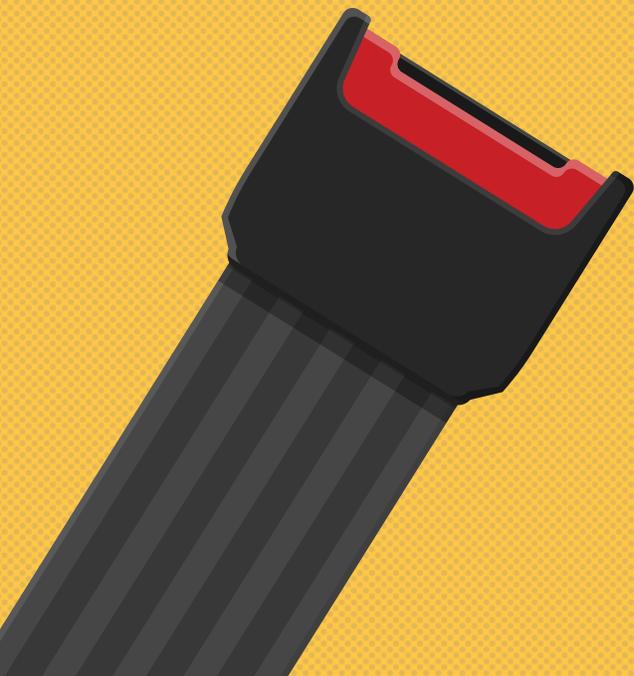




2022

CRASH FACTS



ALABAMA DEPARTMENT OF TRANSPORTATION
DRIVESAFEALABAMA.ORG

IMPROVING HIGHWAY SAFETY IN ALABAMA CONTINUES TO BE A PRESSING NEED ACROSS THE STATE. MORE THAN 980 LIVES WERE LOST IN CRASHES ON ALABAMA ROADS IN 2022. MORE THAN 37,000 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 and caps.ua.edu.



5,983,416
REGISTERED VEHICLES
IN ALABAMA

0.97%



70,964,304,115
VEHICLE MILES TRAVELED
IN ALABAMA

1.98%



3,775,007
LICENSED DRIVERS
IN ALABAMA

8.17%

MORE ALABAMA CRASH DATA, INCLUDING COUNTY AND CITY LEVEL DATA AND CHARTS, ARE AVAILABLE ON THE AL SAFETY PORTAL: SAFETY.ALADATA.COM.

4	Quick Facts	21	Motorcycle Crash Statistics
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20	Driver Contributing Circumstances		

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.



2022 CRASH DATA QUICK FACTS*

Based on 2022 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 38 seconds.

EVERY 14 MIN

A person was injured in a traffic crash every 13 minutes and 51 seconds.

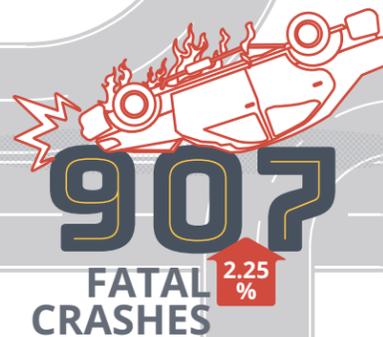
For front seat occupants who are in vehicle crashes, the probability of being killed is about 43 times higher for those not wearing safety belts than those who are properly restrained.

Most Alabama crashes (76 percent) occurred in urban areas, but most fatalities (59 percent) occurred in rural areas.



1=38

For each fatality, there were about 38.5 injuries.

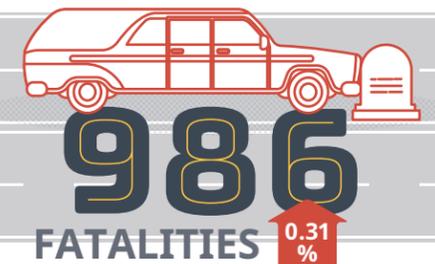


EVERY 9 HR

A person was killed in a traffic crash every 8 hours and 53 minutes.

Of all fatal crashes, 7 percent were caused by drivers 19 years or under, and 19 percent were caused by drivers 25 years or under.

Of all fatal crashes, 52 percent occurred at night (including dusk and dawn).

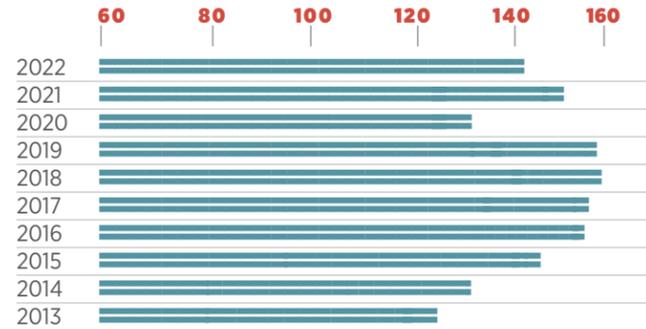


*The increase/decrease percentage of change compares 2021 data to 2022.

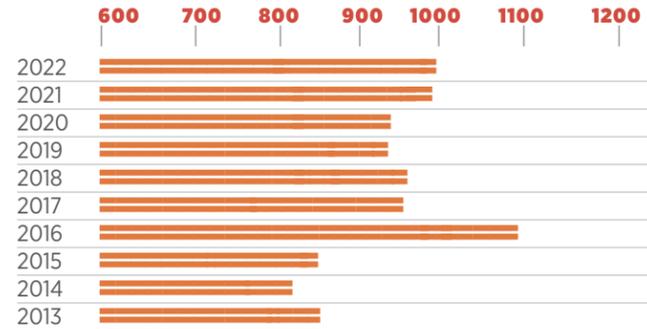
TEN YEAR COMPARISON* CRASH DATA 2013-2022

FATALITY RATE TRENDS

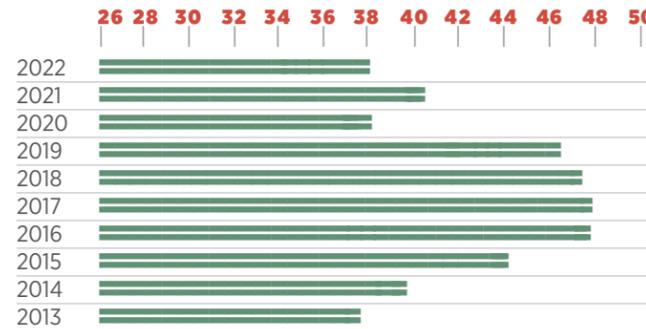
CRASHES UP 13.72% IN THOUSANDS OF CRASHES



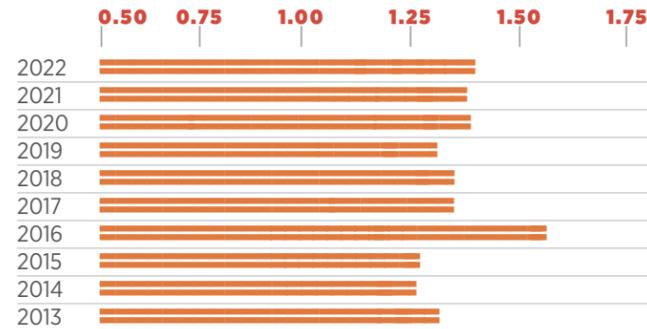
FATALITIES UP 15.59% IN NUMBER OF FATALITIES



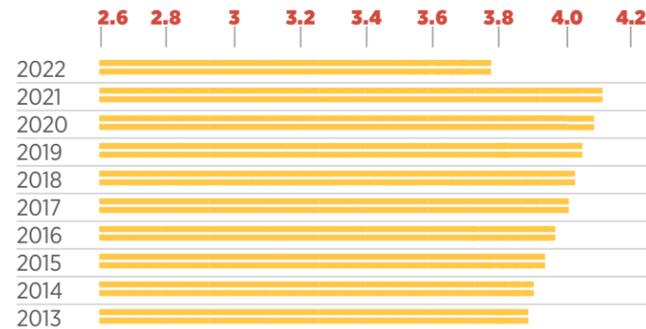
INJURIES UP 1.00% IN THOUSANDS OF INJURIES



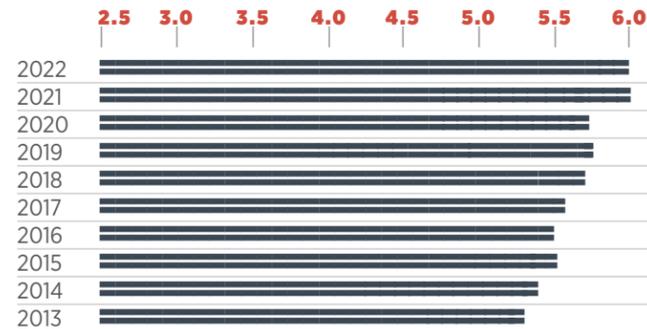
MILEAGE FATALITY RATE UP 6.06% IN FATALITIES PER 100 MILLION VEHICLE MILES



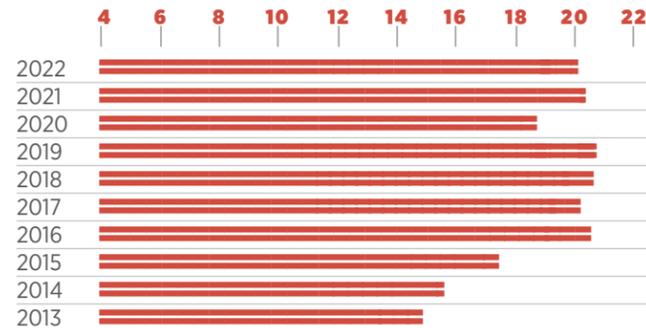
LICENSED DRIVERS DOWN 2.96%** IN MILLIONS OF DRIVERS



MOTOR VEHICLE REGISTRATIONS UP 12.63% IN MILLIONS OF VEHICLES



ECONOMIC LOSS UP 34.97% IN BILLIONS OF DOLLARS



VEHICLE MILES TRAVELED UP 9.08% IN BILLIONS OF MILES TRAVELED

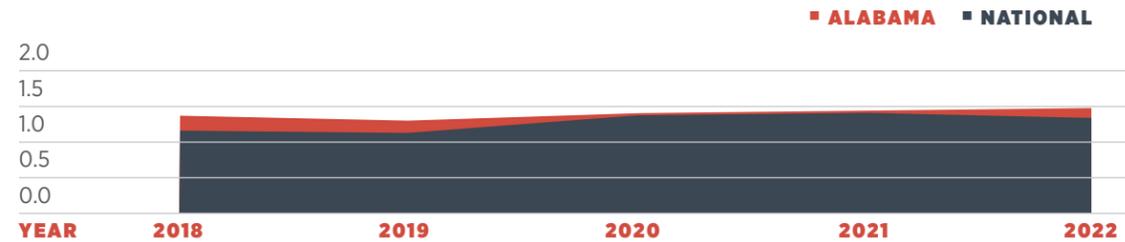


CRASH TOTALS AND RATES FOR THE PAST FIVE YEARS

YEAR	TOTAL CRASHES	TOTAL INJURIES	TOTAL FATALITIES	ALABAMA FATALITY RATE (PER HMVM*)	NATIONAL FATALITY RATE (PER HMVM*)
2018	159,925	47,419	953	1.34	1.14
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	1.37
2022	144,263	37,935	986	1.39	1.35

*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	103,904	72.0%	26,066	428
Hit Fixed Object or Other Object	16,365	11.4%	5,207	299
Hit Pedestrian	605	0.4%	519	74
Overtaking	1,193	0.8%	721	32
Hit Parked Vehicle	6,180	4.3%	348	12
Hit Bicyclist	166	0.1%	112	9
Hit Railway Train	75	0.1%	31	6
Other Non-Collision	346	0.2%	111	2
Hit Animal	3,265	2.3%	278	1
All other	12,164	8.4%	3,331	123
TOTAL	144,263	100%	36,724	986

*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	127,538	47.8%							
Pickup and SUV	113,841	42.7%							
Truck	11,339	4.2%							
Van	9,030	3.4%							
Motorcycle/Moped	1,693	0.6%							
Other	3,418	1.3%							
TOTAL	266,859								

HAZARDOUS CARGO

CARGO TYPE	CRASHES
Gas/Flammable	161 72.5%
Corrosive	29 13.1%
Explosive	3 1.4%
Radioactive	1 0.4%
Other	28 12.6%
TOTAL	222

CRASH LOCATION

RURAL VS. URBAN TRAFFIC FATALITIES 10 YEAR DATA

YEAR	TOTAL	RURAL	URBAN	0	200	400	600	800	1000	1200
2013	853	562	291							
2014	820	544	276							
2015	850	590	260							
2016	1,083	803	280							
2017	948	585	363							
2018	953	541	412							
2019	930	535	395							
2020	934	521	413							
2021	983	520	463							
2022	986	589	397							

RURAL LOCALE

LOCALE TYPE	CRASHES
Open Country	29,224 84.20%
Residential	2,896 8.30%
Shopping or Business	2,228 6.40%
Manufacturing or Industrial	206 0.60%
School	105 0.30%
Playground	1 0%
Other	59 0.20%
TOTAL	34,719

URBAN LOCALE

LOCALE TYPE	CRASHES
Shopping or Business	61,060 55.70%
Residential	26,893 24.60%
Open Country	15,139 13.80%
Manufacturing or Industrial	2,723 2.50%
School	1,740 1.60%
Playground	52 0%
Other	1,937 1.80%
TOTAL	109,544

CRASH LOCATION

LOCATION	CRASHES
On Roadway	117,223 81.20%
Off Roadway	18,434 12.80%
Intersection	2,307 1.60%
Median	1,555 1.10%
Driveway	20 0%
Other	4,724 3.30%
TOTAL	144,263

CAUSAL DRIVER'S RESIDENCE

RESIDENCE WITHIN 25 MILES OF CRASH	PERCENTAGE
Yes	62.80%
No	20.30%
Unknown	16.90%

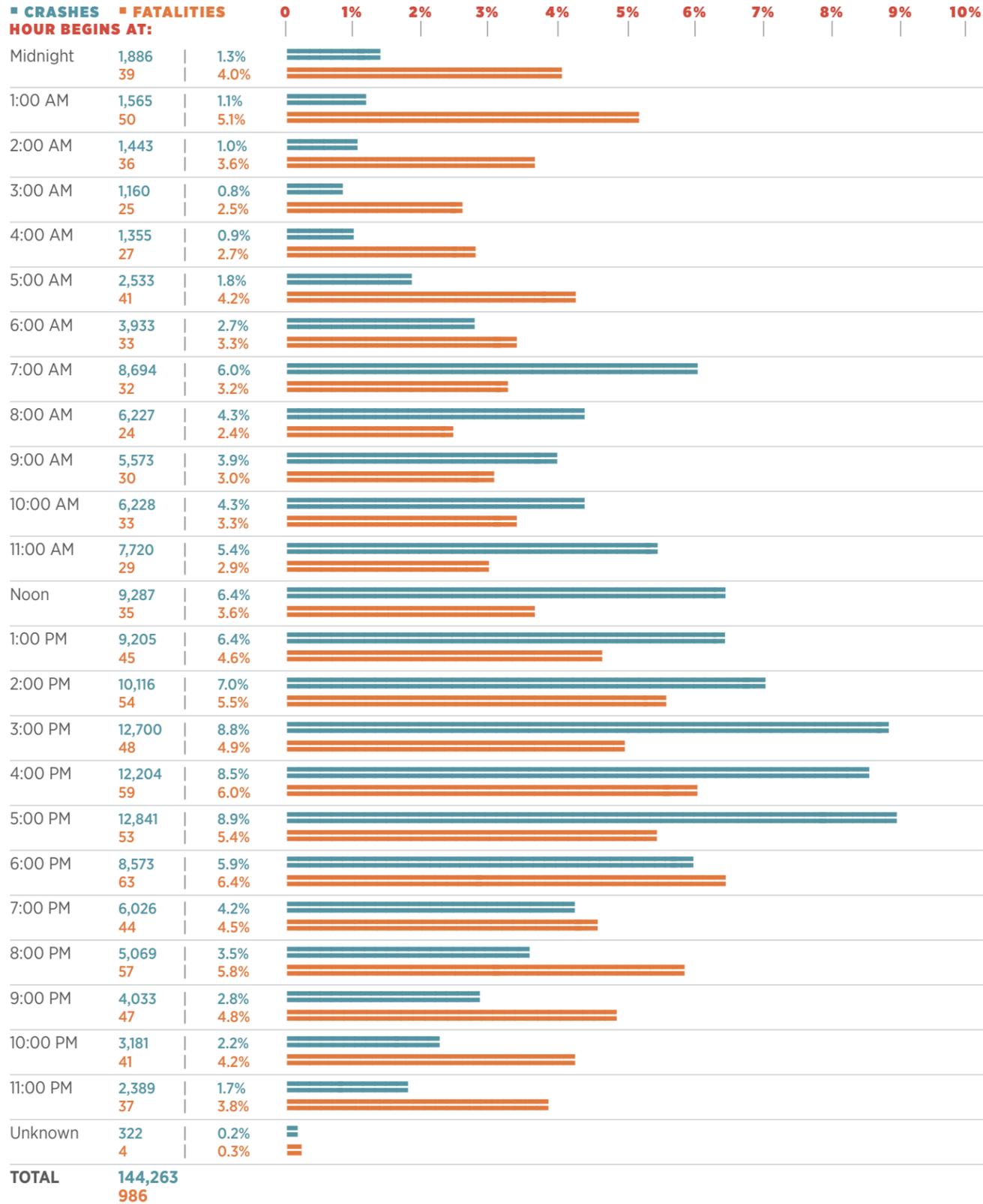
MOST CRASHES OCCUR WITHIN 25 MILES OF THE CAUSAL DRIVER'S HOME.

The number of **RURAL FATALITIES INCREASED 13.27%** from 2021 to 2022 and **INCREASED 22.63%** from 2013 to 2022.

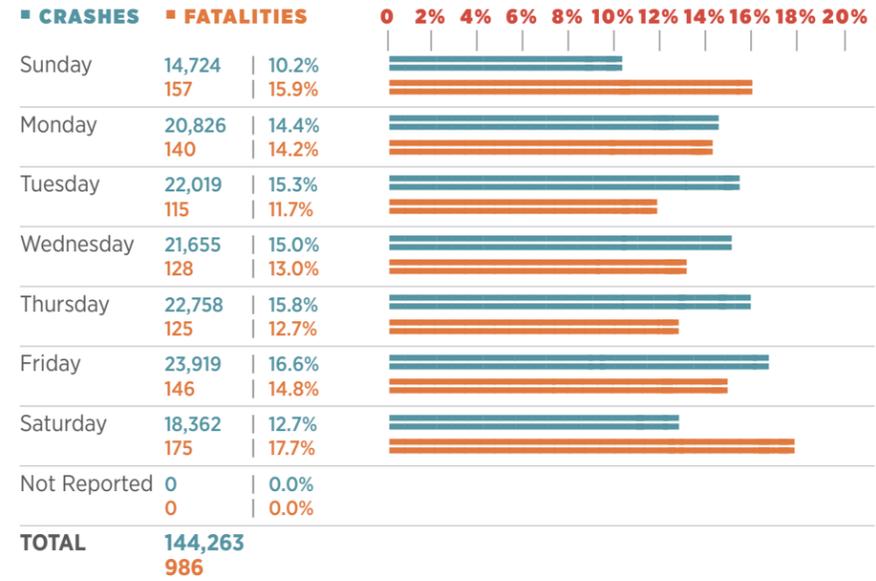
The number of **URBAN FATALITIES DECREASED 14.25%** from 2021 to 2022 and **INCREASED 1.07%** from 2013 to 2022.

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.**



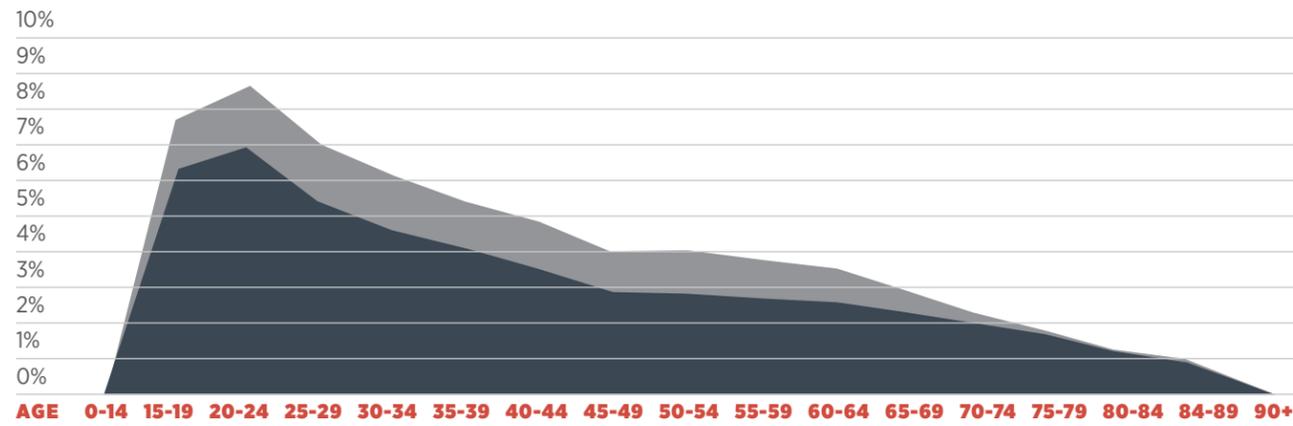
THE MOST CRASH-PRONE PERIOD OF THE DAY IS **2PM-6PM.**



THE MOST FATALITY-PRONE PERIOD OF THE DAY IS **4PM-9PM.**

INVOLVEMENT BY AGE AND GENDER

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



AGE 0-14 15-19 20-24 25-29 30-34 35-39 40-44 45-49 50-54 55-59 60-64 65-69 70-74 75-79 80-84 84-89 90+
 *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

AGE (YEARS)	FATALITIES
0-5	11
6-10	9
11-15	13
16-20	54
21-25	109
26-30	94
31-35	81
36-40	78
41-45	82
46-50	62
51-55	73
56-60	72
61-65	65
66-70	47
71-75	39
76-80	31
81-85	27
86-90	16
91-95	2
96-up	0
Unknown	21
TOTAL	986

DRIVERS INVOLVED* IN ALL CRASHES AND FATAL CRASHES BY AGE

AGE	LICENSED	ALL CRASHES	FATAL CRASHES
0-14	59	179	3
15-19	239,553	25,165	80
20-24	304,369	32,449	138
25-29	298,583	27,020	147
30-34	297,602	25,212	157
35-39	279,911	22,224	103
40-44	280,298	20,243	119
45-49	273,068	17,132	95
50-54	299,877	16,981	112
55-59	302,396	15,848	111
60-64	313,500	14,326	97
65-69	288,279	11,272	62
70-74	236,734	8,390	54
>74	360,778	10,073	87
Unknown	0	20,384	44
TOTAL	3,775,007	266,898	1,409

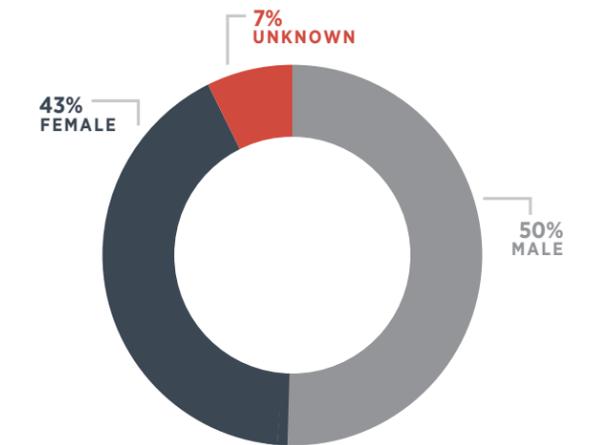
*All numbers in this chart include both causal and victim drivers. For example, if there is a four-vehicle crash, all four drivers and their ages are reflected in this chart. For all except single vehicle fatal crashes, there will be more drivers counted than there are crashes.

**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.

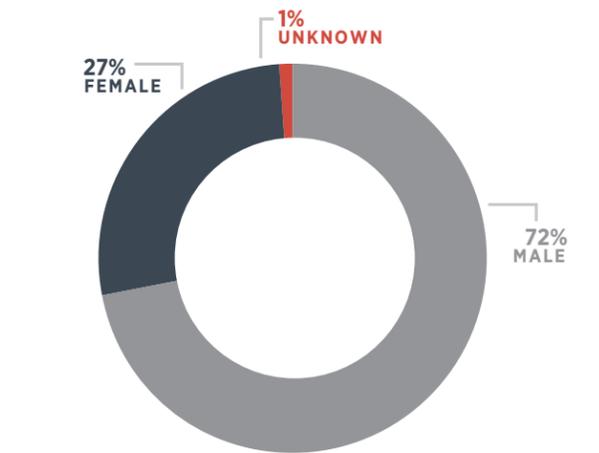
DRIVERS INVOLVED* IN ALL CRASHES AND FATAL CRASHES BY GENDER**

GENDER	LICENSED	ALL CRASHES	FATAL CRASHES
Male	1,815,240	134,422	999
Female	1,959,767	113,900	370
Unknown	0	18,576	10
TOTAL	3,775,007	266,898	1,409

GENDER OF DRIVERS INVOLVED IN ALL CRASHES



GENDER OF DRIVERS INVOLVED IN FATAL CRASHES



CRASH ENVIRONMENT

TRAFFIC CONTROL

CONTROL TYPE	CRASHES		FATALITIES	
No Control Present	68,464	47.40%	501	50.80%
No Passing Zone	11,064	7.70%	257	26.10%
Stop Sign	13,187	9.10%	67	6.80%
Traffic Signal	33,342	23.10%	55	5.60%
Yield Sign	3,415	2.40%	4	0.40%
Railroad Device	135	0.10%	4	0.40%
Other	3,417	2.40%	54	5.50%
Not Stated	11,239	7.80%	44	4.40%
TOTAL	144,263		986	

LIGHT CONDITION

CONDITION	CRASHES		FATALITIES	
Day	102,944	71.40%	468	47.50%
Dark	14,138	9.80%	318	32.30%
Streetlights	19,215	13.30%	144	14.60%
Dawn	2,232	1.50%	26	2.70%
Dusk	4,190	2.90%	21	2.10%
Other/Unknown/NA	1,544	1.10%	9	0.80%
TOTAL	144,263		986	

ROAD CURVATURE AND GRADE

CURVE/GRADE	CRASHES		FATALITIES	
Level	99,286	68.80%	542	55.00%
Level Curve	6,785	4.70%	128	13.00%
Curve on Hill	6,806	4.70%	106	10.80%
Upgrade	8,719	6.00%	74	7.50%
Downgrade	10,795	7.50%	72	7.30%
Hillcrest or Sag	1,125	0.80%	22	2.20%
Other/Unknown	10,747	7.50%	42	4.20%
TOTAL	144,263		986	

NUMBER OF LANES

LANES	CRASHES		FATALITIES	
Two	61,882	42.90%	573	58.20%
Four	39,936	27.70%	270	27.40%
Six or More	14,757	10.20%	65	6.60%
Three	7,276	5.10%	22	2.20%
Five	5,544	3.80%	9	0.90%
One	3,438	2.40%	4	0.40%
Not Stated/NA	11,430	7.90%	43	4.30%
TOTAL	144,263		986	

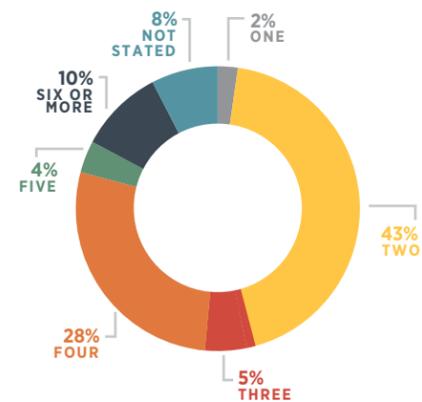
ROAD CONDITION

CONDITION	CRASHES		FATALITIES	
Dry	113,287	78.50%	810	82.20%
Wet	19,669	13.60%	131	13.30%
Muddy	83	0.10%	1	0.10%
Icy/Slushy	431	0.30%	1	0.10%
Other/Unknown	10,793	7.50%	43	4.30%
TOTAL	144,263		986	

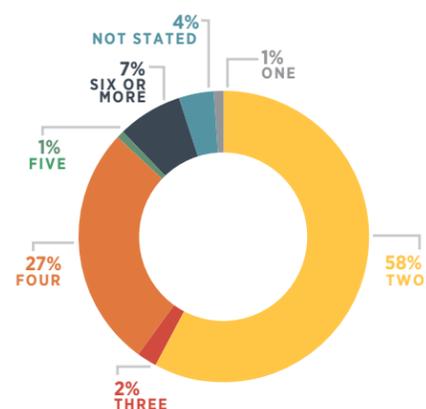
WEATHER

CONDITION	CRASHES		FATALITIES	
Clear	106,395	73.80%	715	72.60%
Cloudy	21,092	14.60%	165	16.80%
Rain	15,115	10.50%	88	8.90%
Fog	776	0.50%	13	1.30%
Snow/Sleet	365	0.20%	1	0.10%
Other	520	0.40%	4	0.30%
TOTAL	144,263		986	

CRASHES PER NUMBER OF LANES



FATALITIES PER NUMBER OF LANES



HOLIDAY CRASH STATISTICS

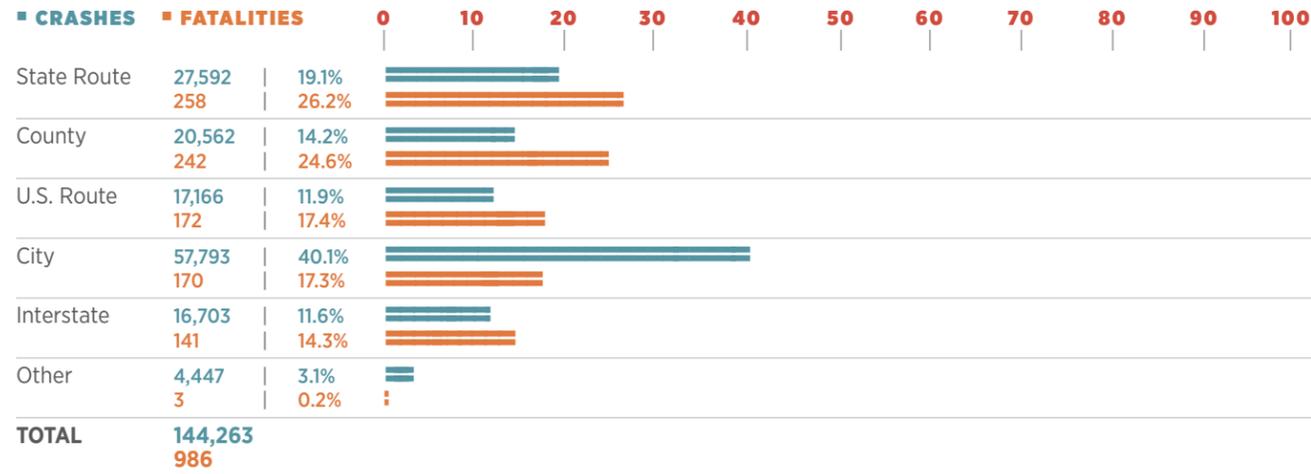
2021 VS. 2022

HOLIDAY	YEAR	FATALITIES	PERIOD	0	2	4	6	8	10	12	14	16	18
New Year	2021	8	6 pm, Wed., December 30, 2020 until 11:59 pm, Sat., January 2, 2021 (78 hrs)	[Bar chart showing 8 fatalities]									
	2022	14	6 pm, Thu., December 30, 2021 until 11:59 pm, Sun., January 2, 2022 (78 hrs)	[Bar chart showing 14 fatalities]									
Memorial Day	2021	10	6 pm, Fri., May 28, 2021 until 11:59 pm, Mon., May 31, 2021 (78 hrs)	[Bar chart showing 10 fatalities]									
	2022	13	6 pm, Fri., May 27, 2022 until 11:59 pm, Mon., May 30, 2022 (78 hrs)	[Bar chart showing 13 fatalities]									
July 4th	2021	16	6 pm, Fri., July 2, 2021 until 11:59 pm, Mon., July 5, 2021 (78 hrs)	[Bar chart showing 16 fatalities]									
	2022	14	6 pm, Fri., July 1, 2022 until 11:59 pm, Mon., July 4, 2022 (78 hrs)	[Bar chart showing 14 fatalities]									
Labor Day	2021	4	6 pm, Fri., September 3, 2021 until 11:59 pm, Mon., September 6, 2021 (78 hrs)	[Bar chart showing 4 fatalities]									
	2022	15	6 pm, Fri., September 2, 2022 until 11:59 pm, Mon., September 5, 2022 (78 hrs)	[Bar chart showing 15 fatalities]									
Thanksgiving	2021	11	6 pm, Wed., November 24, 2021 until 11:59 pm, Sun., November 28, 2021 (102 hrs)	[Bar chart showing 11 fatalities]									
	2022	10	6 pm, Wed., November 23, 2022 until 11:59 pm, Sun., November 27, 2022 (102 hrs)	[Bar chart showing 10 fatalities]									
Christmas	2021	14	6 pm, Thur., December 23, 2021 until 11:59 pm, Mon., December 27, 2021 (102 hrs)	[Bar chart showing 14 fatalities]									
	2022	6	6 pm, Fri., December 23, 2022 until 11:59 pm, Mon., December 26, 2022 (78 hrs)	[Bar chart showing 6 fatalities]									

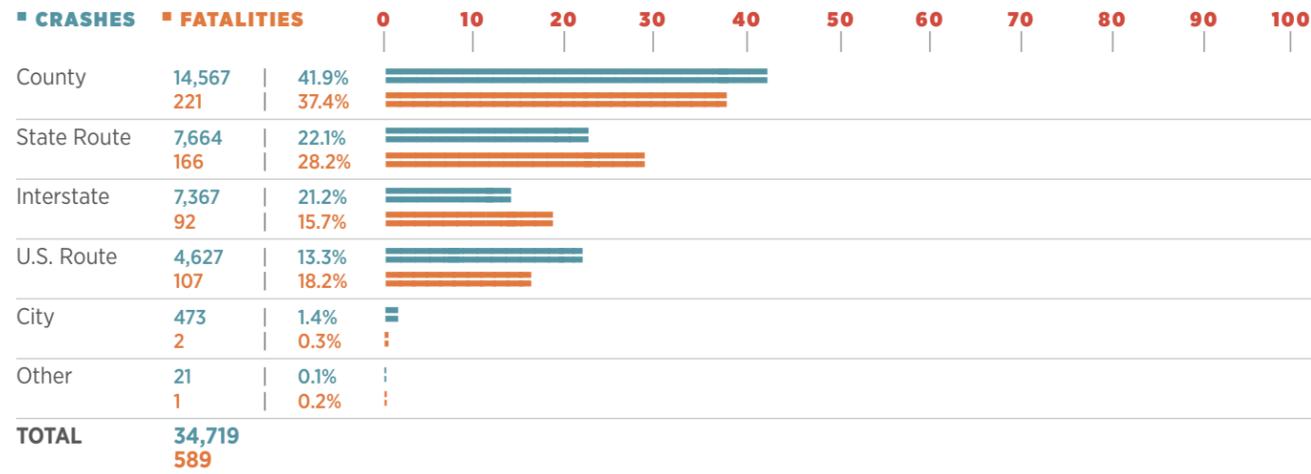
*Note that the hours for each holiday period may vary from one year to the other.

TYPE OF ROADWAY

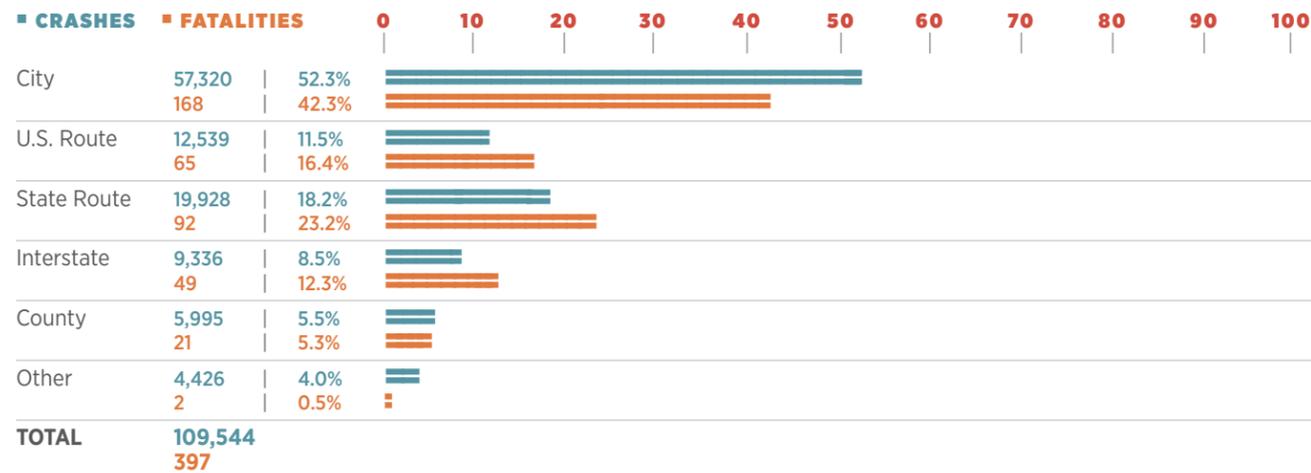
TOTAL FOR STATE



RURAL AREAS

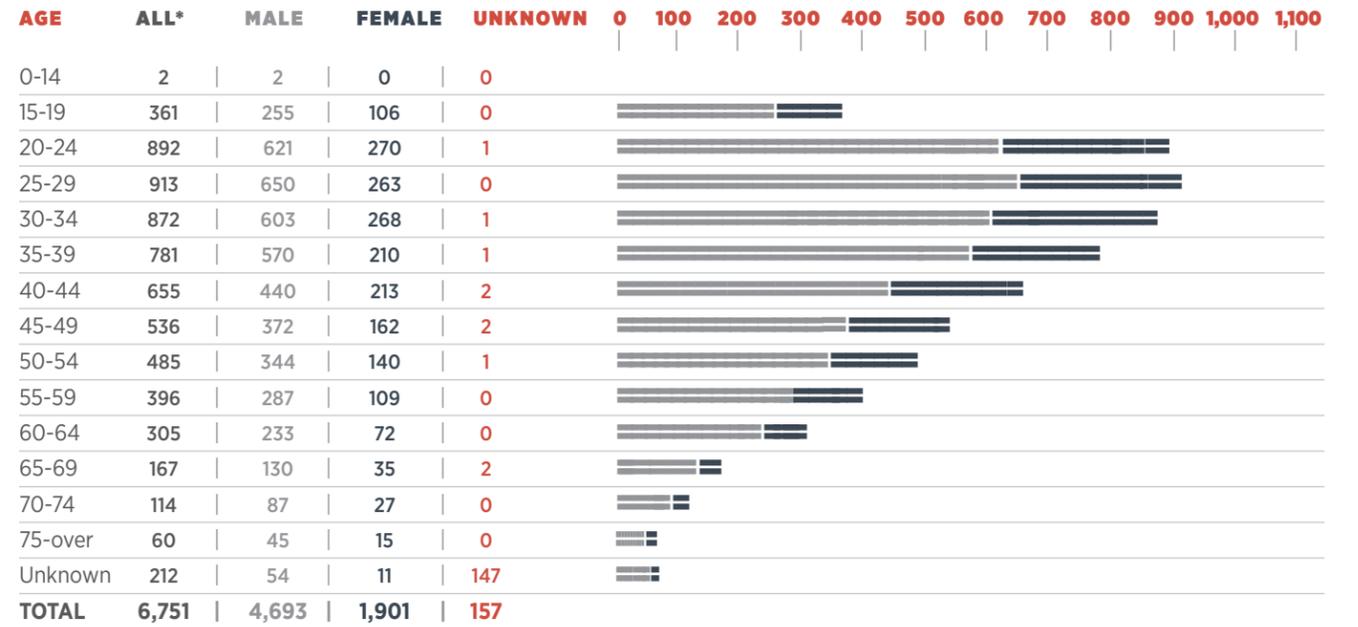


URBAN AREAS



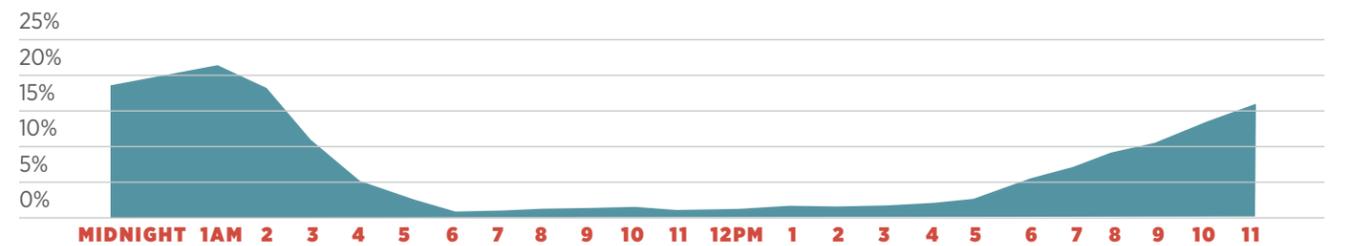
ALCOHOL AND DRUG INVOLVEMENT

DRIVERS SUSPECTED OF ALCOHOL OR DRUG IMPAIRMENT

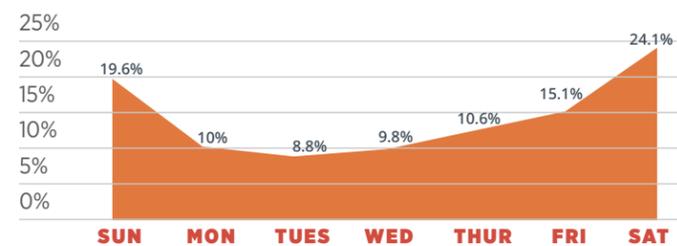


*All causal drivers who were cited for DUI.

IMPAIRED DRIVING CRASHES BY TIME



IMPAIRED DRIVING CRASHES BY DAY

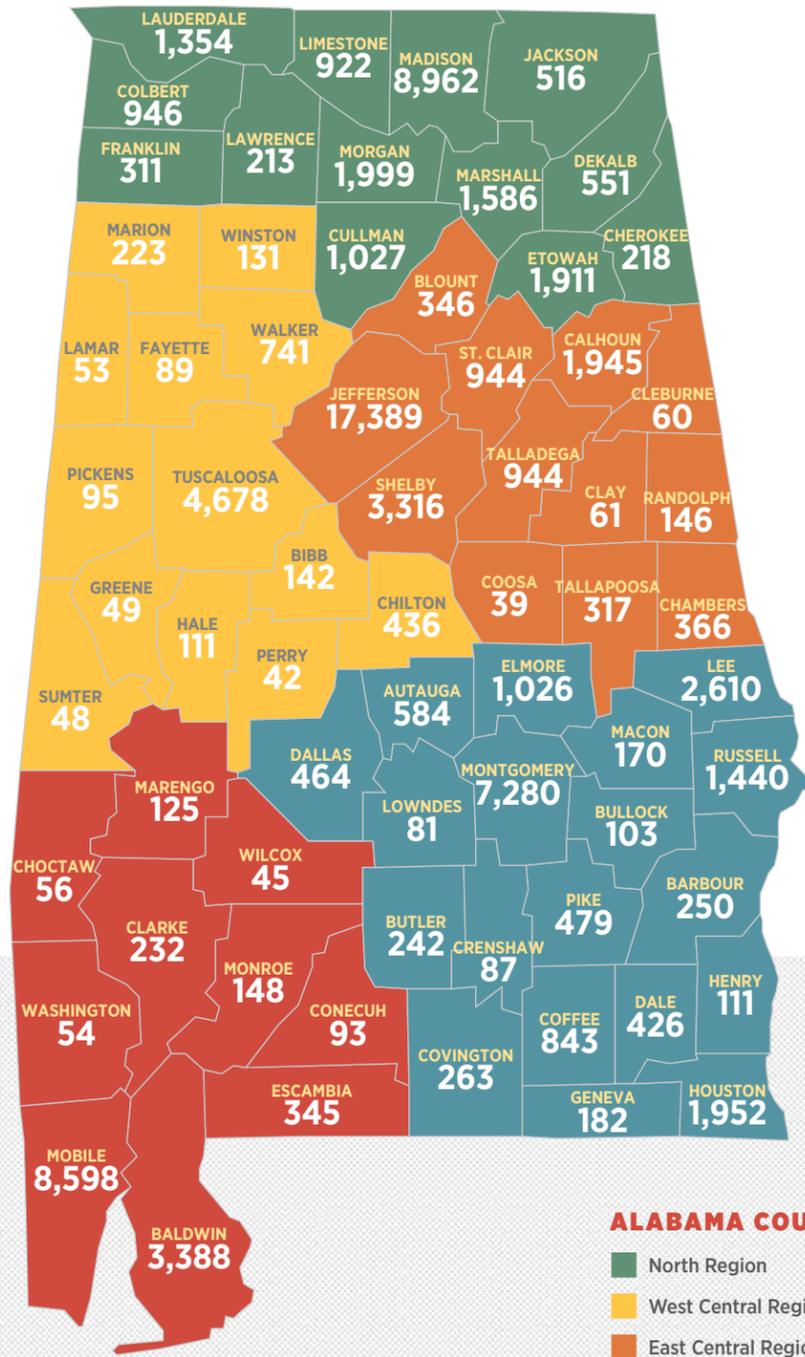


On average, less than 1 percent of crashes end in a fatality. However, for impaired driving crashes, the probability is much greater. The proportion of **FATALITY CRASHES INVOLVING IMPAIRMENT** (3.6 percent) is **6.8 TIMES THAT OF CRASHES IN GENERAL** (0.5 percent), as reported in 2022.

There were **197 PEOPLE** who died in **5,005 CRASHES** with **SUSPECTED ALCOHOL OR DRUG IMPAIRMENT**.

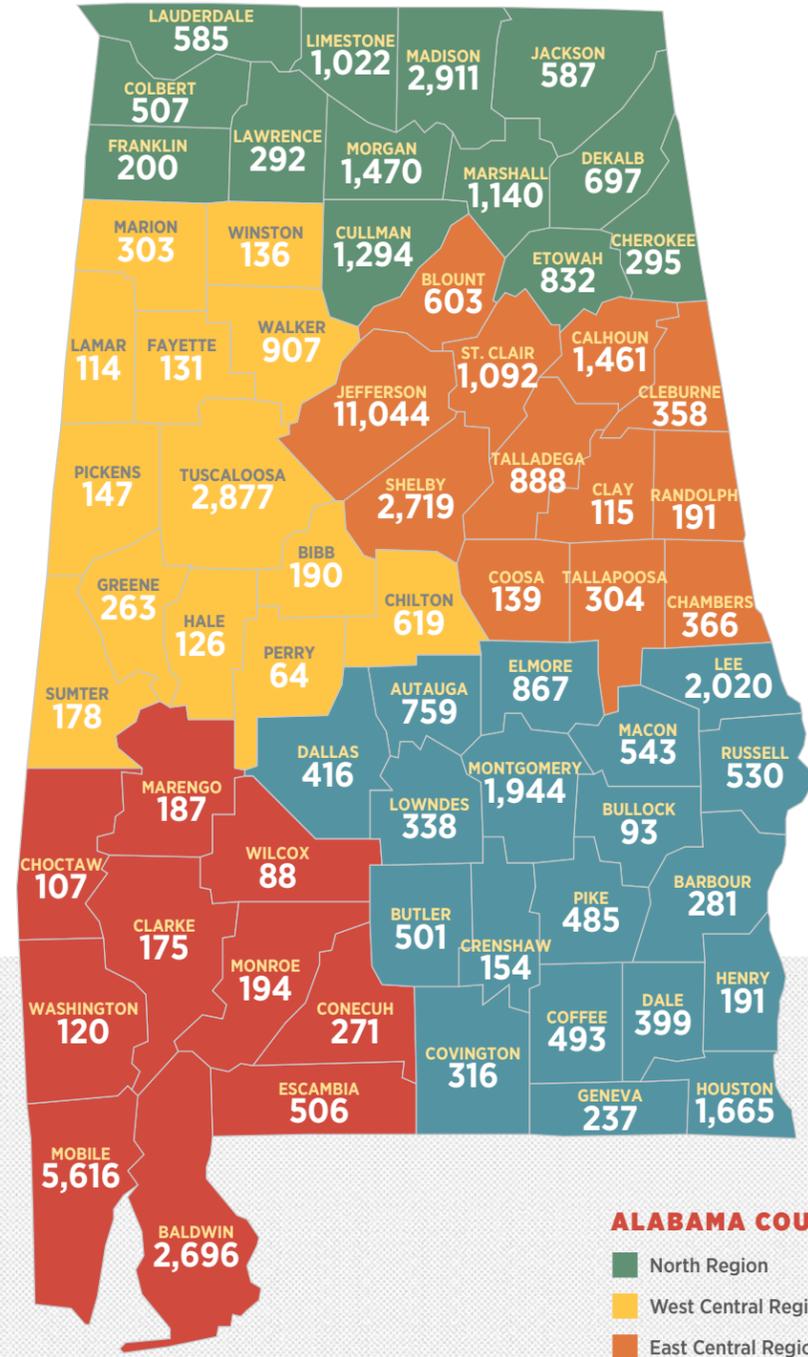
INTERSECTION CRASHES BY COUNTY

TOTAL INTERSECTION-RELATED CRASHES 84,904



NON-INTERSECTION CRASHES BY COUNTY

TOTAL NON-INTERSECTION-RELATED CRASHES 59,359



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	6,409	126	=====								
Driving Under the Influence	3,895	97	=====								
Failed to Yield Right of Way	23,555	86	=====								
Improper Lane Change/Use	15,146	74	=====								
Ran off Road	2,847	57	=====								
Unseen Object/Person/Vehicle	10,179	36	=====								
Wrong Side of Road	599	30	=====								
Swerved to Avoid Vehicle/Object	6,599	28	=====								
Failure to Heed Sign/Signal/Officer	6,159	25	=====								
Fatigued/Asleep	2,336	17	=====								
Misjudged Stopping Distance	11,367	9	=====								
Tailgating	17,526	6	=====								
All Other	37,646	316	=====								
TOTAL	144,263	907									

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
2013	1,583	1,173	76	=====					
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	=====					

MOTORCYCLE INVOLVED CRASHES BY AGE INCLUDES MOTOR SCOOTERS AND MOPEDS

AGE	CRASHES	INJURIES	FATALITIES
0-14	24	20	2
15-19	98	78	0
20-24	215	144	9
25-29	213	135	15
30-34	200	133	9
35-39	163	90	7
40-44	145	93	5
45-49	177	119	6
50-54	172	110	12
55-59	140	83	11
60-64	110	77	7
65-69	65	46	5
70-74	48	30	5
75-over	28	21	1
Unknown	67	10	1
TOTAL	1,865	1,189	95



74% OF ALL FATAL MOTORCYCLE CRASHES WERE CAUSED BY THE MOTORCYCLIST.

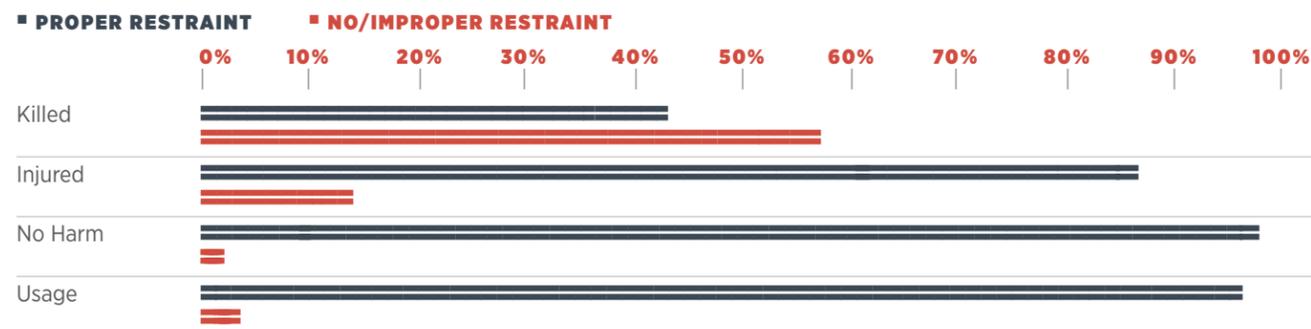
SAFETY RESTRAINT USAGE

SAFETY RESTRAINT USAGE

RESTRAINT USED	SEVERITY	DRIVER		FRONT SEAT PASSENGER		BACK SEAT PASSENGER		TOTALS	
		KILLED	INJURED	NO HARM	PERCENTAGE	KILLED	INJURED	NO HARM	PERCENTAGE
Wearing Lap and Shoulder Belts	KILLED	237	0.10%	41	0.10%	8	0.00%	286	0.10%
	INJURED	23,527	10.70%	4,825	13.30%	1,458	9.90%	29,810	11.00%
	NO HARM	195,960	89.20%	31,459	86.60%	13,315	90.10%	240,734	88.90%
	SUBTOTAL	219,724		36,325		14,781		270,830	
Wearing Lap Belt Only	KILLED	0	0.00%	0	0.00%	1	0.40%	1	0.10%
	INJURED	95	14.10%	26	14.90%	31	13.90%	152	14.10%
	NO HARM	581	85.90%	148	85.10%	192	85.70%	921	85.80%
	SUBTOTAL	676		174		224		1,074	
Wearing Shoulder Belt Only	KILLED	1	0.10%	0	0.00%	0	0.00%	1	0.10%
	INJURED	77	10.80%	15	16.30%	6	11.80%	98	11.40%
	NO HARM	636	89.10%	77	83.70%	45	88.20%	758	88.50%
	SUBTOTAL	714		92		51		857	
None Used	KILLED	308	4.70%	44	3.30%	23	2.70%	375	4.30%
	INJURED	3,339	51.50%	760	56.60%	426	49.30%	4,525	52.10%
	NO HARM	2,838	43.80%	538	40.10%	415	48.00%	3,791	43.60%
	SUBTOTAL	6,485		1,342		864		8,691	
Unknown	KILLED	54	0.30%	7	0.40%	1	0.10%	62	0.30%
	INJURED	2,109	12.50%	398	22.00%	174	20.30%	2,681	13.70%
	NO HARM	14,731	87.20%	1,402	77.60%	681	79.60%	16,814	86.00%
	SUBTOTAL	16,894		1,807		856		19,557	

*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



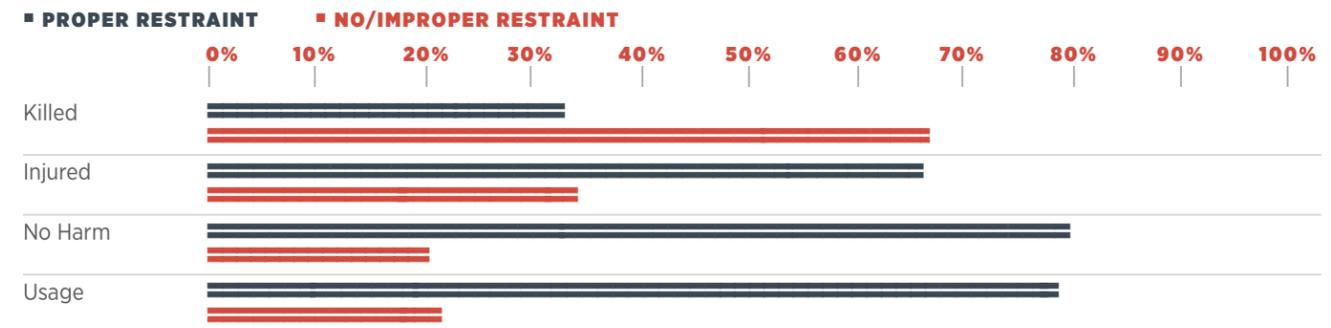
According to the crash reports, overall only **3.8 PERCENT OF PEOPLE INVOLVED IN CRASHES WERE NOT USING SAFETY RESTRAINTS**; however, **OVER 56 PERCENT OF ALL FATALITIES WERE NOT RESTRAINED.**

In contrast, **OVER 97 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	
		KILLED	INJURED	NO HARM	PERCENTAGE	KILLED	INJURED
Child Restraint Used	KILLED	0	0.00%	2	0.00%	2	0.00%
	INJURED	14	6.90%	443	6.00%	457	6.10%
	NO HARM	190	93.10%	6,894	94.00%	7,084	93.90%
	SUBTOTAL	204		7,339		7,543	
Child Restraint Used Improperly	KILLED	0	0.00%	4	0.20%	4	0.20%
	INJURED	20	10.80%	158	9.30%	178	9.40%
	NO HARM	165	89.20%	1,543	90.50%	1,708	90.40%
	SUBTOTAL	185		1,705		1,890	
None Used	KILLED	0	0.00%	0	0.00%	0	0.00%
	INJURED	11	29.70%	47	30.90%	58	30.70%
	NO HARM	26	70.30%	105	69.10%	131	69.30%
	SUBTOTAL	37		152		189	
Unknown	KILLED	0	0.00%	0	0.00%	0	0.00%
	INJURED	5	20.00%	30	11.40%	35	12.10%
	NO HARM	20	80.00%	233	88.60%	253	87.90%
	SUBTOTAL	25		263		288	

PERCENTAGE OF CHILD PASSENGERS INVOLVED IN CRASHES



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

Over **79 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
2013	264	192	6
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



In 2022, **ABOUT 44% 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

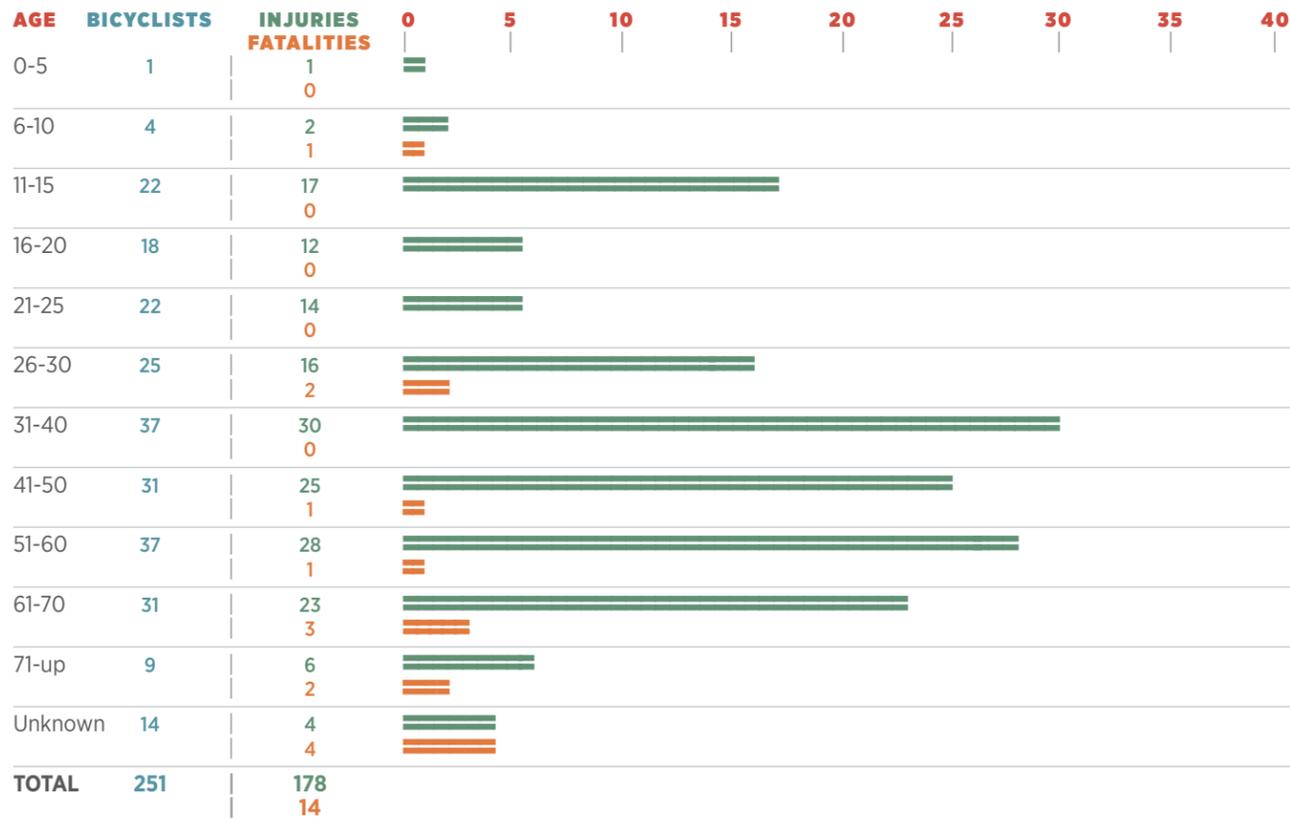
YEAR	PEDESTRIANS	INJURIES	FATALITIES
2013	757	639	59
2014	818	623	96
2015	834	656	98
2016	932	724	120
2017	882	706	119
2018	861	691	107
2019	905	713	119
2020	725	574	101
2021	801	610	128
2022	814	633	112



In 2022, **49 PERCENT** of all **FATAL PEDESTRIAN CRASHES** were **CAUSED BY THE PEDESTRIAN.**

Pedestrian **FATALITIES HAVE INCREASED ABOUT 90 PERCENT** since 2013, which traffic safety professionals attribute largely to distracted walking with electronic devices.

BICYCLISTS INVOLVED IN CRASHES BY AGE



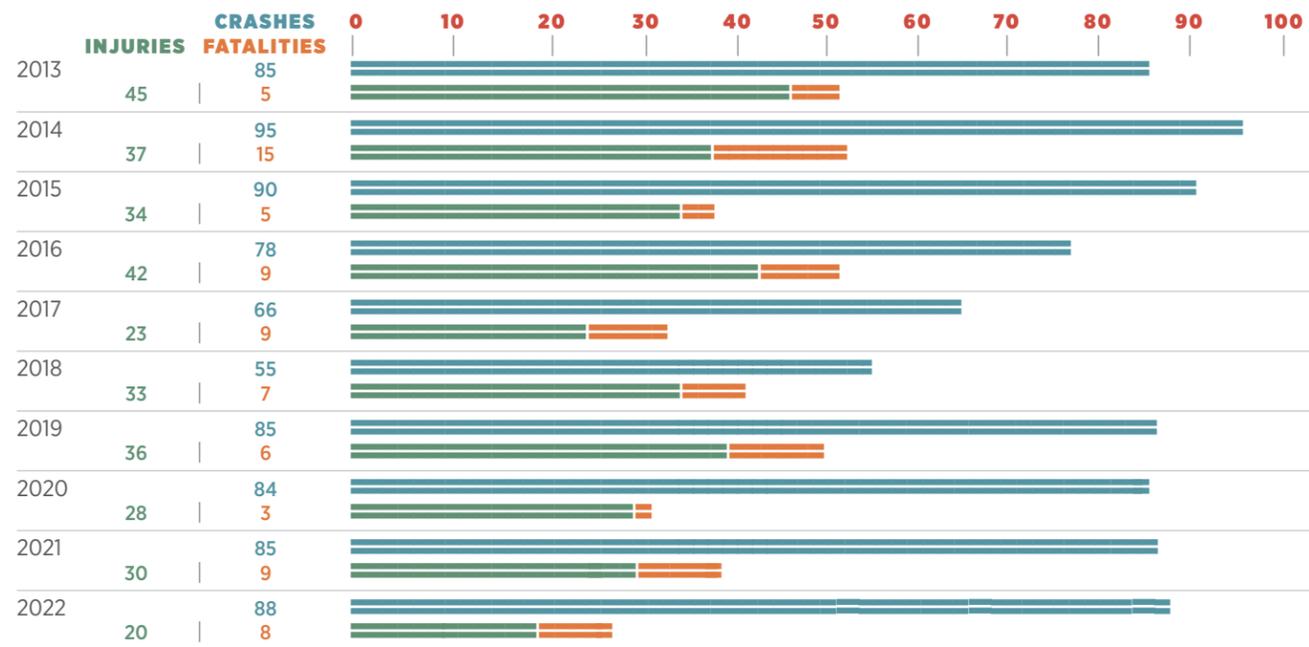
PEDESTRIANS INVOLVED BY AGE AND SEVERITY



*Total number of pedestrians involved.

TRAIN INVOLVED CRASH STATISTICS

TEN YEAR DATA



RAILROAD CRASHES

INJURY SEVERITY	TOTAL
Injuries	38
Fatalities	8
Crashes	88

The number of railroad **FATALITIES DECREASED** in 2022.



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

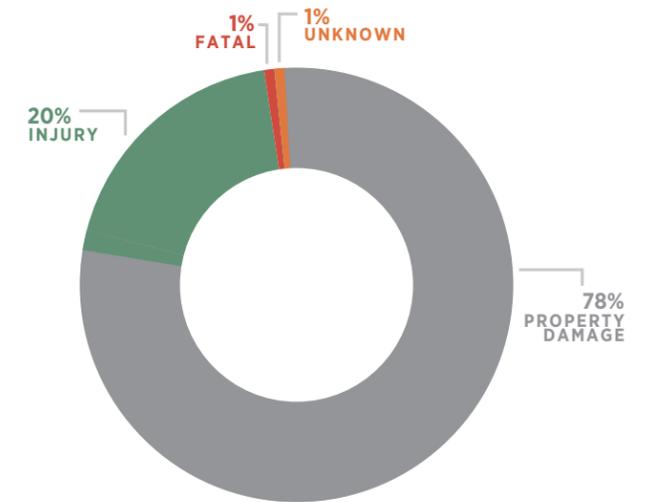
TEN YEAR DATA

YEAR	INJURY CRASHES	INJURIES	FATAL CRASHES	FATALITIES
2013	541	808	22	24
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

WORK ZONE CRASHES

CRASH SEVERITY	CRASHES
Property Damage	1,498
Injury	382
Fatal	16
Unknown	20
TOTAL	1,916

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 for in 2022 was: **"WORK ZONES ARE A SIGN TO SLOW DOWN."**

TRUCK CRASH STATISTICS

TEN YEAR DATA

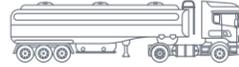
YEAR	TRUCKS INVOLVED	INJURIES	FATALITIES
2013	7,322	1,982	116
2014	7,782	2,184	89
2015	8,484	2,367	118
2016	8,937	2,345	157
2017	9,351	2,563	101
2018	10,079	2,629	121
2019	10,486	2,612	137
2020	8,579	2,330	130
2021	10,588	2,577	148
2022	10,452	2,417	162

PRIMARY CAUSE OF ALL CRASHES WITH TRUCK INVOLVEMENT*

PRIMARY CAUSE	CRASHES
Improper Lane Change or Use	1,640 15.7%
Failed to Yield Right of Way	1,027 9.8%
Unseen Object, Person, or Vehicle	791 7.6%
Tailgating	764 7.3%
Misjudged Stopping Distance	467 4.5%
Defective Equipment	447 4.3%
Improper Backing	442 4.2%
Improper Turn	389 3.7%
Avoiding Animal, Object, or Person	367 3.5%
Crossed Median/Center Line	341 3.3%
Failure to Heed Sign/Signal	258 2.5%
Improper Passing	234 2.2%
Driving too Fast for Conditions	224 2.1%
Fatigued/Asleep	216 2.1%
Ran Off Road	168 1.6%
Driving Under the Influence	120 1.1%
Over the Speed Limit	112 1.1%
Unknown	434 4.2%
All Other	2,011 19.2%
TOTAL	10,452

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

TRUCK DEFINITION

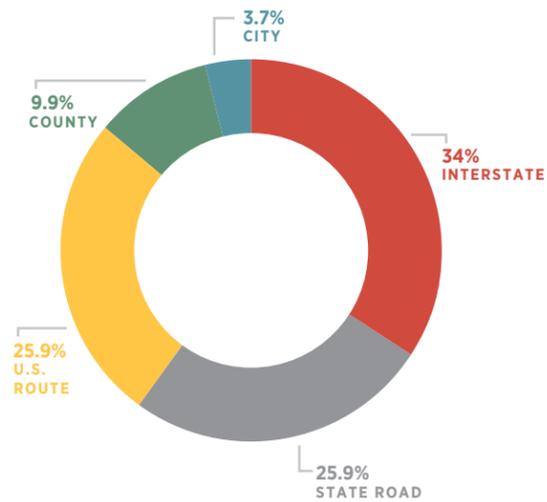


A truck is defined as a vehicle heavier than a light truck or SUV, including delivery truck, 18 wheeler, tow truck, dually, or work truck. Truck does not include a bus of any type.

TOTAL FOR ALL CRASHES WITH TRUCK INVOLVEMENT

ROAD TYPE	CRASHES	FATALITIES
Interstate	3,117 29.8%	55 34.0%
U.S. Route	1,539 14.7%	42 25.9%
State Route	1,945 18.6%	42 25.9%
County	1,144 11.0%	16 9.9%
City	2,387 22.8%	6 3.7%
Other	320 3.1%	1 0.6%
TOTAL	10,452	162

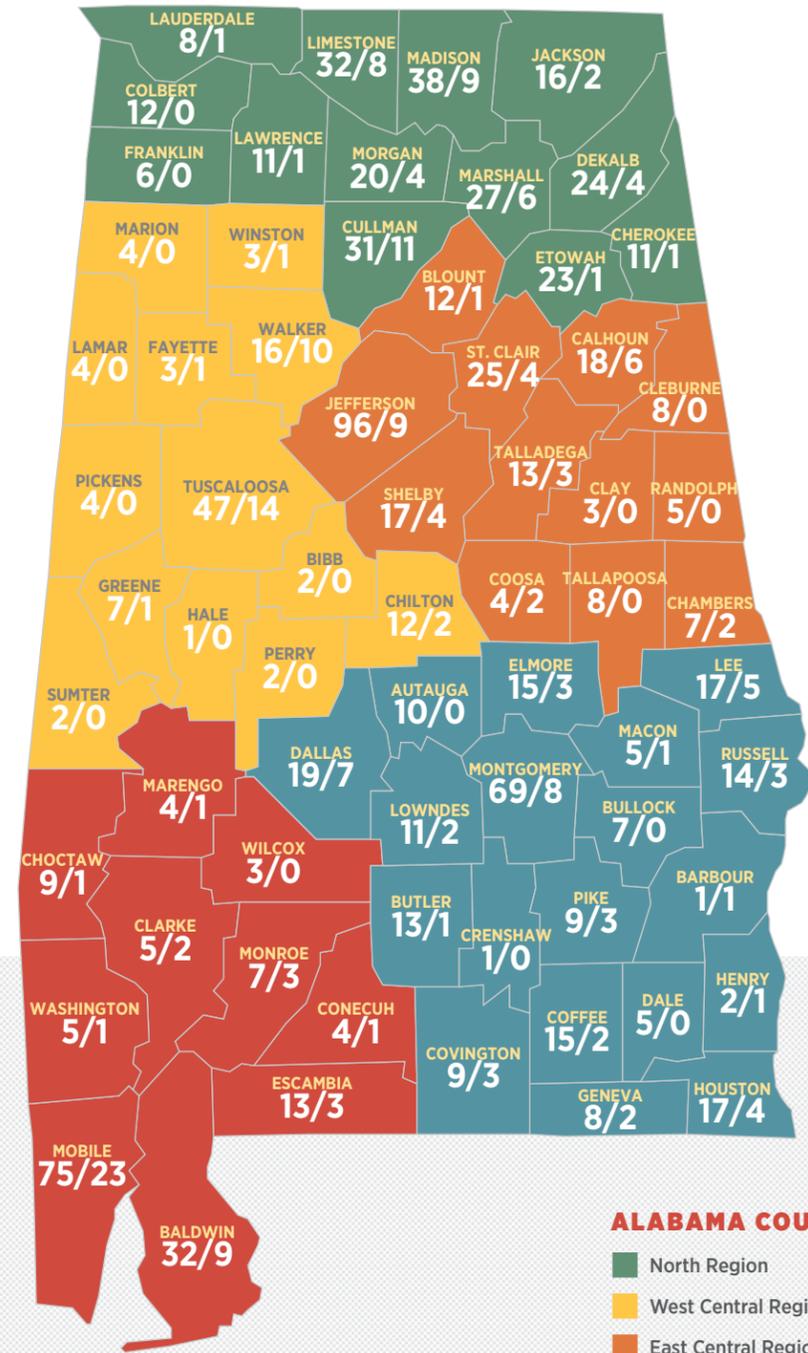
TRUCK INVOLVED FATALITIES BY ROAD TYPE



FATALITIES BY COUNTY

TOTAL TRAFFIC FATALITIES 986 (First Figure)

TRAFFIC FATALITIES WITH APPARENT ALCOHOL OR DRUG INVOLVEMENT 198 (Second Figure)



ALABAMA COUNTY REGION KEY

- North Region
- West Central Region
- East Central Region
- Southeast Region
- Southwest Region



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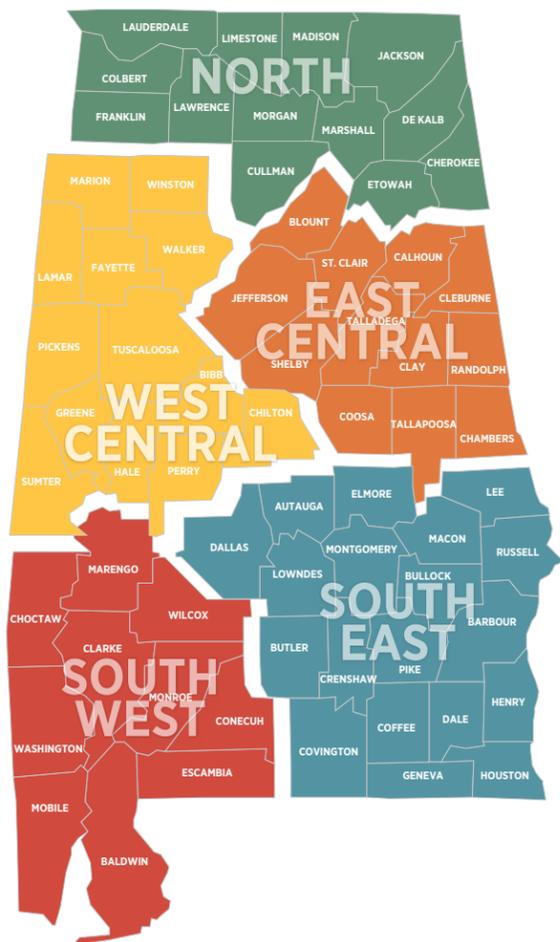
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