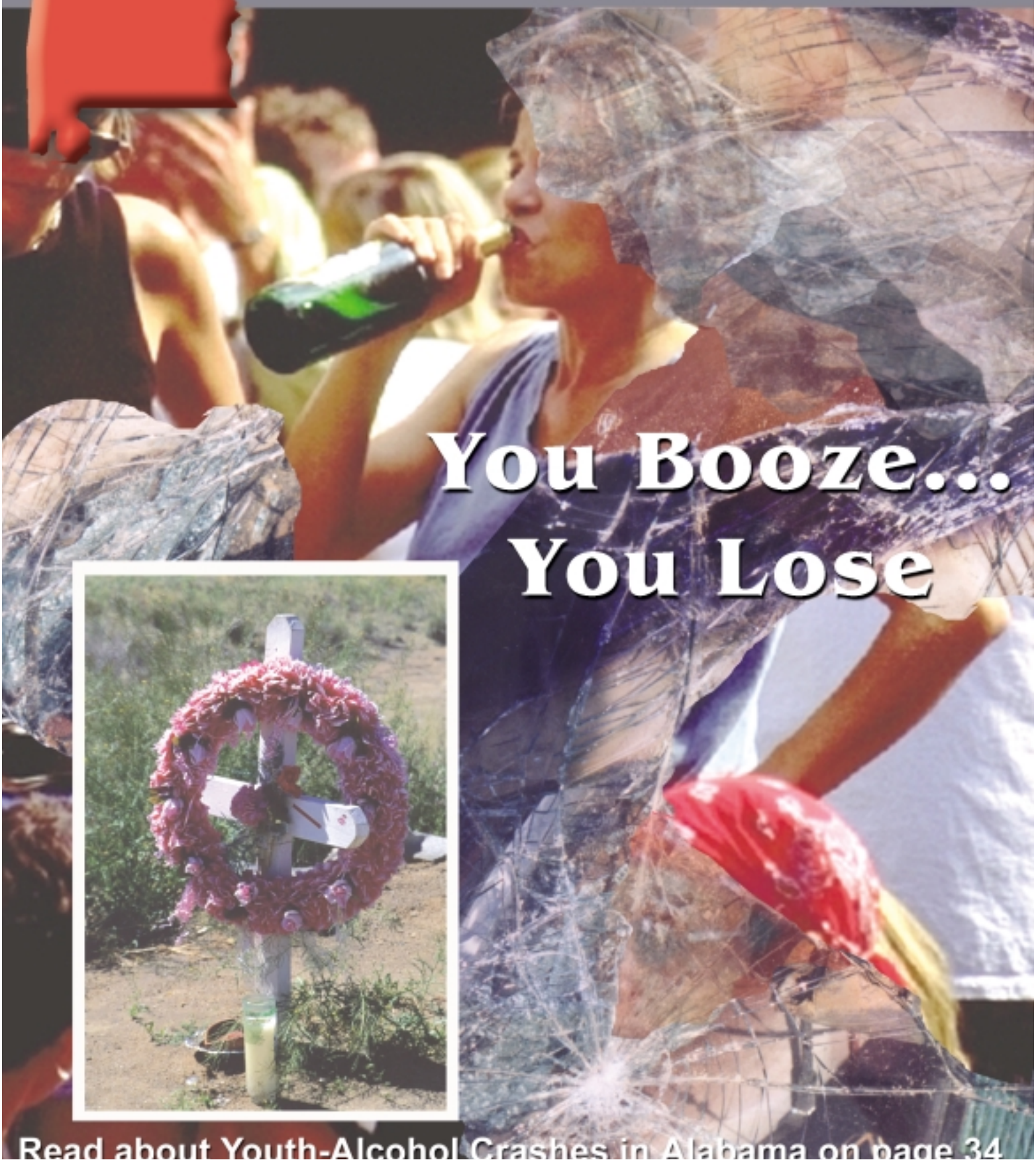
Alabama Traffic Crash Facts 2001



You Booze... You Lose

Read about Youth-Alcohol Crashes in Alabama on page 34

Acknowledgements

This report was assembled from data provided by the Alabama Department of Public Safety. Each crash record, whether completed by a local police officer or a member of the Alabama Highway Patrol, was sent to Montgomery and entered into a centralized database maintained by the Department of Public Safety. This project was supported by Subgrant No. 02-SP-AL-003 awarded by the Alabama Department of Economic and Community Affairs (ADECA/ LETS) and the Office of the National Highway Traffic Safety Administration. The data summaries were provided by the Alabama Department of Transportation, who also provided partial funding for this effort along with the Alabama Department of Economic and Community Affairs - Traffic Safety Section.

The report itself was created by personnel at the University of Alabama Engineering Research Laboratory. Statistical information was augmented by the Critical Analysis Reporting Environment (CARE), a national award-winning computer system developed in Alabama that is now being employed to process several state and federal traffic and aviation crash/incident databases. Additional summaries of information as well as reports are available on the CARE web site:

http://care.cs.ua.edu

This site supports the on-line generation of summary information from the Alabama crash database. For more information on this capability or additional crash information contact:

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Alabama Traffic Crash Facts 2001

2001

Prepared Through The Cooperation Of The Following Agencies

Alabama Department of Transportation

Alabama Department of Public Safety

Alabama Department of Economic and Community Affairs

Alabama Department of Education

Dedicated to those people in Alabama working in traffic safety activities

Table of Contents

Quick Facts 2001

	The 2001 Toll	2001	vs	2000
Persons Killed	998	up		1.2%
Persons Injured	42,921	down		1.3%
Reported Crashes	133,740	up		0.8%
Miles Travelled	56,708,000,000	up		0.2%

There were 998 people killed in 904 fatal crashes.

One traffic crash was reported every 235 seconds.

One person was injured in a traffic crash each 12 minutes and 14 seconds.

One person was killed every 8 hours and 47 minutes in a traffic crash.

Most Alabama crashes (70.8%) occurred in urban areas, but most fatalities (68.5%) occurred in rural areas.

For each person killed, there were 43 injured.

Of all drivers involved in fatal crashes, 11.9% were age 19 or under, and 25.6% were under 25 years of age.

Of all fatal crashes, 42% occurred at night.

The 2001 pedestrian death toll was 68.

There were 43 fatalities among motorcycle or moped riders.

Bicyclists accounted for 6 fatalities.

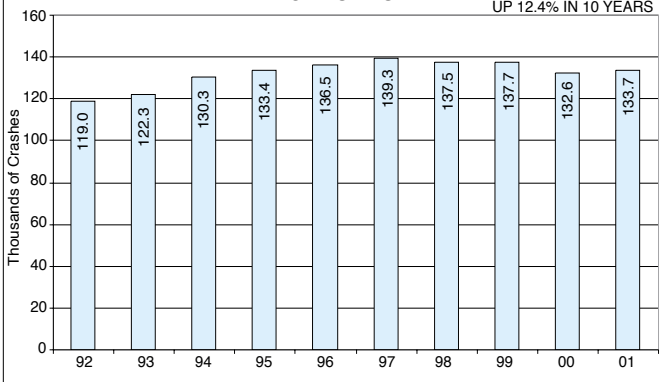
The use of safety belts reduces the risk of fatal injury to front-seat car occupants by 45%.

Based On 2001 Data, If You Are A Typical Driver In Alabama, There Is A 54% Probability That You Will Be Involved In An Injury Or Fatal Crash While Driving An Automobile During Your Lifetime!

Quick Facts 2001

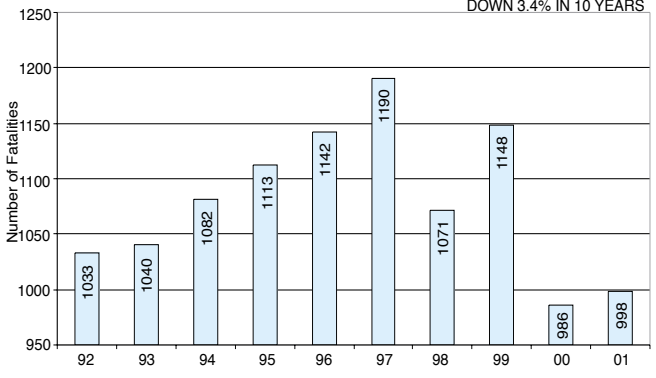
CRASHES

UP 12.4% IN 10 YEARS



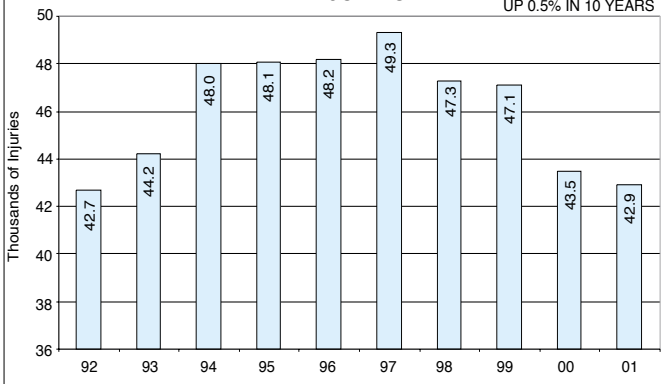
FATALITIES

DOWN 3.4% IN 10 YEARS



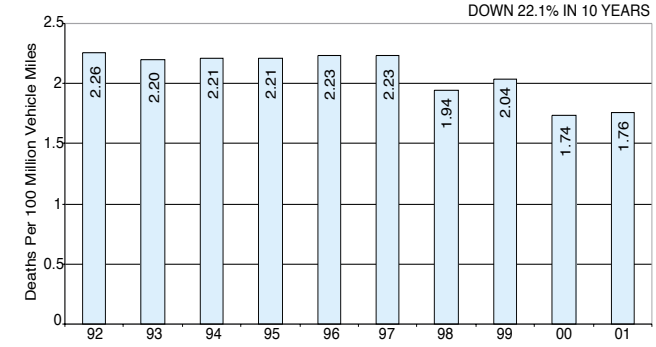
INJURIES

UP 0.5% IN 10 YEARS



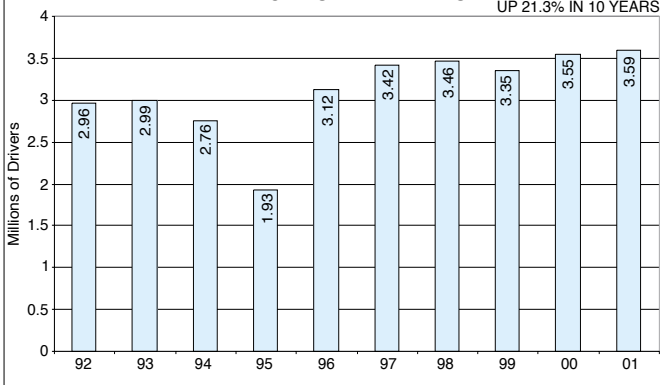
MILEAGE DEATH RATE

DOWN 22.1% IN 10 YEARS



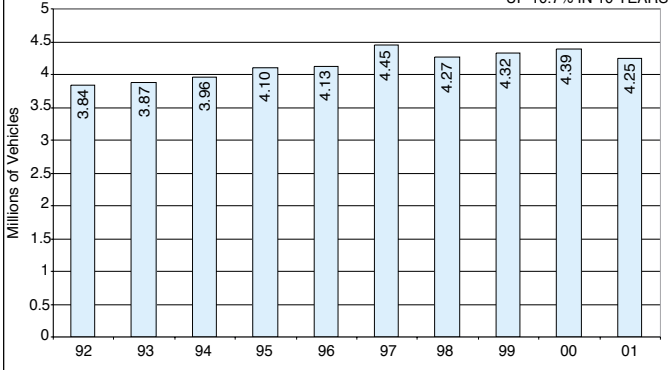
LICENSED DRIVERS

UP 21.3% IN 10 YEARS



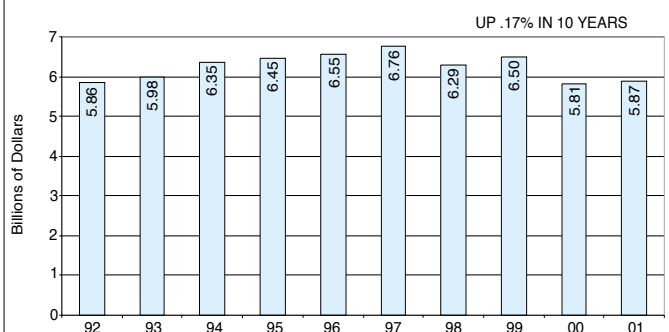
MOTOR VEHICLE REGISTRATIONS

UP 10.7% IN 10 YEARS



ECONOMIC LOSS*

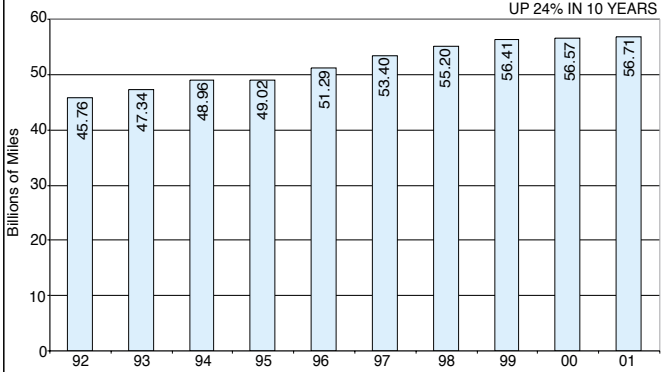
UP .17% IN 10 YEARS

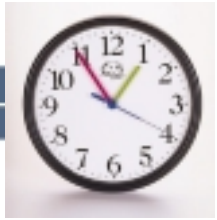


* A new method of economic loss calculation has been applied to every year represented on this chart, so that each year's value is comparable to every other year's value.

VEHICLE MILES TRAVELLED

UP 24% IN 10 YEARS





Time Trends

DAY OF WEEK

	Crashes	%	Deaths	%
Sunday	12,282	9.2	168	16.9
Monday	20,659	15.4	127	12.7
Tuesday	19,192	14.4	127	12.7
Wednesday	18,752	14.0	128	12.8
Thursday	20,187	15.1	122	12.2
Friday	25,141	18.8	156	15.6
Saturday	17,527	13.1	170	17.1
Total	133,740	100.0	998	100.0

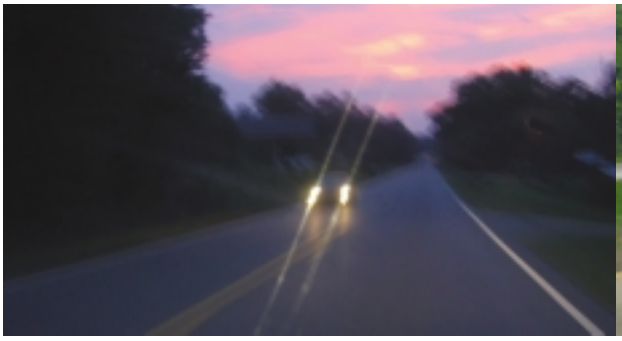
MONTH OF YEAR

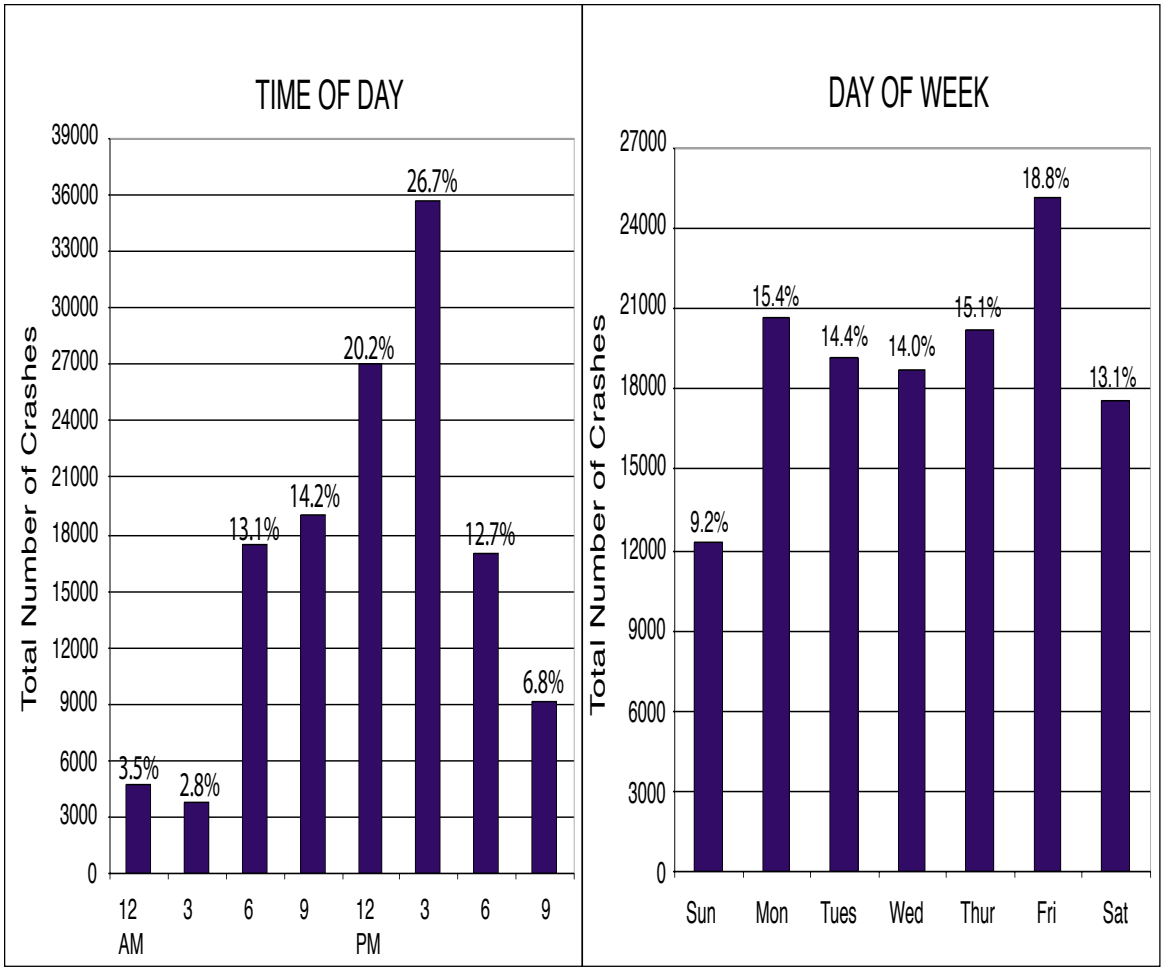
	Crashes	%	Deaths	%
January	10,648	8.0	78	7.8
February	10,049	7.5	82	8.2
March	11,677	8.7	85	8.5
April	11,192	8.4	74	7.4
May	11,483	8.6	104	10.4
June	10,932	8.2	71	7.1
July	10,583	7.9	85	8.5
August	11,902	8.9	62	6.2
September	10,400	7.8	96	9.6
October	11,982	9.0	88	8.8
November	11,333	8.5	66	6.6
December	11,559	8.6	107	10.7
Total	133,740	100.0	998	100.0

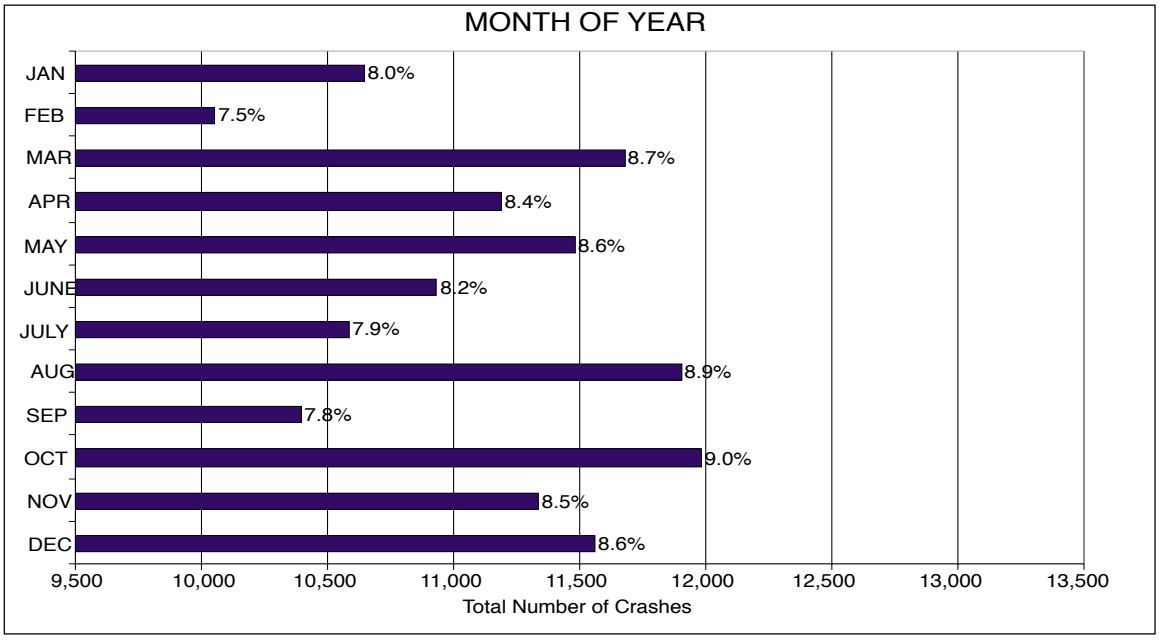
Be careful not to start your weekend with a crash. The most crash-prone period is Friday afternoon.

TIME OF DAY

	Crashes	%	Deaths	%
Midnight	1,726	1.3	32	3.2
1:00am	1,566	1.2	34	3.4
2:00am	1,350	1.0	22	2.2
3:00am	1,047	0.8	28	2.8
4:00am	1,089	0.8	19	1.9
5:00am	1,602	1.2	26	2.6
6:00am	3,144	2.4	39	3.9
7:00am	8,668	6.5	49	4.9
8:00am	5,683	4.2	32	3.2
9:00am	5,222	3.9	33	3.3
10:00am	6,218	4.6	43	4.3
11:00am	7,620	5.7	37	3.7
Noon	9,002	6.7	43	4.3
1:00pm	8,676	6.5	54	5.4
2:00pm	9,368	7.0	54	5.4
3:00pm	12,659	9.5	51	5.1
4:00pm	11,371	8.5	57	5.7
5:00pm	11,659	8.7	66	6.6
6:00pm	7,552	5.6	40	4.0
7:00pm	5,035	3.8	42	4.2
8:00pm	4,348	3.3	58	5.8
9:00pm	3,625	2.7	50	5.0
10:00pm	2,991	2.2	46	4.6
11:00pm	2,519	1.9	43	4.3
Total	133,740	100.0	998	100.0




TIME OF DAY
Total Number of Crashes
39000
36000
33000
30000
27000
24000
21000
18000
15000
12000
9000
6000
3000
0
3.5%
2.8%
13.1%
14.2%
20.2%
26.7%
12.7%
6.8%
12 AM
3
6
9
12 PM
3
6
9
DAY OF WEEK
Total Number of Crashes
27000
24000
21000
18000
15000
12000
9000
6000
3000
0
9.2%
15.4%
14.4%
14.0%
15.1%
18.8%
13.1%
Sun
Mon
Tues
Wed
Thur
Fri
Sat


MONTH OF YEAR
JAN
8.0%
FEB
7.5%
MAR
8.7%
APR
8.4%
MAY
8.6%
JUNE
8.2%
JULY
7.9%
AUG
8.9%
SEP
7.8%
OCT
9.0%
NOV
8.5%
DEC
8.6%
9,500
10,000
10,500
11,000
11,500
12,000
12,500
13,000
13,500
Total Number of Crashes

Types of Crashes

FIRST HARMFUL EVENT

	FATALITIES	INJURIES	CRASHES	% OF CRASHES
HIT OTHER VEHICLE	429	29,674	98,185	73.4
HIT FIXED OR OTHER OBJECT	260	6,044	14,843	11.1
OVERTURNING	92	1,571	2,222	1.7
OTHER NON-COLLISION	11	202	1,513	1.1
HIT ANIMAL	3	279	2,768	2.1
HIT PEDESTRIAN	53	439	509	0.4
HIT PEDALCYCLIST	6	166	201	0.2
HIT RAILWAY TRAIN	6	31	58	0.0
HIT PARKED VEHICLE	10	388	3,929	2.9
ALL OTHER	128	4,127	9,512	7.1
TOTAL	998	42,921	133,740	100.0

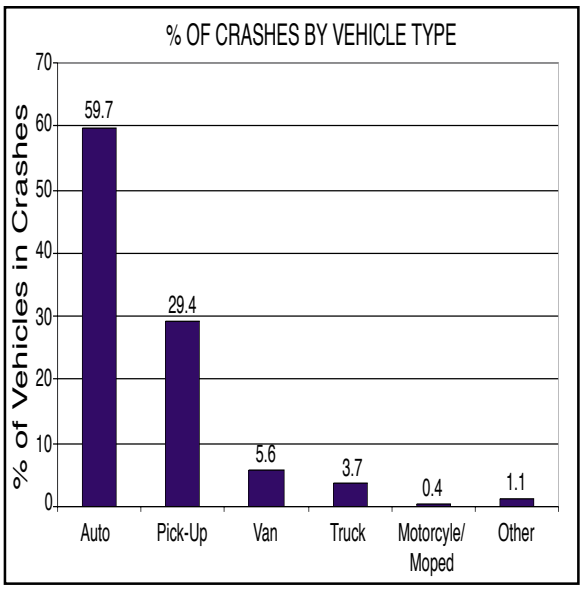
VEHICLE TYPE

	VEHICLES INVOLVED IN CRASHES	% OF VEHICLES
AUTO	146,589	59.7
PICK-UP	72,228	29.4
VAN	13,796	5.6
TRUCK	9,063	3.7
MOTORCYCLE / MOPED	1,066	0.4
OTHER	2,785	1.1
TOTAL	245,527	100.0

The typical Alabama traffic crash occurs between two autos when one of the drivers fails to yield the right of way.

HAZARDOUS CARGO

	CRASHES	%
EXPLOSIVE	10	4.0
GAS/FLAMMABLE	211	83.7
POISON	29	11.5
RADIOACTIVE	2	0.8
TOTAL	252	100.0



BY FIRST HARMFUL EVENT

Hit Other Vehicle

	2000	2001
Crashes	97,349	98,185
Injuries	29,785	29,674
Fatalities	418	429

Hit Bicycle

	2000	2001
Crashes	208	201
Injuries	172	166
Fatalities	3	6

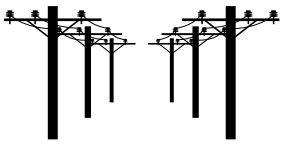
Overturning

	2000	2001
Crashes	2,333	2,222
Injuries	1,702	1,571
Fatalities	78	92

Hit Train

	2000	2001
Crashes	89	58
Injuries	46	31
Fatalities	9	6

Hit Fixed Object



	2000	2001
Crashes	14,659	14,843
Injuries	6,295	6,044
Fatalities	282	260

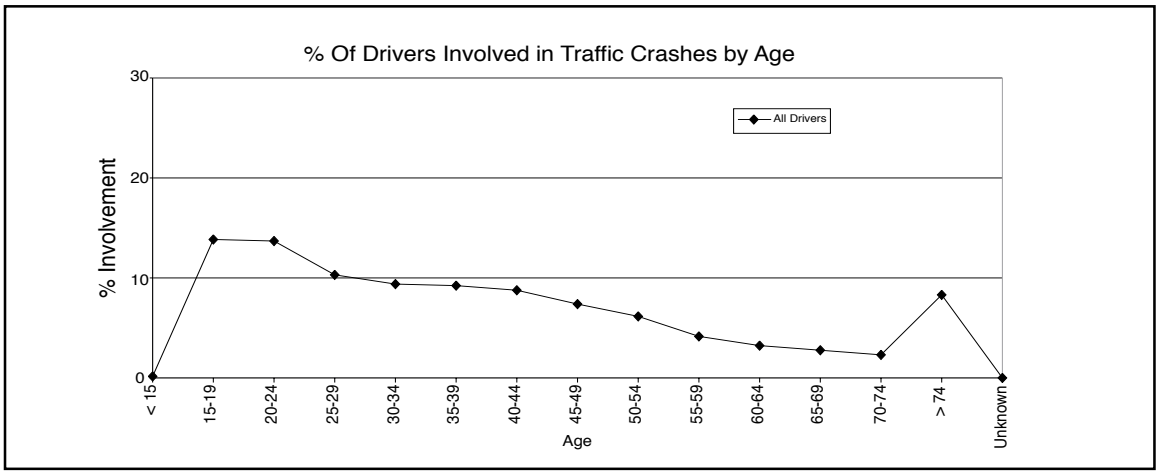
All Others

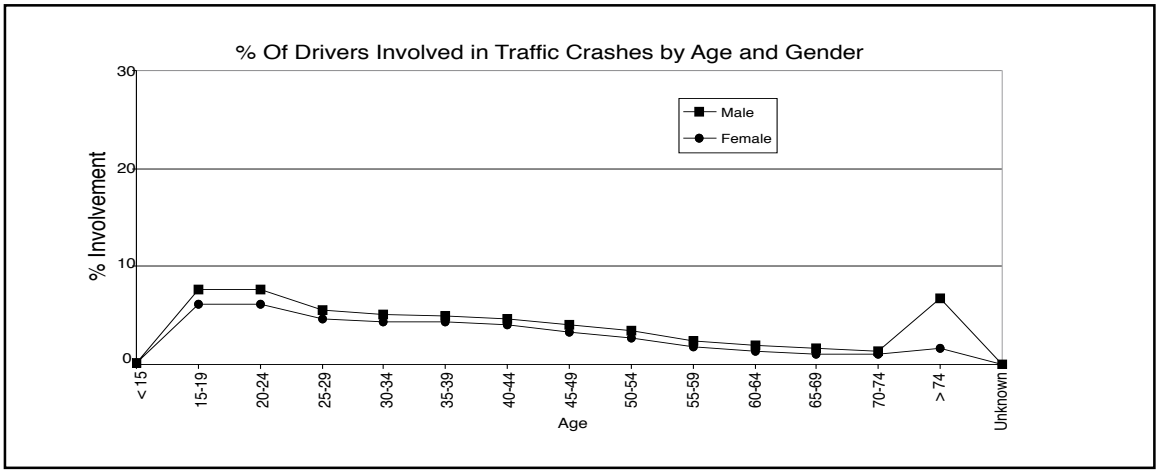
	2000	2001
Crashes	19,782	19,944
Injuries	6,711	6,567
Fatalities	223	244

Totals

	2000	2001
Crashes	132,627	133,740
Injuries	43,499	42,921
Fatalities	986	998

Involvement by Age and Gender





Ages of Fatalities

Age	Number of Persons Killed	Age	Number of Persons Killed	Age	Number of Persons killed
1	4	(10-14)	28	28	17
2	4	15	8	29	16
3	6	16	19	(25-29)	79
4	4	17	27	(30-34)	97
(1-4)	18	18	32	(35-39)	81
5	3	19	39	(40-44)	76
6	5	(15-19)	125	(45-49)	66
7	3	20	39	(50-54)	53
8	4	21	31	(55-59)	39
9	3	22	28	(60-64)	37
(5-9)	18	23	20	(65-69)	23
10	2	24	21	(70-74)	33
11	7	(20-24)	139	>74	85
12	4	25	16	Unknown	1
13	1	26	17		
14	14	27	13		

Number of Drivers Involved in Crashes and Fatalities by Age

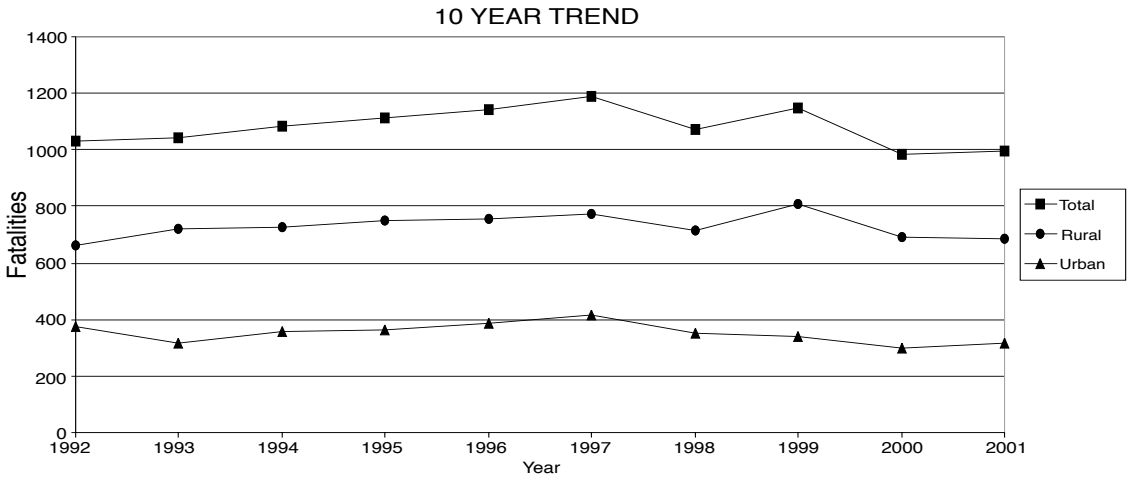
Age	Licensed Drivers	Number of Drivers Involved in Crashes	Number of Drivers Involved in Fatal Crashes
<14	0	356	4
14	268	151	4
15	28,612	582	4
16	45,993	7,638	21
17	51,925	8,400	36
18	56,070	9,056	50
19	59,777	8,523	47
(15-19)	242,377	34,199	158
20	62,352	7,896	42
21	66,152	7,415	41
22	65,823	6,564	46
23	64,075	5,956	30
24	67,604	5,869	30
(20-24)	326,006	33,700	189
25	65,294	5,339	27
26	64,881	4,977	27
27	65,896	4,872	24
28	65,871	4,964	30
29	68,455	5,044	30
(25-29)	330,397	25,196	138
(30-34)	344,058	23,142	148
(35-39)	348,630	22,618	134
(40-44)	360,475	21,250	122
(45-49)	336,529	18,195	120
(50-54)	304,052	15,086	89
(55-59)	241,997	10,770	57
(60-64)	193,728	8,136	51
(65-69)	165,958	6,630	38
(70-74)	144,742	5,636	45
>74	249,560	20,441	89
Unknown		21	0
Total	3,588,777	245,527	1,386

Number of Drivers Involved in Crashes and Fatalities by Gender

Gender	Licensed Drivers	Number of Drivers Involved in Crashes	Number of Drivers Involved in Fatal Crashes
Male	1,779,595	130,400	996
Female	1,809,182	104,223	374
Unknown		10,904	16
Total	3,588,777	245,527	1,386

Crash Location

RURAL VS.URBAN TRAFFIC FATALITIES



10 Year Experience

	FATALITIES		
Year	State Total	Rural	Urban
1992	1,033	661	372
1993	1,040	722	318
1994	1,082	727	355
1995	1,113	749	364
1996	1,142	757	385
1997	1,190	772	418
1998	1,071	717	354
1999	1,148	807	341
2000	986	690	296
2001	998	684	314

The number of RURAL fatalities decreased .87% in 2001.

The number of URBAN fatalities increased 6.1% in 2001.

Rural Locale

	Crashes	%
Open Country	30,249	77.4
Residential	4,518	11.6
Business	3,564	9.1
Industrial	282	0.7
School/Playground	271	0.7
Other	217	0.6

Urban Locale

	Crashes	%
Open Country	8,439	8.9
Residential	24,359	25.7
Business	54,826	57.9
Industrial	1,798	1.9
School/Playground	2,269	2.4
Other	2,948	3.1

Most crashes happen in urban business and residential areas or in open rural areas, on the roadway, and within 25 miles of home.

Crash Location

	Crashes	%
On Roadway	77,822	58.19
Intersection	32,274	24.13
Off Roadway	22,141	16.56
Median	1,044	0.78
Private Road	334	0.25
Driveway	67	0.05
Railroad Tracks	58	0.04
Other	0	0.00

Driver's Residence

Residence Within 25 Miles	
Yes	78.5%
No	21.5%

Workzone Crashes

	Crashes
Property Damage Injury Fatal	2,154 606 35
Total	2,795

Crash Environment

Traffic Control

	Crashes	%
Railroad Device	181	0.1
Yield Sign	3,434	2.6
Stop Sign	12,049	9.0
Traffic Signal	26,916	20.1
Other	69,818	52.2
None	21,342	16.0

Light Condition

	Crashes	%
Day	97,683	73.0
Dawn	1,321	1.0
Dusk	3,155	2.4
Dark	16,135	12.1
Streetlights	15,130	11.3
Not Stated	316	0.2

Road Character

	Crashes	%
Level	87,034	65.1
Downgrade	15,414	11.5
Upgrade	11,315	8.5
Hillcrest	1,485	1.1
Level Curve	8,100	6.1
Curve on Hill	9,011	6.7
Not Stated	1,381	1.0

Number of Lanes

	Crashes	%
One	3,307	2.5
Two	66,787	49.9
Three	6,134	4.6
Four	39,598	29.6
Five	4,855	3.6
Six or More	11,523	8.6
Not Stated	1,536	1.1

Weather

	Crashes	%
Clear	82,155	61.4
Cloudy	29,123	21.8
Rain	20,839	15.6
Snow/Sleet	476	0.4
Fog	597	0.4
Other	550	0.4

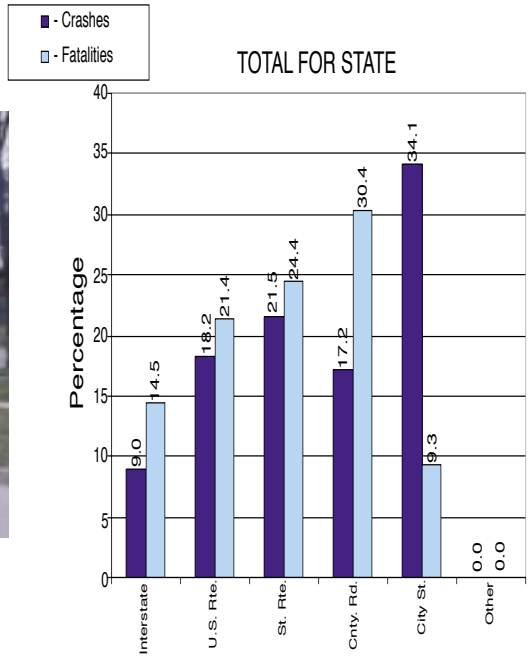
Road Condition

	Crashes	%
Dry	103,756	77.6
Wet	27,861	20.8
Icy/Slushy	774	0.6
Muddy	46	0.0
Other	1,303	1.0

Type of Roadway

TOTAL FOR STATE

	Crashes		Fatalities	
Road Type	Number	%	Number	%
Interstate	12,088	9.0	144	14.5
U.S. Route	24,328	18.2	213	21.4
State Route	28,738	21.5	244	24.4
County	22,995	17.2	304	30.4
City	45,540	34.1	93	9.3
Other	51	0.0	0	0.0
Total	133,740	100.0	998	100.0



Most crashes occur on urban city streets while most fatalities happen on rural county roads.

RURAL AREAS

	Crashes		Fatalities	
Road Type	Number	%	Number	%
Interstate	5,617	14.4	97	14.2
U.S. Route	6,560	16.8	142	20.8
State Route	8,004	20.5	161	23.5
County	18,866	48.2	284	41.5
City	52	0.1	0	0.0
Other	2	0.0	0	0.0
Total	39,101	100.0	684	100.0

URBAN AREAS

	Crashes		Fatalities	
Road Type	Number	%	Number	%
Interstate	6,471	6.8	47	15.0
U.S. Route	17,768	18.8	71	22.6
State Route	20,734	21.9	83	26.4
County	4,129	4.4	20	6.4
City	45,488	48.1	93	29.6
Other	49	0.1	0	0.0
Total	94,639	100.0	314	100.0

The Driver

DRIVER CONDITION

	Drivers	%
No Defect	222,884	90.8
Asleep	1,369	0.6
Fatigued	307	0.1
Ill	493	0.2
Other	0	0.0
Unknown	20,474	8.3

(Alcohol related crashes are found in a separate table.)

PRIMARY CAUSE OF CRASHES

	Crashes	%
Failed to Yield Right of Way	21,261	15.9
Driver Not in Control	16,927	12.7
Misjudged Stopping Distance	15,723	11.8
Driving Under the Influence	4,514	3.4
Improper Backing	2,450	1.8
Failure to Heed Sign	6,873	5.1
Tailgating	12,614	9.4
Over the Speed Limit	2,857	2.1
Avoiding Object or Person	5,825	4.4
All Other	44,696	33.4

Motorcycle Crash Statistics

Number of Motorcyclists Involved in Crashes by Age
(includes motor scooters and mopeds)

Age	Fatalities	Injuries	Number of Motorcycles Involved in Crashes
<14	1	14	7
14	1	12	11
15	0	30	24
16	0	13	9
17	0	8	8
18	2	11	12
19	0	24	24
(15-19)	2	86	77
20	0	22	20
21	2	21	21
22	0	24	22
23	0	21	19
24	1	16	16
(20-24)	3	104	98
25	2	19	20
26	1	20	19
27	3	25	25
28	0	13	12
29	2	30	29
(25-29)	8	107	105
(30-34)	6	103	99
(35-39)	5	79	75
(40-44)	2	84	76
(45-49)	7	72	71
(50-54)	5	43	38
(55-59)	1	39	36
(60-64)	1	21	20
(65-69)	0	9	8
(70-74)	0	1	1
>74	1	4	3
Unknown	0	0	339
Total	43	778	1,064

The number of motorcycle crashes increased from 2000 to 2001. In 2001, 77% of these collisions resulted in injury or death.

TEN YEAR TREND

Year	Fatalities	Injuries	Number of Motorcycles Involved in Crashes
1992	34	898	1,132
1993	32	814	1,040
1994	31	769	953
1995	33	738	960
1996	32	651	862
1997	29	590	764
1998	34	592	792
1999	33	633	879
2000	43	698	949
2001	43	778	1,064

Bicycle Crash Statistics

Number of Bicyclists Involved in Crashes by Age

Age	Fatalities	Injuries
(1-4)	0	2
(5-9)	1	60
(10-14)	2	78
(15-19)	1	22
(20-24)	0	10
(25-29)	0	11
(30-34)	0	7
(35-39)	0	18
(40-44)	0	8
(45-49)	1	10
(50-54)	0	5
(55-59)	1	2
(60-64)	0	4
(65-69)	0	1
(70-74)	0	1
>74	0	3
Unknown	0	0
Total	6	242

TEN YEAR TREND

Year	Fatalities	Injuries
1992	8	332
1993	7	355
1994	8	363
1995	6	309
1996	6	328
1997	10	267
1998	5	289
1999	3	258
2000	7	256
2001	6	242

Children aged 14 and under account for 58% of the bicycle crash injuries and 50% of the fatalities.

Pedestrian Crash Statistics

Number of Pedestrians Involved in Crashes by Age

Age	Fatalities	Injuries
(1-4)	3	28
(5-9)	5	65
(10-14)	6	66
(15-19)	4	53
(20-24)	3	60
(25-29)	1	32
(30-34)	3	39
(35-39)	9	34
(40-44)	7	39
(45-49)	8	39
(50-54)	6	31
(55-59)	2	22
(60-64)	3	12
(65-69)	0	8
(70-74)	2	10
>74	6	17
Unknown	0	0
Total	68	555

TEN YEAR TREND

Year	Fatalities	Injuries
1992	90	823
1993	81	854
1994	81	880
1995	75	853
1996	86	782
1997	86	725
1998	79	705
1999	88	624
2000	61	581
2001	68	555

The number of pedestrian fatalities increased 11.5% from 2000 to 2001 while the number of pedestrians injured fell 4.5%.

Alcohol and Drug Involvement

Number of Drivers Influenced by Alcohol or Drugs Who Were Involved in Crashes

Age	All Drivers	Male	Female
<14	1	0	1
14	3	0	3
15	10	8	2
16	63	55	8
17	109	87	22
18	194	167	27
19	247	215	32
(15-19)	623	532	91
20	248	211	37
21	288	256	32
22	278	233	45
23	211	182	29
24	231	205	26
(20-24)	1,256	1,087	169
25	181	152	29
26	192	153	39
27	183	155	28
28	225	182	43
29	220	177	43
(25-29)	1,001	819	182
(30-34)	840	665	175
(35-39)	1,004	757	247
(40-44)	842	637	205
(45-49)	621	496	125
(50-54)	392	337	55
(55-59)	210	184	26
(60-64)	134	110	24
(65-69)	99	83	16
(70-74)	52	48	4
>74	219	212	7
Unknown	1	1	0
Total	7,298	5,968	1,330

TIME TRENDS FOR ALCOHOL AND DRUG RELATED CRASHES

	Total		Sunday		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday	
	Crsh.	Fatal.	Crsh.	Fatal.	Crsh.	Fatal.	Crsh.	Fatal.	Crsh.	Fatal.	Crsh.	Fatal.	Crsh.	Fatal.	Crsh.	Fatal.
Midnight	400	12	108	6	26	0	37	2	31	1	41	0	42	0	115	3
1:00am	433	13	123	5	30	1	27	0	34	2	40	0	50	1	129	4
2:00am	423	7	140	4	23	1	21	0	28	2	37	0	44	0	130	0
3:00am	283	14	94	3	16	0	11	3	21	0	17	1	29	2	95	5
4:00am	225	4	61	1	14	0	11	0	13	0	18	1	28	1	80	1
5:00am	136	5	43	1	10	0	7	0	6	0	5	0	11	1	54	3
6:00am	133	3	35	2	5	0	9	0	14	0	9	0	19	1	42	0
7:00am	112	6	28	2	11	0	5	0	8	1	13	1	21	2	26	0
8:00am	86	1	24	0	11	0	7	0	6	1	8	0	12	0	18	0
9:00am	84	2	9	0	3	0	12	0	13	2	8	0	15	0	24	0
10:00am	93	2	11	0	6	0	10	1	15	0	16	1	12	0	23	0
11:00am	100	3	11	0	9	1	11	2	12	0	9	0	14	0	34	0
Noon	130	3	21	2	24	0	12	0	12	0	18	0	18	0	25	1
1:00pm	173	7	25	1	20	0	15	0	27	1	19	1	33	2	34	2
2:00pm	231	11	30	1	33	2	30	3	22	0	28	3	34	1	54	1
3:00pm	297	5	46	2	34	0	37	1	38	0	42	1	41	1	59	0
4:00pm	342	8	55	5	50	0	44	0	41	0	39	0	59	1	54	2
5:00pm	505	16	78	5	59	1	45	0	53	3	57	1	96	2	117	4
6:00pm	505	11	76	1	60	3	57	0	53	2	60	0	89	2	110	3
7:00pm	469	12	71	1	51	1	46	1	51	2	52	3	90	3	108	1
8:00pm	522	22	83	4	52	2	51	2	67	3	55	2	99	5	115	4
9:00pm	551	12	59	5	53	0	60	0	63	2	86	0	109	3	121	2
10:00pm	495	18	47	2	51	3	50	2	64	2	61	1	105	5	117	3
11:00pm	510	18	52	2	47	1	34	1	45	3	59	1	138	6	135	4
Total	7,238	215	1,330	55	698	16	649	18	737	27	797	17	1,208	39	1,819	43

Saturday has the most alcohol related crashes, followed closely by Sunday and Friday. More fatalities occur on Sunday, followed by Saturday and Friday. The most likely hours for an alcohol related collision are between 2PM and 4AM.

Safety Restraint Usage*†

		Driver		Front Seat Passenger		Back Seat Passenger		Totals	
Restraint Usage	Severity	Number	%	Number	%	Number	%	Number	%
NONE INSTALLED	Killed	1	0.57	0	0.00	0	0.00	1	0.24
	Injured	32	18.29	19	20.65	18	12.50	69	16.79
	No Harm	142	81.14	73	79.35	126	87.50	341	82.97
	Subtotal	175	100.00	92	100.00	144	100.00	411	100.00
NOT WEARING LAP & SHOULDER BELTS	Killed	260	3.34	72	2.27	35	1.10	367	2.60
	Injured	2,571	33.06	1,096	34.56	703	22.09	4,370	30.92
	No Harm	4,947	63.60	2,003	63.17	2,444	76.81	9,394	66.48
	Subtotal	7,778	100.00	3,171	100.00	3,182	100.00	14,131	100.00
WEARING LAP BELT ONLY	Killed	2	0.12	1	0.08	0	0.00	3	0.04
	Injured	142	8.37	99	7.59	281	5.73	522	6.61
	No Harm	1,552	91.51	1,204	92.33	4,622	94.27	7,378	93.35
	Subtotal	1,696	100.00	1,304	100.00	4,903	100.00	7,903	100.00
WEARING LAP & SHOULDER BELTS	Killed	188	0.09	47	0.08	14	0.06	249	0.09
	Injured	10,671	5.31	3,391	5.63	1,061	4.45	15,123	5.30
	No Harm	190,127	94.60	56,798	94.29	22,777	95.49	269,702	94.61
	Subtotal	200,986	100.00	60,236	100.00	23,852	100.00	285,074	100.00
AIRBAG DEPLOYED, NO BELTS USED	Killed	72	5.65	9	2.60	1	14.29	82	5.04
	Injured	714	56.09	186	53.76	2	28.57	902	55.48
	No Harm	487	38.26	151	43.64	4	57.14	642	39.48
	Subtotal	1,273	100.00	346	100.00	7	100.00	1,626	100.00
AIRBAG DEPLOYED, BELTS USED	Killed	80	0.64	21	0.73	0	0.00	101	0.65
	Injured	4,027	32.10	948	32.81	1	4.17	4,976	32.20
	No Harm	8,436	67.26	1,920	66.46	23	95.83	10,379	67.15
	Subtotal	12,543	100.00	2,889	100.00	24	100.00	15,456	100.00

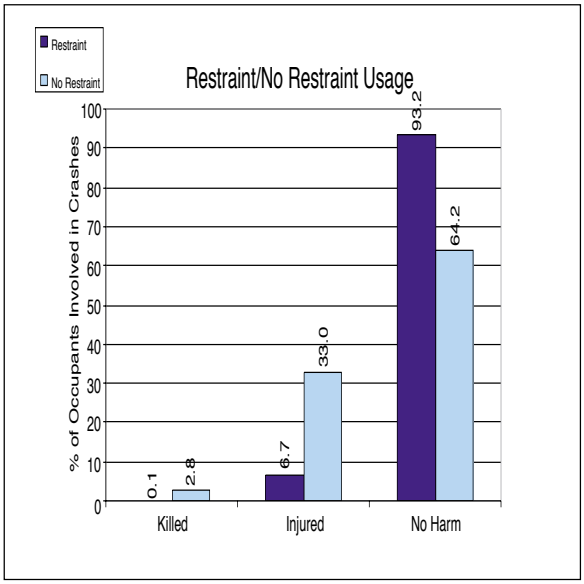
* Seatbelt use for non-fatally injured passengers may be over-estimated because reporting officers have no way to make a direct observation. Additionally, sixty-five (65) fatalities had unknown restraint use.

CHILD RESTRAINT USAGE

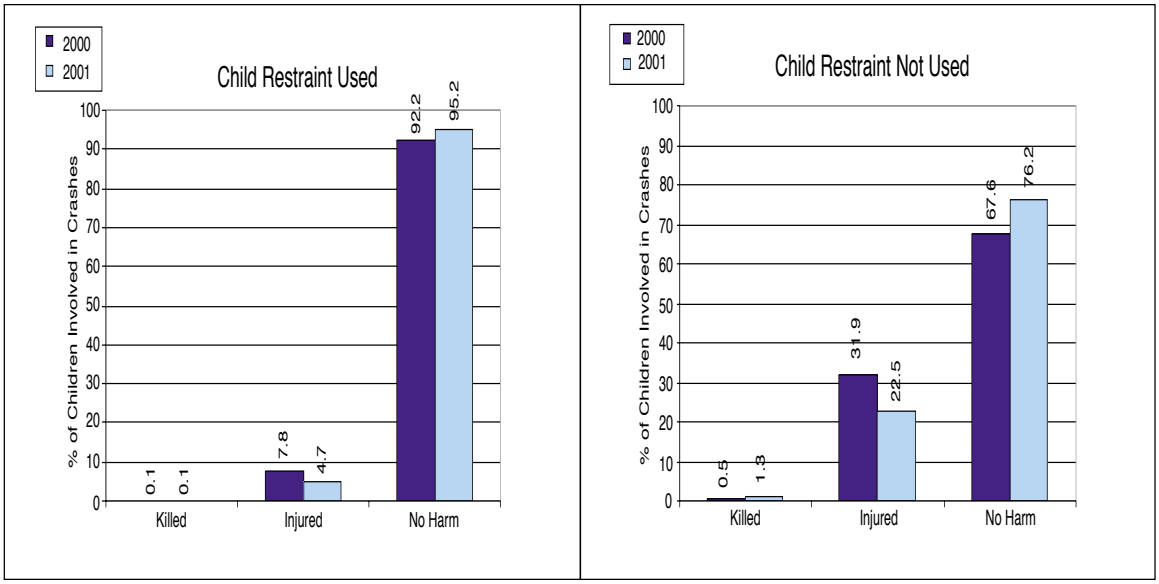
		Front Seat Occupant		Back Seat Occupant		Totals	
Type	Severity	Number	%	Number	%	Number	%
CHILD RESTRAINT USED	Killed	0	0.00	9	0.10	9	0.09
	Injured	63	7.08	403	4.14	466	4.39
	No Harm	827	92.92	9,312	95.76	10,139	95.52
	Subtotal	890	100.00	9,724	100.00	10,614	100.00
OTHER RESTRAINT USED	Killed	0	0.00	0	0.00	0	0.00
	Injured	17	19.54	33	10.38	50	12.35
	No Harm	70	80.46	285	89.62	355	87.65
	Subtotal	87	100.00	318	100.00	405	100.00
NONE USED	Killed	3	2.63	1	0.49	4	1.25
	Injured	27	23.68	45	21.84	72	22.50
	No Harm	84	73.69	160	77.67	244	76.25
	Subtotal	114	100.00	206	100.00	320	100.00

5,413 people were injured in automobile crashes in which they were not wearing seat belts.
454 people were killed in automobile crashes in which they were not wearing safety restraints.

SAFETY RESTRAINT USAGE



CHILD RESTRAINT USAGE



† All data on these two pages were from obtained from CARE.

Comparative County Statistics
2000 vs 2001

	TOTAL CRASHES FOR COUNTY						INCORPORATED AREAS OF COUNTY						RURAL AREAS OF COUNTY					
	NUMBER OF CRASHES		PERSONS KILLED		PERSONS INJURED		NUMBER OF CRASHES		PERSONS KILLED		PERSONS INJURED		NUMBER OF CRASHES		PERSONS KILLED		PERSONS INJURED	
COUNTY	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001
Jefferson	23,716	25,330	72	92	5,983	6,291	19,893	21,539	47	70	4,725	5,085	3,823	3,791	25	22	1,258	1,206
Mobile	14,177	13,990	74	76	4,292	3,969	10,819	10,670	31	24	2,855	2,706	3,358	3,320	43	52	1,437	1,263
Montgomery	10,380	9,644	38	53	2,943	2,864	9,330	8,659	19	31	2,536	2,521	1,050	985	19	22	407	343
Autauga	1,243	1,224	17	11	383	376	725	744	4	0	214	194	518	480	13	11	169	182
Baldwin	3,440	3,430	37	33	1,110	1,142	2,330	2,317	12	10	639	675	1,110	1,113	25	23	471	467
Barbour	665	660	5	5	247	280	488	473	1	4	146	188	177	187	4	1	101	92
Bibb	219	195	5	6	121	88	38	36	0	1	6	7	181	159	5	5	115	81
Blount	1,005	989	19	18	423	420	321	307	4	5	107	104	684	682	15	13	316	316
Bullock	163	148	5	6	94	99	4	6	0	0	3	5	159	142	5	6	91	94
Butler	608	648	10	9	273	234	314	302	0	0	104	84	294	346	10	9	169	150
Calhoun	3,540	3,354	25	27	1,196	1,075	2,179	2,011	2	10	606	496	1,361	1,343	23	17	590	579
Chambers	895	872	10	8	290	267	482	482	1	0	129	134	413	390	9	8	161	133
Cherokee	526	490	6	4	222	244	194	180	0	0	68	79	332	310	6	4	154	165
Chilton	1,030	1,073	12	15	433	427	403	442	2	2	128	147	627	631	10	13	305	280
Choctaw	202	230	3	8	102	85	53	66	1	1	8	4	149	164	2	7	94	81
Clarke	561	460	12	13	281	223	304	282	0	2	110	100	257	178	12	11	171	123
Clay	211	227	6	2	117	101	53	67	1	0	16	12	158	160	5	2	101	89
Cleburne	403	402	5	9	190	161	59	73	0	1	20	22	344	329	5	8	170	139
Coffee	992	899	8	9	316	265	681	622	3	1	172	127	311	277	5	8	144	138
Colbert	1,641	1,640	14	10	582	553	1,284	1,245	2	0	360	351	357	395	12	10	222	202
Conecuh	369	452	9	18	175	185	109	125	2	0	39	38	260	327	7	18	136	147
Coosa	235	228	7	5	117	146	1	8	0	0	0	3	234	220	7	5	117	143
Covington	595	633	5	6	209	281	363	450	1	3	95	159	232	183	4	3	114	122
Crenshaw	225	198	5	8	114	85	72	84	0	0	35	21	153	114	5	8	79	64
Cullman	2,269	2,382	17	17	799	804	1,028	1,124	4	5	240	256	1,241	1,258	13	12	559	548
Dale	872	831	10	12	293	325	618	587	6	7	181	198	254	244	4	5	112	127
Dallas	1,461	1,358	16	7	587	607	860	776	3	1	229	250	601	609	13	6	358	357
Dekalb	1,594	1,596	21	17	587	575	995	1,019	8	10	257	296	599	577	13	7	330	279
Elmore	1,530	1,638	9	12	554	644	667	772	0	1	190	261	863	866	9	11	364	383
Escambia	682	894	16	12	361	381	293	456	2	1	119	161	389	438	14	11	242	220
Etowah	2,984	2,957	16	18	1,007	978	2,372	2,299	11	5	680	654	612	658	5	13	327	324
Fayette	332	315	4	4	147	158	186	174	1	1	71	54	146	141	3	3	76	104
Franklin	641	672	10	13	330	255	348	430	0	4	136	133	293	242	10	9	194	122
Geneva	442	410	7	5	185	188	197	183	2	2	65	76	245	227	5	3	120	112
Greene	306	334	8	3	149	157	53	49	0	0	20	24	253	285	8	3	129	133
Hale	280	257	7	2	127	90	85	82	1	0	19	19	195	175	6	2	108	71
Henry	274	277	6	6	142	122	115	121	1	1	50	40	159	156	5	5	92	82
Houston	3,392	3,468	12	17	1,394	1,257	2,996	3,020	7	7	1,196	1,005	396	448	5	10	198	252
Jackson	1,083	1,061	12	16	452	463	595	528	3	7	207	183	488	533	9	9	245	280
Lamar	123	157	4	5	77	77	9	28	0	1	5	6	114	129	4	4	72	71
Lauderdale	2,344	2,159	17	12	732	743	1,685	1,495	2	0	360	381	659	664	15	12	372	362
Lawrence	518	633	9	5	235	288	60	157	2	1	21	67	458	476	7	4	214	221
Lee	3,796	3,710	22	24	1,119	1,073	2,827	2,794	10	10	724	712	969	916	12	14	395	361
Limestone	1,761	1,762	15	22	599	698	877	854	2	2	230	270	884	908	13	20	369	428
Lowndes	343	318	8	8	194	147	8	2	0	0	3	1	335	316	8	8	191	146

COMPARATIVE COUNTY STATISTICS

2000 vs 2001

	TOTAL CRASHES FOR COUNTY						INCORPORATED AREAS OF COUNTY						RURAL AREAS OF COUNTY					
	NUMBER OF CRASHES		PERSONS KILLED		PERSONS INJURED		NUMBER OF CRASHES		PERSONS KILLED		PERSONS INJURED		NUMBER OF CRASHES		PERSONS KILLED		PERSONS INJURED	
COUNTY	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001
Macon	730	705	14	8	294	258	225	202	0	1	83	60	505	503	14	7	211	198
Madison	8,680	9,104	44	46	2,781	2,890	7,086	7,527	22	30	2,092	2,284	1,594	1,577	22	16	689	606
Marengo	263	281	8	9	162	182	18	44	0	0	10	18	245	237	8	9	152	164
Marion	621	584	6	14	249	234	426	356	4	2	157	121	195	228	2	12	92	113
Marshall	2,508	2,405	24	19	894	830	1,796	1,763	7	7	514	482	712	642	17	12	380	348
Monroe	393	386	5	5	199	183	143	142	0	0	67	36	250	244	5	5	132	147
Morgan	3,301	3,304	21	18	1,104	925	2,277	2,323	7	5	614	512	1,024	981	14	13	490	413
Perry	169	160	1	1	103	110	38	29	0	0	16	15	131	131	1	1	87	95
Pickens	311	286	6	9	143	151	101	89	2	0	31	26	210	197	4	9	112	125
Pike	798	746	9	8	254	227	496	470	2	1	114	97	302	276	7	7	140	130
Randolph	425	401	4	4	189	154	199	153	0	0	68	47	226	248	4	4	121	107
Russell	2,018	1,971	22	12	749	791	1,404	1,377	4	1	425	497	614	594	18	11	324	294
St. Clair	1,500	1,611	19	20	520	614	686	574	6	4	239	184	814	1,037	13	16	281	430
Shelby	3,935	4,190	29	11	1,006	1,075	2,801	2,824	10	5	668	631	1,134	1,366	19	6	338	444
Sumter	345	317	9	6	139	138	134	111	1	0	33	32	211	206	8	6	106	106
Talladega	2,089	1,997	21	24	790	664	1,183	1,133	10	9	399	343	906	864	11	15	391	321
Tallapoosa	869	884	12	14	331	348	603	606	6	5	193	206	266	278	6	9	138	142
Tuscaloosa	6,757	6,871	30	35	2,182	2,054	5,162	5,282	8	9	1,398	1,319	1,595	1,589	22	26	784	735
Walker	2,092	2,126	26	32	685	769	1,215	1,263	8	3	263	333	877	863	18	29	422	436
Washington	193	193	7	6	102	120	35	24	0	0	14	8	158	169	7	6	88	112
Wilcox	240	250	9	2	175	173	55	64	0	0	28	43	185	186	9	2	147	130
Winston	322	336	5	7	165	140	149	143	1	1	56	48	173	193	4	6	109	92

Comparative City Statistics

2000 vs 2001

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2000	2001	2000	2001	2000	2001
Abbeville	74	58	0	0	29	17
Adamsville	191	214	0	0	89	78
Addison	0	1	0	0	0	0
Akron	1	1	0	0	2	0
Alabaster	641	596	1	2	164	128
Albertville	712	706	2	1	183	198
Alexander City	485	493	6	1	138	143
Aliceville	2	2	0	0	1	1
Allgood	5	4	0	0	0	4
Altoona-Blount	0	0	0	0	0	0
Altoona-Etowah	9	3	0	0	4	1
Andalusia	257	271	0	1	45	61
Anderson	1	3	0	0	0	0
Anniston	1,535	1,510	1	5	436	355
Arab	227	199	0	1	75	64
Ardmore	50	33	0	0	14	21
Ariton	0	0	0	0	0	0
Arley	0	0	0	0	0	0
Ashford	27	31	1	0	11	13
Ashland	42	40	0	0	11	9
Ashville	44	42	0	2	11	14
Athens	801	789	1	1	210	235
Atmore	42	161	0	0	21	63
Attalla	247	206	1	0	58	43
Auburn	1,745	1,717	7	2	359	417
Autaugaville	9	23	1	0	4	14
Avon	4	2	0	0	8	0
Babbie	9	10	0	1	6	5
Baileytown	9	6	0	0	3	3
Banks	0	4	0	0	0	2
Bay Minette	254	206	0	0	83	72
Bayou La Batre	104	82	0	0	28	26
Bear Creek	13	10	1	0	4	7
Beatrice	3	3	0	0	5	3
Beaverton	0	4	0	1	0	3
Belk	4	2	0	0	2	0
Bellwood	4	0	0	0	3	0
Benton	0	0	0	0	0	0
Berry	9	0	0	0	5	0
Bessemer	1,599	1,625	7	9	475	500
Billingsley	0	0	0	0	0	0
Bham-Blount	0	0	0	0	0	0
Bham-Jefferson	10,565	11,922	31	45	2,489	2,761
Bham-Shelby	39	50	1	0	8	10
Black	2	2	0	0	0	0
Blountsville	26	27	1	0	4	7
Blue Mountain	0	0	0	0	0	0
Blue Springs	0	2	0	0	0	3
Boaz-Etowah	0	1	0	0	0	3
Boaz-Marshall	430	415	1	0	141	109

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2000	2001	2000	2001	2000	2001
Boligee	0	1	0	0	0	0
Bon Air	1	0	0	0	0	0
Branchville	27	16	0	0	17	11
Brantley	2	7	0	0	0	1
Brent	0	0	0	0	0	0
Brewton	183	218	0	1	76	77
Bridgeport	18	20	0	0	7	9
Brighton	94	56	1	0	30	17
Brilliant	6	1	0	0	5	2
Brookside	4	2	0	0	1	0
Brookwood	0	0	0	0	0	0
Brownsville	1	0	0	0	0	0
Brundidge	15	30	0	1	8	6
Butler	44	51	1	0	6	2
Calera	142	200	2	0	46	61
Camden	32	41	0	0	18	27
Camp Hill	1	1	0	0	1	2
Carbon Hill	3	0	0	0	2	0
Cardiff	0	0	0	0	0	0
Carolina	4	7	0	0	6	4
Carrollton	20	13	0	0	3	1
Carrville	14	20	0	0	4	6
Castleberry	5	11	0	0	2	3
Cedar Bluff	24	29	0	0	11	13
Centre	123	105	0	0	44	34
Centreville	36	35	0	0	4	6
Chatom	30	18	0	0	7	6
Cherokee	16	15	1	0	17	4
Chickasaw	97	99	1	1	25	33
Childersburg	146	132	2	0	46	36
Citronelle	4	13	0	2	2	4
Clanton	352	396	1	1	116	130
Clayhatchee	4	1	0	0	0	0
Clayton	0	0	0	0	0	0
Cleveland	25	36	3	3	13	16
Clio	0	0	0	0	0	0
Coffee Springs	0	1	0	0	0	0
Coffeeville	0	1	0	0	0	1
Collinsville	47	61	1	0	15	13
Colony	1	3	0	0	0	0
Columbia	2	1	0	0	1	0
Columbiana	102	102	0	0	30	31
Coosada	23	24	0	0	13	6
Cordova	36	51	1	0	12	16
Cottonwood	1	1	0	0	0	0
County Line-Blnt	0	0	0	0	0	0
County Line-Cov	2	2	0	0	0	1
County Line-Jeff	0	0	0	0	0	0
Courtland	4	7	0	0	1	6
Cowarts	29	22	0	0	20	16

COMPARATIVE CITY STATISTICS
2000 vs 2001

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2000	2001	2000	2001	2000	2001
Creola	21	47	0	0	14	12
Crossville	45	15	0	0	13	2
Cuba	9	4	1	0	9	0
Cullman	866	883	4	4	198	184
Dadeville	92	82	0	3	39	51
Daleville	122	103	0	2	39	29
Daphne	478	530	1	1	116	154
Dauphin Island	0	0	0	0	0	0
Daviston	2	1	0	0	1	0
Dayton	2	2	0	0	2	0
Decatur-Limes	12	18	0	1	3	11
Decatur-Morgan	1,769	1,832	6	1	459	391
Demopolis	0	1	0	0	0	0
Detroit	2	2	0	0	1	0
Dora	45	53	2	2	4	19
Dothan	2,885	2,914	5	7	1,149	958
Double Springs	0	0	0	0	0	0
Douglas	13	1	0	0	2	0
Dozier	0	0	0	0	0	0
Dutton	2	7	0	0	1	1
East Brewton	26	26	2	0	7	5
Eclectic	21	18	0	0	3	12
Edwardsville	0	3	0	0	0	3
Elba	49	24	1	0	14	4
Elberta	26	64	0	0	5	26
Eldridge	0	0	0	0	0	0
Elkmont	3	3	0	0	0	0
Emelle	1	0	0	0	0	0
Enterprise-Coffee	625	591	2	1	157	122
Enterprise-Dale	2	6	0	0	1	1
Epes	1	2	0	0	1	0
Ethelsville	0	0	0	0	0	0
Eufaula	455	460	1	4	142	184
Eunola	9	14	0	1	4	17
Eutaw	44	40	0	0	13	20
Eva	1	2	0	0	1	0
Evergreen	102	112	2	0	37	34
Excel	8	0	0	0	7	0
Fairfield	495	494	0	1	132	102
Fairhope	264	265	0	3	85	95
Fairview	15	8	0	0	6	4
Falkville	17	13	0	0	10	4
Faunsdale	0	1	0	0	0	0
Fayette	162	164	0	1	58	50
Five Points	0	0	0	0	0	0
Flint City	0	0	0	0	0	0
Flomaton	42	47	0	0	15	15
Florala	1	3	0	0	1	12
Florence	1,561	1,436	2	0	318	359
Foley	465	454	3	3	109	113

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2000	2001	2000	2001	2000	2001
Forkland	8	8	0	0	6	4
Fort Deposit	0	1	0	0	0	1
Fort Payne	707	675	6	4	169	174
Franklin	7	14	0	1	4	9
Frisco City	2	1	0	0	1	0
Fruithurst	2	3	0	0	1	0
Fulton	1	2	0	0	0	5
Fultondale	67	128	0	0	21	45
Fyffe	1	2	0	0	1	1
Gadsen	1,552	1,521	7	3	435	445
Gainesville	3	2	0	0	2	2
Gantt	0	0	0	0	0	0
Gantts Quarry	0	0	0	0	0	0
Garden City	2	6	0	0	0	0
Gardendale	187	216	0	0	60	48
Gaylesville	5	0	0	0	0	0
Geiger	0	0	0	0	0	0
Geneva	94	96	1	1	26	34
Georgiana	36	20	0	0	17	9
Geraldine	28	26	0	1	10	10
Gilbertown	2	4	0	0	1	0
Glen Allen-Fay	0	3	0	0	0	1
Glen Allen-Mar	0	0	0	0	0	0
Glencoe	13	28	0	0	6	13
Glenwood	0	0	0	0	0	0
Goldville	0	1	0	1	0	0
Goodhope	0	0	0	0	0	0
Goodwater	1	8	0	0	0	3
Gordo	18	14	0	0	5	3
Gordon	3	0	0	0	0	0
Goshen	5	0	0	0	6	0
Grant	2	11	0	1	3	5
Graysville	66	75	0	1	18	26
Greensboro	44	66	1	0	9	11
Greenville	276	277	0	0	87	74
Grimes	13	11	0	0	7	5
Grove Hill	73	62	0	0	20	17
Gu-win	10	10	0	0	4	4
Guin	58	34	0	0	21	16
Gulf Shores	392	330	4	1	76	68
Guntersville	411	431	4	4	107	106
Gurley	12	15	0	1	7	11
Hackleburg	0	2	0	0	0	0
Haleburg	0	1	0	0	0	1
Haleyville	148	139	1	0	56	43
Hamilton	212	176	2	1	84	51
Hammondville	13	17	0	0	5	12
Hanceville	30	71	0	1	3	20
Harpersville	6	12	0	0	2	4
Hartford	27	36	1	0	6	6

COMPARATIVE CITY STATISTICS

2000 vs 2001

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2000	2001	2000	2001	2000	2001
Hartselle	382	374	1	0	115	89
Hayden	13	8	0	1	1	2
Hayneville	7	0	0	0	2	0
Headland	41	62	1	1	21	22
Heath	8	7	0	0	3	5
Heflin	49	55	0	1	17	15
Helena	126	184	0	1	43	53
Henagar	23	25	1	0	5	8
Highland Lake	1	1	0	0	1	0
Hillsboro	0	0	0	0	0	0
Hobson City	6	8	0	0	3	0
Hodges	0	1	0	0	0	0
Hokes Bluff	81	70	1	0	28	30
Holly Pond	20	24	0	0	11	8
Hollywood	12	4	0	0	5	2
Homewood	1,555	1,512	0	2	255	322
Hoover-Jefferson	2,023	2,154	0	4	435	477
Hoover-Shelby	680	699	1	1	147	159
Horn Hill	0	0	0	0	0	0
Hueytown	399	491	1	2	116	107
Huntsville-Lime	10	8	1	0	3	2
Huntsville-Mad	6,363	6,787	21	27	1,873	2,043
Hurtsboro	4	4	0	0	0	2
Ider	12	22	0	0	3	12
Irondale	233	202	1	0	53	53
Jackson	126	111	0	2	60	35
Jacksons Gap	3	4	0	0	4	3
Jacksonville	304	306	0	0	83	67
Jasper	971	1,019	1	0	220	268
Jemison	24	27	1	1	6	10
Kansas	1	0	0	0	0	0
Kelly	0	0	0	0	0	0
Kennedy	1	0	0	0	0	0
Killen	42	31	0	0	14	8
Kimberly	10	13	0	0	3	7
Kinsey	6	21	0	0	0	7
Kinston-Coffee	7	2	0	0	1	0
Kinston-Cov	0	0	0	0	0	0
Kinston-Geneva	0	0	0	0	0	0
Lafayette	71	61	0	0	12	16
Lakeview	1	3	0	0	0	2
Lanett	164	180	1	0	38	46
Langston	0	0	0	0	0	0
Leeds-Jefferson	201	216	4	2	71	63
Leeds-Shelby	5	4	0	0	0	0
Leeds-St. Clair	68	73	0	0	22	18
Leesburg	29	34	0	0	7	24
Leighton	5	1	0	0	0	0
Lester	1	0	0	0	0	0
Level Plains	7	4	0	0	2	1

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2000	2001	2000	2001	2000	2001
Lexington	12	7	0	0	5	4
Libertyville	1	2	0	0	0	0
Lincoln	187	191	5	4	85	58
Linden	1	24	0	0	1	7
Lineville	11	27	1	0	5	3
Lipscomb	2	3	0	1	1	0
Lisman	2	6	0	1	0	0
Littleville	0	16	0	0	0	10
Livingston	103	65	0	0	15	22
Loachapoka	1	1	1	0	0	0
Lockhart	0	6	0	0	0	4
Locust Fork	12	9	0	0	9	2
Louisville	32	5	0	0	4	1
Lowndesboro	1	1	0	0	1	0
Loxley	9	40	0	0	2	13
Luverne	58	63	0	0	28	15
Lynn	0	0	0	0	0	0
Madison-Limes	0	3	0	0	0	1
Madison-Madison	663	668	1	1	200	213
Madrid	0	4	0	0	0	1
Malvern	22	18	0	0	13	11
Maplesville	15	8	0	0	4	3
Margaret	1	0	0	0	0	0
Marion	38	24	0	0	16	13
Maytown	2	2	0	0	0	1
McIntosh	0	2	0	0	0	0
McKenzie	2	5	0	0	0	1
McMullen	0	0	0	0	0	0
Memphis	0	0	0	0	0	0
Mentone	2	9	0	0	2	4
Midfield	124	72	0	0	16	19
Midland City	36	46	0	0	13	18
Midway	4	5	0	0	3	5
Millbrook	199	246	0	0	55	84
Millport	0	0	0	0	0	0
Millry	5	4	0	0	7	2
Mobile	9,152	9,134	23	16	2,291	2,209
Monroeville	129	138	0	0	54	33
Montevallo	74	1	0	0	14	0
Montgomery	9,330	8,659	19	31	2,536	2,521
Moody	190	176	4	0	72	60
Moores Crossroad	0	0	0	0	0	0
Mooresville	0	0	0	0	0	0
Morris	20	16	0	0	12	5
Mosses	0	0	0	0	0	0
Moulton	41	128	2	0	14	59
Moundville-Hale	39	15	0	0	8	8
Moundville-Tusc	1	3	0	0	0	0
Mount Vernon	12	9	0	0	7	3
Mountain Brook	530	528	0	0	105	85

COMPARATIVE CITY STATISTICS
2000 vs 2001

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2000	2001	2000	2001	2000	2001
Mountainboro	2	11	0	0	0	8
Mulga	2	0	0	0	1	0
Muscle Shoals	593	549	0	0	168	144
Myrtlewood	0	0	0	0	0	0
Napier Field	0	0	0	0	0	0
Nauvoo	2	0	2	0	1	0
Nectar	4	1	0	0	4	1
Needham	0	0	0	0	0	0
New Brockton	0	5	0	0	0	1
New Hope	45	54	0	1	12	11
New Site	6	4	0	0	6	1
Newbern	1	0	0	0	0	0
Newsome	0	0	0	0	0	0
Newton	4	8	0	1	0	19
Newville	0	0	0	0	0	0
North Courtland	1	1	0	1	0	0
North Johns	0	1	0	0	0	1
Northport	1,043	1,017	4	0	296	272
Notasulga-Lee	0	0	0	0	0	0
Notasulga-Macon	15	4	0	0	5	0
Oak Grove	18	19	1	0	6	10
Oak Hill	0	0	0	0	0	0
Oakman	3	4	0	0	0	2
Odenville	1	9	1	0	2	2
Ohatchee	23	28	0	0	8	13
Oneonta	197	186	0	0	62	47
Onycha	3	2	0	0	2	0
Opelika	1,077	1,075	2	8	363	295
Opp	66	123	0	0	26	56
Orange Beach	147	150	2	0	64	45
Orrville	3	3	0	0	0	1
Owens Crossroads	3	0	0	0	0	0
Oxford	191	68	1	3	29	22
Ozark	427	399	6	3	116	114
Paint Rock	1	0	0	0	0	0
Parrish	0	0	0	0	0	0
Pelham	970	960	5	1	210	181
Pell City	272	180	0	0	83	56
Pennington	3	0	0	0	0	0
Petrey	0	0	0	0	0	0
Phenix City	1,400	1,373	4	1	425	495
Phil Campbell	20	23	0	0	6	4
Pickensville	7	8	1	0	5	3
Piedmont	102	91	0	2	44	39
Pinckard	2	5	0	1	3	5
Pine Apple	0	1	0	0	0	0
Pine Hill	23	22	0	0	10	16
Pine Ridge	2	2	0	0	1	2
Pisgah	6	7	0	0	0	0
Pleasant Grove	71	88	0	1	13	12

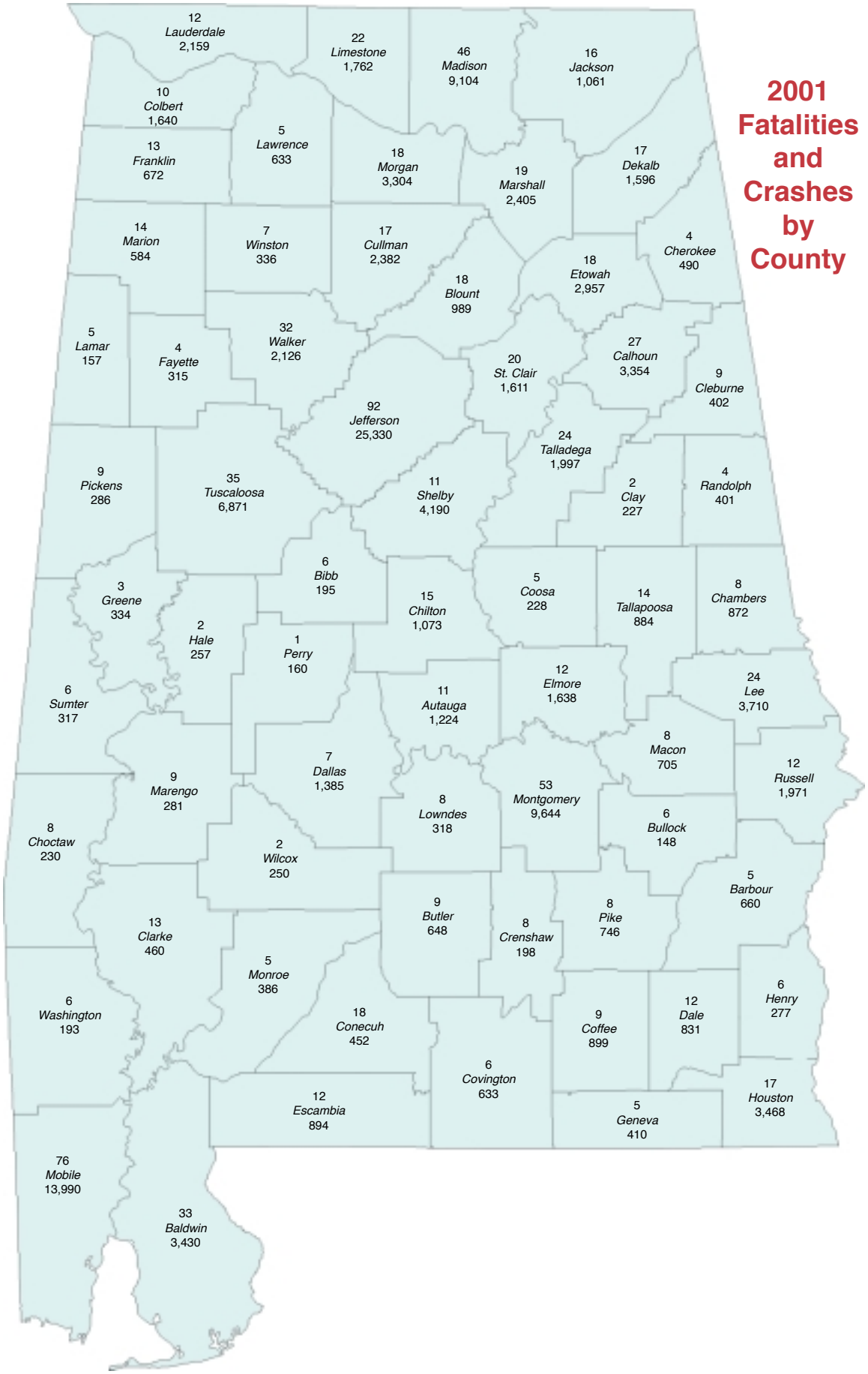
	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2000	2001	2000	2001	2000	2001
Pollard	0	1	0	0	0	0
Powells Crossroads	3	4	0	0	4	0
Prattville-Autauga	716	721	3	0	210	180
Prattville-Elmore	33	48	0	0	12	21
Priceville	81	61	0	1	19	14
Prichard	942	822	4	1	364	274
Providence	9	6	0	0	6	6
Ragland	0	1	0	0	0	2
Rainbow City	268	311	0	0	76	68
Rainsville	89	117	0	3	21	43
Ranburne	8	12	0	0	2	4
Red Bay	55	64	0	0	14	12
Red Level	1	3	1	1	2	6
Reece City	8	11	0	0	7	6
Reform	54	52	1	0	17	18
Repton	2	2	0	0	0	1
Ridgeville	0	2	0	0	0	2
River Falls	3	4	0	0	2	3
Riverside	15	8	1	0	8	0
Riverview	0	3	0	0	0	1
Roanoke	165	123	0	0	54	43
Robertsdale	116	126	0	0	26	34
Rockford	0	0	0	0	0	0
Rogersville	39	0	0	0	14	0
Roosevelt City	0	0	0	0	0	0
Rosa	3	4	0	0	4	2
Russellville	270	338	0	4	113	113
Rutledge	12	14	0	0	7	5
Saint Florian	29	17	0	0	7	6
Samson	30	6	0	0	11	1
Sand Rock	13	12	0	0	6	8
Sanford	8	10	0	0	2	2
Saraland	406	375	2	4	100	98
Sardis City	52	36	0	2	23	12
Satsuma	63	81	0	0	17	40
Scottsboro	493	441	2	6	168	141
Section	28	12	0	0	7	7
Selma	857	773	3	1	229	249
Sheffield	413	402	1	0	126	126
Shiloh	4	2	0	1	2	1
Shorter	0	0	0	0	0	0
Silas	0	3	0	0	0	2
Siluria	0	0	0	0	0	0
Silverhill	23	19	0	0	8	6
Sipsey	4	7	0	0	2	2
Skyline	22	16	1	1	11	12
Slocomb	9	10	0	0	2	7
Snead	26	22	0	0	6	18
Somerville	16	11	0	1	4	4
Southside	119	87	2	0	33	16

COMPARATIVE CITY STATISTICS
2000 vs 2001

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2000	2001	2000	2001	2000	2001
Springville	58	58	0	0	20	16
Steele	8	9	0	1	3	4
Stevenson	0	1	0	0	0	0
Sulligent	5	21	0	0	4	2
Sumiton	150	129	2	1	22	26
Summerdale	66	57	2	2	35	27
Susan Moore	9	9	0	1	3	5
Sweet Water	1	3	0	0	0	3
Sylacauga	423	406	0	2	123	120
Sylvan Springs	1	1	0	0	0	0
Sylvania	15	21	0	0	6	7
Talladega	402	379	2	1	139	117
Talladega Springs	0	0	0	0	0	0
Tallassee	112	101	0	0	28	33
Tarrant City	285	276	1	1	76	80
Taylor	0	0	0	0	0	0
Thomaston	5	7	0	0	1	2
Thomasville	104	106	0	0	30	42
Thorsby	12	11	0	0	2	4
Town Creek	14	21	0	0	6	2
Toxey	2	2	0	0	1	0
Trafford	2	1	0	0	0	0
Triana	0	3	0	0	0	6
Trinity	11	30	0	2	6	10
Troy	476	436	2	0	100	89
Trussville	557	638	1	1	165	182
Tuscaloosa	4,114	4,261	4	9	1,101	1,047
Tuscumbia	257	262	0	0	49	67
Tuskegee	203	184	0	0	74	51
Union	1	0	0	0	1	0
Union Grove	1	0	0	0	3	0
Union Srings	0	1	0	0	0	0
Uniontown	0	5	0	0	0	2
Valley	247	241	0	0	79	72

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2000	2001	2000	2001	2000	2001
Valley Head	3	18	0	1	0	5
Vance	4	1	0	0	1	0
Vernon	1	1	0	0	0	1
Vestavia Hills	603	583	0	0	88	91
Vina	3	4	0	0	3	4
Vincent	0	0	0	0	0	0
Vinemont	7	12	0	0	0	4
Vredenburgh	1	0	0	0	0	0
Wadley	2	9	0	0	0	2
Waldo	6	5	0	2	0	2
Walnut Grove	21	12	0	0	10	7
Warrior	3	10	0	0	0	3
Waterloo	1	1	0	0	2	4
Waverly-Chambers	0	0	0	0	0	0
Waverly-Lee	0	0	0	0	0	0
Weaver	17	0	0	0	3	0
Webb	5	6	0	0	3	3
Wedowee	22	21	0	0	12	2
West Blocton	0	0	0	0	0	0
West Jefferson	1	0	0	0	0	0
West Point	13	16	0	0	4	12
Weston	0	0	0	0	0	0
Wetumpka	270	331	0	1	74	105
Whitehall	0	0	0	0	0	0
Whites Chapel	0	0	0	0	0	0
Wilmer	0	0	0	0	0	0
Wilsonville	6	4	0	0	2	0
Wilton	2	1	0	0	1	1
Winfield-Fayette	11	5	1	0	6	3
Winfield-Marion	120	115	1	1	36	38
Woodland	10	0	0	0	2	0
Woodville	13	20	0	0	8	11
York	17	38	0	0	6	8

2001 Fatalities and Crashes by County



Comparative Holiday Statistics

2000 vs 2001

HOLIDAY	YEAR	KILLED	PERIOD
New Year	2000	8	6PM, Thurs., December 30, 1999 until 11:59 PM, Sun., January 2, 2000 (78 hrs)
	2001	7	6PM, Thurs., December 29, 2000 until 11:59 PM, Sun., January 1, 2001 (78 hrs)
Memorial Day	2000	8	6PM, Fri., May 26, 2000 until 11:59 PM, Mon., May 29, 2000 (78 hrs)
	2001	9	6PM, Fri., May 25, 2001 until 11:59 PM, Mon., May 28, 2001 (78 hrs)
July 4th	2000	20	6PM, Fri., June 30, 2000 until 11:59 PM, Tues., July 4, 2000 (102 hrs)
	2001	0	6PM, Tues., July 3, 2001 until 11:59 PM, Wed., July 4, 2001 (30 hrs)
Labor Day	2000	6	6PM, Fri., September 1, 2000 until 11:59 PM, Mon., September 4, 2000 (78 hrs)
	2001	10	6PM, Fri., August 31, 2001 until 11:59 PM, Mon., September 3, 2001 (78 hrs)
Thanksgiving	2000	16	6PM, Wed., November 22, 2000 until 11:59 PM, Sun., November 26, 2000 (102 hrs)
	2001	10	6PM, Wed., November 21, 2001 until 11:59 PM, Sun., November 25, 2001 (102 hrs)
Christmas	2000	6	6PM, Fri., December 22, 2000 until 11:59 PM, Mon., December 25, 2000 (78 hrs)
	2001	17	6PM, Fri., December 21, 2001 until 11:59 PM, Tues., December 25, 2001 (102 hrs)

The University of Alabama, The University of Alabama in Birmingham, and The University of Alabama at Huntsville

Introduction
The University Transportation Center for Alabama (UTCA) conducts transportation education, research and technology transfer activities using faculty members and students from the three campuses of The University of Alabama System.

It was created by the Board of Trustees of the UA System, and is one of 33 USDOT "university transportation centers." It began operation in March of 1999, grew very rapidly, and has authorized or conducted over 100 projects in its first three years.

Structure and Theme
UTCA has offices on the UA, UAB, and UAH campuses, with the headquarters office at UA. Any faculty member of the UA System is eligible to conduct UTCA projects. The theme for UTCA is Management and Safety of Transportation Systems, and most (but not all) of its work has been done in management and safety topics.

Example Projects
The best way to learn about UTCA is to review the list of projects on our web site. The following example projects were taken from that list.

Safety Public Awareness - This project is being conducted for the Alabama Department of Transportation. It is an extremely large effort to use multiple modes (T.V., radio, billboards, newsprint, etc.) to remind drivers of the grim message that almost 1,000 Alabamians die and another 40,000 are injured on our highways annually, and that most of these deaths were preventable. The most prevalent messages encourage use of seatbelts and child restraints, and discourage driving under the influence of alcohol and drugs.

State Laws and Automobile Fatalities - Drs. David Grabowski and Michael Morrisey at UAB are performing a nation wide analysis of the safety-effectiveness of various types of laws (graduated driver licensing, speed limits, elderly drivers, driver's license renewal policies, mandatory seat belt laws, state beer taxes, drinking & driving, etc.) in reducing crash fatalities. They will perform a complex statistical analysis of a large and complex data set, to determine which types of laws (and at what levels of strictness) can provide the best safety in Alabama.

Work Zone Safety - Alabamians continue to drive more and more each year, wearing out our roads rapidly. That means that we will see more future maintenance and construction zones on our highways, and work zones experience higher crash rates than normal roads. To help minimize this crash trend, Dr. Jay Lindly at UA has performed two projects to determine the types of crashes that occur in highway work zones and their cause. His work has already yielded insights to the primary causes (following too closely and speeding) and methods that can be used to control work zone speeds.

Contact Information
The easiest way to learn more about UTCA is to examine our website (http://utca.eng.ua.edu/). It provides searchable lists of completed and ongoing projects, lists of completed final reports, instructions to help faculty members submit proposals, lists of completed and planned short courses, and much more.

Or, if you want to talk to us about a project for your agency or organization, to suggest a short course, or to be placed on our mailing list, contact us at:

University Transportation Center for Alabama
P O Box 870205
The University of Alabama
Tuscaloosa, AL 35487
(205) 348-9925
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UTCA@coe.eng.ua.edu

To guide their youth-alcohol programs, the Alabama Department of Economic and Community Affairs requested a special study to focus on the development of Youth-DUI countermeasures. This article will summarize that study. By way of definition, the word alcohol is used here in a generic way to include driving under the influence (DUI) resulting from alcohol, drugs or both. Alcohol is, by far (95%), the substance that is recorded to be involved in crashes, particularly with those who are young drivers. Here, young drivers will refer to all motor vehicle drivers of age 20 or less.

Reported Youth-Alcohol Crashes by Severity (CY1999-2000)		
SEVERITY	**NUMBER**	**PER CENT**
Fatal	52	2.835
Non-Fatal Injury	828	45.147
Property Damage Only	954	52.018
TOTAL	**1834**	**100.00**

In two years of this study (calendar years 1999-2000), the following is the severity of the youth-alcohol subset of crashe

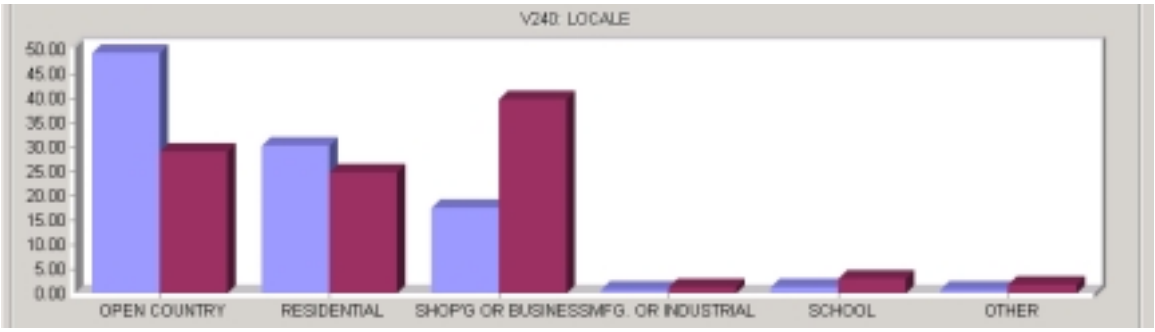
This is out of a total of 56,344 youth (causal driver aged 16-20) crashes that occurred in the state during this (CY1999-2000) time period. In the overall population of youth crashes there were 334 fatal crashes (375 killed), 14,068 injury crashes (21,446 injured persons), and 41,941 property damage crashes. Of the total youth causal driver crashes, 196 were pedestrian crashes, involving a total of 217 pedestrians.

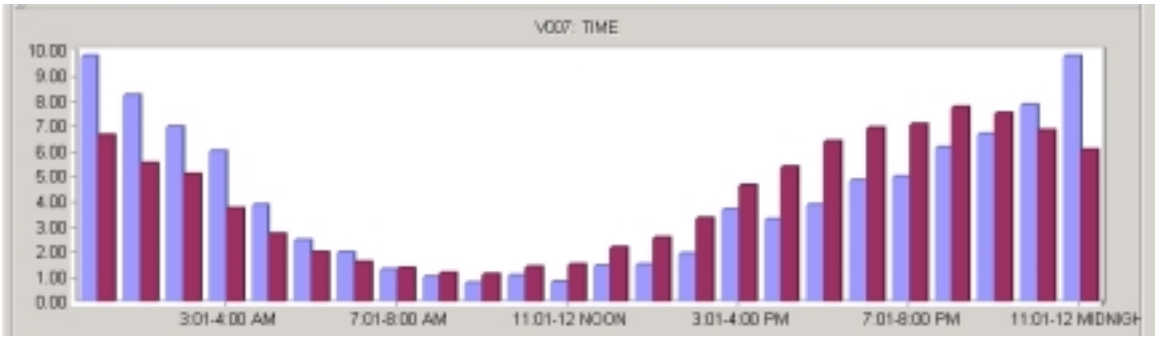
The injury proportion given above is nearly twice what would be expected for youth crashes, and the fatality proportion is nearly 5 times that expected. Clearly, alcohol use is one of the major killers of our young people on the roadway today. Further, if we can prevent *youth*-alcohol crashes, the effects could well be cumulative, since the behavioral changes will continue throughout life for many of the young people affected.

Multiple injury and multiple occupancy crashes were both over-represented. One aspect of the graduated drivers licensing is to restrict the number of youth passengers in the vehicle without the presence of a responsible adult.

Youth-alcohol crashes are typified by an increased acceptance of risk taking. As an example, the proportion of left-scene crashes where alcohol was involved in youth crashes was over six times of those where it was not. Also, it is no surprise to find a lack of restraint use in youth-alcohol crashes. The table below shows, for example, that the proportion of non-use of any restraint is at least 3.5 times what would be expected when compared to youth crashes in general.

RESTRAINT INDICATOR	OVER-REPRESENTATION
Lap and Shoulder, Neither Used	3.5
Air Bag Deployed, No Restraints	4.6
Air Bag Not Deployed, No Restraints	3.5





The Safety Management Allocation and Resources Taskforce (SMART) was formed early in 2000 under a cooperative agreement signed by the Directors of the Alabama Departments of Public Safety (DPS), Transportation (ALDOT), and Economic and Community Affairs (ADECA). Its charter was to provide a forum whereby the major departments charged with traffic safety responsibility would coordinate their efforts to assure greater cooperation and effectiveness.

The University Transportation Center of Alabama agreed to provide administrative assistance to SMART in organizing its quarterly meetings. The widest possible range of participants throughout the Alabama traffic safety community has been solicited. If you wish to get on the SMART mailing list, e-mail dturner@coe.eng.ua.edu.

One of SMART's first activities was to conduct a survey of those throughout the traffic safety community in order to determine if a consensus exists for legislation as well as state and local resource allocation. Often the general public does not realize that most agencies have restrictions on the type of countermeasures that they can support. This being the case, their goal is to allocate their resources in such a way that the maximum benefit to the roadway users of Alabama is produced.

A second poll was conducted this past summer as a follow-up, to reflect on the many programs that had been implemented in the interim. The "top 10" are listed below. This list must be qualified by the fact that it only reflects the feelings of those individuals who were on the SMART mailing list and responded to the call to participate. However, we feel that this is an excellent cross-section of individuals who are concerned about traffic safety in Alabama.

TOP 10 COUNTERMEASURES RANKED BY SECOND SMART SURVEY RESULTS

COUNTERMEASURE	RATING*
Prevent repeal of the Primary Seat Belt Law	2.41
Require children to be restrained in back seat if possible	2.50
Make it illegal to transport children in bed of a pickup	2.52
Maintain motorcycle helmet law	2.59
Mandatory BAC test for all drivers involved in fatal crash	2.73
General increase in primary seat belt enforcement	2.80
Large comprehensive program for restraint use	2.82
Extend current restraint law to include back seat passengers	2.82
Graduated Drivers Licensing (GDL) law	2.82
Perform Selective Enforcement at high crash locations	2.91

* Ratings ranged from 1 (best) to 10 (worst), and the numbers given are the average of the 44 individuals who participated.

The Alabama Department of Transportation initiated a project in June 2001 to begin the process of integrating crash and "roadway characteristics" databases within the Critical Analysis Reporting Environment (CARE) system. The following roadway characteristics are now included:

- Number of Lanes
- Average Grade
- Shoulder Surface Type and Condition
- Lane/Shoulder Width
- Outer/Inner Lane Cross Slope
- Outer/inner Lane Width
- Hill Crest/Sag
- Curvature

Two new databases have been created: one in which these roadway characteristics are written to the crash file, and the other in which the crashes by severity are written to the roadway characteristics file.

In CY2001, it was reported that roadway defects accounted for 639 crashes, which resulted in 216 injuries and 4 fatalities. This is less than half of 1% of all crashes, and it is generally understood within the traffic safety community that roadway defects are not the primary causal factor in most crashes. However, to some extent the roadway and/or roadside interacts with the driver and vehicle in most crashes. These characteristics may affect the severity of the crash by influencing driver's ability to maintain control and avoid greater harm.

With these databases integrated it is now possible to compare crash frequency and severity that occur under various roadway conditions. It is also possible to compare crash with non-crash sites to determine how these various conditions interact to change crash rates. In this way, more intelligent decisions can be made to improve the safety by modifying these characteristics. Plans exist to add other characteristics in the future, such as skid friction numbers and the presence of guardrails. This project is essential to assisting safety and design engineers in obtaining a greater understanding of how roadway characteristics impact safety.

While this is an extremely helpful tool to engineers, we dare not leave this subject without emphasizing the complex nature of the driver-vehicle-roadway system. The effort to improve safety must be viewed from a systems perspective. As a simple example, the resurfacing of a segment of roadway will cause many drivers to have an increased perception of safety, and thus increase their speeds. This could be detrimental to safety if the design speed of the roadway must accommodate sharp curves in hilly terrain. The systems approach would consider increasing signage or enforcement, or performing major systems work on the curves and grades, to assure that improvements produce the maximum possible safety benefit.

DEFINITIONS

The following special terms are used throughout this report, and are provided to clarify the meaning of the data.

1. Accident (or Traffic Accident): (see Crash) At the request of the National Highway Traffic Safety Administration (NHTSA), the word crash or traffic crash is being used instead of "accident" or "traffic accident". The NHTSA wishes to impress upon the general public that these mishaps are not purely chance events.

2. Alcohol Involvement Crash: Any motor vehicle crash in which a driver, pedestrian, or bicyclist had consumed alcohol.

3. Crash (or Traffic Crash): An unintended event involving a motor vehicle that causes death, injury, or property damage.

4. Driving Under the Influence (DUI): Current Alabama Code defines it as follows:

   (Section 35-SA-191)

   A person shall not drive or be in actual physical control of any vehicle while:

   (1) There is 0.08 percent or more by weight of alcohol in his blood:

   (2) Under the influence of alcohol:

   (3) Under the influence of a controlled substance to a degree which renders him incapable of safely driving: or

   (4) Under the combined influence of alcohol and a controlled substance to a degree which renders him incapable of safely driving.

5. Economic Loss: A reasonable estimate of the costs associated with crashes, based upon current National Safety Council estimates of the loss to society for each fatality, injury, and/or property damage crash.

6. Fatality: A person who dies as the result of a motor vehicle traffic crash. (For record-keeping purposes, the death must occur within 30 days of the accident.)

7. Fatal Crash A motor vehicle traffic crash which causes the death of one or more persons.

8. First Harmful Event: The first event (often in a series of events) involving a motor vehicle which causes death, injury, or property damage.

9. Hit-Other-Vehicle: A type of collision in which the first harmful event involves a collision between two or more vehicles.

10. Injury: A person sustaining injuries as the result of a motor vehicle traffic crash. This includes victims with the extent of injury of severe wound, other visible injury, or complaint of pain. Victims killed are not included in the injury category.

11. Mileage Death Rate: The number of fatalities per 100 million miles of vehicle travel.

12. Motor Vehicle: Any motorized (mechanically or electrically powered) vehicle not operated on rails.

DEFINITIONS

13. Other Non-Collision: An event during a crash sequence which does not involve a collision with another vehicle or object. Examples include but are not limited to collapse of a bridge, passenger inhalation of gas, or fire and/or explosion within a vehicle.

14. Overturning: An crash in which the overturning of a vehicle was the first harmful event.

15. Pedalcycle: A non-motorized vehicle propelled by pedaling (bicycle, tricycle, etc.)

16. Primary Contributing Circumstance: The main cause of an crash.

17. Rural (or Rural Area): All areas that are not incorporated.

18. Type of Crash: The category which best describes the general type of collision which was the first event.

19. Urban (or Urban Area): Any incorporated area.

20. Vehicle Miles Travelled: The estimated total number of miles driven during the year by all vehicles within the state.

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