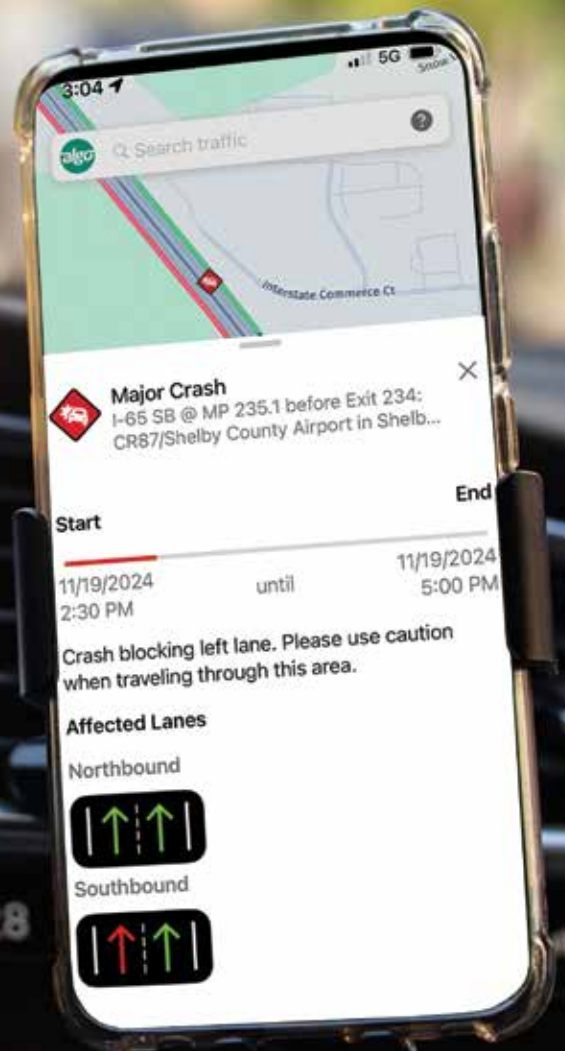


# 2023 CRASH FACTS



ALABAMA DEPARTMENT OF TRANSPORTATION  
DRIVESAFEALABAMA.ORG

**IMPROVING HIGHWAY SAFETY IN ALABAMA CONTINUES TO BE A PRESSING NEED ACROSS THE STATE. MORE THAN 970 LIVES WERE LOST IN CRASHES ON ALABAMA ROADS IN 2023. MORE THAN 37,700 INJURIES, SOME LIFE-CHANGING, HAPPENED.**

Finding solutions to prevent these tragedies begins with using historical crash data to identify critical traffic safety issues and trends. The Alabama Crash Facts report contains some of the data that the Alabama Department of Transportation and local transportation agencies use to identify specific engineering and operational opportunities for improving the safety of our transportation system.

Crash data is also informative for the public.

Through crash data, the public can better understand the driver behaviors that most often lead to serious crashes. The data also shows when and where most crashes happen, along with other important details. With these facts, motorists can make better decisions that will help them stay safe on the road.

Current data shows that the following actions can reduce the number of highway crashes, injuries and deaths:

- ➡ Buckle up ➡ Follow the speed limit ➡ Drive alert, without distractions
- ➡ Drive sober ➡ Share the road with motorcycles, bicycles and pedestrians
- ➡ Follow all warnings at railroad crossings

Safe roads start with safe drivers. Crash data clearly shows how much influence drivers can have on traffic safety.

Safety must be factored into every transportation decision at the organizational and personal level. It is with this holistic approach that positive change begins on Alabama roads.

**Acknowledgements**

Data analysis for the Alabama Crash Facts report is provided by the Center for Advanced Public

Safety at The University of Alabama using crash data provided by the Alabama Law Enforcement Agency. Additional data and funding for Alabama Crash Facts is provided by the Alabama Department of Transportation.

Current and previous editions of the Alabama Crash Facts publication are available online at [DriveSafeAlabama.org](http://DriveSafeAlabama.org) and [caps.ua.edu](http://caps.ua.edu).



**6,011,660**  
REGISTERED VEHICLES  
IN ALABAMA  
0.47% ↑



**71,767,000,000**  
VEHICLE MILES TRAVELED  
IN ALABAMA  
1.13% ↑



**3,799,471**  
LICENSED DRIVERS  
IN ALABAMA  
0.62% ↑

**MORE ALABAMA CRASH DATA, INCLUDING COUNTY AND CITY LEVEL DATA AND CHARTS, ARE AVAILABLE ON THE AL SAFETY PORTAL: [SAFETY.ALADATA.COM](http://SAFETY.ALADATA.COM).**

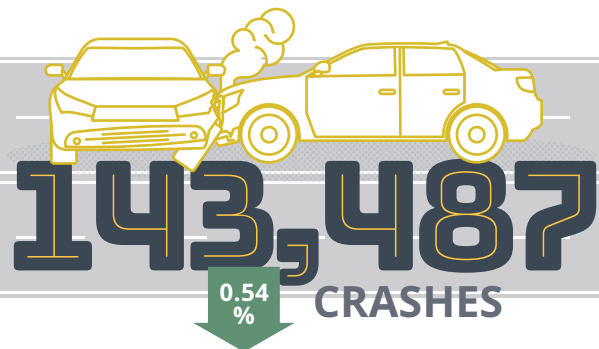
*\*The increase/decrease percentage of change compares 2022 data to 2023.*

<b>4</b>	<b>Quick Facts</b>	<b>21</b>	<b>Motorcycle Crash Statistics</b>
<b>6</b>	<b>Ten-Year Crash Data</b>	<b>22</b>	<b>Safety Restraint Usage</b>
<b>7</b>	<b>Fatality Rate Trends</b>	<b>24</b>	<b>Bicycle Crash Statistics</b>
<b>8</b>	<b>Types of Crashes</b>	<b>25</b>	<b>Pedestrian Crash Statistics</b>
<b>9</b>	<b>Crash Location</b>	<b>26</b>	<b>Train Involved Crash Statistics</b>
<b>10</b>	<b>Time Data</b>	<b>27</b>	<b>Work Zone Crash Statistics</b>
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<b>14</b>	<b>Crash Environment</b>	<b>29</b>	<b>Fatalities by County</b>
<b>15</b>	<b>Holiday Crash Statistics</b>	<b>30</b>	<b>Media Contact Information</b>
<b>16</b>	<b>Type of Roadway</b>		
<b>17</b>	<b>Alcohol and Drug Involvement</b>		
<b>18</b>	<b>Intersection Crashes by County</b>		
<b>19</b>	<b>Non-Intersection Crashes by County</b>		
<b>20</b>	<b>Driver Contributing Circumstances</b>		

Data analysis for this report is provided by the Center for Advanced Public Safety at The University of Alabama using crash data provided by the Alabama Law Enforcement Agency.

**2023 CRASH DATA  
QUICK FACTS\***

Based on 2023 data, typical drivers in Alabama have greater than a **TWO IN FIVE CHANCE OF INVOLVEMENT IN AN INJURY OR FATAL CRASH** operating a vehicle over their lifetimes. The probability of any given driver being in **A CRASH OF ANY SEVERITY DURING THEIR LIFETIME IS GREATER THAN 90%.**



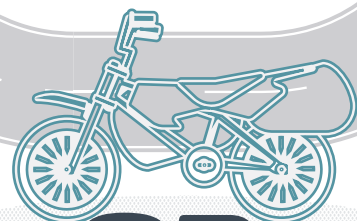
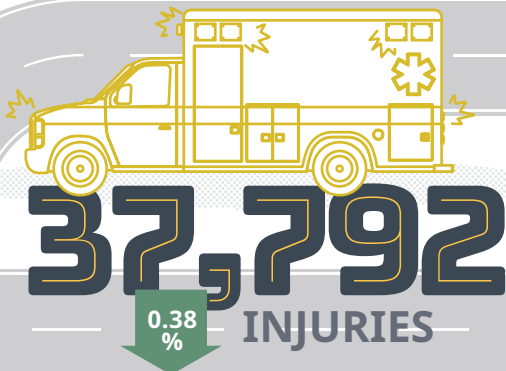
**EVERY 3 MIN**  
A traffic crash was reported every 3 minutes and 39 seconds.

**EVERY 13 MIN**

A person was injured in a traffic crash every 13 minutes and 28 seconds.

For front seat occupants who are in vehicle crashes, the probability of being killed is about 51 times higher for those not wearing safety belts than those who are properly restrained.

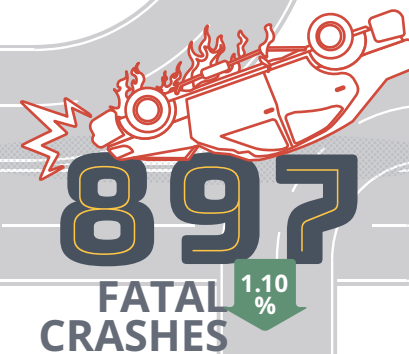
Most Alabama crashes (76 percent) occurred in urban areas, but most fatalities (58 percent) occurred in rural areas.



**92**  
FATALITIES INVOLVING MOTORCYCLES OR MOPED RIDERS

**1=40**

For each fatality, there were about 39.7 injuries.



**60%**  
DIED WHILE NOT WEARING A SEAT BELT

**EVERY 9 HR**

A person was killed in a traffic crash every 8 hours and 55 minutes.

Of all fatal crashes, 6 percent were caused by drivers 19 years or under, and 19 percent were caused by drivers 25 years or under.

Of all fatal crashes, 53 percent occurred at night (including dusk and dawn).



**60**  
FATALITIES ASSOCIATED WITH DISTRACTED DRIVING



**11**  
BICYCLE FATALITIES



**120**  
PEDESTRIAN FATALITIES



**975**  
FATALITIES 1.12%

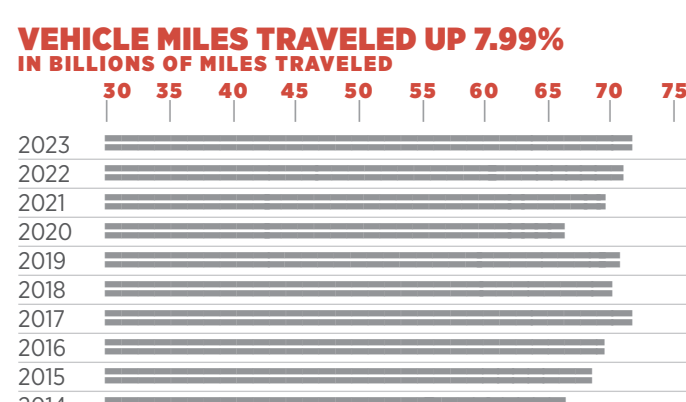
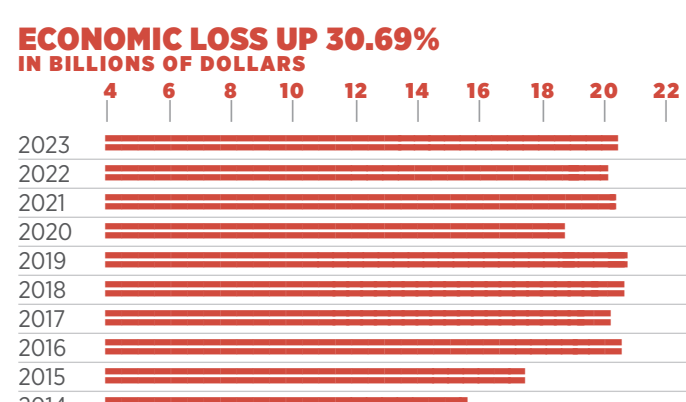
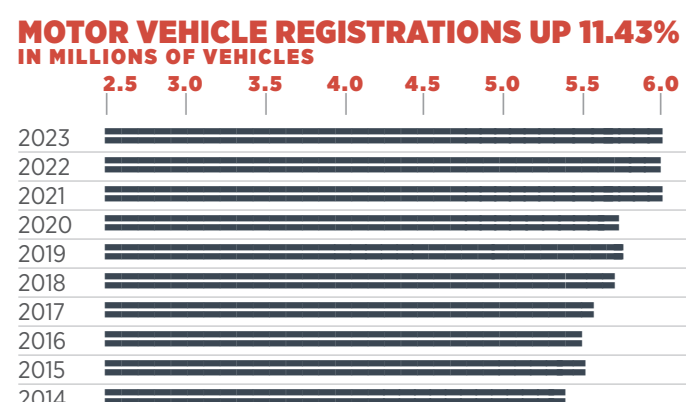
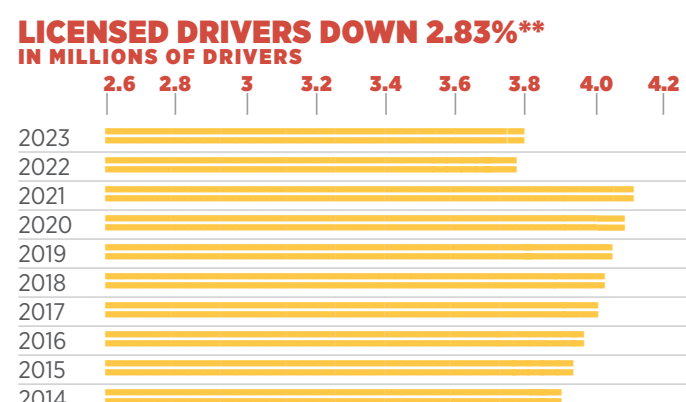
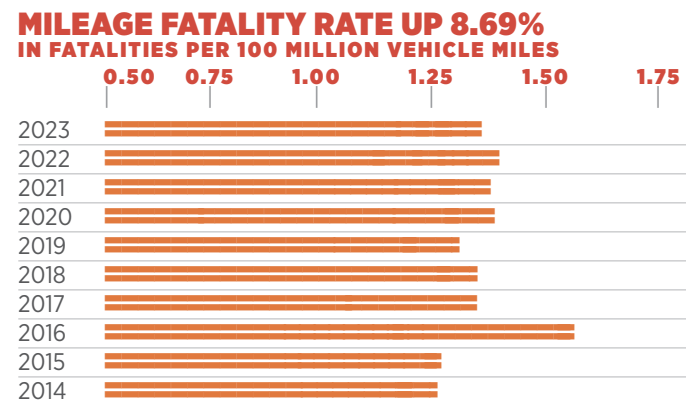
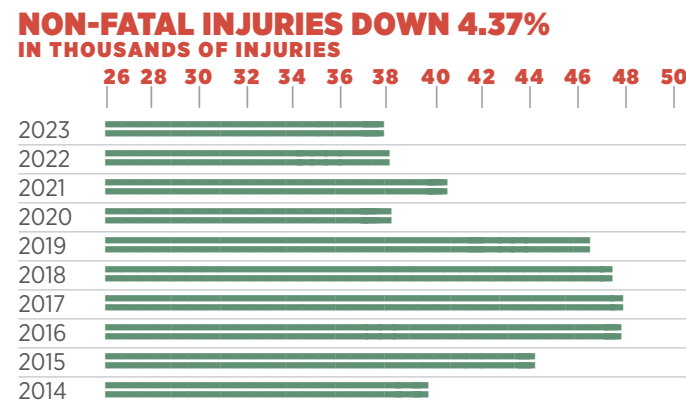
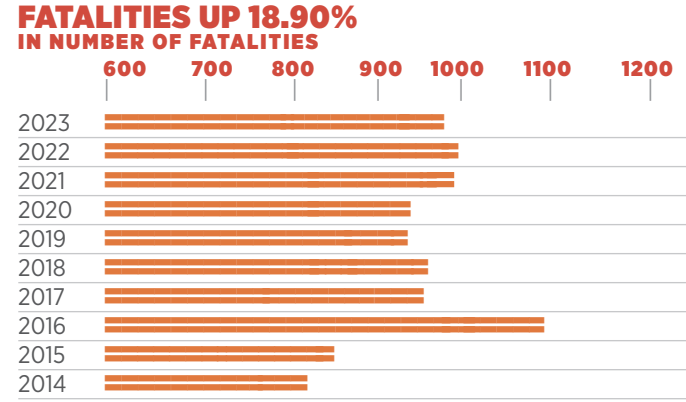
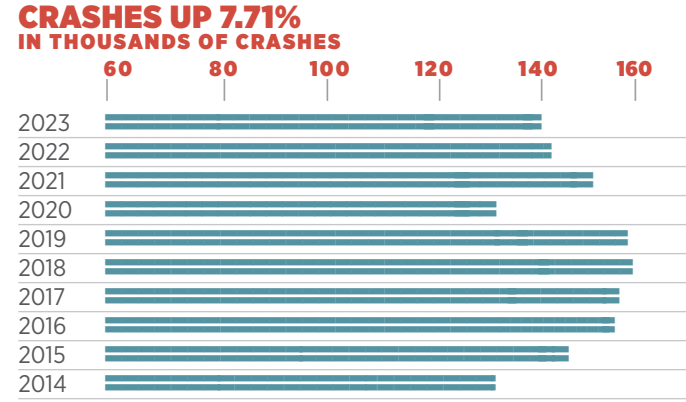


**9**  
FATALITIES WITH TRAINS INVOLVED

\*The increase/decrease percentage of change compares 2022 data to 2023.

# TEN YEAR COMPARISON\* CRASH DATA 2014-2023

# FATALITY RATE TRENDS

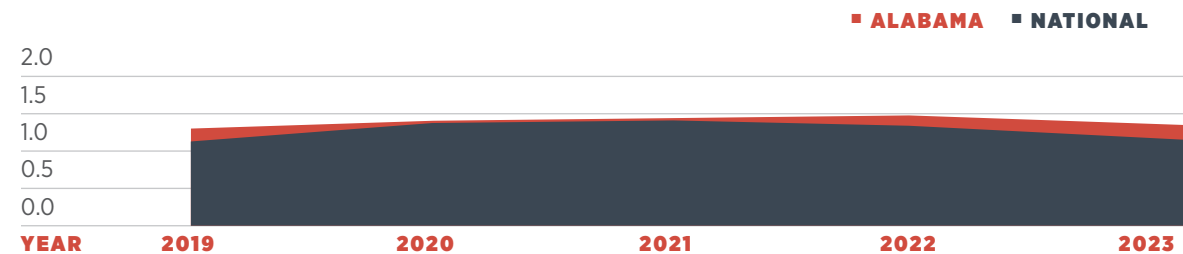


## CRASH TOTALS AND RATES FOR THE PAST FIVE YEARS

YEAR	TOTAL CRASHES	TOTAL INJURIES	TOTAL FATALITIES	ALABAMA FATALITY RATE (PER HMVM*)	NATIONAL FATALITY RATE (PER HMVM*)
2019	159,102	46,383	930	1.30	1.11
2020	134,039	37,983	934	1.38	1.34
2021	152,134	40,450	983	1.37	1.38
2022	144,263	37,935	986	1.39	1.33
2023	143,487	37,792	975	1.36	1.26

\*Hundred Million Vehicle Miles

## FATALITY RATE: STATE VERSUS NATIONAL



\*National Rates Published by NHTSA's National Center for Statistics and Analysis

\*The increase/decrease percentage of change includes the entire 10-year time frame represented.

\*\*ALEA implemented a new driver's license system in 2022. The data for 2022 and forward is not directly comparable to 2021 and prior due to differences in the report criteria.

# TYPES OF CRASHES

## FIRST HARMFUL EVENT (ORDERED BY FATALITIES)

EVENT	TOTAL CRASHES	% OF ALL CRASHES	NON-FATAL INJURIES	FATALITIES
Hit Other Vehicle	104,002	72.5%	26,950	443
Hit Fixed Object or Other Object	15,947	11.1%	5,270	283
Hit Pedestrian	568	0.4%	476	70
Overtuning	1,198	0.8%	761	30
Hit Parked Vehicle	6,145	4.3%	393	10
Hit Railway Train	68	0.0%	35	9
Hit Bicyclist	176	0.1%	135	7
Other Non-Collision	353	0.3%	108	5
Hit Animal	3,317	2.3%	292	5
All other	11,713	8.2%	3,372	113
<b>TOTAL</b>	<b>143,487</b>	<b>100%</b>	<b>37,792</b>	<b>975</b>

\*Includes only those pedestrian events and train events in the First Harmful Event; for more details, see pedestrian crash statistics on page 25 and train involved crash statistics on page 26.

## VEHICLE TYPE

TYPE	VEHICLES INVOLVED	% OF VEHICLES	0	10%	20%	30%	40%	50%	60%
Passenger Car	122,528	46.0%	[Progress bar to 46.0%]						
Pickup and SUV	118,885	44.7%	[Progress bar to 44.7%]						
Truck	10,959	4.1%	[Progress bar to 4.1%]						
Van	8,886	3.4%	[Progress bar to 3.4%]						
Motorcycle/Moped	1,656	0.6%	[Progress bar to 0.6%]						
Other	3,320	1.2%	[Progress bar to 1.2%]						
<b>TOTAL</b>	<b>266,234</b>								

## HAZARDOUS CARGO

CARGO TYPE	CRASHES
Gas/Flammable	117   76.0%
Corrosive	11   7.1%
Explosive	2   1.3%
Radioactive	1   0.7%
Other	23   14.9%
<b>TOTAL</b>	<b>154</b>

# CRASH LOCATION

## RURAL VS. URBAN TRAFFIC FATALITIES 10 YEAR DATA

YEAR	TOTAL	RURAL	URBAN	0	200	400	600	800	1000	1200
2014	820	544	276	[Bar chart showing rural and urban fatalities]						
2015	850	590	260	[Bar chart showing rural and urban fatalities]						
2016	1,083	803	280	[Bar chart showing rural and urban fatalities]						
2017	948	585	363	[Bar chart showing rural and urban fatalities]						
2018	953	541	412	[Bar chart showing rural and urban fatalities]						
2019	930	535	395	[Bar chart showing rural and urban fatalities]						
2020	934	521	413	[Bar chart showing rural and urban fatalities]						
2021	983	520	463	[Bar chart showing rural and urban fatalities]						
2022	986	589	397	[Bar chart showing rural and urban fatalities]						
2023	975	564	411	[Bar chart showing rural and urban fatalities]						

## RURAL LOCALE

LOCALE TYPE	CRASHES
Open Country	29,482   86.20%
Residential	2,561   7.50%
Shopping or Business	1,813   5.30%
Manufacturing or Industrial	199   0.60%
School	103   0.30%
Playground	2   0.00%
Other	37   0.10%
<b>TOTAL</b>	<b>34,197</b>

## URBAN LOCALE

LOCALE TYPE	CRASHES
Shopping or Business	61,530   56.30%
Residential	26,192   24.00%
Open Country	15,202   13.90%
Manufacturing or Industrial	2,628   2.40%
School	1,878   1.70%
Playground	43   0.00%
Other	1,817   1.70%
<b>TOTAL</b>	<b>109,290</b>

## CRASH LOCATION

LOCATION	CRASHES
On Roadway	117,628   82.00%
Off Roadway	17,702   12.40%
Intersection	2,190   1.50%
Median	1,486   1.00%
Driveway	21   0.00%
Other	4,460   3.10%
<b>TOTAL</b>	<b>143,487</b>

## CAUSAL DRIVER'S RESIDENCE

RESIDENCE WITHIN 25 MILES OF CRASH	PERCENTAGE
Yes	62.90%
No	20.10%
Unknown	17.00%

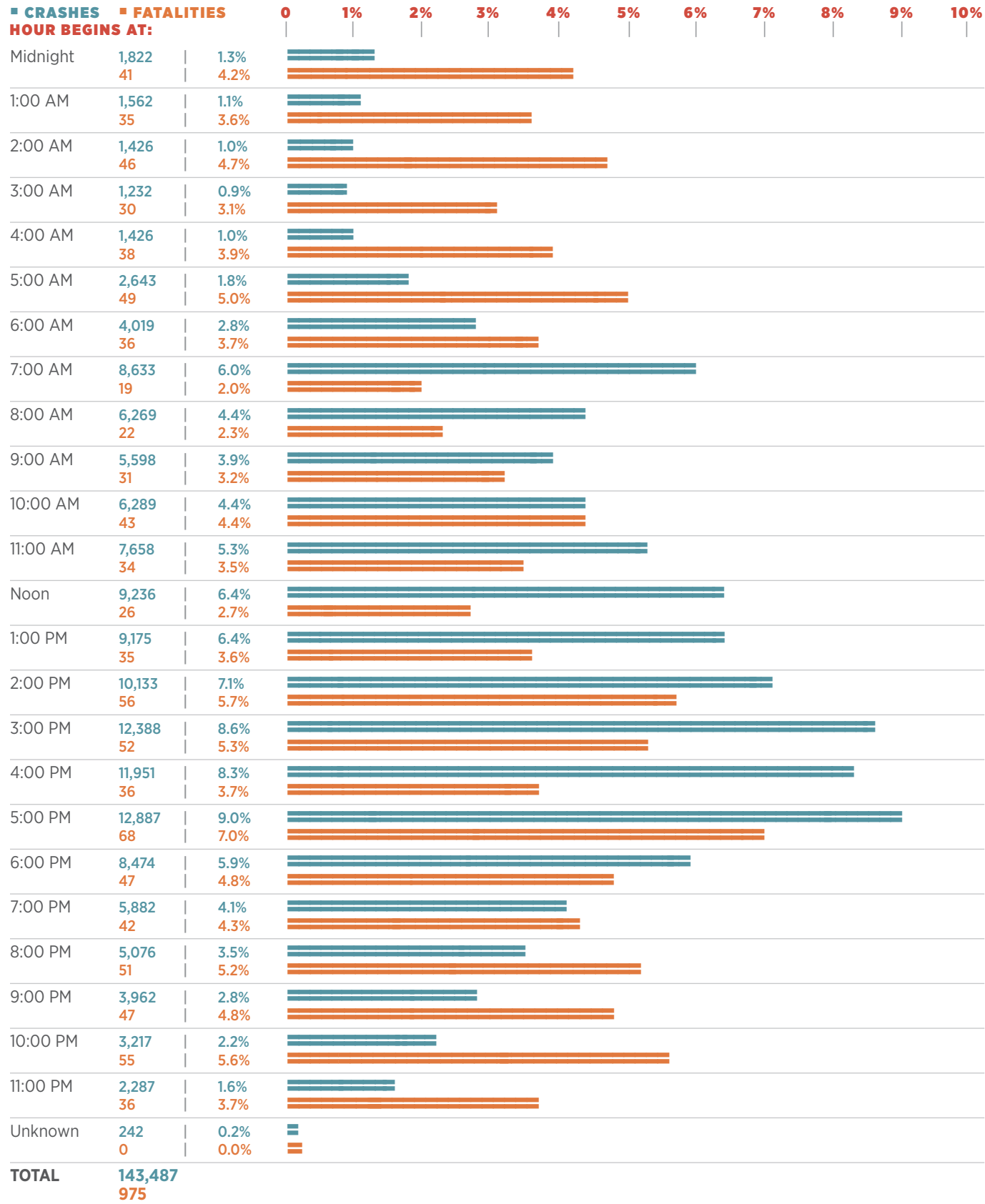
**MOST CRASHES OCCUR WITHIN 25 MILES OF THE CAUSAL DRIVER'S HOME.**

The number of **RURAL FATALITIES DECREASED 4.24%** from 2022 to 2023 and **INCREASED 3.68%** from 2014 to 2023.

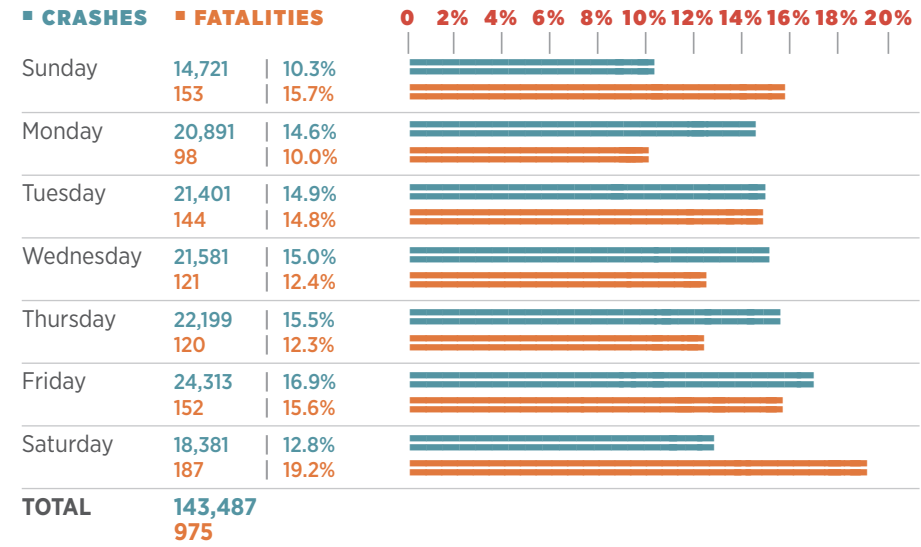
The number of **URBAN FATALITIES INCREASED 3.53%** from 2022 to 2023 and **INCREASED 48.91%** from 2014 to 2023.

# TIME DATA

## TIME OF DAY



## DAY OF WEEK



THE MOST CRASH-PRONE DAY OF THE WEEK IS **FRIDAY.**



THE MOST FATALITY-PRONE DAY IS **SATURDAY.**



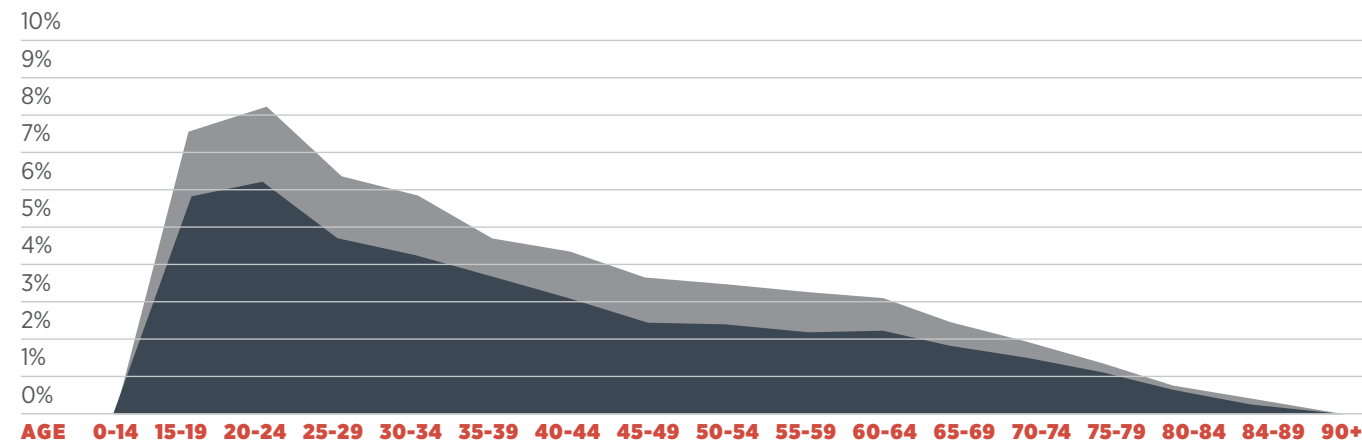
THE MOST CRASH-PRONE PERIOD OF THE DAY IS **3PM-6PM.**



THE MOST FATALITY-PRONE PERIOD OF THE DAY IS **5PM-6PM.**

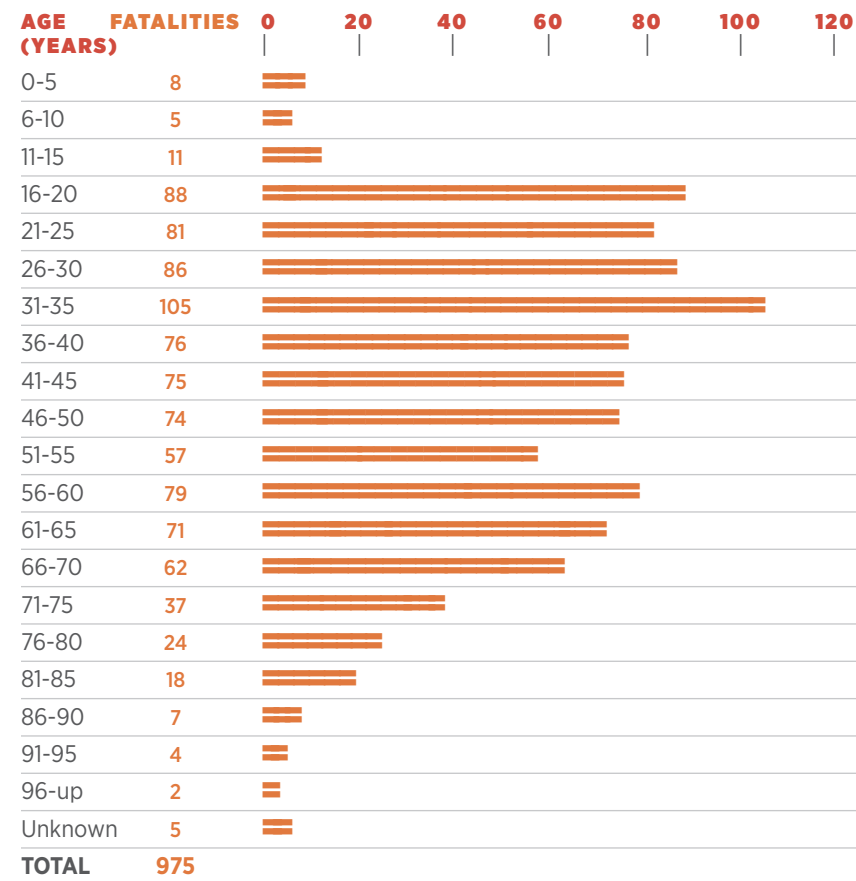
# INVOLVEMENT BY AGE AND GENDER

## PERCENTAGE CAUSAL DRIVERS\* INVOLVED IN ALL TRAFFIC CRASHES BY AGE AND GENDER



\*The Causal Driver is the driver of the vehicle that was determined to have caused the traffic crash. Crashes for all vehicle types are included. Each crash has only one causal driver.

## FATALITIES BY AGE



## DRIVERS INVOLVED\* IN ALL CRASHES AND FATAL CRASHES BY AGE

AGE	LICENSED	ALL CRASHES	FATAL CRASHES
0-14	63	188	1
15-19	242,861	25,346	86
20-24	304,085	31,354	153
25-29	300,763	26,208	141
30-34	300,750	25,197	152
35-39	284,162	21,909	116
40-44	283,429	20,428	122
45-49	272,844	17,335	100
50-54	298,339	16,938	105
55-59	296,853	15,607	98
60-64	312,559	14,445	80
65-69	291,181	11,526	83
70-74	238,413	8,591	47
>74	373,169	10,671	63
Unknown	0	20,491	42
<b>TOTAL</b>	<b>3,799,471</b>	<b>266,234</b>	<b>1,389</b>

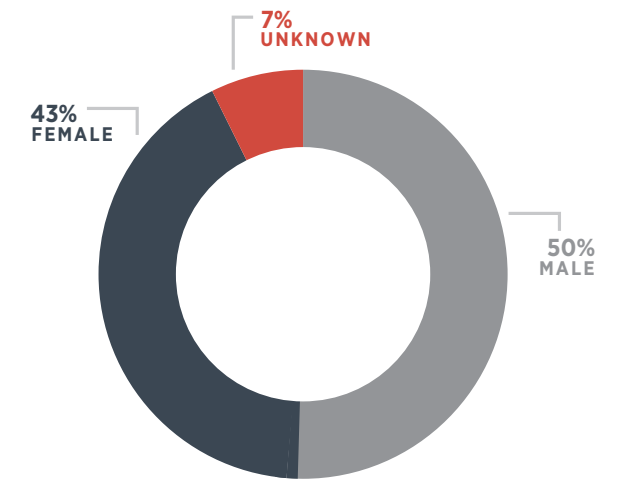
\*All numbers in this chart include both causal and victim drivers. For example, if there is a four-vehicle crash, all four drivers and their ages are reflected in this chart. For all except single vehicle fatal crashes, there will be more drivers counted than there are crashes.

\*\*ALEA implemented a new driver's license system in 2022. The data for 2022 and forward is not directly comparable to 2021 and prior due to differences in the report criteria.

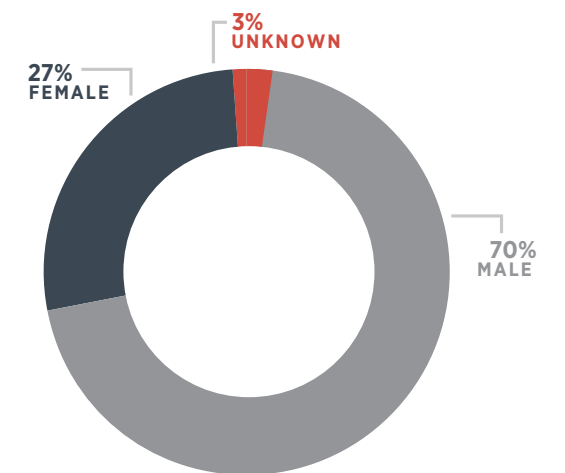
## DRIVERS INVOLVED\* IN ALL CRASHES AND FATAL CRASHES BY GENDER\*\*

GENDER	LICENSED	ALL CRASHES	FATAL CRASHES
Male	1,827,411	133,682	974
Female	1,972,060	113,849	373
Unknown	0	18,703	42
<b>TOTAL</b>	<b>3,799,471</b>	<b>266,234</b>	<b>1,389</b>

## GENDER OF DRIVERS INVOLVED IN ALL CRASHES



## GENDER OF DRIVERS INVOLVED IN FATAL CRASHES



# CRASH ENVIRONMENT

# HOLIDAY CRASH STATISTICS

## TRAFFIC CONTROL

CONTROL TYPE	CRASHES		FATALITIES	
No Control Present	67,875	47.30%	527	53.70%
No Passing Zone	11,629	8.10%	255	26.00%
Traffic Signal	32,968	23.00%	63	6.40%
Stop Sign	13,404	9.30%	55	5.60%
Railroad Device	150	0.10%	8	0.80%
Yield Sign	3,517	2.50%	1	0.10%
Other	2,927	2.00%	39	4.00%
Not Stated	11,017	7.70%	27	3.40%
<b>TOTAL</b>	<b>143,487</b>		<b>975</b>	

## LIGHT CONDITION

CONDITION	CRASHES		FATALITIES	
Day	102,340	71.30%	423	43.80%
Dark	14,178	9.90%	318	32.40%
Streetlights	19,046	13.20%	173	17.60%
Dusk	4,269	3.00%	29	3.00%
Dawn	2,261	1.60%	26	2.60%
Other/Unknown/NA	1,393	1.00%	6	0.60%
<b>TOTAL</b>	<b>143,487</b>		<b>975</b>	

## ROAD CURVATURE AND GRADE

CURVE/GRADE	CRASHES		FATALITIES	
Level	99,502	69.30%	506	51.50%
Curve on Hill	6,704	4.60%	163	16.60%
Level Curve	6,842	4.80%	107	10.90%
Downgrade	10,440	7.30%	88	9.00%
Upgrade	8,428	5.90%	71	7.20%
Hillcrest or Sag	1,114	0.80%	18	1.80%
Other/Unknown	10,457	7.30%	22	3.00%
<b>TOTAL</b>	<b>143,487</b>		<b>975</b>	

## NUMBER OF LANES

LANES	CRASHES		FATALITIES	
Two	61,922	43.20%	583	59.40%
Four	39,252	27.40%	253	25.80%
Six or More	14,806	10.30%	66	6.70%
Five	5,773	4.00%	24	2.40%
Three	7,076	4.90%	20	2.00%
One	3,478	2.40%	8	0.80%
Not Stated/NA	11,180	7.80%	21	2.90%
<b>TOTAL</b>	<b>143,487</b>		<b>975</b>	

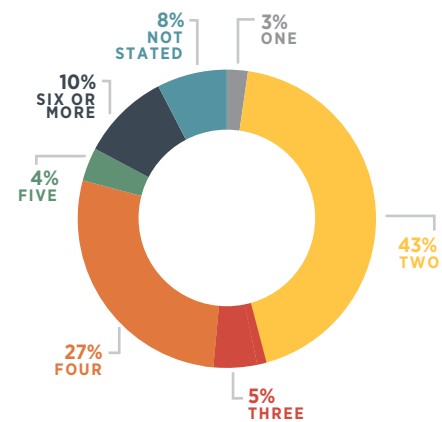
## ROAD CONDITION

CONDITION	CRASHES		FATALITIES	
Dry	113,478	79.10%	836	85.10%
Wet	19,394	13.50%	114	11.60%
Muddy	98	0.10%	3	0.30%
Icy/Slushy	48	0.00%	0	0.00%
Other/Unknown	10,469	7.30%	22	3.00%
<b>TOTAL</b>	<b>143,487</b>		<b>975</b>	

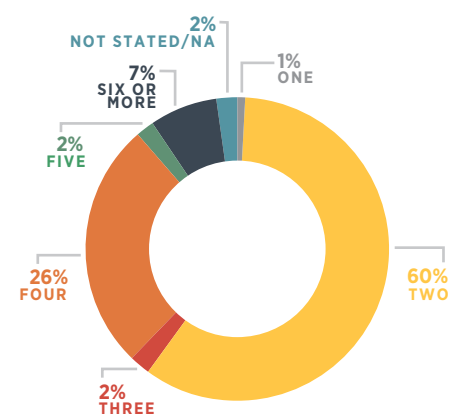
## WEATHER

CONDITION	CRASHES		FATALITIES	
Clear	105,811	73.80%	732	75.30%
Cloudy	21,829	15.20%	147	15.00%
Rain	14,665	10.20%	79	8.00%
Fog	719	0.50%	14	1.40%
Snow/Sleet	18	0.00%	0	0.00%
Other	445	0.30%	3	0.30%
<b>TOTAL</b>	<b>143,487</b>		<b>975</b>	

## CRASHES PER NUMBER OF LANES



## FATALITIES PER NUMBER OF LANES



## 2022 VS. 2023

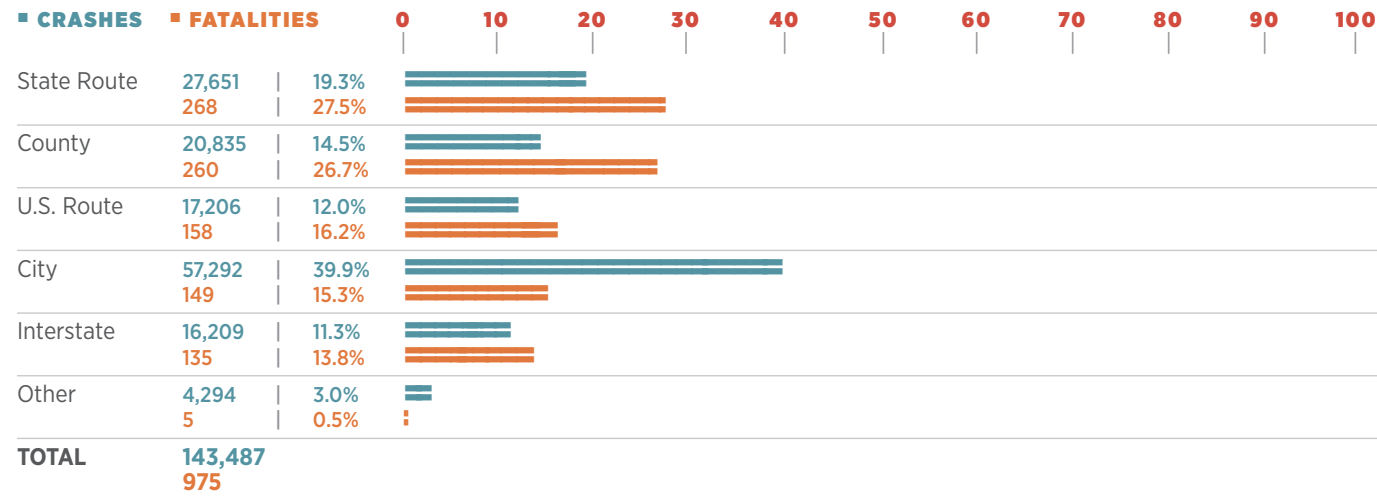
HOLIDAY	YEAR	FATALITIES	PERIOD	0	2	4	6	8	10	12	14	16	18
New Year	2022	14	6 pm, Thu., December 30, 2021 until 11:59 pm, Sun. January 2, 2022 (78 hrs)	[Bar chart showing 14 fatalities]									
	2023	9	6 pm, Fri., December 30, 2022 until 11:59 pm, Mon. January 2, 2023 (78 hrs)	[Bar chart showing 9 fatalities]									
Memorial Day	2022	13	6 pm, Fri., May 27, 2022 until 11:59 pm, Mon., May 30, 2022 (78 hrs)	[Bar chart showing 13 fatalities]									
	2023	11	6pm, Fri., May 26, 2023 until 11:59 pm, Mon., May 29, 2023 (78 hrs)	[Bar chart showing 11 fatalities]									
July 4th	2022	14	6 pm, Fri., July 1, 2022 until 11:59 pm, Mon., July 4, 2022 (78 hrs)	[Bar chart showing 14 fatalities]									
	2023	6	6 pm, Sat., July 1, 2023 until 11:59 pm, Tue., July 4, 2023 (78 hrs)	[Bar chart showing 6 fatalities]									
Labor Day	2022	15	6 pm, Fri., September 2, 2022 until 11:59 pm, Mon., September 5, 2022 (78 hrs)	[Bar chart showing 15 fatalities]									
	2023	8	6 pm, Fri., September 1, 2023 until 11:59 pm, Mon., September 4, 2023 (78 hrs)	[Bar chart showing 8 fatalities]									
Thanksgiving	2022	10	6 pm, Wed., November 23, 2022 until 11:59 pm, Sun., November 27, 2022 (102 hrs)	[Bar chart showing 10 fatalities]									
	2023	16	6 pm, Wed., November 22, 2023 until 11:59 pm, Sun., November 26, 2023 (102 hrs)	[Bar chart showing 16 fatalities]									
Christmas	2022	6	6 pm, Fri., December 23, 2022 until 11:59 pm, Mon., December 26, 2022 (78 hrs)	[Bar chart showing 6 fatalities]									
	2023	8	6 pm, Sat., December 23, 2023 until 11:59 pm, Tue., December 26, 2023 (78 hrs)	[Bar chart showing 8 fatalities]									

\*Note that the hours for each holiday period may vary from one year to the other.

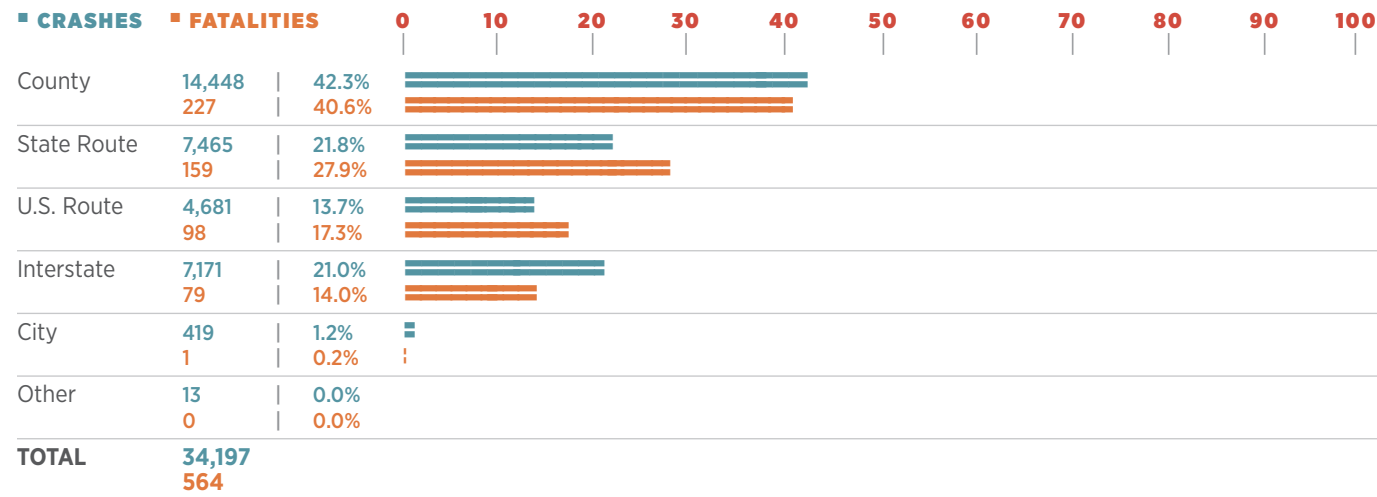


# TYPE OF ROADWAY

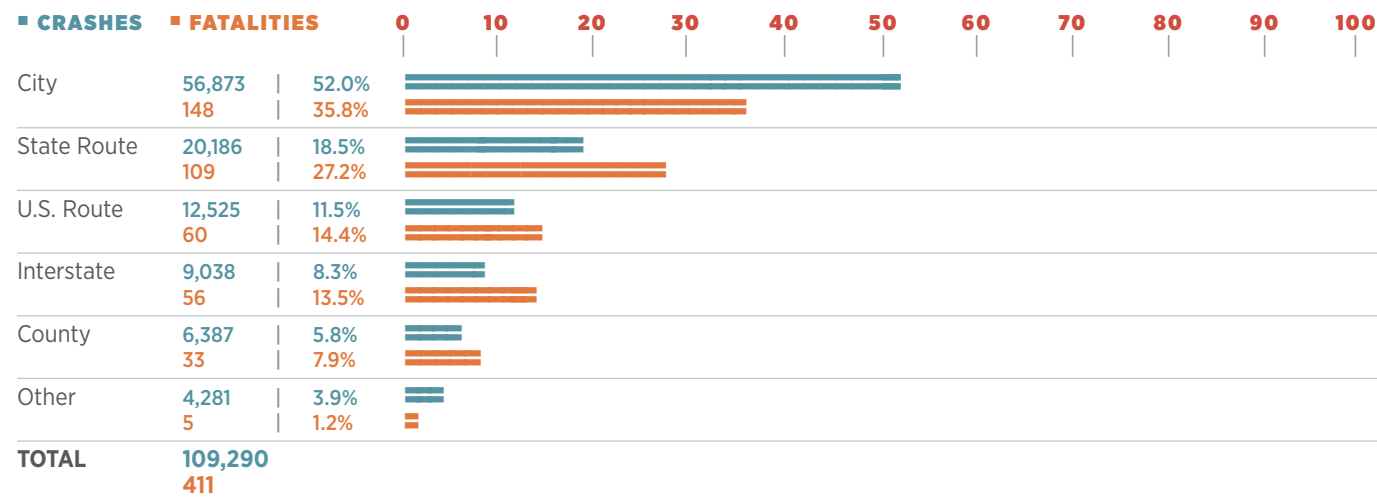
## TOTAL FOR STATE



## RURAL AREAS

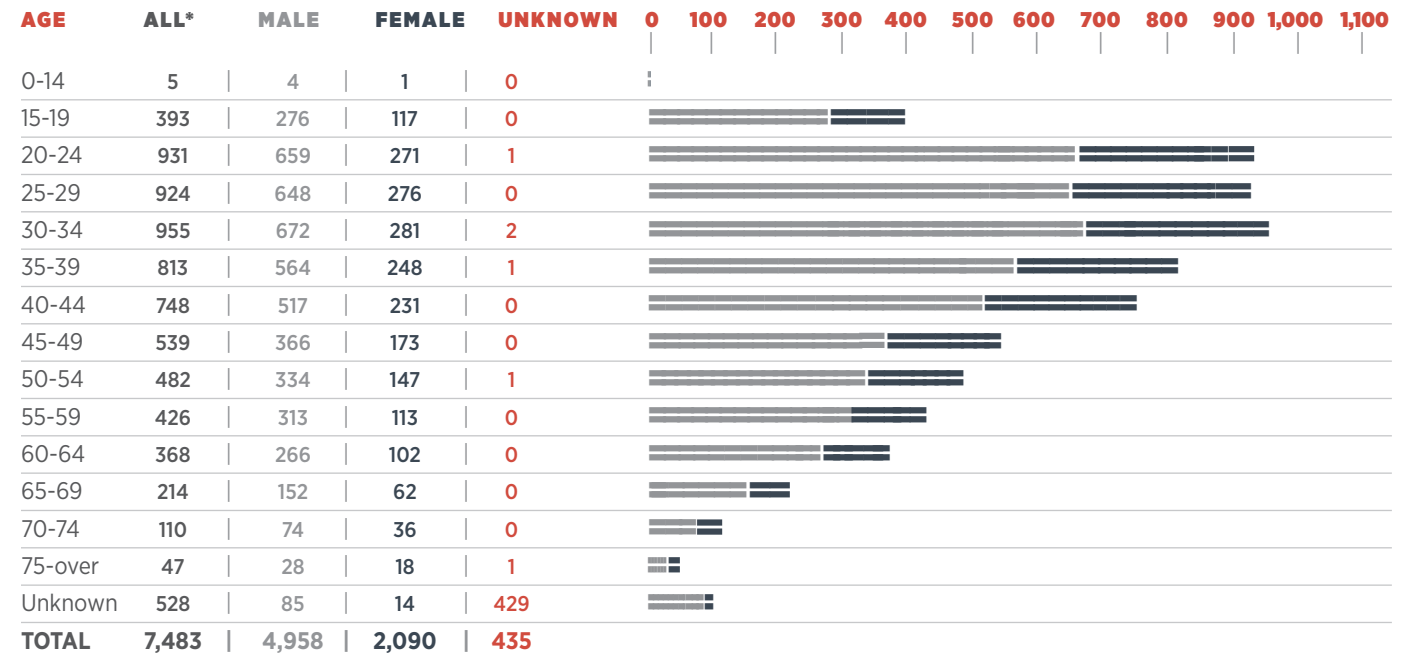


## URBAN AREAS



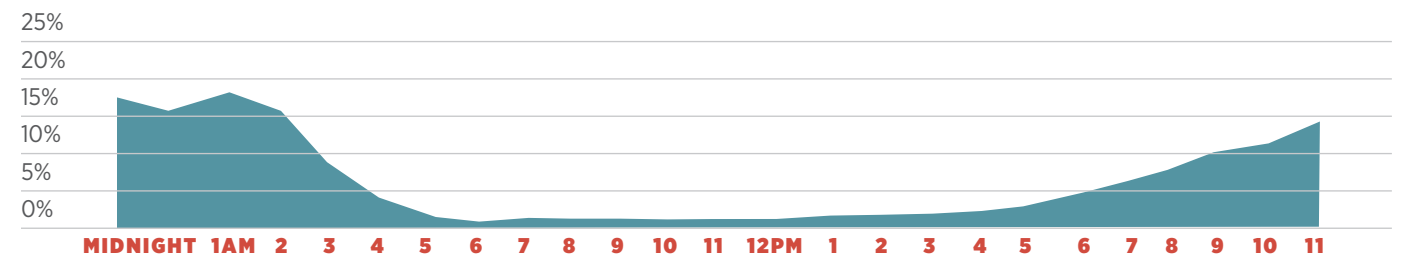
# ALCOHOL AND DRUG INVOLVEMENT

## DRIVERS SUSPECTED OF ALCOHOL OR DRUG IMPAIRMENT

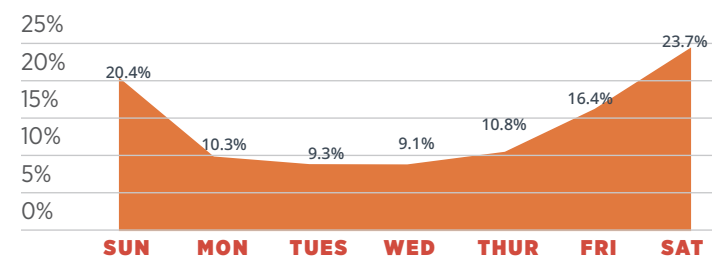


\*All causal drivers who were cited for DUI.

## IMPAIRED DRIVING CRASHES BY TIME



## IMPAIRED DRIVING CRASHES BY DAY

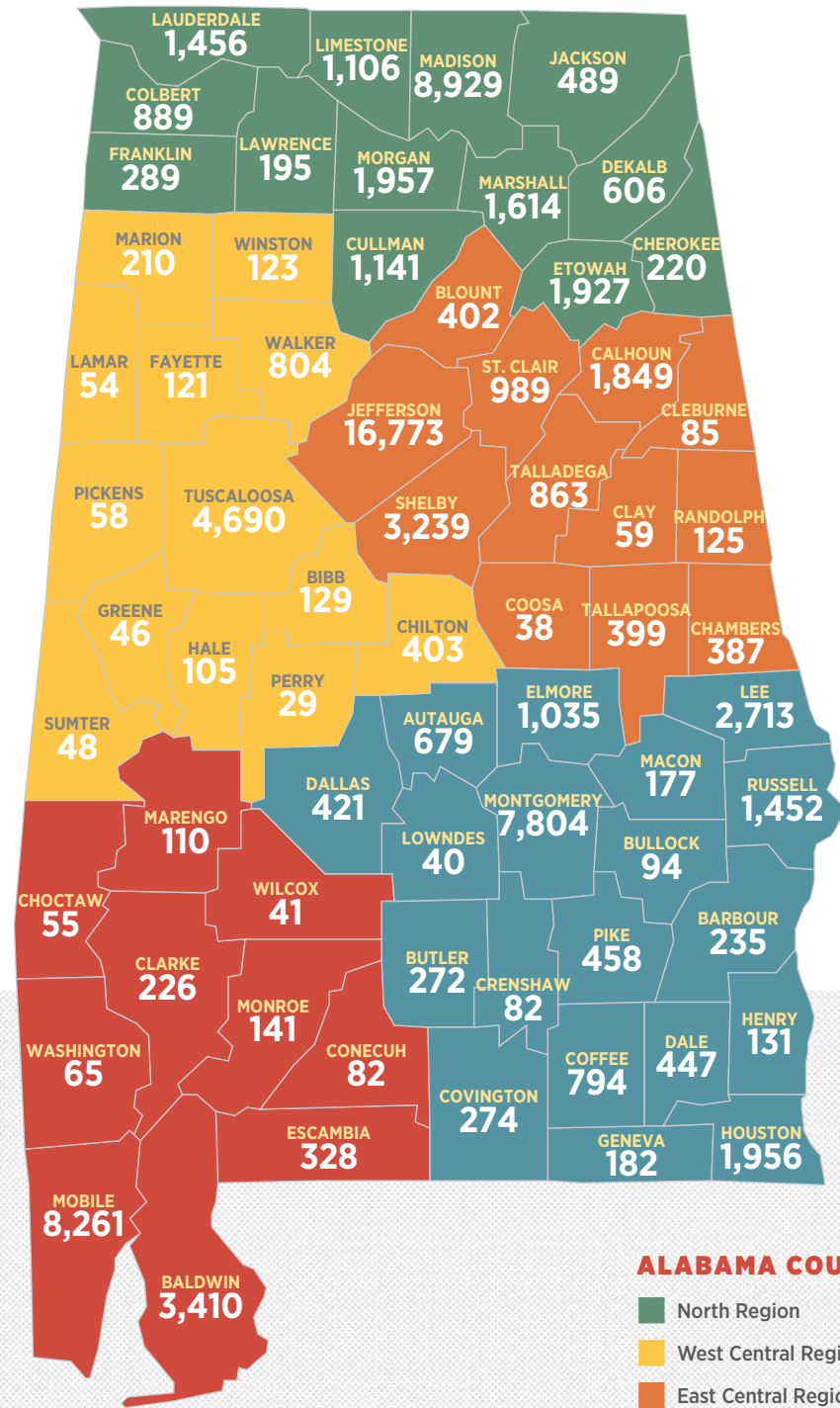


On average, less than 1 percent of crashes end in a fatality. However, for impaired driving crashes, the probability is much greater. The proportion of **FATALITY CRASHES INVOLVING IMPAIRMENT** (3.5 percent) is **6.6 TIMES THAT OF CRASHES IN GENERAL** (0.5 percent), as reported in 2023.

There were **196 PEOPLE** who died in **4,908 CRASHES** with **SUSPECTED ALCOHOL OR DRUG IMPAIRMENT**.

# INTERSECTION CRASHES BY COUNTY

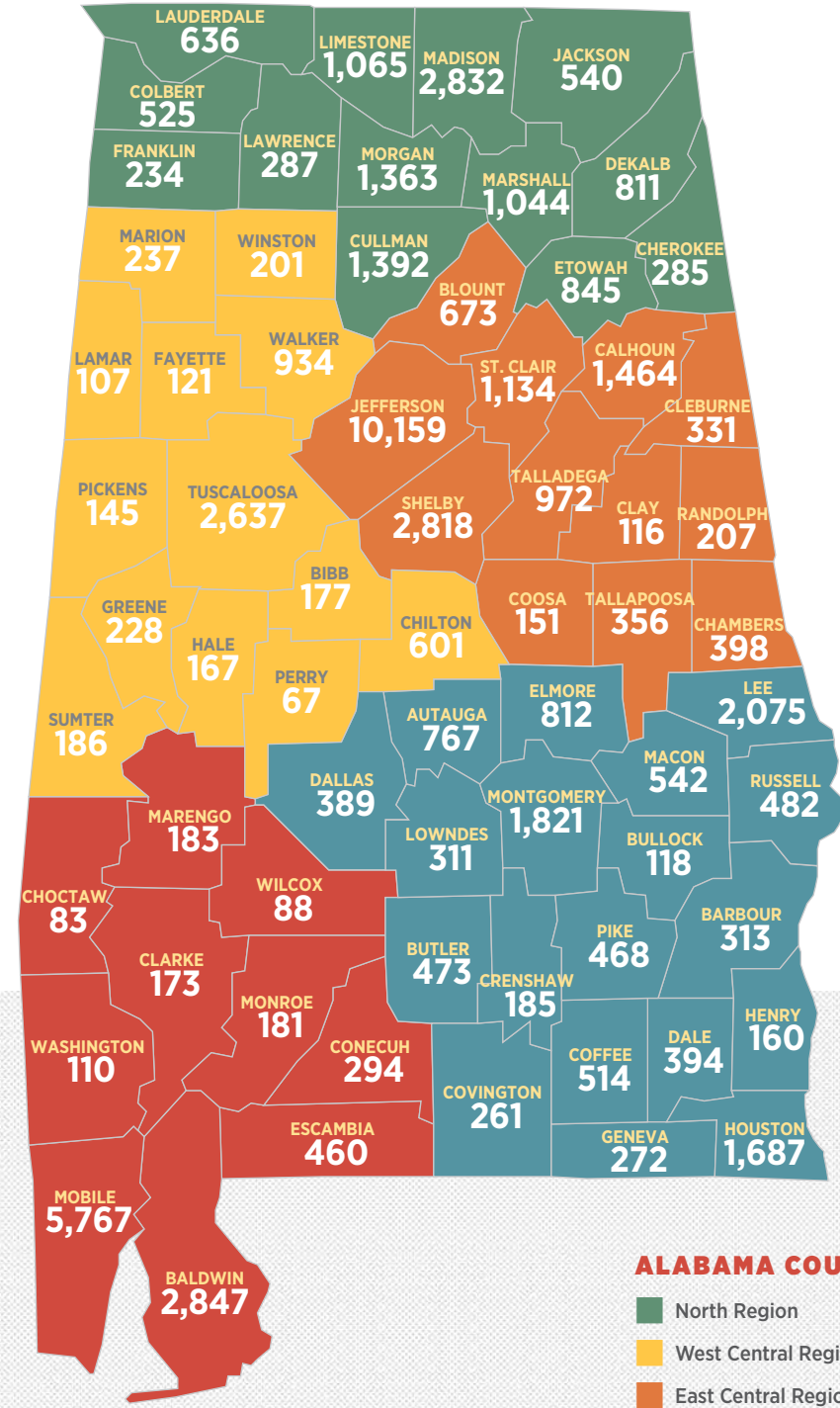
TOTAL INTERSECTION-RELATED CRASHES 84,811



**ALABAMA COUNTY REGION KEY**  
 North Region (Green), West Central Region (Yellow), East Central Region (Orange), Southwest Region (Red), Southeast Region (Blue)

# NON-INTERSECTION CRASHES BY COUNTY

TOTAL NON-INTERSECTION-RELATED CRASHES 58,676



**ALABAMA COUNTY REGION KEY**  
 North Region (Green), West Central Region (Yellow), East Central Region (Orange), Southwest Region (Red), Southeast Region (Blue)

**DRIVER CONTRIBUTING CIRCUMSTANCES WITH PERCENTAGE OF FATAL CRASHES TO ALL CRASHES**

CIRCUMSTANCE	ALL CRASHES	FATAL CRASHES	0	1%	2%	3%	4%	5%	6%	7%	8%
Speeding	6,008	124	=====								
Driving Under the Influence	3,820	109	=====								
Failed to Yield Right of Way	23,825	85	=====								
Improper Lane Change/Use	15,712	74	=====								
Ran off Road	2,852	50	=====								
Unseen Object/Person/Vehicle	9,686	42	=====								
Wrong Side of Road	614	35	=====								
Swerved to Avoid Vehicle/Object	6,287	24	=====								
Failure to Heed Sign/Signal/Officer	5,909	23	=====								
Fatigued/Asleep	2,311	23	=====								
Tailgating	17,508	9	=====								
Misjudged Stopping Distance	11,053	7	=====								
All Other	37,902	292	=====								
<b>TOTAL</b>	<b>143,487</b>	<b>897</b>									

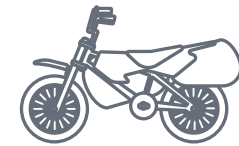
There may be multiple contributing circumstances in each crash.  
The table above shows the primary cause determined by the officer reporting the crash.

**TEN YEAR DATA**

YEAR	MOTORCYCLISTS	INJURIES	FATALITIES	0	500	1,000	1,500	2,000	2,500
2014	1,650	1,251	64	=====					
2015	1,601	1,254	74	=====					
2016	1,828	1,297	114	=====					
2017	1,918	1,222	79	=====					
2018	1,859	1,262	83	=====					
2019	1,867	1,213	90	=====					
2020	1,685	1,115	72	=====					
2021	1,818	1,178	77	=====					
2022	1,865	1,189	95	=====					
2023	1,805	1,178	92	=====					

**MOTORCYCLE INVOLVED CRASHES BY AGE INCLUDES MOTOR SCOOTERS AND MOPEDS**

AGE	CRASHES	INJURIES	FATALITIES
0-14	20	14	0
15-19	111	85	2
20-24	215	141	11
25-29	190	128	9
30-34	189	133	11
35-39	153	98	7
40-44	165	109	9
45-49	162	111	8
50-54	179	114	10
55-59	132	84	7
60-64	117	76	10
65-69	64	44	3
70-74	44	27	3
75-over	13	8	2
Unknown	51	6	0
<b>TOTAL</b>	<b>1,805</b>	<b>1,178</b>	<b>92</b>



**67% OF ALL FATAL MOTORCYCLE CRASHES WERE CAUSED BY THE MOTORCYCLIST.**

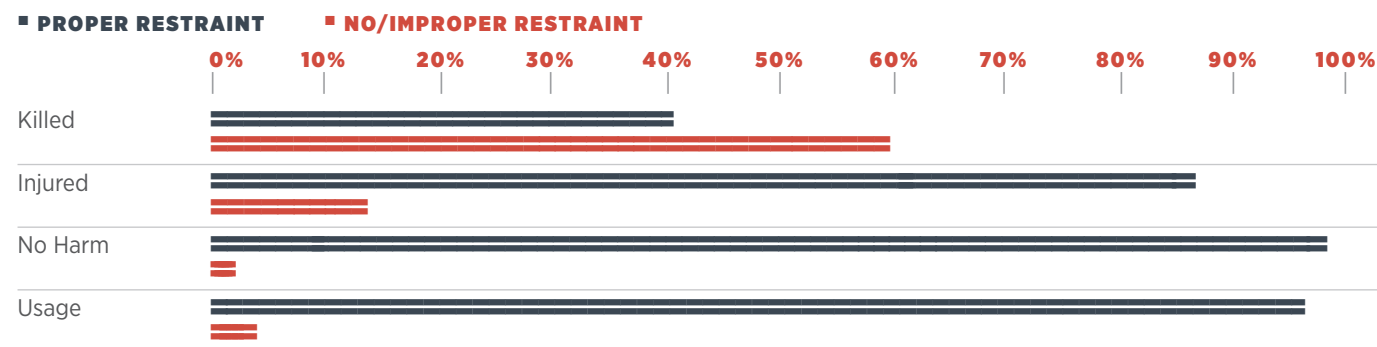
# SAFETY RESTRAINT USAGE

## SAFETY RESTRAINT USAGE

RESTRAINT USED	SEVERITY	DRIVER		FRONT SEAT PASSENGER		BACK SEAT PASSENGER		TOTALS	
		Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Wearing Lap and Shoulder Belts	KILLED	226	0.10%	30	0.10%	9	0.00%	265	0.10%
	INJURED	23,869	11.00%	4,956	13.50%	1,532	10.10%	30,357	11.30%
	NO HARM	193,778	88.90%	31,658	86.40%	13,701	89.90%	239,137	88.60%
	<b>SUBTOTAL</b>	<b>217,873</b>		<b>36,644</b>		<b>15,242</b>		<b>269,759</b>	
Wearing Lap Belt Only	KILLED	3	0.40%	0	0.00%	0	0.00%	3	0.30%
	INJURED	78	11.60%	30	18.50%	30	11.00%	138	12.40%
	NO HARM	591	88.00%	132	81.50%	243	89.00%	966	87.30%
	<b>SUBTOTAL</b>	<b>672</b>		<b>162</b>		<b>273</b>		<b>1,107</b>	
Wearing Shoulder Belt Only	KILLED	0	0.00%	1	0.70%	0	0.00%	1	0.10%
	INJURED	85	11.50%	23	17.60%	9	12.70%	117	12.50%
	NO HARM	652	88.50%	107	81.70%	62	87.30%	821	87.40%
	<b>SUBTOTAL</b>	<b>737</b>		<b>131</b>		<b>71</b>		<b>939</b>	
None Used	KILLED	308	4.80%	56	4.30%	27	3.30%	391	4.60%
	INJURED	3,307	51.50%	812	62.60%	481	58.10%	4,600	53.80%
	NO HARM	2,806	43.70%	429	33.10%	319	38.60%	3,554	41.60%
	<b>SUBTOTAL</b>	<b>6,421</b>		<b>1,297</b>		<b>827</b>		<b>8,545</b>	
Unknown	KILLED	51	0.30%	9	0.50%	2	0.20%	62	0.30%
	INJURED	2,245	12.50%	438	22.90%	207	21.80%	2,890	13.80%
	NO HARM	15,718	87.20%	1,468	76.60%	742	78.00%	17,928	85.90%
	<b>SUBTOTAL</b>	<b>18,014</b>		<b>1,915</b>		<b>951</b>		<b>20,880</b>	

\*Seatbelt use for non-fatal injured passengers may be over-estimated because reporting officers have no way to make a direct observation. Additionally, 62 fatalities had unknown restraint use.

## PERCENTAGE OF OCCUPANTS INVOLVED IN CRASHES



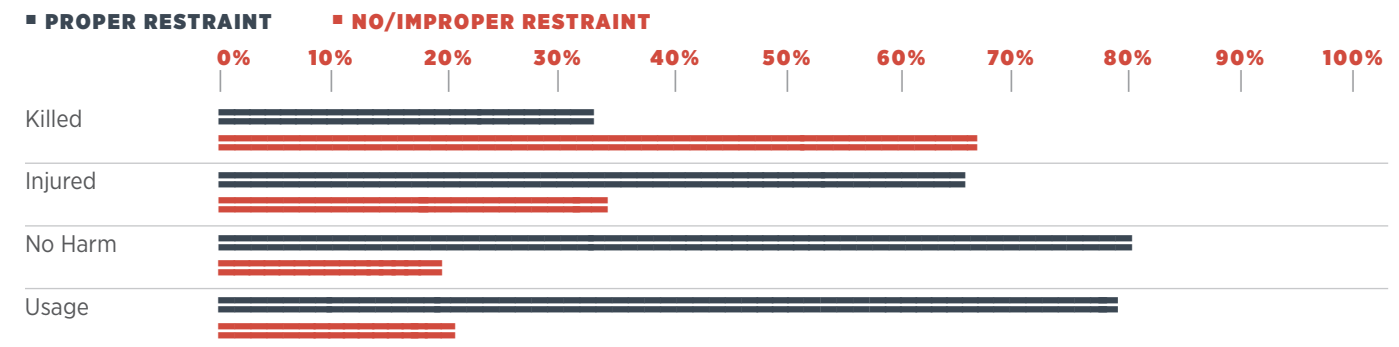
According to the crash reports, overall only **3.8 PERCENT OF PEOPLE INVOLVED IN CRASHES WERE NOT USING SAFETY RESTRAINTS**; however, **ALMOST 60 PERCENT OF ALL FATALITIES WERE NOT RESTRAINED.**

In contrast, **OVER 98 PERCENT OF PEOPLE** involved in crashes but **NOT HARMED** were reported to have been **WEARING THEIR SEAT BELTS.**

## CHILD RESTRAINT USAGE (UNDER 6 YEARS OLD)

RESTRAINT USED	SEVERITY	FRONT SEAT PASSENGER		BACK SEAT PASSENGER		TOTALS	
		Count	Percentage	Count	Percentage	Count	Percentage
Child Restraint Used	KILLED	0	0.00%	2	0.00%	2	0.00%
	INJURED	23	11.60%	545	7.20%	568	7.30%
	NO HARM	175	88.40%	7,093	92.80%	7,268	92.70%
	<b>SUBTOTAL</b>	<b>198</b>		<b>7,640</b>		<b>7,838</b>	
Child Restraint Used Improperly	KILLED	0	0.00%	2	0.10%	2	0.10%
	INJURED	20	12.00%	193	11.20%	213	11.30%
	NO HARM	146	88.00%	1,527	88.70%	1,673	88.60%
	<b>SUBTOTAL</b>	<b>166</b>		<b>1,722</b>		<b>1,888</b>	
None Used	KILLED	0	0.00%	2	1.20%	2	1.00%
	INJURED	17	63.00%	68	42.00%	85	45.00%
	NO HARM	10	37.00%	92	56.80%	102	54.00%
	<b>SUBTOTAL</b>	<b>27</b>		<b>162</b>		<b>189</b>	
Unknown	KILLED	0	0.00%	0	0.00%	0	0.00%
	INJURED	3	7.50%	30	11.30%	33	10.80%
	NO HARM	37	92.50%	236	88.70%	273	89.20%
	<b>SUBTOTAL</b>	<b>40</b>		<b>266</b>		<b>306</b>	

## PERCENTAGE OF CHILD PASSENGERS INVOLVED IN CRASHES



According to the crash reports, overall, **ABOUT 21 PERCENT OF CHILDREN INVOLVED IN CRASHES WERE NOT IN A CHILD RESTRAINT OR WERE IMPROPERLY RESTRAINED.**

Over **80 PERCENT OF CHILDREN INVOLVED IN CRASHES BUT NOT HARMED** were reported to have been **PROTECTED BY CHILD RESTRAINTS.**

# BICYCLE CRASH STATISTICS

## TEN YEAR DATA

YEAR	BICYCLISTS	INJURIES	FATALITIES
2014	203	195	8
2015	260	185	9
2016	290	214	4
2017	299	212	6
2018	277	209	9
2019	256	194	6
2020	220	168	8
2021	233	176	6
2022	251	178	14
2023	244	171	11



In 2023, **ABOUT 45%** of all **FATAL BICYCLE CRASHES** and **37%** of all **BICYCLE CRASHES WERE CAUSED BY THE BICYCLIST.**

**14%** of all bicycle crashes **OCCUR ON RURAL ROUTES**, and **86%** of all bicycle crashes **OCCUR IN URBAN STREETS.**

# PEDESTRIAN CRASH STATISTICS

## TEN YEAR DATA

YEAR	PEDESTRIANS	INJURIES	FATALITIES
2014	818	623	96
2015	834	656	98
2016	932	724	120
2017	882	706	119
2018	861	691	107
2019	905	713	119
2020	725	574	107
2021	801	610	128
2022	814	633	112
2023	777	588	120



In 2023, **57 PERCENT** of all **FATAL PEDESTRIAN CRASHES** were **CAUSED BY THE PEDESTRIAN.**

Pedestrian **FATALITIES HAVE INCREASED ABOUT 25 PERCENT** since 2014, which traffic safety professionals attribute partially to distracted walking with electronic devices.

## BICYCLISTS INVOLVED IN CRASHES BY AGE



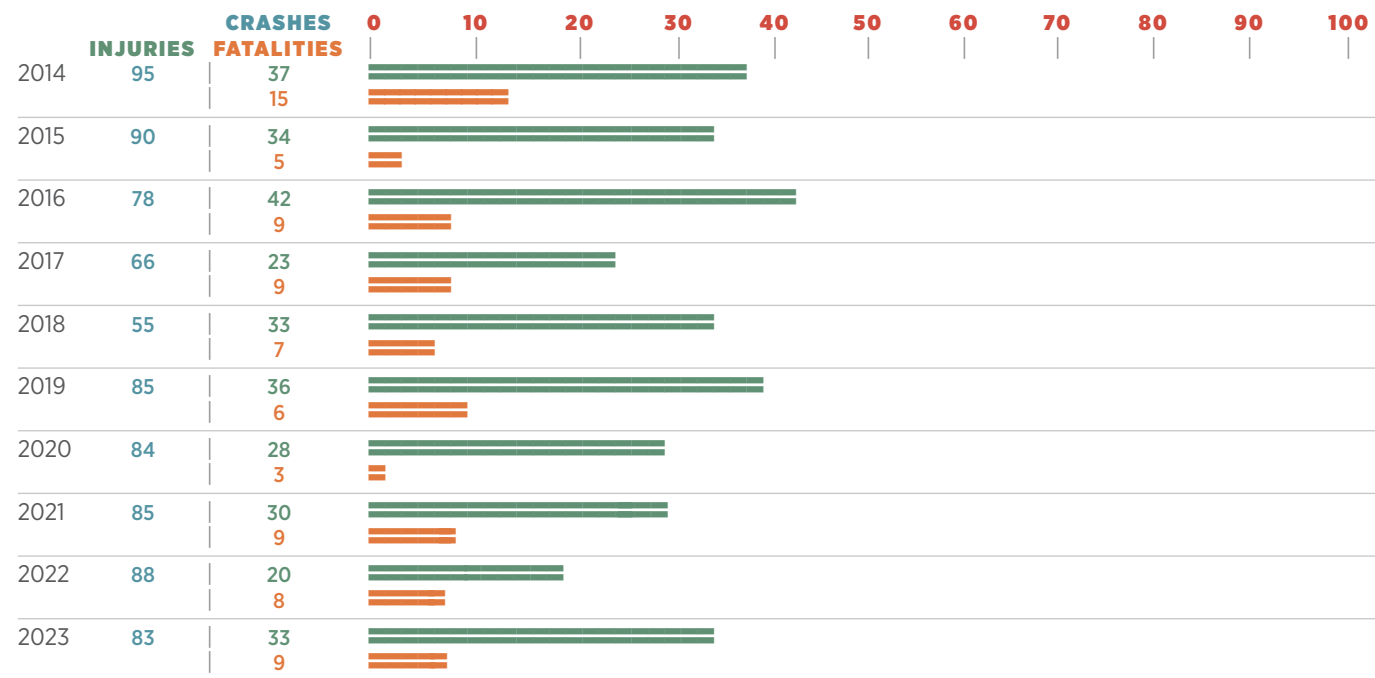
## PEDESTRIANS INVOLVED BY AGE AND SEVERITY



\*Total number of pedestrians involved.

# TRAIN INVOLVED CRASH STATISTICS

## TEN YEAR DATA



## RAILROAD CRASHES

INJURY SEVERITY	TOTAL
Injuries	33
Fatalities	9
Crashes	83

The number of railroad **FATALITIES INCREASED** in 2023.



**DRIVER BEHAVIOR ISSUES** include ignoring flashing lights or other active warning devices, passing through barrier gates, and driving around already lowered gates/failure to observe passive warning devices.

According to NHTSA, **A MOTORIST IS ALMOST 20 TIMES MORE LIKELY TO DIE IN A CRASH INVOLVING A TRAIN** than in a collision involving another motor vehicle.

# WORK ZONE CRASH STATISTICS

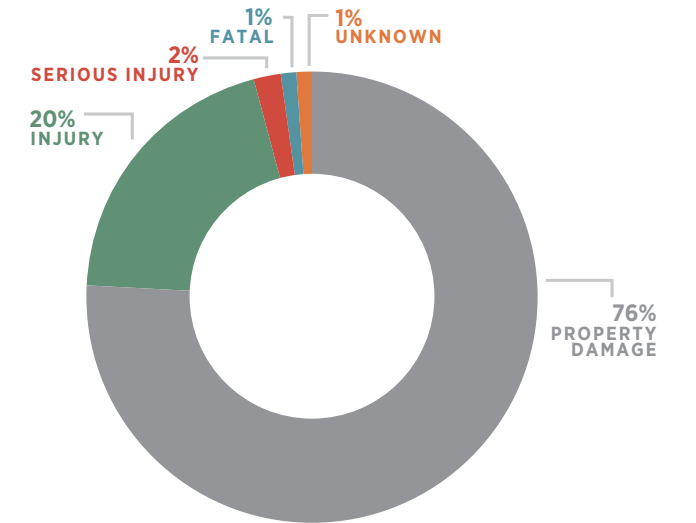
## TEN YEAR DATA

YEAR	INJURY CRASHES	INJURIES	FATAL CRASHES	FATALITIES
2014	504	750	21	23
2015	492	705	31	31
2016	652	954	18	19
2017	640	963	25	31
2018	769	1,155	28	34
2019	589	812	19	16
2020	398	616	17	19
2021	420	596	17	17
2022	382	511	16	18
2023	358	510	19	23

## WORK ZONE CRASHES

CRASH SEVERITY	CRASHES
Property Damage	1,386
Injury	358
Serious Injury	39
Fatal	19
Unknown	18
<b>TOTAL</b>	<b>1,820</b>

## WORK ZONE CRASHES



Drivers need to be particularly alert when traveling through highway work zones. When a road is not in its usual condition due to construction, it is essential to slow down. Fines for speeding double in work zones when construction workers are present. Work zone crashes are dangerous to both highway workers and motorists. **MOST WORK ZONE CRASHES ARE REAR-END COLLISIONS, RESULTING FROM SPEEDING OR INATTENTIVE DRIVING.**

ALDOT promotes Work Zone Awareness in April of each year. Alabama's theme in 2023 was: **"YOU PLAY A ROLE IN WORK ZONE SAFETY. WORK WITH US."**

# TRUCK CRASH STATISTICS

## TEN YEAR DATA

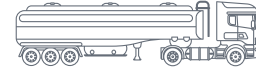
YEAR	TRUCKS INVOLVED	INJURIES	FATALITIES
2014	7,782	2,184	89
2015	8,484	2,367	118
2016	8,937	2,345	157
2017	9,351	2,563	101
2018	10,079	2,629	121
2019	10,486	2,612	137
2020	8,579	2,330	130
2021	10,588	2,577	148
2022	10,452	2,417	162
2023	10,210	2,590	134

## PRIMARY CAUSE OF ALL CRASHES WITH TRUCK INVOLVEMENT\*

PRIMARY CAUSE	CRASHES
Improper Lane Change or Use	1,678   16.4%
Failed to Yield Right of Way	1,023   10.0%
Unseen Object, Person, or Vehicle	796   7.8%
Tailgating	738   7.2%
Misjudged Stopping Distance	462   4.5%
Defective Equipment	435   4.3%
Avoiding Animal, Object, or Person	293   2.9%
Improper Turn	366   3.6%
Improper Backing	413   4.1%
Failure to Heed Sign/Signal	281   2.8%
Crossed Median/Centerline	312   3.1%
Driving too Fast for Conditions	191   1.9%
Improper Passing	218   2.1%
Fatigued/Asleep	194   1.9%
Ran Off Road	136   1.3%
Driving Under the Influence	133   1.3%
Over the Speed Limit	74   0.7%
Unknown	461   4.5%
All Other	2,006   19.6%
<b>TOTAL</b>	<b>10,210</b>

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

## TRUCK DEFINITION

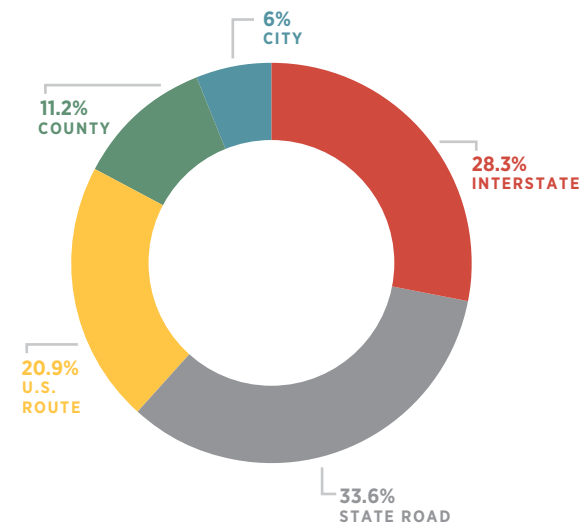


A truck is defined as a vehicle heavier than a light truck or SUV, including delivery truck, 18 wheeler, tow truck, dually, or work truck. Truck does not include a bus of any type.

## TOTAL FOR ALL CRASHES WITH TRUCK INVOLVEMENT

ROAD TYPE	CRASHES	FATALITIES
State Route	2,011 19.7%	45 33.6%
Interstate	2,895 28.4%	38 28.3%
U.S. Route	1,431 14.0%	28 20.9%
County	1,168 11.4%	15 11.2%
City	2,419 23.7%	8 6.0%
Other	286 2.8%	0 0.0%
<b>TOTAL</b>	<b>10,210</b>	<b>134</b>

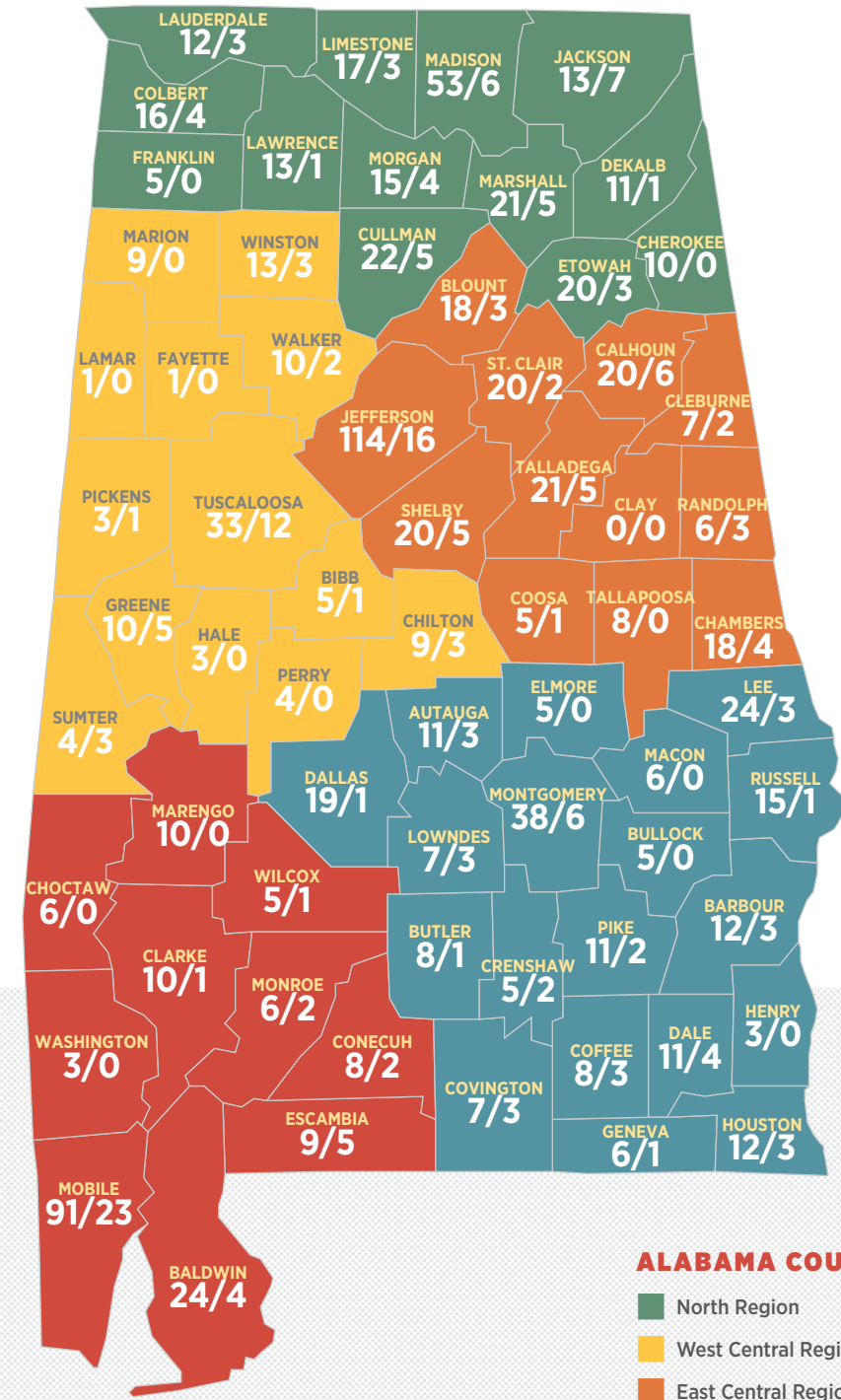
## TRUCK INVOLVED FATALITIES BY ROAD TYPE



# FATALITIES BY COUNTY

TOTAL TRAFFIC FATALITIES 975 (First Figure)

TRAFFIC FATALITIES WITH APPARENT ALCOHOL OR DRUG INVOLVEMENT 196 (Second Figure)





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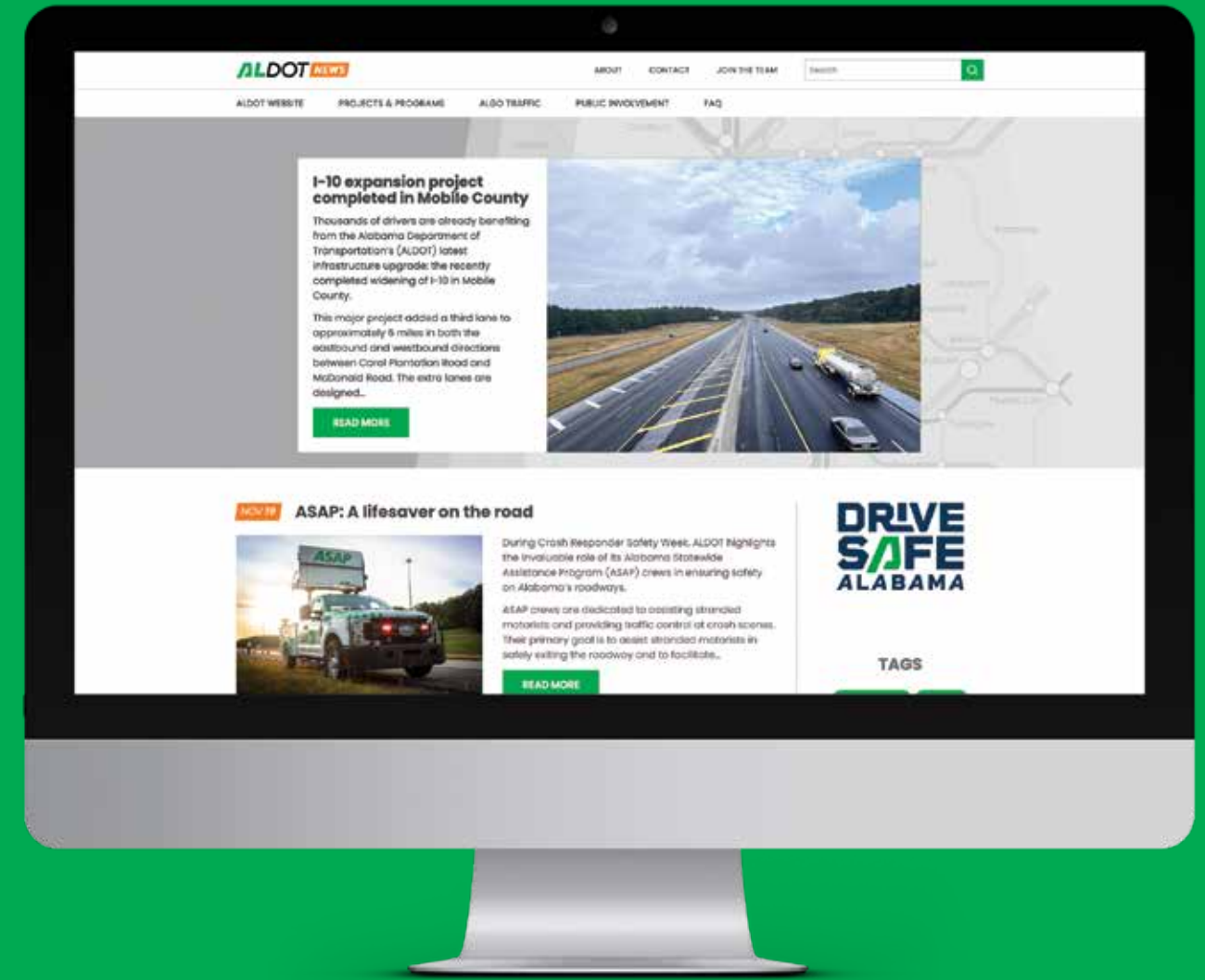
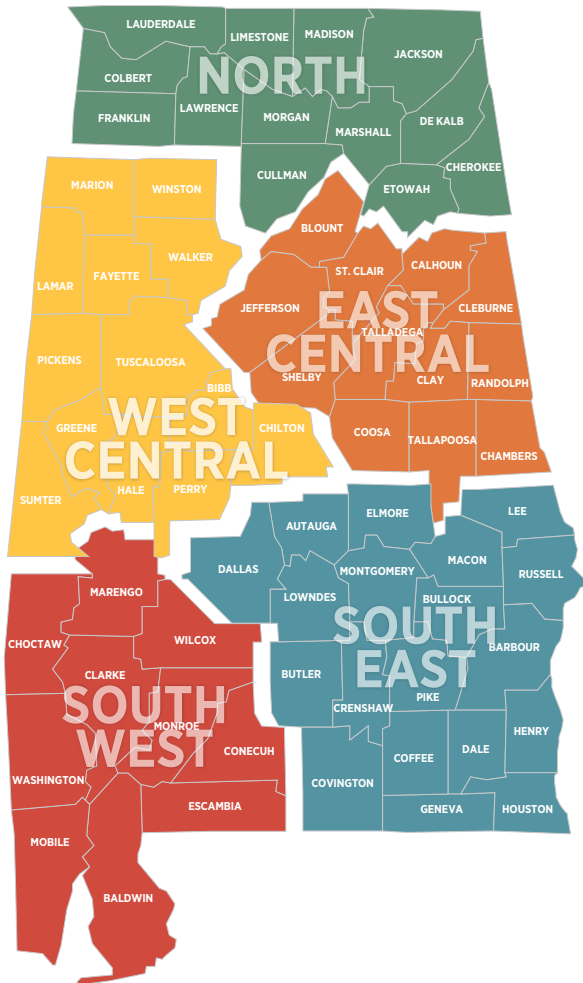
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