2003 ALABAMA TRAFFIC CRASH FACTS

Alabama's Technology Hits the Road

Read about Alabama's Traffic Safety Technology on page 34

Acknowledgments

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. 04-SP-AL-003 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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2003 Alabama Traffic Crash Facts

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

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STATE OF ALABAMA

Citizens of Alabama:

I am proud to forward to you the 2003 edition of Alabama Crash Facts. Traffic safety is a major concern to me, as it is to virtually all agencies of state and local government. The Crash Facts book provides insight into the various causes and consequences of all types of motor vehicle crashes, and it includes a wealth of information about their contributing circumstances and the impact that they have on your county and city.

Alabama's traffic safety community is a tight-knit group, working together to make our roadways as safe as possible. I encourage all governmental and volunteer organizations to be represented in the ongoing planning efforts of the Strategic Management Action and Resources Taskforce (SMART), which meets regularly to coordinate the many lifesaving efforts to reduce suffering from motor vehicle collisions in Alabama.

Occupations that contribute to the traffic safety effort include police, engineers, public health professionals, educators, researchers, advocate groups, court officials, legislators, and many others. As Governor, I thank each and every one of them for the many programs and activities that have produced the significant reduction in the fatality rate that we have experienced over the past decade.

The theme of 2003 Alabama Crash Facts Book is "Technology in Traffic Safety," reflecting the critical role that technology plays in enforcement, adjudication, safety planning, traffic engineering, and safety resource allocation. Outstanding progress has been made as Alabama has emerged as a leader in the use of technology for making our roadways safer. From the use of electronic citations for enforcement, to the development of award-winning software tools for analyzing safety data, Alabama is at the forefront of the nation in the use of technology for traffic safety.

This year's edition is dedicated to the thousands of devoted police officers who collect crash data in the course of their investigations. Without their commitment to public service, we would never be able to determine the true magnitude of our traffic safety problems, nor could we gauge our progress in solving them. Our special appreciation is extended to them as they continue to serve this critical function.

Sincerely,

Bob Riley

BOB RILEY
GOVERNOR OF THE STATE OF ALABAMA

Quick Facts

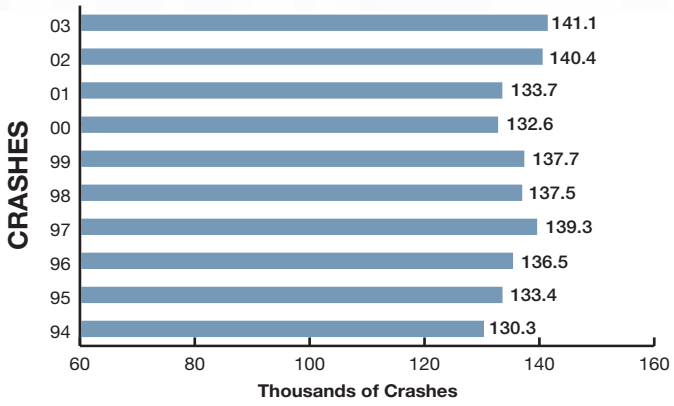
	The 2003 Toll	2003 vs 2002
Persons Killed	1,001	down 3.6%
Persons Injured	43,845	down 1.3%
Reported Crashes	141,068	up 0.4%
Miles Traveled	58,633,000,000	up 1.9%

- There were 1,001 people killed in 899 fatal crashes.
- One traffic crash was reported every 223 seconds.
- One person was injured in a traffic crash each 11 minutes and 59 seconds.
- One person was killed every 8 hours and 45 minutes in a traffic crash.
- Most Alabama crashes (71.3%) occurred in urban areas, but most fatalities (70.3%) occurred in rural areas.
- For each person killed, there were 43.8 injured.
- Of all drivers involved in fatal crashes, 11.1% were age 19 or under, and 24.1% were under 25 years of age.
- Of all fatal crashes, 46.2% occurred at night.
- The 2003 pedestrian death toll was 64.
- There were 52 fatalities among motorcycle or moped riders.
- Bicyclists accounted for 11 fatalities.
- For adults who are injured in crashes while in the front seat of a vehicle, the probability of being killed is 9.2 times higher for those not wearing safety belts.

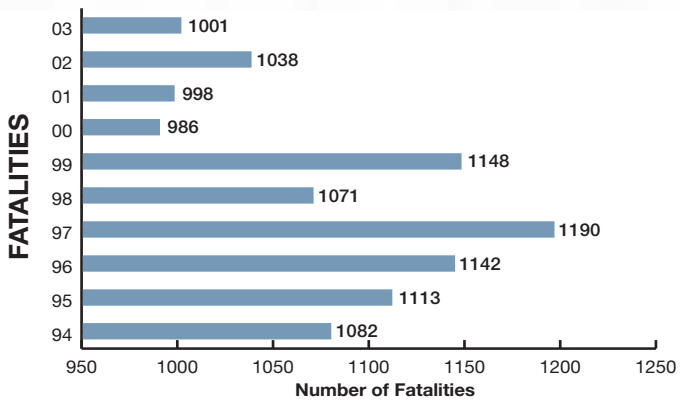
Based on 2003 Data, if you are a typical driver in Alabama, there is a 54% probability that you will be involved in an injury or fatal crash while driving an automobile during your lifetime!

Ten Year Traffic Trends 1994-2003

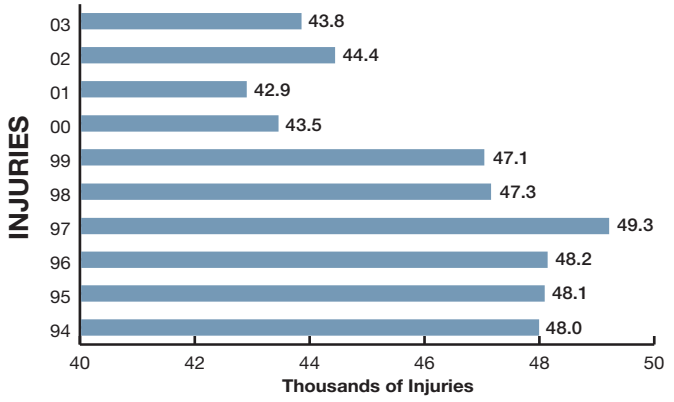
UP 8.29% IN 10 YEARS



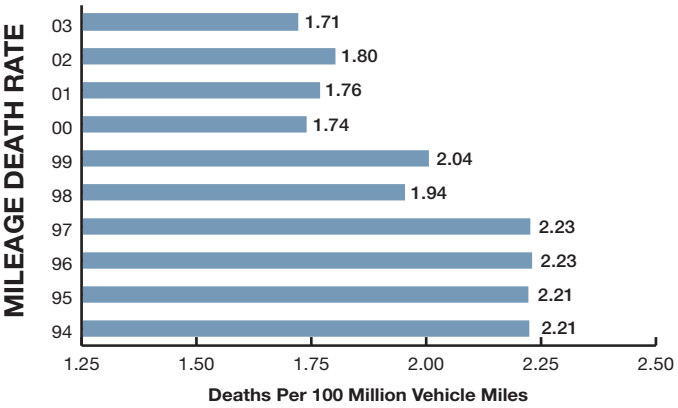
DOWN 7.49% IN 10 YEARS



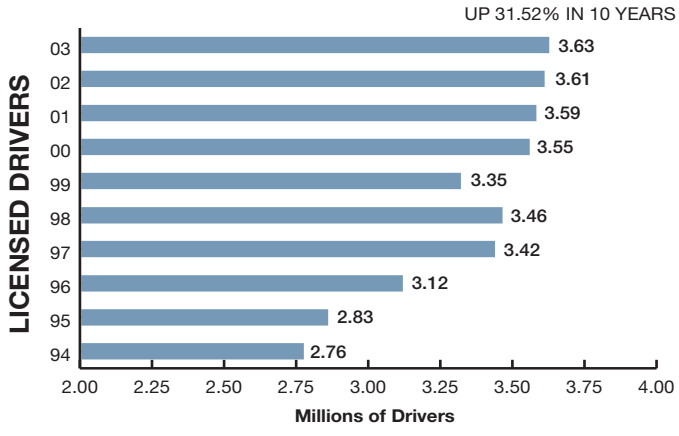
DOWN 8.75% IN 10 YEARS



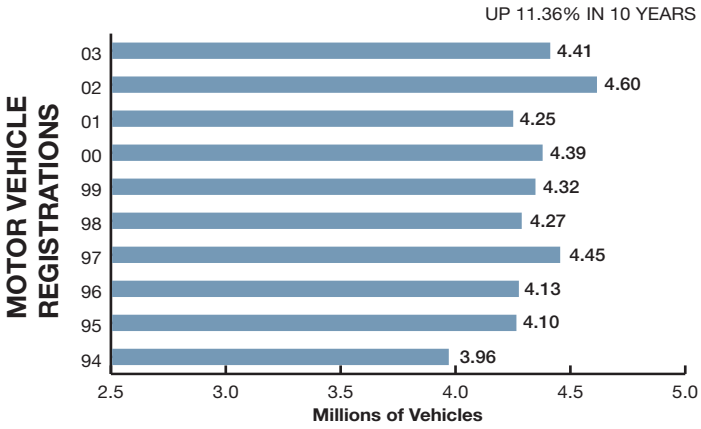
DOWN 22.62% IN 10 YEARS



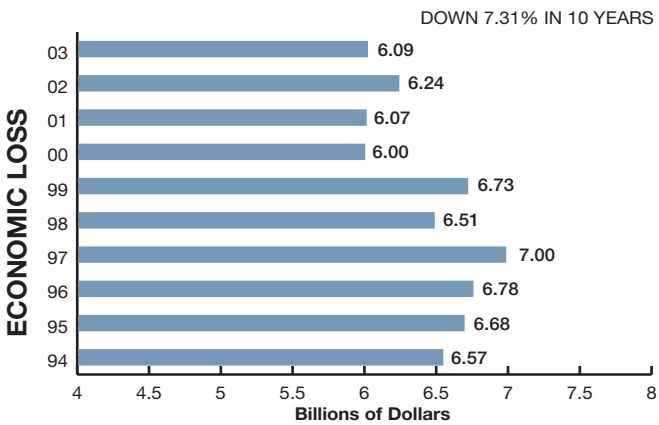
UP 31.52% IN 10 YEARS



UP 11.36% IN 10 YEARS

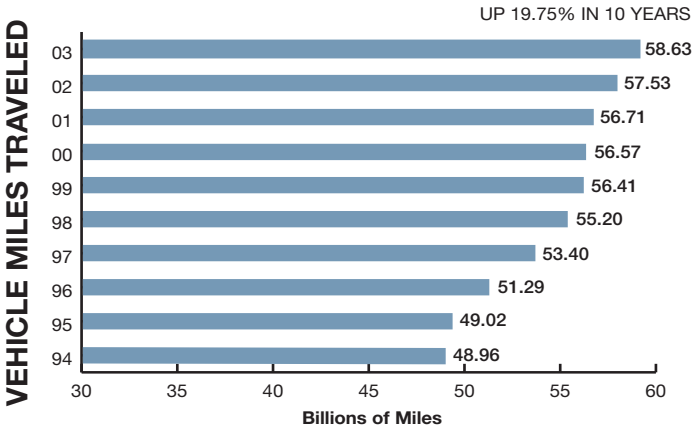


DOWN 7.31% IN 10 YEARS



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

UP 19.75% IN 10 YEARS



Time Trends

DAY OF WEEK

	Crashes	%	Deaths	%
Sunday	13,190	9.4	144	14.4
Monday	20,757	14.7	130	13.0
Tuesday	21,061	14.9	107	10.7
Wednesday	21,187	15.0	107	10.7
Thursday	21,424	15.2	117	11.7
Friday	25,381	18.0	177	17.7
Saturday	18,068	12.8	219	21.9
Total	**141,068**	**100.0**	**1,001**	**100.0**

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

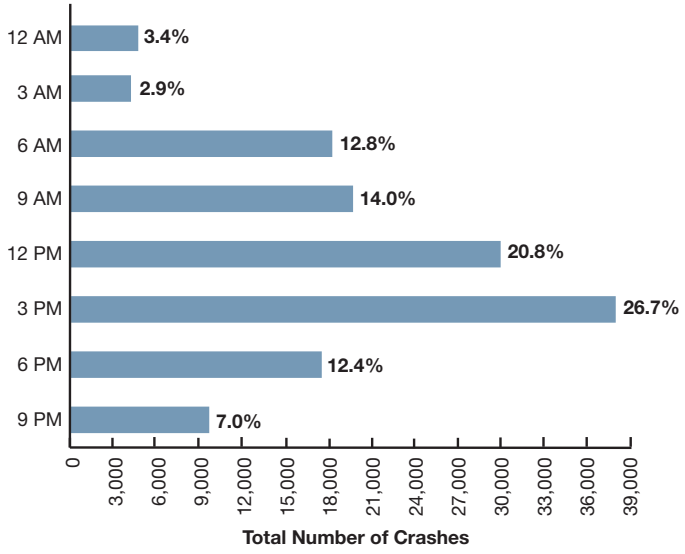
MONTH OF YEAR

	Crashes	%	Deaths	%
January	10,373	7.4	73	7.3
February	10,480	7.4	65	6.5
March	11,493	8.1	67	6.7
April	12,065	8.6	72	7.2
May	12,291	8.7	83	8.3
June	12,179	8.6	94	9.4
July	11,760	8.3	83	8.3
August	12,346	8.8	96	9.6
September	11,603	8.2	86	8.6
October	12,402	8.8	98	9.8
November	12,054	8.5	97	9.7
December	12,022	8.5	87	8.7
Total	141,068	100.0	1,001	100.0

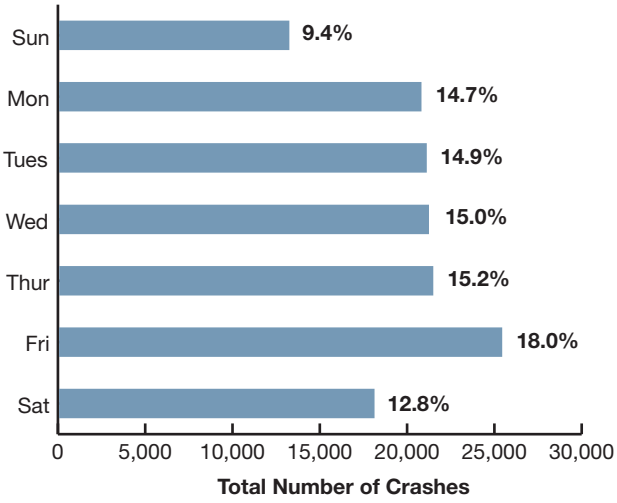
TIME OF DAY

	Crashes	%	Deaths	%
Midnight	1,834	1.3	38	3.8
1:00 am	1,513	1.1	40	4.0
2:00 am	1,461	1.0	37	3.7
3:00 am	1,132	0.8	25	2.5
4:00 am	1,147	0.8	27	2.7
5:00 am	1,775	1.3	29	2.9
6:00 am	3,330	2.4	32	3.2
7:00 am	8,806	6.2	38	3.8
8:00 am	5,984	4.2	35	3.5
9:00 am	5,495	3.9	22	2.2
10:00 am	6,369	4.5	34	3.4
11:00 am	7,896	5.6	33	3.3
Noon	9,851	7.0	34	3.4
1:00 pm	9,526	6.8	41	4.1
2:00 pm	9,897	7.0	55	5.5
3:00 pm	13,495	9.6	57	5.7
4:00 pm	12,144	8.6	56	5.6
5:00 pm	12,042	8.5	54	5.4
6:00 pm	7,793	5.5	72	7.2
7:00 pm	5,339	3.8	44	4.4
8:00 pm	4,409	3.1	49	4.9
9:00 pm	3,927	2.8	58	5.8
10:00 pm	3,226	2.3	40	4.0
11:00 pm	2,677	1.9	51	5.1
Total	**141,068**	**100.0**	**1,001**	**100.0**

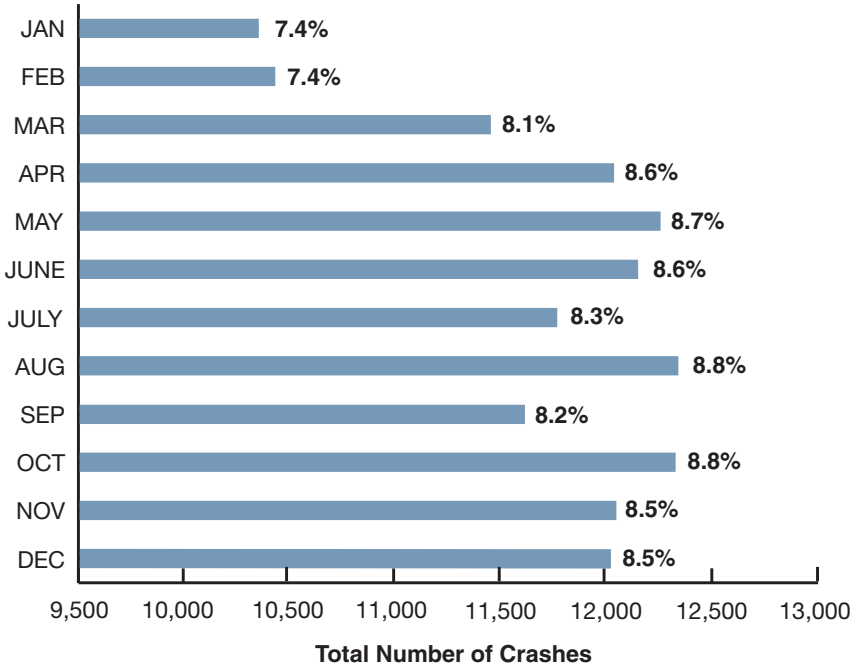
TIME OF DAY



DAY OF WEEK



MONTH OF YEAR



Types of Crashes

FIRST HARMFUL EVENT

	FATALITIES	INJURIES	CRASHES	% OF CRASHES
Hit Other Vehicle	423	30,045	103,458	73.3
Hit Fixed or Other Object	275	6,357	16,290	11.5
Overturning	87	1,632	2,302	1.6
Other Non-Collision	6	224	1,498	1.1
Hit Animal	1	269	2,568	1.8
Hit Pedestrian	57	499	570	0.4
Hit Pedalcyclist	9	181	222	0.2
Hit Railway Train	6	46	68	0.0
Hit Parked Vehicle	13	380	4,068	2.9
All Other	124	4,212	10,024	7.1
Total	**1,001**	**43,845**	**141,068**	**100.0**

HAZARDOUS CARGO

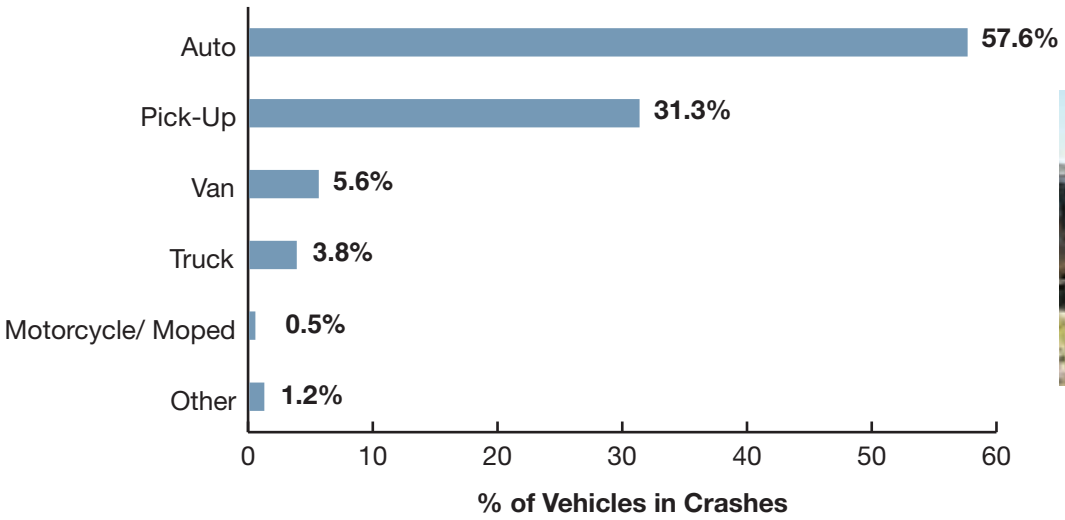
	CRASHES	%
Explosive	10	3.8
Gas/Flammable	222	85.4
Poison	25	9.6
Radioactive	3	1.2
Total	**260**	**100.0**

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	149,191	57.6
Pick-up	80,998	31.3
Van	14,471	5.6
Truck	9,851	3.8
Motorcycle/moped	1,314	0.5
Other	3,018	1.2

% OF CRASHES BY VEHICLE TYPE



BY FIRST HARMFUL EVENT

HIT OTHER VEHICLE

	2002	2003
Crashes	102,542	103,458
Injuries	30,559	30,045
Fatalities	433	423

HIT BICYCLE

	2002	2003
Crashes	232	222
Injuries	202	181
Fatalities	3	9

OVERTURNING

	2002	2003
Crashes	2,254	2,302
Injuries	1,736	1,719
Fatalities	84	87

HIT TRAIN

	2002	2003
Crashes	91	68
Injuries	39	46
Fatalities	11	6

HIT FIXED OBJECT

	2002	2003
Crashes	16,419	16,290
Injuries	6,455	6,357
Fatalities	315	275

ALL OTHERS

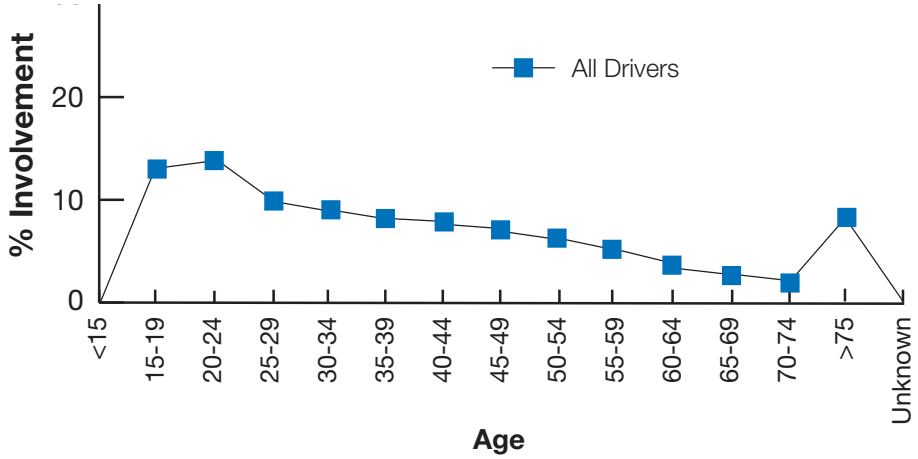
	2002	2003
Crashes	20,623	20,460
Injuries	6,689	6,717
Fatalities	227	231

TOTALS

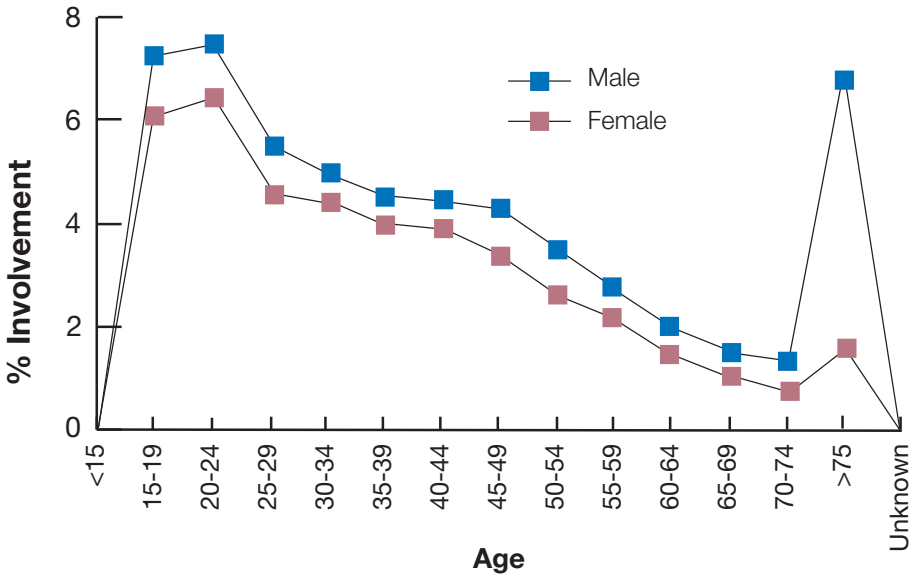
	2002	2003
Crashes	140,437	141,068
Injuries	44,414	43,845
Fatalities	1,038	1,001

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
1	2
2	0
3	0
4	3
(1–4)	5
5	5
6	2
7	3
8	1
9	1
(5–9)	12
10	2
11	2
12	4
13	3
14	8
(10–14)	19
15	5
16	24
17	26
18	31
19	38
15–19	124
20	24
21	24
22	24
23	28
24	29
20–24	129
25	13
26	25
27	17
28	16
29	18
25–29	89
30–34	69
35–39	78
40–44	89
45–49	88
50–54	80
55–59	52
60–64	32
65–69	23
70–74	35
75–over	73
Unknown	4

NUMBER OF DRIVERS INVOLVED IN CRASHES AND FATALITIES BY AGE

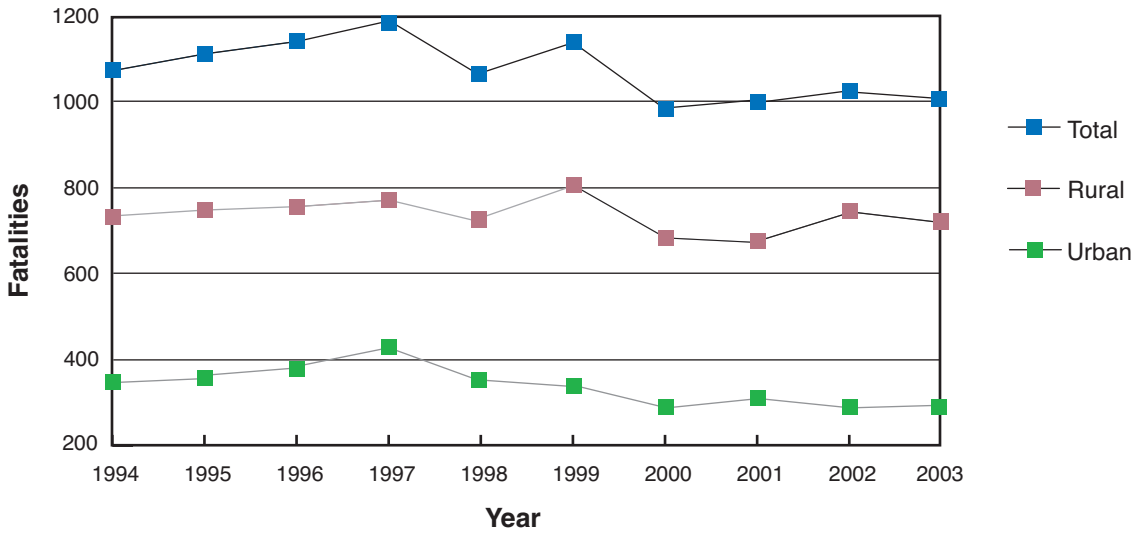
Age	Licensed Drivers	Number of Drivers Involved in Crashes	Number of Drivers Involved in Fatal Crashes
<14	0	352	5
14	301	147	1
15	30,368	520	4
16	45,679	7,168	35
17	51,929	8,741	27
18	56,325	9,222	38
19	58,910	8,791	47
(15–19)	243,211	34,442	151
20	61,392	8,309	37
21	64,347	7,838	35
22	65,239	7,249	36
23	67,237	6,695	36
24	67,376	6,055	40
(20–24)	325,591	36,146	184
25	65,804	5,754	24
26	66,733	5,489	39
27	63,030	5,030	29
28	63,637	4,974	35
29	65,611	4,934	26
(25–29)	324,815	26,181	153
(30–34)	339,613	24,395	127
(35–39)	328,722	22,399	128
(40–44)	355,606	22,164	134
(45–49)	346,044	19,699	125
(50–54)	308,246	16,197	107
(55–59)	266,506	12,907	81
(60–64)	210,896	9,239	57
(65–69)	172,286	6,831	33
(70–74)	144,714	5,692	37
>74	262,153	22,023	87
Unknown		29	0
Total	**3,628,704**	**258,843**	**1,410**

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	1,789,856	135,667	1,030
Female	1,838,848	111,345	351
Unknown		11,831	29
Total	**3,628,704**	**258,843**	**1,410**

Crash Location

RURAL VS. URBAN TRAFFIC FATALITIES
10 YEAR TREND



10 YEAR EXPERIENCE

The number of RURAL fatalities decreased 4.9% in 2003.

	FATALITIES		
Year	State Total	Rural	Urban
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
2003	1,001	704	297

The number of URBAN fatalities decreased .3% in 2003.

RURAL LOCALE

	Crashes	%
Open Country	31,174	77.1
Residential	4,615	11.4
Business	3,886	9.6
Industrial	274	0.7
School/Playground	270	0.7
Other	224	0.6

URBAN LOCALE

	Crashes	%
Open Country	9,132	9.1
Residential	25,554	25.4
Business	58,477	58.1
Industrial	1,881	1.9
School/Playground	2,402	2.4
Other	3,179	3.2

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	82,804	58.7
Off Roadway	23,719	16.8
Median	1,123	0.8
Driveway	45	0.0
Private Road	358	0.3
Intersection	33,019	23.4
Other	0	0.0

DRIVER'S RESIDENCE

Residence Within 25 Miles	
Yes	77.4%
No	22.6%

WORKZONE CRASHES

	Crashes
Property Damage	2,609
Injury	708
Fatal	33
Total	**3,350**

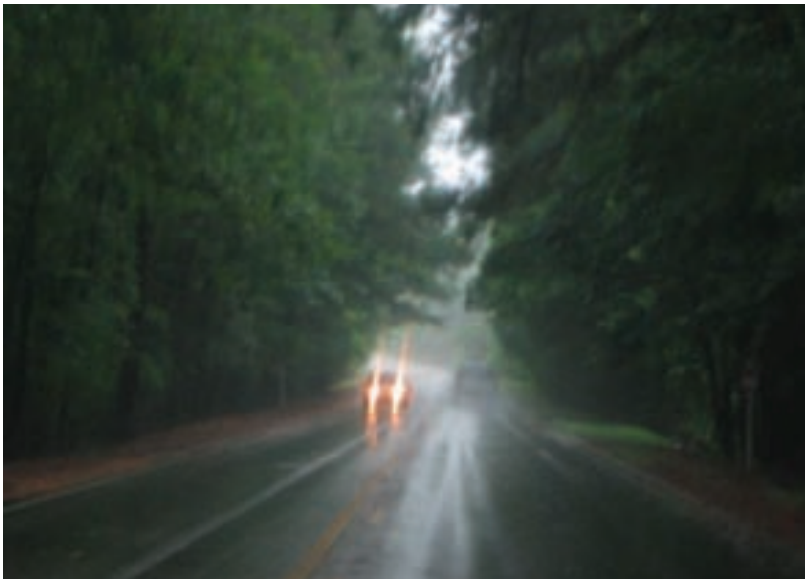
Crash Environment

TRAFFIC CONTROL

	Crashes	%
Railroad Device	206	0.1
Yield Sign	3,569	2.5
Stop Sign	12,661	9.0
Traffic Signal	29,238	51.6
Other	72,772	51.6
None	22,622	16.0

LIGHT CONDITION

	Crashes	%
Day	102,909	72.9
Dawn	1,459	1.0
Dusk	3,175	2.3
Dark	16,625	11.8
Streetlights	16,539	11.7
Not Stated	361	0.3



ROAD CHARACTER

	Crashes	%
Level	91,671	65.0
Downgrade	16,366	11.6
Upgrade	11,885	8.4
Hillcrest	1,368	1.0
Level Curve	8,467	6.0
Curve on Hill	9,723	6.9
Not Stated	1,588	1.1

NUMBER OF LANES

	Crashes	%
One	3,361	2.4
Two	69,257	49.1
Three	6,103	4.3
Four	43,579	30.9
Five	4,918	3.5
Six or More	12,081	8.6
Not Stated	1,769	1.3

WEATHER

	Crashes	%
Clear	83,681	59.3
Cloudy	33,331	23.6
Rain	22,729	16.1
Snow/Sleet	175	0.1
Fog	575	0.4
Other	577	0.4

ROAD CONDITION

	Crashes	%
Dry	109,299	77.5
Wet	29,957	21.2
Icy/Slushy	301	0.2
Muddy	44	0.0
Other	1,467	1.0

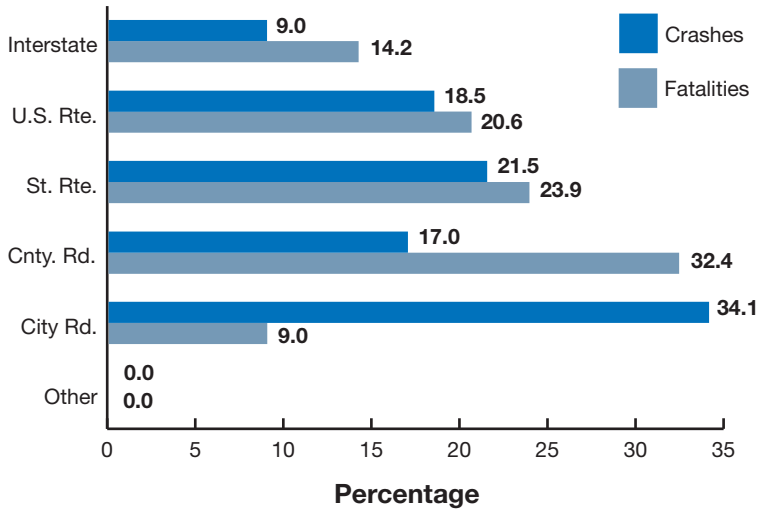
Type of Roadway

TOTAL FOR STATE

	Crashes		Fatalities	
Road Type	**Number**	**%**	**Number**	**%**
Interstate	12,630	9.0	142	14.2
U.S. Route	26,062	18.5	206	20.6
State Route	30,274	21.5	239	23.9
County	24,015	17.0	324	32.4
City	48,048	34.1	90	9.0
Other	39	0.0	0	0.0
Total	**141,068**	**100.0**	**1,001**	**100.0**

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

TOTAL FOR STATE



RURAL AREAS

	Crashes		Fatalities	
Road Type	**Number**	**%**	**Number**	**%**
Interstate	5,811	14.4	107	15.2
U.S. Route	6,979	17.3	130	18.5
State Route	8,006	19.8	169	24.0
County	19,537	48.3	298	42.3
City	109	0.3	0	0.0
Other	1	0.0	0	0.0
Total	**40,443**	**100.0**	**704**	**100.0**

URBAN AREAS

	Crashes		Fatalities	
Road Type	**Number**	**%**	**Number**	**%**
Interstate	6,819	6.8	35	11.8
U.S. Route	19,083	19.0	76	25.6
State Route	22,268	22.1	70	23.6
County	4,478	4.5	26	8.8
City	47,939	47.6	90	30.3
Other	38	0.0	0	0.0
Total	**100,625**	**100.0**	**297**	**100.0**

The Driver

DRIVER CONDITION

	Drivers	%
No Defect	234,633	90.6
Asleep	1,521	0.6
Fatigued	340	0.1
Sick	538	0.2
Other	0	0.0
Unknown	21,811	8.4

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

PRIMARY CAUSE OF CRASHES

	Crashes	%
Failed to Yield Right of Way	22,192	15.7
Driver Not in Control	18,677	13.2
Misjudged Stopping Distance	16,322	11.6
Driving Under the Influence	4,339	3.1
Improper Backing	2,468	1.7
Failure to Heed Sign	7,003	5.0
Tailgating	13,763	9.8
Over Speed Limit	3,300	2.3
Avoiding Object or Person	6,286	4.5
All Other	46,718	33.1

Motorcycle Crash Statistics

TEN YEAR TREND

Year	Fatalities	Injuries	Number of Motorcycles Involved in Crashes
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
2003	52	977	1,292

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

Age	Fatalities	Injuries	Number of Motorcycles Involved in Crashes
<14	0	22	14
14	0	18	14
15	0	9	7
16	1	9	9
17	0	7	5
18	0	15	15
19	0	20	18
(15 -19)	1	60	54
20	2	21	18
21	3	30	28
22	2	22	22
23	1	22	20
24	1	30	31
(20 - 24)	9	125	119
25	0	22	21
26	3	23	24
27	0	25	22
28	1	31	28
29	2	28	29
(25 - 29)	6	129	124
(30 - 34)	7	122	121
(35 - 39)	4	102	92
(40 - 44)	6	112	94
(45 - 49)	7	111	104
(50 - 54)	6	78	73
(55 - 59)	3	46	44
(60 - 64)	3	30	29
(65 - 69)	0	11	11
(70 - 74)	0	4	3
>75	0	5	2
Unknown	0	2	394
Total	**52**	**977**	**1,292**

The number of motorcycle crashes increased from 2002 to 2003. In 2003, 80% of these collisions resulted in injury or death.

Bicycle Crash Statistics

In 2003, children aged 14 and under accounted for 51% of the bicycle crash injuries and 27% of the fatalities.

NUMBER OF BICYCLISTS INVOLVED IN CRASHES BY AGE

Age	Fatalities	Injuries
(1 - 4)	0	2
(5 - 9)	2	53
(10 - 14)	1	78
(15 - 19)	0	35
(20 - 24)	0	23
(25 - 29)	1	10
(30 - 34)	1	3
(35 - 39)	0	10
(40 - 44)	0	6
(45 - 49)	1	18
(50 - 54)	0	13
(55 - 59)	3	3
(60 - 64)	0	2
(65 - 69)	0	1
(70 - 74)	0	0
>75	2	2
Unknown	0	0
Total	**11**	**259**

TEN YEAR TREND

Year	Fatalities	Injuries
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
2003	11	259

Pedestrian Crash Statistics

TEN YEAR TREND

Year	Fatalities	Injuries
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
2003	64	601

From 2002 to 2003, the number of pedestrian fatalities increased 3.3% and the number of pedestrians injured increased 3.8%.

NUMBER OF PEDESTRIANS INVOLVED IN CRASHES BY AGE

Age	Fatalities	Injuries
(1 - 4)	1	17
(5 - 9)	2	57
(10 - 14)	1	67
(15 - 19)	1	65
(20 - 24)	4	68
(25 - 29)	3	38
(30 - 34)	7	33
(35 - 39)	5	30
(40 - 44)	11	40
(45 - 49)	7	48
(50 - 54)	7	42
(55 - 59)	4	20
(60 - 64)	2	20
(65 - 69)	1	14
(70 - 74)	3	8
>75	5	34
Unknown	0	0
Total	**64**	**601**

Alcohol and Drug Involvement

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

Age	All Drivers	Male	Female
<14	2	2	0
14	1	0	1
15	6	2	4
16	38	31	7
17	96	74	22
18	157	127	30
19	205	166	39
(15–19)	502	400	102
20	238	201	37
21	264	222	42
22	291	243	48
23	294	252	42
24	228	190	38
(20–24)	1,315	1,108	207
25	222	185	37
26	188	152	36
27	165	137	28
28	161	135	26
29	162	129	33
(25–29)	898	738	160
(30–34)	858	661	197
(35–39)	785	584	201
(40–44)	800	565	235
(45–49)	588	453	135
(50–54)	414	352	62
(55–59)	279	240	39
(60–64)	152	131	21
(65–69)	95	83	12
(70–74)	56	52	4
>75	254	247	7
Unknown	1	1	0
Total	**7,000**	**5,617**	**1,383**

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	397	34	102	13	26	2	29	2	34	2	38	2	50	2	118	11
1 am	380	40	112	11	22	2	21	0	45	4	38	2	40	8	102	13
2 am	430	32	125	15	25	0	24	0	34	2	40	2	49	2	133	11
3 am	291	12	78	2	7	0	25	2	20	0	21	0	28	0	112	8
4 am	228	10	68	2	9	0	15	0	12	0	9	4	22	2	93	2
5 am	148	10	44	4	11	0	7	0	13	4	12	0	6	0	55	2
6 am	119	6	36	4	8	0	8	0	10	0	9	0	11	0	37	2
7 am	104	2	26	2	12	0	8	0	8	0	11	0	13	0	26	0
8 am	95	6	16	0	12	0	8	0	9	0	10	2	13	4	27	0
9 am	93	2	14	0	10	0	16	0	6	0	11	0	13	0	23	2
10 am	106	6	21	0	8	0	16	0	7	0	17	2	13	2	24	2
11 am	100	10	19	0	10	0	17	2	11	2	14	0	16	4	13	2
Noon	145	12	25	8	17	2	17	0	14	2	14	0	21	0	37	0
1 pm	157	8	20	0	12	2	24	2	11	0	25	2	27	0	38	2
2 pm	188	10	35	0	14	0	13	0	28	2	14	0	34	4	50	4
3 pm	279	20	40	2	19	0	33	2	32	0	35	2	49	6	71	8
4 pm	334	14	43	2	43	2	36	2	56	4	47	2	56	2	53	0
5 pm	416	24	66	6	53	2	65	6	46	0	48	0	58	2	80	8
6 pm	441	37	65	0	53	6	50	4	50	2	54	8	79	6	90	11
7 pm	430	14	53	4	51	0	39	0	48	0	61	2	81	4	97	4
8 pm	503	27	83	4	58	0	55	0	55	4	61	4	84	11	107	4
9 pm	519	28	64	2	45	0	58	4	65	4	77	2	98	8	112	8
10 pm	547	27	57	0	56	2	45	0	75	2	60	4	123	8	131	11
11 pm	499	24	52	2	40	2	46	0	51	4	65	2	125	8	120	6
Total	**6,949**	**415**	**1,264**	**83**	**621**	**22**	**675**	**26**	**740**	**38**	**791**	**42**	**1,109**	**83**	**1,749**	**121**

Saturday has the most alcohol related crashes, followed by Sunday and Friday. More fatalities occur on Saturday, followed by Friday and Sunday. The most likely hours for an alcohol related collision are between 3pm and 4am.

Safety Restraint and Child Restraint Usage*†

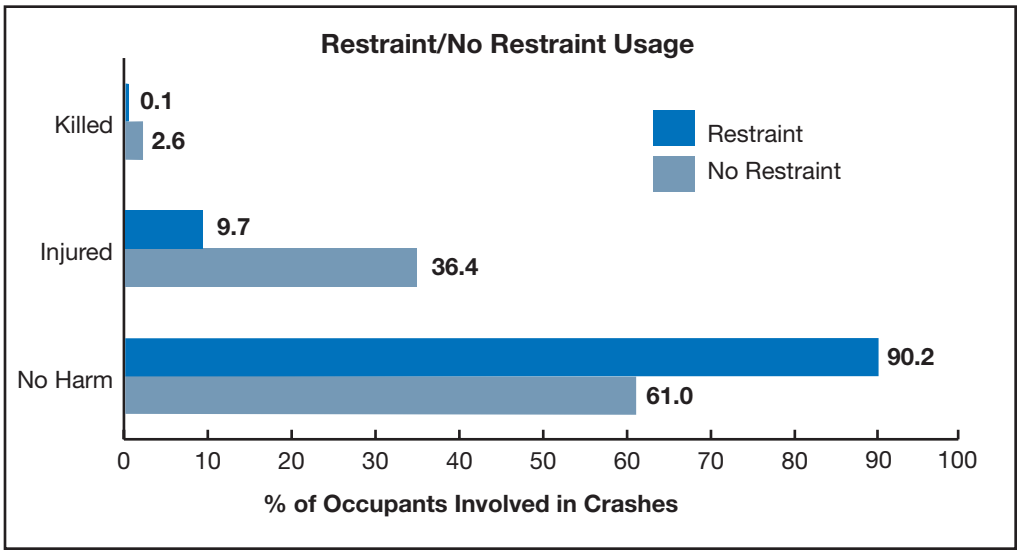
		Driver		Front Seat Passeger		Back Seat Passenger		Totals	
Restraint Usage	**Severity**	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
None Installed	Killed	1	0.73	0	0.00	0	0.00	1	0.30
	Injured	23	16.79	6	11.76	23	15.33	52	15.38
	No Harm	113	82.48	45	88.24	127	84.67	285	84.32
	Subtotal	137	100.00	51	100.00	150	100.00	338	100.00
Not Wearing Lap & Shoulder Belts	Killed	241	3.53	56	2.07	41	1.42	338	2.72
	Injured	2,173	31.81	925	34.15	640	22.11	3,738	30.06
	No Harm	4,417	64.66	1,728	63.79	2,214	76.48	8,359	67.22
	Subtotal	6,831	100.00	2,709	100.00	2,895	100.00	12,435	100.00
Wearing Lap Belt Only	Killed	2	0.14	0	0.00	3	0.07	5	0.08
	Injured	105	7.49	80	7.03	195	4.77	380	5.74
	No Harm	1,294	92.36	1,058	92.97	3,887	95.15	6,239	94.19
	Subtotal	1,401	100.00	1,138	100.00	4,085	100.00	6,624	100.00
Wearing Lap & Shoulder Belts	Killed	152	0.07	42	0.07	12	0.05	206	0.07
	Injured	10,616	4.96	3,200	5.18	1,053	4.04	14,869	4.92
	No Harm	203,290	94.97	58,587	94.76	24,971	95.91	286,848	95.01
	Subtotal	214,058	100.00	61,829	100.00	26,036	100.00	301,923	100.00
Airbag Deployed, No Belts Used	Killed	109	7.06	22	5.41	0	0.00	131	6.69
	Injured	780	50.55	217	53.32	0	0.00	997	50.95
	No Harm	654	42.38	168	41.28	7	100.00	829	42.36
	Subtotal	1,543	100.00	407	100.00	7	100.00	1,957	100.00
Airbag Deployed, Belts Used	Killed	97	0.57	24	0.62	0	0.00	121	0.58
	Injured	5,061	29.59	1,148	29.81	10	18.87	6,219	29.60
	No Harm	11,947	69.85	2,679	69.57	43	81.13	14,669	69.82
	Subtotal	17,105	100.00	3,851	100.00	53	100.00	21,009	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 (60) 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	6	0.05	6	0.05
	Injured	42	6.28	443	4.04	485	4.17
	No Harm	627	93.72	10,520	95.91	11,147	95.78
	Subtotal	669	100.00	10,969	100.00	11,638	100.00
Other Restraint Used	Killed	0	0.00	2	0.27	2	0.20
	Injured	141	57.32	284	38.53	425	43.23
	No Harm	105	42.68	451	61.19	556	56.56
	Subtotal	246	100.00	737	100.00	983	100.00
None Used	Killed	1	0.85	3	0.93	4	0.91
	Injured	47	40.17	99	30.56	146	33.11
	No Harm	69	58.97	222	68.52	291	65.99
	Subtotal	117	100.00	324	100.00	441	100.00

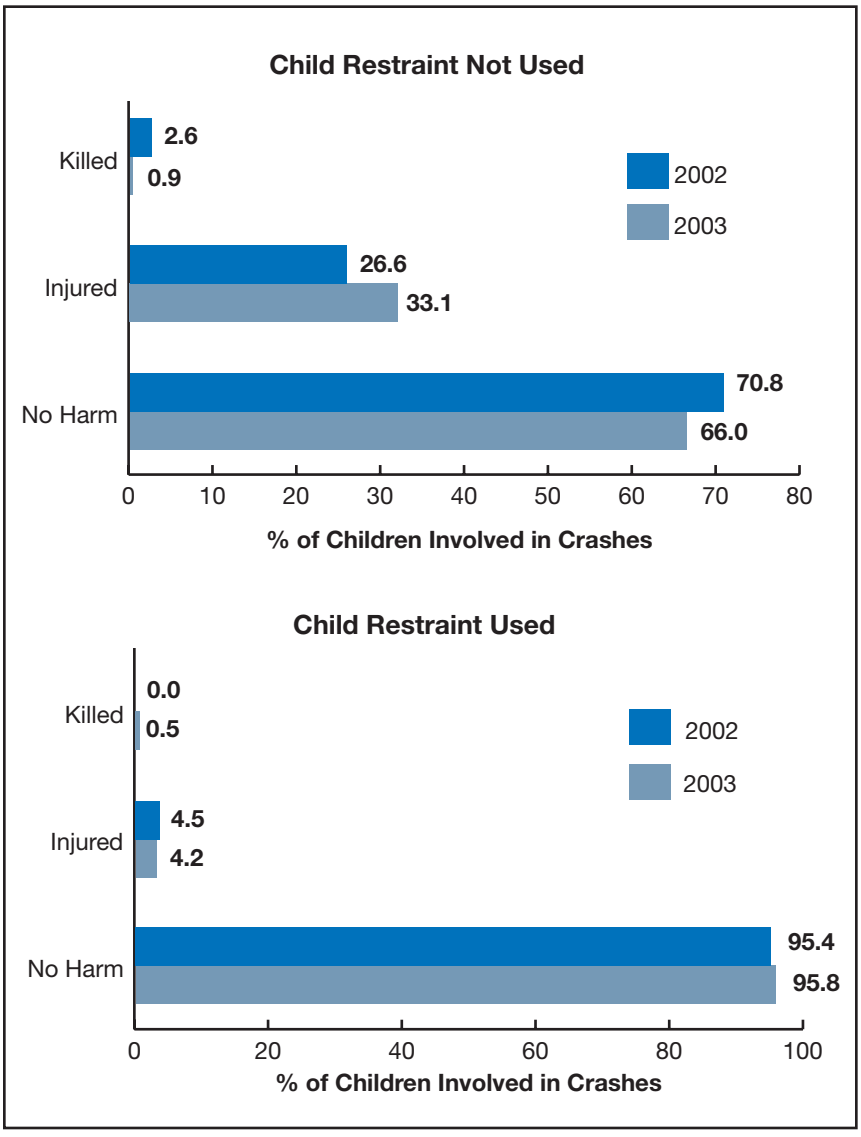
SAFETY RESTRAINT USAGE



4,933 people were injured in automobile crashes in which they were not wearing safety restraints.

474 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.

Truck Crash Statistics

TEN YEAR TREND FOR ALL CRASHES
WHERE A TRUCK WAS INVOLVED

	FATALITIES	INJURIES	NUMBER OF TRUCKS INVOLVED IN CRASHES
1994	183	3,137	9,862
1995	175	3,253	10,249
1996	155	2,977	10,322
1997	182	3,142	10,393
1998	167	3,094	10,740
1999	168	2,959	10,214
2000	160	2,758	9,757
2001	154	2,588	9,168
2002	136	2,591	9,708
2003	161	2,565	9,995

PRIMARY CAUSE OF ALL CRASHES
WHERE A TRUCK WAS INVOLVED*

	Crashes	%
Failed to Yield Right of Way	1,013	10.73
Driver Not in Control	776	8.22
Misjudged Stopping Distance	777	8.23
Driving Under the Influence	123	1.30
Improper Backing	298	3.16
Improper Passing	201	2.13
Improper Lane Change or Use	861	9.12
Improper Turn/U-Turn	329	3.48
Improper Driving for Environment	227	2.40
Failure to Heed Sign	356	3.77
Tailgating	622	6.59
Over the Speed Limit	145	1.54
Avoiding Object or Person	428	4.53
Unseen Object, Person, or Vehicle	1,115	11.81
All Other	2,171	22.99
TOTAL	**9,442**	**100.00**

*There is no inference as to whether the truck or another type of vehicle was the cause of the crash.

TOTAL FOR STATE FOR ALL CRASHES
WHERE A TRUCK WAS INVOLVED

	Crashes		Fatalities	
Road Type	Number	%	Number	%
Interstate	2,086	22.09	43	26.71
U.S. Route	2,093	22.17	48	29.81
State Route	2,095	22.19	39	24.22
County	969	10.26	21	13.04
City	2,194	23.24	10	6.21
Other	5	0.05	0	0.00
Total	**9,442**	**100.00**	**161**	**100.00**

Comparative Holiday Statistics

2002 vs 2003

HOLIDAY	YEAR	KILLED	PERIOD
New Year	2002	16	6 pm, Fri., December 28, 2001 until 11:59 pm, Tues., January 1, 2002 (102 hrs)
	2003	6	6 pm, Tues., December 31, 2002 until 11:59 pm, Wed., January 1, 2003 (30 hrs)
Memorial Day	2002	9	6 pm, Fri., May 24, 2002 until 11:59 pm, Mon., May 27, 2002 (78 hrs)
	2003	9	6pm, Fri., May 23, 2003 until 11:59 pm, Mon., May 26, 2003 (78 hrs)
July 4th	2002	7	6 pm, Wed., July 3, 2002 until 11:59 pm, Sun., July 7, 2002 (102 hrs)
	2003	10	6 pm, Thur., July 3, 2003 until 11:59 pm, Sun., July 6, 2003 (78 hrs)
Labor Day	2002	12	6 pm, Fri., August 30, 2002 until 11:59 pm, Mon., September 2, 2002 (78 hrs)
	2003	8	6 pm, Fri., August 29, 2003 until 11:59 pm, Mon., September 1, 2003 (78 hrs)
Thanksgiving	2002	17	6 pm, Wed., November 27, 2002 until 11:59 pm, Sun., December 1, 2002 (102 hrs)
	2003	19	6 pm, Wed., November 26, 2003 until 11:59 pm, Sun., November 30, 2003 (102 hrs)
Christmas	2002	10	6 pm, Tues., December 24, 2002 until 11:59 pm, Wed., December 25, 2002 (30 hrs)
	2003	18	6 pm, Wed., December 24, 2003 until 11:59 pm, Sun., December 28, 2003 (102 hrs)

Comparative County Statistics

2002 vs 2003

	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	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003
Jefferson	26,613	26,180	93	79	6,407	6,069	22,664	22,294	60	60	5,164	4,867	3,949	3,886	33	19	1,243	1,202
Mobile	14,397	14,097	84	81	4,006	3,958	10,837	10,622	33	26	2,554	2,507	3,560	3,475	51	55	1,452	1,451
Montgomery	10,601	10,653	41	25	3,028	2,891	9,487	9,660	28	13	2,644	2,537	1,114	993	13	12	384	354
Autauga	1,105	1,411	10	16	325	448	618	879	2	0	157	248	487	532	8	16	168	200
Baldwin	3,715	4,022	46	30	1,136	1,180	2,564	2,817	8	7	601	685	1,151	1,205	38	23	535	495
Barbour	668	608	4	7	295	214	470	412	0	4	158	125	198	196	4	3	137	89
Bibb	228	261	11	7	99	109	51	81	2	1	18	24	177	180	9	6	81	85
Blount	1,020	1,005	9	16	382	382	338	293	1	1	106	87	682	712	8	15	276	295
Bullock	162	162	9	2	76	111	7	8	0	0	3	2	155	154	9	2	73	109
Butler	670	699	15	17	271	262	322	336	1	3	93	106	348	363	14	14	178	156
Calhoun	3,439	3,102	20	28	1,185	985	2,111	1,922	1	5	604	446	1,328	1,180	19	23	581	539
Chambers	823	814	9	8	295	284	437	365	1	4	141	113	386	449	8	4	154	171
Cherokee	580	513	8	10	275	250	215	198	0	3	94	88	365	315	8	7	181	162
Chilton	1,099	1,107	17	13	467	455	453	435	3	0	160	149	646	672	14	13	307	306
Choctaw	217	181	3	7	133	98	55	48	0	0	19	8	162	133	3	7	114	90
Clarke	472	530	8	7	216	242	292	302	5	2	115	120	180	228	3	5	101	122
Clay	242	195	3	2	103	95	90	60	0	0	27	21	152	135	3	2	76	74
Cleburne	439	389	10	15	217	134	51	39	0	2	14	8	388	350	10	13	203	126
Coffee	1,045	1,162	5	3	324	372	746	839	0	1	174	203	299	323	5	2	150	169
Colbert	1,671	1,756	20	17	558	584	1,254	1,283	5	4	327	364	417	473	15	13	231	220
Conecuh	442	395	9	8	216	209	144	115	1	1	55	59	298	280	8	7	161	150
Coosa	253	257	4	4	122	92	1	7	0	0	0	4	252	250	4	4	122	88
Covington	677	732	10	13	265	320	486	510	2	5	155	186	191	222	8	8	110	134
Crenshaw	255	267	3	7	115	106	79	97	1	0	31	30	176	170	2	7	84	76
Cullman	2,406	2,460	30	27	775	837	1,125	1,237	4	1	262	292	1,281	1,223	26	26	513	545
Dale	837	897	6	12	315	364	605	626	2	4	212	220	232	271	4	8	103	144
Dallas	1,438	1,379	16	10	567	556	820	806	2	3	242	268	618	573	14	7	325	288
Dekalb	1,668	1,601	19	17	551	608	1,046	996	6	6	264	316	622	605	13	11	287	292
Elmore	1,591	1,827	8	20	557	676	765	953	0	2	223	317	826	874	8	18	334	359
Escambia	879	907	18	19	431	435	440	429	1	1	161	139	439	478	17	18	270	296
Etowah	3,157	3,039	20	22	1,028	970	2,476	2,428	5	13	689	641	681	611	15	9	339	329
Fayette	331	278	5	8	153	140	178	126	1	0	60	47	153	152	4	8	93	93
Franklin	637	624	10	11	308	268	371	330	4	3	163	141	266	294	6	8	145	127
Geneva	340	391	6	7	138	233	133	157	1	0	43	67	207	234	5	7	95	166
Greene	327	331	8	11	143	133	48	63	0	1	14	15	279	268	8	10	129	118
Hale	288	306	4	6	131	122	91	106	0	1	16	29	197	200	4	5	115	93
Henry	294	298	2	8	117	144	112	106	0	3	20	33	182	192	2	5	97	111
Houston	3,519	3,687	10	11	1,249	1,257	3,087	3,249	5	7	1,058	1,073	432	438	5	4	191	184
Jackson	993	971	16	19	434	433	507	540	7	8	163	199	486	431	9	11	271	234
Lamar	151	146	5	3	84	63	34	35	1	1	8	13	117	111	4	2	76	50
Lauderdale	2,371	2,388	28	14	801	730	1,553	1,584	1	1	368	363	818	804	27	13	433	367
Lawrence	655	680	8	12	288	316	166	155	1	2	53	62	489	525	7	10	235	254
Lee	3,907	4,020	24	15	1,048	1,261	2,931	3,066	11	6	673	811	976	954	13	9	375	450
Limestone	1,917	1,847	26	23	694	601	988	946	5	4	261	222	929	901	21	19	433	379
Lowndes	328	331	5	14	143	153	5	9	0	0	3	4	323	322	5	14	140	149

2002 vs 2003

	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	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003
Macon	705	738	4	12	266	310	258	261	1	4	89	97	447	477	3	8	177	213
Madison	9,734	9,975	46	38	3,082	3,248	8,052	8,256	14	22	2,329	2,423	1,682	1,719	32	16	753	825
Marengo	249	503	5	8	142	210	30	242	0	2	13	84	219	261	5	6	129	126
Marion	606	554	3	12	273	223	393	358	1	4	167	102	213	196	2	8	106	121
Marshall	2,688	2,538	18	13	932	843	1,927	1,940	10	6	511	549	761	598	8	7	421	294
Monroe	483	467	2	5	275	226	180	176	1	1	72	58	303	291	1	4	203	168
Morgan	3,527	3,534	14	11	982	982	2,505	2,537	4	3	586	589	1,022	997	10	8	396	393
Perry	135	148	5	7	101	73	3	18	1	0	1	6	132	130	4	7	100	67
Pickens	322	283	6	4	143	102	90	85	3	0	22	23	232	198	3	4	121	79
Pike	957	954	11	12	298	278	614	598	2	3	141	131	343	356	9	9	157	147
Randolph	381	399	9	5	175	148	163	157	2	2	58	34	218	242	7	3	117	114
Russell	1,975	2,010	23	7	773	734	1,417	1,383	3	1	468	427	558	627	20	6	305	307
St. Clair	1,544	1,893	26	18	539	600	716	835	3	4	241	237	828	1,058	23	14	298	363
Shelby	4,740	4,693	26	25	1,150	1,102	3,177	3,164	9	10	658	676	1,563	1,529	17	15	492	426
Sumter	295	329	7	5	133	154	104	132	4	0	29	42	191	197	3	5	104	112
Talladega	2,207	2,089	20	28	783	711	1,221	1,213	9	11	341	337	986	876	11	17	442	374
Tallapoosa	937	943	9	8	388	332	637	665	3	2	223	204	300	278	6	6	165	128
Tuscaloosa	7,202	7,241	35	30	2,230	2,214	5,380	5,561	8	8	1,410	1,521	1,822	1,680	27	22	820	693
Walker	2,109	2,132	30	23	802	790	1,209	1,237	7	5	317	328	900	895	23	18	485	462
Washington	176	173	5	7	125	100	19	22	0	0	8	4	157	151	5	7	117	96
Wilcox	241	199	5	6	152	136	49	46	0	0	21	23	192	153	5	6	131	113
Winston	357	367	4	6	199	179	161	170	2	0	70	61	196	197	2	6	129	118

Comparative City Statistics

2002 vs 2003

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2002	2003	2002	2003	2002	2003
Abbeville	59	52	0	2	10	15
Adamsville	218	224	1	3	85	71
Addison	0	0	0	0	0	0
Akron	2	2	0	0	0	0
Alabaster	673	659	1	2	170	170
Albertville	766	803	5	1	171	189
Alexander City	507	515	3	2	181	149
Aliceville	1	0	0	0	1	0
Allgood	5	3	0	0	5	3
Altoona-Blount	0	0	0	0	0	0
Altoona-Etowah	0	0	0	0	0	0
Andalusia	324	317	1	1	89	100
Anderson	3	3	0	0	3	0
Anniston	1,481	1,439	1	4	414	339
Arab	226	195	0	1	83	65
Ardmore	43	29	1	0	6	4
Ariton	0	0	0	0	0	0
Arley	0	0	0	0	0	0
Ashford	22	30	0	0	5	8
Ashland	44	29	0	0	13	7
Ashville	82	76	0	0	22	25
Athens	891	842	4	3	240	188
Atmore	166	170	0	0	52	58
Attalla	237	183	0	1	77	38
Auburn	1,833	1,910	3	4	374	446
Autaugaville	20	18	1	0	3	5
Avon	0	12	0	1	0	11
Babbie	9	5	0	1	7	5
Baileytown	13	5	0	0	1	4
Banks	4	3	0	0	2	1
Bay Minette	213	260	1	0	56	92
Bayou La Batre	73	88	0	0	13	22
Bear Creek	14	24	0	0	8	14
Beatrice	0	0	0	0	0	0
Beaverton	2	4	0	1	1	1
Belk	2	0	0	0	2	0
Bellwood	0	2	0	0	0	2
Benton	1	0	0	0	0	0
Berry	0	1	0	0	0	0
Bessemer	1,638	1,639	6	3	514	436
Billingsley	0	0	0	0	0	0
Bham-Blount	0	0	0	0	0	0
Bham-Jefferson	12,766	11,987	39	33	2,857	2,628
Bham-Shelby	53	82	0	0	5	3
Black	0	2	0	0	0	2
Blountsville	29	31	1	0	9	8
Blue Mountain	0	0	0	0	0	0
Blue Springs	1	0	0	0	1	0
Boaz-Etowah	0	1	0	0	0	0
Boaz-Marshall	418	455	3	0	128	141

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2002	2003	2002	2003	2002	2003
Boligee	1	0	0	0	1	0
Bon Air	0	0	0	0	0	0
Branchville	6	26	0	0	1	6
Brantley	7	3	1	0	2	0
Brent	0	4	0	0	0	0
Brewton	200	212	1	0	82	62
Bridgeport	24	30	0	0	9	11
Brighton	75	44	0	0	28	12
Brilliant	3	0	0	0	1	0
Brookside	1	1	0	0	0	1
Brookwood	0	0	0	0	0	0
Brownsville	0	9	0	0	0	1
Brundidge	34	10	0	0	8	3
Butler	35	34	0	0	8	2
Calera	274	280	3	4	61	87
Camden	32	19	0	0	15	10
Camp Hill	3	5	0	0	0	1
Carbon Hill	50	63	3	0	16	16
Cardiff	0	0	0	0	0	0
Carolina	2	4	0	0	2	1
Carrollton	13	7	0	0	2	2
Carrville	24	35	0	0	3	10
Castleberry	8	8	1	1	8	7
Cedar Bluff	40	45	0	0	18	12
Centre	132	103	0	1	46	49
Centreville	50	41	2	1	18	10
Chatom	18	14	0	0	8	2
Cherokee	22	15	1	0	16	6
Chickasaw	101	82	0	0	22	21
Childersburg	132	136	1	0	15	37
Citronelle	1	6	0	0	0	1
Clanton	394	367	1	0	144	130
Clayhatchee	1	6	0	0	0	4
Clayton	0	0	0	0	0	0
Cleveland	36	47	0	1	17	18
Clio	0	0	0	0	0	0
Coffee Springs	3	4	0	0	0	2
Coffeeville	0	0	0	0	0	0
Collinsville	59	40	0	0	27	21
Colony	1	4	0	0	0	2
Columbia	0	1	0	0	0	0
Columbiana	108	117	1	1	27	32
Coosada	3	2	0	0	2	0
Cordova	30	35	1	1	5	11
Cottonwood	1	1	0	0	0	0
County Line-Blnt	0	0	0	0	0	0
County Line-Cov	1	0	0	0	0	0
County Line-Jeff	0	0	0	0	0	0
Courtland	11	5	0	0	0	6
Cowarts	36	30	0	0	26	10

COMPARATIVE CITY STATISTICS *(Continued)*

2002 vs 2003

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2002	2003	2002	2003	2002	2003
Creola	43	39	0	0	42	17
Crossville	19	32	0	0	4	4
Cuba	3	0	0	0	3	0
Cullman	886	943	2	1	182	171
Dadeville	82	84	0	0	33	38
Daleville	102	115	1	2	35	36
Daphne	574	584	0	1	152	150
Dauphin Island	0	0	0	0	0	0
Daviston	1	4	0	0	0	1
Dayton	1	4	0	1	0	6
Decatur-Limes	32	63	0	1	6	25
Decatur-Morgan	2,004	2,079	3	0	430	444
Demopolis	2	176	0	0	1	59
Detroit	2	1	1	0	0	0
Dora	57	55	0	0	17	15
Dothan	2,986	3,120	4	6	1,011	1,011
Double Springs	1	17	0	0	1	8
Douglas	2	7	0	0	0	4
Dozier	1	0	0	0	0	0
Dutton	5	5	0	0	4	2
East Brewton	27	11	0	0	8	2
Eclectic	7	16	0	0	1	6
Edwardsville	0	1	0	0	0	0
Elba	51	48	0	0	23	21
Elberta	49	61	0	0	31	20
Eldridge	0	0	0	0	0	0
Elkmont	8	4	0	0	3	1
Emelle	0	1	0	0	0	0
Enterprise-Coffee	683	787	0	1	149	182
Enterprise-Dale	3	0	0	0	0	0
Epes	0	3	0	0	0	4
Ethelsville	0	0	0	0	0	0
Eufaula	465	404	0	4	157	122
Eunola	2	13	0	0	1	5
Eutaw	37	55	0	0	11	11
Eva	2	1	0	0	3	1
Evergreen	135	104	0	0	47	50
Excel	6	11	0	0	1	1
Fairfield	442	376	0	1	93	82
Fairhope	294	287	1	0	68	73
Fairview	16	26	0	0	11	7
Falkville	17	19	0	0	6	0
Faunsdale	1	1	0	1	0	0
Fayette	168	119	1	0	52	46
Five Points	0	0	0	0	0	0
Flint City	0	0	0	0	0	0
Flomaton	47	36	0	1	19	17
Florala	0	2	0	1	0	1
Florence	1,449	1,524	1	1	343	345
Foley	516	621	0	0	100	128

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2002	2003	2002	2003	2002	2003
Forkland	9	8	0	1	1	4
Fort Deposit	0	2	0	0	0	0
Fort Payne	710	653	1	4	158	197
Franklin	13	20	0	0	7	8
Frisco City	4	3	1	1	2	2
Fruithurst	1	2	0	2	0	0
Fulton	3	1	0	0	1	0
Fultondale	120	162	0	0	35	44
Fyffe	0	2	0	0	0	2
Gadsden	1,601	1,704	3	9	429	440
Gainesville	0	0	0	0	0	0
Gantt	4	1	0	0	3	0
Gantts Quarry	0	0	0	0	0	0
Garden City	5	3	0	0	3	1
Gardendale	266	332	0	0	73	97
Gaylesville	3	3	0	0	0	0
Geiger	0	0	0	0	0	0
Geneva	78	89	1	0	25	36
Georgiana	22	27	0	1	16	19
Geraldine	19	26	0	0	6	15
Gilbertown	4	2	0	0	2	0
Glen Allen-Fay	0	0	0	0	0	0
Glen Allen-Mar	0	0	0	0	0	0
Glencoe	0	2	0	0	0	0
Glenwood	2	1	0	0	0	0
Goldville	1	1	0	0	1	0
Goodhope	0	0	0	0	0	0
Goodwater	1	3	0	0	0	0
Gordo	19	25	0	0	0	10
Gordon	0	1	0	0	0	1
Goshen	4	2	0	0	0	0
Grant	10	7	0	0	3	3
Graysville	63	57	1	0	15	19
Greensboro	68	68	0	1	10	18
Greenville	291	299	1	2	72	84
Grimes	9	9	0	0	10	0
Grove Hill	58	34	1	0	34	20
Gu-win	4	4	0	0	5	1
Guin	26	29	0	0	10	4
Gulf Shores	411	442	4	3	65	71
Guntersville	503	472	2	4	126	147
Gurley	15	1	0	0	8	0
Hackleburg	0	0	0	0	0	0
Haleburg	0	1	0	0	0	0
Haleyville	153	148	1	0	64	51
Hamilton	214	220	0	3	68	53
Hammondville	8	10	0	0	0	2
Hanceville	76	80	0	0	35	44
Harpersville	24	33	0	2	7	17
Hartford	31	15	0	0	6	1

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COMPARATIVE CITY STATISTICS *(Continued)*

2002 vs 2003

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2002	2003	2002	2003	2002	2003
Hartselle	360	346	1	2	101	103
Hayden	11	3	0	0	5	0
Haynesville	0	2	0	0	0	1
Headland	53	52	0	1	10	18
Heath	9	3	0	0	8	0
Heflin	38	19	0	0	6	3
Helena	166	151	0	1	38	27
Henagar	29	26	1	0	8	11
Highland Lake	0	0	0	0	0	0
Hillsboro	0	1	0	0	0	0
Hobson City	1	11	0	0	0	0
Hodges	0	0	0	0	0	0
Hokes Bluff	76	75	2	0	37	22
Holly Pond	24	35	1	0	6	18
Hollywood	13	8	0	0	7	2
Homewood	1,644	1,746	1	0	286	289
Hoover-Jefferson	2,091	2,124	3	12	426	400
Hoover-Shelby	793	733	1	0	173	156
Horn Hill	0	0	0	0	0	0
Hueytown	450	451	1	1	127	122
Huntsville-Lime	13	8	0	0	6	4
Huntsville-Mad	7,251	7,385	13	21	2,147	2,208
Hurtsboro	0	0	0	0	0	0
Ider	20	15	0	1	4	0
Irondale	229	208	1	0	52	48
Jackson	124	134	2	1	38	51
Jacksons Gap	16	15	0	0	4	5
Jacksonville	333	351	0	1	96	82
Jasper	909	905	2	4	236	246
Jemison	35	57	1	0	8	16
Kansas	0	0	0	0	0	0
Kelly	1	0	0	0	0	0
Kennedy	0	0	0	0	0	0
Killen	42	24	0	0	14	4
Kimberly	13	3	0	0	3	1
Kinsey	21	27	1	0	12	22
Kinston-Coffee	5	3	0	0	0	0
Kinston-Cov	0	0	0	0	0	0
Kinston-Geneva	0	0	0	0	0	0
Lafayette	74	54	1	2	29	27
Lakeview	2	0	0	0	0	0
Lanett	146	115	0	1	30	27
Langston	1	1	0	1	1	1
Leeds-Jefferson	221	199	0	1	73	56
Leeds-Shelby	3	5	0	0	0	2
Leeds-St.Clair	50	72	0	1	21	15
Leesburg	30	31	0	0	20	13
Leighton	1	2	0	0	0	0
Lester	0	0	0	0	0	0
Level Plains	19	16	0	0	10	8

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2002	2003	2002	2003	2002	2003
Lexington	0	4	0	0	0	1
Libertyville	3	2	0	0	1	0
Lincoln	173	181	4	4	45	56
Linden	17	43	0	0	6	12
Lineville	46	31	0	0	14	14
Lipscomb	0	0	0	0	0	0
Lisman	5	4	0	0	6	1
Littleville	16	21	0	0	11	10
Livingston	69	84	4	0	19	21
Loachapoka	0	1	0	0	0	4
Lockhart	1	2	0	0	0	0
Locust Fork	16	9	0	0	8	8
Louisville	4	8	0	0	0	3
Lowndesboro	2	0	0	0	0	0
Loxley	40	70	0	0	12	17
Luverne	61	84	0	0	27	22
Lynn	0	0	0	0	0	0
Madison-Limes	1	0	0	0	0	0
Madison-Madison	729	822	1	1	155	194
Madrid	2	4	0	0	2	3
Malvern	16	19	0	0	9	13
Maplesville	12	7	0	0	1	3
Margaret	2	1	0	0	1	0
Marion	3	18	1	0	1	6
Maytown	1	1	0	0	0	1
McIntosh	0	3	0	0	0	0
McKenzie	9	10	0	0	5	3
McMullen	0	0	0	0	0	0
Memphis	0	0	0	0	0	0
Mentone	4	5	0	0	0	2
Midfield	2	162	0	0	2	37
Midland City	36	75	0	0	8	38
Midway	5	7	0	0	0	1
Millbrook	265	307	0	0	76	104
Millport	0	0	0	0	0	0
Millry	1	5	0	0	0	2
Mobile	9,460	9,145	26	25	2,126	2,069
Monroeville	170	162	0	0	69	55
Montevallo	0	1	0	0	0	0
Montgomery	9,486	9,658	28	13	2,644	2,537
Moody	224	221	2	2	93	70
Moores Crossroad	1	1	0	0	1	0
Mooresville	0	0	0	0	0	0
Morris	12	21	0	0	5	3
Mosses	1	2	0	0	2	3
Moulton	130	133	1	1	45	46
Moundville-Hale	21	34	0	0	6	11
Moundville-Tusc	0	3	0	0	0	4
Mount Vernon	22	10	0	0	14	8
Mountain Brook	601	551	0	0	123	99

COMPARATIVE CITY STATISTICS *(Continued)*

2002 vs 2003

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2002	2003	2002	2003	2002	2003
Mountsinsboro	10	4	0	0	5	1
Mulga	0	3	0	0	0	0
Muscle Shoals	573	612	4	0	136	157
Myrtlewood	2	1	0	0	5	0
Napier Field	1	6	0	0	0	1
Nauvoo	0	0	0	0	0	0
Nectar	4	3	0	0	3	3
Needham	0	0	0	0	0	0
New Brockton	7	1	0	0	2	0
New Hope	50	48	0	0	16	21
New Site	3	6	0	0	1	0
Newbern	0	2	0	0	0	0
Newsome	0	0	0	0	0	0
Newton	0	1	0	0	0	0
Newville	0	1	0	0	0	0
North Courtland	2	1	0	1	0	1
North Johns	0	0	0	0	0	0
Northport	1,031	1,089	3	1	313	345
Notasulga-Lee	0	0	0	0	0	0
Notasulga-Macon	17	16	0	0	4	4
Oak Grove	13	9	0	0	12	7
Oak Hill	0	0	0	0	0	0
Oakman	2	4	0	0	1	1
Odenville	3	3	0	0	2	0
Ohatchee	21	4	0	0	7	1
Oneonta	211	173	0	0	50	38
Onycha	1	1	0	0	0	0
Opelika	1,095	1,151	8	2	296	360
Opp	116	141	1	1	40	66
Orange Beach	157	170	2	1	42	56
Orrville	4	3	0	0	1	1
Owens Crossroads	1	0	0	0	0	0
Oxford	176	20	0	0	49	4
Ozark	423	393	1	2	139	126
Paint Rock	3	4	0	0	0	1
Parrish	0	17	0	0	0	4
Pelham	1,052	1,073	2	0	166	173
Pell City	265	337	1	1	75	96
Pennington	2	3	0	0	0	3
Petrey	0	1	0	0	0	1
Phenix City	1,417	1,383	3	1	468	427
Phil Campbell	26	9	0	0	7	5
Pickensville	7	5	1	0	3	3
Piedmont	97	97	0	0	37	20
Pinckard	7	2	0	0	8	6
Pine Apple	0	0	0	0	0	0
Pine Hill	17	27	0	0	6	13
Pine Ridge	4	11	1	0	1	8
Pisgah	10	5	0	0	6	0
Pleasant Grove	118	127	1	0	42	41

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2002	2003	2002	2003	2002	2003
Pollard	0	0	0	0	0	0
Powells Crossroads	9	18	1	0	1	3
Prattville-Autauga	598	861	1	0	154	243
Prattville-Elmore	25	51	0	1	5	23
Priceville	77	74	0	1	29	38
Prichard	609	705	3	1	207	220
Providence	4	7	0	0	0	3
Ragland	4	0	0	0	3	0
Rainbow City	374	306	0	1	81	74
Rainsville	115	109	1	0	39	32
Ranburne	12	17	0	0	8	5
Red Bay	62	72	0	0	23	30
Red Level	0	3	0	0	0	3
Reece City	7	8	0	1	0	3
Reform	49	47	2	0	16	8
Repton	1	2	0	0	0	2
Ridgeville	4	0	0	0	0	0
River Falls	1	13	0	0	0	4
Riverside	8	8	0	0	1	5
Riverview	0	0	0	0	0	0
Roanoke	137	132	2	2	51	24
Robertsdale	145	143	0	0	27	27
Rockford	0	3	0	0	0	1
Rogersville	27	6	0	0	4	2
Roosevelt City	0	0	0	0	0	0
Rosa	3	3	0	0	2	0
Russellville	277	245	4	3	133	105
Rutledge	8	8	0	0	2	7
Saint Florian	32	22	0	0	4	10
Samson	2	8	0	0	0	2
Sand Rock	10	16	0	2	10	14
Sanford	15	16	0	1	5	6
Saraland	456	462	4	0	112	110
Sardis City	42	40	0	0	21	21
Satsuma	60	71	0	0	16	34
Scottsboro	381	412	4	6	109	150
Section	12	19	2	0	1	11
Selma	816	803	2	3	241	267
Sheffield	360	359	0	3	93	96
Shiloh	4	7	0	0	4	4
Shorter	0	0	0	0	0	0
Silas	8	5	0	0	2	2
Siluria	0	0	0	0	0	0
Siverhill	16	16	0	0	6	3
Sipsey	16	2	0	0	11	3
Skyline	18	18	0	0	7	5
Slocomb	1	5	0	0	2	4
Snead	17	18	0	0	4	6
Somerville	8	2	0	0	4	0
Southside	102	86	0	0	32	22

(continued on next page)

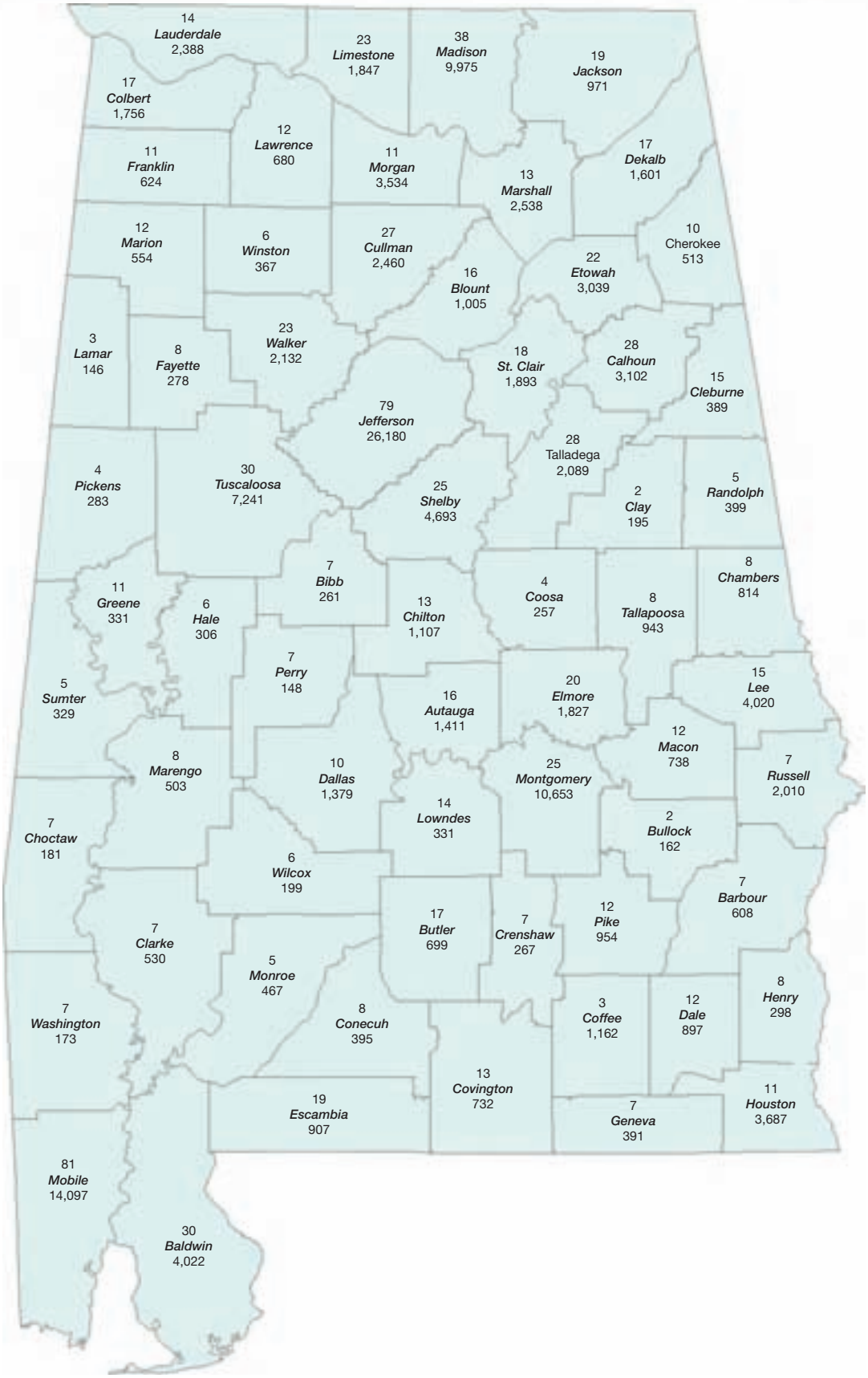
COMPARATIVE CITY STATISTICS *(Continued)*

2002 vs 2003

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2002	2003	2002	2003	2002	2003
Springville	62	67	0	0	19	18
Steele	8	10	0	0	3	1
Stevenson	25	21	1	0	7	6
Sulligent	12	5	0	0	5	1
Sumiton	145	156	1	0	31	32
Summerdale	59	70	0	2	20	30
Susan Moore	6	3	0	0	3	3
Sweet Water	3	4	0	0	1	0
Sylacauga	388	409	3	3	102	88
Sylvan Springs	1	5	0	0	0	0
Sylvania	18	22	0	1	3	9
Talladega	504	465	1	4	160	145
Talladega Springs	0	1	0	0	0	1
Tallassee	118	148	0	0	45	56
Tarrant City	259	279	1	1	70	75
Taylor	0	0	0	0	0	0
Thomaston	0	6	0	0	0	4
Thomasville	107	133	2	1	42	49
Thorsby	12	4	1	0	7	0
Town Creek	23	15	0	0	8	9
Toxey	1	0	0	0	1	0
Trafford	0	2	0	0	0	1
Triana	6	0	0	0	3	0
Trinity	37	16	0	0	13	3
Troy	572	583	2	3	131	127
Trussville	644	635	0	4	135	131
Tuscaloosa	4,347	4,448	5	7	1,097	1,163
Tuscumbia	282	274	0	1	71	95
Tuskegee	227	221	1	3	78	84
Union	1	0	0	0	1	0
Union Grove	2	1	0	0	0	0
Union Springs	2	1	0	0	3	1
Uniontown	0	0	0	0	0	0
Valley	217	196	0	1	82	59

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	2002	2003	2002	2003	2002	2003
Valley Head	23	19	0	0	8	6
Vance	1	1	0	0	0	0
Vernon	18	25	0	0	2	11
Vestavia Hills	780	941	5	1	116	171
Vina	6	4	0	0	0	1
Vincent	1	5	0	0	0	2
Vinemont	13	11	1	0	1	8
Vredenburgh	0	0	0	0	0	0
Wadley	6	6	0	0	0	2
Waldo	6	6	0	0	2	2
Walnut Grove	23	19	0	1	7	20
Warrior	8	1	0	0	4	0
Waterloo	0	1	0	0	0	1
Waverley-Chambers	0	0	0	0	0	0
Waverley-Lee	0	0	0	0	0	0
Weaver	2	0	0	0	1	0
Webb	13	3	0	0	1	1
Wedowee	15	18	0	0	4	7
West Blocton	1	0	0	0	0	0
West Jefferson	0	0	0	0	0	0
West Point	20	23	0	0	8	7
Weston	0	0	0	0	0	0
Wetumpka	345	428	0	1	94	128
Whitehall	1	3	0	0	1	0
Whites Chapel	0	0	0	0	0	0
Wilmer	1	1	0	0	0	1
Wilsonville	9	10	1	0	7	3
Wilton	3	5	0	0	0	3
Winfield-Fayette	8	6	0	0	6	1
Winfield-Marion	129	78	1	1	73	29
Woodland	5	1	0	0	3	1
Woodville	14	11	0	1	12	3
York	32	44	0	0	7	17

2003 Fatalities and Crashes by County



ALABAMA

A LEADER IN TRAFFIC SAFETY TECHNOLOGY

FACED WITH LITTLE PROSPECT for an end to the budget crunch throughout government, Alabama has turned to technology to increase the efficiency of its traffic safety efforts. Everyone in the traffic safety community should become aware of these ongoing technology application projects so that they can take advantage of them to the maximum extent possible. This section presents a general description of some of the various technology projects in use within the state of Alabama. Contacts are provided to help you find additional information about any of these projects. None of these projects could be accomplished without the cooperation of the wide range of state and local agencies that create data and use the information that it produces. (See sidebar on page 37 for list of agencies.)

Law Enforcement Tactical System (LETS)

LETS is a secure web-based search engine that has been designed to provide an information portal for law enforcement and criminal justice agencies. In its second full year of use, LETS has been made accessible ***at no cost*** to over 700 agencies and nearly 8,000 users. Every law enforcement agency in the state is urged to sign up for LETS on the LETS web site (*http://lets.alacourt.gov*). The LETS Drivers' License search enables a validation of an individual's identity via a drivers license photo check. At the same time, LETS automatically performs a driver's history check of past violations and lists out all vehicles owned by the individual. It can then automatically launch searches over the following databases: Department of Corrections (prison records and pictures), Warrants, Protection Orders, Pardons and Paroles, and jail records in Mobile and/or Baldwin Counties. Any of these searches can also be initiated individually using partial names and numbers or combinations of personal characteristics. LETS also supports a vehicle tag search or a search using vehicle characteristics. LETS will soon have the capability to generate virtual lineups and wanted posters, further aiding law enforcement officers as they integrate technology with their everyday tasks.

Sergeant Deena Pregno from Montgomery swipes a driver's license through a portable license scanner. The LETS driver's license search immediately allows an officer to validate an individual's identity.

A computer screen image showing the information provided by LETS.

> ***"We used LETS in the field for our Click It or Ticket roadblock on May 28th, and again it worked great. We had it set up along side our command post with assistance from our Internet provider."***
>
> ***Chief David Anderson***
> ***Red Level Police Dept.***

Chief David Anderson and the Red Level police department are to be commended for spearheading the use of LETS at alcohol and "Click It or Ticket" checkpoints. They obtained free Internet connectivity from a local ISP, who provided a wireless "hotspot" for them at the checkpoint. Red Level used just one laptop, but a wireless hotspot like this could handle any number of laptops—all that is needed is a wireless communication card in each laptop. Red Level had several officers involved in the checkpoint, and they used radio communications to get information back and forth from the laptop. Using LETS, officers entered the license number, tag number or name of any person or vehicle that was stopped. Based on the information provided by LETS, officers were able to determine if the individual had an outstanding warrant, a protection order, or a past driving history. The results found in LETS led to several citations in the Red Level area for driving with suspended or revoked licenses. This example demonstrates how one of our smaller agencies is providing tremendous leadership in using LETS technology for traffic safety.

Electronic Citation (e-Citation)

The e-Citation is one of the most dramatic advances in police productivity ever designed. With it, police can literally issue a citation in less than a minute. If multiple citations are required for the same individual, the second or third citation can be issued in seconds. This cuts the contact time down to a small fraction of what it took to issue citations manually. The e-Citation program has another major advantage: once connected to the Internet, all e-Citations are immediately uploaded to a database and viewable through LETS. This makes the citations available to law enforcement and helps to insure that corrective actions have taken place. This is especially critical in the commercial vehicle area when hazardous materials are involved.

The following is a description of how the e-Citation process works. When an officer apprehends an offender, the driver's license is taken and swiped through a portable card reader. The relevant electronic information contained in the bar code or the magnetic strip on the back of the card is immediately put into a citation. If the officer is connected to the Internet, a LETS search is simultaneously performed, returning the driver's history. The e-Citation form provides the officer with a drop-down menu for the remaining fields, including the offense. With just a few clicks,

A computer screen image showing the information provided by e-Citation.

Corporal Reginald Fornis of Tuscaloosa demonstrates the use of the e-citation program.

the ticket is complete. The validation feature checks the form for consistency and completeness, and assures that the data provided is accurate and complete when it is added to the database. The final step is for the officer to click on the print button and the citation is generated. Generating a citation for a second offense is even easier! Simply hit the replicate button, enter the new offense, validate and print.

The e-Citation was developed through the Alabama Department of Public Safety with funding from the Federal Motor Carriers Safety Administration (FMCSA) and developed at the *CARE* Research and Development Laboratory at the University of Alabama. For more information on the e-Citation program, contact Rhonda Stricklin (*rstricklin@cs.ua.edu*) at 1-866-349-CARE.

Model Impaired Driver Access System (MIDAS)

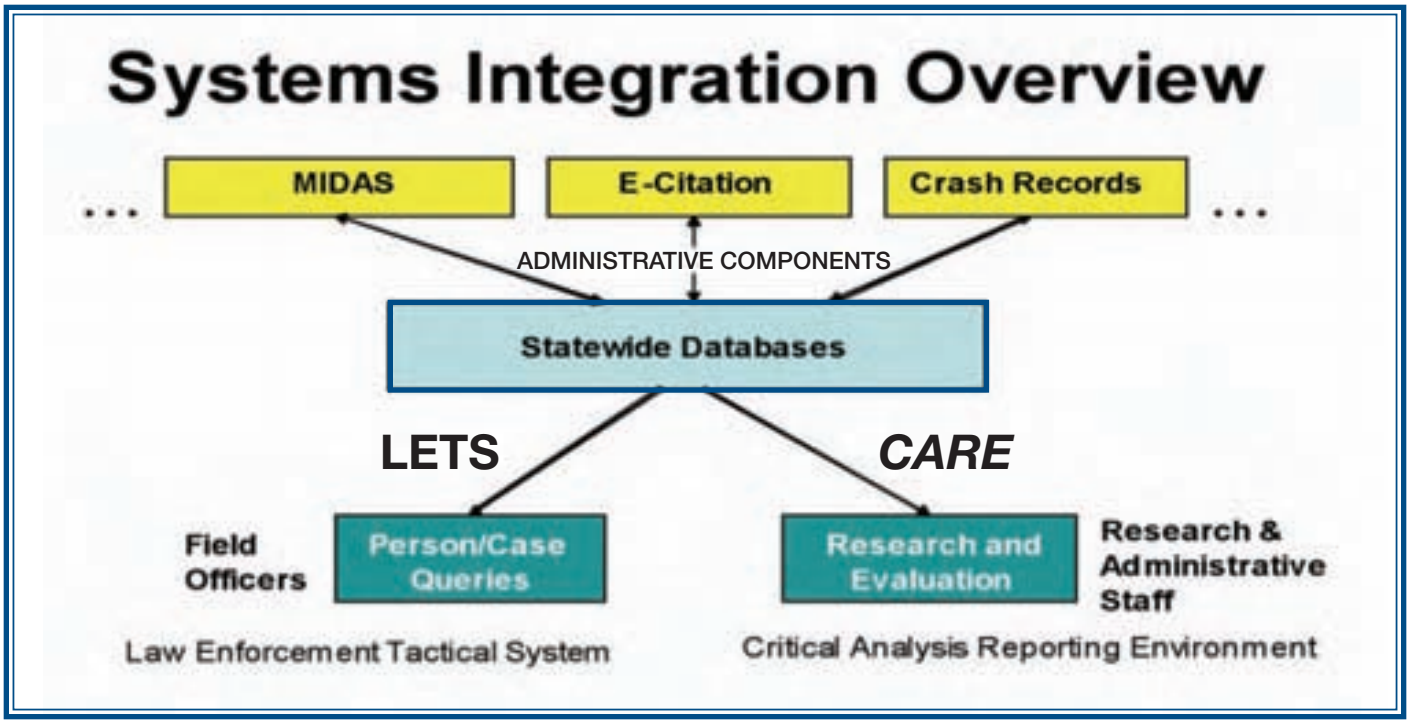
Alabama was recognized nationally for its safety technology in 2002 with a three-year $1.2 million grant to apply the concepts of LETS and several other systems that had been developed for the criminal justice community. The project, called MIDAS, was to develop a web-based system for tracking those apprehended for impaired driving (alcohol or drugs). This system tracks the individual from the time they are apprehended at the roadside, through court proceeding, remedial and punitive actions, and release.

Alabama has had one of the most effective Court Referral Officer (CRO) programs in the country for over a decade. By law, alcohol and drug offenders are required to be counseled by a CRO, who gives the court a recommendation for the best possible remedial action prior to their sentence. Some of the CRO offices had excellent record-keeping systems prior to MIDAS, but they were not tied together in any comprehensive system. Thus, someone could be assigned to a CRO in Florence and at the same time have an outstanding case pending in Mobile, and there would be no way to link these together. MIDAS solved this problem by creating one comprehensive database that can be queried by all CROs in the state. MIDAS goes beyond this, however, to maintain a complete transactional record of the offender. This serves as a tool not only for internal control, but also for the evaluation of the various approaches being applied to prevent recidivism.

For more information on MIDAS, contact the director of the CRO program, Neal Armstrong, at 334-353-4920 or *Neal.Armstrong@alacourt.gov*

Critical Analysis Reporting Environment (*CARE*)

CARE is quite familiar to most engineers and many police officers involved in traffic safety throughout Alabama. It is the means by which access to summary information from the state's crash records can be easily attained. *CARE* is free and available for anyone to use. The program exists in two forms: a web-based version (http://care.cs.ua.edu) and a desktop version, which is also downloadable from the web site. *CARE* has an information discovery capability that is not available in any other software package, and it has won two awards for this innovation: the National Highway and Traffic Safety Administrator's award for innovation in 1995, and an Association of Transportation Safety Information Professionals Best Practices award in 2004. The essence of this information discovery capability is to visually (i.e., graphically) summarize in a prioritized output all of the data items in the database that contain any information relevant to a particular subject.



As its name implies, *CARE* provides access to databases so that critical information can be generated in easily-readable reports. *CARE*'s ability to process and generate critical information from crash records has been recognized by its application in nine states. However, *CARE* is not limited to crash report databases. It is currently being applied to a wide range of databases in both traffic safety and criminal justice. Among these are: Uniform Crime Reports—Incident/Offense and Arrest Reports, Drivers' License, Juvenile, Citations, Driver History, and Convictions. In this way, *CARE* technology is being leveraged to provide benefits over a wide range of applications. For more information on *CARE*, contact Rhonda Stricklin (rstricklin@cs.ua.edu) at 1-866-349-CARE.

Cooperating Sponsoring Agencies
(Listed Alphabetically)

Alabama Administrative Office of Courts
Alabama Criminal Justice Information Center
Alabama Department of Corrections
Alabama Department of Economic and Community Affairs
Alabama Department of Forensic Sciences
Alabama Department of Public Safety
Alabama Department of Revenue
Alabama Office of the Attorney General
Southwest Alabama Integrated Criminal Justice System
University of Alabama *CARE* Research and Development Laboratory

How These Systems Work Together

Critical to the effective advancement of technology in the state is the concept of integration. This is the idea of all systems complementing each other and working together for the common good. The first and most critical step in establishing integration is the cooperation of the agencies involved. **Alabama has been extremely fortunate in having traffic safety, law enforcement and criminal justice communities that are dedicated to saving lives. As such, they have put agency lines aside and each has contributed what they have to the common good.**

The second major step in the move towards integration is the technical aspects of bringing all of this together. The diagram above presents an overview of this process, with MIDAS, e-Citation and the Crash Records serving as a small example subset of the literally dozens of databases that are pulled together by means of such technologies as web services. This enables the synthesis of this information and its access either through LETS-type connections for reviews of single cases, persons, vehicles, etc.; or through the use of *CARE*-type connections to summarize the millions of pieces of data and turn them into useful information. Working together, both the people and the technology are producing gains for the roadway users of Alabama.

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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