

# TABLE 1

This Document was Obtained and Updated from:  
“Table 1 2021 Prioritization for Special Studies – v01”

**THESE ARE THE TABLE ONE UPDATES THAT  
ARE EXPECTED TO BE POSTED IN THE  
State of Alabama Fiscal Year 2024 HSP**



Prepared for  
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and  
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## Introduction

This document consists of the following sections:

- Table 1, 2022 – the most recent Table 1 based on CY2022 data that is expected to be part of the FY2024 HSP.
- Comparison of Relative Fatality Positions for 2022 vs. 2021
- Table 1, 2021 – Table 1 from CY2021 data that was used in the FY2023 HSP.
- Table 1, 2020 – Table 1 from CY2020 data that was used in the FY2022 HSP.
- Comparison of the Table 1 fatality ordering (2019-2021) – this considers and compares the ordering of Table 1s for CY19, CY20 and CY21. Table 1 items are generally ordered by the number of fatalities in any given year. This shows how they have changed over the previous years. This can be compared to Table 1, 2022.
- Narrative Description of Categories – this defines each of the Table 1 attributes so that there is no confusion as to their meanings.
- Table 1, 2019 – provided for a reference if there is a need to consult this prior year Table 1.
- Potential Special Study Subjects – this section considers the first 18 attributes in the 2021 Table 1 and comments on special studies that have been completed, are in progress or are anticipated based on their ordering and number of fatalities in the 2021 Table 1.

## Table 1, 2022

**Table 1. Top Fatality Causes Alabama 2022 Data**

CY21	CY22	Crash Type (Causal Driver)	Fatal Number	Fatal %	Injuries	Injury %	PDO No.	PDO %	Total
1	1	Belt Restraint Fault*	390	3.99%	3,753	38.35%	5,643	57.66%	9,786
3	2	ID/DUI All Substances	179	3.58%	1,702	34.01%	3,018	60.30%	5,005
2	3	Speed Involved	172	2.24%	2,319	30.17%	5,058	65.81%	7,686
4	4	Hit Roadside Obstacle	134	2.46%	1,659	30.50%	3,573	65.58%	5,440
8	5	Large Truck Involved	127	1.32%	1,580	16.43%	7,753	80.63%	9,616
9	6	<b>Mature 65+ Involved</b>	120	0.92%	2,662	20.36%	10,018	76.61%	13,077
5	7	Fail to Yield or Ran (All)	116	0.38%	8,078	26.58%	21,546	70.91%	30,387
7	8	Pedestrian Involved	112	14.76%	572	75.36%	34	4.48%	759
11	9	Wrong Way Items	108	3.29%	675	20.57%	2,391	72.85%	3,282
12	10	Motorcycle Involved	89	5.49%	1,025	63.19%	461	28.42%	1,622
6	11	License Deficiency Cause	79	1.38%	1,600	27.98%	3,875	67.76%	5,719
10	12	Youth (16-20) Causal	74	0.37%	3,720	18.68%	15,730	79.00%	19,912
13	13	Aggressive Operation	64	2.28%	712	25.32%	1,917	68.17%	2,812
14	14	Distracted Driving	60	0.46%	2,494	19.06%	10,277	78.53%	13,086
16	15	Utility Pole	37	1.61%	698	30.41%	1,457	63.49%	2,295
17	16	Drowsy Driving	30	0.92%	1,186	36.38%	1,970	60.43%	3,260
15	17	Vehicle Defects – All	29	0.78%	710	19.22%	2,863	77.48%	3,695
22	18	Work Zone Related	16	0.84%	382	19.94%	1,498	78.18%	1,916
18	19	Vision Obscured	13	1.09%	293	24.66%	857	72.14%	1,188
19	20	Bicycle	12	4.84%	180	72.58%	50	20.16%	248
20	21	Railroad Trains	5	9.09%	13	23.64%	35	63.64%	55
21	22	Child Restraint Fault*	4	0.17%	247	10.37%	2,132	89.47%	2,383
24	23	School Bus Involved	1	0.18%	71	12.98%	452	82.63%	547
23	24	Roadway Defects – All	0	0.00%	27	18.88%	111	77.62%	143

\* This item is measured in the number of each severity of crash that *resulted* from the failure to use the proper restraint, as opposed to other items that are measured by the number of crashes *caused by* or *related to* the involvement of the particular item.

# Crash Type Relative Fatality Position Changes from 2021 to 2022

## Top Fatality Causes Alabama 2022 Data

CY21	CY22	Crash Type (Causal Driver)	Fatal CY22	Fatal CY21	Improved Positions	Declined Positions	No Change
1	1	Belt Restraint Fault*	390	541	-	-	*
3	2	ID/DUI All Substances	179	180	-	1	-
2	3	Speed Involved	172	199	1	-	-
4	4	Hit Roadside Obstacle	134	126	-	-	*
8	5	Large Truck Involved	127	112	-	3	-
9	6	Mature (65&Older) Cause	120	81	-	3	-
5	7	Fail to Yield or Ran (All)	116	111	2	-	-
7	8	Pedestrian Involved	112	126	1	-	-
11	9	Wrong Way Items	108	113	-	2	-
12	10	Motorcycle Involved	89	72	-	2	-
6	11	License Deficiency Cause	79	101	5	-	-
10	12	Youth (16-20) Causal	74	82	2	-	-
13	13	Aggressive Operation	64	70	-	-	*
14	14	Distracted Driving	60	45	-	-	*
16	15	Utility Pole	37	26	-	1	-
17	16	Drowsy Driving	30	33	-	1	-
15	17	Vehicle Defects – All	29	29	2	-	-
22	18	Work Zone Related	16	17	-	4	-
18	19	Vision Obscured	13	12	1	-	-
19	20	Bicycle	12	7	1	-	-
20	21	Railroad Trains	5	6	1	-	-
21	22	Child Restraint Fault*	4	22	1	-	-
24	23	School Bus Involved	1	1		1	-
23	24	Roadway Defects – All	0	2	1	-	-

**Table 1, 2021**

**Table 1. Top Fatality Causes Alabama CY2021 Data**

CY20	CY21	Crash Type (Causal Driver)	Fatal Number	Fatal %	Injuries	Injury %	PDO No.	PDO %	Total
1	1	Belt Restraint Fault*	541	6.24%	4,476	51.62%	3,654	42.14%	8,671
2	2	Speed Involved	199	2.16%	2,785	30.29%	6,209	67.54%	9,193
3	3	ID/DUI All Substances	180	3.17%	1,953	34.40%	3,544	62.43%	5,677
4	4	Hit Roadside Obstacle	126	2.15%	1785	30.46%	3949	67.39%	5,860
9	5	Pedestrian Involved	126	17.14%	575	78.23%	34	4.63%	735
10	6	Wrong Way Items	113	3.19%	805	22.73%	2,623	74.08%	3,541
6	7	Large Truck Involved	112	1.17%	1,701	17.80%	7,741	81.02%	9,554
5	8	Fail to Yield-Ran (All)	111	0.38%	8,040	27.41%	21,184	72.21%	29,335
8	9	License Defect Causal	101	1.39%	2,127	29.22%	5,052	69.40%	7,280
13	10	Youth (16-20) Causal	82	0.38%	4,351	20.08%	17,233	79.54%	21,666
11	11	Mature (65 or Older)	81	0.61%	2,666	19.94%	10,621	79.45%	13,368
14	12	Motorcycle Involved	72	4.57%	1,044	66.33%	458	29.10%	1,574
12	13	Aggressive Operation	70	2.46%	792	27.89%	1,978	69.65%	2,840
15	14	Distracted Driving	45	0.33%	2,803	20.55%	10,794	79.12%	13,642
17	15	Drowsy Driving	33	0.97%	1,201	35.22%	2,176	63.81%	3,410
19	16	Vehicle Defects – All	29	0.64%	923	20.28%	3,600	79.09%	4,552
16	17	Utility Pole	26	1.03%	799	31.76%	1,691	67.21%	2,516
22	18	Child Restraint Fault*	22	0.85%	717	27.80%	1,840	71.35%	2,579
18	19	Work Zone Related	17	0.73%	420	18.07%	1,887	81.20%	2,324
20	20	Vision Obscured	12	0.97%	289	23.31%	939	75.73%	1,240
21	21	Bicycle	7	3.15%	174	78.38%	41	18.47%	222
24	22	Railroad Trains	6	9.84%	18	29.51%	37	60.66%	61
25	23	Roadway Defects – All	2	1.77%	22	19.47%	89	78.76%	113
23	24	School Bus Involved	1	0.18%	71	12.96%	476	86.86%	548

\* This item is measured in the number of each severity of crash that *resulted* from the failure to use the proper restraint, as opposed to other items that are measured by the number of crashes *caused by* or *related to* the involvement of the particular item.

**Table 1, 2020**

**Table 1. Top Fatality Causes Alabama CY2020 Data**

CY19	CY20	Crash Type (Causal Driver)	Fatal Number	Fatal %	Injuries	Injury %	PDO No.	PDO %	Total
1	1	Seat Belt Restraint Fault*	392	3.74%	3,834	36.56%	6,260	59.70%	10,486
3	2	Speed Involved	192	2.14%	2,769	30.89%	6,003	66.97%	8,964
2	3	ID/DUI All Substances	141	2.72%	1,883	36.27%	3,167	61.01%	5,191
4	4	Hit Obstacle on Roadside	129	2.33%	1,680	30.29%	3,738	67.39%	5,547
6	5	Fail to Yield or Ran (All)	128	0.50%	7,265	28.40%	18,187	71.10%	25,580
9	6	Large Truck Involved	117	1.40%	1,529	18.27%	6,721	80.33%	8,367
5	7	Ped., Bicycle, School Bus	97	4.30%	674	29.88%	1485	65.82%	2,256
8	8	License Deficiency Causal	103	1.56%	2,020	30.55%	4,489	67.89%	6,612
7	9	Pedestrian Involved	96	14.84%	529	81.76%	22	3.40%	647
11	10	Wrong Way Items	93	4.89%	613	32.25%	1,195	62.86%	1,901
10	11	Mature (65 or Older) Causal	83	0.71%	2,453	20.97%	9,162	78.32%	11,698
14	12	Aggressive Operation	81	3.20%	737	29.15%	1,710	67.64%	2,528
13	13	Youth (16-20) Causal Driver	73	0.39%	4,040	21.71%	14,495	77.90%	18,608
12	14	Motorcycle Involved	68	5.00%	943	69.39%	348	25.61%	1,359
15	15	Distracted Driving	52	0.45%	2,523	21.64%	9,083	77.91%	11,658
16	16	Utility Pole	28	1.17%	776	32.43%	1,589	66.40%	2,393
17	17	Drowsy Driving	23	0.84%	1,016	37.12%	1,698	62.04%	2,737
18	18	Work Zone Related	18	0.77%	441	18.85%	1,880	80.38%	2,339
19	19	Vehicle Defects – All	18	0.41%	929	21.27%	3,420	78.31%	4,367
20	20	Vision Obscured	8	0.76%	275	25.99%	775	73.25%	1,058
23	21	Bicycle	8	3.79%	167	79.15%	36	17.06%	211
21	22	Child Restraint Fault*	5	0.24%	298	14.08%	1,813	85.68%	2,116
25	23	School Bus Involved	4	1.13%	61	17.18%	290	81.69%	355
24	24	Railroad Trains	3	5.88%	13	25.49%	35	68.63%	51
22	25	Roadway Defects – All	1	0.82%	32	26.23%	89	72.95%	122

\* This item is measured in the number of each severity of crash that *resulted* from the failure to use the proper restraint, as opposed to other items that are measured by the number of crashes *caused by* or *related to* the involvement of the particular item.

## Comparison of the Table 1 Fatality Ordering (2019-2021)

CY19	CY20	CY21	Crash Type (Causal Driver)	Fatal 2019	Fatal 2020	Fatal 2021	Sgnfcnt Increase
1	1	1	Belt Restraint Fault*	382	392	541	**
3	2	2	Speed Involved	145	192	199	*
2	3	3	ID/DUI All Substances	171	141	180	
4	4	4	Hit Roadside Obstacle	125	129	126	
6	9	5	Pedestrian Involved	113	96	126	
11	10	6	Wrong Way Items	101	93	113	*
5	7	-	Ped., Bicycle, School Bus	123	97	-	
9	6	7	Large Truck Involved	108	103	112	
6	5	8	Fail to Yield-Ran (All)	117	128	111	
8	8	9	License Defect Causal	108	103	101	
13	13	10	Youth (16-20) Causal	76	73	82	
14	11	11	Mature (65 or Older)	104	83	81	
12	14	12	Motorcycle Involved	85	68	72	
14	12	13	Aggressive Operation	68	81	70	
15	15	14	Distracted Driving	45	52	45	
17	17	15	Drowsy Driving	27	23	33	
19	19	16	Vehicle Defects – All	16	18	29	*
16	16	17	Utility Pole	32	28	26	
21	22	18	Child Restraint Fault*	11	5	22	
18	18	19	Work Zone Related	16	18	17	
20	20	20	Vision Obscured	13	8	12	
23	21	21	Bicycle	6	8	7	
24	24	22	Railroad Trains	4	3	6	
22	25	23	Roadway Defects – All	8	1	2	
25	23	24	School Bus Involved	4	4	1	

## Narrative Description of Categories

The purpose of the narrative descriptions that follow is to give non-technical users of Table Ones a simple description for each of the items. This will enable better comparisons that are essential to optimal decisions regarding traffic safety resource allocations that must be made among the various crash categories.

Unless otherwise indicated, the counts presented in Table 1 are Crashes of various severities. Exceptions are 2022 crash categories 1 and 18, restraint items. These two exceptions are for restraints, and an asterisk (\*) is placed on these items for the footnote that describes the reason for the exception (see the Table 1s above).

The descriptions below are given in terms of the Table 1 item numbers that were used in the **2024 HSP (CY2022 data)**. A brief rationale will be given for each category so that its use can be placed into a real-world context. The ordering within the current Table 1 is in terms of the number of fatalities that were found for each category during CY2022. This numbering will change when Table 1 is updated in future years, due to the changes in the category definitions as well and the changes in the number of fatal crashes counted within each category.

These categories are not mutually exclusive. It is fairly easy to imagine crashes that might include five to ten of the categories simultaneously. Users of Table 1 will need to apply their knowledge of traffic crash causes and severities to estimate which of the multiple causes might be the primary cause for the fatalities indicated, and thus, which should have the higher priority to counter.

Descriptions of the categories and order within the 2022 Table1:

### 1. Seatbelt Restraint Fault\*

This item records those restraint faults (generally non-use, but could be improper use) of restraint that have been found to normally result in an increased severity in those who are not properly restrained. It covers drivers and all occupants of age 6 and older. Those aged less than 6 are covered in Category **22**, Child Restraint Fault.

### 2. ID/DUI All Substances

This item includes all crashes in which either alcohol or any other drug was indicated to be involved in the crash.

### 3. Speed Involved

This item includes all crashes in which speed was indicated to be a factor, which is generally indicated as “Over Speed Limit.” However, **beginning in 2021** the PCC “Too Fast for Conditions” was added to this category.



#### 4. Hit Obstacle on Roadside

This item includes crashes where the vehicle ran off the road and struck an object on the roadside, restricted to obstacles for which the responsible agency would have some capability to either remove or otherwise mitigate the hazard.

#### 5. Large Truck Involved

Generally, this covers all trucks larger than the typical pickup truck. The attempt here is to concentrate on the size of the truck as opposed to its function or whether it is a CMV or not (some will be; others are not). See the comment under Motorcycle **Involved, Category 10**.

#### **6. Mature – Age > 64 Involved**

**This item includes all crashes that involved which drivers of age 65 or older whether they were listed as the causal driver or not.**

#### 7. Fail to Yield or “Ran” (All)

This item includes all subcategories of Failure to Yield the Right-of-Way and “Ranxxx,” such as “Ran a Stop Sign” or “Ran a Traffic Signal.” The reporting of just one or a small subset of these did not seem to be warranted since the underlying cause of such behavior is the same regardless of where it manifests itself. Since this category has changed considerably from the past, we will give all of the item specifications for it, as follow:

- Ran Traffic Signal
- Ran Stop Sign
- Failed to Yield Right-of-Way from/to ...
- Traffic Signal
- Stop Sign
- Yield Sign
- Making Left or U-Turn
- Making Right Turn
- Making Right Turn on Red Signal
- from Driveway
- from Parked Position
- at Uncontrolled Intersection
- to Pedestrian in Crosswalk
- Failed to Yield the Right-of-Way (stated unqualified)
- Other Failed to Yield

## 8. Pedestrian Involved

This item includes all crashes that involved pedestrians in any way, independent of whether or not the pedestrian was the cause of the crash. See the comment under Motorcycle **Involved, Category 10.**

## 9. Wrong Way Items

All crashes where the causal vehicle is in a lane for oncoming traffic; this includes median crossovers and also lane departures into oncoming traffic on two-lane or four-lane roads. It also includes violations in no-passing zones, since these offenses would put the causal driver into oncoming traffic lanes.

## 10. Motorcycle Involved

This item is for those crashes in which a motorcycle was involved either as the causal vehicle or the second unit in the crash.

*General comment on vehicle type involvement.* Discussions were conducted as to whether categories that involved vehicle types should be those “involved” or those “caused by.” It was determined that countermeasures to these crashes could, and in some cases should, change the behaviors of vehicle drivers that are not of the category type who caused the crash. Thus, it was felt that all crashes in which they were involved should be included, and not just those caused by the driver of the specific vehicle type. *This applies to all categories that are defined by a vehicle type, including pedestrians.*

## 11. Causal Driver License Status Deficiency

This item includes all crashes in which the causal driver had one or more of the following driver license status deficiencies: Denied, Expired, Fraudulent, Revoked, and/or Suspended. It serves as an indicator as to whether the change of license status has a significant effect on the crash expectations of those drivers involved.

## 12. Youth Age 16-20 Caused.

This item includes all crashes for which drivers of age 16-20 (inclusive) were listed as the causal drivers.

## 13. Aggressive Operation

This code is indicated by officers when there are two or more PCCs that are relevant and thus the indication is that the driver was under some psychological stress to disregard several safety considerations simultaneously. In CY2021, attribute C542 was added as an indicator in addition to C015 and C202 that had been used in the past.

#### 14. Distracted Driving

Many different things tend to distract drivers, and this item is an attempt to count all of them. These would include distracted by: Passenger; Use of Electronic Communication Device; Use of Other Electronic Device; Fallen Object; Fatigued/Asleep; Insect/Reptile; Other Distraction Inside the Vehicle; and/or Other Distraction Outside the Vehicle. Of these, Fatigued/Asleep is redundant with Drowsy Driving (see 16). For purposes of analysis, it is being left as a contributor to this list to be consistent with the way it is reported on the crash report. It should be noted that Drowsy Driving may include items of fatigue and sleep that are not within the Distracted Driving **category, see Category 16.**

#### 15. Utility Pole

There are many roadside obstacles that are struck by vehicles that run off the road. Utility poles are listed here since generally, utility poles are obstacles that are of special interest to utility companies.

#### 16. Drowsy Driving

This item includes any and all indications that the driver or drivers were drowsy or falling asleep.

#### 17. Vehicle Defects (All)

This includes all reportable vehicle defects, namely: Brakes, Steering, Tire Blowout/Separation, Improper Tread Depth, Wheels, Wipers, Windows/Windshield, Mirrors, Trailer Hitch/Coupling, Power Train, Fuel System, Exhaust, Headlights, Tail Lights, Turn Signal, Suspension, Cruise Control, Body/Doors, and Other. Paper Report Archive that are no longer reported as separate items in eCrash include: Tires, Lights, Restraint System, and Cargo.

#### 18. Work Zone Related

There are about ten locations within a work zone in which a crash can be specified to have been located. This item includes any or all of them. The work zone does not need to be a cause of the crash in any way for it to be counted; the crash just needs to be located in or adjacent to the work zone.

## 19. Vision Obscured

This covers the following situations in which vision might be obscured by something in the roadway or its environment.

### CU Vision Obscured By (C408)

- Trees/Crops
- Buildings
- Embankment
- Sign/Billboard
- E Lights/Glare (Roadside)
- Hillcrest
- Curve in Road

Rationale: typically, the vision obstructions listed are those that can be addressed by engineering types of countermeasures and thus exclude items of a temporary nature, such as obstructions caused by weather conditions. Roadway related obstructions are included.

## 20. Bicycle (Pedalcycle) Involved

This is all crashes in which a pedalcycle (mostly bicycles) were involved independent of who caused the crashes. See comment under Motorcycle **Involved, Category 10**.

## 21. Railroad Train Involved

This counts the number of crashes in which a railroad train was involved independent of who may have caused the crashes. See comment under Motorcycle **Involved, Category 10**.

## 22. Child Restraint Fault\*

This includes the child passengers aged 5 or younger who were not properly restrained.

## 23. School Bus Involved

This is the number of crashes that involved a school bus independent of the causal unit. See comment under Motorcycle **Involved, Category 10**.

## 24. Contributing Roadway Defects

Any crash where a roadway defect was noted as a Contributing Circumstance in any of the following: C015, C202 or C542. PCC, CUCC and V2 Contributing Circumstance are recorded as “E Roadway/Sign/Signal Defect” in the eCrash system.

The 2019 past year’s Table 1 is given below in case it is needed for reference purposes.

**Table 1, 2019****Past Table 1. Top Fatality Causes Alabama CY2019 Data**

Crash Type (Causal Driver)	Fatal Number	Fatal %	Injuries	Injury %	PDO No.	PDO %	Total
1-Seat Belt Restraint Fault*	382	5.70%	3,569	53.21%	2,756	41.09%	6,707
2-ID/DUI All Substances	171	3.21%	2,003	37.55%	3,160	59.24%	5,334
3-Speed Involved	145	1.46%	2,991	30.13%	6,791	68.41%	9,927
4-Hit Obstacle on Roadside	125	1.93%	2,037	31.45%	4,315	66.62%	6,477
5-Ped., Bicycle, School Bus	123	1.33%	2731	29.47%	6412	69.20%	9,266
6-Fail to Yield or Ran (All)	117	0.36%	8,063	24.94%	24,145	74.69%	32,325
7-Pedestrian Involved	113	14.13%	653	81.63%	34	4.25%	800
8-License Deficiency Causal	108	1.64%	2,005	30.40%	4,482	67.96%	6,595
9-Large Truck Involved	108	1.15%	1,679	17.89%	7599	80.96%	9,386
10-Mature (65 or Older) Causal	104	0.67%	3,305	21.44%	12,006	77.89%	15,415
11-Wrong Way Items	101	2.14%	994	21.10%	3,615	76.75%	4,710
12-Motorcycle Involved	85	5.48%	1,032	66.49%	435	28.03%	1,552
13-Youth (16-20) Causal	76	0.33%	4,959	21.75%	17,768	77.92%	22,803
14-Aggressive Operation	68	2.31%	867	29.42%	2,012	68.27%	2,947
15-Distracted Driving	45	0.30%	3242	21.60%	11,724	78.10%	15,011
16-Utility Pole	32	1.35%	848	35.78%	1,490	62.87%	2,370
17-Drowsy Driving	27	0.76%	1357	38.10%	2,178	61.15%	3,562
18-Work Zone Related	16	0.52%	588	18.96%	2,498	80.53%	3,102
19-Vehicle Defects – All	16	0.44%	821	22.49%	2,813	77.07%	3,650
20-Vision Obscured	13	1.12%	297	25.52%	854	73.37%	1,164
21-Child Restraint Fault*	11	0.53%	639	31.00%	1411	68.46%	2,061
22-Roadway Defects – All	8	0.29%	599	21.36%	2,197	78.35%	2,804
23-Bicycle	6	2.55%	186	79.15%	43	18.30%	235
24-Railroad Trains	4	6.45%	16	25.81%	42	67.74%	62
25-School Bus Involved	4	0.66%	87	14.26%	519	85.08%	610

\* This item is measured in the number of each severity of crash that *resulted* from the failure to use the proper restraint, as opposed to other items that are measured by the number of crashes *caused by* or *related to* the involvement of the particular item.

## Potential Special Study Subjects

<http://www.safehomealabama.gov/caps-special-studies/>

In SHA: [http://www.safehomealabama.gov/wp-content/uploads/2021/09/15100\\_Countermeasures10th\\_080621\\_v5\\_tag.pdf](http://www.safehomealabama.gov/wp-content/uploads/2021/09/15100_Countermeasures10th_080621_v5_tag.pdf)  
Countermeasures that Work

<b>CY21</b>	<b>Crash Type (Causal Driver)</b>	<b>Status of Special Study</b> <b>SHA = SafeHomeAlabama.gov Special Studies Page</b>
1	Belt Restraint Fault*	On SHA, for the FY2023 HSP 2016-2020
2	Speed Involved	On SHA Jan-2019-July 2021 data
3	ID/DUI All Substances	On SHA, 2016-2020 data, Impaired Driving
4	Hit Roadside Obstacle	On SHA, 2016-2020 data
5	Pedestrian Involved	On SHA, 2018-2022 data
6	Wrong Way Items	On SHA, 2016-2020 data
7	Large Truck Involved	On SHA, 2016-2020 data
8	Fail to Yield-Ran (All)	On SHA, 2015-2019 data
9	License Defect Causal	On SHA, 2016-2020 data
10	Youth (16-20) Causal	On SHA, 2017-2021 data
11	Mature (65 or Older)	On SHA, 2017-2021 data
12	Motorcycle Involved	MC Caused, 2016-2020 data on SHA
13	Aggressive Operation	On SHA, 2017-2021 data
14	Distracted Driving	On SHA, 2017-2021 update for 2023 HSP
15	Drowsy Driving	On SHA 2017-2021 data
16	Vehicle Defects – All	On SHA 2017-2021 data
17	Utility Pole	No study – needs review to determine if study is required
18	Child Restraint Fault*	On SHA 2014-2018 needs update