Special Study of Thanksgiving Week Crashes To Reduce Fatalities, Injuries and Property Damage Loss During this Holiday Week David B. Brown, PhD

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1.0 Introduction and Findings

1.1 Introduction

The purpose of this study is to determine as much as possible about crashes that occur on Thanksgiving Weeks (TWs) so that recommendations can be made to reduce the pain and suffering of these crashes. It is recognized that TW is one of the most "traveled" time of the year, and most people take advantage of the long four-day holiday to visit with family and friends. This large traffic volume makes them quite vulnerable, especially if they are on unfamiliar highways traveling at odd hours.

The following table gives an overview of TW crashes. Note that the year column is in reverse chronological order (most recent at the top).

Year	November	Crashes Thanksgiving	Crashes Thanksgiving Week
2020	26	225	2774
2019	28	226	2699
2018	22	254	2743
2017	23	234	2628
2016	24	244	2695

Dates and Crash Frequencies for Thanksgiving Days and Weeks

The data used for this study consisted of five calendar years, 2016 through 2020, of crash records that were made available by the Alabama Law Enforcement Agency (ALEA), and we greatly appreciate their efforts in collecting and maintaining these data. As can be seen from the numbers above, the crashes on TWs were quite stable, and the most recent data that were available will produce estimates that can be reliably applied to TW in 2021.

The procedure for mining information out of the available data employed the Information Mining Performance Analysis Control Technique (IMPACT) module of the Critical Analysis Reporting Environment (CARE), which was developed by faculty and students within the University of Alabama Center for Advanced Public Safety (CAPS). IMPACT is a unique analytics tool that automatically mines information out of databases by comparing any two user-defined subsets of the data. For more information on these capabilities, see: <u>Technolytix - Home</u>.

The study is divided into four major sections according to the IMPACT comparisons that were made, including the following comparisons of:

- All TW crashes against all non-TW crashes;
- All TW fatal crashes against all fatal crashes;

- All TW fatal crashes against all TW crashes; and
- All TW crashes in the dark against all those in daylight.

Each of these major comparisons has different objectives in surfacing crash frequency and severity causes and their correlations to other crash characteristics. The major goal was to formulate recommendations from the findings of the research. These findings and some recommendations will be given in the next two sections.

1.2 General IMPACT Findings

Findings in this section will be referenced to the IMPACT studies that were done, which are presented in Sections 2, 3, 4 and 5. In cases where a conclusion is based on multiple sections, generally, all will be given together. The subjects covered in each of these studies covered included the following:

- Section 2 Thanksgiving week (TW) crashes against NonTW crashes (all severities);
- Section 3 TW Fatal Crashes against NonTW Fatal Crashes;
- Section 4 TW Fatal Crashes against all TW crashes (all severities); and
- Section 5 Effect of Darkness on TW crashes.

The findings from Sections 2-4 will be given in this section, while the findings from Section 5 will be in the next.

The subsection number (which we will also call the Findings number) will be given for ease of reference generally ordered by those of Section 2. Omitted section numbers indicate that there were no additional findings of any significance for that aspect of the analysis.

- 2.1, Severity: The distributions of crash severities for TW were essentially the same as for NonTW weeks, the only exception being Possible Injury, which was significantly under-represented in the TW weeks. There were five TWs considered, one for each of the five years (2016-2020).
- 2.2, Day of the Week: this is a very significant attribute in that it indicates which days are the best and worst to be on the road. As is true of most holidays, the holiday itself is dramatically under-represented, since most people have reached their destination at this point and are not occupied with travel. In this case Thursday had a significant reduction in crashes that was close to half. All of the weekdays prior to Thursday were significantly over-represented by from 15% to 30% higher than expected. The Wednesdays before Thanksgiving had the highest over-representations of almost 30% above what would be expected in a non-holiday week. All of the days after Thanksgiving were significantly under-represented, with the exception of Sunday, which was about 40% higher than expected. Interpretation: for best avoiding the high crash days, get on the road before Wednesday and do not put off the return trip until Sunday.
- 2.3, Time of Day for crashes in general: over-representations 1-2:59 PM and 5 PM and after and early morning until 3 AM. Under- representations: 6 AM through 8:59 AM –

morning rush hour; 3-4:59 PM early PM rush. Further studies of crashes in darkness vs. those in daylight indicate that this is a more significant factor than the time itself. See Sections 1.3 and 5 for these findings.

- 3.2 and 4.2, Time of Day for Fatal Crashes: Significant over-representations shift to the early morning and late night hours both in the comparison with all nonTW crashes and with nonTW fatal crashes.
- 2.4, Time of Day by Day of the week: the typical weekend over-representations hold: Saturday morning, Saturday night and Sunday morning are most heavily over-represented. The major difference found for the TW data was that Thanksgiving itself behaved much as a Saturday, with over-representations in the early morning hours and the late evening and night (after 6 PM). The recent suspension of daylight saving time creates a special problem in the TW. This will be addressed in separate sections, Section 5 contains the IMPACT displays, and it is also discussed below in Section 1.3.
- 2.5, Day of the Week Crashes including Fatal Crashes: see the narrative under the display in Section 2.5 for an explanation of this display, which elaborates on the day-of-the-week findings given above.
- 2.6, 3.3 and 4.3, Rural or Urban.: While only having about 25% of the total crashes, the rural crashes are significantly over-represented in comparison to the nonTW data. This disappears when TW fatal crashes are compared to non-TW fatal crashes (Finding 3.3) because both the fatal subsets have over 60% of their crashes in the rural areas. In contrast, when fatal TW week crashes are compared to all TW crashes, the over-representation skyrockets to over 2.5 times its expectation. The bottom line is that it is best not to venture out into the rural areas in those times when alcohol and drug use may be high.
- 2.7, 3.4 and 4.4, Highway Classification: Interstates and Federal highways are significantly over-represented for crashes in general during the TWs. These differences largely disappear in the comparison of TW Fatal crashes with all Fatal crashes (Finding 3.4). However, State and County roadways rise in over-representation when fatal crashes are compared to all crashes (Finding 4.4). These mixed results should not alter the fact that Interstate highways are generally safer on a per mile basis, and it is highly recommended that the safest roadways be traveled, especially when the routes taken might be new to TW travelers.
- 2.8, 3.5 and 4.5, Primary Contributing Circumstances (PCCs): the highest crash causes as indicated by the PCC (Finding 2.8) in order of Max Gains were DUI, Following too Close, Unseen Object/Person/Vehicle, Swerved to Avoid Deer, and Distracted by Use of other Electronic Device. Findings 3.5 and 4.5 did not have enough fatal crashes to determine significance. However, considering the crash frequency for each of the fatal PCCs yielded the following (in order of fatal crash frequency of 5 or greater): Over the Speed Limit (9), DUI (9), Ran off of Road (6), Driving too Fast for Conditions (5), Failed to Yield the Right of Way from a Stop Sign (5). When fatal crashes are considered, speed, speed related items, and DUI (which generally involves a combination of speed and a failure to use proper restraints) always show up as the major causative factors.
- 2.9, First Harmful Event: for all TW crashes in general, the highest over-represented factor was Collision with Animal Deer. There were 334 (2.5%) such crashes and they had a

proportion that was 1.818 times that found in the general population of crashes. This shows that this time period within the year is a time when Deer are very active, and all drivers, especially those in rural areas, need to be extremely aware of this hazard. The most significantly over-represented times during TWs was from 5 PM through 7 AM. So, darkness is a major factor, as will be discussed further in Section 1.3 and Section 5.

- 4.6, First Harmful Event for Fatal Crashes: in order of crash frequency: Ran Off Road left or right combined (9), Overturned/Rollover (8), Collision with Tree (6), Collision with Non-Motorist: Pedestrian (5), and Collision with Embankment (5). Other than pedestrian crashes, these are effects and not causes. When vehicles get out of control and leave the roadway, they will strike whatever is in their path.
- 2.10, Manner of Crash for all crashes: Single Vehicle Crash (all types) was the only significantly over-represented attribute (about 13% higher than expected from the proportion in the nonTW weeks).
- 4.7, Manner of Crash for fatal crashes: single vehicle crashes were significantly over-represented by 2.317 with 46 (54.76%) of the fatal crashes. Single vehicle fatal crashes are highly correlated to drug and alcohol abuse; 78.57% of the fatal crashes involved alcohol were single vehicle crashes, and 80.89% of those that involved drugs were single vehicle crashes. Single vehicle crashes occurring late night are heavily indicative of DUI.
- 2.11, Lighting Conditions: This result indicates clearly that darkness is a factor in most TW crashes, especially those of high severity. For this reason, a separate study was initiated to isolate darkness as a separate consideration. This is quite relevant not only because of the darkness causation per se, but because daylight savings time ends on the first Sunday in November (Nov. 7th), which is just two weeks before TW. This short time is not sufficient for most drivers to adjust to the time change, especially for long trips in dissimilar area. Please see Section 5 for the IMPACT displays as well as the Darkness Findings discussion in Section 1.3 section immediately below.
- 2.12, Effects of Alcohol: considering all TW crashes, alcohol plays a very significant role, in increasing both the number and the severity of crashes during TW. It is about 42% higher than its proportion in NonTW weeks, and it is particularly problematic in darkness (see the special Darkness Findings discussion, Section 1.3 below). Finding 3.9 shows that alcohol was over 13% more of an issue in fatal crashes during TW than in nonTW weeks. Finding 4.8 shows that Alcohol was over 6 times more prevalent for fatal crashes as opposed to all crashes.
- 2.13, Effects of Drugs: in general, drugs did not have the significantly increasing effects on all crashes during TWs that alcohol did. However, Finding 3.10 showed that it did have a significant effect during TW in increasing the number of drug-related fatal crashes; the 9 cases were about 43% higher in their proportion than expected of fatalities in general. Finding 4.9 showed that these 9 cases were almost 18 times what would be expected in a comparison of fatal TW crashes with all TW crashes.
- 2.14, Speed at Impact: obviously speed is the major cause of a crash being fatal. All impact speeds above 60 MPH were over-represented, with 70 and 75 being significantly so. Finding 3.11 showed that fatal crashes during TW were not significantly different from those fatal crash speeds at other times. However, Finding 4.11, which compared the fatal

crashes of TW against all TW crashes established that fatal crashes during TW were extremely over-represented in the 60 and above impacts speed ranges, with odds ratios ranging from 2.18 to 34.34, and several in the 3.00 to 7.00 range. Crashes in the highest impact speed range are almost certain to be fatal.

• 2.15, Safety Equipment (mainly seatbelts): for all crashes the "None Used …" proportion was significant at about 15% higher than expected. This is strange since we would expect that they would be used on the large number of longer trips characterized by TW. On the other hand, when we just look at fatal TW crashes, the None Used comes out to about 10.5 times what it is to TW crashes in general. This again proves that seatbelts are the number one defensive preventative action.

1.3 IMPACT Findings: Darkness

The amount of darkness during TW increases not only by the month of the year, but also because of the change in Alabama's Daylight Savings Time, which ends in the first week of November, adding an hour of darkness to each day. In 2021, this is just two weeks before the TW. The objective of the analysis and the presentation of these findings is to counter crash increases in frequency and severity caused by darkness. These findings will show the rationale behind our strong recommendations: to avoid traveling in the darkness during TW if at all possible. The following Findings numbers correspond to the IMPACT analyses in Section 5.

The reasons for not traveling at night will be given first followed by the more technical information. Please note that while many of these items are true of night driving in general (throughout the year), the ones given below were obtained by comparing the dark with the non-dark hours of TW, so they are particularly applicable to the TW.

- 5.1 Lighting Conditions: used to define the filter for subsequent comparisons. All possible Dark combinations were included. The non-dark descriptors are given for the remaining items.
- 5.2 Time of Day: this gives the actual times that are being compared.
- 5.3 Rural or Urban: rural roads are particularly dangerous in darkness, due to lack of lighting and increased speed, among many other factors. If you must travel at night, try to avoid purely rural roads and use the Interstates.
- 5.4 Highway Classification: the main roads to avoid in darkness are County and State roadways. Interstates, although largely rural, are lighted around major intersections, and they are generally built for a higher degree of safety.
- 5.5 Primary Contributing Circumstances: DUI is over 4 times as prevalent in darkness than in daylight. You do not have to be drinking to be killed by a DUI driver. These crashes are also characterized by speed and the results of speed: Out-Running Headlights (Unseen ...), Too Fast for Conditions, Swerved to Avoid Animal (we discuss deer in Finding 5.6 below), Aggressive Operation (seems to be more prevalent at night), Ran off Road, Over Speed Limit, Ran Stop Sign, Fatigues/Asleep, Failed to Yield the Right of Way, and several others below of lesser frequency. Aggressive Operation is indicated when two or more PCCs exist simultaneously, indicating that there are psychological causes as opposed to just one PCC.
- 5.6 First Harmful Event: Deer, at the top of the list, are particularly active at night and especially in the evening hours when a larger amount of travel is anticipated. The deer hunting season is about a week or so underway, and deer which had ventured out during the day are now waiting for the cover of darkness. While striking a deer is not typically fatal to the vehicle occupants, swerving to avoid a deer can involve other vehicles, and can be deadly (see Finding 5.5 above: Swerved to Avoid Animal). Deer cannot be avoided if out-running the headlights. "According to the National Highway Traffic Safety Administration, the average distance illuminated by low-beam headlights is about

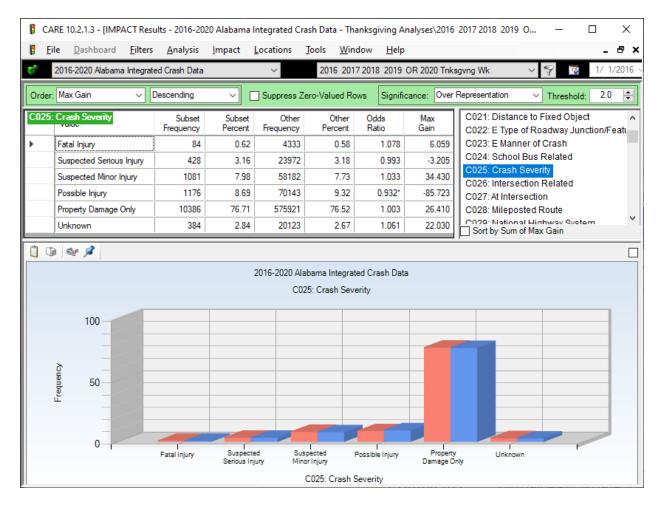
160 feet. Unfortunately, stopping distance at 40mph is 189 feet, and at 70 mph a whopping 464 feet. So it is very easy to outrun your headlights." Source: <u>https://www.in-formit.com/articles/article.aspx?p=2982114&seqNum=5</u>

- 5.7 Distracted Driving (DD): Fatigue/Asleep is listed with the Distracted Driving items on the crash report form. Do not think that you are immune to this the remedial actions of coffee and other breaks with some exercise should be applied, but never depended on. The best countermeasure is to avoid the hours of darkness. In this case Fatigue/Asleep is the number one "DD" item and it is over-represented at night by about 60% more than during the daylight hours. No other DDs were significantly over-represented due to darkness. Most people can feel when they are feeling drowsy. When that happens, pull over and take a nap, or do whatever is needed to get you out of that dangerous state. If you fall asleep while driving the results are totally predictable, and they are not good.
- 5.8, Manner of Crash: the doubly (1.986) over-represented Single Vehicle Cash is indicative of DUI and other risk-taking. Innocent victim drivers and passengers can be involved in any of these with a fairly high probability. If you know of areas where alcohol or drugs are used, avoid them even if it requires a few extra miles. Better yet, avoid the dark hours when these hazards are greatly increased. See 5.15 and 5.16 below.
- 5.9 Crash Severity: fatal crashes in dark are over three times their expect daylight hour expectation (55 compared to 29). Note that the two other most severe injuries are also significantly over-represented in darkness.
- 5.10 Weather: for the most part the "bad" weather for travel was in the dark hours. While there is no guarantee that weather in the coming TW will be similar to the TWs of the past five years, it does not hurt to see what the typical weather picture has been. Rain was over-represented at night by a significant 1.785. More highly over-represented in darkness were even more dangerous conditions: Mist (3.02) and Fog (3.39).
- 5.11 Locale: as expected from the other area results above, Open Country and Residential were both significantly over-represented by 1.278 and 1.260, respectively.
- 5.12 Adjusted EMS Arrival Delay: response is expected to be slower in darkness than in the light. The very dangerously long delays of 31 to 90 minutes were all over-represented, so there were no exceptions to that anticipated. The longer cases could be caused by a single-vehicle run-off-the-road that is not discovered for hours. Such rarely happens in daylight.
- 5.13 Number of Vehicles: consistent with the 5.8 findings, single vehicle crashes were about double their expectations compared to the hours of light.
- 5.14 Pedestrians and Bicycles: About 70.0% of the (80) pedestrian strikes occurred in darkness, which was over three times the expected proportion. If you must venture out at night observed ALL of the night-time pedestrian safety recommendations. But better yet, wait until morning. Over 50% of the 17 bicycle crashes occurred in darkness, which was about 79% higher than expected when compared to those in daylight. Clearly, darkness is the enemy of both pedestrians and bicyclists, and is best avoided.

- 5.15 Alcohol. Alcohol use is much more common in dark hours. In this case the total of 543 alcohol related crashes had all but 133 occurring in the dark, an over-representation of 5.244 (Odds Ratio) times the expected proportion. This confirms the findings above for single vehicle crashes, speed, failure to be restrained and other risky behaviors.
- 5.16 Drugs. While not as dramatically over-represented, drugs caused 67 crashes in the dark and 69 in light. This was still a 1.702 Odds Ratio, which shows the negative effects of drivers under the influence of drugs. Obviously to avoid the negative effects of alcohol and drugs it is wise to avoid the hours of darkness.

2.0 Thanksgiving Week (TW) Crashes vs Non-TW Crashes

2.1 C025 Crash Severity TW Crashes vs Non-TW Crashes

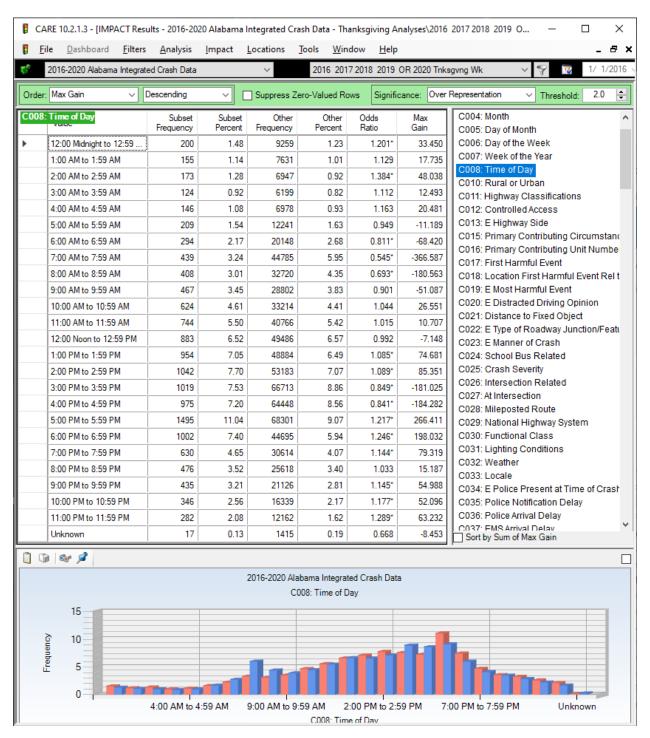


Higher severities are not significantly different from other weeks.

2.2 C006 Day of the Week TW Crashes vs Non-TW Crashes

The Sunday below is at the end of the Thanksgiving Week.

 File Dashboard Filt 2016-2020 Alabama Inter Order: Natural Order Coos: Day of the Week Sunday Monday Tuesday Wednesday Thursday Friday Saturday 	grated Crash Data	Subset Percent 13.39 17.15 17.16 19.34 8.74 12.63	_		Odds Ratio 1.391* 1.192* 1.146* 1.297*		Representation	e Year th onditions	_ ₽ 12/31/20 2.0 ♀
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C006: Day of the Week Sunday Monday Tuesday Wednesday Thursday Friday Saturday	Subset Frequency 1813 2322 2323 2619 1183 1710	Subset Percent 13.39 17.15 17.16 19.34 8.74 12.63	Other Frequency 72438 108332 112665 112296 118759	Other Percent 9.62 14.39 14.97 14.92	Odds Ratio 1.391* 1.192* 1.146* 1.297*	Max Gain 509.995 373.338 296.397	C007: Week of the C004: Month C005: Day of Moni C031: Lighting Co C006: Day of the V	e Year th onditions	_
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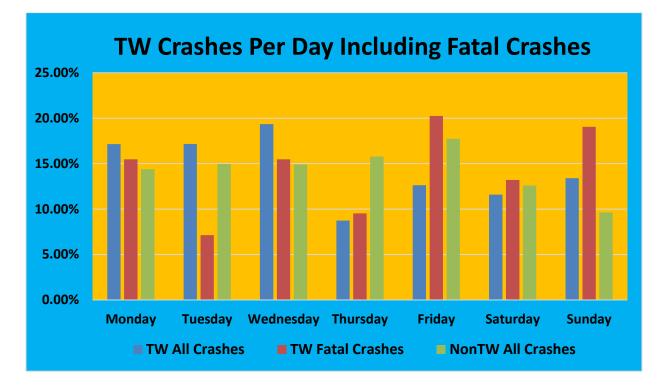
2.3 C008 Time of Day TW Crashes vs Non-TW Crashes

Collectively: over-representations 1-2:59 PM and 5 PM and after and early morning until 3 AM. Under- representations: 6 AM through 8:59 AM – morning rush hour; 3-4:59 PM early PM rush.

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	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	TOTAL
12:00 Midnight to 12:59 AM	48	22	18	22	33	18	39	200
1:00 AM to 1:59 AM	42	12	14	12	26	24	25	155
2:00 AM to 2:59 AM	43	12	12	16	29	22	39	173
3:00 AM to 3:59 AM	21	9	6	21	19	18	30	124
4:00 AM to 4:59 AM	29	13	15	21	28	19	21	146
5:00 AM to 5:59 AM	25	41	36	38	17	29	23	209
6:00 AM to 6:59 AM	21	73	47	71	17	38	27	294
7:00 AM to 7:59 AM	29	125	91	97	19	50	28	439
8:00 AM to 8:59 AM	38	109	82	80	32	38	29	408
9:00 AM to 9:59 AM	49	89	92	101	30	57	49	467
10:00 AM to 10:59 AM	66	111	105	134	42	81	85	624
11:00 AM to 11:59 AM	99	99 141		159	62	75	90	744
12:00 Noon to 12:59 PM	119 168		152	182	64	95	103	883
1:00 PM to 1:59 PM	159	160	164	203	56	118	94	954
2:00 PM to 2:59 PM	172	178	160	221	65	139	107	1042
3:00 PM to 3:59 PM	139	199	196	237	72	108	68	1019
4:00 PM to 4:59 PM	139	188	183	205	80	116	64	975
5:00 PM to 5:59 PM	183	302	331	277	117	197	88	1495
6:00 PM to 6:59 PM	142	160	192	171	88	109	140	1002
7:00 PM to 7:59 PM	69	79	98	100	73	85	126	630
8:00 PM to 8:59 PM	55	48	61	75	62	80	95	476
9:00 PM to 9:59 PM	51	32	72	73	70	65	72	435
10:00 PM to 10:59 PM	51	30	45	49	44	63	64	346
11:00 PM to 11:59 PM	20	20	32	53	37	63	57	282
Unknown	4	1	1	1	1	3	6	17
TOTAL	1813	2322	2323	2619	1183	1710	1569	13539

2.4 Crosstab of Time of Day by Day of the Week

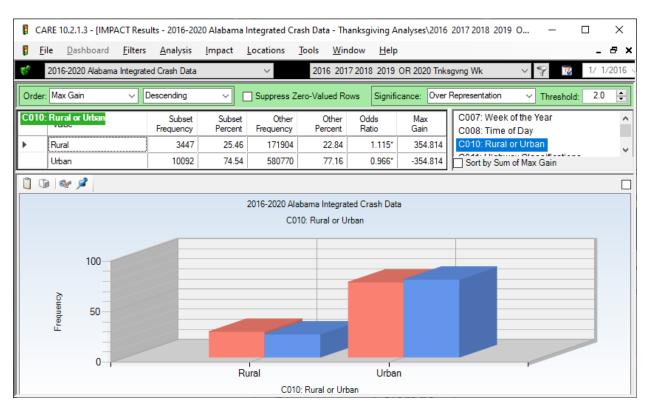
2.5 Day of the Week Crashes Including Fatal Crashes



In the following chart, Sunday is depicted properly at the end of Thanksgiving Week (TW).

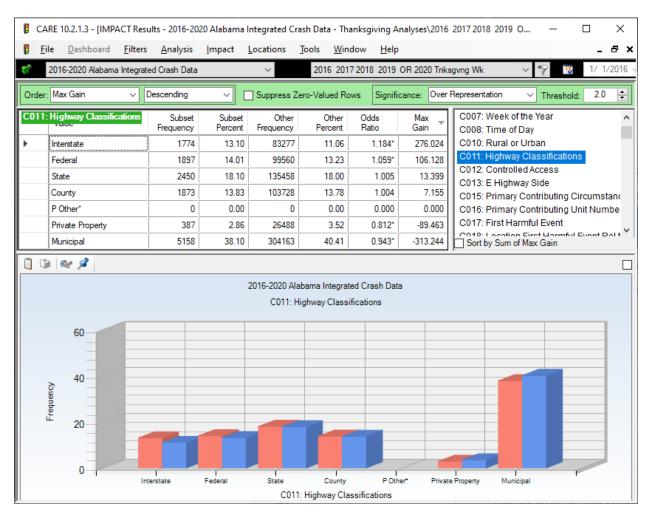
Interpretation of the above Day of the Week Chart (2016-2020 data):

- The green bars effectively show how crashes in general are distributed over the week with Mondy through Thursday being higher than the weekend, and Friday being higher than Monday through Tursday. This reflects Friday being a commuting day as well as many who are departing for a break over the weekend. Weekends (especially Sunday) are down in the absence of much of the commercial traffic.
- The blue bars show how this distribution just for the five Thanksgiving Weeks (TWs). Note the buildup prior to Thanksgiving, and the drop-off on Thanksgiving itself. Crashes return to a higher level after Thanksgiving, but not to the much higher pre-Thanksgiving level. No doubt, getting an earlier start in the week and traveling during daylight is recommended. The best day to travel is Thanksgiving itself, when most are not on the road.
- The red bars are for fatal crashes that were recorded in the five-year time period. Clearly, the worst days indicated are the Friday and Sunday after Thanksgiving when most are on a return trip. Thanksgiving itself is low consistent with the overall travel pattern. Mon-day and Wednesday are about as expected.



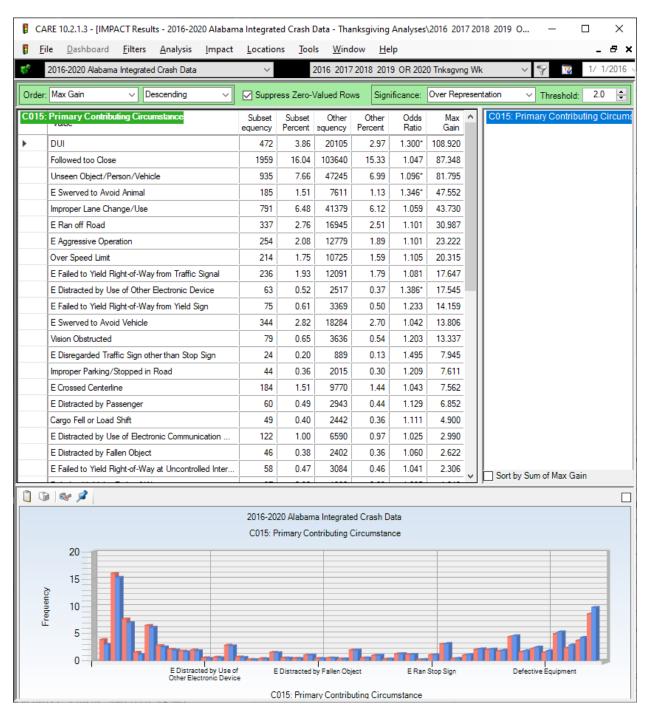
2.6 C010 Rural or Urban TW Crashes vs NonTW Crashes

Rural are significantly over-represented.



2.7 C011 Highway Classification TW vs NonTW

Interstate and Federal roads are significantly over-represented; Municipal are under-represented.



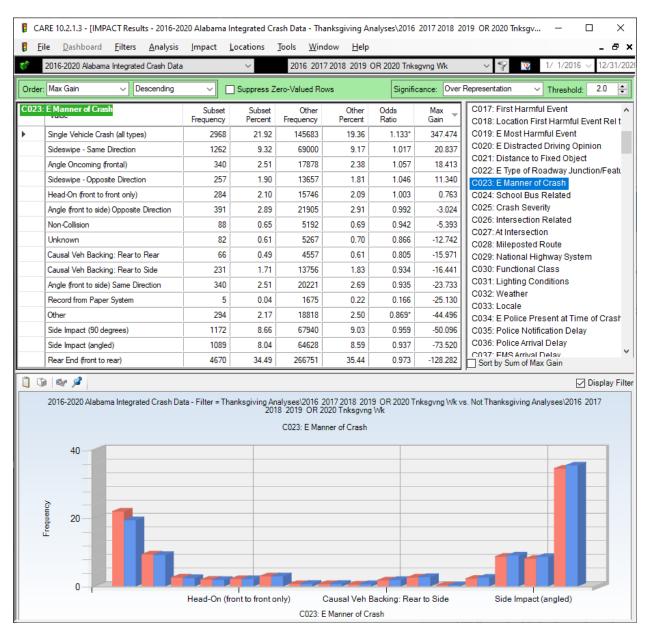
2.8 C015 Primary Contributing Circumstances TW vs NonTW

Items with less than 20 crashes were removed. Display shows all positive Max Gain items.

🔋 CA	RE 10.2.1.3 - [IMPA	ACT Resul	lts - 2016-2020) Alabama	Integrated	l Crash Da	ta - Thanks	sgiving A	nalyses\2	016 2017 2018 201	9 0	- [
📙 Ei	le <u>D</u> ashboard	<u>F</u> ilters	<u>A</u> nalysis	<u>I</u> mpact	Locations	<u>T</u> ools	<u>W</u> indow	/ <u>H</u> elp)				- 8
6	2016-2020 Alabama	Integrate	d Crash Data		~	20	16 2017 20	18 2019	OR 2020	Tnksgvng Wk	~ §	2	1/ 1/2016
Order:	Max Gain	~ D	escending	~ [Suppres	s Zero-Va	lued Rows	Signifi	cance: C	Ver Representation		hreshold:	2.0 韋
C017:	First Harmful Eve	nt		Subset equency	Subset Percent	Other equency	Other Percent	Odds Ratio	Max Gain	C017: First I	Harmful E	Event	
•	E Collision with Anir	mal: Deer		334	2.50	10194	1.37	1.818*	150.244	í 📕			
	E Ran Off Road Le	ft		266	1.99	12633	1.70	1.168*	38.279				
	E Ran Off Road Ri	ght		444	3.32	22713	3.06	1.084	34.578				
	E Ran Off Road St	raight		74	0.55	2277	0.31	1.803*	32.955				
	Collision with Utility	Pole		134	1.00	6017	0.81	1.235*	25.538				
	Overtum/Rollover			155	1.16	7288	0.98	1.180	23.627				
	E Collision with Cab	ole Barrier		69	0.52	2557	0.34	1.497*	22.908				
	E Collision with Anir	mal: Other		47	0.35	1495	0.20	1.744*	20.051				
	E Crossed Centerlin	ne		109	0.81	5020	0.68	1.205	18.510				
	Collision with Other	Fixed Obj	ect	109	0.81	5223	0.70	1.158	14.851				
	E Collision with Cur	b/Island/F	Raised Median	76	0.57	3487	0.47	1.209	13.144				
	Cargo/Equipment L	Loss or Shi	ift	38	0.28	1463	0.20	1.441	11.628				
	Collision with Bridge	e Abutmen	nt/Rail	42	0.31	1825	0.25	1.277	9.103				
	E Collision with Eml	bankment		77	0.58	3886	0.52	1.099	6.951				
	Collision with Culve	rt Headwa	all	60	0.45	2961	0.40	1.124	6.625				
	E Collision with Anir	mal: Farm/	/Ranch	34	0.25	1673	0.23	1.127	3.843				
	E Collision with Nor	n-Motorist:	Pedestrian	56	0.42	2923	0.39	1.063	3.310				
	E Collision with Gua	ardrail End		29	0.22	1475	0.20	1.091	2.412				
	Collision with Fence	e		62	0.46	3338	0.45	1.030	1.830				
	E Collision with Oth	er Post/Po	ole/Support	23	0.17	1206	0.16	1.058	1.261				
	E Collision with Gua	ardrail Fac	e	84	0.63	4653	0.63	1.001	0.126				
	Fire/Explosion			21	0.16	1313	0.18	0.887	-2.668	Sort by Sun	n of Max G	àain	
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					2016-2020) Alabama	Integrated C	Crash Dat	a				
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												-	
Ì	60												
Fromer	40												
L L	20												
		_										-	
	0		Collis	ion with Othe	r Fixed Objec	t	E Collision wit	h Other Pos	st/Pole/Supp	ort Co	ollision with D	litch	
						C017:	First Harmf	iul Event					

2.9 C017 First Harmful Event TW vs NonTW

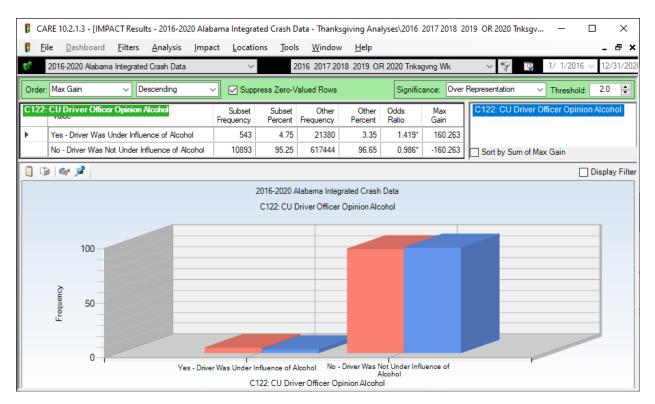
Items with less than 20 crashes were removed. Display shows all positive Max Gain items.



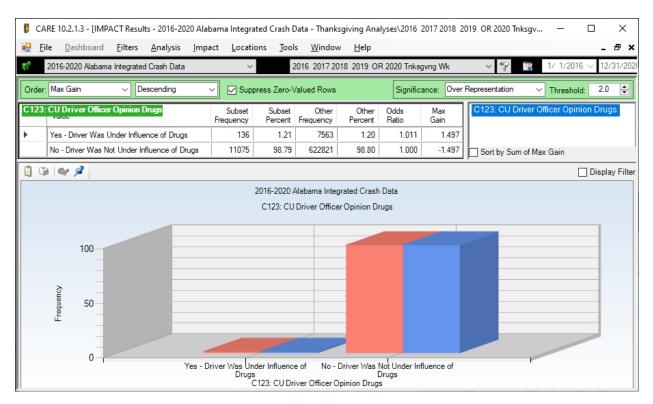
2.10 C023 Manner of Crash TW vs NonTW

🚦 CARE 10.2.1.3 - [IMPACT Results - 2016-2020 Alabama Integrated Crash Data - Thanksgiving Analyses\2016 2017 2018 2019 OR 2020 Tnksgv... \times đΧ File Dashboard Filters Analysis Impact Locations Tools Window Help 2016 2017 2018 2019 OR 2020 Tnksgvng Wk 2016-2020 Alabama Integrated Crash Data ٢0 12 1/ 1/2016 2/31/202 \sim 9 Order: Max Gain Descending Suppress Zero-Valued Rows Significance: Over Representation 2.0 ÷ Threshold: \sim C031: Lighting Conditions C023: E Manner of Crash Subset Subset Other Other Max Odds ۸ requency Frequency Percent Percent Gain C024: School Bus Related Dark - Roadway Not Lighted 2106 15.56 70519 9.37 1.660* 837.493 C025: Crash Severity C026: Intersection Related E Dark - Spot Illumination Both Sides of Roadway 1393 10.29 46287 1.673* 560.382 6.15 C027: At Intersection 5.53 3.21 E Dark - Continuous Lighting Both Sides of Roadway 749 24137 1 725* 314 820 C028: Mileposted Route E Dark - Spot Illumination One Side of Roadway 738 5.45 24570 3.26 1.670* 296.031 C029: National Highway System Dusk 620 4.58 22245 2.96 1.549* 219.854 C030: Functional Class C031: Lighting Condition E Dark - Continuous Lighting One Side of Roadway 113 0.83 3943 0.52 1 593* 42 073 C032: Weather 10216 Dawn 212 1.57 1.36 1.154 28.233 C033: Locale E Dark - Unknown Roadway Lighting 73 0.54 2573 0.34 1.577* 26.716 C034: E Police Present at Time of Crash 54 Dark - Roadway Lighted 0.40 2169 0.29 1.384* 14.984 C035: Police Notification Delay C036: Police Arrival Delay 28 0.21 1435 0.19 2 187 Not Applicable 1 085 C037: EMS Arrival Delay Unknown 50 0.37 2677 0.36 1.038 1.846 C038: Adjusted EMS Arrival Delay Other 11 0.08 665 0.09 0.920 -0.962 C039: Non-Vehicular Property Damage 🗸 7392 54.60 541226 71.91 0.759* -2343.657 Daylight Sort by Sum of Max Gain 📋 🕼 | 🗞 💋 Display Filter 2016-2020 Alabama Integrated Crash Data - Filter = Thanksgiving Analyses\2016 2017 2018 2019 OR 2020 Tnksgvng Wk vs. Not Thanksgiving Analyses\2016 2017 2018 2019 OR 2020 Tnksgvng Wk C031: Lighting Conditions 100 Frequency 50 0 E Dark - Unknown E Dark - Spot E Dark - Spot E Dark -Continuous Not Applicable Othe Illumination One Side of Roadway umination Roadway Lighting Both Sides Lighting One Side of Roadway of Roadway C031: Lighting Conditions

2.11 C031 Lighting Conditions TW vs NonTW



2.12 C122 CU Driver Officer Opinion/Alcohol TW vs NonTW



2.13 C123 CU Driver Officer Opinion/Drugs TW vs NonTW

🔋 C/	ARE 10.2.1.3 - [IMPACT Res	sults - 2016-2020 Al	abama Integra	ted Crash Data	ı - Thanksgiving	g Analyses\201	16 2017 2018 2	019 OR 2020 Tnksgv	- 0	×
E E	ile <u>D</u> ashboard <u>F</u> ilter	s <u>A</u> nalysis <u>I</u> mj	pact <u>L</u> ocatio	ons <u>T</u> ools	Window H	elp			-	. a ×
¢?	2016-2020 Alabama Integra	ted Crash Data	~	2016	5 2017 2018 20	19 OR 2020 Tr	nksgvng Wk	~ 💡 🔞 1	/ 1/2016 🗸 1	2/31/20
Orde		Descending		ress Zero-Valu			ificance: Over	Representation V	Thurshold 2	.0 🜲
	: CU Estimated Speed at I	-	Subset	Other	Other	Odds		C224: CU Estimated		
6224	Value	Frequency	Percent	Frequency	Percent	Ratio	Max Gain	0224. CO Estimated	ropeed at http	act
•	1 to 5 MPH	984	14.17	62386	16.62	0.853*	-170.201			
	6 to 10 MPH	747	10.76	43431	11.57	0.930	-56.515			
	11 to 15 MPH	487	7.01	29252	7.79	0.900*	-54.190			
	16 to 20 MPH	393	5.66	21250	5.66	1.000	-0.145			
	21 to 25 MPH	357	5.14	18828	5.02	1.025	8.664			
	26 to 30 MPH	401	5.77	19924	5.31	1.088	32.387			
	31 to 35 MPH	405	5.83	23450	6.25	0.934	-28.847			
	36 to 40 MPH	421	6.06	21931	5.84	1.038	15.256			
	41 to 45 MPH	701	10.09	35102	9.35	1.079	51.579			
	46 to 50 MPH	331	4.77	17197	4.58	1.040	12.839			
	51 to 55 MPH	541	7.79	27950	7.45	1.046	23.898			
	56 to 60 MPH	252	3.63	13177	3.51	1.034	8.213			
	61 to 65 MPH	328	4.72	15360	4.09	1.154*	43.825			
	66 to 70 MPH	406	5.85	17631	4.70	1.245*	79.810			
	71 to 75 MPH	90	1.30	3917	1.04	1.242	17.532			
	76 to 80 MPH	50	0.72	2499	0.67	1.081	3.766			
	81 to 85 MPH	15	0.22	775	0.21	1.046	0.662			
	86 to 90 MPH	16	0.23	616	0.16	1.404	4.603			
	91 to 95 MPH	7	0.10	130	0.03	2.910	4.595			
	96 to 100 MPH	7	0.10	368	0.10	1.028	0.192			
	Over 100 MPH	6	0.09	212	0.06	1.530	2.078	Sort by Sum of Max (Gain	
	D 🗞 🖉								🗌 Disp	olay Filt
			2	2016-2020 Alab	ama Integrated (Crash Data				
				C224: CU Es	timated Speed a	at Impact				
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	20									
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	Leduency									
	5									-
	0									
	° 1	21 to 2	25 MPH	46	to 50 MPH		71 to 75 MPH	96 to 10	DO MPH	
				C224: 0	CU Estimated Sp	eed at Impact				

2.14 C224 CU Estimated Speed at Impact TW vs NonTW

2.15 C323 CU CU Driver/Non Motorist Safety Equipment TW vs NonTW

-	RE 10.2.1.3 - [IN	IPACT Results - 2016-20 I <u>F</u> ilters <u>A</u> nalysis		-	ish Data - Tha Tools <u>W</u> in		nalyses\2016	2017 2018 20	019 OR 2020 Tnk	:sgv — 🗆	×
	 2016-2020 Alaba	ma Integrated Crash Data		\sim	2016 201	7 2018 2019	OR 2020 Tnks	sgvng Wk	~ 9	1/ 1/2016 ~	12/31/202
Order	: Max Gain	✓ Descending	~ 2	Suppress Ze	ero-Valued Ro	ws	Signific	cance: Over	Representation	✓ Threshold:	2.0 🜩
C323:	CU Driver/Nor	n-Motorist Safety Equipm	ent Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain	C323: CU Dri	ver/Non-Motorist Sa	ifety Equip
•	None Used - Mo	tor Vehicle Occupant	459	4.04	22445	3.53	1.146*	58.493			
	Shoulder and La	p Belt Used	10536	92.76	592312	93.05	0.997	-33.173			
	Lap Belt Only Us	ed	28	0.25	1891	0.30	0.830	-5.743			
	Shoulder Belt Or	ily Used	52	0.46	2686	0.42	1.085	4.071			
	Dot-Compliant M	otorcycle Helmet Used	56	0.49	3650	0.57	0.860	-9.130			
	E Helmet Used		5	0.04	448	0.07	0.625	-2.994			
	Reflective Clothi	ng (Jacket/Backpack)	1	0.01	18	0.00	3.113	0.679			
	E Other Motorcy	cle Helmet Used	5	0.04	231	0.04	1.213	0.878			
	No Motorcycle H	lelmet Used	5	0.04	291	0.05	0.963	-0.193			
	E CU Driver Not	Recorded	205	1.80	12252	1.92	0.938	-13.624			
	E CU Non-Motor	ist Not Recorded	6	0.05	295	0.05	1.140	0.736	Sort by Sum	of Max Gain	
0) 🗞 🖉									D	isplay Filte
				2016-20)20 Alabama I	ntegrated Cra	sh Data				
				C323: CU	Driver/Non-M	lotorist Safety	Equipment				
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		Shoulder a Lap Belt U	and Sho sed	ulder Belt Only U	Jsed El	Helmet Used		Motorcycle let Used	E CU Driver Not Recorded		
				C323:	CU Driver/No	on-Motorist Sa	fety Equipmer	nt			

3.0 Thanksgiving Week Fatal Crashes vs All Fatal Crashes

3.1 C025 Crash Severity TW Fatal vs All Fatal

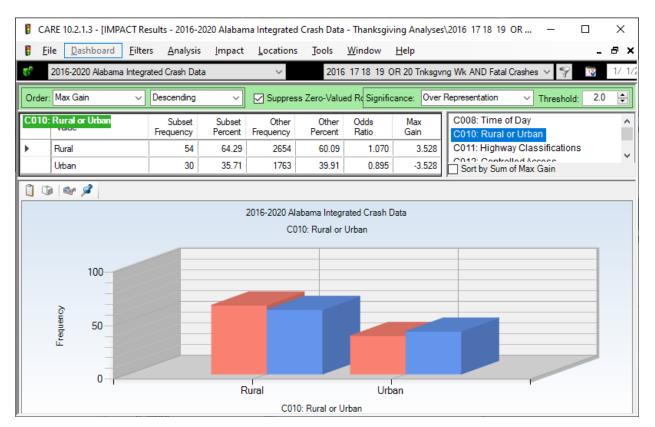
🖡 CA	RE 10.2.1.3 - [IMPACT Result	ts - 2016-2020 A	labama Integ	rated Crash D	ata - Thanksgi	ving Analyses	\2016 17 18 19	OR 20 Tnksgvng	_		Х
🔋 <u>E</u> i	le <u>D</u> ashboard <u>F</u> ilters	<u>A</u> nalysis <u>I</u> n	npact <u>L</u> ocat	tions <u>T</u> ools	<u>W</u> indow	<u>H</u> elp				-	₽×
6	2016-2020 Alabama Integrated	l Crash Data	`	2	016 17 18 19	OR 20 Tnksgvn	ng Wk AND Fata	al Crashes 🗸 🌱	1/ 1	/2016 ~	12/31
Order:	Max Gain 🗸 De	escending	✓ □ Sup	opress Zero-V	alued Rows	Signif	ficance: Over l	Representation ~	Threshol	d: 2.0	•
C025:	Crash Severity	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain	C018: Location Fire C019: E Most Harn		Event R	Rel t 🔨
<u>۲</u>	Fatal Injury	84	100.00	4417	100.00	1.000	0.000	C020: E Distracted	-	•	
	Suspected Serious Injury	0	0.00	0	0.00	0.000	0.000	C021: Distance to			
	Suspected Minor Injury	0	0.00	0	0.00	0.000	0.000	C022: E Type of Ro C023: E Manner of		nction/F	eatt
	Possible Injury	0	0.00	0	0.00	0.000	0.000	C024: School Bus			
	Property Damage Only	0	0.00	0	0.00	0.000	0.000	C025: Crash Seve	ity		~
	Unknown	0	0.00	0	0.00	0.000	0.000	Sort by Sum of Max	Gain		
2016-2020 Alabama Integrated Crash Data - Filter = Thanksgiving Analyses\2016 17 18 19 OR 20 Tnksgvng Wk AND Fatal Crashes vs. Fatal Crashes C025: Crash Severity											
	150 잝 100										
		Fatal Injury	Suspected	Suspec		I ssible Injury	Property	Unknown			
			Serious Injury	Minor Ir C(njuny 025: Crash Sev	erity	Damage Only				

C/	ARE 10.2.1.3 - [IMPACT	Results - 2016-2	020 Alaban	na Integrated	Crash Data	- Thanksgiv	ing Analyses	\2016 17 18 19 OR − □ ×
🖡 E	ile <u>D</u> ashboard <u>F</u>	ilters <u>A</u> nalysis	<u>I</u> mpact	<u>L</u> ocations	<u>T</u> ools	<u>W</u> indow	<u>H</u> elp	_ 8
F	2016-2020 Alabama Int	egrated Crash Dat	a	~	2016	i 17 18 19 C	R 20 Tnksgv	ng Wk AND Fatal Crashes 🗸 🌱 🍱 1/
Order	: Max Gain	 ✓ Descending 	~	Suppress	s Zero-Valu	ed Re Signific	ance: Over	Representation V Threshold: 2.0
C008	Time of Day	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain	C001: County , C002: City
•	12:00 Midnight to 12:5	i 6	7.14	187	4.23	1.687	2.444	C003: Year
	1:00 AM to 1:59 AM	2	2.38	134	3.03	0.785	-0.548	C004: Month
	2:00 AM to 2:59 AM	2	2.38	120	2.72	0.876	-0.282	C005: Day of Month
	4:00 AM to 4:59 AM	7	8.33	130	2.94	2.831	4.528	C006: Day of the Week C007: Week of the Year
	5:00 AM to 5:59 AM	3	3.57	176	3.98	0.896	-0.347	C008: Time of Day
	6:00 AM to 6:59 AM	2	2.38	172	3.89	0.611	-1.271	C010: Rural or Urban
	7:00 AM to 7:59 AM	1	1.19	189	4.28	0.278	-2.594	C011: Highway Classifications
	8:00 AM to 8:59 AM	1	1.19	122	2.76	0.431	-1.320	C012: Controlled Access C013: E Highway Side
	9:00 AM to 9:59 AM	2	2.38	100	2.26	1.052	0.098	C015: Primary Contributing Circumstance
	10:00 AM to 10:59 AM	1 3	3.57	118	2.67	1.337	0.756	C016: Primary Contributing Unit Number
	11:00 AM to 11:59 AM	1 3	3.57	156	3.53	1.011	0.033	C017: First Harmful Event
	12:00 Noon to 12:59 F	PM 2	2.38	191	4.32	0.551	-1.632	C018: Location First Harmful Event Rel t
	1:00 PM to 1:59 PM	3	3.57	188	4.26	0.839	-0.575	C019: E Most Harmful Event C020: E Distracted Driving Opinion
	2:00 PM to 2:59 PM	5	5.95	244	5.52	1.078	0.360	C021: Distance to Fixed Object
	3:00 PM to 3:59 PM	3	3.57	216	4.89	0.730	-1.108	C022: E Type of Roadway Junction/Featu
	4:00 PM to 4:59 PM	4	4.76	247	5.59	0.852	-0.697	C023: E Manner of Crash
	5:00 PM to 5:59 PM	7	8.33	250	5.66	1.472	2.246	C024: School Bus Related
	6:00 PM to 6:59 PM	5	5.95	243	5.50	1.082	0.379	C025: Crash Severity C026: Intersection Related
	7:00 PM to 7:59 PM	5	5.95	232	5.25	1.133	0.588	C027: At Intersection
	8:00 PM to 8:59 PM	5	5.95	245	5.55	1.073	0.341	C028: Mileposted Route
	9:00 PM to 9:59 PM	4	4.76	236	5.34	0.891	-0.488	C029: National Highway System
	10:00 PM to 10:59 PM	1 4	4.76	195	4.41	1.079	0.292	C030: Functional Class
	11:00 PM to 11:59 PM		5.95	178	4.03	1.477	1.615	C031: Lighting Conditions
1	,) (av 🖉							
			:	2016-2020 Ala	bama Integr	ated Crash D)ata	
				CC	008: Time of	Day		
	10							
						_		
	S		-11		•••	1.1	L I	
		4:00 AM to 4	:59 AM	9:00 AM to 9:	:59 AM	2:00 PM to 2	2:59 PM	7:00 PM to 7:59 PM Unknown

3.2 C008 Time of Day TW Fatal vs All Fatal

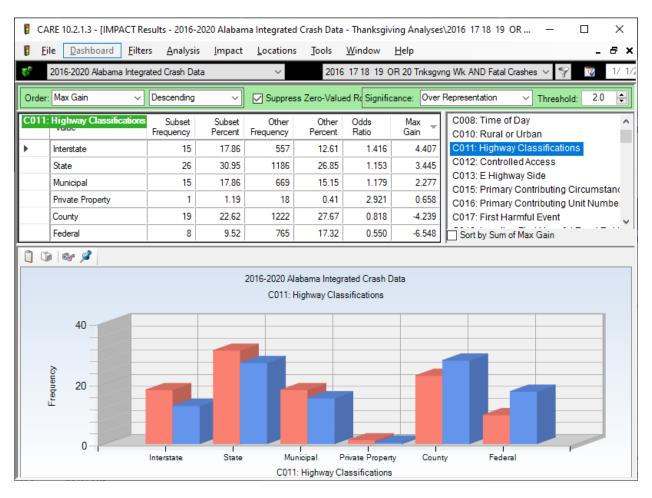


C008: Time of Dav



3.3 C010 Rural or Urban TW Fatal vs All Fatal

Little difference in TW as opposed to fatal crashes in general.



3.4 C011 Highway Classification TW Fatal vs All Fatal

Major difference from the all crash comparison.

3.5 C015 Primary Contributing Circumstances TW Fatal vs All Fatal 1

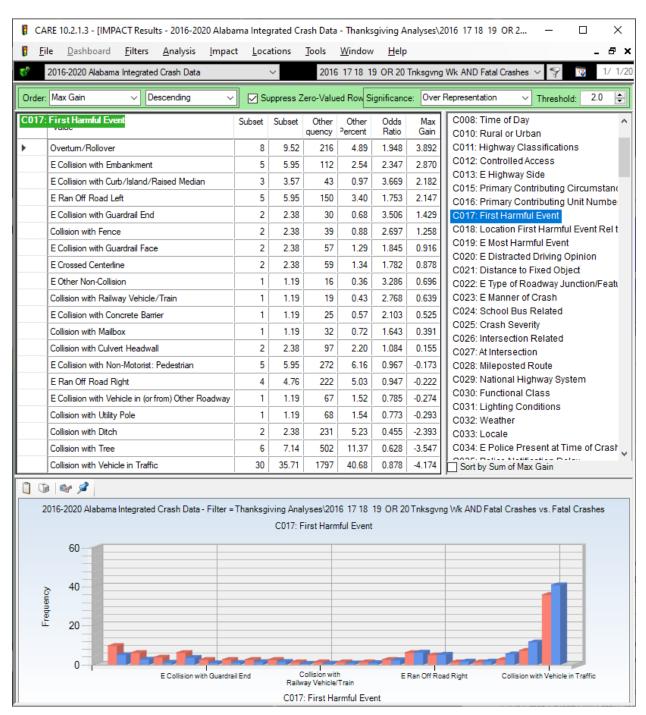
Ordered by Max Gain

🖡 CA	RE 10.2.1.3 - [IMPACT Results - 2016-2020 Alabam	a Integrat	ted Crash	Data - T	hanksgiv	ing Anal	yses\2016	5 17 18 19 OR 2 – 🗆 🗙
🖡 E	le <u>D</u> ashboard <u>F</u> ilters <u>A</u> nalysis <u>I</u> mpact	<u>L</u> ocatio	ns <u>T</u> o	ols <u>W</u> i	ndow	<u>H</u> elp		_ & ×
6	2016-2020 Alabama Integrated Crash Data	~		2016 17	18 19 0	R 20 Tnk	sgvng Wk	AND Fatal Crashes 🗸 💡 🔞 1/ 1/20
Order	Max Gain V Descending V	Supp	ress Zero	-Valued F	Row Signif	ficance:	Over Rep	oresentation V Threshold: 2.0
C015	Primary Contributing Circumstance	Subset	Subset	Other quency	Other Percent	Odds Ratio	Max Gain	C015: Primary Contributing Circumstan
•	E Failed to Yield Right-of-Way from Stop Sign	5	7.35	162	4.12	1.785	2.199	
	Driving too Fast for Conditions	5	7.35	173	4.40	1.672	2.009	
	E Fatigued/Asleep	4	5.88	129	3.28	1.793	1.770	
	E Wrong Side of Road	2	2.94	27	0.69	4.284	1.533	
	E Distracted by Use of Electronic Communication D	2	2.94	35	0.89	3.305	1.395	
	Unseen Object/Person/Vehicle	3	4.41	115	2.92	1.509	1.012	
	Improper Lane Change/Use	2	2.94	62	1.58	1.866	0.928	
	DUI	9	13.24	473	12.03	1.101	0.822	
	Traveling Wrong Way/Wrong Side	3	4.41	128	3.25	1.356	0.787	
	Over Speed Limit	9	13.24	488	12.41	1.067	0.563	
	E Other Failed to Yield	1	1.47	30	0.76	1.928	0.481	
	Defective Equipment	1	1.47	30	0.76	1.928	0.481	
	Followed too Close	1	1.47	31	0.79	1.866	0.464	
	E Failed to Yield Right-of-Way Making Left or U-Turn	2	2.94	101	2.57	1.145	0.254	
	E Ran off Road	6	8.82	334	8.49	1.039	0.225	
	E Not Visible	1	1.47	57	1.45	1.015	0.014	
	E Crossed Centerline	3	4.41	187	4.75	0.928	-0.233	
	E Improper Crossing	3	4.41	187	4.75	0.928	-0.233	
	E Ran Traffic Signal	1	1.47	78	1.98	0.742	-0.349	
	E Over Correcting/Over Steering	1	1.47	109	2.77	0.531	-0.885	
	E Aggressive Operation	4	5.88	353	8.98	0.655	-2.103	Sort by Sum of Max Gain
0	, 😪 🖉		1	1				
		2016-2020) Alabama	a Integrate	ed Crash I	Data		
		C015: Pri	mary Cor	tributing	Circumsta	ance		
	15							
		- 0						
	한 10							
	5							
	0 E Distracted by Use of		Over S	peed Limit		ER	an off Road	E Over Correcting/Over
	Electronic Communication Device		212.0			21		Steering
		C01	5: Primar	v Contrib	iting Circu	umstance		

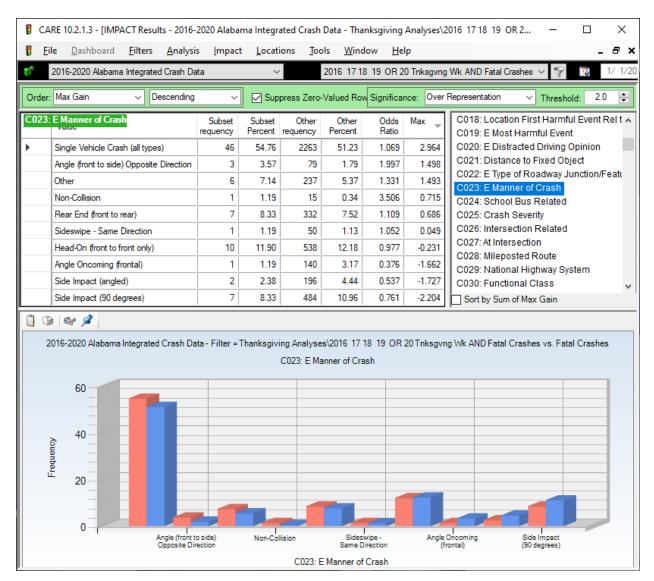
3.6 C015 Primary Contributing Circumstances TW Fatal vs All Fatal 2

Ordered by TW Fatal frequency

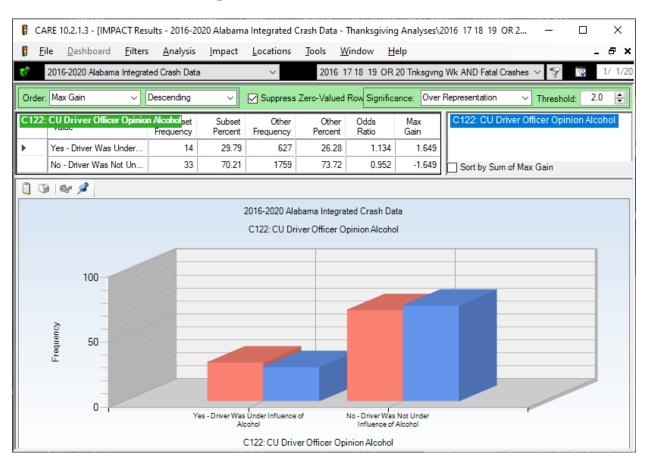
🖡 CA	RE 10.2.1.3 - [IMPACT Results - 2016-2020 Alabam	a Integrat	ed Crash	n Data - T	hanksgivi	ing Anal	yses\2016	17 18 19 OR 2 – 🗆 🗙		
🔋 Ei	le <u>D</u> ashboard <u>F</u> ilters <u>A</u> nalysis <u>I</u> mpact	<u>L</u> ocatio	ns <u>T</u> o	ols <u>W</u> i	ndow	<u>H</u> elp		_ 8 ×		
6	2016-2020 Alabama Integrated Crash Data	~		2016 17	718 19 O	R 20 Tnk	sgvng Wk	AND Fatal Crashes 🗸 💡 📆 1/ 1/2		
Order:	Subset Frequency V Descending V	Suppr	ess Zero	-Valued F	Row Signif	icance:	Over Rep	resentation V Threshold: 2.0 🖨		
C015:	Primary Contributing Circumstance	Subset	Subset	Other quency	Other Percent	Odds Ratio	Max Gain	C015: Primary Contributing Circumstar		
•	DUI	9	13.24	473	12.03	1.101	0.822			
	Over Speed Limit	9	13.24	488	12.41	1.067	0.563			
	E Ran off Road	6	8.82	334	8.49	1.039	0.225			
	Driving too Fast for Conditions	5	7.35	173	4.40	1.672	2.009			
	E Failed to Yield Right-of-Way from Stop Sign	5	7.35	162	4.12	1.785	2.199			
	E Aggressive Operation	4	5.88	353	8.98	0.655	-2.103			
	E Fatigued/Asleep	4	5.88	129	3.28	1.793	1.770			
	Traveling Wrong Way/Wrong Side	3	4.41	128	3.25	1.356	0.787			
	E Crossed Centerline	3	4.41	187	4.75	0.928	-0.233			
	Unseen Object/Person/Vehicle	3	4.41	115	2.92	1.509	1.012			
	E Improper Crossing	3	4.41	187	4.75	0.928	-0.233			
	Improper Lane Change/Use	2	2.94	62	1.58	1.866	0.928			
	E Failed to Yield Right-of-Way Making Left or U-Turn	2	2.94	101	2.57	1.145	0.254			
	E Distracted by Use of Electronic Communication D	2	2.94	35	0.89	3.305	1.395			
	E Wrong Side of Road	2	2.94	27	0.69	4.284	1.533			
	E Ran Traffic Signal	1	1.47	78	1.98	0.742	-0.349			
	Followed too Close	1	1.47	31	0.79	1.866	0.464			
	E Over Correcting/Over Steering	1	1.47	109	2.77	0.531	-0.885			
	E Other Failed to Yield	1	1.47	30	0.76	1.928	0.481			
	Defective Equipment	1	1.47	30	0.76	1.928	0.481			
	E Not Visible	1	1.47	57	1.45	1.015	0.014	Sort by Sum of Max Gain		
0	1 @ Ø							,		
		2016-2020 C015: Pri		-	ed Crash I Circumsta					
Freeman	E Failed to Yield Right-of-Way from Stop Si		seen Objec	Pol	I III ehicle	EWro	ng Side of Ro	Defective Equipment		
	Right-or-way from stop sign C015: Primary Contributing Circumstance									



3.7 C017 First Harmful Event TW Fatal vs All Fatal

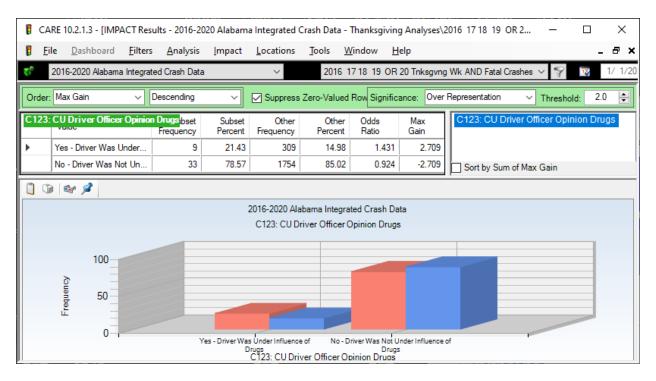


3.8 C023 Manner of Crash TW Fatal vs All Fatal



3.9 C122 CU Driver Officer Opinion/Alcohol TW Fatal vs All Fatal

3.10 C123 CU Driver Officer Opinion/Drugs TW Fatal vs All Fatal



ß	CARE	10.2.1.3 - [IMPA	ACT Res	ults - 2016-20	20 Alabam	na Integrated	Crash Data -	• Thanksgivir	ng Analyses\2	2016 17 18 19 OR 2 — 🗆 🗙
ß	<u>F</u> ile	<u>D</u> ashboard	<u>F</u> ilters	<u>A</u> nalysis	<u>I</u> mpact	<u>L</u> ocations	<u>T</u> ools <u>)</u>	<u>W</u> indow <u>H</u>	<u>H</u> elp	_ & ×
¢?	201	6-2020 Alabama	Integrat	ed Crash Data		~	2016	17 18 19 OF	R 20 Tnksgvng) Wk AND Fatal Crashes 🗸 🌱 🏋 1/ 1/2
Or	der: Na	atural Order	~	Descending	~	Suppress	Zero-Value	d Row Signifie	cance: Over	Representation V Threshold: 2.0
C2	24: CU	l Estimated Sp	eed at l	npact _{ibset} Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain	C224: CU Estimated Speed at Impact
	1 t	o 5 MPH		1	1.82	70	2.47	0.736	-0.359	
	6 t	o 10 MPH		3	5.45	87	3.07	1.776	1.310	
	16	to 20 MPH		2	3.64	49	1.73	2.102	1.048	
	21	to 25 MPH		1	1.82	38	1.34	1.355	0.262	
	31	to 35 MPH		3	5.45	52	1.84	2.971	1.990	
	36	to 40 MPH		2	3.64	76	2.68	1.355	0.524	
	41	to 45 MPH		4	7.27	199	7.03	1.035	0.135	
	46	to 50 MPH		3	5.45	150	5.30	1.030	0.087	
	51	to 55 MPH		4	7.27	419	14.80	0.492	-4.137	
	56	to 60 MPH		5	9.09	261	9.22	0.986	-0.069	
	61	to 65 MPH		5	9.09	314	11.09	0.820	-1.098	
	66	to 70 MPH		10	18.18	351	12.39	1.467	3.183	
	71	to 75 MPH		3	5.45	142	5.01	1.088	0.242	
	76	to 80 MPH		2	3.64	173	6.11	0.595	-1.360	
	81	to 85 MPH		1	1.82	64	2.26	0.805	-0.243	
	86	to 90 MPH		5	9.09	73	2.58	3.527	3.582	
	91	to 95 MPH		1	1.82	31	1.09	1.661	0.398	Sort by Sum of Max Gain
		sy 🖉								,
						2016-2020 Ala	abama Inteor	ated Crash D	ata	
							-	eed at Impac		
									-	
		20							-	
	5									
	Frequency	10							1	
	Fre									
		0			31 to 35 M	ИРН	f	56 to 60 MP	Н	81 to 85 MPH
								ed Speed at In		

3.11 C224 CU Estimated Speed at Impact TW Fatal vs All Fatal

🔋 CA	RE 10.2.1.3 - [IMPAC	CT Results - 2016-2	2020 Alaban	na Integrate	ed Crash Da	ta - Thanks	giving Analy	/ses\2016 17	7 18 19 OR 2	0 Tnks –	- 🗆	×
🔋 Ei	le <u>D</u> ashboard	<u>F</u> ilters <u>A</u> nalysis	s <u>I</u> mpact	<u>L</u> ocation	ns <u>T</u> ools	<u>W</u> indow	<u>H</u> elp					. 8 ×
¢°	2016-2020 Alabama I	ntegrated Crash Dat	ta	\sim	20	16 17 18 19	OR 20 Triks	sgvng Wk Al	ND Fatal Crash	es 🗸 💡	1/ 1/	/2016 🗸
Order:	Max Gain	✓ Descending	~	Suppress Zero-Valued Rows			Significa	ance: Over	Representation	□	eshold: 2	.0 🜲
C323:	CU Driver/Non-M	otorist Safety Equip	mentubset Frequency	Subset Percent	Other Frequency	Other Percent	Odds	Max Gain	C323: CU	Driver/Non-M	otorist Safe	ty Equipi
<u>۲</u>	None Used - Motor V	/ehicle Occupant	27	36.00	1688	41.95	0.858	-4.461				
	Shoulder and Lap Be	elt Used	33	44.00	1557	38.69	1.137	3.980				
	Lap Belt Only Used		1.33	11	0.27	4.878	0.795					
	Dot-Compliant Motor	cycle Helmet Used	6	8.00	217	5.39	1.484	1.956				
	E Other Motorcycle H	Helmet Used	1	1.33	28	0.70	1.916	0.478				
	No Motorcycle Helmo	et Used	1	1.33	30	0.75	1.788	0.441				
	Unknown		4	5.33	326	8.10	0.658	-2.076				
	CU is Unknown 1				89	2.21	0.603	-0.659				
	ECU Driver Not Rec	orded	1	1.33	27	0.67	1.987	0.497	Sort by Si	um of Max Gair	ı	
0) 🗞 🖉											🗌 Di
						a Integrated (Motorist Safe		nt				
	C 0											1
	60											
	à 40											
	Countries 20											
	لللل <u>م</u>											
	0	- Motor Vehicle La			nt-Compliant Motorcycle Helmet Used	E Other Motorcycle Helmet Used	No Motorcycle Helmet Used	Unknown	CU is Unknown	E CU Driver Not Recorded		
				C323:	CU Driver/N	Ion-Motorist	Safety Equip	ment				

Does not look so bad when compared to other fatalities.

4.0 Thanksgiving Week (TW) Fatal Crashes vs All Crashes for TWs

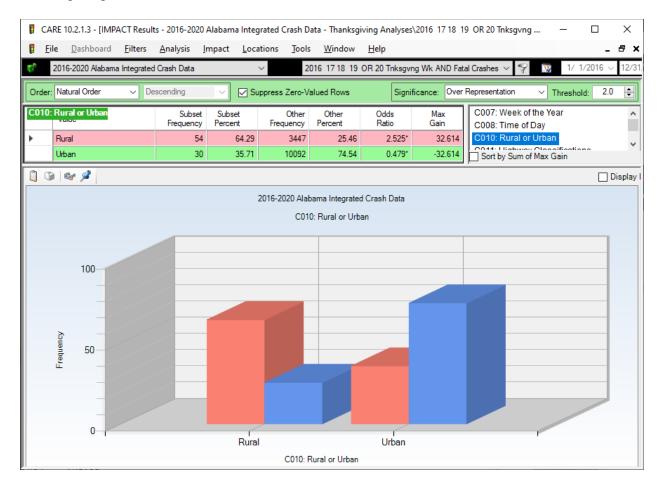
4.1 C025 Crash Severity TW Fatal Crashes vs All Crashes for TWs

🔋 CA	ARE 10.2.1.3 - [IMPACT Result	s - 2016-2020 /	Alabama Integ	rated Crash D	ata - Thanksgi	ving Analyses	\2016 17 18 19	9 OR 20 Tnksgvng — 🗆 🗙					
🖡 E	ile <u>D</u> ashboard <u>F</u> ilters	<u>A</u> nalysis <u>I</u> r	npact <u>L</u> oca	tions <u>T</u> ools	<u>W</u> indow	<u>H</u> elp		_ @ ×					
6	2016-2020 Alabama Integrated	Crash Data		~ 2	016 17 18 19	OR 20 Tnksgvn	ng Wk AND Fata	al Crashes 🗸 🌱 🏆 1/ 1/2016 🗸 12/31					
Order	: Max Gain 🗸 De	scending	~ 🗆 Su	ppress Zero-V	alued Rows	Signif	ficance: Over	Representation V Threshold: 2.0					
C025	Crash Severity	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain	C021: Distance to Fixed Object C022: E Type of Roadway Junction/Feat					
▶	Fatal Injury	84	100.00	84	0.62	161.179*	83.479	C023: E Manner of Crash					
<u> </u>	Suspected Serious Injury	0	0.00	428	3.16	0.000	0.000	C024: School Bus Related C025: Crash Severity					
	Suspected Minor Injury	0	0.00	1081	7.98	0.000	0.000	C026: Intersection Related					
<u> </u>	Possible Injury	0	0.00	1176	8.69	0.000	0.000	C027: At Intersection					
<u> </u>	Property Damage Only 0 0.00 10386 76.71 0.000 0.000 C028: Mileposted Route												
	Unknown 0 0.00 384 2.84 0.000 0.000 Sort by Sum of Max Gain												
00	📋 🕼 🗇 🖉												
	2016-2020 Alabama Integrated Crash Data												
				C02	5: Crash Severi	ity							
	150												
	150												
	_{ලි} 100												
	Leduency												
	<u>د</u> 50 –												
	0			Fatal	njury								
				C025: Cras									
1													

4.2 C008 Time of Day -- TW Fatal Crashes vs All Crashes for TWs

COBS Subset Frequency Subset Precent Other Precent Other Percent Other Ratio Colds Gan Cold: County Cold: County Cold: Max Cold: Max 1 1200 Midnight to 12 59 AM 6 7.14 200 1.48 4.835 4.759 1.00 AM to 1:59 AM 2 2.38 155 1.14 2.000 1.038 Cold: County Cold: Month 2.00 AM to 2:59 AM 2 2.38 173 1.28 1.863 0.927 4.00 AM to 5:59 AM 3 3.57 209 1.54 2.314 1.700 6.00 AM to 5:59 AM 2 2.38 294 2.17 1.096 0.176 7.00 AM to 5:59 AM 1 1.19 439 3.24 0.367 -1.724 0.00 AM to 8:59 AM 1 3.57 624 4.61 0.775 0.897 1.00 AM to 1:59 AM 3 3.57 624 4.61 0.775 0.897 1.00 AM to 1:59 AM 3 3.57 744 5.50 0.650 -1.616	×
Order Natural Order Descending Subset Subset Subset Subset Other Other Odds Max Const. Con	- 8
COOR Finduce (12) Subset Frequency Subset Percent Other Percent Other Percent Other Percent Odds Ratio Max Gain 100 AM to 1:59 AM 2 2.38 155 1.14 2.00 1.03 2.00 Month 200 AM to 2:59 AM 2 2.38 173 1.28 1.083 0.037 4:00 AM to 2:59 AM 2 2.38 173 1.28 1.083 0.037 6:00 AM to 2:59 AM 3 3.57 2.09 1.54 2.314 1.700 7:00 AM to 5:59 AM 2 2.38 2.49 0.367 1.724 0.016 The Week to the Year 0:00 AM to 6:59 AM 2 2.38 467 3.45 0.680 -0.897 1:00 AM to 1:59 AM 3 3.57 744 5.50 0.655 -3.511 1:00 AM to 1:59 AM 3 3.57 754 7.50 0.507 2.311 1:00 Moto 1:59 PM 3 3.57 754 7.50 0.507 2.319	i ~ 12/
Number Frequency Percent Frequency Percent Ratio Gain CO02 City 1 200 Midnight to 1289 AM 6 7.14 200 1.48 4.835 4.795 C003 'Year 200 AM to 1:59 AM 2 2.38 175 1.14 2.08 1.038 200 AM to 2:59 AM 2 2.38 175 1.14 2.08 0.027 4:00 AM to 4:59 AM 2 2.38 175 1.08 0.037 C006' Month 5:00 AM to 5:59 AM 3 3:57 209 1.54 2.314 1.703 C017' Rightsy Cites of Day 6:00 AM to 5:59 AM 2 2.38 2:94 2.17 1.096 0.176 C010' Rural or Urban 6:00 AM to 5:59 AM 1 1.19 408 3.01 0.335 -1.531 9:00 AM to 5:59 AM 2 2.38 467 3.45 0.650 -0.151 9:00 AM to 1:59 AM 3 3:57 7:44 5:50 0.650 -1.161 C016' Firmary Contributing Unit N	2.0 韋
100 AM to 159 AM 2 2.38 155 1.14 2.00 1.08 1.08 1.08 1.08 1.09 2.00 AM to 259 AM 2 2.38 173 1.28 1.863 0.927 4.00 AM to 459 AM 7 8.33 146 1.08 7.728 6.094 Month 5.00 AM to 559 AM 3 3.57 2.09 1.54 2.314 1.703 C008 Time of D97 7.00 AM to 559 AM 2 2.38 224 2.17 1.096 0.176 C010: Rural or Urban 7.00 AM to 559 AM 1 1.19 439 3.24 0.367 -1.724 C010: Rural or Urban C011: Highway Classifications 0.10 AM to 1559 AM 2 2.38 467 3.45 0.690 0.897 C015: Primary Contributing Unit N C016: Primary Contributing Unit N C017: First Harmful Event C017: First Harmful Event C018: Location First Harmful Event C018: Location First Harmful Event C021: E Distracted Driving Opinio 1.00 PM to 159 PM 3 3.57 1019 7.53 0.475 3.322 C021: E Distracted Driving Opinio C022: E Distracted Driving Opinio	í
1.00 Am to 2.59 Am 2 2.38 1.33 1.14 2.208 1.038 0.0327 2.00 AM to 2.59 AM 2 2.38 173 1.28 1.863 0.927 4.00 AM to 4.59 AM 7 8.33 146 1.08 7.728 6.094 5.00 AM to 5.59 AM 2 2.38 2.94 2.17 1.096 0.176 7.00 AM to 7.59 AM 1 1.19 433 3.24 0.367 -1.724 C010. Rural or Urban 8.00 AM to 8.59 AM 2 2.38 467 3.45 0.690 0.897 C015. Primary Contributing Circur 1.00 AM to 159 AM 3 3.57 624 4.61 0.775 0.877 1.00 AM to 1.59 AM 3 3.57 744 5.50 0.507 2.918 1.00 PM to 1.59 PM 3 3.57 954 7.05 0.507 2.919 2.00 PM to 2.59 PM 5 5.95 1042 7.70 0.773 -1.465 3.00 PM to 3.59 PM 3 3.57 720 0.661 -2.049 C022: EType of Roadway Junction	
2200 AM to 259 AM 2 2.38 1/3 1.28 1.383 0.927 4:00 AM to 4:59 AM 7 8.33 146 1.08 7.728 6.094 5:00 AM to 5:59 AM 3 3.57 209 1.54 2.314 1.709 6:00 AM to 6:59 AM 2 2.88 2.24 2.17 1.096 0.176 7:00 AM to 7:59 AM 1 1.19 433 3.24 0.367 1.724 0:00 AM to 5:59 AM 2 2.38 467 3.45 0.690 0.897 1:00 AM to 1:59 AM 3 3.57 624 4.61 0.775 0.871 C016: Primary Contributing Unit N 1:00 AM to 1:59 AM 3 3.57 744 5.50 0.650 -1.616 C017: First Harmful Event 1:00 PM to 1:59 PM 3 3.57 954 7.05 0.507 -2.917 C020: E Distracted Driving Opinot 2:00 PM to 2:59 PM 5 5.95 1042 7.70 0.773 -1.465 C022: E Type of Roadway Junction 2:00 PM to 5:59 PM 5 5.95 1002 7.40 0.	
4:00 AM to 4:59 AM 7 8.33 146 1.08 7.728 6.094 5:00 AM to 5:59 AM 3 3:57 209 1.54 2.314 1.703 6:00 AM to 6:59 AM 2 2.38 224 2.17 1.096 0.176 7:00 AM to 7:59 AM 1 1.19 433 3.24 0.367 -1.724 8:00 AM to 8:59 AM 1 1.19 408 3.01 0.335 -1.53 9:00 AM to 9:59 AM 2 2.38 467 3.45 0.690 -0.897 10:00 AM to 1:59 AM 3 3.57 624 4.61 0.775 -0.877 11:00 AM to 11:59 AM 3 3.57 744 5.50 0.650 -1.616 12:00 Noon to 12:59 PM 2 2.38 883 6.52 0.365 -3.478 1:00 PM to 1:59 PM 3 3.57 1042 7.70 0.077 -1.465 2:00 PM to 2:59 PM 5 5.95 1042 7.70 0.773 -1.465 3:00 PM to 3:59 PM 3 3.57 1019 7.53 -3.322	- 1
6:00 AM to 6:59 AM 2 2.38 294 2.17 1.096 0.176 7:00 AM to 7:59 AM 1 1.19 433 3.24 0.367 -1.724 8:00 AM to 8:59 AM 1 1.19 408 3.01 0.395 -1.531 9:00 AM to 9:59 AM 2 2.38 467 3.45 0.690 -0.897 10:00 AM to 10:59 AM 3 3.57 624 4.61 0.775 -0.871 11:00 AM to 11:59 AM 3 3.57 744 5.50 0.650 -1.616 12:00 Noon to 12:59 PM 2 2.38 883 6.52 0.365 -3.478 1:00 PM to 12:59 PM 3 3.57 744 5.50 0.507 -2.919 2:00 Noon to 12:59 PM 3 3.57 1014 7.70 0.773 -1.465 3:00 PM to 3:59 PM 3 3.57 1019 7.53 0.475 -3.322 6:00 PM to 5:59 PM 7 8.33 1495 11.04 0.755 -2.275 6:00 PM to 5:59 PM 5 5.95 1002 7.40	
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8:00 AM to 8:59 AM 1 1.19 408 3.01 0.395 -1.531 C013: E Highway Side 9:00 AM to 9:59 AM 2 2.38 467 3.45 0.690 -0.897 10:00 AM to 10:59 AM 3 3.57 624 4.61 0.775 -0.871 C016: Primary Contributing Units 11:00 AM to 11:59 AM 3 3.57 744 5.50 0.660 -1.616 C017: First Harmful Event 12:00 Noon to 12:59 PM 2 2.38 883 6.52 0.365 -3.478 C018: Location First Harmful Event 1:00 PM to 1:59 PM 3 3.57 954 7.05 0.507 -2.919 C021: Distacted Driving Opinio 2:00 PM to 2:59 PM 5 5.95 1042 7.70 0.773 -1.465 C022: E Type of Roadway Junction 5:00 PM to 5:59 PM 7 8.33 1495 11.04 0.755 -2.275 C026: Crash Severity C026: Crash Sever	
9:00 AM to 9:59 AM 2 2.38 467 3.45 0.690 -0.897 10:00 AM to 10:59 AM 3 3.57 624 4.61 0.775 -0.871 11:00 AM to 11:59 AM 3 3.57 744 5.50 0.650 -1.616 12:00 Noon to 12:59 PM 2 2.38 883 6.52 0.365 -3.478 1:00 PM to 1:59 PM 3 3.57 954 7.05 0.507 -2.919 2:00 PM to 2:59 PM 5 5.95 1042 7.70 0.773 -1.465 3:00 PM to 3:59 PM 3 3.57 1019 7.53 0.475 -3.322 4:00 PM to 4:59 PM 4 4.76 975 7.20 0.661 -2.049 5:00 PM to 5:59 PM 7 8.33 1495 11.04 0.755 -2.275 6:00 PM to 6:59 PM 5 5.95 630 4.65 1.279 1.091 8:00 PM to 7:59 PM 5 5.95 630 4.65 1.279 1.091 9:00 PM to 0:59 PM 4 4.76 3.46 2.56 1.	
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5:00 PM to 5:59 PM 7 8.33 1495 11.04 0.755 -2.275 C025: Crash Severity 6:00 PM to 6:59 PM 5 5.95 1002 7.40 0.804 -1.217 7:00 PM to 7:59 PM 5 5.95 630 4.65 1.279 1.091 8:00 PM to 8:59 PM 5 5.95 476 3.52 1.693 2.047 9:00 PM to 9:59 PM 4 4.76 435 3.21 1.482 1.301 10:00 PM to 10:59 PM 4 4.76 346 2.56 1.863 1.853 11:00 PM to 11:59 PM 5 5.95 282 2.08 2.858 3.250 Sort by Sum of Max Gain	
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10:00 PM to 10:59 PM 4 4.76 346 2.56 1.863 1.853 C031: Lighting Conditions 11:00 PM to 11:59 PM 5 5.95 282 2.08 2.858 3.250 Sort by Sum of Max Gain Image: Comparison of the second sec	
11:00 PM to 11:59 PM 5 5.95 282 2.08 2.858 3.250 Sort by Sum of Max Gain Image: Construction of the second secon	
2016-2020 Alabama Integrated Crash Data C008: Time of Day	
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C008: Time of Day	
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0 5:00 AM to 5:59 AM 10:00 AM to 10:59 AM 3:00 PM to 3:59 PM 8:00 PM to 8:59 PM	
C008: Time of Day	

4.3 C010 Rural or Urban -- TW Fatal Crashes vs All Crashes for TWs



4.4 C011 Highway Classification -- TW Fatal Crashes vs All Crashes for TWs

			abbarna integ	rated Crash D	ata - Thanksgi	ving Analyses	2016 17 18 19) OR 20 Tnksgvng 🗕 🗆 🗙				
🖡 <u>F</u> ile	Dashboard <u>F</u> ilters	<u>A</u> nalysis <u>I</u> n	npact <u>L</u> oca	tions <u>T</u> ools	<u>W</u> indow	<u>H</u> elp		- 8 ×				
201	16-2020 Alabama Integrated	Crash Data		~ 2	016 17 18 19	OR 20 Tnksgvr	ng Wk AND Fata	ll Crashes 🗸 💡 📆 1/ 1/2016 < 12/31.				
Order: Ma	ax Gain 🗸 🗸 Des	scending	✓ 🗸 Su	ppress Zero-V	alued Rows	Signit	ficance: Over F	Representation V Threshold: 2.0				
C011: Hig	ghway Classifications	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain	C007: Week of the Year C008: Time of Day				
State	ate	26	30.95	2450	18.10	1.710*	10.799	C010: Rural or Urban				
Co	ounty	19	22.62	1873	13.83	1.635	7.379	C011: Highway Classifications C012: Controlled Access				
Int	terstate	15	17.86	1774	13.10	1.363	3.994	C013: E Highway Side				
Pri	ivate Property	1	1.19	387	2.86	0.416	-1.401	C015: Primary Contributing Circumstance				
Fe	ederal	8	9.52	1897	14.01	0.680	-3.770	C016: Primary Contributing Unit Number				
Mu	unicipal	15	17.86	5158	38.10	0.469	-17.002	Sort by Sum of Max Gain				
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			1	2016-2020 Alat	ama Integrated	d Crash Data						
				C011: Hi	ghway Classifi	cations						
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lenc.	20											
Frequency	20											
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		State	County	Interst	tate Priva	ate Property	Federal	Municipal				
				C011:	Highway Class	ifications						

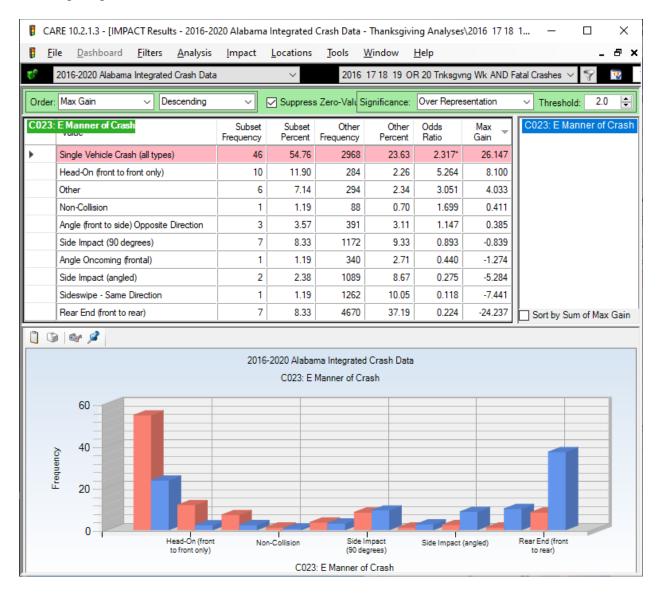
4.5 C015 Primary Contributing Circumstances TW Fatal vs All TW Crashes

CA	RE 10.2.1.3 - [IMP/	ACT Resu	ults - 2016-202	0 Alabama	a Integrated	Crash Dat	a - Thanksgi	iving Ana	lyses\2016	17 18 1	_		×
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6	2016-2020 Alabama	Integrate	ed Crash Data		~	201	6 17 18 19	OR 20 Tri	ksgvng Wk /	AND Fatal	Crashes 🗸	9	12
Order:	Max Gain	~ [Descending	~	Suppres	s Zero-Valı	Significance	e: Over R	lepresentatio	n v	Threshold	d: 2.0	•
C015:	Primary Contribu	ting Circ	umstance	Subset requency		Other requency	Other Percent	Odds Ratio	Max Gain	C015:	Primary C	ontributi	ng Ci
•	Over Speed Limit			9	13.24	214	2.68	4.935	7.176	L			
	DUI			9	13.24	472	5.91	2.238	4.978	L			
	E Ran off Road			6	8.82	337	4.22	2.089	3.128	L			
	E Improper Crossing	g		3	3 4.41	18	0.23	19.559	2.847	L			
	Traveling Wrong W	Vay/Wror	ng Side	3	3 4.41	57	0.71	6.176	2.514				
	E Fatigued/Asleep			4	5.88	232	2.91	2.023	2.023				
	E Wrong Side of R	oad		2	2.94	10	0.13	23.471	1.915				
	E Aggressive Oper	ation		4	5.88	254	3.18	1.848	1.836				
	E Crossed Centerlin	ne		3	3 4.41	184	2.31	1.913	1.432	L			
	Driving too Fast for	Condition	าร	5	5 7.35	449	5.63	1.307	1.174	L			
	E Distracted by Us	e of Elect	ronic Commu	2	2 2.94	122	1.53	1.924	0.960	L			
	E Not Visible			1	1.47	9	0.11	13.039	0.923	L			
	E Other Failed to Y	ield		1	1.47	121	1.52	0.970	-0.031	L			
	E Failed to Yield Ri	ght-of-Wa	ay from Stop	5	5 7.35	599	7.51	0.980	-0.104	L			
	E Over Correcting/	Over Ste	ering	1	1.47	134	1.68	0.876	-0.142	L			
	Defective Equipme	nt		1	1.47	179	2.24	0.656	-0.525	L			
	E Ran Traffic Signa	al		1	1.47	371	4.65	0.316	-2.161	L			
	E Failed to Yield Ri	ght-of-Wa	ay Making Le	2	2 2.94	533	6.68	0.440	-2.542	L			
	Improper Lane Cha	nge/Use		2	2 2.94	791	9.91	0.297	-4.740	L			
	Unseen Object/Pe	rson/Veh	icle	3	3 4.41	935	11.72	0.377	-4.967	L			
	Followed too Close			1	1.47	1959	24.55	0.060	-15.693	Sort I	by Sum of M	lax Gain	
1	a 🕼 🖉					_	ed Crash Da						
				C01	5: Primary C	ontributing	Circumstanc	e					
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	0		Traveling V Way/Wrong	/rong g Side	Driv for	ving too Fast Conditions	E	Over Corre Steer		Obje	Unseen ect/Person/Ve	hicle	
					C015: Prima	arv Contribi	utina Circum	stance					

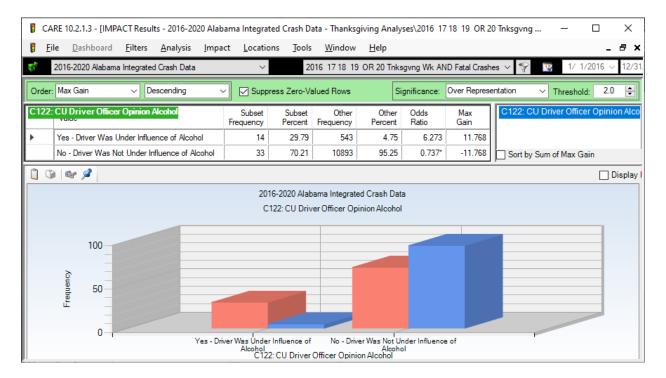
4.6 C017 First Harmful Event TW Fatal Crashes vs All Crashes for TWs

CARE 10.2.1.3 - [IMPACT Results - 2016-2020 Alabar File Dashboard Filters Analysis Impact	-				nalyses\201	16 17 18 1	9 OR 20 Tnksgvng — 🗆 🗙
<u>File Dashboard Filters Analysis Impact</u> 2016-2020 Alabama Integrated Crash Data	Location	_	016 17 18		Toksavoa V	Vk AND Fat	
order: Max Gain V Descending V	Suppre		alued Rows		Significar		Representation V Threshold: 2.0
017: First Harmful Event	Subset requency	Subset Percent	Other requency	Other Percent	Odds Ratio	Max 🚽	C011: Highway Classifications C012: Controlled Access
Overtum/Rollover	8	9.52	155	1.14	8.319	7.038	C013: E Highway Side
E Collision with Non-Motorist: Pedestrian	5	5.95	56	0.41	14.391	4.653	C015: Primary Contributing Circumstance
E Collision with Embankment	5	5.95	77	0.57	10.466	4.522	C016: Primary Contributing Unit Number C017: First Harmful Event
Collision with Tree	6	7.14	262	1.94	3.691	4.374	C018: Location First Harmful Event Rel t
E Ran Off Road Left	5	5.95	266	1.96	3.030	3.350	C019: E Most Harmful Event
E Collision with Curb/Island/Raised Median	3	3.57	76	0.56	6.362	2.528	C020: E Distracted Driving Opinion
E Collision with Guardrail End	2	2.38	29	0.21	11.116	1.820	C021: Distance to Fixed Object
Collision with Culvert Headwall	2	2.38	60	0.44	5.373	1.628	C022: E Type of Roadway Junction/Featu C023: E Manner of Crash
Collision with Fence	2	2.38	62	0.46	5.199	1.615	C024: School Bus Related
E Collision with Guardrail Face	2	2.38	84	0.62	3.838	1.479	C025: Crash Severity
E Crossed Centerline	2	2.38	109	0.81	2.957	1.324	C026: Intersection Related
E Ran Off Road Right	4	4.76	444	3.28	1.452	1.245	C027: At Intersection C028: Mileposted Route
Collision with Railway Vehicle/Train	1	1.19	7	0.05	23.026	0.957	C029: National Highway System
E Other Non-Collision	1	1.19	28	0.21	5.756	0.826	C030: Functional Class
Collision with Mailbox	1	1.19	62	0.46	2.600	0.615	C031: Lighting Conditions
E Collision with Concrete Barrier	1	1.19	81	0.60	1.990	0.497	C032: Weather
Collision with Utility Pole	1	1.19	134	0.99	1.203	0.169	C033: Locale C034: E Police Present at Time of Crash
Collision with Ditch	2	2.38	312	2.30	1.033	0.064	C035: Police Notification Delay
E Collision with Vehicle in (or from) Other Roadway	1	1.19	263	1.94	0.613	-0.632	C036: Police Arrival Delay
Collision with Vehicle in Traffic	30	35.71	9139	67.50	0.529*	-26.701	Sort by Sum of Max Gain
0 🖉							Disp
	2016		bama Integra		Data		
		C017:	First Harmf	ul Event			
80 60 40 20							
0 E Ran Off Road	Left		with Guard		Collisio	n with Mail	box Collision with Vehicle in Traffic

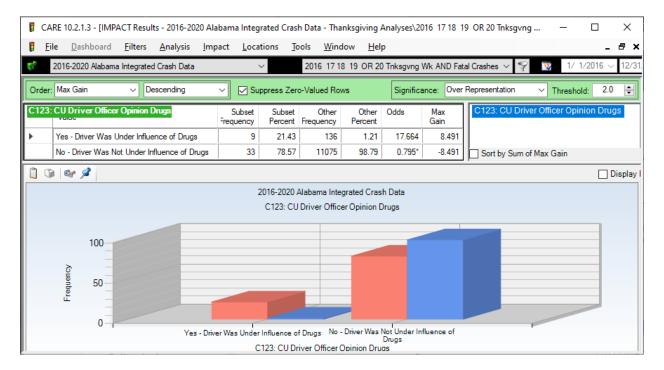
4.7 C023 Manner of Crash -- TW Fatal Crashes vs All Crashes for TWs



4.8 C122 CU Driver Officer Opinion/Alcohol -- TW Fatal vs All Crashes for TWs



4.9 C123 CU Driver Officer Opinion/Drugs -- TW Fatal vs All Crashes for TWs



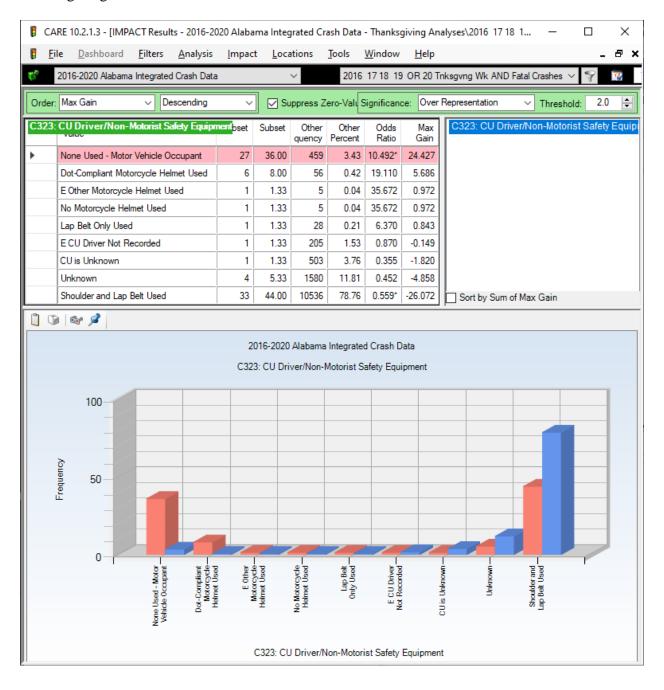
4.10 C204 CU Sequence of Events #1 -- TW Fatal vs All Crashes for TWs

CA	ARE 10.2.1.3 - [IMPACT Results - 2016-2020 Alabar	ma Integrat	ed Crash D)ata - Than	ksaivina A	nalvses\20	16 17 18 1	9 OR 20 Tnksavna — 🗆 🗙						
_	ile Dashboard <u>F</u> ilters <u>A</u> nalysis Impact	-						_ @ ×						
1	2016-2020 Alabama Integrated Crash Data	~	2	016 17 18	19 OR 20	Tnksgvng V	Vk AND Fat	al Crashes V 💡 😨 1/ 1/2016 V 12/31						
Order	: Max Gain v Descending v	Suppr	ess Zero-V	alued Rows	5	Significa	nce: Over	Representation V Threshold: 2.0						
C204:	ECU Sequence of Events #1	Subset requency	Subset Percent	Other requency	Other Percent	Odds Ratio	Max Gain	C125: E CU Driver Drug Test Type Given A C126: CU Driver Alcohol Test Results						
•	Ran Off Road Right	17	20.24	972	7.18	2.819	10.969	C127: E CU Driver Drug Test Results						
	Ran Off Road Left	14	16.67	573	4.23	3.938	10.445	C128: CU Vehicle Initial Travel Direction C129: CU Vehicle Maneuvers						
	Crossed Centerline	11	13.10	336	2.48	5.277	8.915	C129. CO venicie maneuvers C130: E CU Non-Motorist Maneuvers						
	Collision with Non-Motorist: Pedestrian	3	3.57	44	0.32	10.989	2.727	C201: CU Vehicle Most Harmful Event						
	Other Non-Collision	3	3.57	66	0.49	7.326	2.591	C202: CU Contributing Circumstance						
	Collision with Curb/Island/Raised Median	2	2.38	57	0.42	5.655	1.646	C203: CU First Harmful Event Location						
	Immersion	1	1.19	3	0.02	53.726	0.981	C204: E CU Sequence of Events #1 C205: E CU Sequence of Events #2						
	Collision with Railway Vehicle/Train	1	1.19	5	0.04	32.236	0.969	C206: E CU Sequence of Events #2						
	Collision with Embankment	1	1.19	9	0.07	17.909	0.944	C207: E CU Sequence of Events #4						
	Re-entering Roadway	1	1.19	29	0.21	5.558	0.820	C208: CU Model Year						
	Collision with Ditch	1	1.19	30	0.22	5.373	0.814	C209: CU Make						
	Overtum/Rollover	1	1.19	34	0.25	4.741	0.789	C210: CU Body (Passenger Cars Only) C211: E CU Owners State						
	Vehicle Defect/Component Failure	1	1.19	51	0.38	3.160	0.684	C212: CU License Tag State						
	Collision with Vehicle in (or from) Other Roadway	1	1.19	241	1.78	0.669	-0.495	C213: CU Vehicle Usage						
	Evasive Action (Swerve/Brake)	3	3.57	774	5.72	0.625	-1.802	C214: E CU Emergency Status						
	CU is Unknown	1	1.19	503	3.72	0.320	-2.121	C215: E CU Placard Required C216: E CU Placard Status						
	Collision with Vehicle in Traffic	22	26.19	8188	60.48	0.433*	-28.801	Sort by Sum of Max Gain						
0) («)							🗹 Display I						
2	2016-2020 Alabama Integrated Crash Data - Filter = Thanksgiving Analyses\2016 17 18 19 OR 20 Tnksgvng Wk AND Fatal Crashes vs. Thanksgiving Analyses\2016 2017 2018 2019 OR 2020 Tnksgvng Wk C204: E CU Sequence of Events #1													
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	60													
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	40													
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	20													
	0 Other N	on-Collisio	n	Po-	entering F	Roadway Evasive Action (Swerve/Brake)								
	Other N	on-conisic			-		ĽV	asive Action (Sweive/Didke)						
			C204:	E CU Sequ	ence of Eve	ents #1								

4.11 C224 CU Estimated Speed at Impact -- TW Fatal vs All Crashes for TWs

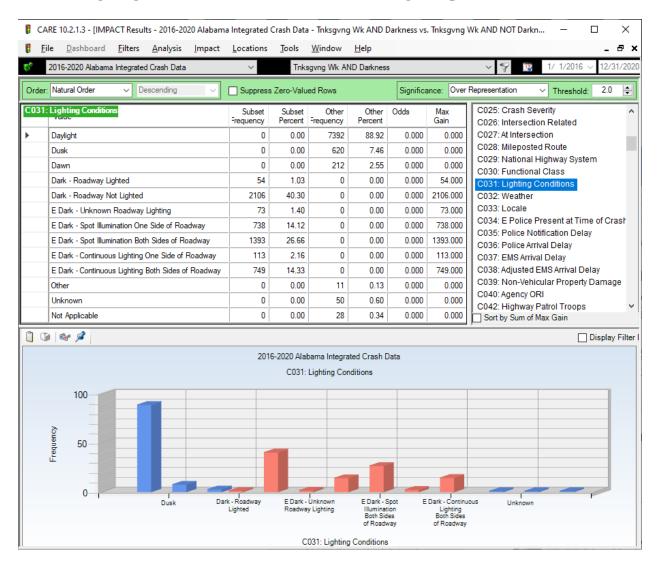
[(CARE 10.2.1.3 - [IMPAC]	T Results	- 2016-2020 4	Alabama Integ	rated Crash D	ata - Thanksgi	ving Analyses	2016 17 18 19	9 OR 20 Tnksgvng — 🗆 🗙
B	<u>F</u> ile <u>D</u> ashboard <u>F</u>	ilters	<u>A</u> nalysis <u>I</u> n	npact <u>L</u> oca	tions <u>T</u> ools	<u>W</u> indow	<u>H</u> elp		_ @ ×
6	2016-2020 Alabama Int	tegrated (Crash Data		~ 2	016 17 18 19	OR 20 Tnksgvn	g Wk AND Fata	al Crashes 🗸 🌱 🛐 1/ 1/2016 🗸 12/31
Ord	er: Natural Order	∽ Des	cending	🗸 🖂 Su	ppress Zero-V	alued Rows	Signif	icance: Over	Representation V Threshold: 2.0 숮
C22	4: CU Estimated Spee	xd at Impa	ict Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain	C224: CU Estimated Speed at Impact
•	1 to 5 MPH		1	1.82	984	16.28	0.112	-7.954	
	6 to 10 MPH		3	5.45	747	12.36	0.441	-3.798	
	16 to 20 MPH		2	3.64	393	6.50	0.559	-1.576	
	21 to 25 MPH		1	1.82	357	5.91	0.308	-2.249	
	31 to 35 MPH		3	5.45	405	6.70	0.814	-0.685	
	36 to 40 MPH		2	3.64	421	6.97	0.522	-1.831	
	41 to 45 MPH		4	7.27	701	11.60	0.627	-2.379	
	46 to 50 MPH		3	5.45	331	5.48	0.996	-0.012	
	51 to 55 MPH		4	7.27	541	8.95	0.813	-0.923	
	56 to 60 MPH		5	9.09	252	4.17	2.180	2.707	
	61 to 65 MPH		5	9.09	328	5.43	1.675	2.015	
	66 to 70 MPH		10	18.18	406	6.72	2.707	6.305	
	71 to 75 MPH		3	5.45	90	1.49	3.663	2.181	
	76 to 80 MPH		2	3.64	50	0.83	4.396	1.545	
	81 to 85 MPH		1	1.82	15	0.25	7.326	0.864	
	86 to 90 MPH		5	9.09	16	0.26	34.341	4.854	
	91 to 95 MPH		1	1.82	7	0.12	15.699	0.936	Sort by Sum of Max Gain
1	🕼 i 😪 🖉 i								Display
				:	2016-2020 Alał	oama Integrated	d Crash Data		
						stimated Speed			
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	Ledneuc								
	<u>ــــــــــــــــــــــــــــــــــــ</u>								
	0								
	0-1-			31 to 35 MP	Н	56	to 60 MPH		81 to 85 MPH
							peed at Impact		

4.12 C323 CU Safety Equipment -- TW Fatal vs All TW Crashes



5.0 Thanksgiving Week Darkness vs Light

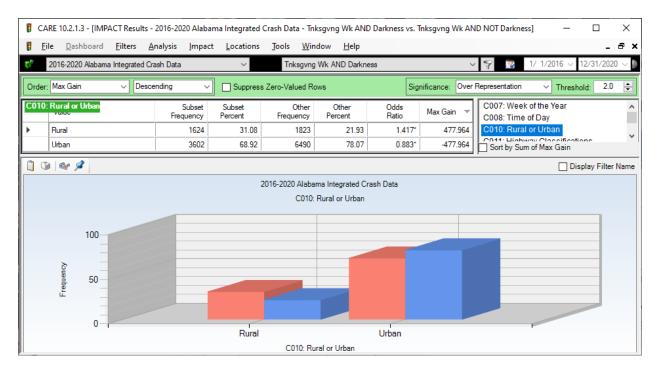
5.1 C031 Lighting Conditions: Definition of Subsets Being Compared



5.2 C008 Time of Day

₿ C	ARE 10.2.1.3 - [IMPACT Results -	- 2016-2020 Alab	ama Integrated	l Crash Data - 1	Tnksgvng Wk A	ND Darkness v	vs. Tnksgvng Wk	AND NOT Darkness] — 🗆 🗙
	<u>File D</u> ashboard <u>Filters 4</u>	<u>A</u> nalysis <u>I</u> mpa	ct <u>L</u> ocations	s <u>T</u> ools <u>W</u>	<u>/</u> indow <u>H</u> elp			
*	2016-2020 Alabama Integrated C	rash Data	\sim	Tnksgv	ng Wk AND Darl	kness		✓ ♥ 1/ 1/2016 ∨ 12/31/2020 ∨
Orde	er: Max Gain 🗸 Desc	ending 、	Suppres	ss Zero-Valued	Rows		Significance: Ov	ver Representation V Threshold: 2.0
C00	8: Time of Day	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain 🔻 '	C001: County C002: City
	5:00 PM to 5:59 PM	1180	22.58	315	3.79	5.959*	981.974	C003: Year
	6:00 PM to 6:59 PM	909	17.39	93	1.12	15.548*	850.535	C004: Month
	7:00 PM to 7:59 PM	580	11.10	50	0.60	18.452*	548.567	C005: Day of Month C006: Day of the Week
	8:00 PM to 8:59 PM	438	8.38	38	0.46	18.335*	414.111	C007: Week of the Year
	9:00 PM to 9:59 PM	416	7.96	19	0.23	34.828	404.056	C008: Time of Day
	10:00 PM to 10:59 PM	329	6.30	17	0.20	30.785	318.313	C010: Rural or Urban
	11:00 PM to 11:59 PM	273	5.22	9	0.11	48.251	267.342	C011: Highway Classifications C012: Controlled Access
	12:00 Midnight to 12:59 AM	192	3.67	8	0.10	38.177	186.971	C013: E Highway Side
	2:00 AM to 2:59 AM	163	3.12	10	0.12	25.928	156.713	C015: Primary Contributing Circumstance
	1:00 AM to 1:59 AM	149	2.85	6	0.07	39.502	145.228	C016: Primary Contributing Unit Numbe
	4:00 AM to 4:59 AM	135	2.58	11	0.13	19.522	128.085	C017: First Harmful Event C018: Location First Harmful Event Rel t
	3:00 AM to 3:59 AM	119	2.28	5	0.06	37.859	115.857	C019: E Most Harmful Event Rei t
	5:00 AM to 5:59 AM	112	2.14	97	1.17	1.837*	51.021	C020: E Distracted Driving Opinion
	Unknown	4	0.08	13	0.16	0.489	-4.173	C021: Distance to Fixed Object
	6:00 AM to 6:59 AM	13	0.25	281	3.38	0.074	-163.652	Sort by Sum of Max Gain
) 🕼 🖉							Display Filter Name
				2016-2020 Alal	bama Integrated	Crash Data		
				C0	08: Time of Day			
	30							
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	> 20-							
	Leduency							
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				111				
	0	9:00 PM to 9:5	9 PM 1.0	0 AM to 1:59	AM 6.00	AM to 6:59 A	M 10:00 AM	M to 10:59 AM 2:00 PM to 2:59 PM
		0.001111000.0			C008: Time of I			2.0011102.00111
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5.3 C010 Rural or Urban



5,4 C011 Highway Classification

		.2.1.3 - [IMP, Dashboard			labama Integrated		iksgvng Wk ANI ndow Help	D Darkness vs. T	nksgvng Wk AN	D NOT Darkness]	- 0	×
6 6		_	a Integrated C				Wk AND Darkn	ess	~	· 💡 🦉 1/	1/2016 ~ 12/31/20	_
Ord	der: Max (Gain	~ Desc	ending	V Suppres	s Zero-Valued R	ows	Sig	nificance: Over	Representation	✓ Threshold: 2	.0 🜩
C01	11: High	way Classific	ations	Subs Frequen		Other Frequency	Other Percent	Odds Ratio	Max Gain 🔻	C010: Rural or C011: Highway		^
	Coun	ty		8	99 17.20	974	11.72	1.468*	286.691	C012: Controlle		
	State			9	95 19.04	1455	17.50	1.088	80.309	C013: E Highwa		
	P Oth	ner*			0 0.00	0	0.00	0.000	0.000		Contributing Circum	
	Inters	state		6	69 12.80	1105	13.29	0.963	-25.663	C016: Primary C C017: First Har	Contributing Unit Nu	Impe
	Munic	cipal		19	32 36.97	3226	38.81	0.953	-96.038		First Harmful Event	tRelt
	Privat	te Property			81 1.55	306	3.68	0.421*	-111.368	C019: E Most H	armful Event	
	Feder	ral		6	50 12.44	1247	15.00	0.829*	-133.931	C020: E Distrac	ted Driving Opinion Max Gain	×
			_			C011: Hig	hway Classificati	ons				
		40										
	5											
	Frequency	20										
	Fre											
		0	С	ounty	State	P Other*	Interstate	Municipal	Private Prop	erty Federal		
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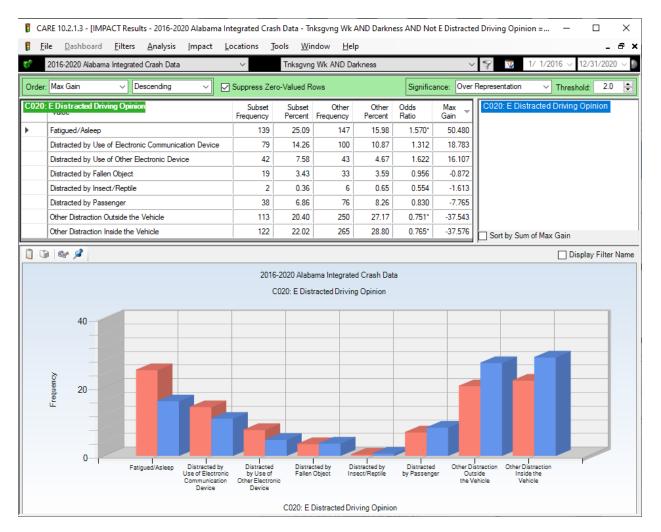
	tegrated Cra	ash Data - Tr	nksgvng Wk /	AND Darkn	ess AND No	ot Primary Co	ontributing Circums — 🗆 🗙	
e <u>D</u> ashboard <u>F</u> ilters <u>A</u> nalysis <u>I</u> mpact <u>L</u> o	ocations							
2016-2020 Alabama Integrated Crash Data	\sim	Tnksgvn	g Wk AND Da	rkness		~	· 💡 🌠 1/ 1/2016 ~ 12/31/2020 ~	
Max Gain V Descending V	Suppress Ze	ero-Valued R	lows		Signific	ance: Over	Representation V Threshold: 2.0	
Primary Contributing Circumstance	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain 👻	C015: Primary Contributing Circumstance	
DUI	340	7.98	132	1.91	4.168*	258.431		
Unseen Object/Person/Vehicle	431	10.11	504	7.31	1.384*	119.553		
Driving too Fast for Conditions	225	5.28	224	3.25	1.625*	86.579		
E Swerved to Avoid Animal	118	2.77	67	0.97	2.850*	76.597		
E Aggressive Operation	138	3.24	116	1.68	1.925*	66.318		
E Ran off Road	169	3.97	168	2.44	1.628*	65.184		
Over Speed Limit	114	2.67	100	1.45	1.845*	52.205		
E Ran Stop Sign	66	1.55	57	0.83	1.874*	30.777		
E Fatigued/Asleep	106	2.49	126	1.83	1.361*	28.138		
E Failed to Yield Right-of-Way from Traffic Signal	104	2.44	132	1.91		22.431		
		[
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-		[
	76	1.78	205	2.97	0.600*	-50.680		
Improper Lane Change/Use	252	5.91	539	7.81	0.757*	-81.075		
Misjudge Stopping Distance	320	7.51	728	10.56	0.711*	-129.867		
Followed too Close	549	12.88	1410	20.44	0.630*	-322.309	Sort by Sum of Max Gain	
1 ar \$							Display Filter Nar	
	201	6-2020 Alaba	ama Integrate	d Crash Dat	ta			
	C0	15: Primary (Contributing C	ircumstanc	e			
30								
5. 20								
10								
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E Aggressive Operation			ly Defec	tive Equipmen				
	2016-2020 Alabama Integrated Crash Data Max Gain Descending Image: Contributing Circumstance DUI Unseen Object/Person/Vehicle Diving too Fast for Conditions Eswerved to Avoid Animal E Aggressive Operation E E Ran off Road Over Speed Limit E Ran Stop Sign E Fatigued/Asleep E Tailed to Yield Right-of-Way from Traffic Signal E E Other - No Improper Driving E Swerved to Avoid Vehicle E Crossed Centerline Defective Equipment E Failed to Yield Right-of-Way Making Left or U-Tum Made Improper Tum E Other Distraction Inside the Vehicle E Ran Traffic Signal E Other Distraction Outside the Vehicle E Other Distraction Outside the Vehicle E Cother Inproper Action E Failed to Yield Right-of-Way from Driveway Improper Backing E Tailed to Yield Right-of-Way from Driveway Improper Lane Change/Use Misjudge Stopping Distance Followed too Close	2016-2020 Alabama Integrated Crash Data Max Gain Descending Subperess Z4 Max Gain Subset Primary Contributing Circumstance Subset Primary Contributing Circumstance Subset Primary Contributing Circumstance Subset Primary Contributing Circumstance Subset Primary Contributing Circumstance Subset Primary Contributing Circumstance Subset Primary Contributing Circumstance Primary Contrest Contrest Contributing Circumstance	Thespin Name Thespin Suppress Zero-Valued R Max Gain Colspan="2">Suppress Zero-Valued R Prince DU 340 R DU 340 360 100 2016 DE DE DE DE DE <th cols<="" td=""><td>Triksgung Wk AND Date Max Gain C Subject Subject Percent Frequency DU 340 7.5 DU 340 7.5 Diving too Fast for Conditions 225 5.28 224 Bereved to Avoid Animal 118 2.7 6 Colspan="2">Colspan="2" Colspan="2" <th< td=""><td>Diff-2020 Alabama Integrated Crash Data Triksgvrg Wk AND Darkness Max Gain Subset Subset Finguency Percent Percent Percent Percent Percent Percent Percent Percent Percent Percent Percent</td><td>2016-2020 Alabama Integrated Crash Data Trikegying Wk AND Darkness Max Gain Descending Subject Subject Precision Other Requency Other Return Other Requency Other Return <t< td=""><td>Descending Suppress Zero-Valued Rows Significance: Over Max Gan Suppress Zero-Valued Rows Significance: Over Max Gan Subset: Subset:</td></t<></td></th<></td></th>	<td>Triksgung Wk AND Date Max Gain C Subject Subject Percent Frequency DU 340 7.5 DU 340 7.5 Diving too Fast for Conditions 225 5.28 224 Bereved to Avoid Animal 118 2.7 6 Colspan="2">Colspan="2" Colspan="2" <th< td=""><td>Diff-2020 Alabama Integrated Crash Data Triksgvrg Wk AND Darkness Max Gain Subset Subset Finguency Percent Percent Percent Percent Percent Percent Percent Percent Percent Percent Percent</td><td>2016-2020 Alabama Integrated Crash Data Trikegying Wk AND Darkness Max Gain Descending Subject Subject Precision Other Requency Other Return Other Requency Other Return <t< td=""><td>Descending Suppress Zero-Valued Rows Significance: Over Max Gan Suppress Zero-Valued Rows Significance: Over Max Gan Subset: Subset:</td></t<></td></th<></td>	Triksgung Wk AND Date Max Gain C Subject Subject Percent Frequency DU 340 7.5 DU 340 7.5 Diving too Fast for Conditions 225 5.28 224 Bereved to Avoid Animal 118 2.7 6 Colspan="2">Colspan="2" Colspan="2" <th< td=""><td>Diff-2020 Alabama Integrated Crash Data Triksgvrg Wk AND Darkness Max Gain Subset Subset Finguency Percent Percent Percent Percent Percent Percent Percent Percent Percent Percent Percent</td><td>2016-2020 Alabama Integrated Crash Data Trikegying Wk AND Darkness Max Gain Descending Subject Subject Precision Other Requency Other Return Other Requency Other Return <t< td=""><td>Descending Suppress Zero-Valued Rows Significance: Over Max Gan Suppress Zero-Valued Rows Significance: Over Max Gan Subset: Subset:</td></t<></td></th<>	Diff-2020 Alabama Integrated Crash Data Triksgvrg Wk AND Darkness Max Gain Subset Subset Finguency Percent Percent Percent Percent Percent Percent Percent Percent Percent Percent Percent	2016-2020 Alabama Integrated Crash Data Trikegying Wk AND Darkness Max Gain Descending Subject Subject Precision Other Requency Other Return Other Requency Other Return Other Return <t< td=""><td>Descending Suppress Zero-Valued Rows Significance: Over Max Gan Suppress Zero-Valued Rows Significance: Over Max Gan Subset: Subset:</td></t<>	Descending Suppress Zero-Valued Rows Significance: Over Max Gan Suppress Zero-Valued Rows Significance: Over Max Gan Subset: Subset:

5.5 C015 Primary Contributing Circumstances (items < 50 removed)

CARE 10.2.1.3 - [IMPACT Results - 2016-2020 Alaba	ma Integrated	l Crash Data	ı - Tnksgvng \	Wk AND Dark	ness AND N	ot First Harm	nful Event = 33 OR 2 — 🗆 🗙
<u>F</u> ile <u>D</u> ashboard <u>F</u> ilters <u>A</u> nalysis <u>I</u> mpac	t <u>L</u> ocations	Tools	<u>W</u> indow	<u>H</u> elp			_ 8 :
2016-2020 Alabama Integrated Crash Data	~	Tnks	sgvng Wk ANE) Darkness		~	✓ ♥ 1/ 1/2016 ∨ 12/31/2020 ∨
Drder: Max Gain V Descending V	Suppres	s Zero-Valu	ed Rows		Signific	cance: Over	Representation V Threshold: 2.0
C017: First Harmful Event	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain	C017: First Harmful Event
E Collision with Animal: Deer	243	4.87	91	1.14	4.284*	186.277	
E Ran Off Road Right	236	4.73	208	2.60	1.820*	106.347	
Collision with Ditch	179	3.59	133	1.66	2.159*	96.097	
Collision with Tree	148	2.97	114	1.42	2.083*	76.940	
E Ran Off Road Left	149	2.99	117	1.46	2.043*	76.070	
E Collision with Embankment	50	1.00	27	0.34	2.971*	33.170	
Collision with Other Fixed Object	60	1.20	49	0.61	1.964*	29.457	
E Collision with Animal: Farm/Ranch	30	0.60	4	0.05	12.032	27.507	
Overtum/Rollover	76	1.52	79	0.99	1.543*	26.757	
Collision with Utility Pole	65	1.30	69	0.86	1.511*	21.990	
Collision with Parked Motor Vehicle	248	4.97	364	4.55	1.093	21.108	
E Ran Off Road Straight	41	0.82	33	0.41	1.993*	20.430	
E Collision with Curb/Island/Raised Median	41	0.82	35	0.44	1.879*	19.183	
E Evasive Action (Swerve/Brake)	51	1.02	52	0.65	1.573	18.587	
E Collision with Non-Motorist: Pedestrian	32	0.64	24	0.30	2.139*	17.040	
E Crossed Centerline Collision with Fence	52 31	0.62	57	0.71	1.464	16.470 11.677	
E Collision with Cable Barrier	31	0.62	31	0.39	1.604	10.560	
E Collision with Other Non-Fixed Object	34	0.68	38	0.45	1.471	10.313	
E Collision with Concrete Barrier	34	0.88	44	0.47	1.435	9.573	
E Collision with Guardrail Face	38	0.74	44	0.55	1.345	9.327	
Collision with Sign Post	33	0.66	38	0.37	1.393	9.313	
E Collision with Vehicle in (or from) Other Roadway	85	1.70	178	2.22	0.766	-25.953	
Collision with Vehicle in Traffic	2999	60.09	6140	76.68	0.784*	-828.244	Sort by Sum of Max Gain
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		2016 2020	Alabama Integ	rated Crash D	lata.		
			17: First Harm		ala		
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E Ran Off Road	Left	Collision with	h Utility Pole		Collision with torist: Pedestria	n	E Collision with Concrete Barrier
			C017: First	Harmful Ever	nt		

5.6 C017 First Harmful Event (items < 30 removed)

5.7 C020 Distracted Driving Opinion



5.8 C023 Manner of Crash

Order: Max	6-2020 Alabama Integrated Crash Data x Gain V Descending	~	~ 7	Tnksgvng W	k AND Darknes					
C023: E Ma		~			it fulle ballance	38	~			
 Sing 	anner of Crash		Suppress Zero	-Valued Rows	5	Sig	nificance: Over F	Representation V Threshold: 2.0 🖨		
		Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max 🚽 ^	C018: Location First Harmful Event Rel t A		
Hea	gle Vehicle Crash (all types)	1648	31.53	1320	15.88	1.986*	818.177	C020: E Distracted Driving Opinion		
	ad-On (front to front only)	150	2.87	134	1.61	1.781*	65.760	C021: Distance to Fixed Object		
Angl	gle Oncoming (frontal)	153	2.93	187	2.25	1.301*	35.442	C022: E Type of Roadway Junction/Featu C023: E Manner of Crash		
Othe	er	118	2.26	176	2.12	1.066	7.357	C024: School Bus Related		
Non	n-Collision	38	0.73	50	0.60	1.209	6.567	C025: Crash Severity		
Rec	cord from Paper System	1	0.02	4	0.05	0.398	-1.515	C026: Intersection Related		
Side	eswipe - Opposite Direction	98	1.88	159	1.91	0.980	-1.956	C027: At Intersection		
Unk	known	27	0.52	55	0.66	0.781	-7.576	C028: Mileposted Route C029: National Highway System		
Angl	gle (front to side) Opposite Direction	141	2.70	250	3.01	0.897	-16.163	C030: Functional Class		
Cau	usal Veh Backing: Rearto Rear	13	0.25	53	0.64	0.390	-20.319	C031: Lighting Conditions		
Side	e Impact (90 degrees)	432	432 8.27 740 8.90 0.929				-33.204 C032: Weather			
Cau	usal Veh Backing: Rearto Side	68	1.30	163	1.96	0.664*	-34.471	C033: Locale Sort by Sum of Max Gain		
						• •••·	~			
	St 🖉							Display Filter Name		
			2016-:		Integrated Cra anner of Crash	ish Data				
Frequency		Nas	Collision	-	Causal Veh	Backing	ar to Bear	Sideswipe - Same Direction		
		NON	CONSION	CU33	E Manner of C	-	anto near	Sideswipe - Same Direction		

5.9 C025 Crash Severity

ļ	CARE 1	0.2.1.3 - [IMP	ACT Results	s - 2016-2020 Ala	abama Integrat	ed Crash Data	- Tnksgvng Wk	AND Darknes	s vs. Tnksgvng \	Wk AND NOT Da	kn —]	×
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¢?	2016	6-2020 Alabam	a Integrated	Crash Data	~	Tnks	gvng Wk AND D	arkness		~ ~ ?	1/ 1/2016 ~	12/31	/2020
Oro	der: Max	Gain	✓ Des	scending	✓ Suppr	ess Zero-Value	d Rows	Sign	nificance: Over	Representation	✓ Threshold:	2.0	÷
C0	25: Cra	sh Severity		Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain	C022: E Type C023: E Mann	of Roadway Junc er of Crash	tion/Fe	atı 🔺
	Fata	al Injury		55	1.05	29	0.35	3.017*	36.769	C024: School			
	Sus	pected Seriou	s Injury	207	3.96	221	2.66	1.490*	68.067	C025: Crash			
	Sus	pected Minor	Injury	478	9.15	603	7.25	1.261*	98.922	C026. Interse C027: At Inters			
	Pos	sible Injury		458	8.76	718	8.64	1.015	6.626	C028: Milepos			
	Prop	perty Damage	Only	3861	73.88	6525	78.49	0.941*	-240.967	C029: Nationa	al Highway Syster	n	~
	Unk	nown		167	3.20	217	2.61	1.224	30.582	Sort by Sum	of Max Gain		
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						C025	Crash Severity	/					
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		0		Fatal Injury	Suspected Serious Injury	Suspect Minor Inj		l sible Injury	Property Damage Only	Unknown			
					Genous Injury		25: Crash Seve	rity	Damage Only				

65% of fatal crashes occurred in dark, which was over three times the expected proportion.

5.10 C032 Weather

CA	RE 10.2.1.3 - [IMPACT Result:	- 2016-2020 Ala	abama Integrat	ed Crash Data	- Tnksavna Wk	AND Darknes	ss vs. Tnksavna \	Wk AND NOT Darkn — 🔲 X
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¢?	2016-2020 Alabama Integrated	Crash Data	~	Tnksg	gvng Wk AND D	arkness		✓ ♥ 1/ 1/2016 ∨ 12/31/2020
Order:	Max Gain 🗸 Des	cending	Suppr	ess Zero-Value	d Rows	Sigr	nificance: Over I	Representation V Threshold: 2.0
C032:	Weather	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain 📼	C022: E Type of Roadway Junction/Featt
•	Rain	589	11.27	525	6.32	1.785*	258.957	C024: School Bus Related
	E Mist	150	2.87	79	0.95	3.020*	100.336	C025: Crash Severity
	Fog	81	1.55	38	0.46	3.391*	57.111	C026: Intersection Related C027: At Intersection
	Sleet/Hail/Freezing Rain	1	0.02	0	0.00	0.000	1.000	C028: Mileposted Route
	Snow	0	0.00	0	0.00	0.000	0.000	C029: National Highway System
	E Blowing Snow	0	0.00	0	0.00	0.000	0.000	C030: Functional Class
	Severe Winds	0	0.00	0	0.00	0.000	0.000	C031: Lighting Conditions C032: Weather
	E Blowing Sand/Soil/Dirt	0	0.00	0	0.00	0.000	0.000	C033: Locale
	Other	0	0.00	2 32 6308	0.02	0.000	0.000	C034: E Police Present at Time of Crash
	Unknown	7	0.13 72.45		0.38	0.348	-13.117	C035: Police Notification Delay
	Clear	3786			75.88	0.955*	-179.549	C036: Police Arrival Delay
	Cloudy	612	11.71	1329	15.99	0.733*	-223.481	C037: EMS Arrival Delav
1	i 🕼 🖉							Display Filter
			2	2016-2020 Alab	ama Integrated (Crash Data		
)32: Weather			
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		E Mist	Sleet/Hail/Fre Rain	ezing E B	Nowing Snow	E Blowing Sand/Soil/D		nknown Cloudy
					C032: Weathe	er		

5.11 C033 Locale

C و	ARE 1	0.2.1.3 - [IMI	ACT Res	ults - 2016-202	0 Alabama	Integrate	d Crash Data	- Tnksgvng W	k AND Darkne	ess vs. Tnksgvng \	Wk AND NOT Darkn — 🗆 🗙
8 .	Eile	<u>D</u> ashboard	<u>F</u> ilters	<u>A</u> nalysis	<u>I</u> mpact	<u>L</u> ocation	ns <u>T</u> ools	Window H	elp		- 8 ×
¢?	2016	5-2020 Alaban	a Integrat	ed Crash Data		~	Tnks	gvng Wk AND I	Darkness		✓ ♥ 1/ 1/2016 ∨ 12/31/2020
Orde	er: Max	k Gain	~	Descending	~ [Suppre	ess Zero-Value	ed Rows	Sig	gnificance: Over	Representation V Threshold: 2.0
C03	3: Loca			Sub Frequer			Other Frequency	Other Percent	Odds Ratio	Max Gain 📼	C028: Mileposted Route C029: National Highway System
▶	Оре	en Country		18	367	35.73	2324	27.96	1.278	406.008	C030: Functional Class
	Res	idential		12	263	24.17	1595	19.19	1.260	* 260.297	C031: Lighting Conditions C032: Weather
	Play	/ground			2	0.04	1	0.01	3.18	1 1.371	C032: Weather
	Man	nufacturing or	Industrial		93	1.78	156	1.88	0.948	B -5.070	C034: E Police Present at Time of Crash
	Sch	lool			32	0.61	60	0.72	0.848	B -5.719	C035: Police Notification Delay
	Othe	er			38	0.73	92	1.11	0.65	7 -19.836	C036: Police Arrival Delay
	Sho	pping or Busir	ness	19	931	36.95	4085	49.14	0.752	-637.051	Sort by Sum of Max Gain
	1	¥ 🖉									Display Filter
						2	016-2020 Alab	ama Integrated	Crash Data		
							C	033: Locale			
		60									
		-									
	ancy	40	-								
	Frequency	20									
		0		I Open Country	l Residentia	al	Playground	Manufacturing or Industrial	School	l Other	Shopping or Business
								C033: Locale			

5.12 C028 Adjusted EMS Arrival Delay

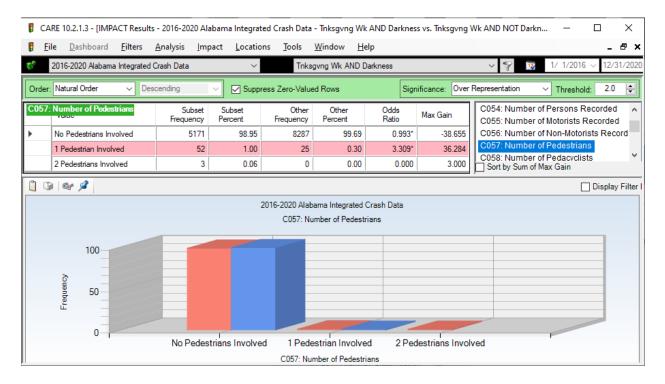
🔋 CA	RE 10.2.1.3 - [IMPACT Results	- 2016-2020 Ala	ibama Integrat	ed Crash Data	- Tnksgvng Wi	AND Darknes	s AND Not Adju	usted EMS Arriva	I De — [x i
🖡 Ei	le <u>D</u> ashboard <u>F</u> ilters	<u>A</u> nalysis <u>I</u> mp	act <u>L</u> ocatio	ns <u>T</u> ools	<u>W</u> indow <u>H</u> e	elp				_ 8 ×
6 2	2016-2020 Alabama Integrated	Crash Data	~	Tnks	gvng Wk AND [Jarkness		- v 💡	$^{ m 2}$ 1/ 1/2016 $\scriptstyle \sim$	12/31/2020
Order	Max Gain 🗸 Des	cending	Suppr	ess Zero-Value	ed Rows	Sign	ificance: Over	Representation	✓ Threshold:	2.0
C038:	Adjusted EMS Arrival Delay	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain	C038: Adjuste	ed EMS Arrival Dela	У
•	0 to 5 minutes	361	24.97	528	28.93	0.863*	-57.350			
	6 to 10 minutes	468	32.37	568	31.12	1.040	17.957			
	11 to 15 minutes	251	17.36	342	18.74	0.926	-19.976			
	16 to 20 minutes	172	11.89	148	8.11	1.467*	54.735			
	21 to 30 minutes	117	8.09	165	9.04	0.895	-13.734			
	31 to 45 minutes	53	3.67	56	3.07	1.194	8.630			
	46 to 60 minutes	13	0.90	12	0.66	1.367	3.492			
	61 to 90 minutes	7	0.48	5	0.27	1.767	3.038			
	91 to 120 minutes	1	0.07	0	0.00	0.000	1.000			
	121 to 180 minutes	2	0.14	1	0.05	2.524	1.208			
	Over 180 minutes	1	0.07	0	0.00	0.000	1.000	Sort by Sum	of Max Gain	
0	1 🗞 🖉								🗌 Di	isplay Filter
				2016-2020 Alab	ama Integrated	Crash Data				
					sted EMS Arriva					
				COOD. Adjus	ated Emo Arriva	i Delay				
	40									
										_
	<u>ک</u>									
	AD 100									
	0	5 to 10 minutes	16 to 20	l minutes	21 to 45 minu	too 61 to	90 minutes	121 to 190	Putton	
		DID TO MINUTES	10 to 20		31 to 45 minu		SU MINUTES	121 to 180 mir	lutes	
				C038: A	Adjusted EMS A	mval Delay				

5.13 C052 Number of Vehicles

[(CARE 10	.2.1.3 - [IMPA	CT Results	- 2016-2020 Ala	bama Integrat	ed Crash Data	- Tnksgvng Wk	AND Darknes	s vs. Tnksgvng \	Wk AND NOT Darkn	- 0	Х	
B	<u>F</u> ile j	<u>D</u> ashboard	<u>F</u> ilters	<u>A</u> nalysis <u>I</u> mp	act <u>L</u> ocatio	ns <u>T</u> ools	<u>W</u> indow <u>H</u> e	lp			-	ð x	
6 2	2016-	2020 Alabama	Integrated (Crash Data	~	Tnksg	jvng Wk AND D	arkness		~ 💡 🈨 1/	1/2016 \vee 12/31	1/2020	
Orde	er: Natu	ral Order	✓ Des	cending	🗸 🗹 Suppr	ess Zero-Value	d Rows	Sign	ificance: Over	Representation 🗸 T	hreshold: 2.0	÷	
C05	2: Num	ber of Vehicle	×	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain	C048: RPO C049: MPO		^	
	1 Veł	nicle		1783	34.12	1440	17.32	1.970*	877.738	C050: Has Coordinat			
	2 Veł	nicles		3166	60.58	6356	76.46	0.792*	-829.724	C051: E MapClick Us			
	3 Veł	nicles		243	4.65	437	5.26	0.885	-31.722	C052: Number of Veh C053: Number of Driv			
	4 Veł	nicles		30	0.57	56	0.67	0.852	-5.205	C054: Number of Per			
	5 Veł	nicles		2	0.04	15	0.18	0.212	-7.430	C055: Number of Mot	orists Recorded	~	
	6 Veł	nicles		2	0.04	5	0.06	0.636	-1.143	Sort by Sum of Max G	iain		
Ũ	🗋 🕼 🗇 🖉												
					2	2016-2020 Alaba	ama Integrated (Crash Data					
						C052: N	lumber of Vehic	les					
		100											
		-											
	×		_										
	Frequency	50											
	Freq				_								
			<u> </u>										
		0											
		- 1	1	Vehicle	2 Vehicles	3 Vehic	les 4 V	ehicles	5 Vehicles	6 Vehicles	F		
						C052	Number of Veh	icles					

55% of single vehicle crashes occur in dark – this is about twice (1.970) what is expected.

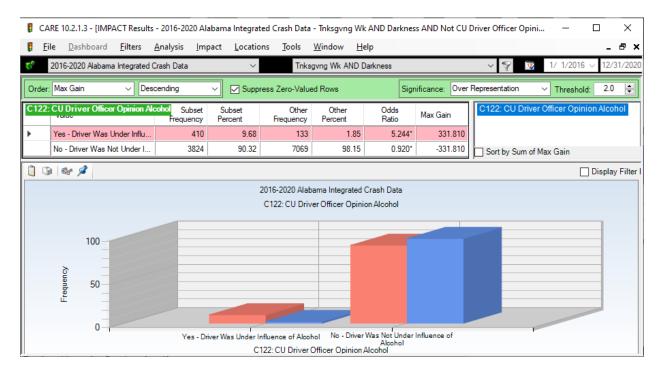
5.14 C067 Number of Pedestrians



70.0% of pedestrian strikes occurred in darkness, which was over three times the expected number.

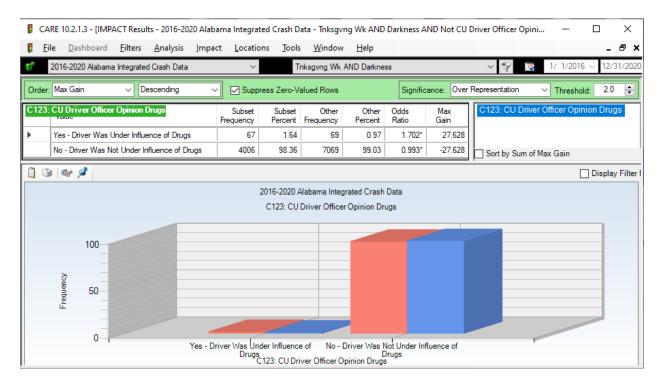
Over 50% of the 17 bicycle crashes occurred in darkness, which was about 79% higher than expected.

5.15 C122 CU Driver Officer Opinion Alcohol



76% of Alcohol DUI were after dark (five times what was expected).

5.16 C123 CU Driver Officer Opinion Drugs



Over 50% of drugs were after dark, which was 70% more than expected.