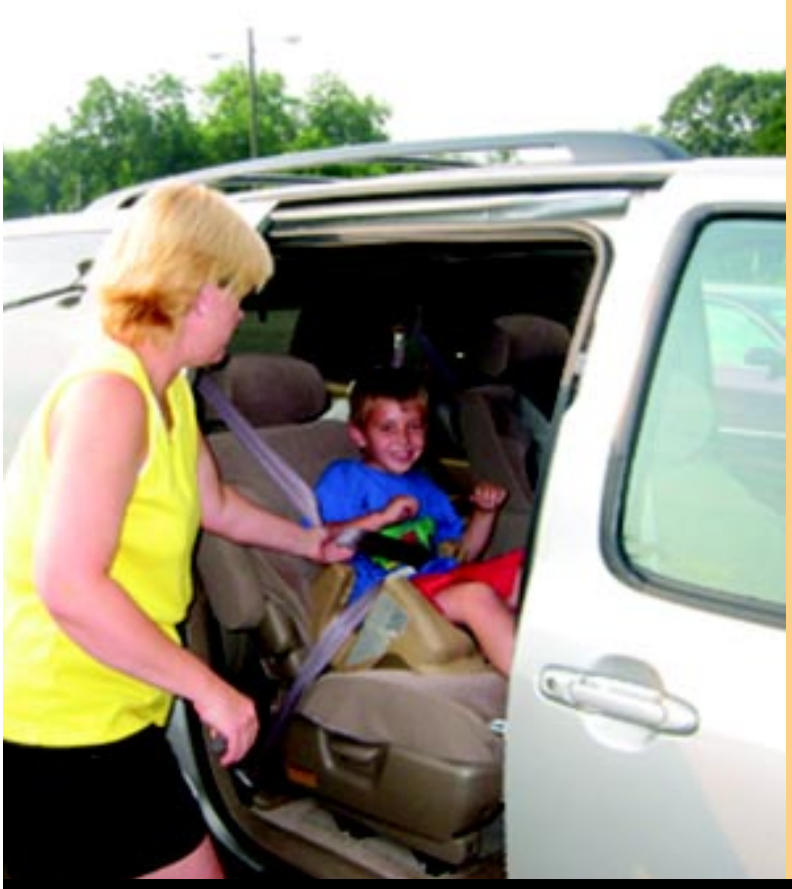
Buckle Up

Your Baby



Read about new child restraint issues 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-002 awarded by the Alabama Department of Economic and Community Affairs (ADECA/LETS) and 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 *CARE* Research & Development 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 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 2002

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

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OFFICE OF THE GOVERNOR

STATE CAPITOL
MONTGOMERY, ALABAMA 36130

BOB RILEY
Governor

(334) 242-7100
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STATE OF ALABAMA

Citizens of Alabama:

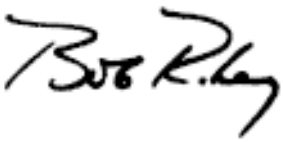
Traffic safety is a major concern to many agencies throughout the state of Alabama. It is my hope that all members of Alabama s traffic safety community, as well as all users of Alabama s roadways, will review this publication in order to gain insight into the various causes and consequences of traffic crashes. In it you will find a wealth of information about all types of traffic crashes, the conditions surrounding them, and the number of crashes, deaths and injuries for your county or city.

A large number of agencies, at both the state and local levels, are at work every day to make our roads safer. Police, engineers, emergency medical services, public health professionals, educators, researchers, advocate groups and many others have all contributed to the reduction in the fatality rate that we have experienced over the past decade. Our special thanks go out to the hundreds of police officers who complete the crash report forms, for without their dedication we could never get a handle on the true magnitude of traffic safety problems, nor gauge our progress in solving them.

We have initiated several special programs this year to reduce the number of drunk drivers on our roads and to continue to increase seatbelt usage. The State Highway Safety Office has also focused on reducing the number of crashes involving our state s young people. We are proud of the progress that has been made in all of these areas, but we must continue to strive for increased seatbelt usage as well as improvement in all other aspects of our traffic safety programs.

I thank you for taking the time to review this publication, which demonstrates your concern for reducing these tragic losses. Traffic safety must continue to be a broad-based effort involving every citizen of Alabama. By working together, we can, and we will make Alabama s roads safer.

Sincerely,



BOB RILEY
GOVERNOR

Quick Facts

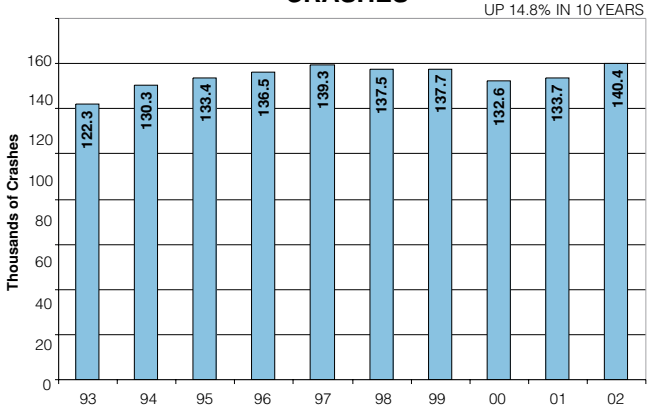
	The 2002 Toll	2002 vs 2001
Persons Killed	1,038	up 4.0%
Persons Injured	44,414	up 3.5%
Reported Crashes	140,437	up 5.0%
Miles Travelled	57,532,000,000	up 1.5%

- There were 1,038 people killed in 931 fatal crashes.
- One traffic crash was reported every 224 seconds.
- One person was injured in a traffic crash each 11 minutes and 50 seconds.
- One person was killed every 8 hours and 26 minutes in a traffic crash.
- Most Alabama crashes (70.8%) occurred in urban areas, but most fatalities (71.2%) occurred in rural areas.
- For each person killed, there were 42.7 injured.
- Of all drivers involved in fatal crashes, 11.1% were age 19 or under, and 25.5% were under 25 years of age.
- Of all fatal crashes, 45% occurred at night.
- The 2002 pedestrian death toll was 62.
- There were 45 fatalities among motorcycle or moped riders.
- Bicyclists accounted for 5 fatalities.
- For adults who are injured in crashes while in the front seat of a vehicle, the probablility of being killed is 9 times higher for those not wearing safety belts.

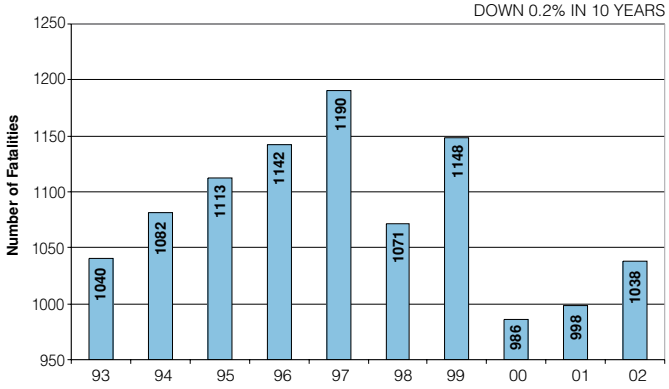
Based on 2002 Data, if you are a typical driver in Alabama, there is a 54% probability that you will be involved in an injury or fatal crash while driving an automobile during your lifetime!

Ten Year Traffic Trends 1993-2002

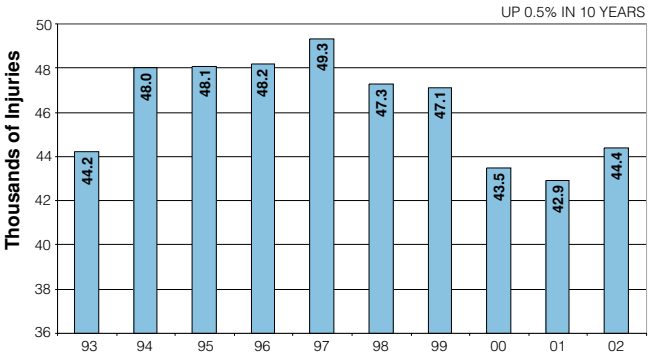
CRASHES



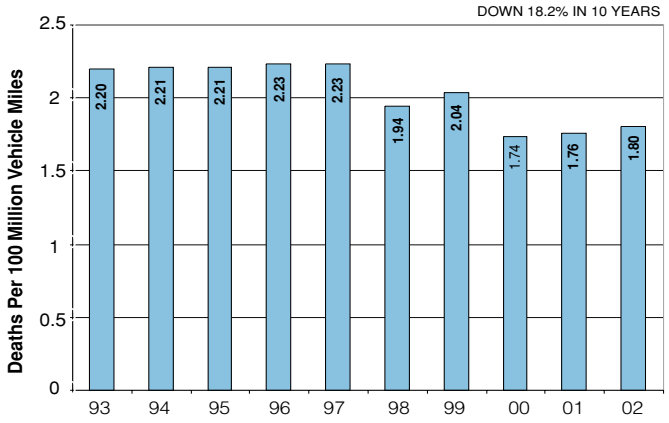
FATALITIES



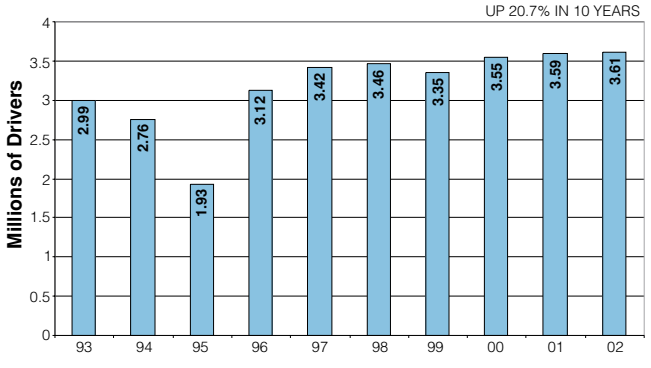
INJURIES



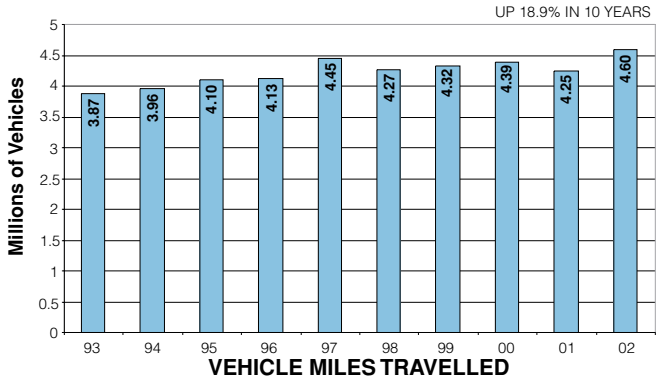
MILEAGE DEATH RATE



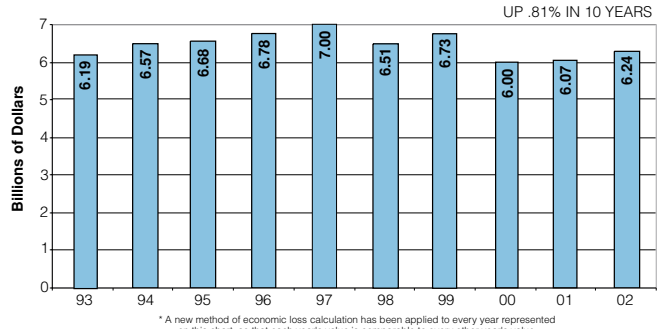
LICENSED DRIVERS



MOTOR VEHICLE REGISTRATIONS

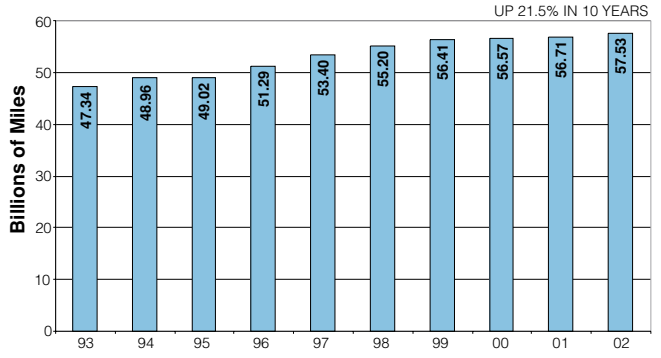


ECONOMIC LOSS*



* 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



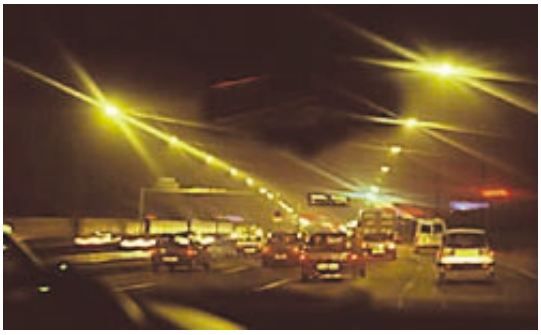
Time Trends

DAY OF WEEK

	Crashes	%	Deaths	%
Sunday	13,162	9.4	155	14.9
Monday	19,737	14.1	124	11.9
Tuesday	21,368	15.2	120	11.6
Wednesday	20,208	14.4	130	12.5
Thursday	20,981	14.9	145	14.0
Friday	26,170	18.6	160	15.4
Saturday	18,811	13.4	204	19.7
Total	140,437	100.0	1038	100.0

MONTH OF YEAR

	Crashes	%	Deaths	%
January	10,933	7.8	69	6.6
February	10,405	7.4	67	6.5
March	11,895	8.5	114	11.0
April	11,946	8.5	74	7.1
May	12,058	8.6	97	9.3
June	11,183	8.0	94	9.1
July	11,394	8.1	109	10.5
August	11,800	8.4	75	7.2
September	11,824	8.4	79	7.6
October	12,552	8.9	81	7.8
November	11,982	8.5	78	7.5
December	12,465	8.9	101	9.7
Total	140,437	100.0	1038	100.0

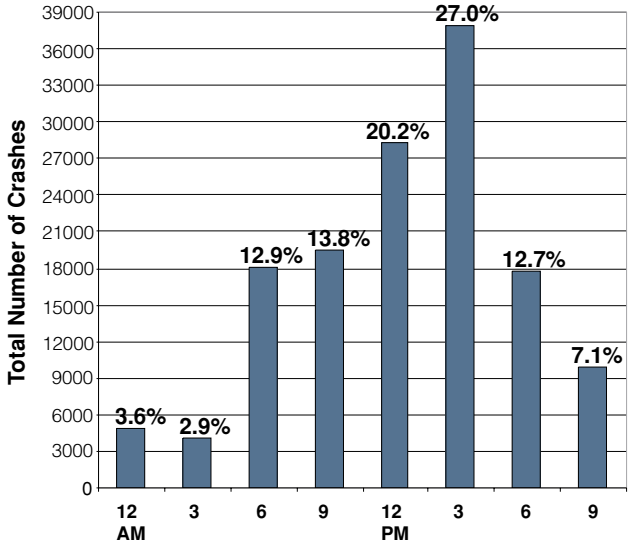


Be careful not to start your weekend with a crash. The most crash-prone period is Friday afternoon.

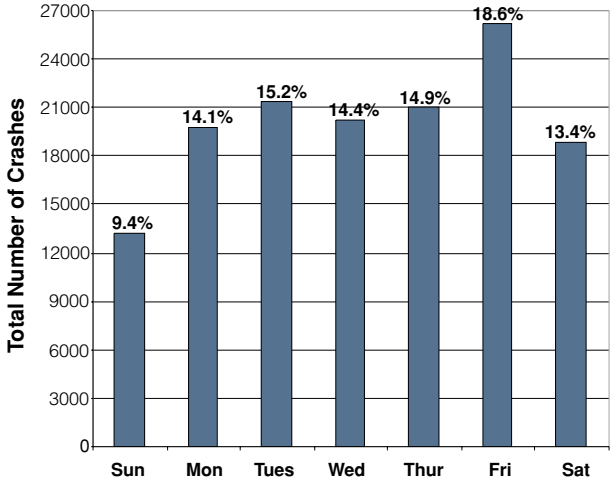
TIME OF DAY

	Crashes	%	Deaths	%
Midnight	1,907	1.4	40	3.9
1:00 am	1,622	1.2	41	3.9
2:00 am	1,381	1.0	40	3.9
3:00 am	1,158	0.8	31	3.0
4:00 am	1,155	0.8	34	3.3
5:00 am	1,815	1.3	26	2.5
6:00 am	3,389	2.4	26	2.5
7:00 am	8,656	6.2	40	3.9
8:00 am	6,102	4.3	29	2.8
9:00 am	5,447	3.9	38	3.7
10:00 am	6,209	4.4	33	3.2
11:00 am	7,780	5.5	42	4.0
Noon	9,483	6.8	44	4.2
1:00 pm	9,009	6.4	36	3.5
2:00 pm	9,787	7.0	48	4.6
3:00 pm	13,482	9.6	58	5.6
4:00 pm	12,033	8.6	67	6.5
5:00 pm	12,374	8.8	60	5.8
6:00 pm	7,951	5.7	50	4.8
7:00 pm	5,364	3.8	55	5.3
8:00 pm	4,473	3.2	68	6.6
9:00 pm	4,029	2.9	56	5.4
10:00 pm	3,186	2.3	35	3.4
11:00 pm	2,645	1.9	41	3.9
Total	140,437	100.0	1,038	100.0

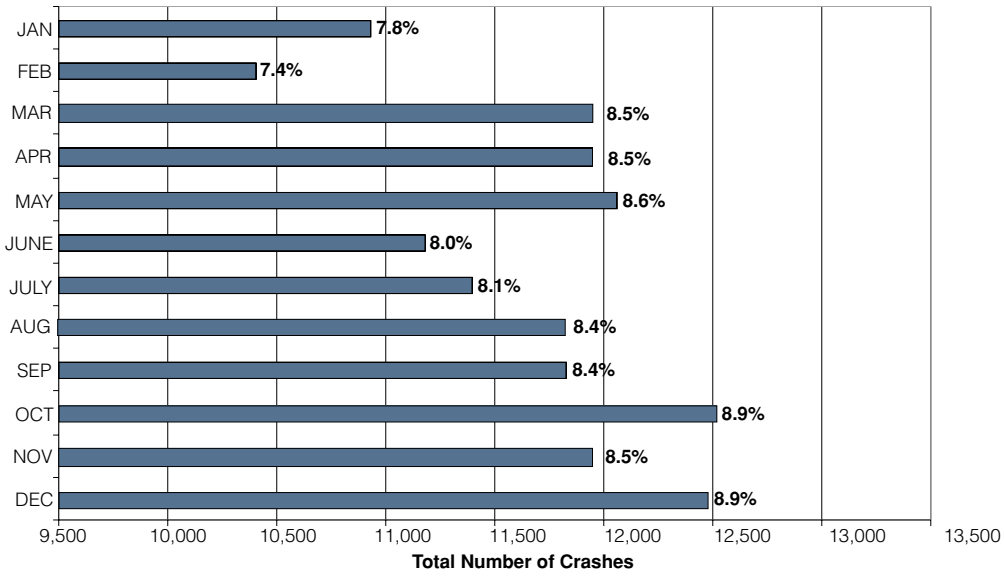
TIME OF DAY



DAY OF WEEK



MONTH OF YEAR



Types of Crashes

FIRST HARMFUL EVENT

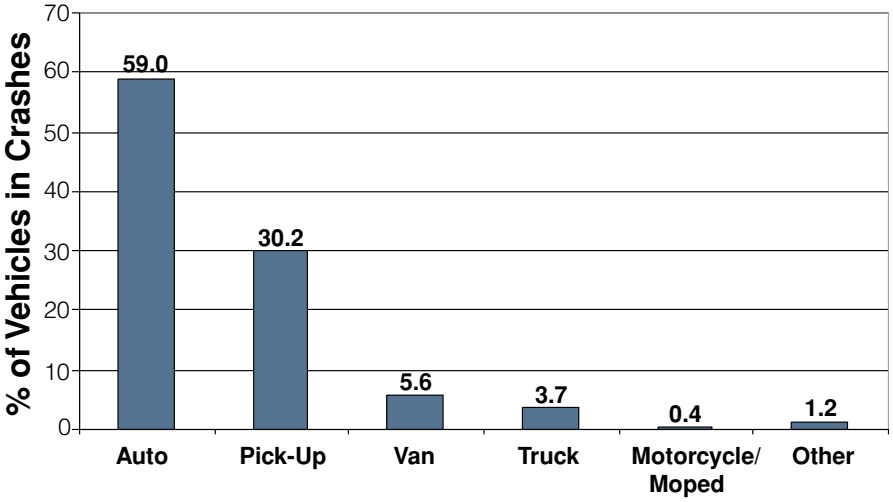
	FATALITIES	INJURIES	CRASHES	% OF CRASHES
Hit Other Vehicle	433	30,559	102,542	73.0
Hit Fixed or Other Object	315	6,455	16,419	11.7
Overturning	84	1,652	2,254	1.6
Other Non-collision	7	217	1,502	1.1
Hit Animal	6	325	2,875	2.0
Hit Pedestrian	49	470	530	0.4
Hit Pedalcyclist	3	202	232	0.2
Hit Railway Train	11	39	91	0.1
Hit Parked Vehicle	9	343	4,109	2.9
All Other	121	4,152	9,883	7.0
Total	1,038	44,414	140,437	100.0

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

VEHICLE TYPE

	VEHICLES INVOLVED IN CRASHES	% OF VEHICLES
Auto	151,646	59.0
Pick-up	77,574	30.2
Van	14,295	5.6
Truck	9,606	3.7
Motorcycle/moped	1,107	0.4
Other	2,961	1.2
Total	257,189	100.0

% OF CRASHES BY VEHICLE TYPE



HAZARDOUS CARGO

	CRASHES	%
Explosive	12	4.5
Gas/flammable	226	85.6
Poison	24	9.1
Radioactive	2	0.8
Total	264	100.0

BY FIRST HARMFUL EVENT

HIT OTHER VEHICLE

	2001	2002
Crashes	98,185	102,542
Injuries	29,674	30,559
Fatalities	429	433

HIT BICYCLE

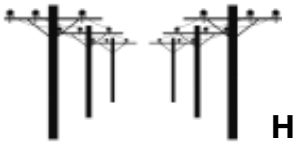
	2001	2002
Crashes	201	232
Injuries	166	202
Fatalities	6	3

OVERTURNING

	2001	2002
Crashes	2,222	2,254
Injuries	1,571	1,736
Fatalities	92	84

HIT TRAIN

	2001	2002
Crashes	58	91
Injuries	31	39
Fatalities	6	11



HIT FIXED OBJECT

	2001	2002
Crashes	14,843	16,419
Injuries	6,044	6,455
Fatalities	260	315

ALL OTHERS

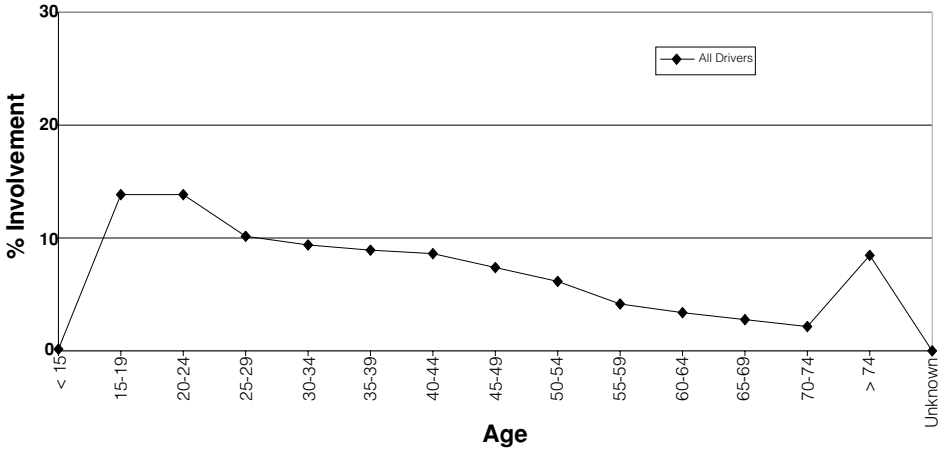
	2001	2002
Crashes	19,944	20,623
Injuries	6,567	6,689
Fatalities	244	227

TOTALS

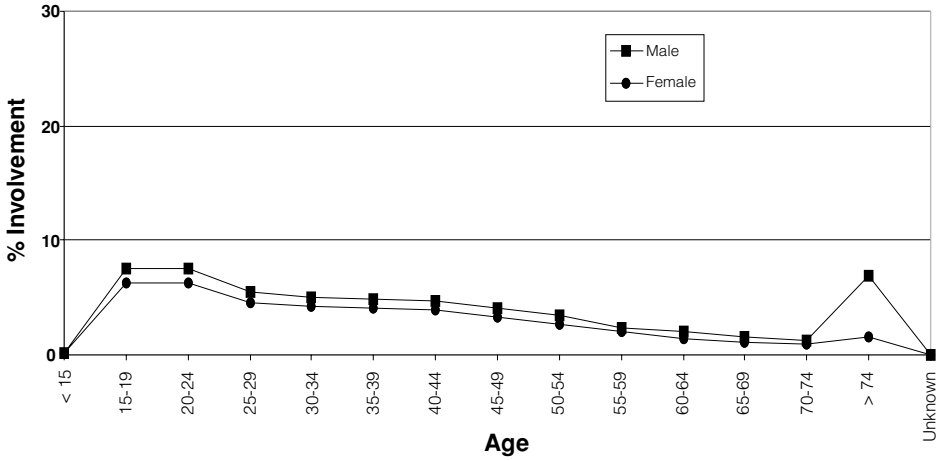
	2001	2002
Crashes	133,740	140,437
Injuries	42,921	44,414
Fatalities	998	1,038

Involvement by Age and Gender

% Of Drivers Involved in Traffic Crashes by Age



% Of Drivers Involved in Traffic Crashes by Age and Gender



AGES OF FATALITIES

Age	Number of Persons Killed	Age	Number of Persons Killed	Age	Number of Persons Killed
1	1	(10-14)	16	28	16
2	4	15	15	29	20
3	7	16	30	(25-29)	99
4	6	17	31	(30-34)	82
(1-4)	18	18	28	(35-39)	96
5	4	19	29	(40-44)	82
6	2	(15-19)	133	(45-49)	67
7	5	20	25	(50-54)	57
8	3	21	27	(55-59)	42
9	6	22	28	(60-64)	53
(5-9)	20	23	28	(65-69)	24
10	4	24	28	(70-74)	42
11	1	(20-24)	136	>74	70
12	1	25	22	Unknown	1
13	6	26	21		
14	4	27	20		

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	354	4
14	230	142	3
15	29,385	595	3
16	45,869	8,024	30
17	52,642	8,985	29
18	55,861	9,240	41
19	59,071	8,970	45
(15-19)	242,828	35,814	148
20	62,200	8,310	40
21	64,488	7,742	40
22	66,937	7,227	45
23	66,472	6,557	36
24	64,952	5,927	39
(20-24)	325,049	35,763	200
25	68,430	5,825	30
26	63,897	5,177	34
27	63,848	5,086	33
28	65,879	4,898	18
29	65,704	5,033	22
(25-29)	327,758	26,019	137
(30-34)	343,762	24,168	146
(35-39)	338,147	23,260	133
(40-44)	358,196	22,140	125
(45-49)	343,027	18,986	118
(50-54)	304,249	15,561	73
(55-59)	256,510	12,090	72
(60-64)	201,891	8,742	68
(65-69)	167,159	6,886	34
(70-74)	145,457	5,742	40
>74	255,710	21,498	86
Unknown		24	0
Total	3,609,973	257,189	1,387

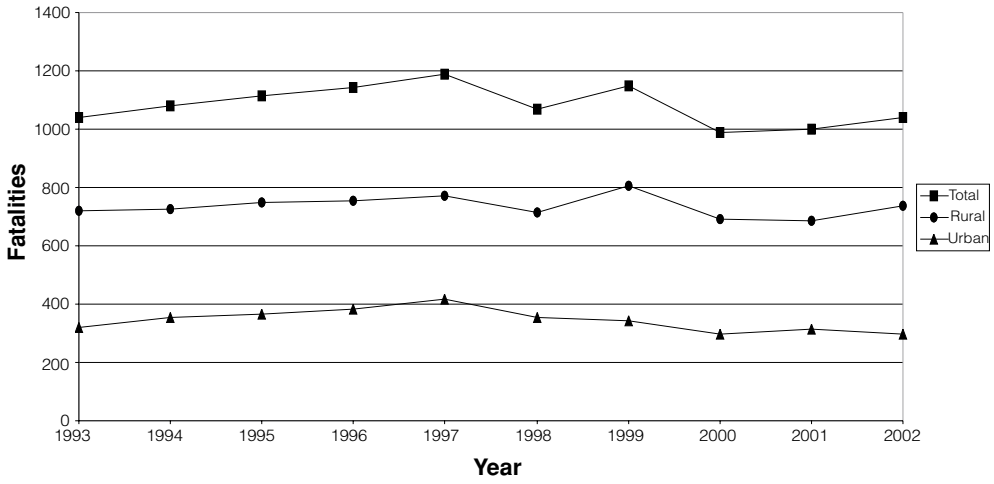
NUMBER OF DRIVERS INVOLVED IN CRASHES AND FATALITIES BY GENDER

Gender	Licensed Drivers	Number of Drivers Involved in Crashes	Number of Drivers Involved in Fatal Crashes
Male	1,785,639	136,042	960
Female	1,824,334	109,511	404
Unknown		11,636	23
Total	3,609,973	257,189	1,387

Crash Location

RURAL VS.URBAN TRAFFIC FATALITIES

10 YEAR TREND



10 YEAR EXPERIENCE

The number of RURAL fatalities increased 8.2% in 2002.

	FATALITIES		
Year	State Total	Rural	Urban
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
2002	1,038	740	298

The number of URBAN fatalities decreased 5.1% in 2002.

RURAL LOCALE

	Crashes	%
Open Country	31,750	77.7
Residential	4,573	11.2
Business	3,784	9.3
Industrial	276	0.7
School/Playground	251	0.6
Other	245	0.6

URBAN LOCALE

	Crashes	%
Open Country	8,803	8.8
Residential	25,692	25.8
Business	57,630	57.9
Industrial	1,894	1.9
School/Playground	2,449	2.5
Other	3,090	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.

DRIVER'S RESIDENCE

Residence Within 25 Miles	
Yes	78%
No	22%

CRASH LOCATION

	Crashes	%
On Roadway	81,740	58.17
Intersection	33,311	23.70
Off Roadway	23,925	17.03
Median	1,043	0.74
Private Road	359	0.26
Driveway	59	0.04
Other	0	0.00

WORKZONE CRASHES

	Crashes
Property Damage Injury Fatal	2,167 629 24
Total	2,820

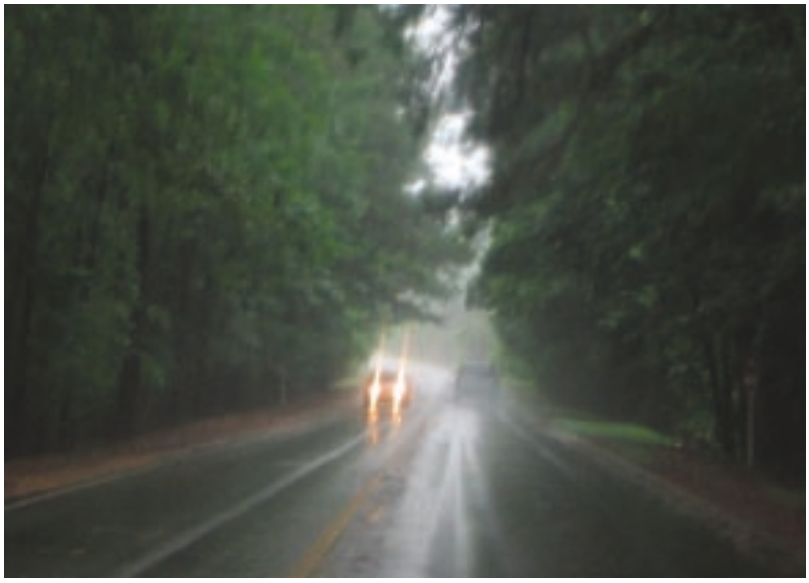
Crash Environment

TRAFFIC CONTROL

	Crashes	%
Railroad Device	186	0.1
Yield Sign	3,495	2.5
Stop Sign	12,670	9.0
Traffic Signal	28,975	20.6
Other	72,746	51.8
None	22,365	15.9

LIGHT CONDITION

	Crashes	%
Day	101,774	72.5
Dawn	1,458	1.0
Dusk	3,153	2.2
Dark	17,158	12.2
Streetlights	16,552	11.8
Not Stated	342	0.2



ROAD CHARACTER

	Crashes	%
Level	91,525	65.2
Downgrade	16,199	11.5
Upgrade	11,627	8.3
Hillcrest	1,418	1.0
Level Curve	8,615	6.1
Curve on Hill	9,564	6.8
Not Stated	1,489	1.1

NUMBER OF LANES

	Crashes	%
One	3,353	2.4
Two	69,916	49.8
Three	6,446	4.6
Four	42,092	30.0
Five	5,041	3.6
Six or More	11,933	8.5
Not Stated	1,656	1.2

WEATHER

	Crashes	%
Clear	81,818	58.3
Cloudy	34,592	24.6
Rain	22,341	15.9
Snow/Sleet	406	0.3
Fog	724	0.5
Other	556	0.4

ROAD CONDITION

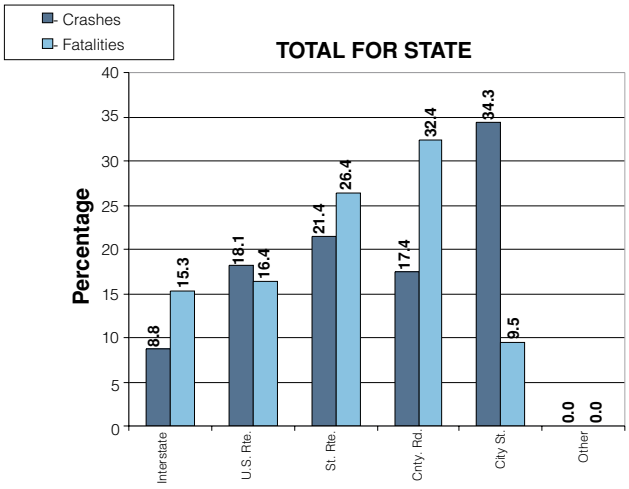
	Crashes	%
Dry	108,502	77.3
Wet	29,915	21.3
Icy/Slushy	582	0.4
Muddy	57	0.0
Other	1,381	1.0

Type of Roadway

TOTAL FOR STATE

	Crashes		Fatalities	
Road Type	**Number**	**%**	**Number**	**%**
Interstate	12,410	8.8	159	15.3
U.S. Route	25,356	18.1	170	16.4
State Route	30,014	21.4	274	26.4
County	24,393	17.4	336	32.4
City	48,208	34.3	99	9.5
Other	56	0.0	0	0.0
Total	140,437	100.0	1,038	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	5,651	13.8	122	16.5
U.S. Route	6,854	16.8	105	14.2
State Route	8,099	19.8	192	25.9
County	20,192	49.4	321	43.4
City	81	0.2	0	0.0
Other	2	0.0	0	0.0
Total	40,879	100.0	740	100.0

URBAN AREAS

	Crashes		Fatalities	
Road Type	**Number**	**%**	**Number**	**%**
Interstate	6,759	6.8	37	12.4
U.S. Route	18,502	18.6	65	21.8
State Route	21,915	22.0	82	27.5
County	4,201	4.2	15	5.0
City	48,127	48.3	99	33.2
Other	54	0.1	0	0.0
Total	99,558	100.0	298	100.0

The Driver

DRIVER CONDITION

	Drivers	%
No Defect	233,375	90.7
Asleep	1,466	0.6
Fatigued	364	0.1
Ill	515	0.2
Other	0	0.0
Unknown	21,469	8.3

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

PRIMARY CAUSE OF CRASHES

	Crashes	%
Failed to Yield Right of Way	22,133	15.8
Driver Not in Control	18,243	13.0
Misjudged Stopping Distance	16,203	11.5
Driving Under the Influence	4,626	3.3
Improper Backing	2,527	1.8
Failure to Heed Sign	7,050	5.0
Tailgating	13,586	9.7
Over the Speed Limit	3,260	2.3
Avoiding Object or Person	6,091	4.3
All Other	46,718	33.3

Motorcycle Crash Statistics

TEN YEAR TREND

Year	Fatalities	Injuries	Number of Motorcycles Involved in Crashes
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
2002	45	808	1,089

NUMBER OF MOTORCYCLISTS INVOLVED IN CRASHES BY AGE
(includes motor scooters and mopeds)

Age	Fatalities	Injuries	Number of Motorcycles Involved in Crashes
<14	0	25	10
14	0	9	7
15	0	12	10
16	0	11	10
17	0	10	9
18	1	12	11
19	0	10	8
(15-19)	1	55	48
20	2	18	18
21	2	23	23
22	1	29	27
23	2	23	21
24	0	23	21
(20-24)	7	116	110
25	1	23	22
26	2	15	15
27	0	25	24
28	0	18	17
29	3	24	27
(25-29)	6	105	105
(30-34)	3	106	98
(35-39)	6	101	90
(40-44)	5	94	85
(45-49)	3	78	72
(50-54)	3	60	59
(55-59)	5	33	36
(60-64)	3	14	13
(65-69)	2	7	9
(70-74)	1	2	3
>74	0	3	1
Unknown	0	0	343
Total	45	808	1,089

The number of motorcycle crashes increased from 2001 to 2002. In 2002, 78% of these collisions resulted in injury or death.

Bicycle Crash Statistics

NUMBER OF BICYCLISTS INVOLVED IN CRASHES BY AGE

Age	Fatalities	Injuries
(1-4)	0	6
(5-9)	2	51
(10-14)	2	73
(15-19)	0	26
(20-24)	0	20
(25-29)	0	8
(30-34)	0	8
(35-39)	0	11
(40-44)	0	16
(45-49)	0	11
(50-54)	1	5
(55-59)	0	4
(60-64)	0	5
(65-69)	0	1
(70-74)	0	1
>74	0	4
Unknown	0	0
Total	5	250

TEN YEAR TREND

Year	Fatalities	Injuries
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
2002	5	250

Children aged 14 and under account for 52% of the bicycle crash injuries and 80% of the fatalities.

Pedestrian Crash Statistics

The number of pedestrian fatalities decreased 8.8% from 2001 to 2002 while the number of pedestrians injured increased 4.3%.

NUMBER OF PEDESTRIANS INVOLVED IN CRASHES BY AGE

Age	Fatalities	Injuries
(1-4)	3	16
(5-9)	3	67
(10-14)	0	68
(15-19)	1	62
(20-24)	5	54
(25-29)	8	37
(30-34)	3	39
(35-39)	4	48
(40-44)	9	33
(45-49)	7	39
(50-54)	5	29
(55-59)	3	19
(60-64)	3	14
(65-69)	2	8
(70-74)	3	10
>74	3	36
Unknown	0	0
Total	62	579

TEN YEAR TREND

Year	Fatalities	Injuries
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
2002	62	579

Alcohol and Drug Involvement

NUMBER OF DRIVERS INFLUENCED BY ALCOHOL OR DRUGS
WHO WERE INVOLVED IN CRASHES

Age	All Drivers	Male	Female
<14	3	3	0
14	4	2	2
15	11	7	4
16	55	42	13
17	118	96	22
18	187	164	23
19	237	211	26
(15-19)	608	520	88
20	247	214	33
21	328	276	52
22	273	240	33
23	302	251	51
24	252	213	39
(20-24)	1,402	1,194	208
25	232	199	33
26	224	184	40
27	212	184	28
28	178	140	38
29	181	146	35
(25-29)	1,027	853	174
(30-34)	827	638	189
(35-39)	927	698	229
(40-44)	863	663	200
(45-49)	619	493	126
(50-54)	426	357	69
(55-59)	265	223	42
(60-64)	164	138	26
(65-69)	86	75	11
(70-74)	46	39	7
>74	229	222	7
Unknown	1	1	0
Total	7,497	6,119	1,378

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	469	17	133	4	33	2	32	1	33	3	42	3	62	0	134	4
1 am	423	16	130	4	22	3	30	2	20	1	47	3	52	1	122	2
2 am	381	18	132	3	14	2	24	0	20	1	32	1	49	5	110	6
3 am	317	10	102	4	22	1	14	0	18	0	23	1	35	0	103	4
4 am	238	5	57	1	13	1	16	0	20	1	17	1	33	0	82	1
5 am	166	4	53	1	10	0	13	0	10	0	10	1	18	1	52	1
6 am	132	3	43	0	7	1	8	0	7	1	9	0	17	0	41	1
7 am	108	2	18	0	11	0	20	2	6	0	14	0	9	0	30	0
8 am	96	1	18	1	10	0	12	0	8	0	6	0	14	0	28	0
9 am	89	1	16	1	7	0	14	0	9	0	8	0	12	0	23	0
10 am	103	3	17	2	7	0	13	0	10	1	15	0	13	0	28	0
11 am	110	1	11	0	15	1	11	0	11	0	16	0	16	0	30	0
Noon	142	2	24	0	16	0	19	0	13	1	15	0	23	0	32	1
1 pm	163	2	25	0	22	0	17	1	17	0	16	0	22	0	44	1
2 pm	239	4	42	2	22	0	28	0	29	0	18	0	39	1	61	1
3 pm	300	8	44	0	38	0	41	1	32	2	31	0	53	2	61	3
4 pm	366	13	36	0	50	0	45	2	31	3	52	3	54	3	98	2
5 pm	485	12	71	3	66	4	57	0	45	1	64	0	88	2	94	2
6 pm	497	19	65	1	50	2	57	2	52	2	62	2	88	3	123	7
7 pm	515	13	73	2	66	1	43	2	66	2	62	2	95	0	110	4
8 pm	505	12	75	4	54	0	55	1	43	0	61	1	99	1	118	5
9 pm	530	14	65	2	60	0	72	1	59	0	58	1	105	2	111	8
10 pm	523	13	42	2	40	1	54	2	57	1	73	3	124	3	133	1
11 pm	527	15	39	0	33	0	58	4	53	1	58	2	138	3	148	5
Total	7,424	208	1,331	37	688	19	753	21	669	21	809	24	1,258	27	1,916	59

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

Safety Restraint and Child Restraint Usage*†

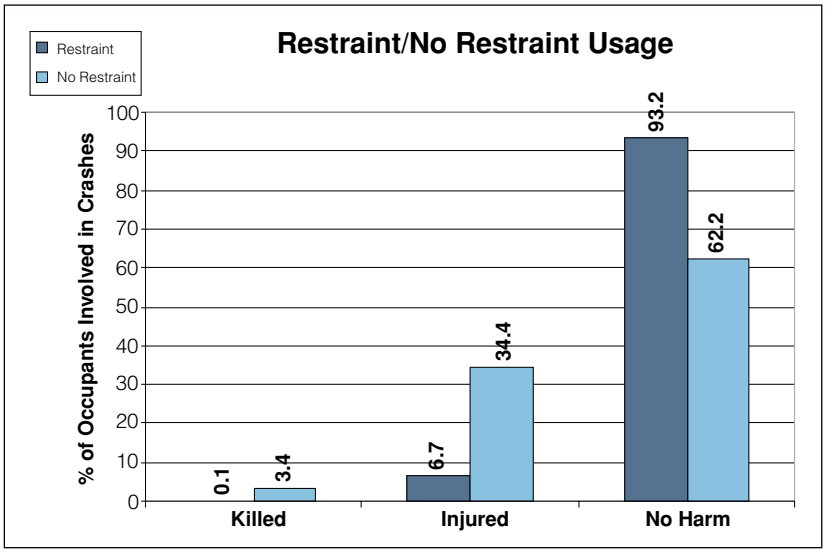
		Driver		Front Seat Passenger		Back Seat Passenger		Totals	
Restraint Usage	**Severity**	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
None Installed	Killed	3	2.13	1	1.25	1	0.95	5	1.53
	Injured	17	12.06	13	16.25	10	9.52	40	12.27
	No Harm	121	85.82	66	82.50	94	89.52	281	86.20
	Subtotal	141	100.00	80	100.00	105	100.00	326	100.00
Not Wearing Lap & Shoulder Belts	Killed	244	3.40	80	2.79	39	1.36	363	2.81
	Injured	2,451	34.12	1,034	36.04	717	24.97	4,202	32.52
	No Harm	4,488	62.48	1,755	61.17	2,115	73.67	8,358	64.68
	Subtotal	7,183	100.00	2,869	100.00	2,871	100.00	12,923	100.00
Wearing Lap Belt Only	Killed	5	0.32	1	0.08	4	0.09	10	0.13
	Injured	111	7.11	100	7.83	257	5.50	468	6.23
	No Harm	1,445	92.57	1,176	92.09	4,413	94.42	7,034	93.64
	Subtotal	1,561	100.00	1,277	100.00	4,674	100.00	7,512	100.00
Wearing Lap & Shoulder Belts	Killed	153	0.07	45	0.07	15	0.06	213	0.07
	Injured	11,029	5.25	3,366	5.41	1,153	4.55	15,548	5.22
	No Harm	198,841	94.68	58,831	94.52	24,175	95.39	281,847	94.70
	Subtotal	210,023	100.00	62,242	100.00	25,343	100.00	297,608	100.00
Airbag Deployed, No Belts Used	Killed	115	7.86	30	7.33	0	0.00	145	7.71
	Injured	758	51.81	205	50.12	0	0.00	963	51.22
	No Harm	590	40.33	174	42.54	8	100.00	772	41.06
	Subtotal	1,463	100.00	409	100.00	8	100.00	1,880	100.00
Airbag Deployed, Belts Used	Killed	96	0.65	17	0.51	0	0.00	113	0.62
	Injured	4,690	31.74	1,085	32.72	7	19.44	5,782	31.90
	No Harm	9,988	67.61	2,214	66.77	29	80.56	12,231	67.48
	Subtotal	14,774	100.00	3,316	100.00	36	100.00	18,126	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

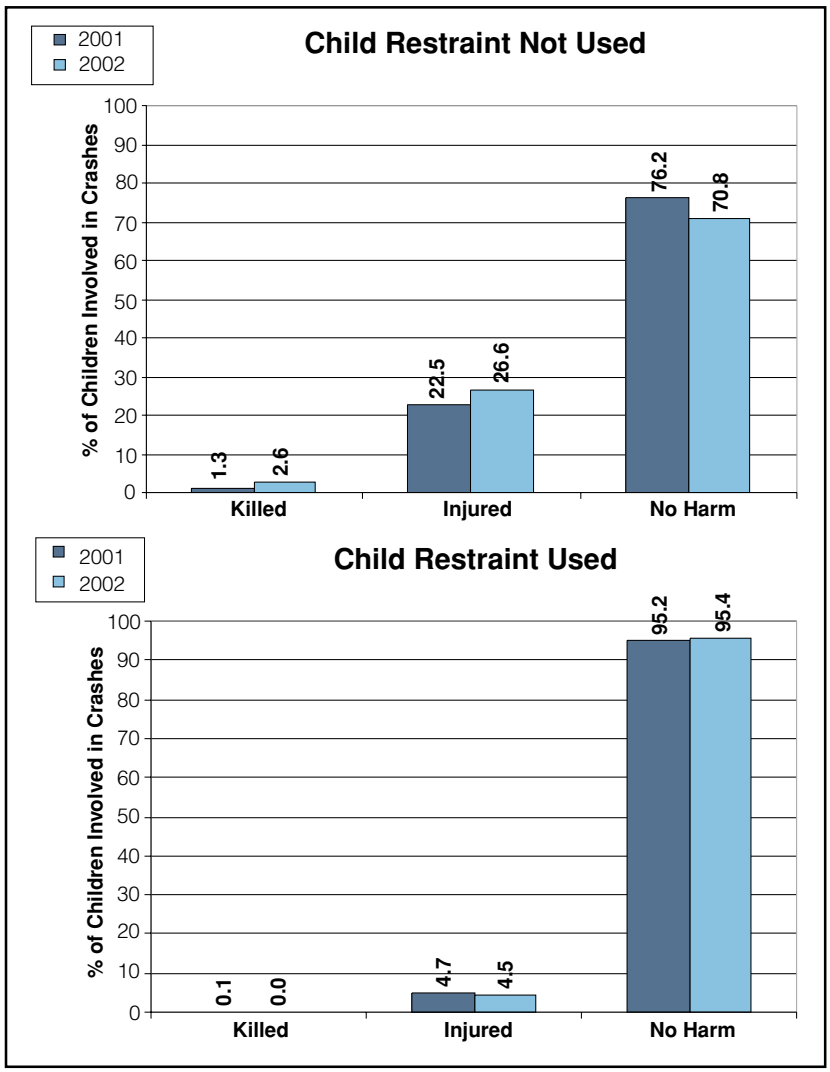
		Front Seat Occupant		Back Seat Occupant		Totals	
Type	**Severity**	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Child Restraint Used	Killed	1	0.13	2	0.02	3	0.03
	Injured	53	6.64	454	4.25	507	4.42
	No Harm	744	93.23	10,219	95.73	10,963	95.55
	Subtotal	798	100.00	10,675	100.00	11,473	100.00
Other Restraint Used	Killed	1	1.69	0	0.00	1	0.26
	Injured	11	18.64	19	5.94	30	7.92
	No Harm	47	79.66	301	94.06	348	91.82
	Subtotal	59	100.00	320	100.00	379	100.00
None Used	Killed	5	5.95	3	1.32	8	2.56
	Injured	30	35.71	53	23.25	83	26.60
	No Harm	49	58.33	172	75.44	221	70.83
	Subtotal	84	100.00	228	100.00	312	100.00

SAFETY RESTRAINT USAGE



5,288 people were injured in automobile crashes in which they were not wearing seat belts.
521 people were killed in automobile crashes in which they were not wearing safety restraints.

CHILD RESTRAINT USAGE



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

Comparative County Statistics

2001 vs 2002

	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	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002
Jefferson	25,330	26,613	92	93	6,291	6,407	21,539	22,664	70	60	5,085	5,164	3,791	3,949	22	33	1,206	1,243
Mobile	13,990	14,397	76	84	3,969	4,006	10,670	10,837	24	33	2,706	2,554	3,320	3,560	52	51	1,263	1,452
Montgomery	9,644	10,601	53	41	2,864	3,028	8,659	9,487	31	28	2,521	2,644	985	1,114	22	13	343	384
Autauga	1,224	1,105	11	10	367	325	744	618	0	2	194	157	480	487	11	8	182	168
Baldwin	3,430	3,715	33	46	1,142	1,136	2,317	2,564	10	8	675	601	1,113	1,151	23	38	467	535
Barbour	660	668	5	4	280	295	473	470	4	0	188	158	187	198	1	4	92	137
Bibb	195	228	6	11	88	99	36	51	1	2	7	18	159	177	5	9	81	81
Blount	989	1,020	18	9	420	382	307	338	5	1	104	106	682	682	13	8	316	276
Bullock	148	162	6	9	99	76	6	7	0	0	5	3	142	155	6	9	94	73
Butler	648	670	9	15	234	271	302	322	0	1	84	93	346	348	9	14	150	178
Calhoun	3,354	3,439	27	20	1,075	1,185	2,011	2,111	10	1	496	604	1,343	1,328	17	19	579	581
Chambers	872	823	8	9	267	295	482	437	0	1	134	141	390	386	8	8	133	154
Cherokee	490	580	4	8	244	275	180	215	0	0	79	94	310	365	4	8	165	181
Chilton	1,073	1,099	15	17	427	467	442	453	2	3	147	160	631	646	13	14	280	307
Choctaw	230	217	8	3	85	133	66	55	1	0	4	19	164	162	7	3	81	114
Clarke	460	472	13	8	223	216	282	292	2	5	100	115	178	180	11	3	123	101
Clay	227	242	2	3	101	103	67	90	0	0	12	27	160	152	2	3	89	76
Cleburne	402	439	9	10	161	217	73	51	1	0	22	14	329	388	8	10	139	203
Coffee	899	1,045	9	5	265	324	622	746	1	0	127	174	277	299	8	5	138	150
Colbert	1,640	1,671	10	20	553	558	1,245	1,254	0	5	351	327	395	417	10	15	202	231
Conecuh	452	442	18	9	185	216	125	144	0	1	38	55	327	298	18	8	147	161
Coosa	228	253	5	4	146	122	8	1	0	0	3	0	220	252	5	4	143	122
Covington	633	677	6	10	281	265	450	486	3	2	159	155	183	191	3	8	122	110
Crenshaw	198	255	8	3	85	115	84	79	0	1	21	31	114	176	8	2	64	84
Cullman	2,382	2,406	17	30	804	775	1,124	1,125	5	4	256	262	1,258	1,281	12	26	548	513
Dale	831	837	12	6	325	315	587	605	7	2	198	212	244	232	5	4	127	103
Dallas	1,358	1,438	7	16	607	567	776	820	1	2	250	242	609	618	6	14	357	325
Dekalb	1,596	1,668	17	19	575	551	1,019	1,046	10	6	296	264	577	622	7	13	279	287
Elmore	1,638	1,591	12	8	644	557	772	765	1	0	261	223	866	826	11	8	383	334
Escambia	894	879	12	18	381	431	456	440	1	1	161	161	438	439	11	17	220	270
Etowah	2,957	3,157	18	20	978	1,028	2,299	2,476	5	5	654	689	658	681	13	15	324	339
Fayette	315	331	4	5	158	153	174	178	1	1	54	60	141	153	3	4	104	93
Franklin	672	637	13	10	255	308	430	371	4	4	133	163	242	266	9	6	122	145
Geneva	410	340	5	6	188	138	183	133	2	1	76	43	227	207	3	5	112	95
Greene	334	327	3	8	157	143	49	48	0	0	24	14	285	279	3	8	133	129
Hale	257	288	2	4	90	131	82	91	0	0	19	16	175	197	2	4	71	115
Henry	277	294	6	2	122	117	121	112	1	0	40	20	156	182	5	2	82	97
Houston	3,468	3,519	17	10	1,257	1,249	3,020	3,087	7	5	1,005	1,058	448	432	10	5	252	191
Jackson	1,061	993	16	16	463	434	528	507	7	7	183	163	533	486	9	9	280	271
Lamar	157	151	5	5	77	84	28	34	1	1	6	8	129	117	4	4	71	76
Lauderdale	2,159	2,371	12	28	743	801	1,495	1,553	0	1	381	368	664	818	12	27	362	433
Lawrence	633	655	5	8	288	288	157	166	1	1	67	53	476	489	4	7	221	235
Lee	3,710	3,907	24	24	1,073	1,048	2,794	2,931	10	11	712	673	916	976	14	13	361	375
Limestone	1,762	1,917	22	26	698	694	854	988	2	5	270	261	908	929	20	21	428	433
Lowndes	318	328	8	5	147	143	2	5	0	0	1	3	316	323	8	5	146	140

2001 vs 2002

	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	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002
Macon	705	705	8	4	258	266	202	258	1	1	60	89	503	447	7	3	198	177
Madison	9,104	9,734	46	46	2,890	3,082	7,527	8,052	30	14	2,284	2,329	1,577	1,682	16	32	606	753
Marengo	281	249	9	5	182	142	44	30	0	0	18	13	237	219	9	5	164	129
Marion	584	606	14	3	234	273	356	393	2	1	121	167	228	213	12	2	113	106
Marshall	2,405	2,688	19	18	830	932	1,763	1,927	7	10	482	511	642	761	12	8	348	421
Monroe	386	483	5	2	183	275	142	180	0	1	36	72	244	303	5	1	147	203
Morgan	3,304	3,527	18	14	925	982	2,323	2,505	5	4	512	586	981	1,022	13	10	413	396
Perry	160	135	1	5	110	101	29	3	0	1	15	1	131	132	1	4	95	100
Pickens	286	322	9	6	151	143	89	90	0	3	26	22	197	232	9	3	125	121
Pike	746	957	8	11	227	298	470	614	1	2	97	141	276	343	7	9	130	157
Randolph	401	381	4	9	154	175	153	163	0	2	47	58	248	218	4	7	107	117
Russell	1,971	1,975	12	23	791	773	1,377	1,417	1	3	497	468	594	558	11	20	294	305
St. Clair	1,611	1,544	20	26	614	539	574	716	4	3	184	241	1,037	828	16	23	430	298
Shelby	4,190	4,740	11	26	1,075	1,150	2,824	3,177	5	9	631	658	1,366	1,563	6	17	444	492
Sumter	317	295	6	7	138	133	111	104	0	4	32	29	206	191	6	3	106	104
Talladega	1,997	2,207	24	20	664	783	1,133	1,221	9	9	343	341	864	986	15	11	321	442
Tallapoosa	884	937	14	9	348	388	606	637	5	3	206	223	278	300	9	6	142	165
Tuscaloosa	6,871	7,202	35	35	2,054	2,230	5,282	5,380	9	8	1,319	1,410	1,589	1,822	26	27	735	820
Walker	2,126	2,109	32	30	769	802	1,263	1,209	3	7	333	317	863	900	29	23	436	485
Washington	193	176	6	5	120	125	24	19	0	0	8	8	169	157	6	5	112	117
Wilcox	250	241	2	5	173	152	64	49	0	0	43	21	186	192	2	5	130	131
Winston	336	357	7	4	140	199	143	161	1	2	48	70	193	196	6	2	92	129

Comparative City Statistics

2001 vs 2002

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2001	2002	2001	2002	2001	2002
Abbeville	58	59	0	0	17	10
Adamsville	214	218	0	1	78	85
Addison	1	0	0	0	0	0
Akron	1	2	0	0	0	0
Alabaster	596	673	2	1	128	170
Albertville	706	766	1	5	198	171
Alexander City	493	507	1	3	143	181
Aliceville	2	1	0	0	1	1
Allgood	4	5	0	0	4	5
Altoona-Blount	0	0	0	0	0	0
Altoona-Etowah	3	0	0	0	1	0
Andalusia	271	324	1	1	61	89
Anderson	3	3	0	0	0	3
Anniston	1,510	1,481	5	1	355	414
Arab	199	226	1	0	64	83
Ardmore	33	43	0	1	21	6
Ariton	0	0	0	0	0	0
Arley	0	0	0	0	0	0
Ashford	31	22	0	0	13	5
Ashland	40	44	0	0	9	13
Ashville	42	82	2	0	14	22
Athens	789	891	1	4	235	240
Atmore	161	166	0	0	63	52
Attalla	206	237	0	0	43	77
Auburn	1,717	1,833	2	3	417	374
Autaugaville	23	20	0	1	14	3
Avon	2	0	0	0	0	0
Babbie	10	9	1	0	5	7
Baileytown	6	13	0	0	3	1
Banks	4	4	0	0	2	2
Bay Minette	206	213	0	1	72	56
Bayou La Batre	82	73	0	0	26	13
Bear Creek	10	14	0	0	7	8
Beatrice	3	0	0	0	3	0
Beaverton	4	2	1	0	3	1
Belk	2	2	0	0	0	2
Bellwood	0	0	0	0	0	0
Benton	0	1	0	0	0	0
Berry	0	0	0	0	0	0
Bessemer	1,625	1,638	9	6	500	514
Billingsley	0	0	0	0	0	0
Bham-Blount	0	0	0	0	0	0
Bham-Jefferson	11,922	12,766	45	39	2,761	2,857
Bham-Shelby	50	53	0	0	10	5
Black	2	0	0	0	0	0
Blountsville	27	29	0	1	7	9
Blue Mountain	0	0	0	0	0	0
Blue Springs	2	1	0	0	3	1
Boaz-Etowah	1	0	0	0	3	0
Boaz-Marshall	415	418	0	3	109	128

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2001	2002	2001	2002	2001	2002
Boligee	1	1	0	0	0	1
Bon Air	0	0	0	0	0	0
Branchville	16	6	0	0	11	1
Brantley	7	7	0	1	1	2
Brent	0	0	0	0	0	0
Brewton	218	200	1	1	77	82
Bridgeport	20	24	0	0	9	9
Brighton	56	75	0	0	17	28
Brilliant	1	3	0	0	2	1
Brookside	2	1	0	0	0	0
Brookwood	0	0	0	0	0	0
Brownsville	0	0	0	0	0	0
Brundidge	30	34	1	0	6	8
Butler	51	35	0	0	2	8
Calera	200	274	0	3	61	61
Camden	41	32	0	0	27	15
Camp Hill	1	3	0	0	2	0
Carbon Hill	0	50	0	3	0	16
Cardiff	0	0	0	0	0	0
Carolina	7	2	0	0	4	2
Carrollton	13	13	0	0	1	2
Carrville	20	24	0	0	6	3
Castleberry	11	8	0	1	3	8
Cedar Bluff	29	40	0	0	13	18
Centre	105	132	0	0	34	46
Centreville	35	50	0	2	6	18
Chatom	18	18	0	0	6	8
Cherokee	15	22	0	1	4	16
Chickasaw	99	101	1	0	33	22
Childersburg	132	132	0	1	36	15
Citronelle	13	1	2	0	4	0
Clanton	396	394	1	1	130	144
Clayhatchee	1	1	0	0	0	0
Clayton	0	0	0	0	0	0
Cleveland	36	36	3	0	16	17
Clio	0	0	0	0	0	0
Coffee Springs	1	3	0	0	0	0
Coffeeville	1	0	0	0	1	0
Collinsville	61	59	0	0	13	27
Colony	3	1	0	0	0	0
Columbia	1	0	0	0	0	0
Columbiana	102	108	0	1	31	27
Coosada	24	3	0	0	6	2
Cordova	51	30	0	1	16	5
Cottonwood	1	1	0	0	0	0
County Line-Blnt	0	0	0	0	0	0
County Line-Cov	2	1	0	0	1	0
County Line-Jeff	0	0	0	0	0	0
Courtland	7	11	0	0	6	0
Cowarts	22	36	0	0	16	26

COMPARATIVE CITY STATISTICS *(Continued)*

2001 vs 2002

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2001	2002	2001	2002	2001	2002
Creola	47	43	0	0	12	42
Crossville	15	19	0	0	2	4
Cuba	4	3	0	0	0	3
Cullman	883	886	4	2	184	182
Dadeville	82	82	3	0	51	33
Daleville	103	102	2	1	29	35
Daphne	530	574	1	0	154	152
Dauphin Island	0	0	0	0	0	0
Daviston	1	1	0	0	0	0
Dayton	2	1	0	0	0	0
Decatur-Limes	18	32	1	0	11	6
Decatur-Morgan	1,832	2,004	1	3	391	430
Demopolis	1	2	0	0	0	1
Detroit	2	2	0	1	0	0
Dora	53	57	2	0	19	17
Dothan	2,914	2,986	7	4	958	1,011
Double Springs	0	1	0	0	0	1
Douglas	1	2	0	0	0	0
Dozier	0	1	0	0	0	0
Dutton	7	5	0	0	1	4
East Brewton	26	27	0	0	5	8
Eclectic	18	7	0	0	12	1
Edwardsville	3	0	0	0	3	0
Elba	24	51	0	0	4	23
Elberta	64	49	0	0	26	31
Eldridge	0	0	0	0	0	0
Elkmont	3	8	0	0	0	3
Emelle	0	0	0	0	0	0
Enterprise-Coffee	591	683	1	0	122	149
Enterprise-Dale	6	3	0	0	1	0
Epes	2	0	0	0	0	0
Ethelsville	0	0	0	0	0	0
Eufaula	460	465	4	0	184	157
Eunola	14	2	1	0	17	1
Eutaw	40	37	0	0	20	11
Eva	2	2	0	0	0	3
Evergreen	112	135	0	0	34	47
Excel	0	6	0	0	0	1
Fairfield	494	442	1	0	102	93
Fairhope	265	294	3	1	95	68
Fairview	8	16	0	0	4	11
Falkville	13	17	0	0	4	6
Faunsdale	1	1	0	0	0	0
Fayette	164	168	1	1	50	52
Five Points	0	0	0	0	0	0
Flint City	0	0	0	0	0	0
Flomaton	47	47	0	0	15	19
Florala	3	0	0	0	12	0
Florence	1,436	1,449	0	1	359	343
Foley	454	516	3	0	113	100

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2001	2002	2001	2002	2001	2002
Forkland	8	9	0	0	4	1
Fort Deposit	1	0	0	0	1	0
Fort Payne	675	710	4	1	174	158
Franklin	14	13	1	0	9	7
Frisco City	1	4	0	1	0	2
Fruithurst	3	1	0	0	0	0
Fulton	2	3	0	0	5	1
Fultondale	128	120	0	0	45	35
Fyffe	2	0	0	0	1	0
Gadsden	1,521	1,601	3	3	445	429
Gainesville	2	0	0	0	2	0
Gantt	0	4	0	0	0	3
Gantts Quarry	0	0	0	0	0	0
Garden City	6	5	0	0	0	3
Gardendale	216	266	0	0	48	73
Gaylesville	0	3	0	0	0	0
Geiger	0	0	0	0	0	0
Geneva	96	78	1	1	34	25
Georgiana	20	22	0	0	9	16
Geraldine	26	19	1	0	10	6
Gilbertown	4	4	0	0	0	2
Glen Allen-Fay	3	0	0	0	1	0
Glen Allen-Mar	0	0	0	0	0	0
Glencoe	28	0	0	0	13	0
Glenwood	0	2	0	0	0	0
Goldville	1	1	1	0	0	1
Goodhope	0	0	0	0	0	0
Goodwater	8	1	0	0	3	0
Gordo	14	19	0	0	3	0
Gordon	0	0	0	0	0	0
Goshen	0	4	0	0	0	0
Grant	11	10	1	0	5	3
Graysville	75	63	1	1	26	15
Greensboro	66	68	0	0	11	10
Greenville	277	291	0	1	74	72
Grimes	11	9	0	0	5	10
Grove Hill	62	58	0	1	17	34
Gu-win	10	4	0	0	4	5
Guin	34	26	0	0	16	10
Gulf Shores	330	411	1	4	68	65
Guntersville	431	503	4	2	106	126
Gurley	15	15	1	0	11	8
Hackleburg	2	0	0	0	0	0
Haleburg	1	0	0	0	1	0
Haleyville	139	153	0	1	43	64
Hamilton	176	214	1	0	51	68
Hammondville	17	8	0	0	12	0
Hanceville	71	76	1	0	20	35
Harpersville	12	24	0	0	4	7
Hartford	36	31	0	0	6	6

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COMPARATIVE CITY STATISTICS *(Continued)*

2001 vs 2002

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2001	2002	2001	2002	2001	2002
Hartselle	374	360	0	1	89	101
Hayden	8	11	1	0	2	5
Hayneville	0	0	0	0	0	0
Headland	62	53	1	0	22	10
Heath	7	9	0	0	5	8
Heflin	55	38	1	0	15	6
Helena	184	166	1	0	53	38
Henagar	25	29	0	1	8	8
Highland Lake	1	0	0	0	0	0
Hillsboro	0	0	0	0	0	0
Hobson City	8	1	0	0	0	0
Hodges	1	0	0	0	0	0
Hokes Bluff	70	76	0	2	30	37
Holly Pond	24	24	0	1	8	6
Hollywood	4	13	0	0	2	7
Homewood	1,512	1,644	2	1	322	286
Hoover-Jefferson	2,154	2,091	4	3	477	426
Hoover-Shelby	699	793	1	1	159	173
Horn Hill	0	0	0	0	0	0
Hueytown	491	450	2	1	107	127
Huntsville-Lime	8	13	0	0	2	6
Huntsville-Mad	6,787	7,251	27	13	2,043	2,147
Hurtsboro	4	0	0	0	2	0
Ider	22	20	0	0	12	4
Irondale	202	229	0	1	53	52
Jackson	111	124	2	2	35	38
Jacksons Gap	4	16	0	0	3	4
Jacksonville	306	333	0	0	67	96
Jasper	1,019	909	0	2	268	236
Jemison	27	35	1	1	10	8
Kansas	0	0	0	0	0	0
Kelly	0	1	0	0	0	0
Kennedy	0	0	0	0	0	0
Killen	31	42	0	0	8	14
Kimberly	13	13	0	0	7	3
Kinsey	21	21	0	1	7	12
Kinston-Coffee	2	5	0	0	0	0
Kinston-Cov	0	0	0	0	0	0
Kinston-Geneva	0	0	0	0	0	0
Lafayette	61	74	0	1	16	29
Lakeview	3	2	0	0	2	0
Lanett	180	146	0	0	46	30
Langston	0	1	0	0	0	1
Leeds-Jefferson	216	221	2	0	63	73
Leeds-Shelby	4	3	0	0	0	0
Leeds-St. Clair	73	50	0	0	18	21
Leesburg	34	30	0	0	24	20
Leighton	1	1	0	0	0	0
Lester	0	0	0	0	0	0
Level Plains	4	19	0	0	1	10

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2001	2002	2001	2002	2001	2002
Lexington	7	0	0	0	4	0
Libertyville	2	3	0	0	0	1
Lincoln	191	173	4	4	58	45
Linden	24	17	0	0	7	6
Lineville	27	46	0	0	3	14
Lipscomb	3	0	1	0	0	0
Lisman	6	5	1	0	0	6
Littleville	16	16	0	0	10	11
Livingston	65	69	0	4	22	19
Loachapoka	1	0	0	0	0	0
Lockhart	6	1	0	0	4	0
Locust Fork	9	16	0	0	2	8
Louisville	5	4	0	0	1	0
Lowndesboro	1	2	0	0	0	0
Loxley	40	40	0	0	13	12
Luverne	63	61	0	0	15	27
Lynn	0	0	0	0	0	0
Madison-Limes	3	1	0	0	1	0
Madison-Madison	668	729	1	1	213	155
Madrid	4	2	0	0	1	2
Malvern	18	16	0	0	11	9
Maplesville	8	12	0	0	3	1
Margaret	0	2	0	0	0	1
Marion	24	3	0	1	13	1
Maytown	2	1	0	0	1	0
McIntosh	2	0	0	0	0	0
McKenzie	5	9	0	0	1	5
McMullen	0	0	0	0	0	0
Memphis	0	0	0	0	0	0
Mentone	9	4	0	0	4	0
Midfield	72	2	0	0	19	2
Midland City	46	36	0	0	18	8
Midway	5	5	0	0	5	0
Millbrook	246	265	0	0	84	76
Millport	0	0	0	0	0	0
Millry	4	1	0	0	2	0
Mobile	9,134	9,460	16	26	2,209	2,126
Monroeville	138	170	0	0	33	69
Montevallo	1	0	0	0	0	0
Montgomery	8,659	9,486	31	28	2,521	2,644
Moody	176	224	0	2	60	93
Moores Crossroad	0	1	0	0	0	1
Mooresville	0	0	0	0	0	0
Morris	16	12	0	0	5	5
Mosses	0	1	0	0	0	2
Moulton	128	130	0	1	59	45
Moundville-Hale	15	21	0	0	8	6
Moundville-Tusc	3	0	0	0	0	0
Mount Vernon	9	22	0	0	3	14
Mountain Brook	528	601	0	0	85	123

COMPARATIVE CITY STATISTICS *(Continued)*

2001 vs 2002

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2001	2002	2001	2002	2001	2002
Mountainboro	11	10	0	0	8	5
Mulga	0	0	0	0	0	0
Muscle Shoals	549	573	0	4	144	136
Myrtlewood	0	2	0	0	0	5
Napier Field	0	1	0	0	0	0
Nauvoo	0	0	0	0	0	0
Nectar	1	4	0	0	1	3
Needham	0	0	0	0	0	0
New Brockton	5	7	0	0	1	2
New Hope	54	50	1	0	11	16
New Site	4	3	0	0	1	1
Newbern	0	0	0	0	0	0
Newsome	0	0	0	0	0	0
Newton	8	0	1	0	19	0
Newville	0	0	0	0	0	0
North Courtland	1	2	1	0	0	0
North Johns	1	0	0	0	1	0
Northport	1,017	1,031	0	3	272	313
Notasulga-Lee	0	0	0	0	0	0
Notasulga-Macon	4	17	0	0	0	4
Oak Grove	19	13	0	0	10	12
Oak Hill	0	0	0	0	0	0
Oakman	4	2	0	0	2	1
Odenville	9	3	0	0	2	2
Ohatchee	28	21	0	0	13	7
Oneonta	186	211	0	0	47	50
Onycha	2	1	0	0	0	0
Opelika	1,075	1,095	8	8	295	296
Opp	123	116	0	1	56	40
Orange Beach	150	157	0	2	45	42
Orrville	3	4	0	0	1	1
Owens Crossroads	0	1	0	0	0	0
Oxford	68	176	3	0	22	49
Ozark	399	423	3	1	114	139
Paint Rock	0	3	0	0	0	0
Parrish	0	0	0	0	0	0
Pelham	960	1,052	1	2	181	166
Pell City	180	265	0	1	56	75
Pennington	0	2	0	0	0	0
Petrey	0	0	0	0	0	0
Phenix City	1,373	1,417	1	3	495	468
Phil Campbell	23	26	0	0	4	7
Pickensville	8	7	0	1	3	3
Piedmont	91	97	2	0	39	37
Pinckard	5	7	1	0	5	8
Pine Apple	1	0	0	0	0	0
Pine Hill	22	17	0	0	16	6
Pine Ridge	2	4	0	1	2	1
Pisgah	7	10	0	0	0	6
Pleasant Grove	88	118	1	1	12	42

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2001	2002	2001	2002	2001	2002
Pollard	1	0	0	0	0	0
Powells Crossroads	4	9	0	1	0	1
Prattville-Autauga	721	598	0	1	180	154
Prattville-Elmore	48	25	0	0	21	5
Priceville	61	77	1	0	14	29
Prichard	822	609	1	3	274	207
Providence	6	4	0	0	6	0
Ragland	1	4	0	0	2	3
Rainbow City	311	374	0	0	68	81
Rainsville	117	115	3	1	43	39
Ranburne	12	12	0	0	4	8
Red Bay	64	62	0	0	12	23
Red Level	3	0	1	0	6	0
Reece City	11	7	0	0	6	0
Reform	52	49	0	2	18	16
Repton	2	1	0	0	1	0
Ridgeville	2	4	0	0	2	0
River Falls	4	1	0	0	3	0
Riverside	8	8	0	0	0	1
Riverview	3	0	0	0	1	0
Roanoke	123	137	0	2	43	51
Robertsdale	126	145	0	0	34	27
Rockford	0	0	0	0	0	0
Rogersville	0	27	0	0	0	4
Roosevelt City	0	0	0	0	0	0
Rosa	4	3	0	0	2	2
Russellville	338	277	4	4	113	133
Rutledge	14	8	0	0	5	2
Saint Florian	17	32	0	0	6	4
Samson	6	2	0	0	1	0
Sand Rock	12	10	0	0	8	10
Sanford	10	15	0	0	2	5
Saraland	375	456	4	4	98	112
Sardis City	36	42	2	0	12	21
Satsuma	81	60	0	0	40	16
Scottsboro	441	381	6	4	141	109
Section	12	12	0	2	7	1
Selma	773	816	1	2	249	241
Sheffield	402	360	0	0	126	93
Shiloh	2	4	1	0	1	4
Shorter	0	0	0	0	0	0
Silas	3	8	0	0	2	2
Siluria	0	0	0	0	0	0
Silverhill	19	16	0	0	6	6
Sipsey	7	16	0	0	2	11
Skyline	16	18	1	0	12	7
Slocomb	10	1	0	0	7	2
Snead	22	17	0	0	18	4
Somerville	11	8	1	0	4	4
Southside	87	102	0	0	16	32

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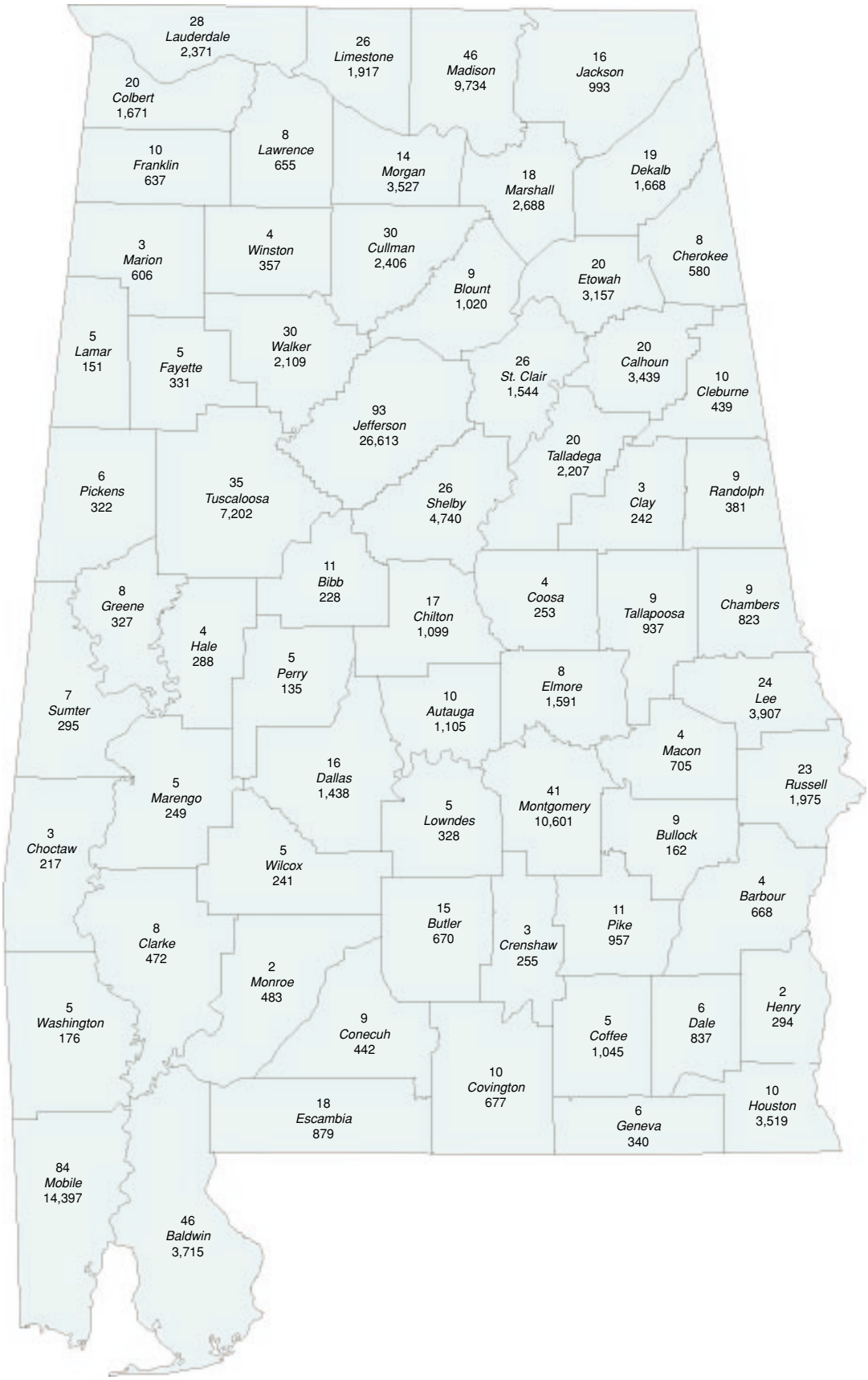
COMPARATIVE CITY STATISTICS *(Continued)*

2001 vs 2002

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2001	2002	2001	2002	2001	2002
Springville	58	62	0	0	16	19
Steele	9	8	1	0	4	3
Stevenson	1	25	0	1	0	7
Sulligent	21	12	0	0	2	5
Sumiton	129	145	1	1	26	31
Summerdale	57	59	2	0	27	20
Susan Moore	9	6	1	0	5	3
Sweet Water	3	3	0	0	3	1
Sylacauga	406	388	2	3	120	102
Sylvan Springs	1	1	0	0	0	0
Sylvania	21	18	0	0	7	3
Talladega	379	504	1	1	117	160
Talladega Springs	0	0	0	0	0	0
Tallassee	101	118	0	0	33	45
Tarrant City	276	259	1	1	80	70
Taylor	0	0	0	0	0	0
Thomaston	7	0	0	0	2	0
Thomasville	106	107	0	2	42	42
Thorsby	11	12	0	1	4	7
Town Creek	21	23	0	0	2	8
Toxey	2	1	0	0	0	1
Trafford	1	0	0	0	0	0
Triana	3	6	0	0	6	3
Trinity	30	37	2	0	10	13
Troy	436	572	0	2	89	131
Trussville	638	644	1	0	182	135
Tuscaloosa	4,261	4,347	9	5	1,047	1,097
Tuscumbia	262	282	0	0	67	71
Tuskegee	184	227	0	1	51	78
Union	0	1	0	0	0	1
Union Grove	0	2	0	0	0	0
Union Springs	1	2	0	0	0	3
Uniontown	5	0	0	0	2	0
Valley	241	217	0	0	72	82

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2001	2002	2001	2002	2001	2002
Valley Head	18	23	1	0	5	8
Vance	1	1	0	0	0	0
Vernon	1	18	0	0	1	2
Vestavia Hills	583	780	0	5	91	116
Vina	4	6	0	0	4	0
Vincent	0	1	0	0	0	0
Vinemont	12	13	0	1	4	1
Vredenburgh	0	0	0	0	0	0
Wadley	9	6	0	0	2	0
Waldo	5	6	2	0	2	2
Walnut Grove	12	23	0	0	7	7
Warrior	10	8	0	0	3	4
Waterloo	1	0	0	0	4	0
Waverly-Chambers	0	0	0	0	0	0
Waverly-Lee	0	0	0	0	0	0
Weaver	0	2	0	0	0	1
Webb	6	13	0	0	3	1
Wedowee	21	15	0	0	2	4
West Blocton	0	1	0	0	0	0
West Jefferson	0	0	0	0	0	0
West Point	16	20	0	0	12	8
Weston	0	0	0	0	0	0
Wetumpka	331	345	1	0	105	94
Whitehall	0	1	0	0	0	1
Whites Chapel	0	0	0	0	0	0
Wilmer	0	1	0	0	0	0
Wilsonville	4	9	0	1	0	7
Wilton	1	3	0	0	1	0
Winfield-Fayette	5	8	0	0	3	6
Winfield-Marion	115	129	1	1	38	73
Woodland	0	5	0	0	0	3
Woodville	20	14	0	0	11	12
York	38	32	0	0	8	7

2002 Fatalities and Crashes by County



Comparative Holiday Statistics

2001 vs 2002

HOLIDAY	YEAR	KILLED	PERIOD
New Year	2001	7	6 pm, Thurs., December 29, 2000 until 11:59 pm, Sun., January 1, 2001 (78 hrs)
	2002	16	6 pm, Fri., December 28, 2001 until 11:59 pm, Tues., January 1, 2002 (102 hrs)
Memorial Day	2001	9	6 pm, Fri., May 25, 2001 until 11:59 pm, Mon., May 28, 2001 (78 hrs)
	2002	9	6 pm, Fri., May 24, 2002 until 11:59 pm, Mon., May 27, 2002 (78 hrs)
July 4th	2001	0	6 pm, Tues., July 3, 2001 until 11:59 pm, Wed., July 4, 2001 (30 hrs)
	2002	7	6 pm, Wed., July 3, 2002 until 11:59 pm, Sun., July 7, 2002 (102 hrs)
Labor Day	2001	10	6 pm, Fri., August 31, 2001 until 11:59 pm, Mon., September 3, 2001 (78 hrs)
	2002	12	6 pm, Fri., August 30, 2002 until 11:59 pm, Mon., September 2, 2002 (78 hrs)
Thanksgiving	2001	10	6 pm, Wed., November 21, 2001 until 11:59 pm, Sun., November 25, 2001 (102 hrs)
	2002	17	6 pm, Wed., November 27, 2002 until 11:59 pm, Sun., December 1, 2002 (102 hrs)
Christmas	2001	17	6 pm, Fri., December 21, 2001 until 11:59 pm, Tues., December 25, 2001 (102 hrs)
	2002	10	6 pm, Tues., December 24, 2002 until 11:59 pm, Wed., December 25, 2002 (30 hrs)

CARE Research & Development Laboratory (CRDL) at the University of Alabama is a rapidly expanding operation with a growing staff. Dr. Allen Parrish, the Director of CRDL, heads the organization and Dr. David Brown serves as the Director of Development.

A number of other Computer Science faculty members are also involved with CRDL projects. In addition, CRDL has eight full-time professional staff members that include developers and managers, and it employs a host of graduate and undergraduate students as well as some contracts with private consultants.

CRDL uses leading edge technologies to offer products and specialized software development services in a variety of areas, particularly traffic safety and law enforcement. The primary product of CRDL is *CARE,* a data analysis software system based on the data mart philosophy. *CARE* has been applied primarily in the field of traffic safety but can be applied to other types of data as well. In Alabama, traffic crash data for the past 10 years can be downloaded directly from our website to help you with any analysis that you may find necessary. For more information about *CARE* or to download it to your computer, please visit our website at: *http://care.cs.ua.edu/caresoftware.aspx*.

CRDL produced this ***Alabama Crash Facts Book*** and has done so every year since 1997. CRDL is also instrumental in producing the Highway Safety Plan (HSP) for the State of Alabama and has been involved in this project since 1977. The *CARE* software is used to aid in developing the plan. CRDL has also designed electronic crash and citation forms for eventual use by law enforcement officers in the State of Alabama, and it is currently implementing a paperless electronic citation system for commercial truck enforcement in Alabama. Additionally, CRDL recently developed a system for another state that instantly integrates crash forms and the *CARE* software so that you can enter or retrieve a crash form and immediately run *CARE* analysis on it. CRDL also has been a partner in developing a Web-based information delivery system for the law enforcement and criminal justice communities, known as the ***Law Enforcement Tactical System (LETS)***.

These projects and others are made possible through a number of different sponsors throughout the country. Some of these current sponsors include the Alabama Department of Economic and Community Affairs, Southwest Alabama Integrated Criminal Justice System (SAICS), Alabama Administrative Office of Courts, Federal Motor Carrier Safety Administration, Federal Highway Administration, National Highway Traffic Safety Administration, Alabama Department of Public Safety, Alabama Department of Transportation and the states of Florida, Iowa, Michigan, North Carolina, Tennessee, and Delaware.

More information about our office and about each of the projects that we are currently working on can be found on our website at: *http://care.cs.ua.edu*.

DO YOU LOVE YOUR KIDS?

Could you unknowingly be putting them in danger because you think you've put them in the car seat correctly?

In a recent Alabama child restraint study it was found that more than 92% of the children between 1 and 14 were NOT PROPERLY restrained while being transported. Close to 20% of the children were not being restrained at all. It is impossible for you to hold on to your child even at a low 30 MPH impact. Your child will go flying, often right out of the vehicle. If you are not restrained, then there is a good chance that you will smash your child against the dashboard. The airbag was not designed for children, and it will not save your child from serious injury. There is *only one* safe place for a child in a vehicle, and that is in the back seat and in an *approved* and *properly installed* child safety seat.

In order to keep children safe, it is necessary to understand the importance of a properly installed approved child safety seat. Children can be injured even in minor crashes if they are not protected since they are more susceptible to injury due to their smaller bones, weaker neck muscles, and more fragile bodies. The majority of injuries and deaths among children involved in vehicle crashes result from children being thrown into a windshield, being crushed by an adult, or being thrown from the vehicle.

The chart to the right from the National Highway Traffic Safety Administration (NHTSA) web site demonstrates the effectiveness of child restraints. Child restraints clearly save lives, and this is the reason that child safety seats are *required by law* throughout the United States. In the event of a crash, they will hold children in the vehicle and in the seat, protect them from hitting objects in the vehicle or being thrown out, prevent them from being crushed by other passengers, and spread the force of the impact over the child's body minimizing injury.

There is a seat specifically designed for every child's age and weight. In all cases, ***read both the car manual and the manual of information provided by the manufacturer of the child safety seat and follow the directions carefully***. Choose the best restraint for your child from the following classification:

• **Infant Safety Seats:** for babies from birth until they reach the height and weight limits specified by manufacturer, which is usually about 26 inches *AND* 20 pounds. They must always ride facing to the rear, anchored to the vehicle maintaining a 30-45 degree angle with internal harness straps fitting snugly to keep the child in the seat.

• **Convertible Seats:** for children from five pounds at birth to four years old or 40 pounds. These seats can be used to face to the rear until the child is one year old and weighs 20 pounds, and then after that

Estimated Fatality Reducing Effectiveness of Child Restraints

Vehicle Type	Age Group	
	Less than 1	1 - 4
Passenger Cars	71%	54%
Light Trucks and Vans	58%	59%

they can be used to face forward in an upright or 90 degree angle.

• **Forward-Facing Seats:** using an internal harness for children from one year old and 20 pounds to four years old and 40 pounds. These face forward and some are built into the vehicle. Check the manufacturer's description for weight requirements.

• **Booster Seats:** for children who have outgrown infant, convertible, or toddler seats but are not yet big enough to use the vehicle safety belts safely. Many experts recommend using belt positioning booster seats so that both lap and shoulder belts are positioned properly on the child.

• **When can a child use the existing seat belt in a car or truck?** When they can sit with their back against the seat and their knees fall naturally over the bend of the seat onto the floor. The National Highway Traffic Safety Administration and the American Academy of Pediatrics recommend at least 4 ft. 9 in. and 80 pounds.

The weight limits given above are approximate; always consult the manufacturer's instructions for exact figures. NOTE: *All children age 12 and under should be placed in the* ***back seat*** *of cars due to the danger that airbags may present.*

It is important to select the appropriate seat for your child. In selecting a child safety seat, the following guidelines should be followed:

• **Select a seat that fits your vehicle:** make sure the seat does not extend over the seat edge and be sure that the harness and belts are long enough.

• **Select a seat that fits your child:** a seat that is too large or too small may not protect your child.

• **Select a seat that meets federal standards:** look for a label that certifies the seat meets federal safety standards and has a date of manufacture and model number.

• **Get your child used to it:** use the seat from the first ride home from the hospital and *every time* your child is in the car.

• **Do not let cost stand in your way:** contact your local hospital or health department about rental, loan programs or a prescription that might allow the cost to be charged to some insurance policies.

• **Invest in a new safety seat:** used seats may have suffered damage that you cannot see. Never use a seat that has been in a crash.

For more information…

…To find a fitting inspection near you:
http://www.nhtsa.dot.gov/CPS/CPSFitting/index.cfm

...on selection and installation:
http://www.nhtsa.dot.gov/CPS/index.cfm

Special thanks to Ms. Janie Applegate and the staff of Children's Health System who provided a large portion of the information included in this article. The majority of the information above came from a pamphlet titled "A Crash Course in How to Properly Install Your Child's Safety Seat," which was funded by Progressive Auto Insurance, the Alabama Department of Transportation, ADECA/Law Enforcement Traffic Safety Division, and the Alabama SAFE KIDS Campaign.

What is it? LETS is a secure web-based search engine that has been designed to provide a portal for law enforcement and criminal justice agencies to information about individuals and vehicles that resides in a number of diverse databases. This information can be extremely useful in making positive identification and learning the background of apprehended individuals. Numerous databases are searched simultaneously and information is provided back to the user in real time while still facilitating in-depth searches. The goal is to make this system available free of charge over the Internet to all qualifying agencies and ultimately to officers in the field via mobile devices.

The primary sponsor of LETS is the Southwest Alabama Integrated Criminal Justice System (SAICS), under the direction of John David Whetstone, the District Attorney of Baldwin County. LETS was developed through a partnership with SAICS, the Alabama Department of Public Safety, the Alabama Attorney General's Office, the Alabama Administrative Office of the Courts and the *CARE* Research & Development Laboratory (CRDL).

What features does it have? LETS is an evolving product, with an average of one major database being added per month. Currently it has the following functions:

- **Person search:** used when the individual's name, Social Security number, drivers license number and/or license tag number are known. Partial entries and wild cards (*) are allowed.
- **Personal characteristics search:** used when there is some knowledge of the individual's name, region or personal characteristics, like hair/eye color, height or weight.
- **Vehicle search:** used when part or all of a license tag number and/or some vehicle characteristics are known.
- **Messaging system:** emergency messages for APBs, BOLOs and Amber Alerts are displayed. Easy email communication between LETS users is facilitated.
- **Databases—*currently available***: driver's license with photos, driver's history, department of corrections with photos, warrants, protection orders, vehicle registration; ***planned and in preparation***: criminal histories, pardons and paroles, local prison data, death certificates, DNA registrations and several local databases.

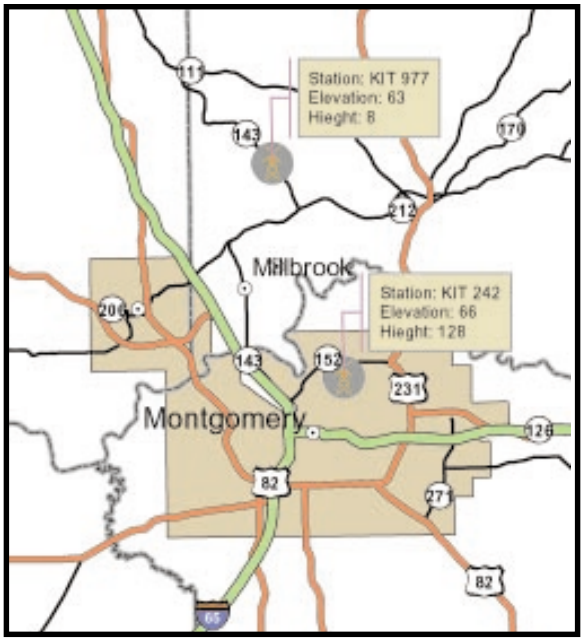
How do I register to use LETS? Instructions are on the website (*http://www.alacourt.org/lets)*. LETS is intended strictly for official law enforcement and criminal justice use. Only Agency Heads can register their agencies for LETS. Once this is accomplished, it is the responsibility of the Agency Head (or his/her approved local administrator) to add to that agency's approved list of LETS users. Security requirements necessitate that all users sign a confidentiality agreement and be assigned a unique user-ID and password. Logs are kept of all detailed transactions.

What agencies sponsor LETS?

- Southwest Alabama Integrated Criminal-Justice System
- Alabama Office of Law Enforcement Systems Integration and Standards
- Alabama Department of Public Safety
- Alabama Administrative Office of Courts
- Alabama Office of the Attorney General
- Alabama Department of Economic and Community Affairs

What are GIS and GPS?

Geographical Information Systems (GIS) is the technology "that deals with spatial information. Often called 'mapping software', it links attributes and characteristics of an area to its geographic location. It is used in a variety of applications, including exploration, demographics, dispatching, tracking and map making. Using satellites and aerial photography, the U.S. Geological Survey and other organizations have developed digital maps of most of the world. Unlike paper maps, digital maps can be combined with layers of information." (*http://www.techweb.com/encyclopedia/defineterm?term=GIS*)



GIS is not to be confused with GPS, the *Global Positioning System,* which is a satellite-based radio navigation system that can determine the coordinates of a location within a fair degree of accuracy—good enough for crash locations, locations of bridges, guardrails and most other roadway characteristics. So, the connection with traffic safety is obvious. If the coordinates are available, all of these attributes can be placed on the same map as crashes.

Responding to this developing technology, the Alabama Department of Transportation (ALDOT) has established a GIS Team, consisting of Danny Manley, Mike Pate, and Jim McElmurry. The map shown on the top of this page is an example of their work.

The particular example given demonstrates the locations of ALDOT Points of Presence (POPs) for their communications network. Generally these are tower locations, some of which are commercial. A similar map could be generated for all cell towers. In both cases, these are critical issues for traffic safety in that the use of cell phones to report traffic crashes has greatly improved the availability of emergency medical services to certain areas. In the near future the mandate will be enforced that GPS coordinates be generated from all new cell phones, enabling the positive location of all cell phone emergency calls.

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.

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: A 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 a 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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