): in the NHTSA/ADECA Enforcement Blitzes. In addition to this, equipment may be purchased for local law enforcement.					TIME FRAMES					
Sub-grantee	Descriptive Project Titles		Input	Output		Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
Southeast Alabama Medical Center	Southeast Alabama Highway Safety Office		Selective Traffic Enforcement Program (STEP)	Overtime pay for local law enforcement officers in the Southeast Alabama Region which covers 12 Counties.						
Program Area Code (Impact = I)	Current Year Major Cost Items By Project		(1) 402 Current Year	(2) 402 To Local	(3) State Share Local	(4) Local Share	(5) Total Project Costs			
SP_PT	Salaries Fringe Professional Services Travel Operating Expenses Equipment		\$75,000.00	\$75,000.00			\$75,000.00			
TOTALS			\$75,000.00	\$75,000.00			\$75,000.00			

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The Selective Traffic Enforcement Projects will provide overtime pay to local law enforcement officers who participate OBEJECTIVE(s): in the NHTSA/ADECA Enforcement Blitzes. In addition to this, equipment may be purchased for local law enforcement.					TIME FRAMES				
Sub-grantee	Descriptive Project Titles		Input	Output	Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
Northwest Shoals Community College	North Alabama Highway Safety Office		Selective Traffic Enforcement Program (STEP)	Overtime pay for local law enforcement officers in the Northwest Alabama Region which covers 10 Counties.					
Program Area Code (Impact = I)	Current Year Major Cost Items By Project		(1) 402 Current Year	(2) 402 To Local	(3) State Share Local	(4) Local Share		(5) Total Project Costs	
SP_PT	Salaries Fringe Professional Services Travel Operating Expenses Equipment		\$75,000.00	\$75,000.00				\$75,000.00	
TOTALS			\$75,000.00	\$75,000.00				\$75,000.00	

Authorized by 23 U.S.C. 402 etc.		U.S. Department of Transportation National Highway Traffic Safety Administration PROBLEM SOLUTION PLAN (PSP)			O.M.B No. (To Be Revised)					
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The Selective Traffic Enforcement Projects will provide overtime pay to local law enforcement officers who participate OBEJECTIVE(s): in the NHTSA/ADECA Enforcement Blitzes. In addition to this, equipment may be purchased for local law enforcement.					TIME FRAMES					
Sub-grantee	Descriptive Project Titles		Input	Output		Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
Snead State Community College	Northeast Alabama Highway Safety Office		Selective Traffic Enforcement Program (STEP)	Overtime pay for local law enforcement officers in the Northeast Alabama Region which covers 5 Counties.						
Program Area Code (Impact = I)	Current Year Major Cost Items By Project		(1) 402 Current Year	(2) 402 To Local	(3) State Share Local	(4) Local Share	(5) Total Project Costs			
SP_PT	Salaries Fringe Professional Services Travel Operating Expenses Equipment		\$75,000.00	\$75,000.00			\$75,000.00			
TOTALS			\$75,000.00	\$75,000.00			\$75,000.00			

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The Selective Traffic Enforcement Projects will provide overtime pay to local law enforcement officers who participate OBEJECTIVE(s): in the NHTSA/ADECA Enforcement Blitzes. In addition to this, equipment may be purchased for local law enforcement.					TIME FRAMES					
Sub-grantee	Descriptive Project Titles		Input	Output		Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
Alabama-Tombigbee Regional Commission	Southwest Alabama Highway Safety Office		Selective Traffic Enforcement Program (STEP)	Overtime pay for local law enforcement officers in the Southwest Alabama Region which covers 6 Counties.						
Program Area Code (Impact = I)	Current Year Major Cost Items By Project		(1) 402 Current Year	(2) 402 To Local	(3) State Share Local	(4) Local Share	(5) Total Project Costs			
SP_PT	Salaries Fringe Professional Services Travel Operating Expenses Equipment		\$75,000.00	\$75,000.00			\$75,000.00			
TOTALS			\$75,000.00	\$75,000.00			\$75,000.00			

Authorized by 23 U.S.C. 402 etc.		U.S. Department of Transportation National Highway Traffic Safety Administration PROBLEM SOLUTION PLAN (PSP)			O.M.B No. (To Be Revised)					
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The Selective Traffic Enforcement Projects will provide overtime pay to local law enforcement officers who participate OBEJECTIVE(s): in the NHTSA/ADECA Enforcement Blitzes. In addition to this, equipment may be purchased for local law enforcement.					TIME FRAMES					
Sub-grantee	Descriptive Project Titles		Input	Output		Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
Gadsden State Community College	East Alabama Highway Safety Office		Selective Traffic Enforcement Program (STEP)	Overtime pay for local law enforcement officers in the East Alabama Region which covers 8 Counties.						
Program Area Code (Impact = I)	Current Year Major Cost Items By Project		(1) 402 Current Year	(2) 402 To Local	(3) State Share Local	(4) Local Share	(5) Total Project Costs			
SP_PT	Salaries Fringe Professional Services Travel Operating Expenses Equipment		\$75,000.00	\$75,000.00			\$75,000.00			
TOTALS			\$75,000.00	\$75,000.00			\$75,000.00			

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The Selective Traffic Enforcement Projects will provide overtime pay to local law enforcement officers who participate OBEJECTIVE(s): in the NHTSA/ADECA Enforcement Blitzes. In addition to this, equipment may be purchased for local law enforcement.					TIME FRAMES				
Sub-grantee	Descriptive Project Titles		Input	Output	Current FY	FY "+" 1	FY "+" 2	FY "+" 3	FY "+" 4
Alabama Department of Public Safety	State Trooper Selective Traffic Enforcement Project		Selective Traffic Enforcement Program (STEP)	Overtime pay for Alabama State Troopers who work the various NHTSA/ADECA Enforcement Blitzes.					
Program Area Code (Impact = I)	Current Year Major Cost Items By Project		(1) 402 Current Year	(2) 402 To Local	(3) State Share Local	(4) Local Share		(5) Total Project Costs	
SP_PT	Salaries Fringe Professional Services Travel Operating Expenses Equipment		\$150,000.00					\$150,000.00	
TOTALS			\$150,000.00					\$150,000.00	