

2024

Arizona Strategic Highway Safety Plan

AUGUST 2024
DRAFT



***Creating a shared responsibility so everyone arrives safely home****Reaching our goal requires everyone's commitment*

The 2024 Arizona Strategic Highway Safety Plan is the result of true collaboration — it doesn't belong to one agency or a single organization. Multiple stakeholders and partners worked together to develop this ambitious plan aimed at reversing trends and reducing life-altering crashes 20% by 2030.

To meet our goal, the collaboration must continue.

That's because each one of us has a critical role to play. From drivers, pedestrians and transportation officials to lawmakers, vehicle manufacturers and first responders — it's going to take ALL of us working together to make real progress.

I'm optimistic that we're going to get there, but we have our work cut out for us.

In 2022, there were more than 1,300 traffic fatalities across the state. We also know that pedestrian and bicyclist deaths have increased dramatically in recent years. Injuries from crashes are on the rise, too. In 2022, we counted more than 52,000 injuries from crashes across Arizona — an increase from the previous year.

There's no doubt this is a serious public health crisis. The 2024 Arizona Strategic Highway Safety Plan gives us a solid way forward by:

- Focusing on emphasis areas that account for a large percentage of the fatal and serious injury crashes in our state.
- Adopting federal guidance that looks at all factors affecting safety and highlights our shared responsibility for improving the safety on roadways.
- Recommending more than 75 improvement strategies based on data and input from the public.

I appreciate everyone who worked so diligently to develop this plan. Hundreds of people were involved, including local, regional, state, federal, Tribal, non-profit and private-sector safety stakeholders. I also want to thank the public for sharing comments — every bit of that feedback has helped shape this plan.

We're up against a difficult challenge but there is a real assurance in the fact that so many are committed to implementing solutions — together, we're going to meet our goal!

Jennifer Toth

Director

Arizona Department of Transportation

SHSP Endorsement

As part of the Arizona 2024 Strategic Highway Safety Plan (SHSP) update process, the Executive Committee serves in a leadership capacity for developing, promoting, and implementing cost-effective safety strategies in the state of Arizona to reduce fatal and serious injury crashes on all public roads. The SHSP was developed through a data-driven, collaborative approach involving safety partners across the state. The SHSP provides an overarching vision and goal for safety in Arizona and identifies the Emphasis Areas that will be the focus to achieve Arizona's goal. The SHSP is a strategic statewide safety document that will guide safety planning and programming processes. It will also facilitate implementation of recommended safety strategies through existing plans and programs that, over time, will result in a change in Arizona's safety culture.

WE, ON BEHALF OF THE AGENCIES THAT COMPRISE THE ARIZONA SHSP EXECUTIVE COMMITTEE, COMMIT TO SUPPORT THE IMPLEMENTATION OF THE RECOMMENDED STRATEGIES IN THE SHSP.

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Acknowledgements

The update and implementation of the Arizona SHSP would not be possible without the hard work and commitment of the support staff who have dedicated significant time and effort toward development of this document and their commitment to reducing fatalities in Arizona. Their dedication and passion to improve safety is sincerely appreciated.

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AGENCY STAKEHOLDERS AND PARTNERS

We also express our appreciation to the many other agency stakeholders and partners who participated in, and contributed to, the SHSP:

- Ak-Chin Indian Community
- American Traffic Safety Services Association
- Apache County
- Arizona Corporation Commission
- Arizona Governor's Office
- Arizona State Transportation Board
- Arizona State University
- Association of Pedestrian and Bicycle Professionals
- Banner Health
- Cameron Community Emergency Response Team
- Cardon Children's Medical Center
- Central Arizona Governments
- Central Yavapai Metropolitan Planning Organization
- City of Apache Junction
- City of Avondale
- City of Buckeye
- City of Bullhead City
- City of Chandler

- City of Coolidge
- City of Flagstaff
- City of Glendale
- City of Goodyear
- City of Mesa
- City of Phoenix
- City of Prescott
- City of Safford
- City of Scottsdale
- City of Sierra Vista
- City of Somerton
- City of Tempe
- City of Tucson
- City of Yuma
- Coalition for Transportation Choices
- Coalition of Arizona Bicyclists
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- Coconino County
- DUID Victim Voices
- Flagstaff Biking Organization
- Fort Yuma Quechan Tribe
- Gila County
- Graham County
- Greater Arizona Bicycling Association
- Hopi Tribe
- Hualapai Tribe
- Indian Country Intelligence Network
- Indian Health Services
- Lake Havasu Metropolitan Planning Organization
- Maricopa Association of Governments
- Maricopa County
- MetroPlan
- Mohave County
- Mountain Line
- Navajo County
- Navajo Nation
- Northern Arizona Council of Governments
- Northern Arizona University
- Pima Association of Governments
- Pima County
- Pinal County
- Pinnacle Prevention
- Pueblo of Zuni
- Salt River Pima-Maricopa Indian Community
- Sierra Vista Metropolitan Planning Organization
- Southeastern Arizona Governments Organization
- Southwest Bike Initiative
- Sun Corridor Metropolitan Planning Organization
- Sun Link Streetcar
- Tempe Bicycle Action Group
- Town of Florence
- Town of Gilbert
- Town of Marana
- Town of Superior
- Town of Payson
- Town of Prescott Valley
- University of Arizona
- Urban Phoenix Project
- Western Arizona Council of Governments
- Yavapai County
- Yuma County
- Yuma Metropolitan Planning Organization
- Yuma Region Bicycle Coalition

*Note: Top left photo on Executive Summary cover page courtesy of Meggen Connolley.
All other photos courtesy of ADOT and Kimley-Horn project team.*

DISCLAIMERS

23 UNITED STATES CODE SECTION 407

DISCOVERY AND ADMISSION AS EVIDENCE OF CERTAIN REPORTS AND SURVEYS

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

23 CODE OF FEDERAL REGULATIONS SECTION 420.117(E)

PROGRAM MONITORING AND REPORTING REQUIREMENTS

This report was funded in part through grants from the Federal Highway Administration, U.S. Department of Transportation. The contents of this report reflect the views of the authors, who are responsible for the facts and the accuracy of the data, and for the use or adaptation of previously published material, presented herein. The contents do not necessarily reflect the official views or policies of the Arizona Department of Transportation or the Federal Highway Administration, U.S. Department of Transportation. This report does not constitute a standard, specification, or regulation. Trade or manufacturers' names that may appear herein are cited only because they are considered essential to the objectives of the report. The U.S. government and the State of Arizona do not endorse products or manufacturers.

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EXECUTIVE SUMMARY

Executive Summary

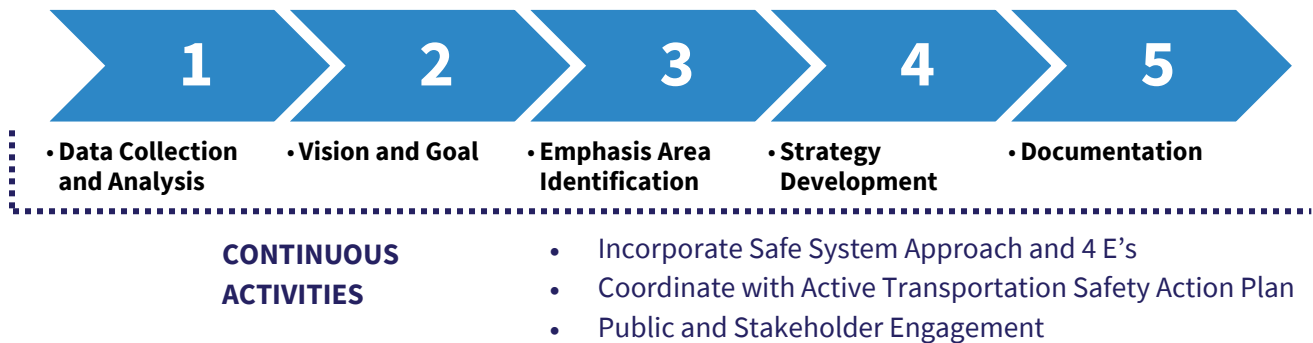
There were 1,302 crash-related fatalities in 2022 statewide, a record high for Arizona. The sum of 354 crash-related fatalities for pedestrians and bicyclists (known together as vulnerable road users or VRUs) was also at a record high in 2022.

The Arizona Strategic Highway Safety Plan (SHSP) is a statewide coordinated plan that provides a comprehensive framework for reducing fatalities and serious injuries on all public roads. The Arizona SHSP has been developed by the Arizona Department of Transportation (ADOT) in cooperation with local, regional, state, federal, Tribal, non-profit, and private-sector safety stakeholders. The SHSP is a data-driven, multi-year plan that establishes a statewide vision and goal and identifies Emphasis Areas to focus on in working to reduce traffic fatalities and serious injuries.

SHSP DEVELOPMENT PROCESS

Key activities in developing the 2024 SHSP development process are shown in **Figure ES-1**.

Figure ES-1. Key activities



VISION AND GOAL

The vision and goal for the SHSP were developed by the Executive Committee, considering historic safety trends, prior SHSP visions and goals, the 4 E's of safety (Engineering, Enforcement, Education, and Emergency Medical Services), and the need to directly convey responsibility to the public. The vision of the SHSP is consistent with the national movement to adopt the Safe System Approach. The 4 E's cover similar aspects as the Safe System Approach but are organized by professional discipline.

VISION

Creating shared responsibility so everyone arrives safely home.

GOAL: REDUCE LIFE-ALTERING TRAFFIC CRASHES BY 20% BY 2030.

EMPHASIS AREAS

Based on the data analysis performed as part of the SHSP, Arizona identified five Emphasis Areas. Emphasis Area selection was driven by its representation in fatal crashes from 2013 through 2022. Each Emphasis Area reflects a common characteristic, but it should not be inferred that the common characteristic is necessarily the cause of, or a factor in, the crashes in that Emphasis Area. The identified Emphasis Areas, along with their representative percentage of traffic fatalities over the analysis period, are shown in **Figure ES-2**. During the implementation phase, there will be one Emphasis Area team for each Emphasis Area, with each team responsible for implementing the strategies developed for each respective Emphasis Area.

Figure ES-2. SHSP Emphasis Areas



Data: 2013-2022, Fatalities

Note: The sum of percentages exceeds 100% because a crash can pertain to more than one Emphasis Area.

INCORPORATING THE SAFE SYSTEM APPROACH

The SHSP adopts the USDOT Safe System Approach, which looks at all factors affecting safety. **Figure ES-3** shows the Safe System Approach ‘wheel’, which is based on a set of principles and elements intended to ensure that safety solutions are holistic and comprehensive. The Safe System Approach recognizes the likelihood of human error, accommodates human injury tolerance, and emphasizes a shared responsibility.

Figure ES-3. Safe System Approach Wheel



Source: FHWA

PUBLIC AND STAKEHOLDER ENGAGEMENT





ADOT conducted a comprehensive outreach process to determine safety concerns directly from stakeholders and the public. Public engagement was composed of virtual and in-person opportunities and consisted of online surveys, public meetings, stakeholder safety workshops, tribal outreach, and other outreach activities. Common feedback themes included:

- Focus on improving human behavior
- Enforce/improve existing traffic laws
- Make roadway improvements
- Develop protected bicyclist and pedestrian facilities

SUMMARY OF HIGH-PRIORITY RECOMMENDED STRATEGIES

High priority recommended strategies are summarized in **Table ES-1**. More detail on the recommended strategies is provided in **Appendix A**. It is recommended that the Emphasis Area teams initially focus on implementing the high-priority strategies in coordination with other safety partners and stakeholders. Opportunities to advance lower priority recommended strategies should also be undertaken as resources, funding, and time permit. These recommended strategies, once implemented, are anticipated to significantly reduce crash fatalities and serious injuries, working towards the vision of everyone arriving safely home every day.

Table ES-1. High Priority Recommended Strategies

STRATEGY	
	SAFE ROADS Improve visibility of VRUs, all users, and roadway features. Incorporate VRUs more prominently in planning, design, and programming process. Reduce high-risk movements. Keep vehicles in their lane.
	SAFE ROAD USERS Conduct high-visibility enforcement at intersections.
	SAFE SPEEDS Increase automated/mobile enforcement of speeds.
	POST-CRASH CARE Promote safety at crash scenes. Improve Tribal crash data collection and sharing.

IMPLEMENTATION

Effective implementation of the vision, goal, and Emphasis Area strategies requires coordination and collaboration among all stakeholders. The process involves stakeholders at every level of government in Arizona, including local, county, regional, state, Tribal, and federal partners, as well as the private sector, advocacy groups, and the public.

Important next steps include the following:

- Organization of Emphasis Area teams to develop action plans for strategy implementation, tracking progress, and identifying funding
- Integration of the SHSP's vision, goal, and strategies in Tribal, regional, and local safety planning efforts
- Organization of a Safety Data-Sharing team to facilitate increased sharing of safety data
- Identification of, and advocacy for, funding for safety strategies (see **Appendix B** for details on potential funding sources)
- Regular engagement and guidance from the SHSP Executive Committee



1

INTRODUCTION

Introduction

WHAT IS A STRATEGIC HIGHWAY SAFETY PLAN?

The Arizona SHSP is intended to help reduce fatalities and serious injuries on all public roads in Arizona. The SHSP establishes a framework for traffic safety partners to reduce fatalities and serious injuries through a series of strategies. Federal regulations require the development of a SHSP for all states with regular updates at least every five years. The 2024 Arizona SHSP is designed to meet this federal requirement.

The SHSP has been developed by ADOT in cooperation with local, regional, state, federal, Tribal, non-profit, and private-sector safety stakeholders. Due to growing safety concerns in Arizona, and nationwide, the need for a well-developed SHSP is vital to resolving this societal health crisis and improving the quality of life for Arizona residents.

FEDERAL SHSP REQUIREMENTS

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was passed in 2005 and implemented a new core safety program known as the Highway Safety Improvement Program (HSIP). The HSIP has been carried forward in subsequent transportation authorizations and today is designated by 23 United States Code Section 148.

The HSIP provides funds to state departments of transportation (DOTs) for safety improvement projects and, in turn, requires each state to develop an SHSP. This federally-required plan involves preparation of a comprehensive, collaborative, and data-driven approach to safety that incorporates the 4 E's of highway safety. The process defined by the Federal Highway Administration (FHWA) requires the plan to establish an overall framework for analysis of priority needs and opportunities for roadway safety improvements. The SHSP assesses previous safety planning efforts and current conditions to inform future statewide planning efforts as well as planning at the regional, Tribal, and local levels. The SHSP is an overarching traffic safety plan to guide Arizona's safety planning and programming processes and to facilitate implementation of recommended strategies. The SHSP can also identify complementary and jointly-funded activities that can be implemented at the state, regional, local, and Tribal levels. All partners are encouraged to utilize the SHSP as a guide when investing funding into Arizona's transportation system.

THE 4 E'S OF SAFETY

ENGINEERING
ENFORCEMENT
EDUCATION
EMERGENCY MEDICAL SERVICES

Subsequent sections of this SHSP document include a review of general safety trends, the SHSP development process, vision and goal, public and stakeholder engagement, recommended strategies, and implementation.



2

VISION AND GOAL

Vision and Goal

The vision and goal for the 2024 SHSP were developed by the Executive Committee. When developing the vision, the Executive Committee considered historic safety trends, prior SHSP visions and goals, the 4 E's of safety, and the need to directly convey responsibility to the public. Several potential vision statements were developed and then consolidated into one vision statement.

The vision of the SHSP is consistent with the national movement to adopt the Safe System Approach. The 4 E's cover similar aspects as the Safe System Approach but are organized by professional discipline. Although the long-term objective is to ultimately have zero fatalities on Arizona roadways, it will take considerable time to reach zero deaths given current safety trends. Instead, the vision prioritizes creating a culture of safety to improve traveling conditions for all modes of travel.

To develop the SHSP goal, the Executive Committee considered what the target value and timeframe were to ensure the goal developed is a Specific, Measurable, Action-oriented, Reasonable, and Time-bound (SMART) goal consistent with the SHSP vision and the Arizona governor's priorities. Several potential goal statements were developed and then consolidated into one goal statement.

VISION

Creating shared responsibility so everyone arrives safely home.

GOAL: REDUCE LIFE-ALTERING TRAFFIC CRASHES BY 20% BY 2030.



3

GENERAL SAFETY TRENDS

General Safety Trends

DATA COLLECTION

A data-driven process was used to understand historical and current traffic safety trends in Arizona. Data sources included crash records, enforcement records, vehicle registrations, and trauma data.

ADOT Crash Data

Crash information was obtained on September 11, 2023, from the Accident Location Identification Surveillance System (ALISS) database, maintained by ADOT, which consists of information entered on the standard Arizona Crash Report form by law enforcement officers. Crash records are continuously collected from agencies throughout the state, with data for past years updated as information becomes available. Because of this, crash data referenced in other documents may not match exactly with the crash data shown in the SHSP if the date differs when the crash data was obtained. Crash data was primarily reviewed for the last decade, from 2013 through 2022.



CRASH DATA

ADOT Motor Vehicle Division Data

ADOT's Motor Vehicle Division (MVD) provided data on vehicle registrations, including vehicle body styles by county, and driving under the influence (DUI) convictions per court records for the last ten years.



MOTOR VEHICLE DATA

Arizona Department of Public Safety Citation Data

Citation data from the Traffic and Criminal Software (TraCS) database was provided by the Arizona Department of Public Safety (DPS) from 2013 through 2022. The database primarily covered the state highway system. Data reviewed included hazardous citations, non-hazardous citations, and DUI citations.



PUBLIC SAFETY DATA

Bureau of EMS and Trauma System Data

The Bureau of Emergency Medical Services (EMS) and Trauma System, within the Arizona Department of Health Services (DHS), publishes descriptive statistics of Arizona injury and fatal motor vehicle crashes divided between "highway" and "non-highway" crashes. The Bureau provided Motor Vehicle Traffic (MVT) trauma data from 2017 through 2022, based on the Arizona State Trauma Registry (ASTR).



EMS AND TRAUMA SYSTEM
DATA

DATA ANALYSIS

Notable safety statistics across the state in 2022 and safety trends over the last 25 years are shown below. Crash data for 2023, which just recently became available, indicates generally similar safety statistics to 2022.

SAFETY STATISTICS FOR 2022

120,204 total crashes

52,502 injuries

1,302 fatalities

OF FATALITIES IN 2022, THERE WERE:



48

bicyclists



306

pedestrians



231

motorcyclists



717

vehicle occupants

Total fatalities and fatalities involving pedestrians and bicyclists, known as Vulnerable Road Users (VRUs), reached record highs in 2022.

SAFETY TRENDS 1998-2022

TRAFFIC FATALITIES IN ARIZONA

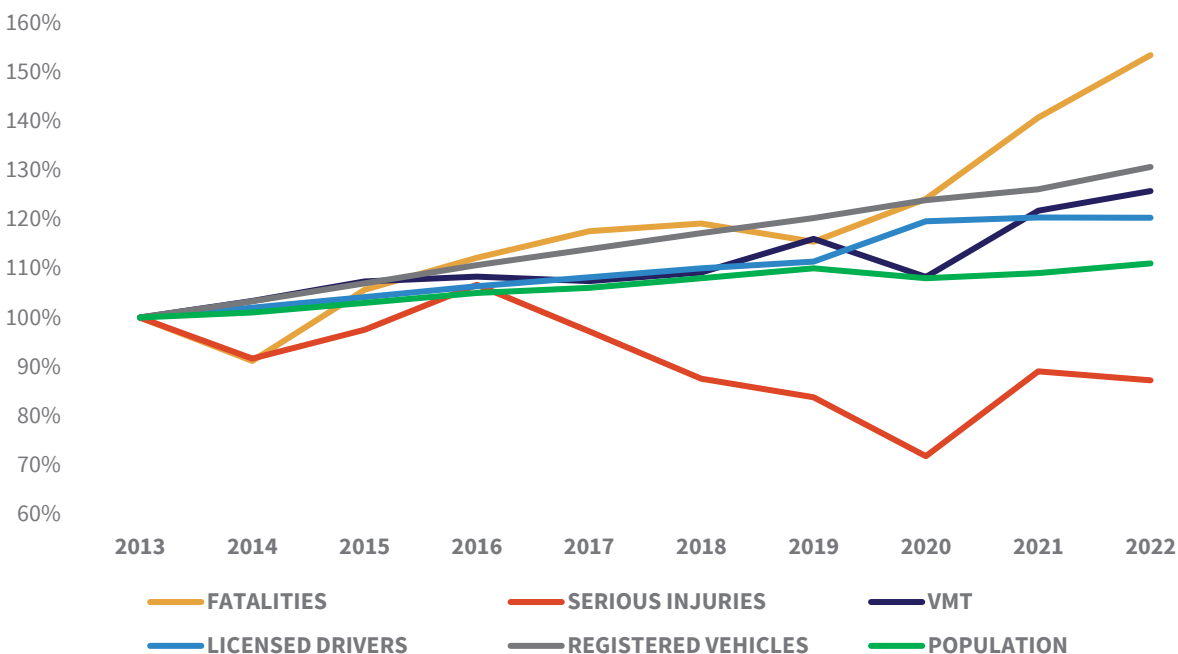


VRU FATALITIES IN ARIZONA



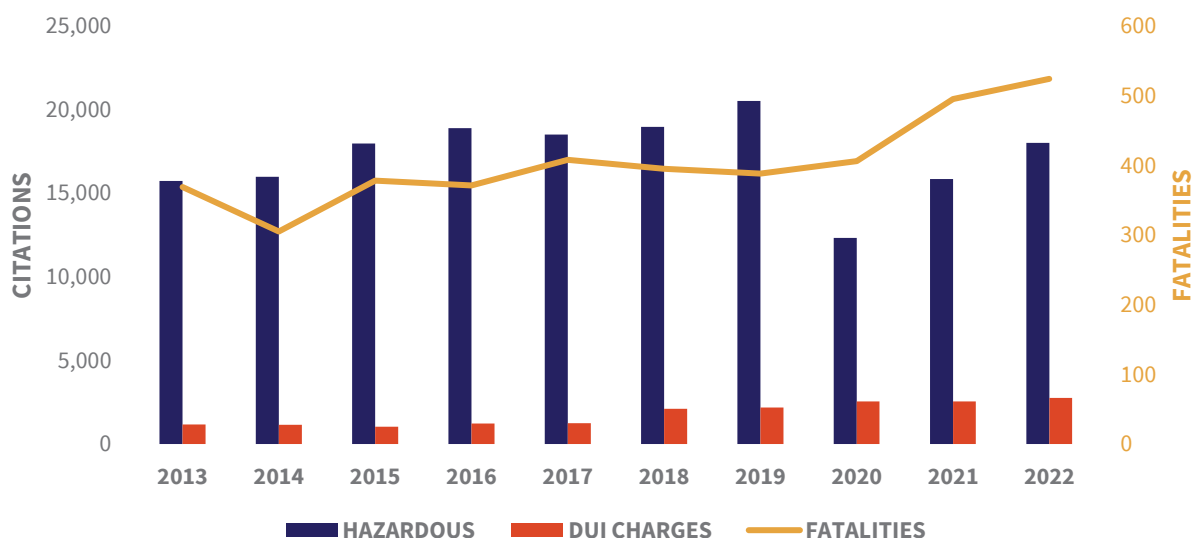
In reviewing crash trends related to fatalities and serious injuries, it is important to consider additional data, such as changes in population, number of licensed drivers, number of registered vehicles, and vehicle miles traveled (VMT). **Figure 1** shows percent change trends for all of these categories from 2013 through 2022. While most of these categories show a positive (i.e., increasing) trend over time, the percent change for fatalities is much higher than the other categories. The percent change for serious injuries reflects a general decrease over that same time period.

Figure 1. Historical Trends of Relevant Data



Citation data, provided by DPS, was assessed for hazardous collision (crash-related) and DUI citations (charges) compared to traffic fatalities to assess if there might be a correlation between citations given and fatalities. **Figure 2** shows the number of citations given by DPS compared to traffic fatalities on the State Highway System per year, over which DPS has jurisdiction. DUI citations by DPS have generally increased over time while hazardous collision citations dropped significantly in 2020 and in 2022 were close to the historical average over the last ten years. It should be noted citations are also given out by local, county, federal, and Tribal officers on their respective roadways, so the DPS citation numbers shown do not reflect all citations given statewide.

Figure 2. Historical DPS Citations Compared to State Highway System Fatalities



To supplement the Arizona Department of Public Safety citation data, the ADOT Motor Vehicle Division provided DUI conviction data, which covers all jurisdictions statewide. **Figure 3** shows the numbers for DUI convictions statewide in Arizona for 2013 through 2022. The number of DUI convictions statewide has generally decreased over time since 2013.

Figure 3. Historical DUI Convictions



MVT trauma data provided by DHS for 2017 through 2022, showed the following trends in trauma data compared to traffic fatalities:

- Trauma data captured 45% of total traffic fatalities during the data timeframe, reporting 2,928 fatalities compared to 6,539 fatalities reported in ADOT's statewide crash database.
- Trauma incident patterns reflect a higher percentage of VRU-involved crashes, with ASTR reporting 74% vehicle occupants, 13% motorcyclists, and 12% VRUs whereas ADOT's statewide crash database reports 90% vehicle occupants, 5% motorcyclists, and 5% VRUs. Trauma data only reflects crash victims that are transported to a medical facility.
- Approximately 3.2% of MVT trauma patients end in fatalities, with the highest percentage of fatalities in Maricopa County and Pima County and the lowest in Mohave County and Graham County.

NOTABLE DATA ANALYSIS FINDINGS

Key findings from the data analysis include:

- Arizona traffic fatalities have increased 70% since 2010
- Arizona vulnerable road user (i.e., pedestrian and bicyclist) fatalities have increased 110% since 2010
- People aged 25-34 had the most fatalities and serious injuries compared to other age groups
- Human behaviors, such as impaired driving, speeding, and/or a lack of safety restraints/helmets contributed to most fatal and serious injury crashes
- Pedestrian impairment from alcohol or drugs was a contributing factor in 47% of all pedestrian fatalities

- Both pedestrian and bicyclist fatalities have generally increased over the last 10 years, with pedestrian fatalities nearly doubling
- Most fatal and serious injury crashes that involve pedestrians occurred crossing mid-block at night while those that involve bicyclists most commonly occurred crossing an intersection during the day
- Most intersection-related fatalities and serious injuries occurred in a left-turn/angle crash
- Most lane departure-related fatal and serious injury crashes occurred when a driver ran off the road to the right on a roadway that is not a freeway
- On Tribal lands, the proportion of fatal crashes compared to all crashes is four-times higher than the statewide average, likely due in part to under-reporting of lower severity crashes by some agencies



4

SHSP DEVELOPMENT PROCESS

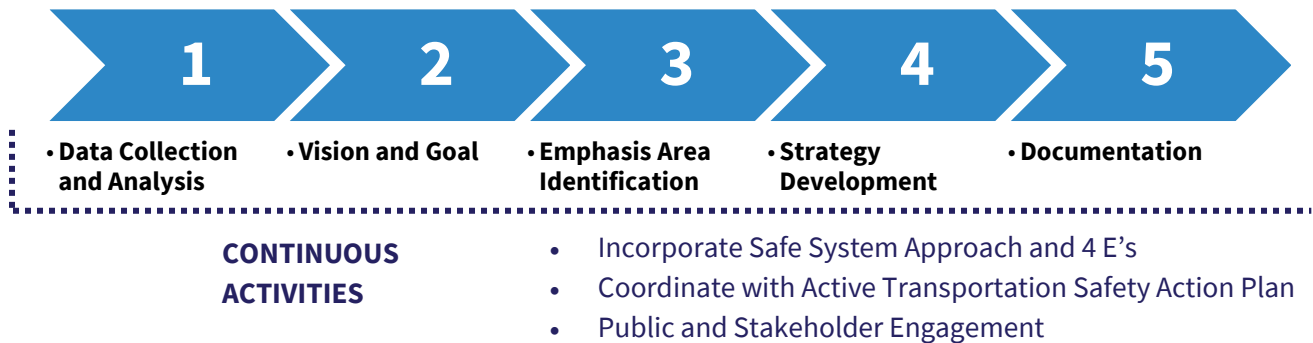
SHSP Development Process

WHAT MAKES A SUCCESSFUL SHSP?

- Can be implemented and evaluated
- Based on crash data and other safety analyses to identify safety issues on all public roads
- Developed from consultation with a broad range of stakeholders
- Addresses the 4 E's of safety through a multidisciplinary approach
- Describes a program of strategies to reduce fatal and serious injury crashes
- Sets one or more goals and measures performance

Key activities of the SHSP development process are shown in **Figure 4**. These activities aim to ensure the plan encompasses the components of a successful SHSP that are defined above.

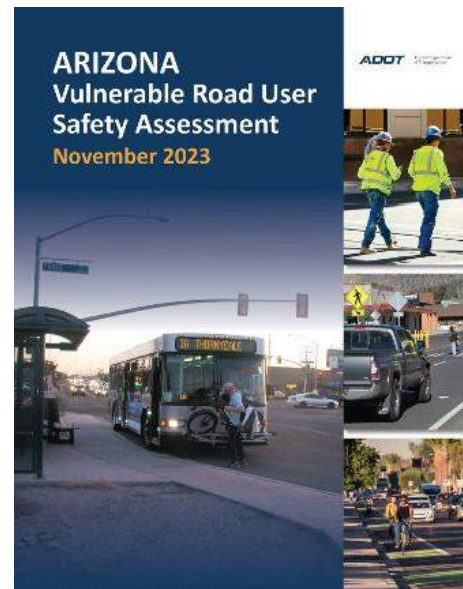
Figure 4. Key Activities



OTHER SAFETY PLANNING EFFORTS

VULNERABLE ROAD USER SAFETY ASSESSMENT

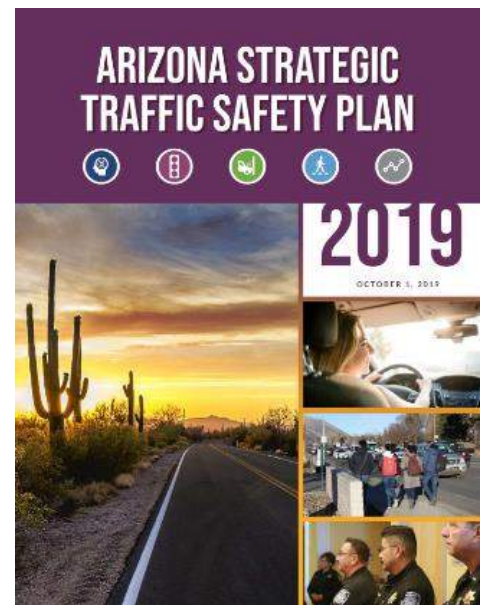
The Vulnerable Road User Safety Assessment (VRUSA) was a precursor to the development of the 2024 SHSP. The VRUSA is a statewide plan to improve safety for Vulnerable Road Users (VRUs) in Arizona. The assessment evaluated historical crashes involving VRUs, VRU activity levels, locations of underserved populations, and stakeholder consultation to develop strategies and programs to improve VRU safety in the state. The plan identified locations that are likely to require more attention and resources to improve safety for VRUs, referred to as Safety Improvement Areas. The VRUSA resulted in a program of projects and strategies that should be utilized by agencies to aid in identifying appropriate strategies to equitably improve VRU safety. The VRUSA is in **Appendix C**.



ARIZONA 2019 STRATEGIC TRAFFIC SAFETY PLAN

The prior SHSP, completed in 2019, was branded as the Strategic Traffic Safety Plan (STSP) to emphasize the plan's applicability to all roads in Arizona. The 2019 STSP established five emphasis areas, as shown below. The 2019 STSP established a long-term vision of “*Toward Zero Deaths by Reducing Crashes for a Safer Arizona*” and a goal to “reduce traffic fatalities on Arizona’s roadways”. This report was referenced to identify lessons learned and to build off its successes in addressing safety needs. Various strategies from the 2019 STSP were implemented since the adoption of the plan. Some of these strategies include:

- Dust detection and warning system with variable speed limits on I-10
- Wrong-way driver detection at freeway interchanges
- Drug and alcohol testing results clearinghouse for commercial driver’s license (CDL) holders
- Entry Level Driver Training (ELDT) for individuals wanting to obtain/upgrade a CDL, operate a bus, or transport hazardous material

2019 EMPHASIS AREAS**COORDINATION WITH ATSAP**

The 2024 SHSP was simultaneously developed with ADOT’s 2024 Active Transportation Safety Action Plan (ATSAP), resulting in significant coordination between the two efforts, including combined public and stakeholder engagement efforts. The ATSAP focuses on pedestrian and bicyclist needs on the state highway system (SHS) and identifies specific projects to address safety concerns along the SHS.



INTEGRATION WITH THE SAFE SYSTEM APPROACH

The SHSP implements FHWA's Safe System Approach framework to inform analysis of existing conditions and the development of strategies to improve traffic safety in Arizona. The Safe System Approach was integrated into the overall process of developing the SHSP to ensure all elements of roadway safety are accounted for.

Figure 5 shows the Safe System Approach 'wheel', which is based on a set of principles and elements intended to ensure that safety solutions are holistic and comprehensive. The Safe System Approach recognizes the likelihood of human error, accommodates human injury tolerance, and emphasizes a shared responsibility. The Safe System Approach has a vision of:

ZERO IS OUR GOAL. A SAFE SYSTEM IS HOW WE GET THERE.

The SHSP implements the Safe System Approach by aiming to:

- Separate users in time
- Separate users in space
- Increase attentiveness and awareness
- Reduce speeds
- Reduce impact forces

Figure 5. Safe System Approach



Source: FHWA






Safe System Principles

The Safe System Approach incorporates the following principles:

- **DEATH/SERIOUS INJURY IS UNACCEPTABLE.** A Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.
- **HUMANS MAKE MISTAKES.** People will inevitably make mistakes and decisions that can lead to crashes, but transportation infrastructure can be designed and operated to accommodate certain human errors and avoid serious injuries when crashes do occur.
- **HUMANS ARE VULNERABLE.** Human bodies have a limited tolerance to crash forces before death or serious injuries occur. It is crucial to design and operate a transportation network that is human-centric and accommodates physical vulnerabilities.
- **RESPONSIBILITY IS SHARED.** All stakeholders are vital to implementing the Safe System Approach and reducing fatalities and serious injuries on the roadway network.
- **SAFETY IS PROACTIVE.** Proactive strategies should be used to identify and address safety issues in advance of crashes occurring.
- **REDUNDANCY IS CRUCIAL.** Reducing risk requires all aspects of the transportation network to be strengthened; if one aspect fails, other parts can protect people.

Safe System Elements

The Safe System elements are complementary components that work with the Safe System principles towards the approach's vision. The Safe System Approach elements include:

	SAFE ROAD USERS	Encourage safe driving, walking, and cycling behavior by those who are using the roadway network and create conditions that prioritize their ability to reach their destination unharmed.
	SAFE VEHICLES	Expand the availability of vehicles with safety features to aid in crash prevention and minimize the impact when a crash occurs.
	SAFE SPEEDS	Promote safe travel speed on all roadway environments by implementing context-appropriate roadway design, speed-limit setting, enforcement, and education.
	SAFE ROADS	Design roadway infrastructure to mitigate human mistakes, account for injury tolerances, encourage safe behavior, and to facilitate safe travel by all.
	POST-CRASH CARE	Enhance survivability of crashes through fast access to emergency medical services, creating a safe work environment for first responders, and preventing secondary crashes through traffic incident management practices.



5

EMPHASIS AREAS

Emphasis Areas

FHWA guidance suggests that Emphasis Areas should reflect “the greatest potential for reducing fatalities and injuries.” Based on the data analysis performed, Arizona identified five Emphasis Areas. Emphasis Area selection was driven by its representation in fatal crashes from 2013 through 2022. Each Emphasis Area reflects a common characteristic, but it should not be inferred that the common characteristic is necessarily the cause of, or a factor in, the crashes in that Emphasis Area. These Emphasis Areas are a required component of the SHSP and help direct resources, focus implementation efforts, and organize Emphasis Area teams. The identified Emphasis Areas, along with their representative percentage of traffic fatalities over the analysis period, are shown in **Figure 6**. During the implementation phase, there will be one team for each Emphasis Area, with each team responsible for implementing the strategies developed for each area.

Figure 6. SHSP Emphasis Areas



Data: 2013-2022, Fatalities

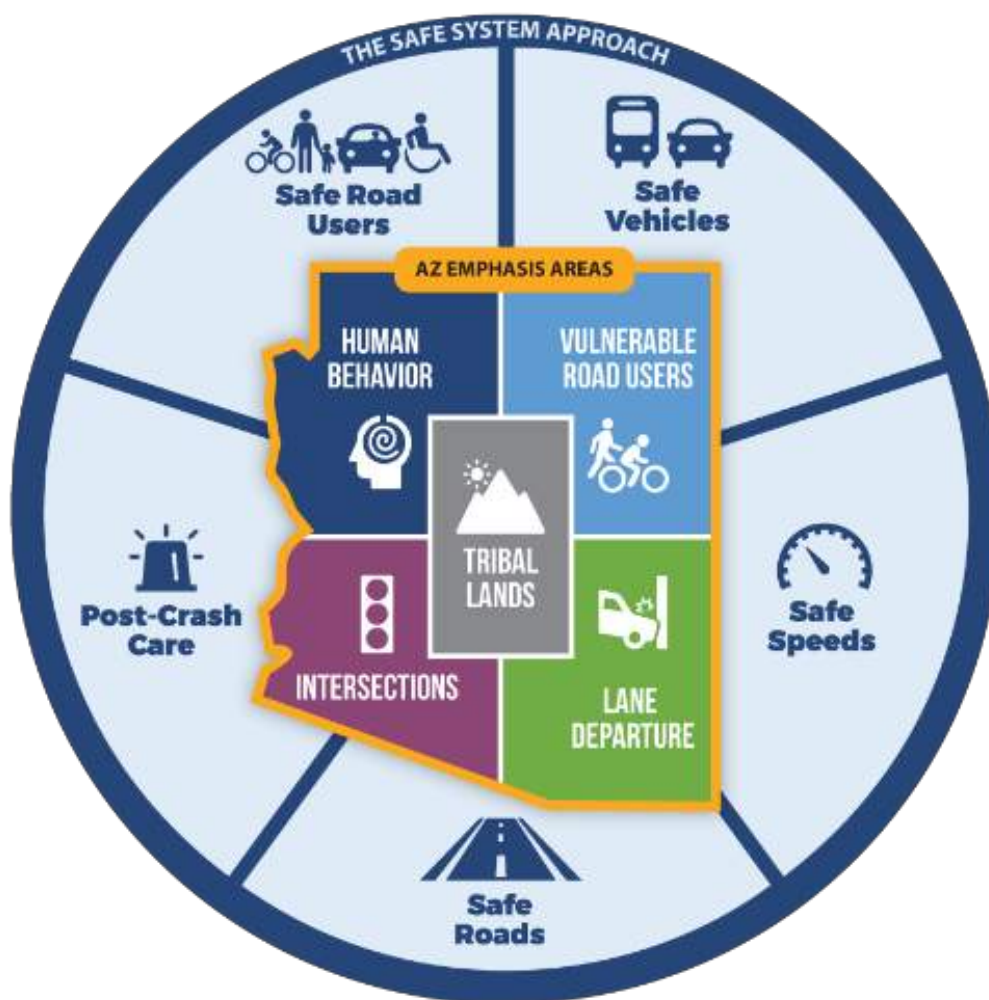
Note: The sum of percentages exceeds 100% because a crash can pertain to more than one Emphasis Area.

INCORPORATING THE SAFE SYSTEM APPROACH

The Safe System Approach is integrated into the strategies developed for each emphasis area, ensuring this priority is considered in all aspects of the SHSP. The Emphasis Area structure is shown in **Figure 7**. The benefit of this approach is that there may be overlapping strategies between different Emphasis Areas and Safe System elements, providing stakeholders with a broader opportunity to get involved.

Safety improvement strategies are categorized by Emphasis Area and subcategorized by the Safe System elements in **Appendix A**. During the implementation phase, each Emphasis Area team will consist of stakeholders representing the 4 E's and the various Safe System elements.

Figure 7. Emphasis Area Structure Within Safe System Approach



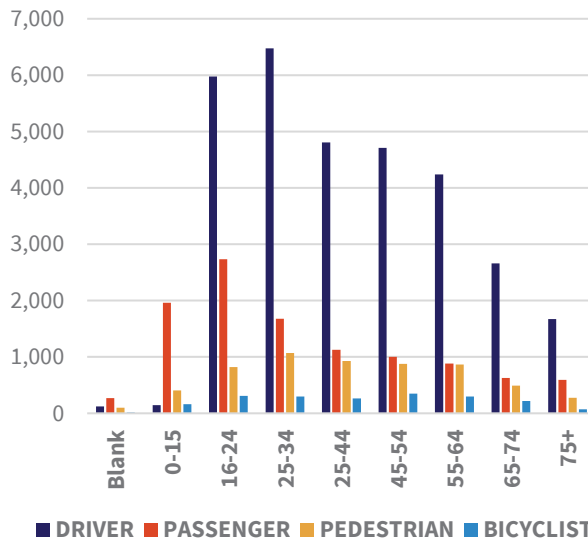
TRAFFIC SAFETY SNAPSHOTS BY EMPHASIS AREA

Crash snapshots for each Emphasis Area are shown in the section below. All graphics show fatalities and serious injuries combined unless otherwise noted. More details are available in **Appendix D**.

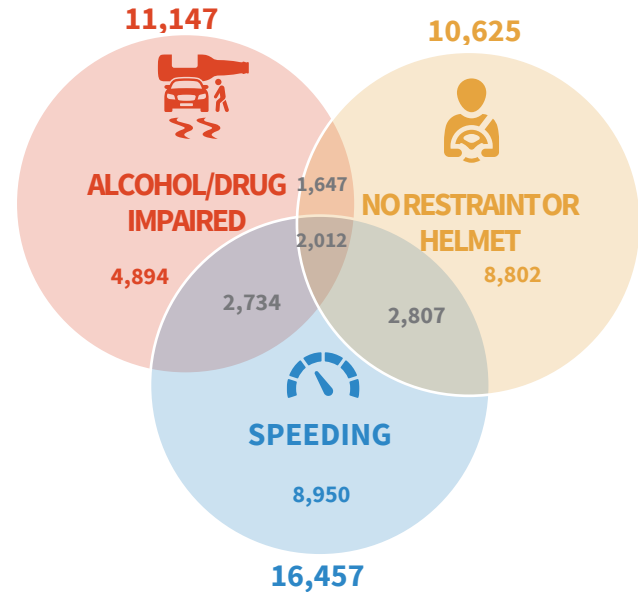


HUMAN BEHAVIOR

FATALITIES AND SERIOUS INJURIES BY AGE:



FATALITIES AND SERIOUS INJURIES BY HUMAN BEHAVIOR INDICATOR:

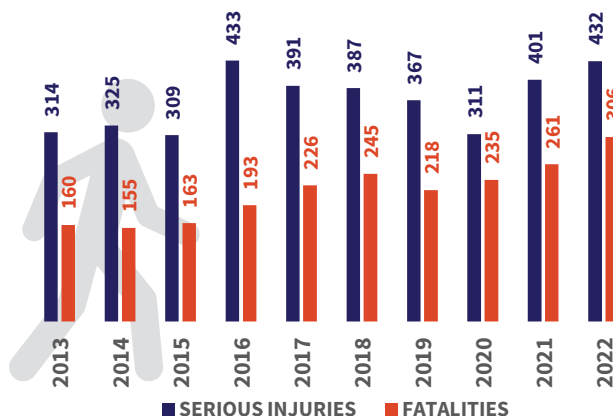


PEOPLE AGED 25-34 HAD THE MOST FATALITIES AND SERIOUS INJURIES COMPARED TO OTHER AGE GROUPS. MOST FATALITIES OCCURRED WHEN VEHICLE OCCUPANTS DID NOT USE A SEAT BELT OR MOTORCYCLISTS DID NOT WEAR A HELMET. IN MANY CASES, IMPAIRMENT AND/OR SPEEDING WERE ALSO FACTORS.

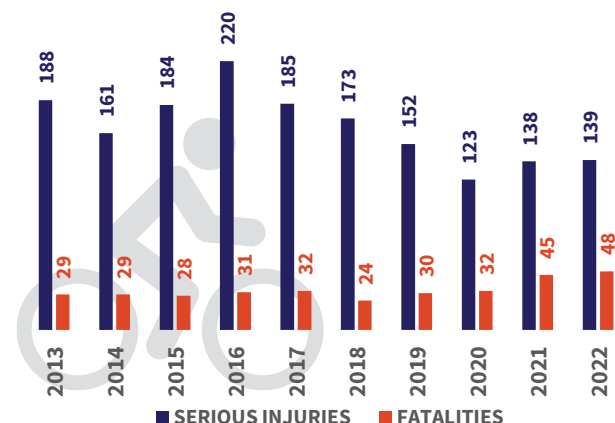


VULNERABLE ROAD USERS

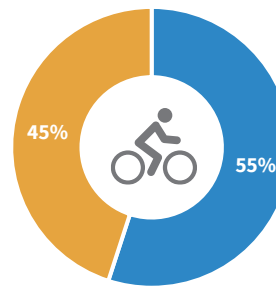
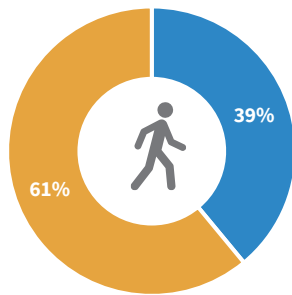
PEDESTRIAN SERIOUS INJURIES AND FATALITIES BY YEAR:



BICYCLIST SERIOUS INJURIES AND FATALITIES BY YEAR:

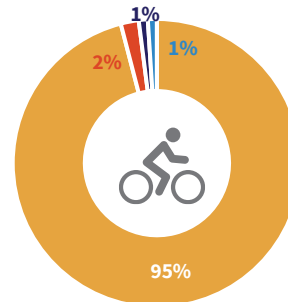
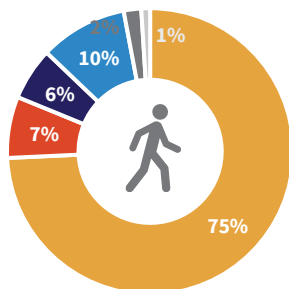


WHERE:



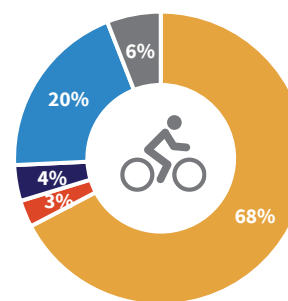
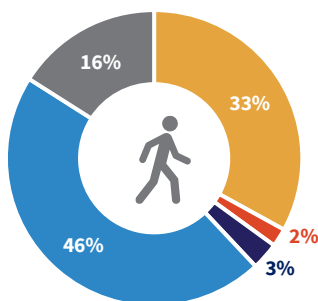
- INTERSECTION
- MID-BLOCK

WHILE:



- CROSSING THE ROAD
- TRAVELING WITH TRAFFIC
- TRAVELING AGAINST TRAFFIC
- STOPPED
- LYING
- WORKING ON VEHICLE

WHEN:



- DAYLIGHT
- DAWN
- DUSK
- DARK WITH LIGHTING
- DARK WITHOUT LIGHTING

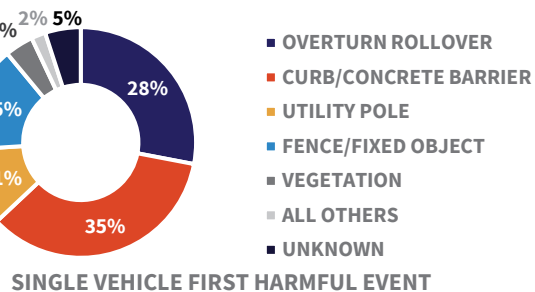
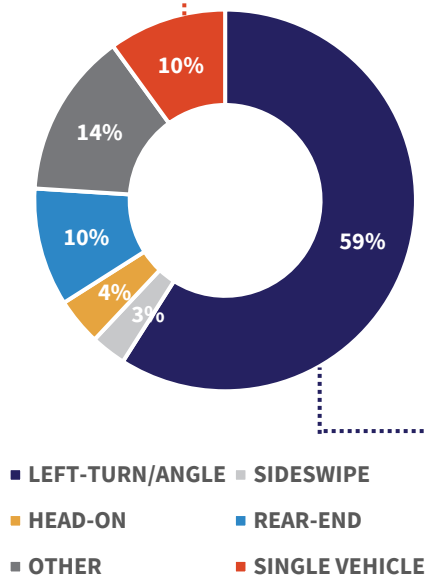


BOTH PEDESTRIAN AND BICYCLIST FATALITIES HAVE GENERALLY INCREASED OVER THE LAST 10 YEARS, WITH PEDESTRIAN FATALITIES NEARLY DOUBLING. MOST FATAL AND SERIOUS INJURY CRASHES THAT INVOLVE PEDESTRIANS OCCUR CROSSING MID-BLOCK AT NIGHT WHILE THOSE THAT INVOLVE BICYCLISTS MOST COMMONLY OCCUR CROSSING AN INTERSECTION DURING THE DAY.

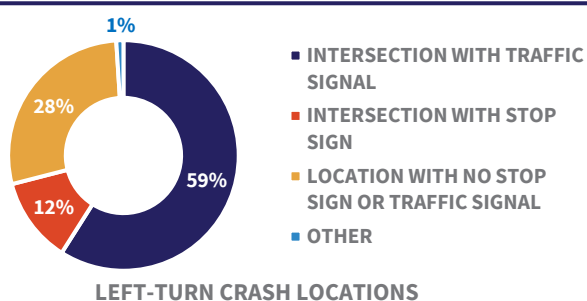


INTERSECTIONS

INTERSECTION CRASH TYPE



SINGLE VEHICLE FIRST HARMFUL EVENT



LEFT-TURN CRASH LOCATIONS

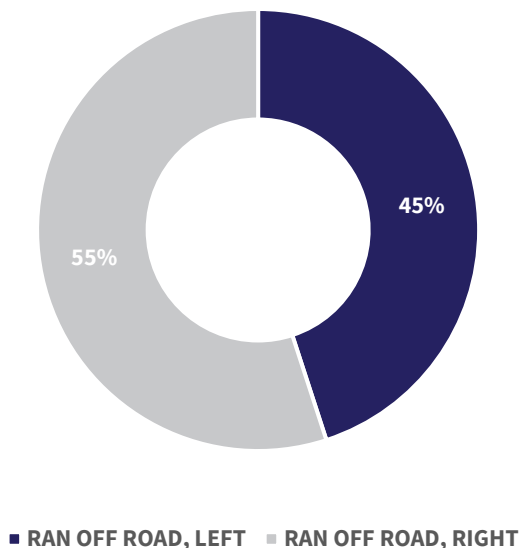


MOST INTERSECTION-RELATED FATALITIES AND SERIOUS INJURIES OCCURRED IN A LEFT-TURN/ANGLE CRASH, WITH MOST OF THOSE CRASHES OCCURRING AT INTERSECTIONS WITH A TRAFFIC SIGNAL.

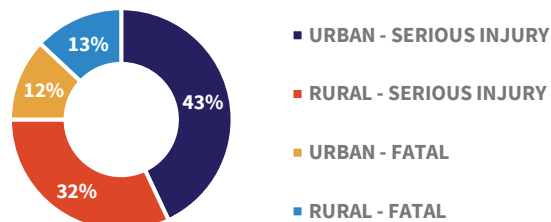


LANE DEPARTURE

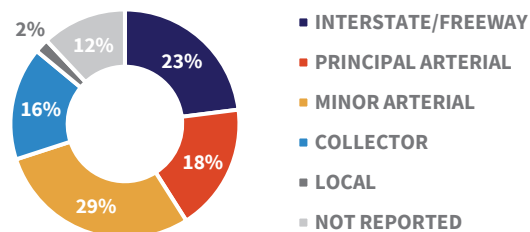
LANE DEPARTURE CRASH TYPE



URBAN/RURAL



ROADWAY TYPE



MOST LANE DEPARTURE-RELATED FATAL AND SERIOUS INJURY CRASHES OCCURRED WHEN A DRIVER RAN OFF THE ROAD TO THE RIGHT ON A ROADWAY THAT IS NOT A FREEWAY.



TRIBAL LANDS

TRIBAL LAND CRASH TYPES BY PERCENTAGE OF FATALITIES:



HUMAN BEHAVIOR 59%



INTERSECTIONS 11%

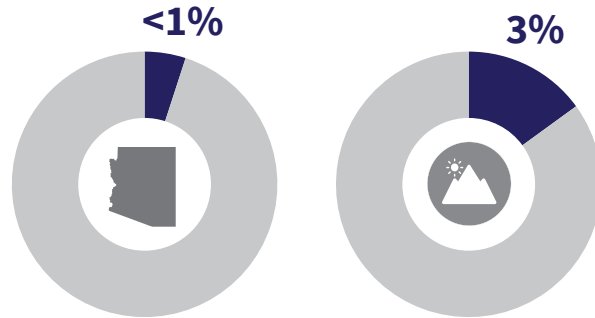


LANE DEPARTURE 69%



VULNERABLE ROAD USERS 16%

PROPORTION OF FATALITIES COMPARED TO ALL CRASHES:



THE PROPORTION OF FATAL CRASHES COMPARED TO ALL CRASHES ON TRIBAL LANDS IS FOUR-TIMES HIGHER THAN THE STATEWIDE AVERAGE. MOST FATAL CRASHES ARE CAUSED BY HUMAN BEHAVIORS SUCH AS IMPAIRED DRIVING, SPEEDING, AND/OR A LACK OF HELMETS/RESTRAINTS. IT SHOULD BE NOTED NOT ALL TRIBAL CRASH DATA IS CURRENTLY REPORTED TO ADOT SO THE STATEWIDE CRASH DATASET DOES NOT FULLY REFLECT ALL TRIBAL CRASHES.



6

PUBLIC & STAKEHOLDER ENGAGEMENT

Public and Stakeholder Engagement

The SHSP development process included several opportunities for statewide public and stakeholder engagement. The SHSP reflects the input provided by the public, safety agencies, and private-sector safety partners.

PUBLIC ENGAGEMENT

Public engagement was composed of virtual and in-person opportunities that covered both the SHSP and the ATSAP. The key engagement methods utilized are summarized below.

Online Engagement

An online survey was conducted via Social Pinpoint and was available to the public from April 15, 2024, through May 17, 2024. The survey was available in a variety of languages to ensure it was accessible to all members of the public, including English, Spanish, Arabic, French, Portuguese, Russian, Tagalog, Vietnamese, Korean, Hindi, and Chinese (Mandarin). Engagement notification materials included meeting advertisements, social media posts, and email notices. Respondents were asked to rank factors that contribute to fatalities as well as effective strategies to improve traffic safety. Survey results are shown in **Appendix E**.

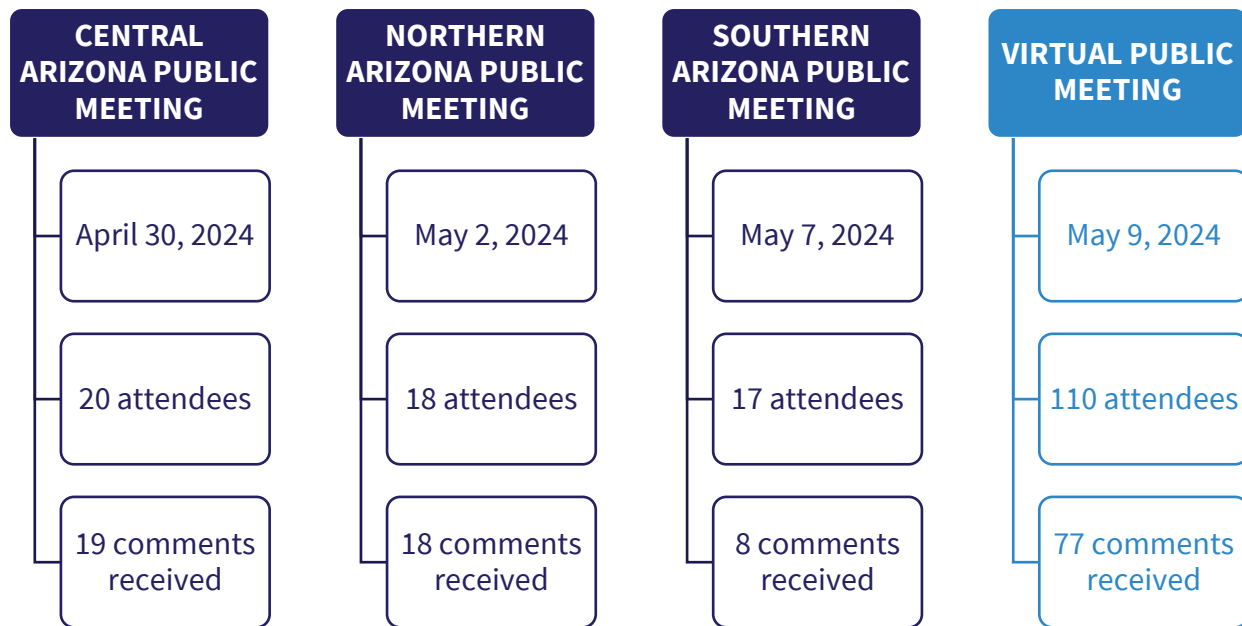
Public Meetings

The SHSP team held in-person public meetings across the state (northern – Flagstaff, central – Phoenix, and southern – Tucson) and one statewide virtual public meeting. All public meetings included a presentation and a question-and-answer (Q&A) session. The presentation provided an overview of the purpose of the SHSP and ATSAP efforts. Display boards were also available at in-person public meetings, allowing attendees to speak one-on-one with the project team and review the content on their own. Meeting information and attendance are shown on the following page, with more detail provided in **Appendix E**.



Participation Results

- **6,726 project website views**, with approximately **4,492 total visitors**.
- **1,330,182 social media impressions** were made during the public outreach period on ADOT social media channels.
- **4,005 public comments**: 2,833 survey form comments, 1,014 vision board comments, 47 verbal comments at in-person meetings, 77 Q&A responses at the virtual meeting, 29 emails, 4 mailed comments and 1 phone call.
- **165 attendees** at public meetings.



STAKEHOLDER ENGAGEMENT

Stakeholder Safety Workshops

A series of stakeholder safety workshops was held throughout Arizona to gain input on best practices to improve traffic safety. The workshops allowed participants to rotate between Emphasis Area stations, where attendees would brainstorm best practices for strategies in each respective Emphasis Area. Brainstormed strategies were collected by Safe System element and then ranked among attendees. Frequently



mentioned strategies from the workshops were considered during strategy development. Workshop information and attendance are shown on the following page, with more detail on proposed strategies provided in **Appendix F**.



Tribal Outreach

To better reach Tribal partners, the SHSP team connected with each Tribe to inform them about the opportunity to provide input on the SHSP (and the ATSAP). The invitation included information on the safety stakeholder workshops and public meetings as well as the online survey opportunity. The email also included a customized flyer with directions to the nearest public meeting for each Tribe.

Representatives from seven of the 22 Tribes in Arizona and several Tribal-related entities participated in the stakeholder safety workshops or public meetings. Individual virtual meetings were also offered to Tribal partners upon request.



Other Outreach Activities

To expand the outreach efforts of the SHSP and ATSAP, the project team offered to provide individual presentations to interested stakeholders. The following presentations were made:

- **Pima County Transportation Advisory Committee (PCTAC)** - May 28, 2024. The PCTAC makes recommendations related to transportation improvements within incorporated cities and towns where Pima County funds are being spent. The presentation provided an overview of the SHSP and ATSAP, introduced the Safe System Approach, and provided an opportunity for the PCTAC to ask questions and provide comments.
- **American Traffic Safety Services Association (ATSSA)** - June 11, 2024. The ATSSA represents the roadway safety infrastructure industry and strives to shift the focus of transportation towards saving lives and reducing injuries. The presentation provided an overview of the SHSP and ATSAP, introduced the Safe System Approach, and provided an opportunity for questions and comments.

- **Coalition for Transportation Choices** - June 12, 2024. The Coalition for Transportation Choices includes organizations from across the state of Arizona that advocate for a complete and equitable transportation system that benefits all people and the environment. The meeting was held in a workshop format to obtain input like the Stakeholder Workshops. Input provided is summarized in **Appendix F**.



7

RECOMMENDED STRATEGIES

Recommended Strategies

The SHSP was prepared in collaboration with safety stakeholders and is driven by the plan's Emphasis Areas. Input from the public and stakeholders, data analysis findings, and reviews of previously completed safety planning efforts (such as Road Safety Audits (RSAs) and FHWA's *Proven Safety Countermeasures*) aided in the development of strategies for each Emphasis Area. These strategies, once implemented, are anticipated to reduce fatalities and serious injuries in Arizona, thereby making progress towards meeting the 2024 SHSP vision and goal.

Strategies are a mix of recommendations (covering the 4 E's of traffic safety) related to infrastructure improvements; policy, process, and law modifications; enforcement activities; education campaigns; and coordination efforts with emergency medical services, vehicle manufacturers, and other safety partners. Strategies are organized within each Emphasis Area by the five Safe System elements shown below to ensure the SHSP is in alignment with FHWA's Safe System Approach.



SAFE ROADS



**SAFE ROAD
USERS**



SAFE SPEEDS



SAFE VEHICLES








**POST-CRASH
CARE**






Location-based strategies should be applied not only where a historical safety issue has been identified but also at locations that have high potential safety risks. Strategies that are not location-based, such as those related to modifying policies and processes, should be considered for implementation by all local, regional, state, federal, Tribal, non-profit, and private-sector safety stakeholders.

For each strategy, expected implementation timeframes, anticipated cost/level of effort, and likely impact on the number of traffic fatalities and serious injuries have been estimated at a planning-level. A priority level has been assigned for each strategy based on these three implementation parameters, with higher priority weight on those strategies projected to significantly reduce traffic fatalities and serious injuries. The recommended strategies, along with their implementation parameters and priority levels, are shown on subsequent pages for each Emphasis Area. Additional details on each recommended strategy are in **Appendix A**.






HUMAN BEHAVIOR EMPHASIS AREA STRATEGIES

ID	STRATEGY	TIMEFRAME	COST/ EFFORT	LIKELY IMPACT	PRIORITY LEVEL
 SAFE ROADS					
HB.1A	Incorporate more forgiving design elements.	Medium term	Medium	Medium	Medium
HB.1B	Simplify roadway environment.	Medium term	Medium	Medium	Medium
 SAFE ROAD USERS					
HB.2A	Promote seat belt education program.	Short term	Low	Low	Medium
HB.2B	Promote impairment and aggressive driving enforcement and education programs.	Short term	Medium	Medium	Medium
HB.2C	Support increased safety education and testing for all road users.	Medium term	Low	Low	Low
HB.2D	Support, through the provision of information, laws and agency policies that promote safety.	Medium term	Low	Medium	Medium
HB.2E	Collaborate with stakeholders to develop positive social-norming public information media campaigns.	Medium term	Medium	Low	Low
 SAFE SPEEDS					
HB.3A	Improve driver awareness of appropriate speeds.	Short term	Medium	Low	Low
HB.3B	Increase automated/mobile enforcement of speeds.	Short term	Medium	High	High
 SAFE VEHICLES					
HB.4A	Support vehicle systems that discourage impaired driving.	Short term	Low	Low	Medium
HB.4B	Support vehicle systems that discourage distracted/drowsy driving.	Short term	Low	Low	Medium
HB.4C	Collaborate with private stakeholders on traffic safety initiatives.	Medium term	Low	Low	Low
HB.4D	Support increased vehicle inspections.	Medium term	Low	Low	Low
 POST-CRASH CARE					
HB.5A	Promote safety at crash scenes.	Short term	Medium	High	High
HB.5B	Support improvements in communication options in rural areas.	Long term	Medium	Medium	Low
HB.5C	Improve DUI training for law enforcement.	Short term	Medium	Low	Low
HB.5D	Support, through provision of information, laws related to DUI abatement.	Medium term	Low	Low	Low
HB.5E	Support, through provision of information, laws related for hit-and-run abatement.	Medium term	Low	Low	Low






VULNERABLE ROAD USERS EMPHASIS AREA STRATEGIES

ID	STRATEGY	TIMEFRAME	COST/ EFFORT	LIKELY IMPACT	PRIORITY LEVEL
 SAFE ROADS					
VRU.1A	Separate VRUs from vehicles using space and time.	Long term	Medium	High	Medium
VRU.1B	Improve visibility of VRUs.	Short term	Low	Medium	High
VRU.1C	Enhance VRU connectivity.	Long term	Medium	High	Medium
VRU.1D	Incorporate VRUs more prominently in planning, design, and programming process.	Short term	Low	Medium	High
 SAFE ROAD USERS					
VRU.2A	Reduce VRU safety risks through education of pedestrians and bicyclists.	Medium term	Medium	Low	Low
VRU.2B	Promote driver education on VRU behaviors.	Medium term	Medium	Low	Low
VRU.2C	Clarify and enforce laws and policies for all road users related to VRUs.	Short term	Medium	Medium	Medium
 SAFE SPEEDS					
VRU.3A	Clarify and enforce laws and policies related to electric/micromobility devices.	Short term	Medium	Low	Low
VRU.3B	Utilize context-appropriate speed limits.	Medium term	Medium	Medium	Medium
 SAFE VEHICLES					
VRU.4A	Promote early implementation of automated detection of VRUs by vehicles.	Medium term	Low	Medium	Medium
VRU.4B	Support, through the provision of information, programs that incentivize lower weight and height vehicles.	Medium term	Low	Low	Low
 POST-CRASH CARE					
VRU.5A	Promote safety at crash scenes.	Short term	Medium	High	High
VRU.5B	Improve VRU crash and trauma data collection and sharing.	Medium term	Medium	Low	Low
VRU.5C	Improve crash and trauma data-sharing with VRU advocacy groups.	Short term	Low	Low	Medium






INTERSECTIONS EMPHASIS AREA STRATEGIES

ID	STRATEGY	TIMEFRAME	COST/ EFFORT	LIKELY IMPACT	PRIORITY LEVEL
	SAFE ROADS				
INT.1A	Select appropriate intersection control.	<i>Medium term</i>	<i>Medium</i>	<i>Medium</i>	<i>Medium</i>
INT.1B	Reduce high-risk movements.	<i>Medium term</i>	<i>Medium</i>	<i>High</i>	<i>High</i>
INT.1C	Separate VRUs from vehicles using space and time.	<i>Long term</i>	<i>Medium</i>	<i>High</i>	<i>Medium</i>
INT.1D	Improve visibility for all users.	<i>Medium term</i>	<i>Medium</i>	<i>High</i>	<i>High</i>
INT.1E	Simplify intersections.	<i>Long term</i>	<i>Medium</i>	<i>Medium</i>	<i>Low</i>
	SAFE ROAD USERS				
INT.2A	Conduct high-visibility enforcement at intersections.	<i>Short term</i>	<i>Medium</i>	<i>High</i>	<i>High</i>
INT.2B	Improve road user education for newer treatments.	<i>Short term</i>	<i>Low</i>	<i>Low</i>	<i>Medium</i>
	SAFE SPEEDS				
INT.3A	Utilize context-appropriate speed limits.	<i>Medium term</i>	<i>Medium</i>	<i>Medium</i>	<i>Medium</i>
INT.3B	Reduce speeds on intersection approaches.	<i>Long term</i>	<i>High</i>	<i>Medium</i>	<i>Low</i>
INT.3C	Increase automated/mobile enforcement of speeds.	<i>Short term</i>	<i>Medium</i>	<i>High</i>	<i>High</i>
	SAFE VEHICLES				
INT.4A	Promote advanced warning technology.	<i>Medium term</i>	<i>Low</i>	<i>Medium</i>	<i>Medium</i>
INT.4B	Support additional needs for advanced warning technology.	<i>Medium term</i>	<i>Low</i>	<i>Low</i>	<i>Low</i>
	POST-CRASH CARE				
INT.5A	Promote safety at crash scenes.	<i>Short term</i>	<i>Medium</i>	<i>High</i>	<i>High</i>
INT.5B	Improve access to intersection cameras.	<i>Medium term</i>	<i>Medium</i>	<i>Medium</i>	<i>Medium</i>
INT.5C	Share agency data.	<i>Medium term</i>	<i>Low</i>	<i>Low</i>	<i>Low</i>

LANE DEPARTURE EMPHASIS AREA STRATEGIES

ID	STRATEGY	TIMEFRAME	COST/ EFFORT	LIKELY IMPACT	PRIORITY LEVEL
	SAFE ROADS				
LD.1A	Keep vehicles in their lane.	Medium term	Medium	High	High
LD.1B	Improve recovery area.	Long term	High	Medium	Low
LD.1C	Improve roadway visibility.	Medium term	Low	High	High
LD.1D	Increase passing/climbing lane opportunities.	Long term	High	Medium	Low
LD.1E	Separate animals from vehicles using space.	Long term	Medium	Low	Low
	SAFE ROAD USERS				
LD.2A	Discourage distracted/drowsy driving.	Medium term	Medium	Low	Low
	SAFE SPEEDS				
LD.3A	Improve driver awareness of appropriate speeds.	Short term	Medium	Low	Low
LD.3B	Increase automated/mobile enforcement of speeds.	Short term	Medium	High	High
	SAFE VEHICLES				
LD.4A	Promote advanced warning technology.	Medium term	Low	Medium	Medium
LD.4B	Support additional needs for advanced warning technology.	Medium term	Low	Low	Low
	POST-CRASH CARE				
LD.5A	Promote safety at crash scenes.	Short term	Medium	High	High
LD.5B	Support improvements in communication options in rural areas.	Long term	Medium	Medium	Low
LD.5C	Share agency data.	Medium term	Low	Low	Low





TRIBAL LANDS EMPHASIS AREA STRATEGIES



ID	STRATEGY	TIMEFRAME	COST/ EFFORT	LIKELY IMPACT	PRIORITY LEVEL
	SAFE ROADS				
TL.1A	Keep vehicles in their lane.	Medium term	Medium	High	High
TL.1B	Improve recovery area.	Long term	High	Medium	Low
TL.1C	Minimize roadside object crash severity.	Long term	High	Medium	Low
TL.1D	Separate animals from vehicles using space.	Long term	Medium	Low	Low
TL.1E	Simplify roadway environment.	Medium term	Medium	Medium	Medium
	SAFE ROAD USERS				
TL.2A	Promote seat belt education program.	Short term	Low	Low	Medium
TL.2B	Promote impairment and aggressive driving enforcement and education programs.	Short term	Medium	Low	Low
TL.2C	Support increased safety education and testing for all road users.	Medium term	Low	Low	Low
TL.2D	Support, through the provision of information, laws and agency policies that promote safety.	Medium term	Low	Medium	Medium
TL.2E	Conduct high-visibility enforcement at intersections.	Short term	Medium	High	High
TL.2F	Collaborate with stakeholders to develop positive social-norming public information media campaigns.	Medium term	Medium	Low	Low
	SAFE SPEEDS				
TL.3A	Improve driver awareness of appropriate speeds.	Short term	Medium	Low	Low
TL.3B	Increase automated/mobile enforcement of speeds.	Short term	Medium	High	High
	SAFE VEHICLES				
TL.4A	Support vehicle systems that discourage impaired driving.	Short term	Low	Low	Medium
TL.4B	Support vehicle systems that discourage distracted/drowsy driving.	Short term	Low	Low	Medium
TL.4C	Collaborate with private stakeholders on traffic safety initiatives.	Medium term	Low	Low	Low
TL.4D	Support increased vehicle inspections.	Medium term	Low	Low	Low
	POST-CRASH CARE				
TL.5A	Promote safety at crash scenes.	Short term	Medium	High	High
TL.5B	Support improvements in communication options in rural areas.	Long term	Medium	Medium	Low
TL.5C	Improve Tribal crash data collection and sharing.	Short term	Low	Medium	High

SUMMARY OF HIGH-PRIORITY RECOMMENDED STRATEGIES

High-priority recommended strategies are summarized in **Table 1**. It is recommended that the Emphasis Area teams focus initially on implementing these high-priority recommended strategies in coordination with other safety partners and stakeholders. Opportunities to advance lower-priority recommended strategies should also be undertaken as resources, funding, and time permit.

Table 1. High-Priority Recommended Strategies

ID	STRATEGY
	SAFE ROADS
VRU.1B, INT.1D, LD.1C	Improve visibility of VRUs, all users, and roadway features.
VRU.1D	Incorporate VRUs more prominently in planning, design, and programming process.
INT.1B	Reduce high-risk movements.
LD.1A, TL.1A	Keep vehicles in their lane.
	SAFE ROAD USERS
INT.2A, TL.2E	Conduct high-visibility enforcement at intersections.
	SAFE SPEEDS
HB.3B, INT.3C, LD.3B, TL.3B	Increase automated/mobile enforcement of speeds.
	POST-CRASH CARE
HB.5A, VRU.5A, INT.5A, LD.5A, TL.5A	Promote safety at crash scenes.
TL.5C	Improve Tribal crash data collection and sharing.



8

IMPLEMENTATION

Implementation

Arizona recognizes development of this data-driven SHSP and adopting its vision and goal are only the initial step in making this plan a reality. Developing safety plans does not prevent serious crashes or save lives; rather, this end is achieved by effective implementation of the recommended safety improvement strategies. Everyone has a role to play in achieving the 2024 SHSP goal to reduce traffic-related fatalities and serious injuries by 20% by 2030. The SHSP provides the framework for a comprehensive statewide safety program to effectively guide implementation of recommended safety strategies on all Arizona public roads.

The SHSP is a living document and will be reviewed as necessary to ensure it is current and on-track. This will be achieved through Emphasis Area teams coordinating with safety stakeholders for suggestions on implementation, conducting post-project evaluations to measure effectiveness, revising the development process to better support strategies recommended in the SHSP, and reporting on progress toward achieving Arizona's vision and goal.

SHSP MANAGEMENT STRUCTURE

Effective implementation of the SHSP vision, goal, and Emphasis Area strategies requires coordination and collaboration among all stakeholders. The SHSP defines a system, organization, and a process to achieve an enhanced level of roadway safety by integrating the work of the disciplines and agencies involved. The process involves stakeholders at every level of government in Arizona, including local, county, regional, state, Tribal, and federal partners, as well as the private sector, advocacy groups, and the public. These stakeholders include representation from all 4 E's of safety and elements of the Safe System Approach. **Figure 8** shows the SHSP management structure as established to assure oversight of the plan's implementation over the next five years.

Figure 8. SHSP Management Structure



ROLES AND RESPONSIBILITIES

Executive Committee

The Executive Committee serves in a leadership capacity for developing, promoting, and implementing cost-effective transportation safety strategies within the state to reduce fatalities and serious injuries from crashes on Arizona's public roadway system.

The roles and responsibilities of the Executive Committee over the next five years are:

- Establish SHSP policies and procedures, review progress, provide advice and guidance, address challenges, and remove barriers
- Provide support and assistance to specific SHSP strategies as appropriate
- Consult the SHSP when updating agency or organization plans and programs
- Promote collaboration among agencies and stakeholders
- Share progress on safety initiatives
- Meet quarterly, or as deemed necessary

SHSP Administrator

The SHSP Administrator role falls under the direction of the ADOT Transportation System Management and Operations Division (TSMO) Director and State Traffic Safety Manager within the ADOT TSMO Division. The SHSP Administrator is responsible for managing implementation of the SHSP.

The roles and responsibilities of the SHSP Administrator over the next five years are:

- Manage the coordination, implementation, and evaluation of the SHSP
- Serve as the direct line of communication between the Executive Committee, Emphasis Area team leaders, and Emphasis Area team members
- Plan, organize, facilitate, and document Executive Committee and Emphasis Area team meetings
- Provide assistance, when appropriate, to overcome safety-related challenges
- Provide recommendations to the Executive Committee relating to major plan initiatives such as the HSIP, updating the SHSP, adding or revising goals, and leadership changes to the Emphasis Area teams
- Review implementation progress and performance for each of the Emphasis Areas and provide recommendations for enhancements
- Coordinate annual updates to SHSP strategies, implementation steps, and performance reporting, including coordination with other agencies on annual safety performance targets
- Assist ADOT staff in coordinating and facilitating safety events such as a safety summit
- Provide analytical support to summarize annual crash counts by characteristics and respond to specific analysis requests from the Executive Committee and Emphasis Area teams
- Evaluate the SHSP progress annually relative to meeting established performance measures on fatality and serious injury goals, process evaluation, and accomplishments

Emphasis Area Teams

Emphasis Area teams are composed of federal, state, regional, Tribal, and local safety stakeholders, as well as other subject-matter experts and safety advocates. The teams are responsible for developing and implementing action plans for the strategies recommended in the SHSP. Emphasis Area team

leaders work with the SHSP Administrator to provide guidance and direction for their teams and coordinate with other branches of the SHSP management structure. These team leaders are considered “Safety Champions” who provide the enthusiasm and momentum to promote communication and collaboration among team members and other safety partners.

The roles and responsibility of the Emphasis Area teams over the next five years are:

- Meet quarterly or as deemed necessary
- Ensure a multidisciplinary approach by including representatives from the commonly recognized 4 E’s of safety and the elements of the Safe System Approach as well as consulting the SHSP Administrator where assistance is needed on team composition
- Review and implement Emphasis Area strategies, develop action plans for strategies including determining who is responsible for implementation, track progress, determine if revisions to SHSP strategies are necessary, identify new strategies, and notify the SHSP Administrator if assistance is needed during implementation
- Participate in ongoing tracking and evaluation of outputs and outcomes associated with strategy action plans, including development of performance measures for evaluating the effectiveness of implemented strategies
- Receive and review updates on SHSP-related campaigns, trainings, and other programs
- Prepare quarterly progress reports for the SHSP Administrator and the Executive Committee
- Provide assistance, when appropriate, to overcome safety-related challenges
- Work in cooperation with the SHSP Administrator to provide recommendations to the Executive Committee on all major plan initiatives, such as the HSIP, updating the SHSP, adding or revising goals, and changes in Emphasis Area team leadership
- Be an advocate for SHSP implementation

Regional and Local Safety Planning Efforts

Regional and local jurisdictions are encouraged to implement the 2024 SHSP’s vision, goal, and recommended strategies in their upcoming safety planning efforts and to participate in the SHSP Emphasis Area teams. Regional and local jurisdictions can consult with the SHSP Executive Committee and the SHSP Administrator as a resource to implement the recommended strategies.

Tribal Safety Planning Efforts

Tribal planning partners are encouraged to implement the 2024 SHSP’s vision, goal, and strategies in their upcoming safety planning efforts. Tribal partners are also encouraged to participate in the Tribal Lands Emphasis Area team to work together with ADOT and other stakeholders on how to improve safety on Tribal lands, including how to improve Tribal crash data collection and sharing.

Safety Data-Sharing Efforts

Safety planning depends on access to accurate and comprehensive safety-related data and collaborative stakeholder coordination. During SHSP implementation, it is recommended that enhancements to safety data-sharing be a priority to ensure crash trends are accurately and quickly identified so they can be mitigated. It is recommended that a Safety Data-Sharing team be organized in a similar way to the Emphasis Area teams to facilitate continued coordination among agencies regarding sharing electronic reporting of crash data, enforcement activities and convictions data, motor vehicle data, emergency medical services data, and trauma data.

Safety Promotion Efforts

Opportunities should be sought to promote safety as a high priority in both public and technical forums. This could be done through means such as issuing press releases to celebrate safety-related accomplishments, providing links to safety-related information, and highlighting specific calendar dates that observe safety-related topics (see **Appendix G**).

FUNDING

Implementation of the SHSP includes identifying potential funding resources for the recommended Emphasis Area strategies. Funding resources should be leveraged across agencies and jurisdictional boundaries, where appropriate.

Federal Funding Sources

The Federal Government provides a wide variety of funding sources that can be used to implement strategies identified in the SHSP. An explanation of federal funding opportunities can be found in **Appendix B**.

State Funding Sources

The State of Arizona administers the Highway User Revenue Fund (HURF), taxing motor fuels and collecting vehicle registration and operation fees. These collections include gasoline and use fuel taxes, motor carrier taxes, vehicle license taxes, motor vehicle registration fees, and other miscellaneous fees. Revenues from the tax are deposited into the Arizona HURF and are distributed to cities, towns, counties, and the State Highway Fund. The resulting funds are a primary source of revenue available to Arizona for highway construction, improvements, and other related expenses.

Regional Funding Sources

In Arizona, regional entities can implement taxes to fund transportation projects in their respective regions.

In 2004, Maricopa County implemented a voter-approved 20-year half-cent sales tax. The revenue is split between freeways/highways, arterials, and transit improvements that are part of the Maricopa Association of Governments (MAG) Regional Transportation Plan. Safety can be a component of any of these types of improvements. This tax is scheduled to end December 31, 2025, although a 20-year renewal of the tax will go to Maricopa County voters in November 2024 for approval. If approved, an estimated \$10 million per year is expected to be dedicated specifically to safety improvements per the MAG Regional Strategic Transportation Infrastructure Investment Plan (RSTIIP).

In 2005, Pinal County voters approved the extension of a 20-year half-cent sales tax that can be used to build and maintain roads in Pinal County. These improvements can include safety improvements.

In 2006, Pima County implemented a voter-approved 20-year half-cent sales tax. This tax is scheduled to end June 30, 2026. This tax funds any project in the Regional Transportation Authority (RTA) Plan, which identifies roadway, safety, transit, and environmental and economic vitality improvements. RTA is currently finalizing a new 20-year regional plan that will be implemented if Pima County voters renew the 20-year half-cent sales tax.

In 2014, Gila County implemented a voter-approved 20-year half-cent sales tax that can be used for highway and street improvements only. These improvements can include additional safety measures.

Local Funding Sources

Local funding sources for safety improvements can include resources such as general fund allocations, local dedicated transportation taxes, special improvement districts, and impact fees.



APPENDICES

Appendix A – Detailed Recommended Strategies

Appendix B – Funding Opportunities

Appendix C – Vulnerable Road User Safety Assessment

Appendix D – Safety Analysis

Appendix E – Public Engagement Summary

Appendix F – Stakeholder Engagement Summary

Appendix G – 2025 National Highway Safety-Related Observances

APPENDIX A

Detailed Recommended Strategies

ADOT Strategic Highway Safety Plan Summary of Strategies

Emphasis Area: Human Behavior (HB)

Safe System Element	ID #	Strategy	Timeframe	Cost/Level of Effort	Likely Impact	Priority Level
1. Safe Roads	HB.1A	Incorporate more forgiving design elements.	Medium term	Medium	Medium	Medium
	HB.1B	Simplify roadway environment.	Medium term	Medium	Medium	Medium
2. Safe Road Users	HB.2A	Promote seat belt education program.	Short term	Low	Low	Medium
	HB.2B	Promote impairment and aggressive driving enforcement and education programs.	Short term	Medium	Medium	Medium
	HB.2C	Support increased safety education and testing for all road users.	Medium term	Low	Low	Low
	HB.2D	Support, through the provision of information, laws and agency policies that promote safety.	Medium term	Low	Medium	Medium
	HB.2E	Collaborate with stakeholders to develop positive social-norming public information media campaigns.	Medium term	Medium	Low	Low
3. Safe Speeds	HB.3A	Improve driver awareness of appropriate speeds.	Short term	Medium	Low	Low
	HB.3B	Increase automated/mobile enforcement of speeds.	Short term	Medium	High	High
4. Safe Vehicles	HB.4A	Support vehicle systems that discourage impaired driving.	Short term	Low	Low	Medium
	HB.4B	Support vehicle systems that discourage distracted/drowsy driving.	Short term	Low	Low	Medium
	HB.4C	Collaborate with private stakeholders on traffic safety initiatives.	Medium term	Low	Low	Low
	HB.4D	Support increased vehicle inspections.	Medium term	Low	Low	Low
5. Post-Crash Care	HB.5A	Promote safety at crash scenes.	Short term	Medium	High	High
	HB.5B	Support improvements in communication options in rural areas.	Long term	Medium	Medium	Low
	HB.5C	Improve DUI training for law enforcement.	Short term	Medium	Low	Low
	HB.5D	Support, through the provision of information, laws related to DUI abatement.	Medium term	Low	Low	Low
	HB.5E	Support, through the provision of information, laws related to hit-and-run abatement.	Medium term	Low	Low	Low

ADOT Strategic Highway Safety Plan Summary of Strategies

Emphasis Area: Vulnerable Road Users (VRUs)

Safe System Element	ID #	Strategy	Timeframe	Cost/Level of Effort	Likely Impact	Priority Level
1. Safe Roads	VRU.1A	Separate VRUs from vehicles using space and time.	Long term	Medium	High	Medium
	VRU.1B	Improve visibility of VRUs.	Short term	Low	Medium	High
	VRU.1C	Enhance VRU connectivity.	Long term	Medium	High	Medium
	VRU.1D	Incorporate VRUs more prominently in planning, design, and programming process.	Short term	Low	Medium	High
2. Safe Road Users	VRU.2A	Reduce VRU safety risks through education of pedestrians and bicyclists.	Medium term	Medium	Low	Low
	VRU.2B	Promote driver education on VRU behaviors.	Medium term	Medium	Low	Low
	VRU.2C	Clarify and enforce laws and policies for all road users related to VRUs.	Short term	Medium	Medium	Medium
3. Safe Speeds	VRU.3A	Clarify and enforce laws and policies related to electric/micromobility devices.	Short term	Medium	Low	Low
	VRU.3B	Utilize context-appropriate speed limits.	Medium term	Medium	Medium	Medium
4. Safe Vehicles	VRU.4A	Promote early implementation of automated detection of VRUs by vehicles.	Medium term	Low	Medium	Medium
	VRU.4B	Support, through the provision of information, programs that incentivize lower weight and height vehicles.	Medium term	Low	Low	Low
5. Post-Crash Care	VRU.5A	Promote safety at crash scenes.	Short term	Medium	High	High
	VRU.5B	Improve VRU crash and trauma data collection and sharing.	Medium term	Medium	Low	Low
	VRU.5C	Improve crash and trauma data-sharing with VRU advocacy groups.	Short term	Low	Low	Medium

ADOT Strategic Highway Safety Plan Summary of Strategies

Emphasis Area: Intersections (Int)

Safe System Element	ID #	Strategy	Timeframe	Cost/Level of Effort	Likely Impact	Priority Level
1. Safe Roads	Int.1A	Select appropriate intersection control.	Medium term	Medium	Medium	Medium
	Int.1B	Reduce high-risk movements.	Medium term	Medium	High	High
	Int.1C	Separate VRUs from vehicles using space and time.	Long term	Medium	High	Medium
	Int.1D	Improve visibility for all users.	Medium term	Medium	High	High
	Int.1E	Simplify intersections.	Long term	Medium	Medium	Low
2. Safe Road Users	Int.2A	Conduct high-visibility enforcement at intersections.	Short term	Medium	High	High
	Int.2B	Improve road user education for newer treatments.	Short term	Low	Low	Medium
3. Safe Speeds	Int.3A	Utilize context-appropriate speed limits.	Medium term	Medium	Medium	Medium
	Int.3B	Reduce speeds on intersection approaches.	Long term	High	Medium	Low
	Int.3C	Increase automated/mobile enforcement of speeds.	Short term	Medium	High	High
4. Safe Vehicles	Int.4A	Promote advanced warning technology.	Medium term	Low	Medium	Medium
	Int.4B	Support additional needs for advanced warning technology.	Medium term	Low	Low	Low
5. Post-Crash Care	Int.5A	Promote safety at crash scenes.	Short term	Medium	High	High
	Int.5B	Improve access to intersection cameras.	Medium term	Medium	Medium	Medium
	Int.5C	Share agency data.	Medium term	Low	Low	Low

ADOT Strategic Highway Safety Plan Summary of Strategies

Emphasis Area: Lane Departure (LD)

Safe System Element	ID #	Strategy	Timeframe	Cost/Level of Effort	Likely Impact	Priority Level
1. Safe Roads	LD.1A	Keep vehicles in their lane.	Medium term	Medium	High	High
	LD.1B	Improve recovery area.	Long term	High	Medium	Low
	LD.1C	Improve roadway visibility.	Medium term	Low	High	High
	LD.1D	Increase passing/climbing lane opportunities.	Long term	High	Medium	Low
	LD.1E	Separate animals from vehicles using space.	Long term	Medium	Low	Low
2. Safe Road Users	LD.2A	Discourage distracted/drowsy driving.	Medium term	Medium	Low	Low
3. Safe Speeds	LD.3A	Improve driver awareness of appropriate speeds.	Short term	Medium	Low	Low
	LD.3B	Increase automated/mobile enforcement of speeds.	Short term	Medium	High	High
4. Safe Vehicles	LD.4A	Promote advanced warning technology.	Medium term	Low	Medium	Medium
	LD.4B	Support additional needs for advanced warning technology.	Medium term	Low	Low	Low
5. Post-Crash Care	LD.5A	Promote safety at crash scenes.	Short term	Medium	High	High
	LD.5B	Support improvements in communication options in rural areas.	Long term	Medium	Medium	Low
	LD.5C	Share agency data.	Medium term	Low	Low	Low

ADOT Strategic Highway Safety Plan Summary of Strategies

Emphasis Area: Tribal Lands (TL)

Safe System Element	ID #	Strategy	Timeframe	Cost/Level of Effort	Likely Impact	Priority Level
1. Safe Roads	TL.1A	Keep vehicles in their lane.	Medium term	Medium	High	High
	TL.1B	Improve recovery area.	Long term	High	Medium	Low
	TL.1C	Minimize roadside object crash severity.	Long term	High	Medium	Low
	TL.1D	Separate animals from vehicles using space.	Long term	Medium	Low	Low
	TL.1E	Simplify roadway environment.	Medium term	Medium	Medium	Medium
2. Safe Road Users	TL.2A	Promote seat belt education program.	Short term	Low	Low	Medium
	TL.2B	Promote impairment and aggressive driving enforcement and education programs.	Short term	Medium	Low	Low
	TL.2C	Support increased safety education and testing for all road users.	Medium term	Low	Low	Low
	TL.2D	Support, through the provision of information, laws and agency policies that promote safety.	Medium term	Low	Medium	Medium
	TL.2E	Conduct high-visibility enforcement at intersections.	Short term	Medium	High	High
	TL.2F	Collaborate with stakeholders to develop positive social-norming public information media campaigns.	Medium term	Medium	Low	Low
3. Safe Speeds	TL.3A	Improve driver awareness of appropriate speeds.	Short term	Medium	Low	Low
	TL.3B	Increase automated/mobile enforcement of speeds.	Short term	Medium	High	High
4. Safe Vehicles	TL.4A	Support vehicle systems that discourage impaired driving.	Short term	Low	Low	Medium
	TL.4B	Support vehicle systems that discourage distracted/drowsy driving.	Short term	Low	Low	Medium
	TL.4C	Collaborate with private stakeholders on traffic safety initiatives.	Medium term	Low	Low	Low
	TL.4D	Support increased vehicle inspections.	Medium term	Low	Low	Low
5. Post-Crash Care	TL.5A	Promote safety at crash scenes.	Short term	Medium	High	High
	TL.5B	Support improvements in communication options in rural areas.	Long term	Medium	Medium	Low
	TL.5C	Improve Tribal crash data collection and sharing.	Short term	Low	Medium	High

Emphasis Area: Human Behavior (HB)

Safe Roads

HB.1A	Incorporate more forgiving design elements.			
	Description: Incorporate flexibility into infrastructure projects that provides drivers increased flexibility in terms of recovery and/or survivability in case of mistakes. This may include elements of performance-based practical design (PBPD), complete streets, or other approaches. Examples include: pavement safety edges, modified lane widths, additional buffer zones, physical separations, or traffic control to increase separation. Countermeasures should focus on improved safety and may overlap with other strategies.			
	4E Category: Engineering	Stakeholder Lead: Local , Regional, and State DOTs	Timeframe: Medium term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Locations Modified	Likely Impact: Medium	Priority Level: Medium	Potential Funding Sources: HSIP, Federal, Regional, Local
HB.1B	Simplify roadway environment.			
	Description: Minimize visual distractions within the roadway prism particularly at decision points and/or reduce the number of decisions required by driver. In areas where decisions are required by drivers, reduce general distractions such as sign clutter or excess pavement markings so that focus is on the most critical information. Where possible, provide physical emphasis for decision points to positively reinforce a users intent. Examples include channelization, turn lanes, separated bicycle lanes, and others.			
	4E Category: Engineering	Stakeholder Lead: Local , Regional, and State DOTs	Timeframe: Medium term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Locations Modified	Likely Impact: Medium	Priority Level: Medium	Potential Funding Sources: HSIP, Federal, Regional, Local

ADOT Strategic Highway Safety Plan Detailed Strategies

Safe Road Users

HB.2A	Promote seat belt education program.			
	Description: Provide data and input that supports the need for seat belt use. Readily available statistics at the national and state levels regarding the relationship between crash severity and occupant protection can be presented to increase awareness. Local education campaigns can be developed utilizing the same data. Distribution can be done online, promoted on social media, and presented to community groups.			
	4E Category: Education	Stakeholder Lead: Local , Regional, and State DOTs	Timeframe: Short term	Cost/Level of Effort: Low
	Potential Output Measure: # of Campaigns	Likely Impact: Low	Priority Level: Medium	Potential Funding Sources: GOHS, Regional, Local
HB.2B	Promote impairment and aggressive driving enforcement and education programs.			
	Description: Utilize existing data and statistics regarding impairment and aggressive driving to refine enforcement locations and tactics. Increase enforcement visibility and promote awareness using media platforms. Local education campaigns can be developed utilizing the same data. Distribution can be done online, promoted on social media, and presented to community groups.			
	4E Category: Education/Enforcement	Stakeholder Lead: Local , Regional, and State DOTs, Law Enforcement	Timeframe: Short term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Enforcement Stops # of Campaigns	Likely Impact: Medium	Priority Level: Medium	Potential Funding Sources: GOHS, Regional, Local

ADOT Strategic Highway Safety Plan Detailed Strategies

HB.2C	Support increased safety education and testing for all road users.			
	Description: Provide data and input that supports the need for increased safety education and testing within the younger and older age brackets. Readily available statistics at the national and state levels regarding the relationship between crash severity and road user age can be presented to increase awareness related to graduated driver licenses, renewal requirements, and traveler safety education in schools. Consider including more safety-related questions in the driver's license test.			
	4E Category: Education/Enforcement	Stakeholder Lead: State DOT, Law Enforcement	Timeframe: Medium term	Cost/Level of Effort: Low
	Potential Output Measure: # of Policies Modified	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: GOHS, Regional, Local
HB.2D	Support, through the provision of information, laws and agency policies that promote safety.			
	Description: Provide data and input that supports proposed new and/or revised laws and policies that promote safety. Readily available statistics at the national and state levels regarding the relationship between crash severity and human behavior can be presented to increase awareness and offer support to new initiatives.			
	4E Category: Education/Enforcement	Stakeholder Lead: State DOT, Law Enforcement	Timeframe: Medium term	Cost/Level of Effort: Low
	Potential Output Measure: # of Policies Modified	Likely Impact: Medium	Priority Level: Medium	Potential Funding Sources: GOHS, Regional, Local

ADOT Strategic Highway Safety Plan Detailed Strategies

HB.2E	Collaborate with stakeholders to develop positive social-norming public information media campaigns.			
	Description: Develop media campaigns that focus on positive social-norming around traffic safety. Positive social-norming approach uses existing data to highlight positive norms already existent in populations to reduce commonly held misperceptions that contribute to risky behavior. Media campaigns can be created to support a wide variety of measures including reported behaviors, attitudes, and support for policy. Statewide and regional efforts can be combined to reach larger audiences and increase efficiency of resources.			
	4E Category: Education	Stakeholder Lead: Local , Regional, and State DOTs	Timeframe: Medium term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Campaigns	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: HSIP, GOHS, SPAN, Regional, Local

Safe Speeds

HB.3A	Improve driver awareness of appropriate speeds.			
	Description: Increase the awareness of appropriate speeds through the use of high-visibility feedback systems. These systems provide drivers additional information beyond static posted speed limits by utilizing real-time, variable feedback. Examples include speed feedback systems that provide awareness/warning of actual user speeds compared to limit. These devices should be accompanied by increased enforcement to encourage driver compliance.			
	4E Category: Engineering/Education/ Enforcement	Stakeholder Lead: Local , Regional, and State DOTs, Law Enforcement	Timeframe: Short term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Locations Modified	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: HSIP, Federal, Regional, Local

ADOT Strategic Highway Safety Plan Detailed Strategies

HB.3B	Increase automated/mobile enforcement of speeds.			
	Description: Utilize existing data and statistics regarding speeding to refine enforcement locations and tactics. Priority should be given to locations with a high number of speed violations or fatalities and serious injuries. Utilize automated systems where feasible and permitted by law to reduce the need for resources and increase the efficiency of the effort. Utilize mobile systems where feasible to target more areas and increase the efficacy of the effort.			
	4E Category: Enforcement	Stakeholder Lead: Law Enforcement	Timeframe: Short term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Enforcement Stops	Likely Impact: High	Priority Level: High	Potential Funding Sources: GOHS, Regional, Local

Safe Vehicles

HB.4A	Support vehicle systems that discourage impaired driving.			
	Description: Provide the automotive industry and lawmakers existing data regarding the relationship between crash frequency and severity and driver impairment, as requested. Offer support to potential new federal equipment and design initiatives such as mandatory impaired driving prevention technology on all new passenger motor vehicles as well as connected vehicle and autonomous vehicle technologies.			
	4E Category: Education/Engineering	Stakeholder Lead: State DOT	Timeframe: Short term	Cost/Level of Effort: Low
	Potential Output Measure: # of Federal Initiatives	Likely Impact: Low	Priority Level: Medium	Potential Funding Sources: HSIP, Federal, Regional, Local

ADOT Strategic Highway Safety Plan Detailed Strategies

HB.4B	Support vehicle systems that discourage distracted/drowsy driving.			
	Description: Provide the automotive industry and lawmakers existing data regarding the relationship between crash frequency and severity and driver distraction/fatigue, as requested. Offer support to potential new federal equipment and design initiatives such as drowsy driving detection systems that use a combination of sensors and algorithms to identify signs of drowsiness as well as connected vehicle and autonomous vehicle technologies.			
	4E Category: Education/Engineering	Stakeholder Lead: State DOT	Timeframe: Short term	Cost/Level of Effort: Low
	Potential Output Measure: # of Federal Initiatives	Likely Impact: Low	Priority Level: Medium	Potential Funding Sources: HSIP, Federal, Regional, Local
HB.4C	Collaborate with private stakeholders on traffic safety initiatives.			
	Description: Collaborate with private stakeholders on traffic safety initiatives related to vehicle improvements and operations. Potential partnerships can include fleet owner/operators who oversee large numbers of business vehicles (typically heavy trucks) and insurance agencies who manage risk-based policies.			
	4E Category: Education/Engineering	Stakeholder Lead: State DOT	Timeframe: Medium term	Cost/Level of Effort: Low
	Potential Output Measure: # of Safety Initiatives	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: HSIP, Federal, Regional, Local

ADOT Strategic Highway Safety Plan Detailed Strategies

HB.4D	Support increased vehicle inspections.			
	Description: Provide data and input that supports proposed laws and policies that promote vehicle safety inspection. Arizona currently requires safety inspections on commercial vehicles but not passenger vehicles. Determine appropriate level of inspection based on other state practices that require passenger vehicles to undergo inspection on an annual or biennial cycle or when sold/transfer ownership.			
	4E Category: Enforcement	Stakeholder Lead: State DOT, Law Enforcement	Timeframe: Medium term	Cost/Level of Effort: Low
	Potential Output Measure: # of Policies Modified	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: HSIP, Federal, Regional, Local

Post-Crash Care

HB.5A	Promote safety at crash scenes.			
	Description: Promote traffic safety at crash scenes through internal training on traffic incident management (TIM), incident command system (ICS), rapid extrication of entrapped motor vehicle occupants, safe transport of pediatric patients, and other topics to law enforcement, first responders, and other public agencies. Provide public education on the need for safety around active crash scenes and the importance of responder safety to reduce risk of secondary crashes. Educate on supporting initiatives such as "Move Over" law and clearing roadway with minor crashes. Promote stop-the-bleed and CPR training for all motorists and bystanders so they can render emergency care at crash scenes as needed until emergency responders arrive. Support training of emergency medical care technicians and job placement in rural and medically underserved areas.			
	4E Category: Emergency Medical Services/Enforcement/Education	Stakeholder Lead: State DHS, Law Enforcement, AZ TIM Coalition, GOHS	Timeframe: Short term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Training Sessions	Likely Impact: High	Priority Level: High	Potential Funding Sources: SPAN, GOHS, Regional, Local

ADOT Strategic Highway Safety Plan Detailed Strategies

HB.5B	Support improvements in communication options in rural areas.			
	Description: Support private industry efforts to increase broadband/cellular communication in rural areas particularly those that improve reliability along major transportation corridors. Agencies can implement policies, permit processes, and projects to support the expansion of services to underserved areas. Partnerships may include leveraging Arizona's broadband activities under the Arizona Commerce Authority. In rural and/or mountainous locations where there is little to no cell reception, roadside call boxes may support emergency response.			
	4E Category: Engineering	Stakeholder Lead: Local , Regional, and State DOTs	Timeframe: Long term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Activities	Likely Impact: Medium	Priority Level: Low	Potential Funding Sources: Federal, State, Regional, Local
HB.5C	Improve DUI training for law enforcement.			
	Description: Provide internal training on laws surrounding impairment, detection methods, and response techniques. Increase the number of officers qualified for DUI enforcement, including the use of technical equipment.			
	4E Category: Enforcement	Stakeholder Lead: Law Enforcement	Timeframe: Short term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Training Sessions	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: GOHS, Regional, Local

ADOT Strategic Highway Safety Plan Detailed Strategies

HB.5D	Support, through the provision of information, laws related to DUI abatement.			
	Description: Provide lawmakers existing data regarding the relationship between crash frequency and severity and driver impairment, as requested. Offer subject matter expertise and information related to potential new laws and initiatives surrounding DUI laws and penalties.			
	4E Category: Education	Stakeholder Lead: State DOT, Law Enforcement	Timeframe: Medium term	Cost/Level of Effort: Low
	Potential Output Measure: # of Policies Modified	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: HSIP, Federal, Regional, Local
HB.5E	Support, through the provision of information, laws related to hit-and-run abatement.			
	Description: Provide lawmakers existing data regarding the occurrence of hit-and-run crashes where a driver leaves the scene, as requested. Offer subject matter expertise and information related to potential new laws and initiatives surrounding hit-and-run laws and penalties.			
	4E Category: Education	Stakeholder Lead: State DOT, Law Enforcement	Timeframe: Medium term	Cost/Level of Effort: Low
	Potential Output Measure: # of Policies Modified	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: HSIP, Federal, Regional, Local

Emphasis Area: Vulnerable Road Users (VRUs)

Safe Roads

VRU.1A	Separate VRUs from vehicles using space and time.			
	Description: Develop infrastructure projects that provide separation of VRU from vehicular traffic in either space or time. For separation of space, these efforts may include linear improvements (such as sidewalks or bicycle lanes) or spot treatments (such as channelized islands or bridges). For separation of time, these efforts may include enhanced crossings for VRUs, intersection traffic signal timing, or school crossing guards. Consider implementing quick-build demonstration projects (temporary infrastructure changes) to test impacts of VRU-related improvements.			
	4E Category: Engineering	Stakeholder Lead: Local , Regional, and State DOTs	Timeframe: Long term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Locations Modified	Likely Impact: High	Priority Level: Medium	Potential Funding Sources: HSIP, Federal, Regional, Local
VRU.1B	Improve visibility of VRUs.			
	Description: Develop infrastructure projects that improve the visibility of VRUs. At intersections and along segments, these efforts may focus on overhead lighting, static warning signs, activated flashing beacons, or other methods that provide drivers a warning. Infrastructure efforts may also include curb bulbouts or other features that place pedestrian and bicyclists in a better line of sight. In active work zones and traffic incidents, the use of appropriate reflective gear, traffic control devices, and physical barriers can improve worker/responder safety.			
	4E Category: Engineering	Stakeholder Lead: Local , Regional, and State DOTs	Timeframe: Short term	Cost/Level of Effort: Low
	Potential Output Measure: # of Locations Modified	Likely Impact: Medium	Priority Level: High	Potential Funding Sources: HSIP, Federal, Regional, Local

ADOT Strategic Highway Safety Plan Detailed Strategies

VRU.1C	Enhance VRU connectivity.			
	Description: Develop infrastructure projects that enhance VRU connectivity within the roadway network and between modes/services. For roadways, priority projects will be those that fill in gaps within the sidewalk or bicycle system along major routes and/or near major activity centers. Between modes/services, improvements should enhance connection points between transit and other mobility services. Coordination should be conducted between adjacent jurisdictions as part of this effort.			
	4E Category: Engineering	Stakeholder Lead: Local , Regional, and State DOTs	Timeframe: Long term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Locations Modified	Likely Impact: High	Priority Level: Medium	Potential Funding Sources: HSIP, Federal, Regional, Local
VRU.1D	Incorporate VRUs more prominently in planning, design, and programming process.			
	Description: Develop internal policies and processes that require the incorporation of VRUs in the planning, design, and programming process. This may include elements of performance-based practical design (PBPD), complete streets, or other approaches with a focus on statewide, regional, and local pedestrian and bicycle plans. An agency champion should be established to assist in coordination and development of a comprehensive approach that incorporates community concerns, priorities, and context. Provide training on community engagement strategies and sensitivity to community needs.			
	4E Category: Engineering/Education	Stakeholder Lead: Local, Regional, and State DOTs, State DHS	Timeframe: Short term	Cost/Level of Effort: Low
	Potential Output Measure: # of Policies Modified # of Training Sessions	Likely Impact: Medium	Priority Level: High	Potential Funding Sources: HSIP, Federal, Regional, Local

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Safe Road Users

VRU.2A	Reduce VRU safety risks through education of pedestrians and bicyclists.			
	Description: Develop education campaigns that focus on VRU safety risks for pedestrians and bicyclists. Campaigns can be created to support a wide variety of user types and risk areas, such as Safe Routes to School (SRTS), bicyclist safety, enhanced pedestrian and bicyclist crossings, and disability groups (ADA). Statewide and regional efforts can be combined to reach larger audiences and increase efficiency of resources along with coordination with advocacy groups. Distribution can be done online, promoted on social media, and presented to community groups.			
	4E Category: Education	Stakeholder Lead: Local, Regional and State DOTs, State DHS	Timeframe: Medium term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Campaigns	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: HSIP, GOHS, Regional, Local
VRU.2B	Promote driver education on VRU behaviors.			
	Description: Develop education campaigns that focus on driver understanding of VRU behaviors. Campaigns should target vehicular drivers and highlight the vulnerability of pedestrians and bicyclists. Existing data and statistics can be provided on a statewide and local level to highlight concerns. Increased awareness of VRU safety can be incorporated into driver training courses/tests and can be developed into media campaigns such as MAG's See Me AZ. Distribution can be done online, promoted on social media, and presented to community groups.			
	4E Category: Education	Stakeholder Lead: Local , Regional, and State DOTs	Timeframe: Medium term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Campaigns	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: HSIP, GOHS, Regional, Local

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VRU.2C	Clarify and enforce laws and policies for all road users related to VRUs.			
	Description: Provide education on existing laws and policies for all road users related to VRU safety including clarification of user types, definitions, preferred locations, and any legal restrictions. Utilize existing data and statistics regarding VRU violations and incidents to refine enforcement locations and tactics.			
	4E Category: Education/Enforcement	Stakeholder Lead: State DOT, Law Enforcement	Timeframe: Short term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Enforcement Stops	Likely Impact: Medium	Priority Level: Medium	Potential Funding Sources: GOHS, Regional, Local

Safe Speeds

VRU.3A	Clarify and enforce laws and policies related to electric/micromobility devices.			
	Description: Provide education on existing laws and policies related to micromobility devices such as electric scooters, motorized bicycles, and similar higher speed non-vehicles including clarification of definitions, preferred locations, and any legal restrictions. Utilize existing data and statistics regarding violations and incidents to refine enforcement locations and tactics. Provide subject matter and expertise regarding proposed laws and policies related to micromobility devices.			
	4E Category: Education/Enforcement	Stakeholder Lead: State DOT, Law Enforcement	Timeframe: Short term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Enforcement Stops	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: GOHS, Regional, Local

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VRU.3B	Utilize context-appropriate speed limits.			
	Description: Utilize context-appropriate vehicle speed limits through policy, education, and enforcement. Policy efforts can include speed setting policies that incorporate roadway function as well as environment, land uses, user types, and overall context similar to complete streets. Education efforts can include open discussions with the community, two-way communication, and the use of speed feedback signs. Enforcement should be conducted in targeted areas experiencing high levels of noncompliance or sensitive to speeding risks.			
	4E Category: Engineering/Education/Enforcement	Stakeholder Lead: Local, Regional, and State DOTs	Timeframe: Medium term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Locations Modified	Likely Impact: Medium	Priority Level: Medium	Potential Funding Sources: HSIP, GOHS, Regional, Local

Safe Vehicles

VRU.4A	Promote early implementation of automated detection of VRUs by vehicles.			
	Description: Provide the automotive industry and lawmakers existing data regarding the relationship between crash frequency and severity and VRU involvement, as requested. Offer support to potential new federal vehicle equipment and design initiatives that can automatically detect VRU conflicts using a combination of sensors and algorithms as well as connected vehicle and autonomous vehicle technologies.			
	4E Category: Education/Engineering	Stakeholder Lead: State DOT	Timeframe: Medium term	Cost/Level of Effort: Low
	Potential Output Measure: # of Federal Initiatives	Likely Impact: Medium	Priority Level: Medium	Potential Funding Sources: HSIP, Federal, Regional, Local

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VRU.4B	Support, through the provision of information, programs that incentivize lower weight and height vehicles.			
	Description: Provide lawmakers existing data and input that support the need for new and/or revised laws and policies that promote smaller vehicles (size and/or weight), as requested.			
	4E Category: Education/Engineering	Stakeholder Lead: State DOT	Timeframe: Medium term	Cost/Level of Effort: Low
	Potential Output Measure: # of Policies Modified	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: HSIP, Federal, Regional, Local

Post-Crash Care

VRU.5A	Promote safety at crash scenes.			
	Description: Promote traffic safety at crash scenes through internal training on traffic incident management (TIM), incident command system (ICS), rapid extrication of entrapped motor vehicle occupants, safe transport of pediatric patients, and other topics to law enforcement, first responders, and other public agencies. Provide public education on the need for safety around active crash scenes and the importance of responder safety to reduce risk of secondary crashes. Educate on supporting initiatives such as "Move Over" law and clearing roadway with minor crashes. Promote stop-the-bleed and CPR training for all motorists and bystanders so they can render emergency care at crash scenes as needed until emergency responders arrive. Support training of emergency medical care technicians and job placement in rural and medically underserved areas.			
	4E Category: Emergency Medical Services/Enforcement/Education	Stakeholder Lead: State DHS, Law Enforcement, AZ TIM Coalition, GOHS	Timeframe: Short term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Training Sessions	Likely Impact: High	Priority Level: High	Potential Funding Sources: SPAN, GOHS, Regional, Local

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VRU.5B	Improve VRU crash and trauma data collection and sharing.			
	Description: Improve crash data collection at the scene of VRU incidents to ensure accurate and complete safety data. Crash data collection should follow the state's crash record form, ideally in electronic format to facilitate efficiency in transmittal to the statewide custodial platform. Crash narratives should provide a descriptive account of the crash with details not explicitly within the form. Improve VRU incident EMS and trauma registry data collection, maintenance, and enhancement of related databases.			
	4E Category: Emergency Medical Services/Enforcement	Stakeholder Lead: State DHS, Law Enforcement	Timeframe: Medium term	Cost/Level of Effort: Medium
	Potential Output Measure: % of Crash Records Shared	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: GOHS, State, Regional, Local
VRU.5C	Improve crash and trauma data-sharing with VRU advocacy groups.			
	Description: Improve data sharing of VRU incident outcomes to VRU advocacy groups to support localized community outreach and media campaigns. VRU crash data, emergency medical services data, and trauma data should be limited to an aggregate level and not include any personally identifiable information. Data can consist of public agency data as well as third-party private data aggregation. Statistics and trends can be used to leverage resources in terms of public education.			
	4E Category: Emergency Medical Services/Engineering/Education	Stakeholder Lead: State DHS, State DOT	Timeframe: Short term	Cost/Level of Effort: Low
	Potential Output Measure: # of Agencies Sharing Data	Likely Impact: Low	Priority Level: Medium	Potential Funding Sources: GOHS, Regional, Local

Emphasis Area: Intersections (Int)

Safe Roads

Int.1A	Select appropriate intersection control.			
	Description: Evaluate intersections using available traffic data and analytic methods to determine the appropriate intersection traffic control for short-term and long-term growth. Technical approaches may utilize computer-based platforms such as HCM, Synchro, or others including Intersection Control Evaluation (ICE). Intersection traffic control may include: two-way stop-control, all-way stop-control, signalization, roundabout, other. Traffic safety analysis should be integrated with traffic operations in the selection process.			
	4E Category: Engineering	Stakeholder Lead: Local , Regional, and State DOTs	Timeframe: Medium term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Intersections Evaluated	Likely Impact: Medium	Priority Level: Medium	Potential Funding Sources: HSIP, Federal, Regional, Local
Int.1B	Reduce high-risk movements.			
	Description: Implement one or more countermeasures at intersections with crash patterns associated with high-risk movements. At intersections, typically the highest severity crashes involve turning movements so countermeasures that reduce turn conflicts through space or time are beneficial. Examples include: protected left-turn signal phasing, negative offsets, no right-turn-on-red, and conversion to roundabouts. Adjacent to intersections, establishing access management can minimize the number of driveways and limit the number of adjacent entry and exit points.			
	4E Category: Engineering	Stakeholder Lead: Local , Regional, and State DOTs	Timeframe: Medium term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Intersections Modified	Likely Impact: High	Priority Level: High	Potential Funding Sources: HSIP, Federal, Regional, Local

ADOT Strategic Highway Safety Plan Detailed Strategies

Int.1C	Separate VRUs from vehicles using space and time.			
	Description: Develop infrastructure projects that provide separation of VRUs from vehicular traffic at intersections in either space or time. Priority should be given to locations that experience a high volume of pedestrians and/or bicycle crossings. For separation of space, these efforts may include continuous sidewalk and bicycle lanes, grade separated pedestrian crossings, or protected intersections. For separation of time, these efforts may include pedestrian signals, pedestrian hybrid beacons, leading pedestrian interval signal phase, or school crossing guards.			
	4E Category: Engineering	Stakeholder Lead: Local , Regional, and State DOTs	Timeframe: Long term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Intersections Modified	Likely Impact: High	Priority Level: Medium	Potential Funding Sources: HSIP, Federal, Regional, Local
Int.1D	Improve visibility for all users.			
	Description: Develop infrastructure projects that improve visibility at intersections for all users. Short term projects may include static warning signs, activated flashing beacons, or retroreflective backplates on signal heads that provide drivers additional warning of potential conflicts. Long term projects may include overhead lighting to ensure full coverage, negative offset left-turn lanes, or curb bulbouts or other features that place pedestrian and bicyclists in a better line of sight.			
	4E Category: Engineering	Stakeholder Lead: Local , Regional, and State DOTs	Timeframe: Medium term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Intersections Modified	Likely Impact: High	Priority Level: High	Potential Funding Sources: HSIP, Federal, Regional, Local

ADOT Strategic Highway Safety Plan Detailed Strategies

Int.1E	Simplify intersections.			
	Description: Minimize visual distractions and/or reduce the number of decisions required by drivers at intersections. To reduce driver confusion and/or distractions, reduce sign clutter or excess pavement markings so that focus is on the most critical information. Where possible, provide clear direction at decision points using physical elements to minimize error in decision making. Examples at intersections include channelization, pavement marking arrows and legends, and exclusive turn lanes.			
	4E Category: Engineering	Stakeholder Lead: Local , Regional, and State DOTs	Timeframe: Long term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Intersections Modified	Likely Impact: Medium	Priority Level: Low	Potential Funding Sources: HSIP, Federal, Regional, Local

Safe Road Users

Int.2A	Conduct high-visibility enforcement at intersections.			
	Description: Conduct high-visibility enforcement at intersection locations with a high number of violations or crash patterns. The purpose of high-visibility enforcement is to educate the public on existing laws and increase long term voluntary compliance. Enforcement activities at intersections could include red-light-running, failure to yield to VRUs in the crosswalk, and distracted/aggressive driving. Utilize automated systems where feasible to reduce the need for resources and increase the efficiency of the effort. Utilize mobile systems where feasible to target more areas and increase the efficacy of the effort.			
	4E Category: Enforcement	Stakeholder Lead: Law Enforcement	Timeframe: Short term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Enforcement Stops	Likely Impact: High	Priority Level: High	Potential Funding Sources: GOHS, Regional, Local

ADOT Strategic Highway Safety Plan Detailed Strategies

Int.2B	Improve road user education for newer treatments.			
	Description: Develop education campaigns and/or informational guides on new intersection treatments to support driver education. Intersection treatments that may be newer to some drivers include roundabouts, pedestrian hybrid beacons, flashing yellow arrows, diverging diamond interchanges, rectangular rapid flashing beacons, and single point urban interchanges. Similar information and user guides regarding the operations and safety of these treatments are readily available at the national level. Statewide and regional efforts can be combined to reach larger audiences and increase efficiency of resources. Distribution can be done online, promoted on social media, and presented to community groups.			
	4E Category: Education	Stakeholder Lead: Local , Regional, and State DOTs	Timeframe: Short term	Cost/Level of Effort: Low
	Potential Output Measure: # of Campaigns	Likely Impact: Low	Priority Level: Medium	Potential Funding Sources: HSIP, GOHS, Regional, Local

Safe Speeds

Int.3A	Utilize context-appropriate speed limits.			
	Description: Utilize context-appropriate vehicle speed limits at intersections through policy, education, and enforcement. Policy efforts can include speed setting policies that incorporate roadway function as well as environment, land uses, user types, and overall context similar to complete streets. A complete street design encourages safe driving habits and reduces excessive speeds.			
	4E Category: Engineering	Stakeholder Lead: Local , Regional, and State DOTs	Timeframe: Medium term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Intersections Modified	Likely Impact: Medium	Priority Level: Medium	Potential Funding Sources: HSIP, GOHS, Regional, Local

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Int.3B	Reduce speeds on intersection approaches.			
	Description: Implement design elements that reduce vehicular speeds on the approaches to an intersection. Infrastructure options may include roadway curvature, tighter curb radius, high friction surface area, and transverse rumble strips approaching an intersection. Visual cues may also improve driver awareness and reduce speeds, such as landscaping, speed warning signs, and advance flashing beacons.			
	4E Category: Engineering	Stakeholder Lead: Local , Regional, and State DOTs	Timeframe: Long term	Cost/Level of Effort: High
	Potential Output Measure: # of Intersections Modified	Likely Impact: Medium	Priority Level: Low	Potential Funding Sources: HSIP, Federal, Regional, Local
Int.3C	Increase automated/mobile enforcement of speeds.			
	Description: Utilize existing data and statistics regarding speeding to refine enforcement locations and tactics. Priority should be given to locations with a high number of speed violations or fatalities and serious injuries. Utilize automated systems where feasible to reduce the need for resources and increase the efficiency of the effort. Utilize mobile systems where feasible to target more areas and increase the efficacy of the effort.			
	4E Category: Enforcement	Stakeholder Lead: Law Enforcement	Timeframe: Short term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Enforcement Stops	Likely Impact: High	Priority Level: High	Potential Funding Sources: GOHS, Regional, Local

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Safe Vehicles

Int.4A	Promote advanced warning technology.			
	Description: Provide support to the automotive industry for implementation of advance warning technology in motor vehicles. Offer existing data regarding the relationship between driver behavior, reaction time, and crash severity. Offer support of potential new federal vehicle equipment and design initiatives that aim to reduce driver error through advance warnings. Existing technologies include lane departure warning, blind-spot warning, vehicle eye tracker, and emergency braking. Future technologies may include connected vehicles and autonomous vehicles.			
	4E Category: Education/Engineering	Stakeholder Lead: State DOT	Timeframe: Medium term	Cost/Level of Effort: Low
	Potential Output Measure: # of Federal Initiatives	Likely Impact: Medium	Priority Level: Medium	Potential Funding Sources: HSIP, Federal, Regional, Local
Int.4B	Support additional needs for advanced warning technology.			
	Description: Evaluate additional infrastructure needs to support and/or improve the accuracy of on-vehicle advanced warning technologies as well as connected vehicle and autonomous vehicle technologies. Many of the systems rely on information provided by signs, pavement markings, and other assets maintained by public agencies. Additional maintenance requirements may be needed to replace missing, damaged, or non-reflective pavement markings, roadway signs, and traffic signals. Similar care may be needed when obliterating pavement markings.			
	4E Category: Engineering	Stakeholder Lead: State DOT	Timeframe: Medium term	Cost/Level of Effort: Low
	Potential Output Measure: # of Policies Modified	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: HSIP, Federal, Regional, Local

ADOT Strategic Highway Safety Plan Detailed Strategies

Post-Crash Care

Int.5A	Promote safety at crash scenes.			
	Description: Promote traffic safety at crash scenes through internal training on traffic incident management (TIM), incident command system (ICS), rapid extrication of entrapped motor vehicle occupants, safe transport of pediatric patients, and other topics to law enforcement, first responders, and other public agencies. Provide public education on the need for safety around active crash scenes and the importance of responder safety to reduce risk of secondary crashes. Educate on supporting initiatives such as "Move Over" law and clearing roadway with minor crashes. Promote stop-the-bleed and CPR training for all motorists and bystanders so they can render emergency care at crash scenes as needed until emergency responders arrive. Support training of emergency medical care technicians and job placement in rural and medically underserved areas.			
	4E Category: Emergency Medical Services/Enforcement/Education	Stakeholder Lead: State DHS, Law Enforcement, AZ TIM Coalition, GOHS	Timeframe: Short term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Training Sessions	Likely Impact: High	Priority Level: High	Potential Funding Sources: SPAN, GOHS, Regional, Local
Int.5B	Improve access to intersection cameras.			
	Description: Improve interagency and interdepartmental access to existing intersection cameras to provide increased situational awareness particularly for first responders and others involved in Post-Crash care. Install additional pan-tilt-zoom (PTZ) cameras, mounted on signal poles and luminaires, at intersections with high crash severity rates and lack of visibility.			
	4E Category: Engineering/Emergency Medical Services/ Enforcement	Stakeholder Lead: Local , Regional, and State DOTs, Law Enforcement	Timeframe: Medium term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Intersections Modified	Likely Impact: Medium	Priority Level: Medium	Potential Funding Sources: HSIP, Federal, Regional, Local

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Int.5C	Share agency data.			
	Description: Share traffic-related data amongst statewide, regional, and local agencies to improve traffic safety planning, analysis, response, and post-crash care. Data may include traffic volumes, crash statistics, violation frequency, signal timing, emergency medical services and trauma registry data, among others. Data can consist of public agency data as well as third-party private data aggregation. Crash and violation data should be limited to an aggregate level and not include any personally identifiable information. Statistics and trends can be used to identify hot spots and assist in evaluating speed limits, safety improvements, design advancements, and staffing resources.			
	4E Category: Engineering/Emergency Medical Services/ Enforcement	Stakeholder Lead: Local , Regional, and State DOTs, Law Enforcement, State DHS	Timeframe: Medium term	Cost/Level of Effort: Low
	Potential Output Measure: # of Agencies Sharing Data	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: HSIP, Federal, Regional, Local

Emphasis Area: Lane Departure (LD)

Safe Roads

LD.1A	Keep vehicles in their lane.			
	Description: Develop infrastructure projects that aim to keep vehicles in their lane and on the road. Pavement design features that can reduce lane departure include edgeline pavement markings, wider pavement markings, rumble strips (centerline/edgeline), and high-friction surfaces. Roadside design elements that can contain lane departures include guardrail, cable barrier, and curbs. Priority locations may include those that experience wet weather, narrow shoulders, steep side slopes, curvature, and mountainous terrain. Ongoing maintenance of these design elements is important to maintain effectiveness.			
	4E Category: Engineering	Stakeholder Lead: Local , Regional, and State DOTs	Timeframe: Medium term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Miles Modified	Likely Impact: High	Priority Level: High	Potential Funding Sources: HSIP, Federal, Regional, Local
LD.1B	Improve recovery area.			
	Description: Develop infrastructure projects that improve the vehicle recovery area along roadways to reduce the severity of a crash in the event that a vehicle leaves the lane. Pavement design features include use of wider shoulders to increase the buffer area and use of a pavement safety edge to allow drivers an opportunity to recover. Roadside design features include slope flattening to reduce rollovers and removing obstacles within the clear zone to eliminate fixed objects. Ongoing maintenance of the clear zone is important to ensure an unobstructed, traversable area.			
	4E Category: Engineering	Stakeholder Lead: Local , Regional, and State DOTs	Timeframe: Long term	Cost/Level of Effort: High
	Potential Output Measure: # of Miles Modified	Likely Impact: Medium	Priority Level: Low	Potential Funding Sources: HSIP, Federal, Regional, Local

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LD.1C	Improve roadway visibility.			
	Description: Develop infrastructure projects that improve visibility along roadway segments. Short term projects may include chevron signs along curves and advanced warning signage to provide drivers additional warning of potential conflicts. Long term projects may include installation of overhead lighting along corridors, retroreflective pavement markers, or other features that improve line of sight.			
	4E Category: Engineering	Stakeholder Lead: Local , Regional, and State DOTs	Timeframe: Medium term	Cost/Level of Effort: Low
	Potential Output Measure: # of Miles Modified	Likely Impact: High	Priority Level: High	Potential Funding Sources: HSIP, Federal, Regional, Local
LD.1D	Increase passing/climbing lane opportunities.			
	Description: Develop infrastructure projects that provide additional passing/climbing opportunities in rural areas. Passing lanes and climbing lanes provide vehicles an opportunity to resolve speed differentials and avoid passing maneuvers that cross centerlines or edgelines. Priority should be given to two-lane rural roadways with crash histories, higher posted speed limits, higher overall volumes, and/or higher truck volumes.			
	4E Category: Engineering	Stakeholder Lead: State DOT	Timeframe: Long term	Cost/Level of Effort: High
	Potential Output Measure: # of Miles Modified	Likely Impact: Medium	Priority Level: Low	Potential Funding Sources: HSIP, Federal, State

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LD.1E	Separate animals from vehicles using space.			
	Description: Develop infrastructure projects that provide separation of animals from vehicular traffic, especially at locations with a high observation of animal crossings and/or reported crashes. Lower cost measures may include animal fencing, cattleguard, and animal warning signs. For locations with high risks due to higher posted speeds and/or higher levels of wildlife activity, grade-separated wildlife crossings (underpass/overpass) may be used.			
	4E Category: Engineering	Stakeholder Lead: Local , Regional, and State DOTs	Timeframe: Long term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Locations	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: HSIP, Federal, Regional, Local

Safe Road Users

LD.2A	Discourage distracted/drowsy driving.			
	Description: Develop educational campaigns that promote the importance of driving without distractions and/or fatigue. Promote and educate drivers on the Arizona Hands-Off Law, which began in 2021, making it illegal to use a stand-alone electronic device while driving unless in hands-free mode. For commercial drivers, maintain and support the network of rest areas along highway systems throughout the state and increase the amount of available truck parking areas (location and number) along major commerce routes.			
	4E Category: Education	Stakeholder Lead: Local , Regional, and State DOTs	Timeframe: Medium term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Campaigns	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: HSIP, GOHS, Regional, Local

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Safe Speeds

LD.3A	Improve driver awareness of appropriate speeds.			
	Description: Increase the awareness of appropriate speeds through the use of high-visibility feedback systems. These systems provide drivers additional information beyond static posted speed limits by utilizing real-time, variable feedback. Examples include variable speed limits that change based on environmental conditions and speed feedback systems that provide awareness/warning of actual user speeds compared to limit. These devices should be accompanied by increased enforcement to encourage driver compliance.			
	4E Category: Engineering/Education/Enforcement	Stakeholder Lead: Local , Regional, and State DOTs, Law Enforcement	Timeframe: Short term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Locations Modified	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: HSIP, Federal, Regional, Local
LD.3B	Increase automated/mobile enforcement of speeds.			
	Description: Utilize existing data and statistics regarding speeding to refine enforcement locations and tactics. Priority should be given to locations with a high number of speed violations or fatalities and serious injuries. Utilize automated systems where feasible and permitted by law to reduce the need for resources and increase the efficiency of the effort. Utilize mobile systems where feasible to target more areas and increase the efficacy of the effort.			
	4E Category: Enforcement	Stakeholder Lead: Law Enforcement	Timeframe: Short term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Traffic Stops	Likely Impact: High	Priority Level: High	Potential Funding Sources: GOHS, Regional, Local

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Safe Vehicles

LD.4A	Promote advanced warning technology.			
	Description: Provide support to the automotive industry for implementation of advance warning technology in motor vehicles. Offer existing data regarding the relationship between driver behavior, reaction time, and crash severity. Offer support of potential new federal vehicle equipment and design initiatives that aim to reduce driver error through advance warnings. Existing technologies include lane departure warning, blind-spot warning, vehicle eye tracker, and emergency braking. Future technologies may include connected vehicles and autonomous vehicles.			
	4E Category: Education/Engineering	Stakeholder Lead: State DOT	Timeframe: Medium term	Cost/Level of Effort: Low
	Potential Output Measure: # of Federal Initiatives	Likely Impact: Medium	Priority Level: Medium	Potential Funding Sources: HSIP, Federal, Regional, Local
LD.4B	Support additional needs for advanced warning technology.			
	Description: Evaluate additional infrastructure needs to support and/or improve the accuracy of on-vehicle advanced warning technologies as well as connected vehicle and autonomous vehicle technologies. Many of the systems rely on information provided by signs, pavement markings, and other assets maintained by public agencies. Additional maintenance requirements may be needed to replace missing, damaged, or non-reflective pavement markings, roadway signs, and traffic signals. Similar care may be needed when obliterating pavement markings.			
	4E Category: Engineering	Stakeholder Lead: State DOT	Timeframe: Medium term	Cost/Level of Effort: Low
	Potential Output Measure: # of Policies Modified	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: HSIP, Federal, Regional, Local

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Post-Crash Care

LD.5A	Promote safety at crash scenes.			
	Description: Promote traffic safety at crash scenes through internal training on traffic incident management (TIM), incident command system (ICS), rapid extrication of entrapped motor vehicle occupants, safe transport of pediatric patients, and other topics to law enforcement, first responders, and other public agencies. Provide public education on the need for safety around active crash scenes and the importance of responder safety to reduce risk of secondary crashes. Educate on supporting initiatives such as "Move Over" law and clearing roadway with minor crashes. Promote stop-the-bleed and CPR training for all motorists and bystanders so they can render emergency care at crash scenes as needed until emergency responders arrive. Support training of emergency medical care technicians and job placement in rural and medically underserved areas.			
	4E Category: Emergency Medical Services/Enforcement/Education	Stakeholder Lead: State DHS, Law Enforcement, AZ TIM Coalition, GOHS	Timeframe: Short term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Training Sessions	Likely Impact: High	Priority Level: High	Potential Funding Sources: SPAN, GOHS, Regional, Local
LD.5B	Support improvements in communication options in rural areas.			
	Description: Support private industry efforts to increase broadband/cellular communication in rural areas particularly those that improve reliability along major transportation corridors. Agencies can implement policies, permit processes, and projects to support the expansion of services to underserved areas. Partnerships may include leveraging Arizona's broadband activities under the Arizona Commerce Authority. In rural and/or mountainous locations where there is little to no cell reception, roadside call boxes may support emergency response.			
	4E Category: Engineering	Stakeholder Lead: Local , Regional, and State DOTs	Timeframe: Long term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Activities	Likely Impact: Medium	Priority Level: Low	Potential Funding Sources: Federal, State, Regional, Local

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LD.5C	Share agency data.			
	Description: Share traffic-related data amongst statewide, regional, and local agencies to improve traffic safety planning, analysis, response, and post-crash care. Data may include traffic volumes, crash statistics, violation frequency, signal timing, emergency medical services and trauma registry data, among others. Data can consist of public agency data as well as third-party private data aggregation. Crash and violation data should be limited to an aggregate level and not include any personally identifiable information. Statistics and trends can be used to identify hot spots and assist in evaluating speed limits, safety improvements, design advancements, and staffing resources.			
	4E Category: Engineering/Emergency Medical Services/ Enforcement	Stakeholder Lead: Local , Regional, and State DOTs, Law Enforcement, State DHS	Timeframe: Medium term	Cost/Level of Effort: Low
	Potential Output Measure: # of Agencies Sharing Data	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: HSIP, Federal, Regional, Local

Emphasis Area: Tribal Lands (TL)

Safe Roads

TL.1A	Keep vehicles in their lane.			
	Description: Develop infrastructure projects that aim to keep vehicles in their lane and on the road. Pavement design features that can reduce lane departure include edgeline pavement markings, wider pavement markings, rumble strips (centerline/edgeline), and high-friction surfaces. Roadside design elements that can contain lane departures include guardrail, cable barrier, and curbs. Priority locations may include those that experience wet weather, narrow shoulders, steep side slopes, curvature, and mountainous terrain. Ongoing maintenance of these design elements is important to maintain effectiveness.			
	4E Category: Engineering	Stakeholder Lead: State and Tribal DOTs	Timeframe: Medium term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Miles Modified	Likely Impact: High	Priority Level: High	Potential Funding Sources: HSIP, Federal, Regional, Tribal
TL.1B	Improve recovery area.			
	Description: Develop infrastructure projects that improve the vehicle recovery area along roadways to reduce the severity of a crash in the event that a vehicle leaves the lane. Pavement design features include use of wider shoulders to increase the buffer area and use of a pavement safety edge to allow drivers an opportunity to recover. Roadside design features include slope flattening to reduce rollovers and removing obstacles within the clear zone to eliminate fixed objects. Ongoing maintenance of the clear zone is important to ensure an unobstructed, traversable area.			
	4E Category: Engineering	Stakeholder Lead: State and Tribal DOTs	Timeframe: Long term	Cost/Level of Effort: High
	Potential Output Measure: # of Miles Modified	Likely Impact: Medium	Priority Level: Low	Potential Funding Sources: HSIP, Federal, Regional, Tribal

ADOT Strategic Highway Safety Plan Detailed Strategies

TL.1C	Minimize roadside object crash severity.			
	Description: Develop infrastructure projects that minimize the impact of collisions with roadside objects. This includes roadside design features that dissipate or reduce impact forces and redirect vehicles such as breakaway bases and technology; longitudinal barriers such as guardrail, concrete, and cables; and barrier terminals (i.e., the guardrail, concrete, and cable barrier ends).			
	4E Category: Engineering	Stakeholder Lead: State and Tribal DOTs	Timeframe: Long term	Cost/Level of Effort: High
	Potential Output Measure: # of Miles Modified	Likely Impact: Medium	Priority Level: Low	Potential Funding Sources: HSIP, Federal, Regional, Tribal
TL.1D	Separate animals from vehicles using space.			
	Description: Develop infrastructure projects that provide separation of animals from vehicular traffic, especially at locations with a high observation of animal crossings and/or reported crashes. Lower cost measures may include animal fencing, cattleguard, and animal warning signs. For locations with high risks due to higher posted speeds and/or higher levels of wildlife activity, grade-separated wildlife crossings (underpass/overpass) may be used.			
	4E Category: Engineering	Stakeholder Lead: State and Tribal DOTs	Timeframe: Long term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Locations Modified	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: HSIP, Federal, Regional, Tribal

ADOT Strategic Highway Safety Plan Detailed Strategies

TL.1E	Simplify roadway environment.			
	Description: Minimize visual distractions within the roadway prism, particularly at decision points and/or reduce the number of decisions required by driver. In areas where decisions are required by drivers, reduce general distractions such as sign clutter or excess pavement markings so that focus is on the most critical information. Where possible, provide physical emphasis for decision points to positively reinforce the intent. Examples include channelization, turn lanes, separated bicycle lanes, and others.			
	4E Category: Engineering	Stakeholder Lead: State and Tribal DOTs	Timeframe: Medium term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Locations Modified	Likely Impact: Medium	Priority Level: Medium	Potential Funding Sources: HSIP, Federal, Regional, Tribal

Safe Road Users

TL.2A	Promote seat belt education program.			
	Description: Provide data and input that supports the need for seat belt use. Readily available statistics at the national, state, and Tribal levels regarding the relationship between crash severity and occupant protection can be presented to increase awareness. Tribal education campaigns can be developed utilizing the same data. Distribution can be done online, promoted on social media, and presented to community groups.			
	4E Category: Education	Stakeholder Lead: State and Tribal DOTs	Timeframe: Short term	Cost/Level of Effort: Low
	Potential Output Measure: # of Campaigns	Likely Impact: Low	Priority Level: Medium	Potential Funding Sources: GOHS, Regional, Tribal

ADOT Strategic Highway Safety Plan Detailed Strategies

TL.2B	Promote impairment and aggressive driving enforcement and education programs.			
	Description: Utilize existing data and statistics regarding impairment and aggressive driving to refine enforcement locations and tactics. Increase enforcement visibility and promote awareness using media platforms. Tribal education campaigns can be developed utilizing the same data and in Tribal languages where appropriate. Distribution can be done online, promoted on social media, and presented to community groups.			
	4E Category: Enforcement/Education	Stakeholder Lead: State and Tribal DOTs, Law Enforcement	Timeframe: Short term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Enforcement Stops # of Campaigns	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: GOHS, Regional, Tribal
TL.2C	Support increased safety education and testing for all road users.			
	Description: Provide data and input that supports the need for increased safety education and testing within the younger and older age brackets. Readily available statistics at the national, state, and Tribal levels regarding the relationship between crash severity and road user age can be presented to increase awareness related to graduated driver licenses and renewal requirements and traveler safety education in schools. Consider including more safety-related questions in the driver's license test.			
	4E Category: Education/Enforcement	Stakeholder Lead: State and Tribal DOTs, Law Enforcement	Timeframe: Medium term	Cost/Level of Effort: Low
	Potential Output Measure: # of Policies Modified	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: GOHS, Regional, Tribal

ADOT Strategic Highway Safety Plan Detailed Strategies

TL.2D	Support, through the provision of information, laws and agency policies that promote safety.			
	Description: Provide data and input that supports proposed new and/or revised laws and policies that promote safety. Readily available statistics at the national, state, and Tribal levels regarding the relationship between crash severity and human behavior can be presented to increase awareness and offer support to new initiatives.			
	4E Category: Education/Enforcement	Stakeholder Lead: State and Tribal DOTs, Law Enforcement	Timeframe: Medium term	Cost/Level of Effort: Low
	Potential Output Measure: # of Policies Modified	Likely Impact: Medium	Priority Level: Medium	Potential Funding Sources: GOHS, Regional, Tribal
TL.2E	Conduct high-visibility enforcement at intersections.			
	Description: Conduct high-visibility enforcement at intersection locations with a high number of violations or crash patterns. The purpose of high-visibility enforcement is to educate the public on existing laws and increase long term voluntary compliance. Enforcement activities at intersections could include red-light-running, failure to yield to VRUs in the crosswalk, and distracted/aggressive driving. Utilize automated systems where feasible to reduce the need for resources and increase the efficiency of the effort. Utilize mobile systems where feasible to target more areas and increase the efficacy of the effort.			
	4E Category: Enforcement	Stakeholder Lead: Law Enforcement	Timeframe: Short term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Enforcement Stops	Likely Impact: High	Priority Level: High	Potential Funding Sources: GOHS, Regional, Tribal

ADOT Strategic Highway Safety Plan Detailed Strategies

TL.2F	Collaborate with stakeholders to develop positive social-norming public information media campaigns.			
	Description: Develop media campaigns that focus on positive social-norming around traffic safety. Positive social-norming approach uses existing data to highlight positive norms already existent in populations to reduce commonly held misperceptions that contribute to risky behavior. Media campaigns can be created to support a wide variety of measures including reported behaviors, attitudes, and support for policy. Statewide, regional, and Tribal efforts can be combined to reach larger audiences and increase efficiency of resources.			
	4E Category: Education	Stakeholder Lead: State and Tribal DOTs	Timeframe: Medium term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Campaigns	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: HSIP, GOHS, Regional, Tribal

Safe Speeds

TL.3A	Improve driver awareness of appropriate speeds.			
	Description: Increase the awareness of appropriate speeds through the use of high-visibility feedback systems. These systems provide drivers additional information beyond static posted speed limits by utilizing real-time, variable feedback. Examples include speed feedback systems that provide awareness/warning of actual user speeds compared to limit. These devices should be accompanied by increased enforcement to encourage driver compliance.			
	4E Category: Engineering/Education/ Enforcement	Stakeholder Lead: State and Tribal DOTs, Law Enforcement	Timeframe: Short term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Locations Modified	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: HSIP, Federal, Regional, Tribal

ADOT Strategic Highway Safety Plan Detailed Strategies

TL.3B	Increase automated/mobile enforcement of speeds.			
	Description: Utilize existing data and statistics regarding speeding to refine enforcement locations and tactics. Priority should be given to locations with a high number of speed violations or fatalities and serious injuries. Utilize automated systems where feasible and permitted by law to reduce the need for resources and increase the efficiency of the effort. Utilize mobile systems where feasible to target more areas and increase the efficacy of the effort.			
	4E Category: Enforcement	Stakeholder Lead: Law Enforcement	Timeframe: Short term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Enforcement Stops	Likely Impact: High	Priority Level: High	Potential Funding Sources: GOHS, Regional, Tribal

Safe Vehicles

TL.4A	Support vehicle systems that discourage impaired driving.			
	Description: Provide the automotive industry and lawmakers existing data regarding the relationship between crash frequency and severity and driver impairment, as requested. Offer support to potential new federal equipment and design initiatives such as mandatory impaired driving prevention technology on all new passenger motor vehicles as well as connected vehicle and autonomous vehicle technologies.			
	4E Category: Education/Engineering	Stakeholder Lead: State and Tribal DOTs	Timeframe: Short term	Cost/Level of Effort: Low
	Potential Output Measure: # of Federal Initiatives	Likely Impact: Low	Priority Level: Medium	Potential Funding Sources: HSIP, Federal

ADOT Strategic Highway Safety Plan Detailed Strategies

TL.4B	Support vehicle systems that discourage distracted/drowsy driving.			
	Description: Provide the automotive industry and lawmakers existing data regarding the relationship between crash frequency and severity and driver distraction/fatigue, as requested. Offer support to potential new federal equipment and design initiatives such as drowsy driving detection systems that use a combination of sensors and algorithms to identify signs of drowsiness as well as connected vehicle and autonomous vehicle technologies.			
	4E Category: Education/Engineering	Stakeholder Lead: State and Tribal DOTs	Timeframe: Short term	Cost/Level of Effort: Low
	Potential Output Measure: # of Federal Initiatives	Likely Impact: Low	Priority Level: Medium	Potential Funding Sources: HSIP, Federal
TL.4C	Collaborate with private stakeholders on traffic safety initiatives.			
	Description: Collaborate with private stakeholders on traffic safety initiatives related to vehicle improvements and operations. Potential partnerships can include fleet owner/operators who oversee large numbers of business vehicles (typically heavy trucks) and insurance agencies who manage risk-based policies.			
	4E Category: Education/Engineering	Stakeholder Lead: State and Tribal DOTs	Timeframe: Medium term	Cost/Level of Effort: Low
	Potential Output Measure: # of Safety Initiatives	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: HSIP, Federal

ADOT Strategic Highway Safety Plan Detailed Strategies

TL.4D	Support increased vehicle inspections.			
	Description: Provide data and input that supports proposed new and/or revised laws and policies that promote vehicle safety inspection. Arizona currently requires safety inspections on commercial vehicles but not passenger vehicles. Determine appropriate level of inspection based on other state practices that require passenger vehicles to undergo inspection on an annual or biennial cycle or when sold/transfer ownership.			
	4E Category: Enforcement	Stakeholder Lead: State and Tribal DOTs	Timeframe: Medium term	Cost/Level of Effort: Low
	Potential Output Measure: # of Inspections	Likely Impact: Low	Priority Level: Low	Potential Funding Sources: HSIP, Federal

Post-Crash Care

TL.5A	Promote safety at crash scenes.			
	Description: Promote traffic safety at crash scenes through internal training on traffic incident management (TIM), incident command system (ICS), rapid extrication of entrapped motor vehicle occupants, safe transport of pediatric patients, and other topics to law enforcement, first responders, and other public agencies. Provide public education on the need for safety around active crash scenes and the importance of responder safety to reduce risk of secondary crashes. Educate on supporting initiatives such as "Move Over" law and clearing roadway with minor crashes. Promote stop-the-bleed and CPR training for all motorists and bystanders so they can render emergency care at crash scenes as needed until emergency responders arrive. Support training of emergency medical care technicians and job placement in rural and medically underserved areas.			
	4E Category: Emergency Medical Services/Enforcement/Education	Stakeholder Lead: State DHS, Law Enforcement, AZ TIM Coalition, GOHS	Timeframe: Short term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Training Sessions	Likely Impact: High	Priority Level: High	Potential Funding Sources: SPAN, GOHS, Regional, Tribal

ADOT Strategic Highway Safety Plan Detailed Strategies

TL.5B	Support improvements in communication options in rural areas.			
	Description: Support private industry efforts to increase broadband/cellular communication in rural areas, particularly those that improve reliability along major transportation corridors. Agencies can implement policies, permit processes, and projects to support the expansion of services to underserved areas. Partnerships may include leveraging Arizona's broadband activities under the Arizona Commerce Authority.			
	4E Category: Engineering	Stakeholder Lead: State and Tribal DOTs	Timeframe: Long term	Cost/Level of Effort: Medium
	Potential Output Measure: # of Activities	Likely Impact: Medium	Priority Level: Low	Potential Funding Sources: Federal, State, Regional, Tribal
TL.5C	Improve Tribal crash data collection and sharing.			
	Description: Improve crash data collection at the scene of incidents on Tribal lands to ensure accurate and complete safety data. Crash data collection should follow the state's crash record form, ideally in electronic format, to facilitate efficiency in transmittal to the statewide crash database. Crash narratives should provide a descriptive account of the crash with details not explicitly within the form. Improve incident EMS and trauma registry data collection, maintenance, and enhancement of related databases. Data can consist of public agency data as well as third-party private data aggregation.			
	4E Category: Enforcement/Emergency Medical Services/ Engineering	Stakeholder Lead: State and Tribal DOTs, Law Enforcement, State DHS	Timeframe: Short term	Cost/Level of Effort: Low
	Potential Output Measure: # of Tribes Transmitting Data to Statewide Crash Database	Likely Impact: Medium	Priority Level: High	Potential Funding Sources: GOHS, Regional, Tribal

APPENDIX B

Funding Opportunities

Appendix B – Funding Opportunities

The following appendix provides more details on the funding opportunities identified in the 2024 SHSP.

Federal Funding Sources

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant

The competitive RAISE grant program supports innovative projects, including multi-modal and multijurisdictional projects, which are difficult to fund through traditional federal programs. In each round of RAISE, the Department of Transportation (DOT) receives hundreds of applications to build and repair critical pieces of our freight and passenger transportation networks. Projects are evaluated on the benefits their project would deliver for five long-term outcomes: safety, economic competitiveness, state of good repair, quality of life, and environmental sustainability. DOT also evaluates projects on innovation, partnerships, project readiness, benefit cost analysis, and cost share.

Transportation Infrastructure Finance and Innovation Act (TIFIA)

The TIFIA program provides credit assistance for qualified projects of regional and national significance. Many large-scale, surface transportation projects – highway, transit, railroad, intermodal freight, and port access – are eligible for assistance. Eligible applicants include state and local governments, transit agencies, railroad companies, special authorities, special districts, and private entities. The program's fundamental goal is to leverage Federal funds by attracting substantial private and other non-Federal co-investment in critical improvements to the nation's surface transportation system.

Federal Transit Administration (FTA) Grant Programs

The following FTA grant programs listed pedestrian improvements as eligible for funding to provide access to transit:

- FTA Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities – Information on this program cites examples of funding for pedestrian improvements to improve transit access such as building an accessible path to a bus stop or providing curb-cuts, sidewalks, accessible pedestrian signals, or other accessible features.
- FTA Section 5311: Rural Areas – Grants can support a joint development improvement, such as pedestrian and bicyclist access to a public transportation facility.

Congestion Mitigation/Air Quality (CMAQ) Program

The Bipartisan Infrastructure Law (BIL) continued the CMAQ program to provide a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (air quality maintenance areas).

Highway Safety Improvement Program (HSIP)

The BIL continued the HSIP. The purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on Tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

National Highway Performance Program (NHPP)

The BIL continued the NHPP, which was established under MAP-21. The NHPP provides support for the condition and performance of the National Highway System (NHS). All pedestrian/bicyclist improvements must be associated with an NHS facility.

Surface Transportation Block Grant Program (STBG)

The STBG provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway. Eligible projects related to pedestrian safety include pedestrian and bicycle projects, safety projects, recreational trails, safe routes to school projects, and projects within the pre-FAST Act Title 23 definition of “transportation alternatives” (see the Transportation Alternatives Set-Aside description below). Projects must be identified in the Statewide Transportation Improvement Program (STIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan.

Transportation Alternatives Set-Aside (TA)

The BIL increased funding for the TASA program, which provides funding for trails, walking, and biking in the United States. The TASA program supports pedestrian and bike infrastructure, recreational trails, and safe routes to school. The program also allows states to use up to 5% of available funds for technical assistance to help local governments apply for additional grants.

Recreational Trails Program (RTP)

The RTP provides funds to the states to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. The BIL reauthorized the RTP for Federal fiscal years 2022 through 2026 as a set-aside of funds from the TA Set-Aside under the STBG.

Safe Routes to School (SRTS)

SRTS funds are available until expended (they are not subject to the usual Federal-aid highway four-year rule of availability). SRTS is now funded within the TA Set-Aside.

Safe Streets and Roads for All (SS4A) Grant Program

The SS4A grant program with \$5 billion in funds for a 5-year period, from 2022 to 2026. The program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

Statewide Planning and Research (SP&R) or Metropolitan Planning Funds

Funding is provided for SP&R by a 2% set-aside from each state's apportionments of four programs: NHPP, Surface Transportation Program (STP), HSIP, and CMAQ. A minimum of 25% must be used for research purposes, and the remaining funds are used for statewide and metropolitan planning.

NHTSA Section 402: State and Community Highway Safety Grant Program

To receive Section 402 grant funds, a state must have an approved HSP and provide assurances that it will implement activities in support of national goals that also reflect the primary data-related factors within the state, as identified by the state highway safety planning process. States can distribute highway safety grant funds to a wide network of sub-grantees, including local law enforcement agencies, municipalities, universities, health care organizations, and other local institutions. States may spend 402 funds in accordance with an approved HSP that complies with the uniform national guidelines for highway safety programs. One of the eligible programs is to improve pedestrian and bicyclist safety.

NHTSA Section 405: National Priority Safety Programs (Nonmotorized Safety)

Under the FAST Act, Section 405 is the National Priority Safety Program, which provides grant funding to address selected national priorities for reducing highway deaths and injuries. The FAST Act added two new grants under this program, one of which is for nonmotorized safety. States are eligible if the annual combined pedestrian and bicyclist fatalities in the state exceed 15 percent of the total annual crash fatalities in the state using the most recently available final data from NHTSA's Fatality Analysis Reporting System (FARS). Eligible states may use Section 405 grant funds only for training law enforcement on state laws applicable to pedestrian and bicyclist safety; enforcement mobilizations and campaigns designed to enforce those state laws; or public education and awareness programs designed to inform motorists, pedestrians, and bicyclists of those state laws.

Federal Lands and Tribal Transportation Programs

Programs under the FHWA, Office of Federal Lands Highway relate to projects to improve transportation to and within Federal and Tribal lands. Programs that can potentially fund pedestrian safety improvements are:

- Federal Lands Access Program
- Federal Lands Transportation Program
- Tribal Transportation Program
- Nationally Significant Federal Lands and Tribal Projects

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)

Under the BIL, the PROTECT grant program provides funding to ensure surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. The PROTECT discretionary program offers two types of awards: planning grants and competitive resilience improvement grants.

APPENDIX C

Vulnerable Road User Safety Assessment Strategies

ARIZONA Vulnerable Road User Safety Assessment November 2023

ADOT | Arizona Department
of Transportation



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STATUTORY NOTICE

This report was funded in part through grants from the Federal Highway Administration, U.S. Department of Transportation. The contents of this report reflect the views of the authors, who are responsible for the facts and accuracy of the data, and for the use or adaption of previously published material presented herein. The contents do not necessarily reflect the official views or policies of the Arizona Department of Transportation or the Federal Highway Administration, U.S. Department of Transportation. This report does not constitute a standard, specification, or regulation. Trade or manufacturers' names that may appear herein are cited only because they are considered essential to the objectives of the report. The U.S. government and the State of Arizona do not endorse products or manufacturers.

23 USC 409 – Discovery and admission as evidence of certain reports and surveys

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement or potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

ADOT DIRECTOR'S LETTER

November 15, 2023


Ensuring the safety of every Arizonan on our roads is paramount. This is especially true for our most vulnerable road users: pedestrians, bicyclists, and road workers.

In line with our commitment to transportation safety, I am pleased to share Arizona's Vulnerable Road User Safety Assessment, prepared by the Arizona Department of Transportation (ADOT).

This statewide strategic plan focuses on reducing injuries and fatalities among vulnerable road users (VRUs) in Arizona. The assessment evaluates historical crashes involving VRUs, VRU activity levels, and locations of underserved populations and proposes strategies and programs to improve VRU safety in Arizona.

I extend my gratitude to all partners and stakeholders for their dedication to creating safer travels for everyone.

Sincerely,

DocuSigned by:

B62A62C2C737460...

Jennifer Toth

ADOT Director

EXECUTIVE SUMMARY

The Vulnerable Road User Safety Assessment (VRUSA) is a statewide initiative to improve safety for Vulnerable Road Users (VRU) in the Arizona. The assessment evaluates historical crashes involving VRUs, VRU activity levels, locations of underserved populations, and stakeholder consultation to develop strategies and programs to improve VRU safety in Arizona.

A VULNERABLE ROAD USER (VRU) IS:

- A non-motorist (pedestrian, bicyclist, other cyclist)
- Person on personal conveyance
- Worker on foot in a roadway work zone
- Roadway incident responder (e.g., first responder) working a roadway incident on foot
- Does not include motorcycle or e-bike riders

Safety Improvement Areas

Quantitative analysis was performed to identify Safety Improvement Areas (SIAs) in Arizona. SIAs are locations that likely require more attention and resources for safety enhancements to improve safety for VRUs. The quantitative analysis process followed to identify SIAs included analysis of existing VRU crash data, equity considerations, and VRU activity.

- Phoenix
- White Mountain Apache Tribe
- Yuma
- Tucson
- Gila River Indian Community
- Mesa
- Golden Valley
- Prescott
- Catalina
- Apache Junction

Program of Projects and Strategies

A program of projects and strategies was developed to be utilized by agencies throughout the state, including a state safety program inventory and safety improvement strategies. The safety program inventory aimed to provide information on the overall scope of VRU safety efforts in the state and aid stakeholders in making connections. Arizona's safety program inventory comprises agencies, plans, programs, funding sources, and databases applicable to VRU safety.

Safety improvement strategies were developed following a review of existing safety efforts and discussion with stakeholders. Countermeasures from Stakeholder Meeting 1, Stakeholder Meeting 2, and existing local, regional, and statewide plans were summarized to develop a comprehensive list of safety improvement countermeasures. Identified countermeasures were then applied to a wide variety of criteria to develop the VRU Safety Countermeasures Selection Matrix Tool, intended to be used by stakeholders at all levels of government to aid the selection of appropriate countermeasures to address VRU safety challenges in their community.

The VRU Safety Countermeasures Selection Matrix Tool is categorized by type (Engineering, Education, Enforcement, Emergency Services, and Data Collection) and cost of the strategy (low, medium, and high). Each countermeasure was assessed against the SSA Effectiveness Criteria (Separated Space, Separated Time, Increase Attentiveness and Awareness, Reduce Speeds, and Reduce Impact Forces) and applicability criteria dependent on the countermeasure type.

INTRODUCTION

The Vulnerable Road User Safety Assessment (VRUSA) is a statewide initiative to improve safety for Vulnerable Road Users (VRU) in the state of Arizona. The assessment evaluates historical crashes involving VRUs, VRU activity levels, and locations of underserved populations to develop strategies and programs to improve VRU safety in Arizona. According to presidential Executive Order 13985, underserved populations are those that have been systemically denied a full opportunity to participate in aspects of economic, social, and civic life. The VRUSA was developed in accordance with the federal “Bipartisan Infrastructure Law” and is included as part of the Highway Safety Improvement Program (HSIP). The VRUSA applies to all public roadways in Arizona, not just those owned or operated by ADOT.

Background and Purpose

In recent years, VRU fatalities have been a growing issue throughout the country. The National Highway Traffic Safety Administration (NHTSA) reported that fatalities for pedestrians have increased by 13% from 2020 to 2021, and by 5% for bicyclists across the nation. Recent trends have made addressing VRU safety a priority for the Federal Highway Administration (FHWA).

The VRUSA, required of each state by FHWA, is an assessment of safety performance focusing on VRUs that will produce a plan to improve safety for VRUs. The VRUSA will serve as a first step in the development of Arizona’s 2024 Strategic Highway Safety Plan (SHSP) and Active Transportation Safety Action Plan (ATSAP). Outcomes from the VRUSA will be incorporated in both upcoming plans. Subsequent VRUSAs will be completed with routine SHSP updates.

What is a VRU?

A VRU is a non-motorist using the roadway network, including pedestrians (people walking), bicyclists (people riding bicycles), other cyclists (e.g., 3-wheeler and 4-wheeler pedalcyclists, excluding e-bike riders), and people on various forms of personal conveyance (e.g., scooters, skateboards). It is important to note that current State statutes and crash-coding do not provide distinct treatment and categorization of the full range of electric mobility devices, including e-bikes, e-scooters, and e-unicycles. Policies should be implemented to provide clarity on treatment and categorization of these modes of travel. VRUs also include workers on foot in a roadway work zone and roadway incident responders on foot. Because of their vulnerability on the roadway network, VRUs are at risk for fatal and serious injury crashes.

A VULNERABLE ROAD USER (VRU) IS:

- A non-motorist (pedestrian, bicyclist, other cyclist)
- Person on personal conveyance
- Worker on foot in a roadway work zone
- Roadway incident responder (e.g., first responder) working a roadway incident on foot
- Does not include motorcycle or e-bike riders

VRUSA Process

The VRUSA is comprised of five sections, shown in **Figure 1**. The five components are:

1. **Safe System Approach.** This section includes a review of how the Safe System Approach was considered as part of the VRUSA, including separating users in time and space, increasing awareness and attentiveness, reducing speeds, and reducing impact forces. The Safe System Approach was also integrated where appropriate throughout all components of the assessment.
2. **VRU Safety Performance.** This section includes an analysis of existing VRU serious injury and fatal crash data from 2013 through 2022. Historical crash data was analyzed by time, location, condition, and victim characteristics to provide an existing snapshot of VRU safety in Arizona. The state's VRU crash and fatality rates were compared to those of the nation.
3. **Quantitative Analysis.** This section includes an analysis of a combination of VRU crash data, equity data of underserved communities and demographics, and VRU activity data to identify VRU Safety Improvement Areas (SIAs) throughout the state.
4. **Stakeholder Consultation.** This section reviews the stakeholder engagement process, including stakeholder meetings, and a summary of outcomes from engagement efforts.
5. **Program of Projects and Strategies.** This section includes the identification of potential projects and strategies to reduce safety risks for VRU in SIAs that can applied to all of Arizona.

Figure 1. VRUSA Components



SAFE SYSTEM APPROACH

The VRUSA implements the Safe System Approach (SSA) framework to inform analysis of existing conditions and development of projects and strategies to improve VRU safety in Arizona. The SSA was considered in all elements of Arizona's VRUSA. The SSA requires all elements of the transportation system shown in the graphic below to work together to create a safer transportation system. It is a holistic and comprehensive approach that provides a guiding framework to make places safer for all people.

SAFE SYSTEM APPROACH:

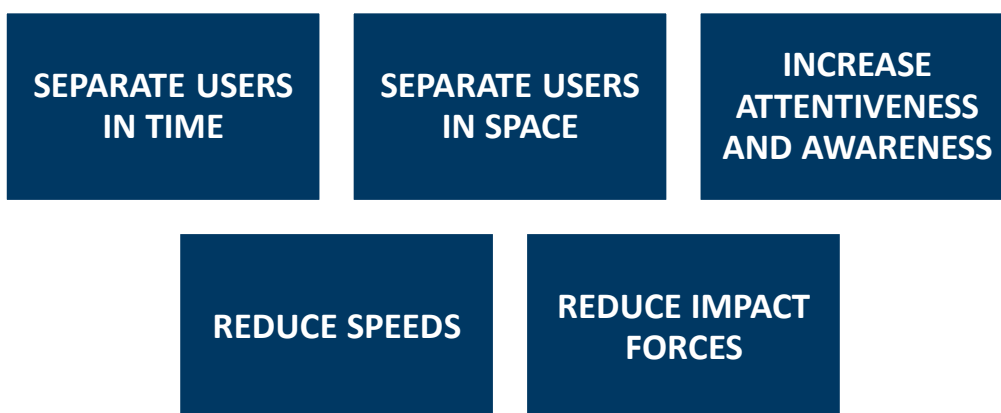
"A roadway design that emphasizes minimizing the risk of injury or fatality to road users; and that: takes into consideration the possibility and likelihood of human error; accommodates human injury tolerance by taking into consideration likely crash types, resulting impact forces, and the ability of the human body to withstand impact forces; and takes into consideration vulnerable road users"(23 U.S.C. 148(a)(9))



Source: United States Department of Transportation

The SSA aims to minimize the possibility of injuries or fatalities to road users through a holistic view of the roadway system by implementing adequate roadway design, considering likeliness of human error, and accommodating human injury tolerance by considering impact energy that the body can tolerate. The SSA identifies a key component of roadway safety to be quality data. Data-driven approaches allow municipalities, tribes, and other governmental organizations to prioritize areas of high risk. The SSA includes the components shown in **Figure 2**. All components work together to reduce risk of serious injuries and fatalities.

Figure 2. SSA Components



Source: United States Department of Transportation

Consideration of the SSA throughout the Arizona VRUSA process is summarized below.

VRU SAFETY PERFORMANCE

Crash analysis performed in the VRUSA focused on pedestrian and bicyclist serious injuries and fatalities. Focusing analysis on serious and fatal injuries and person data rather than crash data aligns with SSA and USDOT's National Highway Safety Strategy.

QUANTITATIVE ANALYSIS

Understanding a wide variety of contributing factors to VRU safety in Arizona provided context on how to implement safer roadways and safer conditions for people with more tolerance for errors by travelers. Observing VRU safety under the lens of equity and VRU activity provided a comprehensive analysis of key trends in VRU safety.

STAKEHOLDER CONSULTATION

VRUSA stakeholder consultation was a collaborative effort among local agencies, regional agencies, state agencies, tribal agencies, and community advocates. Stakeholders provided significant insight into local knowledge of VRU safety-related challenges and SSA-related solutions to aid in the development of the program of projects and strategies in the VRUSA.

PROGRAM OF PROJECTS AND STRATEGIES

The resulting program of projects and strategies encapsulated existing planning efforts from all levels of government within the state, compiling SSA strategies related to engineering, enforcement, education, emergency services, and data collection.

OVERVIEW OF VRU SAFETY PERFORMANCE

Statewide VRU crash data was provided by the Arizona Department of Transportation (ADOT) for the most recent ten-year period (2013-2022). The historic crash and person data was obtained through ADOT's Arizona Crash Information System (ACIS). Trends amongst persons involved in VRU crashes, particularly serious injury and fatal crashes, were analyzed by numerous factors to review existing VRU safety performance on all public roadways in Arizona.

Historical Safety Trends

VRUs involved in crashes of any severity level for the past ten years in Arizona are shown in **Figure 3**. The number of VRUs involved in crashes has decreased by 13%, with 2020 (when COVID-19 Pandemic restrictions were in effect) having the lowest number of VRUs involved in crashes. VRU involvement in crashes has increased following the COVID-19 Pandemic, increasing 29% from 2020 to 2022, but it is still lower than in 2019.

Figure 3. VRUs Involved in Crashes per Year, 2013-2022



Source: Arizona Crash Information System (ACIS), 2013-2022

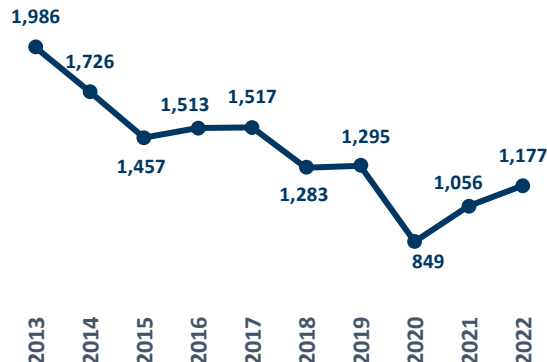
Pedestrians and bicyclists involved in crashes of any severity level by year are shown in **Figure 4** and **Figure 5**, respectively. The number of bicyclists involved in crashes of any severity level has generally decreased over the last ten years (with a 41% decrease between 2013 and 2022) while the number of pedestrians involved in crashes of any severity level has generally increased over the last ten years (with a 22% increase between 2013 and 2022). In 2013, the composition of VRU crashes was 45% pedestrians and 55% bicyclists. In 2022, the composition of VRU crashes was 63% pedestrians and 27% bicyclists. It is important to note pedestrian-involved and bicyclist-involved crashes that do not result in severe injuries or fatalities have historically been believed to be underreported, potentially skewing crash data.

Figure 4. Pedestrians Involved in Crashes by Year, 2013-2022



Source: ACIS, 2013-2022

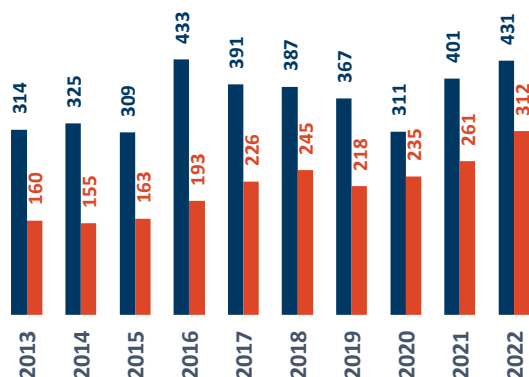
Figure 5. Bicyclists Involved in Crashes by Year, 2013-2022



Source: ACIS, 2013-2022

VRU serious injuries and fatalities are shown for pedestrians and bicyclists in **Figure 6** and **Figure 7**, respectively. In the past ten years, there were an average of 217 pedestrian fatalities per year and 33 bicyclist fatalities per year, with there being 312 pedestrian fatalities and 48 bicyclist fatalities in 2022. Pedestrian fatalities have increased by 95% between 2013 and 2022 while bicyclist fatalities have increased by 66% in that same timeframe. For both pedestrians and bicyclists, the ratio of fatalities to total crashes of any severity level has increased between 2013 and 2022, going from 10% to 16% for pedestrians and from 1% to 4% for bicyclists.

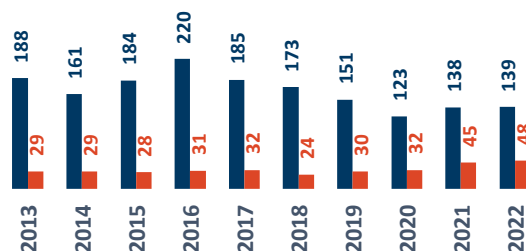
Figure 6. Pedestrian Serious Injuries and Fatalities by Year, 2013-2022



Source: ACIS, 2013-2022

■ SERIOUS INJURY ■ FATAL

Figure 7. Bicyclist Serious Injuries and Fatalities by Year, 2013-2022



Source: ACIS, 2013-2022

VRU Safety by Crash Characteristic

VRU serious injuries and fatalities caused by crashes were analyzed by characteristics of the crash, including time of crash, crash location, and crash conditions as defined in the standardized crash report, to determine if there are readily identifiable trends that likely contribute to unsafe conditions for VRUs.

VRUS INVOLVED IN CRASHES BY TIME

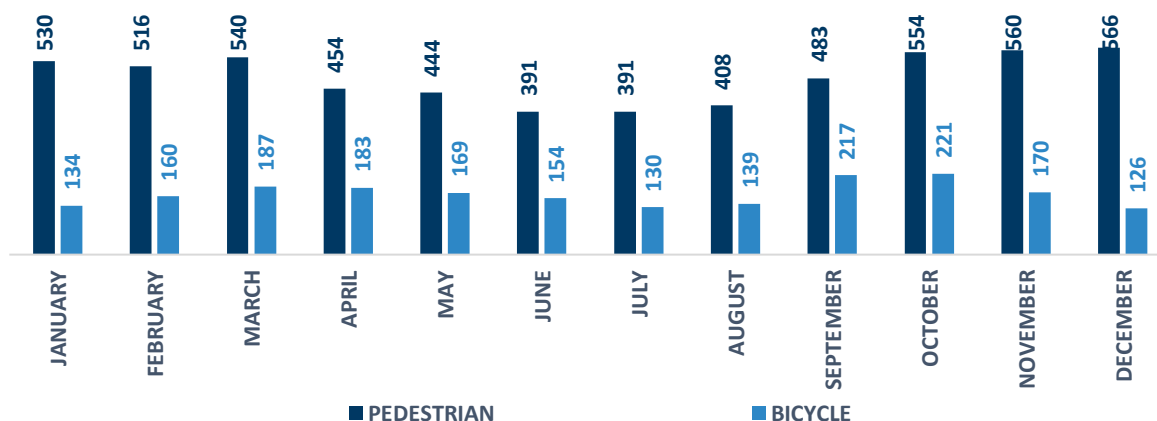
VRUs involved in serious injury and fatal crashes by month during 2013-2022 are shown in **Figure 8**. **Table 1** shows the average number of serious injury and fatal crashes by season. The number of pedestrians involved in serious injury and fatal crashes was higher in the fall and winter months, with an average of 535 pedestrians seriously injured or killed in a crash in the fall and winter (September to February) compared to 438 pedestrians seriously injured or killed in the spring and summer (March to August). The number of bicyclists involved in serious injury and fatal crashes was higher in the spring and fall months, with an average of 191 bicyclists seriously injured or killed in a crash in the spring and fall compared to 141 bicyclists seriously injured or killed in the summer and winter. **Figure 9** shows VRU serious injuries and fatalities by the day of week and time of day during 2013-2022. Pedestrians involved in serious injury and fatal crashes were most common in the evening and overnight, whereas bicyclists involved in serious injury and fatal crashes were most common during the day.

Table 1. VRU Serious Injuries and Fatalities by Season, 2013 - 2022

SEASON	PEDESTRIAN	BICYCLIST
Winter (Dec-Feb)	537	140
Spring (Mar-May)	479	180
Summer (June-Aug)	397	141
Fall (Sep-Nov)	532	203

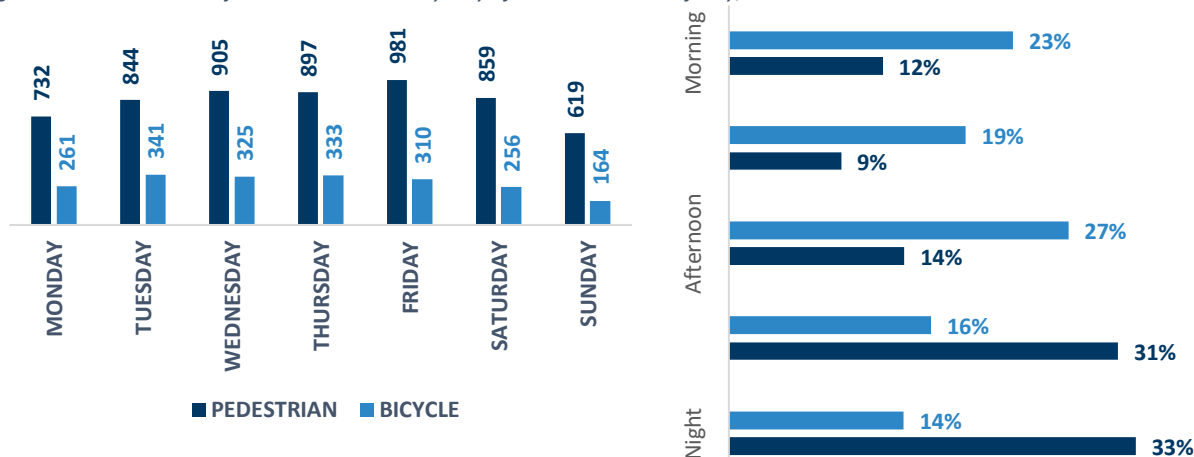
Source: ACIS, 2013-2022

Figure 8. VRU Serious Injuries and Fatalities by Month, 2013-2022



Source: ACIS, 2013-2022

Figure 9. VRUs Serious Injuries and Fatalities by Day of Week and Time of Day, 2013-2022



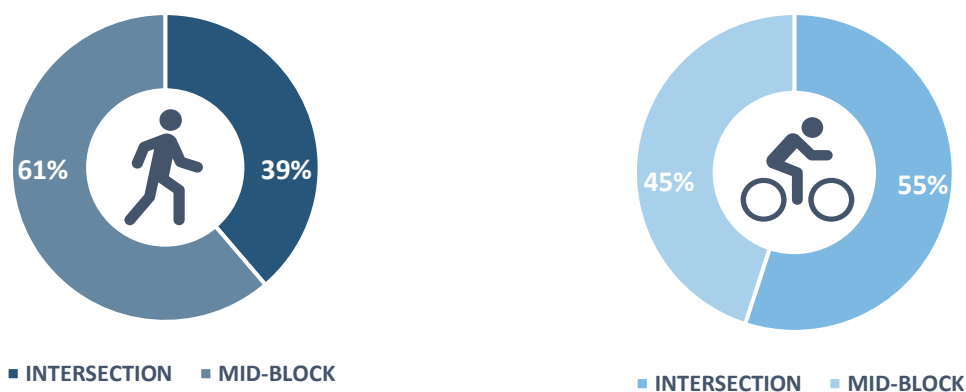
Source: ACIS, 2013-2022

VRUS INVOLVED IN CRASHES BY LOCATION

By Roadway Location

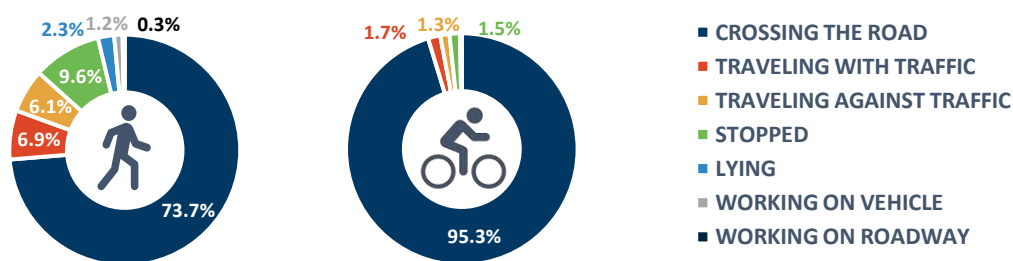
VRU serious injuries and fatalities by roadway location are shown in **Figure 10** and by maneuver are shown in **Figure 11**. Pedestrians involved in serious injury and fatal crashes were most often struck mid-block (61%), with 39% struck at an intersection. Bicyclists involved in serious injury and fatal crashes were most often struck at an intersection (55%), with 45% struck at mid-block locations. The majority of VRU fatalities occurred when crossing the road for both pedestrians (74%) and bicyclists (95%).

Figure 10. VRU Serious Injuries and Fatalities by Roadway Location, 2013-2022



Source: ACIS, 2013-2022

Figure 11. VRU Fatalities by Maneuver, 2013-2022



Source: ACIS, 2013-2022

74%

of pedestrian fatalities occurred when the pedestrian was crossing the road

95%

of bicyclist fatalities occurred when the bicyclist was crossing the road

By County

VRU serious injuries and fatalities in 2013-2022 were highly concentrated in urban areas of the state, as shown in **Figure 12**. VRU serious injuries and fatalities by county are shown in **Table 2**. Pedestrian and bicyclist serious injuries and fatalities were most common in Maricopa County, Pima County, and Pinal County, correlating with the counties of higher populations. Pedestrian serious injuries and fatalities were more spread out throughout the state than bicycle serious injuries and fatalities, with notable quantities of pedestrian serious injuries and fatalities also prevalent in Coconino County, Mohave County, and Navajo County.

244

Average pedestrian serious
injuries per county

111

Average bicyclist serious injuries
per county

142

Average pedestrian fatalities
per county

22

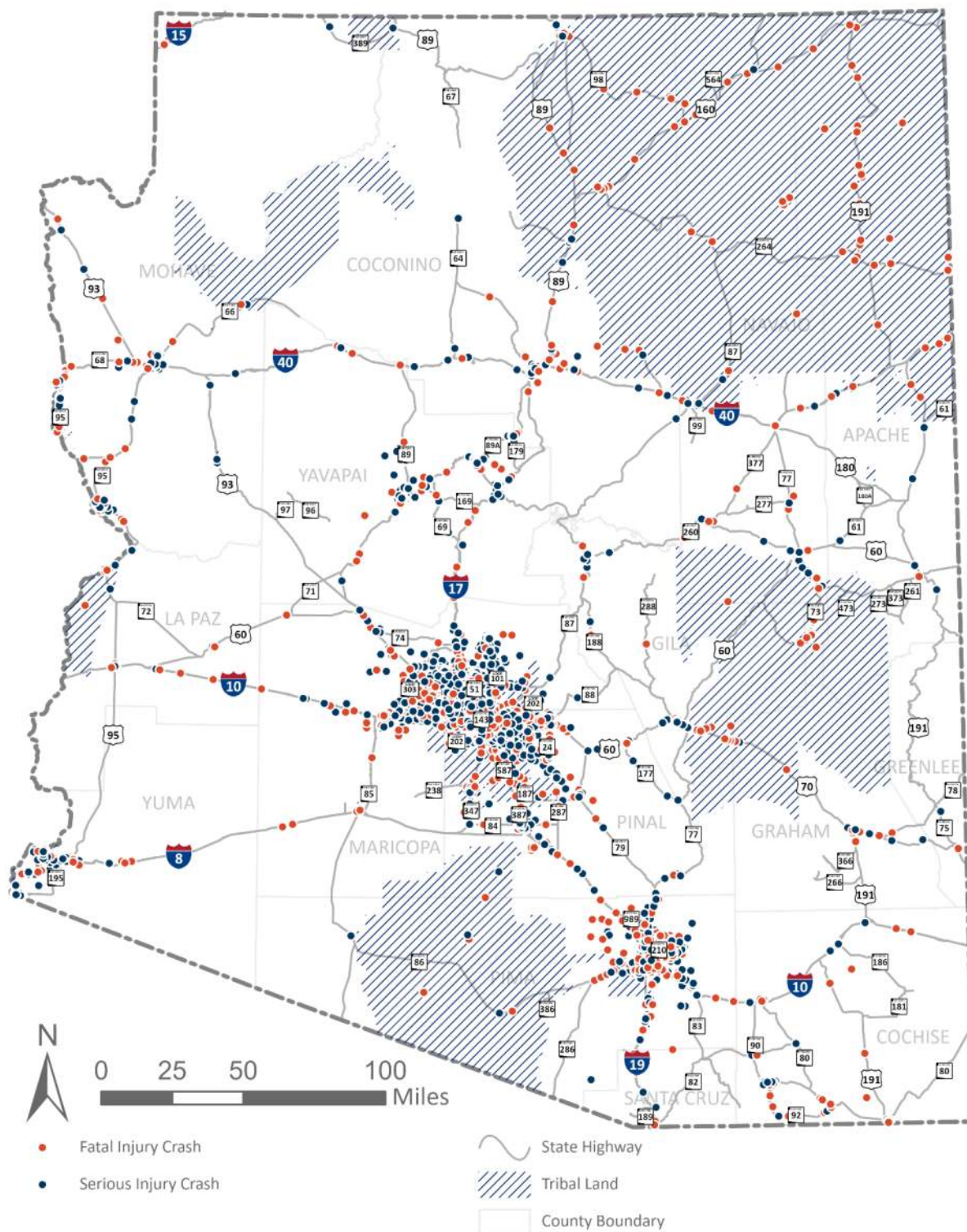
Average bicyclist fatalities per
county

Table 2. VRU Serious Injuries and Fatalities by County, 2013-2022

COUNTY	PEDESTRIAN FATALITIES	PEDESTRIAN SERIOUS INJURIES	BICYCLIST FATALITIES	BICYCLIST SERIOUS INJURIES
Greenlee	0	1	0	0
Graham	10	7	5	8
La Paz	11	3	1	2
Apache	39	6	0	4
Santa Cruz	5	22	1	5
Gila	27	75	0	29
Navajo	49	3	4	4
Cochise	20	60	9	47
Yuma	43	88	6	47
Mohave	53	26	6	11
Yavapai	32	80	7	56
Coconino	68	32	7	12
Pinal	70	87	16	47
Pima	346	543	63	262
Maricopa	1,362	2,632	200	1,125
Unknown	32	4	3	3
Total Fatalities	2,167	3,669	328	1,662

Source: ACIS, 2013-2022

Figure 12. Statewide VRU Serious Injury and Fatal Crashes



Source: ACIS, 2013-2022

By Tribal Nation

In Arizona, there are currently 22 federally recognized Tribal Nations, listed below in **Table 3**. Of all VRU fatalities, 7% occur on tribal lands. The high ratio of VRU fatalities to serious injuries within tribal boundaries is likely due to limited data submitted to ADOT for all crash severities.

Table 3. VRU Serious Injuries and Fatalities by Tribal Nation, 2013-2022

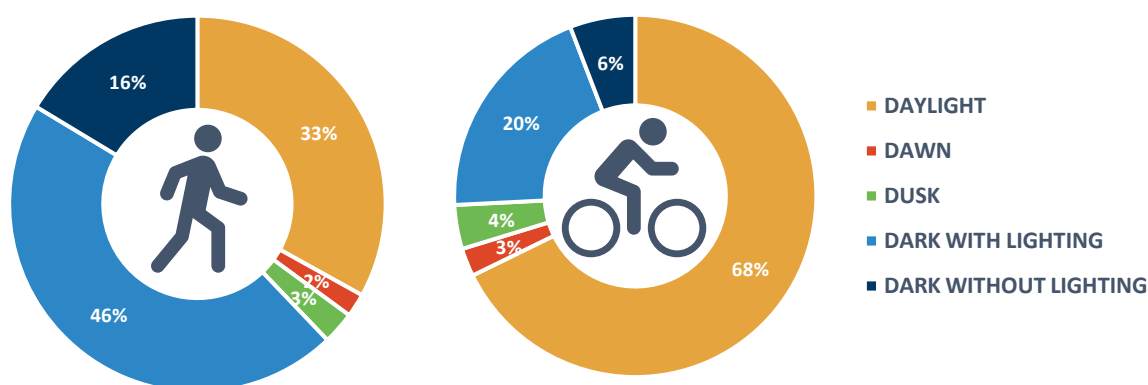
TRIBAL NATION	PEDESTRIAN FATALITIES	PEDESTRIAN SERIOUS INJURIES	BICYCLIST FATALITIES	BICYCLIST SERIOUS INJURIES
Ak-Chin Indian Community	0	2	0	1
Cocopah Indian Tribe	3	0	1	1
Colorado River Indian Tribe	4	1	4	4
Fort McDowell Yavapai Nation	1	0	1	0
Fort Mojave	3	4	0	0
Fort Yuma Quechan Tribe	0	1	0	0
Gila River Indian Community	28	11	7	6
Havasupai Tribe	0	0	0	0
Hopi Tribe	6	0	0	0
Hualapai Tribe	1	0	1	0
Kaibab Band of Paiute Indians	0	0	0	0
Navajo Nation	67	6	3	2
Pascua Yaqui Tribe	2	0	0	1
Pueblo of Zuni	0	0	0	0
Salt River Pima-Maricopa Indian Community	13	7	1	7
San Carlos Apache Tribe	14	0	2	1
San Juan Southern Paiute Tribe	0	0	0	0
Tohono O'odham Nation	9	9	0	0
Tonto Apache Tribe	0	3	0	0
White Mountain Apache	22	3	0	0
Yavapai-Apache Tribe	0	0	0	0
Yavapai-Prescott Indian Tribe	1	1	0	0

Source: ACIS, 2013-2022

VRUS INVOLVED IN CRASHES BY LIGHTING CONDITION

Trends in VRU involvement in serious injury and fatal crashes by lighting conditions were analyzed to identify key safety indicators related to lighting conditions. Pedestrian serious injuries and fatalities most often occurred when it was not daylight (67% of pedestrian serious injuries and fatalities). Contrarily, most bicyclist serious injuries and fatalities occurred during daylight (68% of bicyclist serious injuries and fatalities). **Figure 13** shows the percentage of VRU serious injuries and fatalities by lighting condition.

Figure 13. VRU Serious Injuries and Fatalities by Lighting Condition, 2013-2022

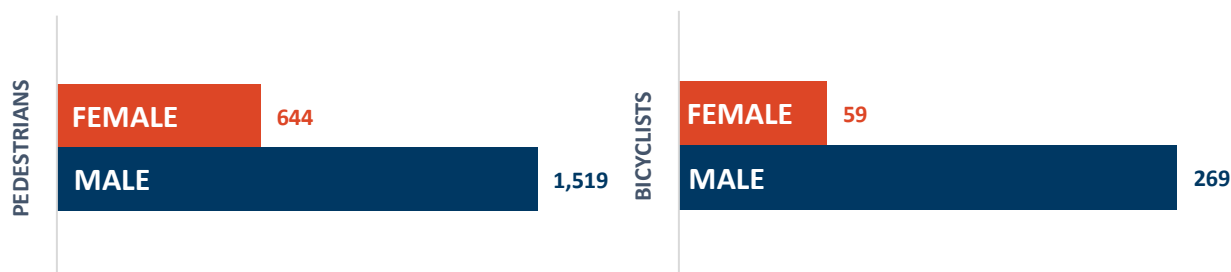


Source: ACIS 2013-2022

VRUS INVOLVED IN CRASHES BY GENDER

VRU fatalities by gender are shown in **Figure 14**. For both pedestrian and bicyclist fatalities, males comprise the majority of VRU fatalities, with female fatalities accounting for only 30% of all pedestrian fatalities and 18% of all bicyclist fatalities.

Figure 14. VRU Fatalities by Gender, 2013-2022

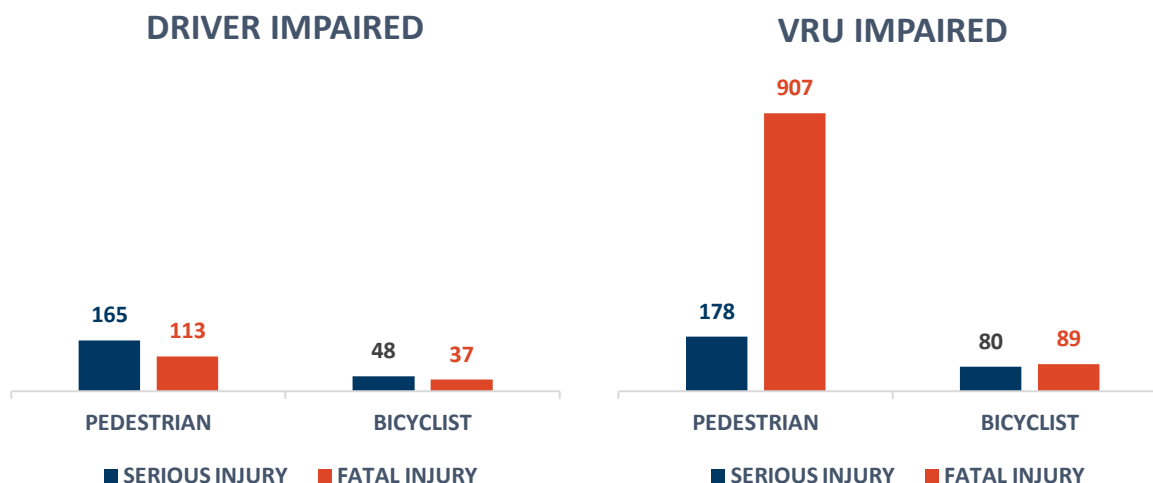


Source: ACIS 2013-2022

VRUS INVOLVED IN CRASHES BY IMPAIRMENT CONDITION

The presence of impairment was assessed in serious and fatal crashes involving a VRU between 2013 and 2022. **Figure 15** shows the number of pedestrian and bicyclist serious injuries and fatalities when the vehicle driver or VRU person was impaired by alcohol or drugs. Approximately 42% of all pedestrian fatalities involved an impaired pedestrian, whereas 5% of pedestrian fatalities involved an impaired vehicle driver. Approximately 27% of all bicyclist fatalities involved an impaired bicyclist, whereas 11% of bicyclist fatalities involved an impaired vehicle driver.

Figure 15. VRU Serious Injuries and Fatalities Involving Alcohol and Drug Use, 2013-2022

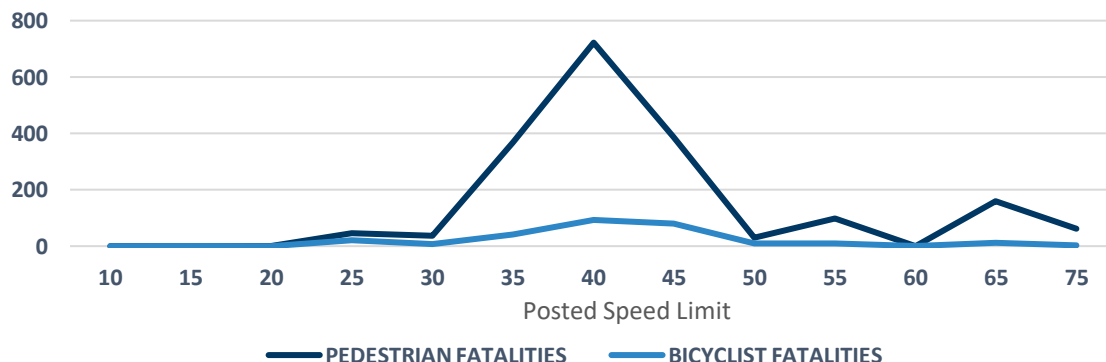


Source: ACIS 2013-2022

VRUS INVOLVED IN CRASHES BY VEHICLE SPEED

Motor vehicle speed has been identified as an important factor in VRU safety. Of all pedestrian fatalities, at least 7% occurred when the motor vehicle was identified as speeding (i.e., noted in the crash report as exceeding the posted speed limit or, more often, as driving too fast for conditions). For bicyclists, at least 13% of fatalities occurred when the motor vehicle was speeding. **Figure 16** shows pedestrian and bicyclist fatalities by posted speed limit, showing that most fatalities take place on roadways with posted speeds higher than 30 miles per hour.

Figure 16. VRU Fatalities by Posted Speed Limit

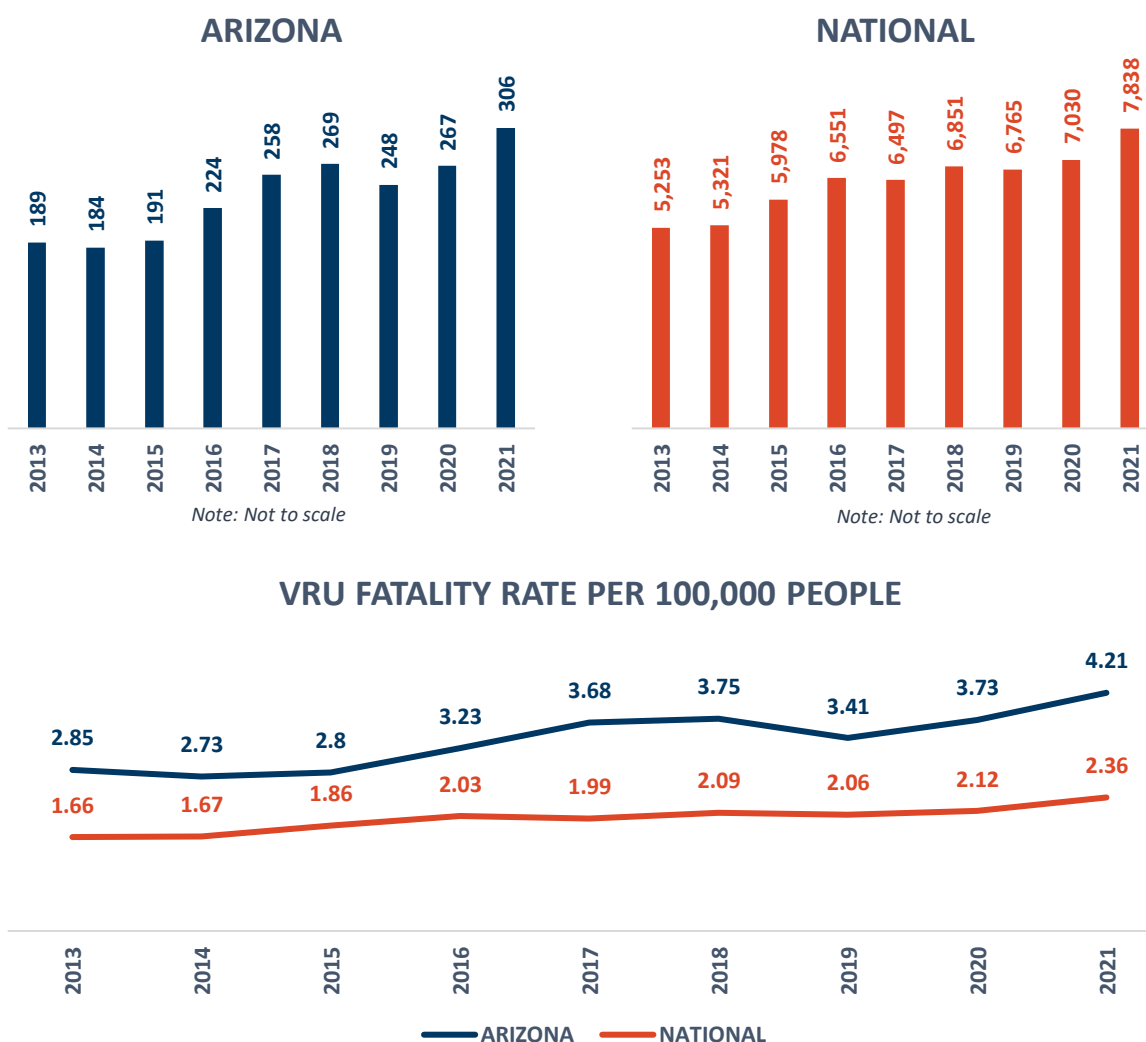


Source: ACIS 2013-2022

National Context

NHTSA's Fatality Analysis Reporting System (FARS) provides yearly motor vehicle crash data on a national scale. This data includes VRU crash data that can be compared to the VRU data provided at the state level by the Arizona Crash Information Systems (ACIS). As shown in **Figure 17**, Arizona has experienced similar growth in VRU fatalities during the analysis period of 2013-2021 compared to the nation. Although Arizona's VRU fatalities have generally shown the same upward trend over time as the nation's VRU fatalities, Arizona's VRU fatality rate significantly exceeds the national average, at 4.21 VRU fatalities per 100,000 people compared to the national VRU fatality rate of 2.36.

Figure 17. VRU Fatalities National Comparison, 2013-2021



Source: FARS, 2020 Census

Existing Arizona Safety Plans and Programs

There are several agencies responsible for transportation safety planning, including for VRU safety. These include local municipalities, Metropolitan Planning Organizations (MPOs), Councils of Government (COGs), tribes, and ADOT. Many of these agencies have developed safety plans that identify VRU-related safety issues and problem areas along with potential countermeasures, goals, and action items. These existing plans play an important role in the VRU, as they can help identify local and regional existing VRU safety issues and solutions. Summaries of the content of many of these plans are provided below. Several of these plans are in the process of being updated.

City of Phoenix Road Safety Action Plan

This plan, released by the City of Phoenix in 2022, stresses the frequency of roadway crashes within the City. The plan follows the guidance of the Vision Zero movement, which aims to reduce the number of fatal and serious injury crashes to zero. The document lists different countermeasures and implementation steps to help reach this goal.

City of Tucson Pedestrian Safety Action Plan

Adopted in 2020, this plan provides a pedestrian focus for the City of Tucson and guiding principles for safety improvements. The plan uses a data-driven approach to identify and forecast crash patterns and details several strategies, implementation methods, and countermeasures to work towards improving pedestrian safety.

CAG Strategic Transportation Safety Plan

Central Arizona Government (CAG) is the COG that focuses on the region of rural Pinal and Gila counties in central Arizona. CAG's 2017 safety plan identifies recognized strategies, programs, and projects based on crash data and public outreach to reduce the frequency of transportation-related fatalities and serious injuries.

CYMPO Regional Strategic Transportation Safety Plan

Central Yavapai Metropolitan Planning Organization (CYMPO) is a planning agency focused on the north-central region of Arizona. CYMPO's 2018 plan uses a data-driven approach to identify crash patterns and develop crash reduction objectives driven by fatal and serious injuries.

FMPO Regional Strategic Transportation Safety Plan

The Flagstaff Metropolitan Planning Organization (FMPO), now known as Metroplan, is responsible for the City of Flagstaff and portions of Coconino County. FMPO's 2018 plan provides a framework for reducing fatal and serious injury crashes on public roads in the FMPO region. It identifies crash trends, emphasis areas, performance measures, and potential projects.

LHMPO Strategic Transportation Safety Plan

The Lake Havasu Metropolitan Planning Organization (LHMPO) is located in western Arizona and is focused on the region of Lake Havasu City and parts of Mohave County. LHMPO's 2017 plan aims to shrink the threat of death and serious injury to all transportation users in the LHMPO region.

MAG Strategic Transportation Safety Plan

The Maricopa Association of Government (MAG) planning area includes the Phoenix metro area, all of Maricopa County, and some of Pinal County. MAG's 2020 safety plan institutes a culture of safety at the regional level. The mission statement for this plan was to "Establish a regional culture of safety where everyone helps to ensure their own safety and the safety of others through their actions, attitudes, and behaviors."

NACOG Regional Strategic Transportation Plan

In 2018, the Northern Arizona Council of Governments (NACOG) published their safety plan. NACOG spans across central and northeastern Arizona. The main goal of NACOG's plan was to achieve zero fatalities and was accompanied by other supporting objectives. The plan also highlighted action items and other implementation strategies to move towards the completion of their goal.

**PAG Strategic
Transportation Safety
Plan**

The Pima Association of Governments (PAG) released their safety plan in 2016. PAG's planning region focuses on southcentral Arizona, including Tucson and Pima County. Similar to other plans, the main theme of this plan was to work towards zero fatalities. Implementation and education opportunities were some of the strategies listed in this plan to help achieve their goal.

**SCMPO Strategic
Transportation Safety
Plan**

The Sun Corridor Metropolitan Planning Organization (SCMPO) prepared their safety plan in 2016. SCMPO is located between MAG, PAG, and CAG and includes Casa Grande. SCMPO's plan focused on many similar strategies as other safety plans, including the identification of proven countermeasures.

**SVMPO & SEAGO
Strategic Highway Safety
Plan**

The Sierra Vista Metropolitan Planning Organization (SVMPO) and the Southeastern Arizona Governments Organization (SEAGO) agreed to a joint venture in 2018 and published their safety plan together. Similar to other plans in the state, this document identified problem areas and development countermeasures to implement to help reduce fatal and serious injury crashes. Both planning organizations are located in southeastern Arizona.

**WACOG Strategic
Transportation Safety
Plan**

The Western Arizona Council of Governments (WACOG) released their plan in 2018 with the specific goal of seeing the rates of fatal and serious injuries fall year over year in their region. Several strategies and implementation measures were listed. WACOG's planning region is located in western and northwestern Arizona.

**YMPO Strategic
Transportation Safety
Plan**

The Yuma Metropolitan Planning Organization (YMPO) published their safety plan in 2019. This document provided guidelines and recommended implementation standards to help reduce the fatal and serious crash rates across their region in southwestern Arizona. This plan included priority emphasis areas such as vulnerable users, under the age of 25, over the age of 65, and nighttime crashes.

**ADOT Bicyclist Safety
Action Plan**

This 2018 plan presents and analyzes bicycle crash data, crash hot spots, program opportunities, and potential countermeasures for the state highway system. Funding sources, future goals, and next steps are also key talking points of this plan. The plan also recognized that the focus of the plan does not incorporate or address all the state's bicycle crashes, as it does not include crashes off the state highway system.

**ADOT Pedestrian Safety
Action Plan**

This 2017 statewide plan detailed countermeasures, research opportunities, reporting recommendations, enforcement improvements, funding strategies, and legislation recommendations all with the goal of improving pedestrian safety. Additionally, the Vision Zero ideology was a guiding focal point of this document.

**ADOT Complete
Transportation
Guidebook**

This document was created in 2016 as a tool to include sustainable practices in transportation planning efforts for the state of Arizona. The guidebook complements other ADOT strategies, goals, and values. The Complete Transportation Guidebook establishes sustainable strategies and tools to help move people, not just vehicles.

**ADOT Bicyclist &
Pedestrian Count
Strategy Plan**

This statewide plan detailed a specific focus on bicyclists and pedestrians and aimed to develop a volume database as well as a framework for collecting and distributing data across a range of stakeholders. This 2018 plan includes a review of existing methods and programs for bicycle and pedestrian data collection and the development of an implementation framework.

RECOMMENDED STRATEGIES FROM EXISTING PLANS

With safety as the common factor, many of these plans shared mutual strategies for improving pedestrian and bicyclist safety for their agencies. Recommended strategies across the plans are summarized in **Table 4**.

Toolkit Development involves the programming and development of pedestrian and bicyclist safety toolkits as an action item.

Mid-block Improvements include enhancements between intersections such as pedestrian hybrid beacon (i.e., HAWK) and bike HAWK crossings to improve VRU facilities and reduce their risk.

School Focus Areas refer to strategies that focus on improving VRU travel to, from, and around schools. Programs like Safe Routes to School are a tool that is frequently mentioned in this area.

Speed Limits take in several strategies, such as the reduction of speed limits, variable speed limits, and nighttime speed limits to help mitigate high-risk incidents for pedestrians and bicyclists.

Crosswalk Improvements encompass a range of improvements like the removal, improvement, or addition of crosswalks and facilities such as raised medians, bike lanes, Americans with Disabilities Act (ADA) amenities, and pavement markings.

Signal Improvements refer to enhancements such as pedestrian and bicyclist push-button installation and changes to traffic signal timings.

Lighting involves the improvement of lighting conditions for pedestrians and bicyclists.

Implementation Standards consider the revision or update of design standards and policy for pedestrian or bicycle facilities.

Prioritizing a High Injury Network (HIN) involves the designation of problem areas and focusing on those areas to optimize the benefit-to-cost ratio of different implementation countermeasures and strategies.

Complete Streets refers to the specific call for complete streets implementation, though many complete streets values can be found in the other strategies listed.

Enforcement calls for better enforcement of current and recommended laws, regulations, and policies.

Community Education involves educating the community on current and recommended legislation, enforcement, and programs focused on VRU safety to enhance the success of these different strategies.

Data includes the increased and more frequent collection and evaluation of data to better identify potential trends and inform future strategies.

Table 4. Recommended Strategies from Existing Plans

PLAN	RECOMMENDED STRATEGIES FROM EXISTING PLANS												
	TOOLKIT DEVELOPMENT	MID-BLOCK IMPROVEMENTS	SCHOOL FOCUS AREAS	SPEED LIMITS	CROSSWALK IMPROVEMENTS	SIGNAL IMPROVEMENTS	LIGHTING	IMPLEMENTATION STANDARDS	PRIORITIZE HIN	COMPLETE STREETS	ENFORCEMENT	COMMUNITY EDUCATION	DATA
City of Phoenix Road Safety Action Plan (2022)	●	●	●	●	●				●				●
City of Tucson Pedestrian Safety Action Plan (2020)		●	●	●	●	●	●	●	●	●	●	●	●
CAG Strategic Transportation Safety Plan (2017)					●	●	●						
CYMPO Regional Strategic Transportation Safety Plan (2018)					●	●							
FMPO Regional Strategic Transportation Safety Plan (2018)				●	●		●	●	●			●	●
LHMPO Strategic Transportation Safety Plan (2017)					●		●		●	●	●	●	
MAG Strategic Transportation Safety Plan (2020)	●	●	●	●	●	●	●		●		●	●	●
NACOG Regional Strategic Transportation Safety Plan (2018)					●	●							
PAG Strategic Transportation Safety Plan (2016)			●	●	●	●	●	●	●	●	●	●	●
SCMPO Strategic Transportation Safety Plan (2016)		●	●		●	●	●		●	●		●	
SVMPO & SEAGO Strategic Highway Safety Plan (2018)		●	●		●	●	●		●	●		●	
WACOG Strategic Transportation Safety Plan (2018)		●			●	●	●	●	●	●		●	
YMPO Strategic Transportation Safety Plan (2019)					●	●	●	●	●	●		●	●
ADOT Bicyclist Safety Action Plan (2018)					●			●	●		●	●	●
ADOT Pedestrian Safety Action Plan (2017)			●		●		●	●	●		●	●	●
ADOT Complete Transportation Guidebook (2016)				●	●	●		●					●
ADOT Bicyclist & Pedestrian Count Strategy Plan (2018)						●							●

Key Takeaways

- The number of pedestrians involved in crashes of any severity level has generally increased over the last ten years while the number of bicyclists involved in crashes of any severity level has generally decreased over the last ten years.
- The composition of VRU crashes of any severity level in 2022 was 63% pedestrian and 27% bicyclists, which is a shift from 2013, when the composition of VRU crashes was 45% pedestrians and 55% bicyclists.
- Pedestrian fatalities have nearly doubled (increased by 95%) between 2013 and 2022 while bicyclist fatalities have increased by 66% in that same timeframe.
- The number of pedestrians involved in serious injury and fatal crashes is highest in the fall and winter months while the number of bicyclists involved in serious injury and fatal crashes is highest in the spring and fall.
- Pedestrians involved in serious injury and fatal crashes were most common in the evening and at night, whereas bicyclists involved in serious injury and fatal crashes were most common during the day.
- Most pedestrians involved in serious injury or fatal crashes were struck at mid-block locations whereas bicyclists involved in serious injury or fatal crashes were typically struck at intersections.
- The majority of VRU serious injury and fatal crashes occurred when crossing the road for both pedestrians and bicyclists.
- VRU fatalities were typically male.
- Alcohol or drug impairment was involved in almost half of all pedestrian fatalities and over one-quarter of bicyclist fatalities; the overwhelming majority of these (87%) involve impairment of the VRU rather than the motorist.
- Most pedestrian and bicyclist fatalities happened on roads with speed limits greater than 30 mph.
- Arizona's VRU fatality rate of 4.21 VRU fatalities per 100,000 people is almost double the national average of 2.36 VRU fatalities per 100,000 people.
- The most common safety countermeasure strategies recommended by existing safety plans include crosswalk improvements, signal improvements, the prioritization of identifying a high-injury network for future improvements, and community education efforts.
- The prevailing theme among existing safety plans is the "Vision Zero" approach, aiming to reduce fatal and serious injury crashes to zero.

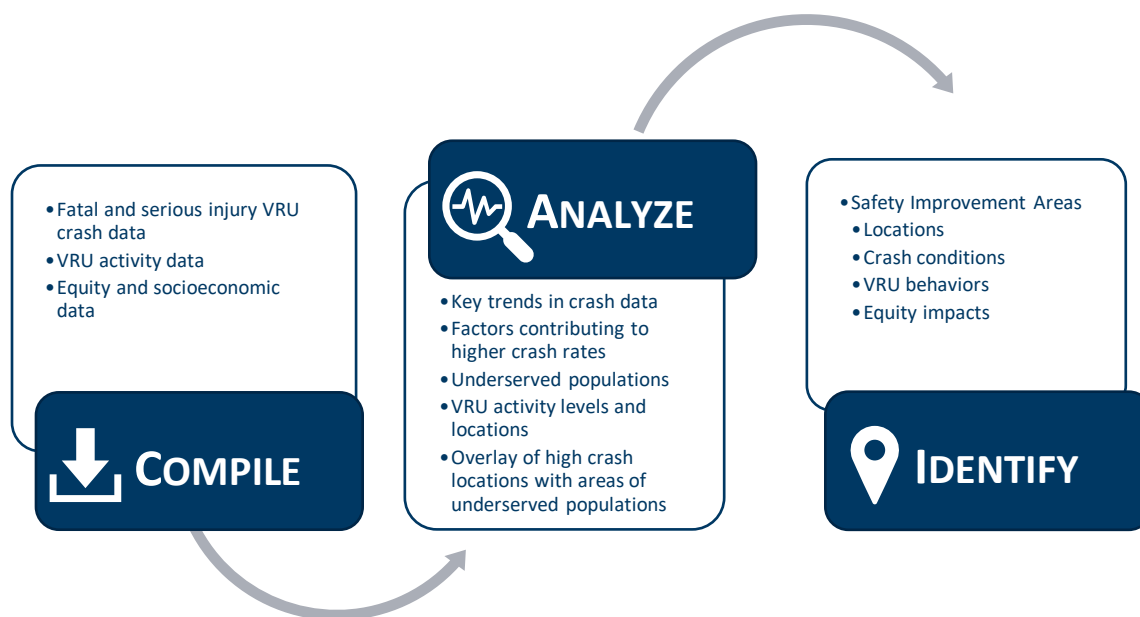
QUANTITATIVE ANALYSIS

Quantitative analysis was performed to identify Safety Improvement Areas (SIAs) in Arizona. SIAs are locations that likely require more attention and resources for safety enhancements to improve safety for VRUs. The quantitative analysis process followed to identify SIAs included analysis of existing VRU crash data, equity considerations, and VRU activity.

Quantitative Analysis Methodology

The quantitative analysis methodology is shown in **Figure 18**. The three main steps in the quantitative analysis process are compiling data, analyzing key trends and factors, and identifying SIAs.

Figure 18. Quantitative Analysis Methodology



COMPILE

The following data sources were compiled to help identify locations where safety improvements are likely needed to improve VRU safety.

VRU CRASH DATA

Pedestrian and bicyclist-involved reported serious injury and fatal crashes were obtained for the last 10 years (2013-2022) from the Arizona Crash Information System (ACIS).

VRU ACTIVITY DATA

Pedestrian and bicyclist activity data was obtained through user volume data from Replica, with information on pedestrian and bicycle trip locations and lengths.

EQUITY DATA

Multiple equity sources were reviewed to perform the equity analysis component for underserved populations, including:

- Census Bureau, 2020
- Social Vulnerability Index
- Justice40
- EJ Mapper

ANALYZE

To identify Arizona's SIAs, the compiled data was analyzed and layered. The various data sources were compiled to find the following:

- Key trends in VRU crash data
- Factors contributing to higher crash rates (measured as VRU crashes/mile of VRU travel)
- Areas of underserved populations
- Areas of pedestrian and bicyclist activity
- Overlay of high VRU crash locations with areas of underserved populations

IDENTIFY

SIAs were identified through the analysis and overlay of the compiled data. Areas of high crash rates were overlaid with areas of underserved populations to create a prioritization score. SIA candidates were ranked by the combined prioritization score, with the top 10 ranked SIAs identified as the recommended SIAs.

VRU Crash and Activity Data Review

VRU crash and activity data were compared to identify key trends in locations of safety challenges. VRU activity data was provided as activity trips from the fall of 2022 from Replica Network Volumes Puller. Replica derives VRU activity information from locational data provided by telecommunications companies and field observations data. It is important to note that although Replica is a national data source for pedestrian and bicyclist activity, the pedestrian and bicyclist trip data may be incomplete at a granular scale, particularly for pedestrians and bicyclists not carrying cell phones when they travel. The following sections summarize statewide VRU activity levels and locations and VRU crash rates by activity level.

STATEWIDE ACTIVITY

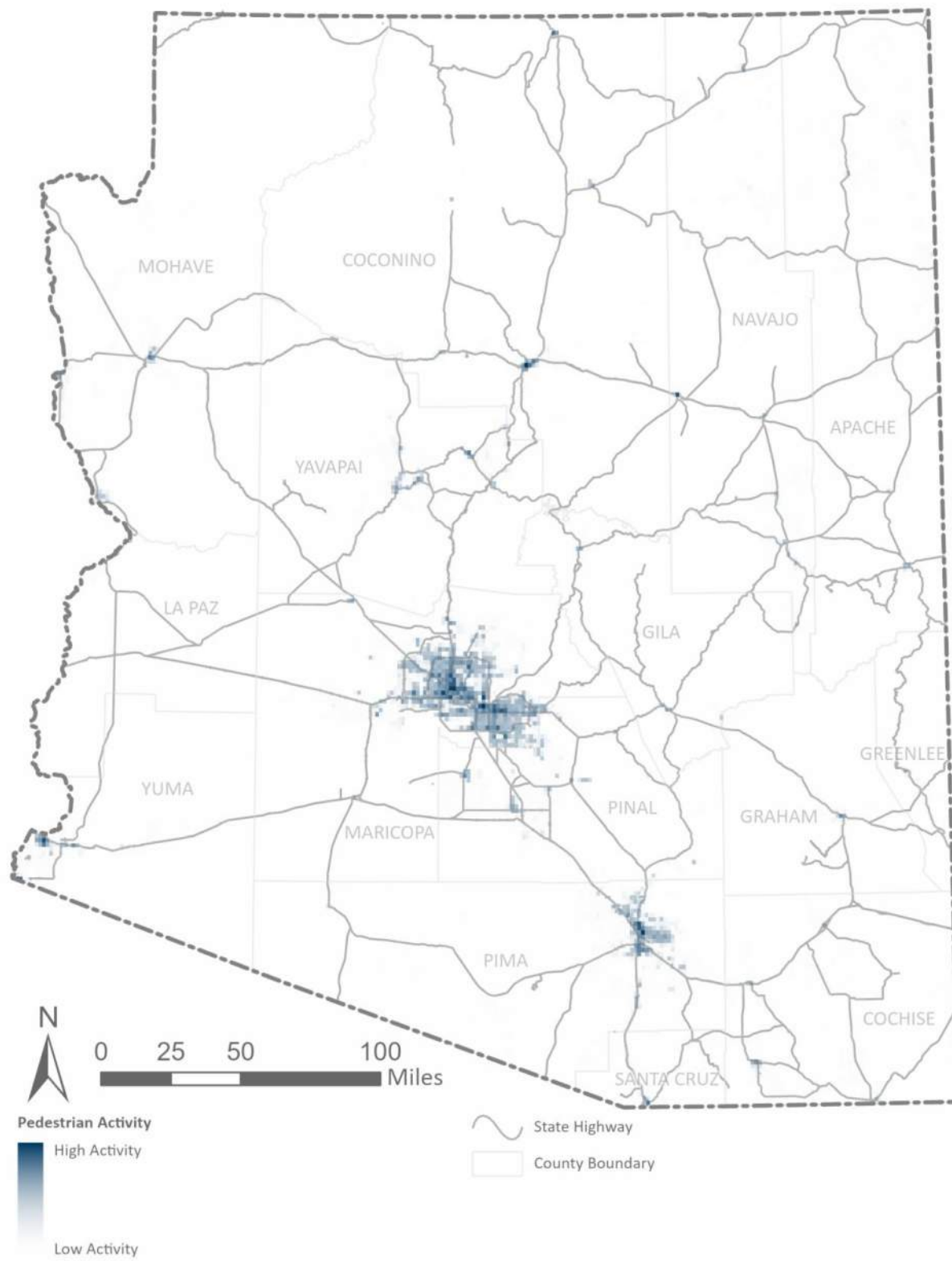
Pedestrian and bicyclist activity levels and locations are shown in **Figure 19** and **Figure 20**, respectively. Pedestrian and bicyclist activity levels are generally highest in the urbanized parts of the state.

VRU CRASH RATES BY ACTIVITY

VRU serious injury and fatality data was overlaid with VRU activity data to form hexagonal areas (two miles per side) covering the entire state. The overlay creates a similarly-sized set of "hextiles" for use in developing and comparing VRU fatal and serious injury crash rates.

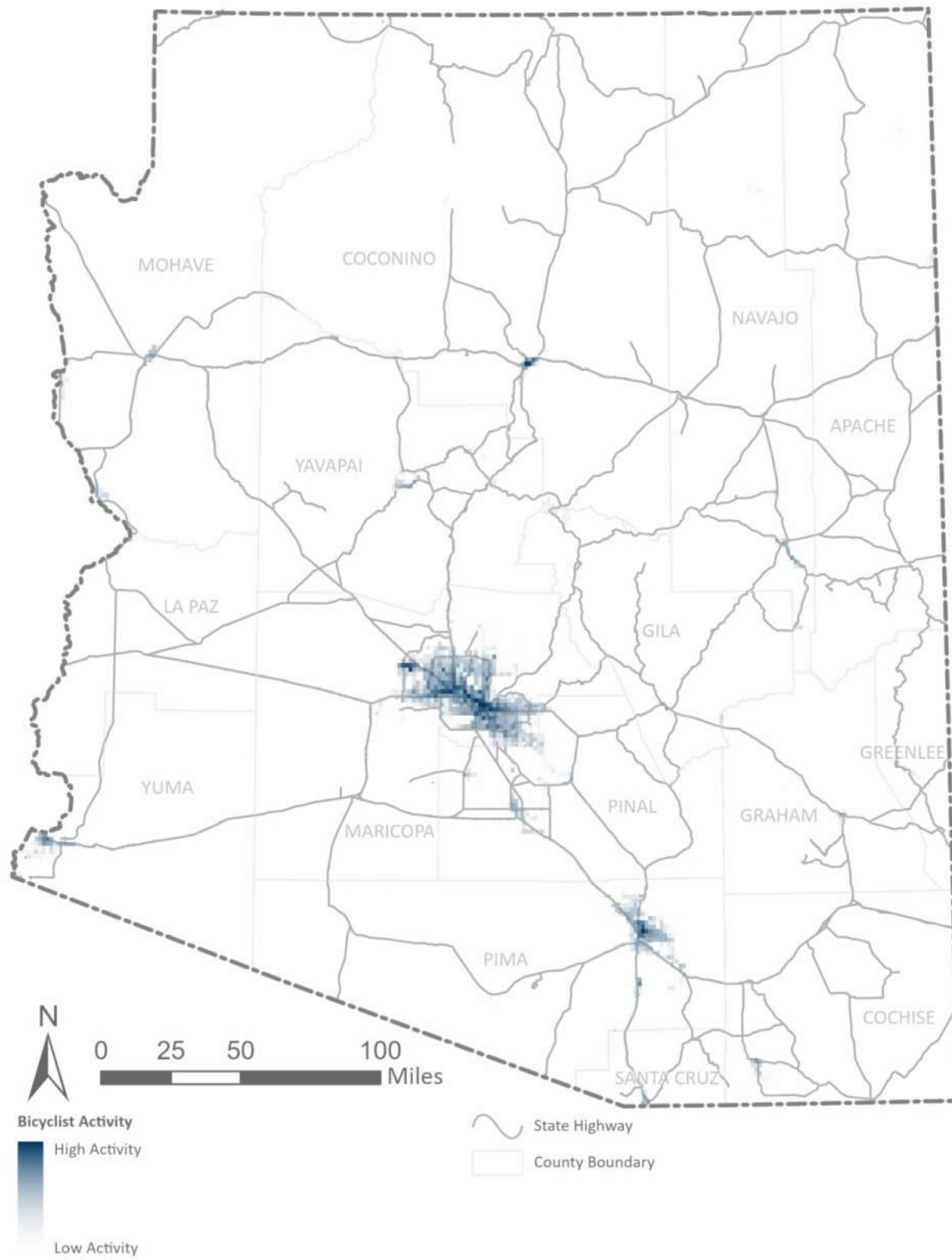
Using the activity data, pedestrian and bicyclist miles traveled were calculated using the number of trips and segment length. Activity miles and number of VRU fatal and serious injury crashes were summed for each hextile. Pedestrian and bicyclist crash rates were then calculated for each hextile by dividing the total number of crashes by the total miles traveled by pedestrians and bicyclists within each hextile. Pedestrian and bicyclist safety concern locations were identified using the resulting crash rates. More detailed activity data is shown for the recommended SIAs in **Appendix A**.

Figure 19. Pedestrian Activity Levels



Source: Replica, Fall 2022

Figure 20. Bicyclist Activity Levels



Source: Replica, Fall 2022

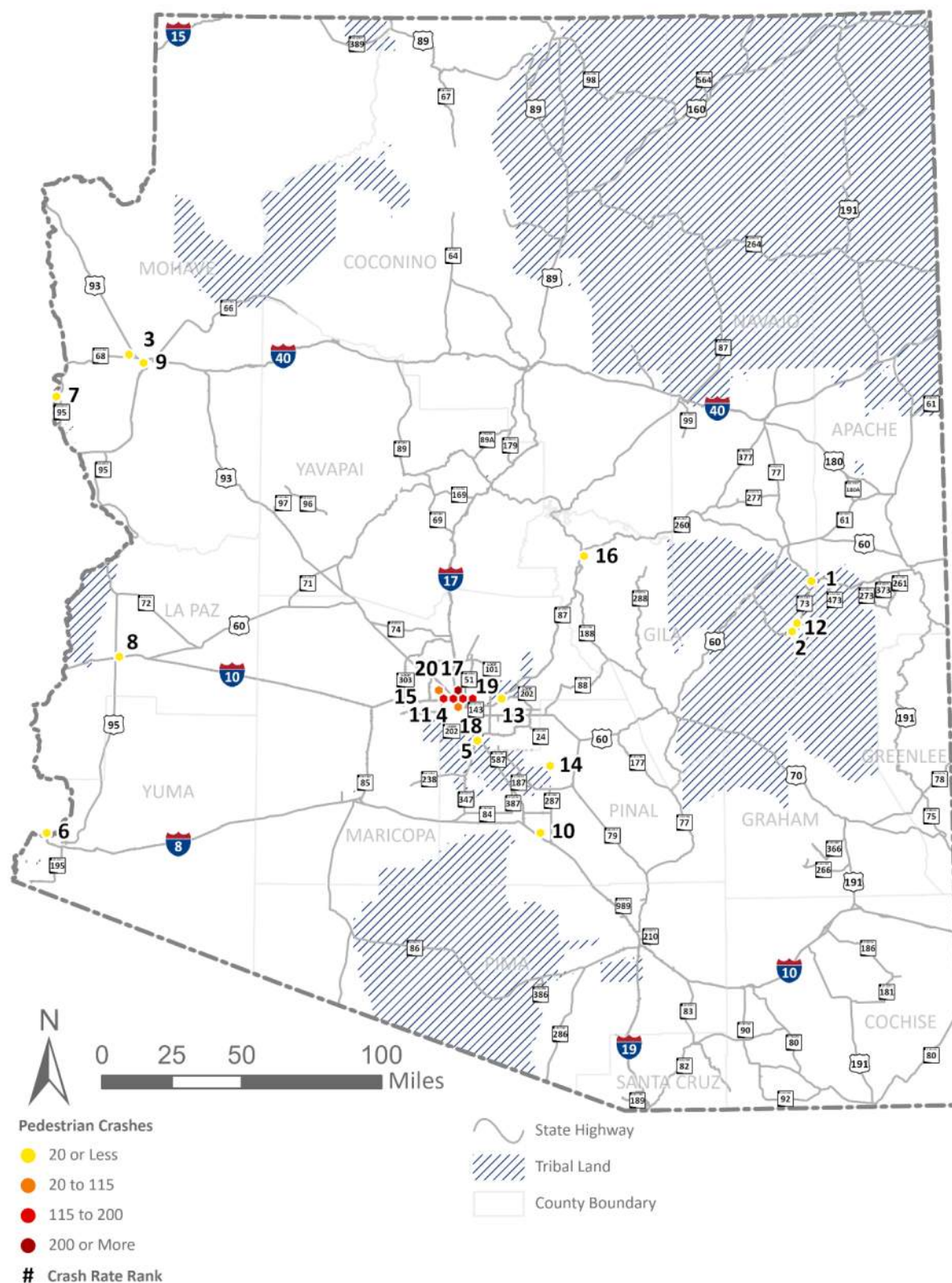
Pedestrian Safety Concern Locations

Locations of significant pedestrian safety concern were identified through development of a pedestrian crash rate, dividing the number of pedestrian serious injury and fatal crashes by pedestrian miles traveled. **Table 5** and **Figure 21** shows the hextile locations with the 20 highest pedestrian crash rates.

Table 5. Pedestrian Safety Concern Locations

RANK	HEXTILE LOCATION	SERIOUS INJURY AND FATAL PEDESTRIAN CRASHES	PEDESTRIAN MILES TRAVELED	SERIOUS INJURY AND FATAL PEDESTRIAN CRASH RATE PER MILE
1	Hon-Dah	4	20	0.200
2	Fort Apache	8	440	0.018
3	Golden Valley	6	350	0.017
4	Phoenix (Downtown South)	114	8,577	0.013
5	Lone Butte (SR 347/I-10)	5	403	0.012
6	Yuma (4 th Ave/2 nd St)	6	561	0.011
7	Fort Mojave	5	491	0.010
8	Quartzsite	4	412	0.010
9	Kingman (Clacks Canyon)	4	418	0.010
10	Eloy	4	431	0.009
11	Phoenix (Catalina Village/Alhambra)	189	22,500	0.008
12	Whiteriver	9	1,092	0.008
13	Mesa (Mesa Dr/McKellips Rd)	18	2,350	0.008
14	San Tan Valley	5	691	0.007
15	Phoenix (Cartwright/Westridge Park)	169	23,895	0.007
16	Payson	6	856	0.007
17	Phoenix (Villa Novena)	231	32,987	0.007
18	Phoenix (I-10/7 th St/Thomas Rd)	177	25,670	0.007
19	Phoenix (Rancho Hermoso/ McDowell Rd/Thomas Rd)	187	27,349	0.007
20	Phoenix (Maryvale Terrace)/Glendale (Ironwood Terrace/Three Fountains)	112	16,768	0.007

Figure 21. Top 20 Pedestrian Crash Rates



Source: ACIS, 2013-2022, Replica

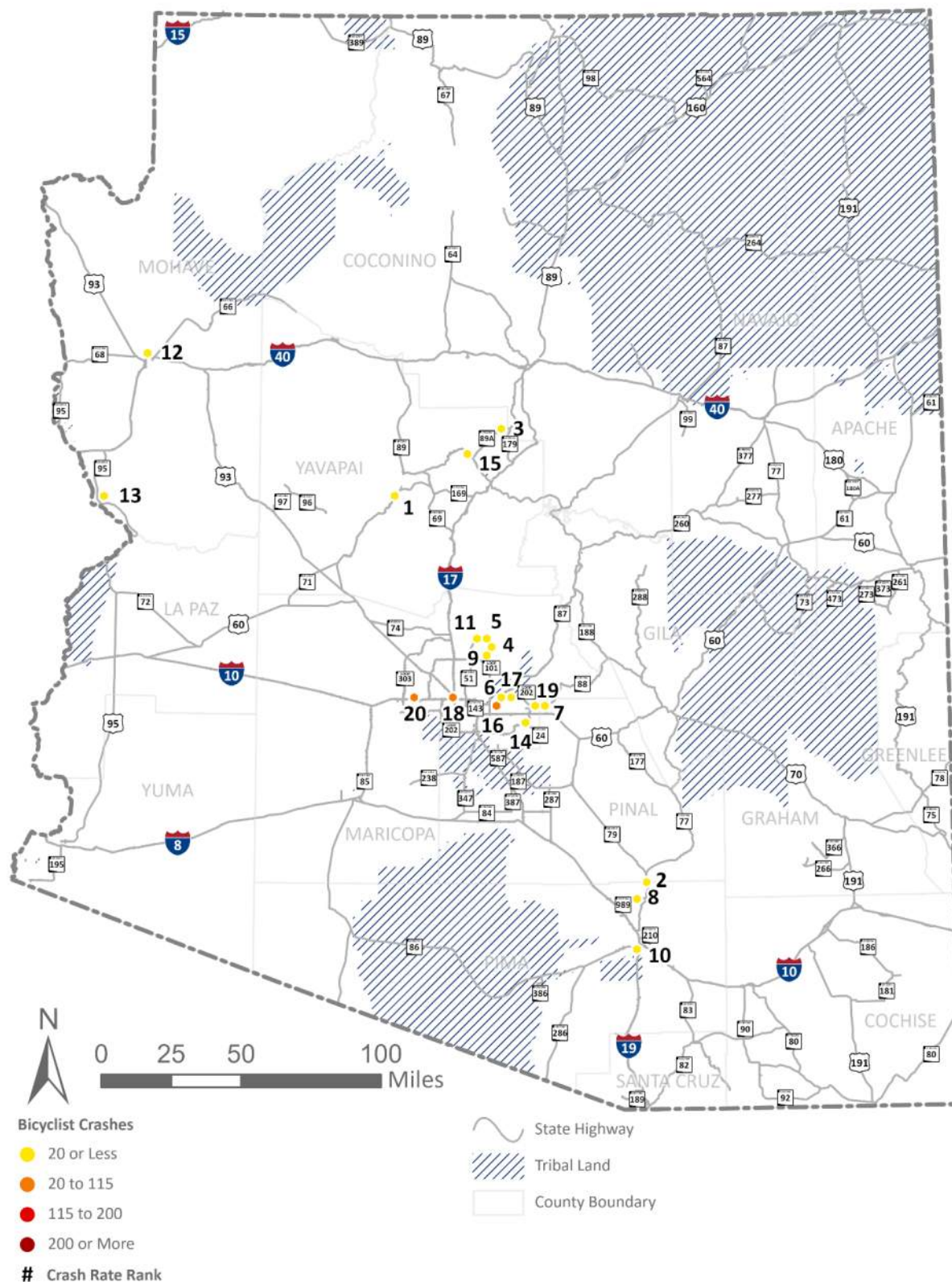
Bicyclist Safety Concern Locations

Locations of significant bicyclist safety concern were identified through development of a bicyclist crash rate, dividing the number of bicyclist serious injury and fatal crashes by bicyclist miles traveled. **Table 6** and **Figure 22** shows the hextile locations with the 20 highest bicyclist crash rates.

Table 6. Bicyclist Safety Concern Locations

RANK	HEXTILE LOCATION	SERIOUS INJURY AND FATAL BICYCLIST CRASHES	BICYCLIST MILES TRAVELED	SERIOUS INJURY AND FATAL BICYCLIST CRASH RATE PER MILE
1	Prescott	5	557	0.009
2	Saddlebrooke/Catalina	4	451	0.009
3	Sedona	5	641	0.008
4	Scottsdale (Reata Pass)	6	810	0.007
5	Scottsdale (Pima Rd/Lone Mountain Rd)	4	582	0.007
6	Mesa (McKellips Rd/Mesa Dr)	8	1,430	0.006
7	Apache Junction	13	2,400	0.005
8	Oro Valley	7	1,640	0.004
9	Scottsdale/Phoenix (Hayden Rd/Pinnacle Peak Rd)	10	2,378	0.004
10	Tucson (I-19/Irvington Rd)	16	3,811	0.004
11	Phoenix (Cave Creek)	4	1,052	0.004
12	Kingman (New Kingman-Butler)	9	2,397	0.004
13	Lake Havasu City	11	2,951	0.004
14	Mesa/Gilbert (Power Rd)	6	1,746	0.003
15	Cottonwood	5	1,523	0.003
16	Mesa (Alma School Rd/Main St/University Dr)	45	13,901	0.003
17	Mesa (McKellips Rd/McDowell Rd)	4	1,240	0.003
18	Phoenix (Thomas Rd/I-10/I-17)	45	14,140	0.003
19	Mesa (Broadway Rd/ 4th Ave)/Apache Junction (Mountain Rd/110th St)	10	3,189	0.003
20	Goodyear/Litchfield Park/Avondale	22	7,124	0.003

Figure 22. Top 20 Bicyclist Crash Rates



Source: ACIS, 2013-2022, Replica

Equity Data Review

Pedestrian and bicyclist crashes and fatalities have varying impacts on different communities. When analyzing VRUs, important factors like demographics can help provide insight on challenges faced by underserved populations throughout the state. Equity ensures that specific needs of underserved communities are considered and addressed.

Using crash frequency, density, or rate can help determine high-crash areas, however, by also incorporating the local demographics of high-crash areas, outreach efforts can be tailored to the community to be more effective and equitable. Furthermore, these underserved communities tend to be overlooked, prioritizing safety improvements in high-crash areas that are also home to underserved populations will provide meaningful safety improvements.

To ensure the most comprehensive approach was taken to incorporate equity in crash analysis and safety improvements, data from four different sources/tools were utilized in determining the overall equity of an area: Justice 40, the Social Vulnerability Index (SVI), EJSCREEN, and a proprietary Equity Needs Analysis using Census data. Each tool uses different measurements to display equity severity. This measurement was converted to a scoring system on a zero-to-five-point scale. Once each scale was overlayed statewide, the scores were then combined to establish a 20-point scale from the four sources to create a comprehensive lens to view equity in Arizona.



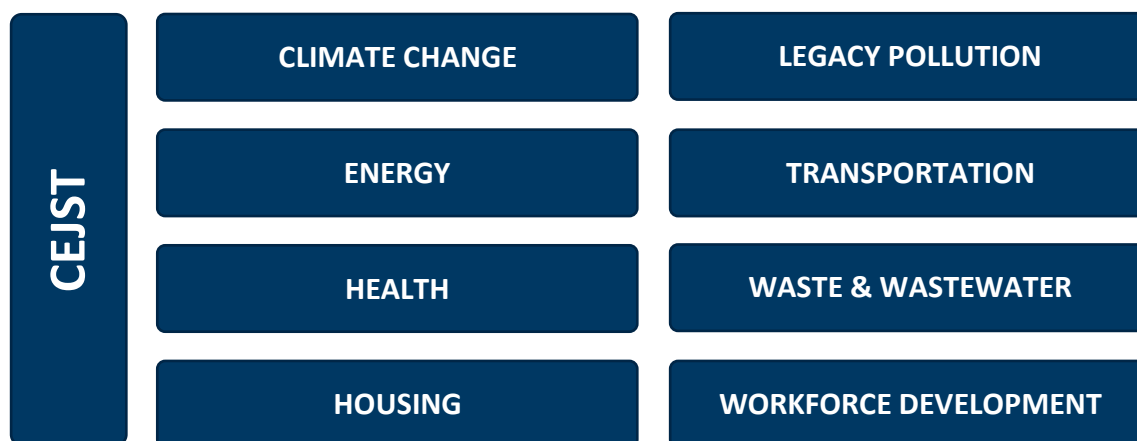
EQUITY is defined by Executive Order 13985 to advance racial equity and support for underserved communities. It states:

“ the consistent and systemic fair, just and impartial treatment for all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; member of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. ”

JUSTICE 40 DESIGNATED PLACES

The Justice 40 Initiative originates from Executive Order 14008. It encourages federal agencies to direct at least 40 percent of benefits in climate, clean energy, and transportation areas towards underserved communities. Identification of underserved communities is done through the Climate and Economic Justice Screening Tool (CEJST) created by the White House Council on Environmental Quality (CEQ), which utilizes a variety of publicly available data to determine what makes a community underserved and which “burdens” are most common. The CEJST is also complemented by the Equitable Transportation Community (ETC) Explorer. The burdens listed in the CEJST are shown in **Figure 23**. The Justice 40 burden threshold scores were scaled and applied to score block groups statewide, as shown in **Figure 25**.

Figure 23. CEJST Categories of Burdens

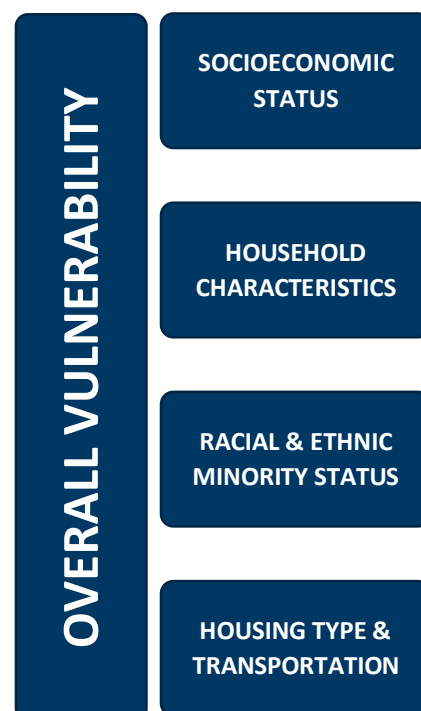


Source: Climate And Economic Justice Screening Tool Methodology

SOCIAL VULNERABILITY INDEX

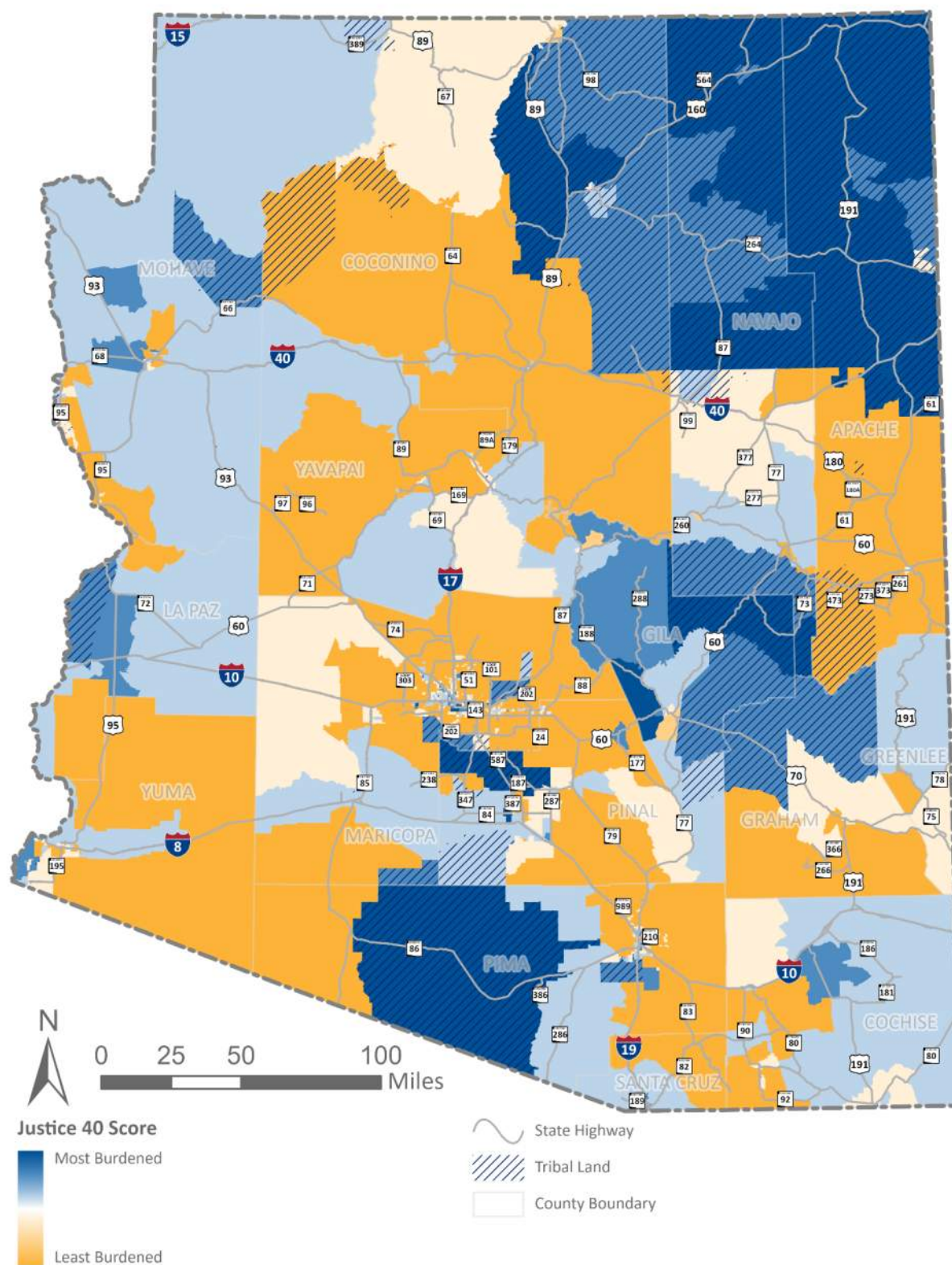
The Social Vulnerability Index (SVI) is a tool used by various agencies to determine the risk and resiliency of communities in the face of disaster, ranging from natural disasters such as tornados to manmade mishaps such as chemical spills. The primary agency is the Center for Disease Control (CDC), facilitated by the CDC’s Agency for Toxic Substances and Disease Registry (ATSDR). The ATSDR then created the SVI through its Geospatial Research, Analysis, and Services Program (GRASP) to “help public health officials and emergency response planners identify and map the communities that will most likely need support before, during, and after a hazardous event.” The SVI uses 16 U.S. Census variables, including age, crowding, and disabilities, to help identify communities that may need support in the face of disaster. Overall vulnerability is determined for each census tract and is calculated as percentiles from zero to one, with higher values indicating greater vulnerability. SVI social factors are shown in **Figure 24**. The SVI Overall Vulnerability percentile scores were scaled and applied to score census tracts statewide, as shown in **Figure 26**.

Figure 24. SVI Social Factors



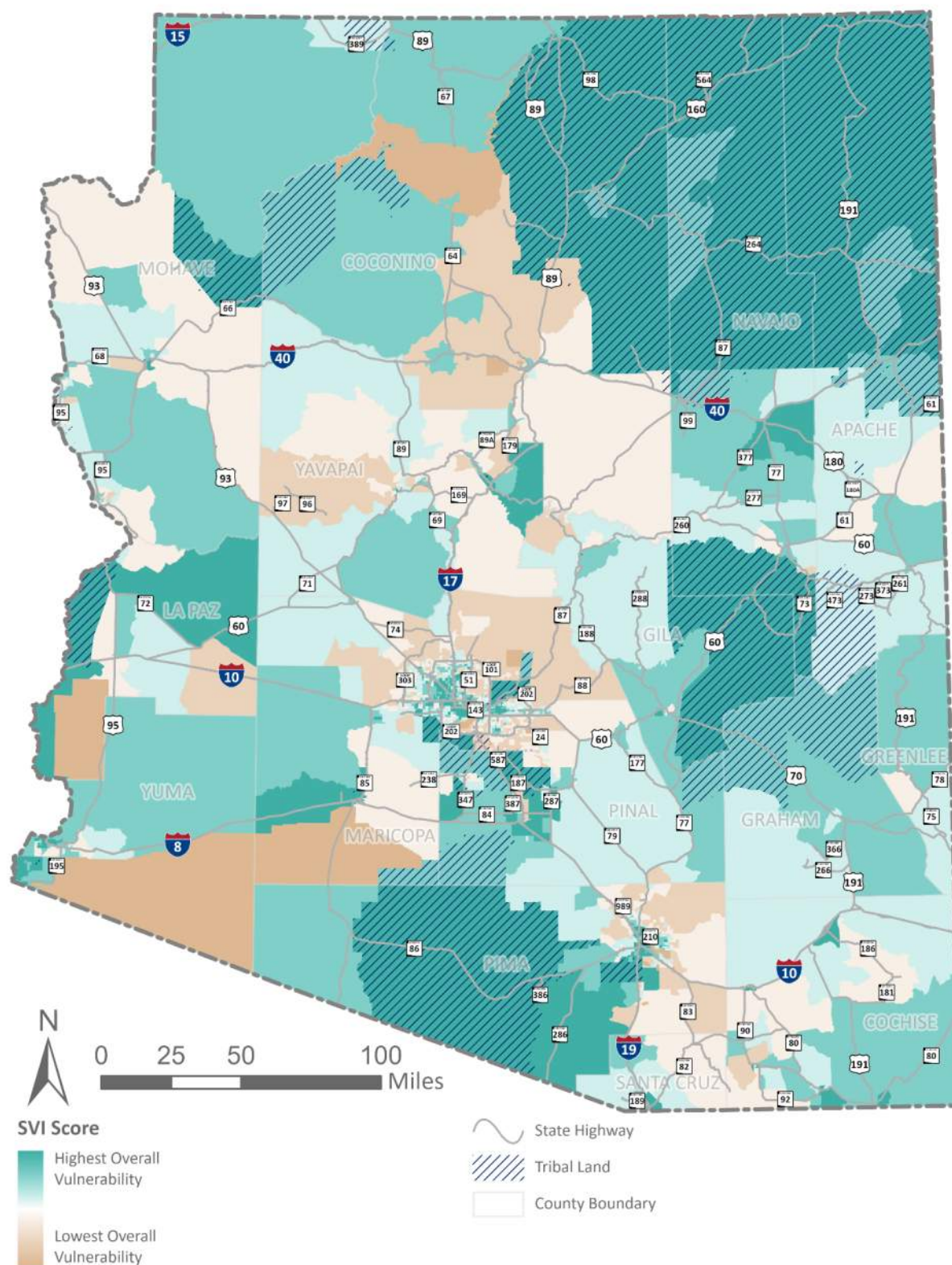
Source: Agency For Toxic Substances And Disease Registry Social Vulnerability Index

Figure 25. Justice 40 Score



Source: Climate And Economic Justice Screening Tool Methodology

Figure 26. Social Vulnerability Index Score

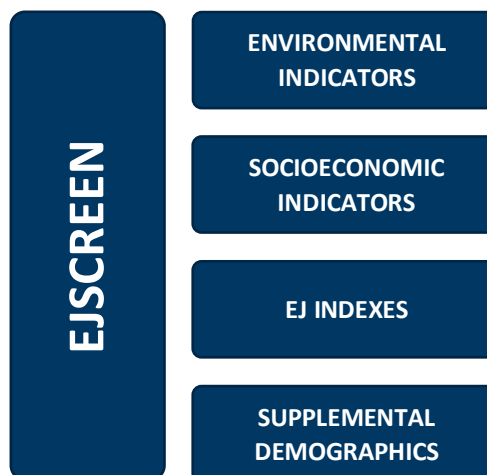


Source: Agency For Toxic Substances And Disease Registry Social Vulnerability Index

EJSCREEN

The Environmental Justice Screening and Mapping Tool (EJScreen/EJ Mapper) stems from the 1994 Executive Order 12898, wherein the Environmental Protection Agency (EPA) was tasked with determining where and what the potential for disproportionate environmental impact would be in the United States. EJScreen in its current form was released to the public in 2015 and is updated annually, with the most current version utilizing 2011 5-year American Community Survey (ACS) estimates at the block group level. **Figure 27** shows the EJScreen indicators and indexes. The number of supplemental indexes greater than the 80th percentile in the EJScreen tool were used to score the 2020 block groups, as shown in **Figure 29**.

Figure 27. EJ Screen Indicators and Indexes

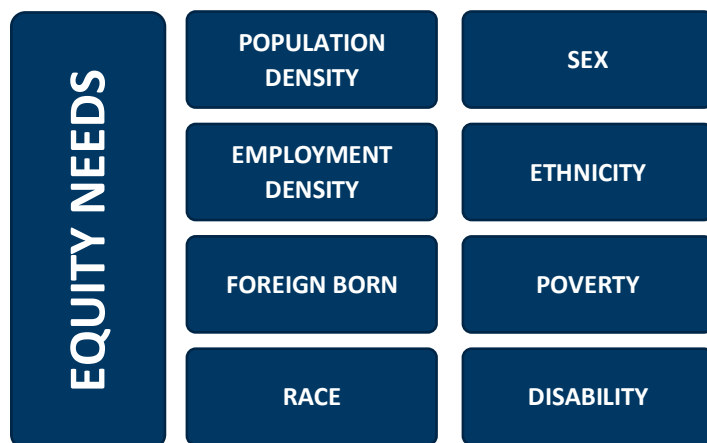


Source: US Environmental Protection Agency
Environmental Justice Screening And Mapping Tool

EQUITY NEEDS ANALYSIS

An equity needs tool was developed to analyze demographics data for the state by block group. This analysis is based on 2020 Census data, including population, employment, race/ethnicity, sex, income, and disability status. **Figure 28** shows the demographics included in the equity needs analysis. The distribution of the propensity score in 2020 block groups is shown below in **Figure 30**. As this analysis focused on access to transit, nearly all scores above two are located in urban areas.

Figure 28. Equity Needs Components

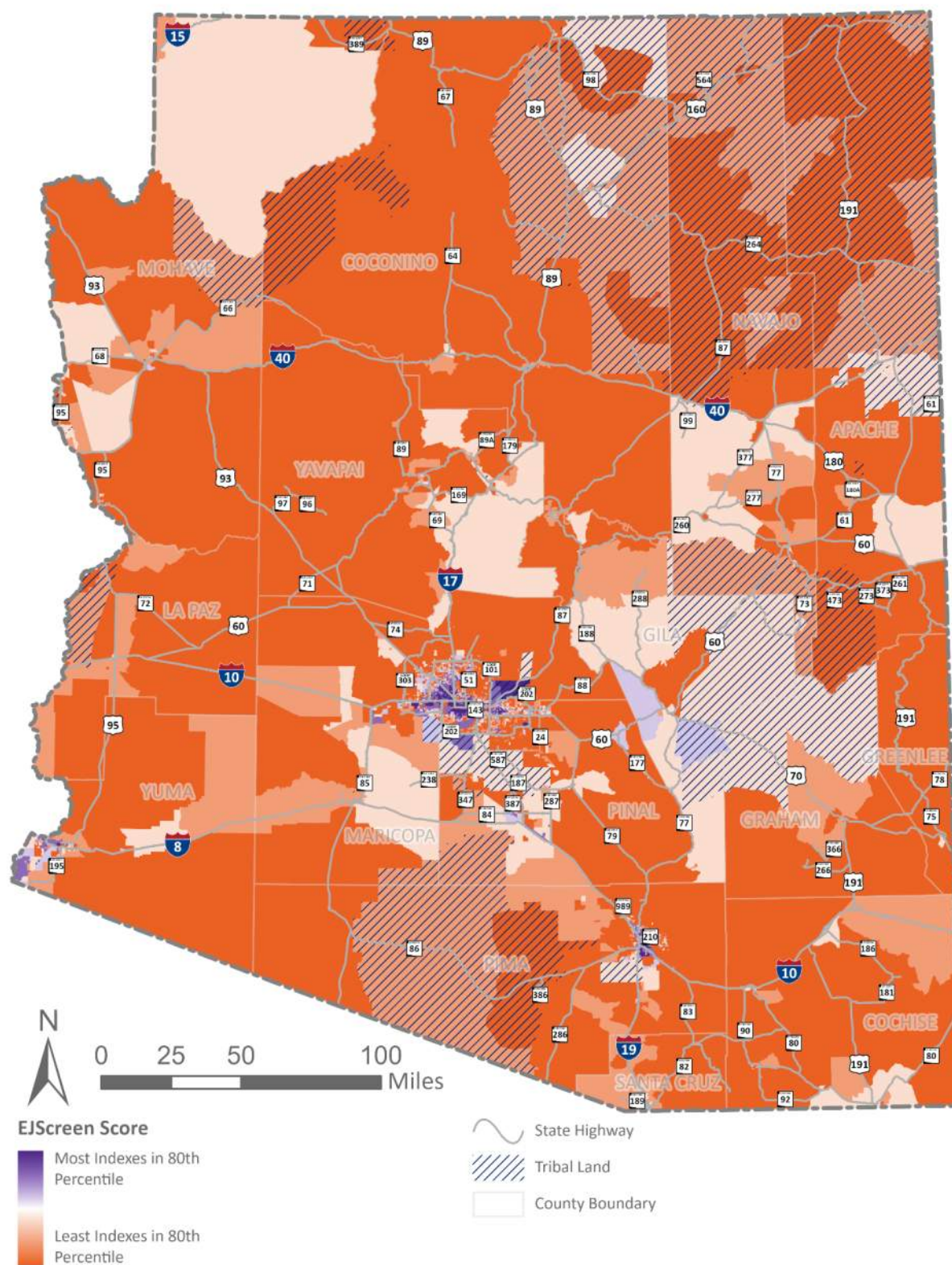


Source: US Census Bureau 2020 ACS

COMPREHENSIVE EQUITY SCORE

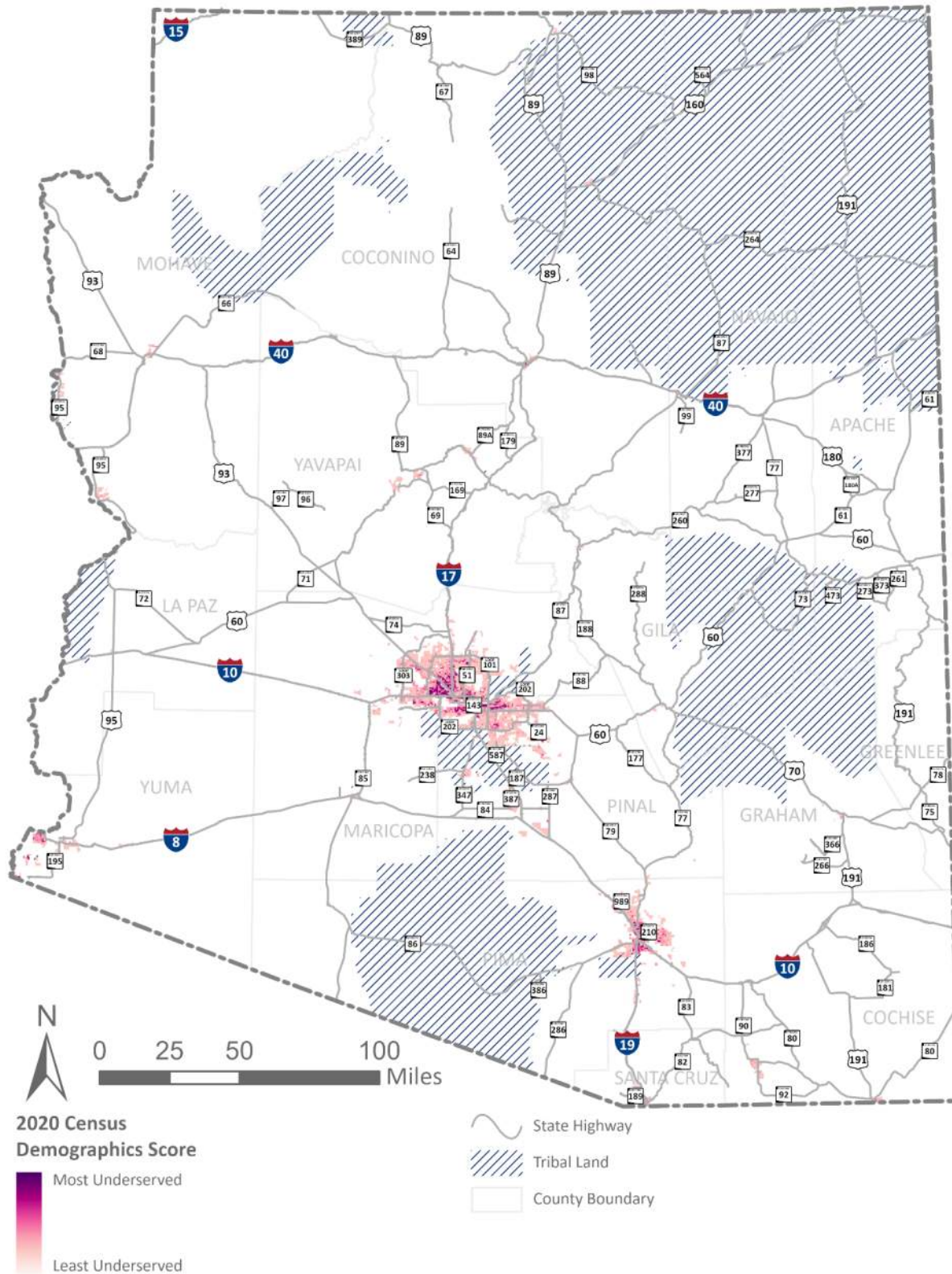
Following the scoring of each equity dataset on a scale of 0 to 5, a combined equity score was applied to each block group to rank locations on a scale from 0 (least underserved) to 20 (most underserved). **Figure 31** shows the comprehensive equity score, following the combination of the four equity sources.

Figure 29. EJScreen Score



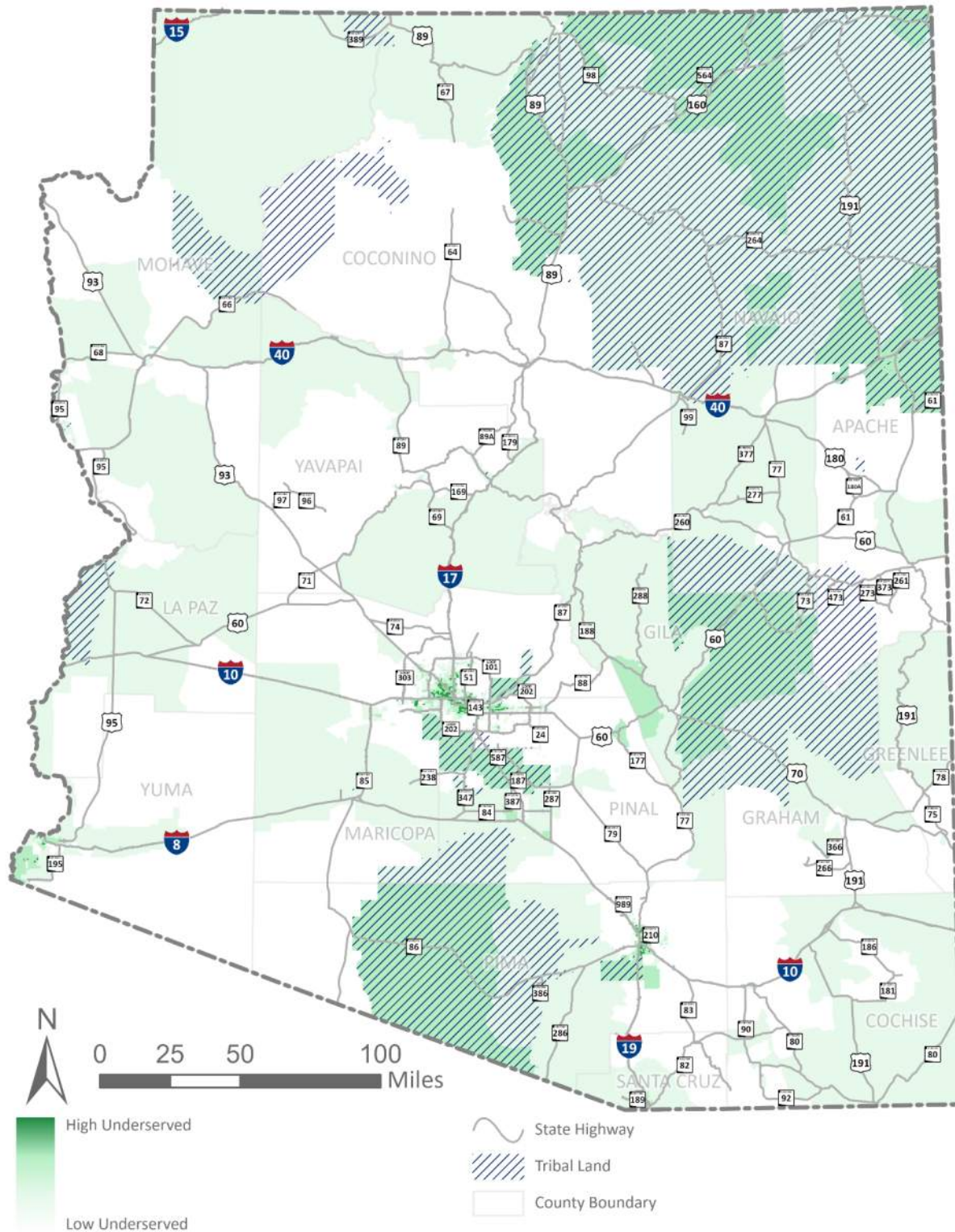
Source: US Environmental Protection Agency Environmental Justice Screening And Mapping Tool

Figure 30. Equity Needs Score



Source: 2020 Census

Figure 31. Comprehensive Equity Score



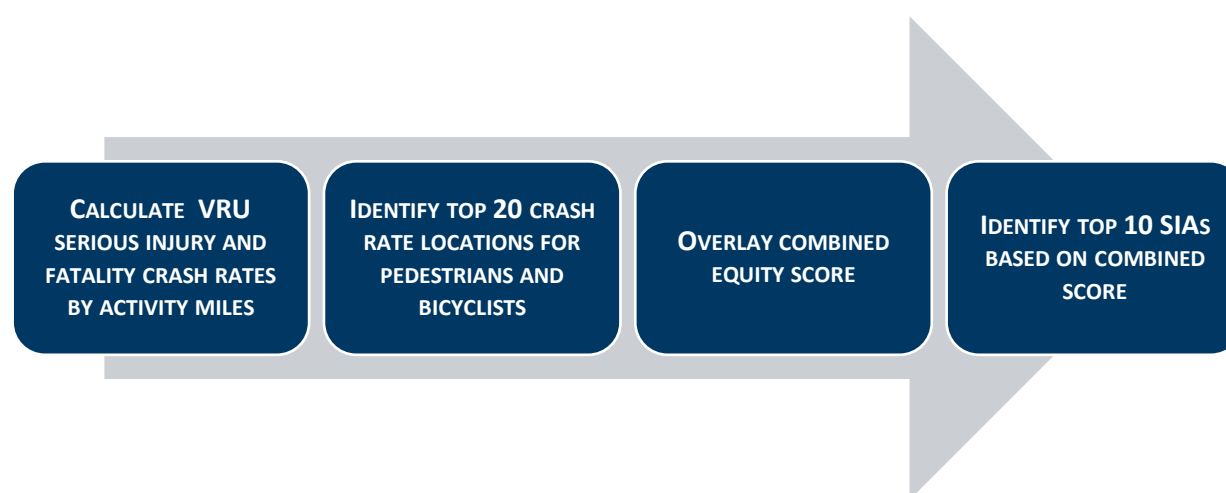
SAFETY IMPROVEMENT AREAS

The quantitative analysis scores for VRU crash history, VRU activity, and equity considerations were used to determine high-risk locations in most need of VRU safety improvements, which for purposes of the VRUSA are termed SIAs. Safety countermeasures identified for the highest-ranked SIAs are expected to also be applicable statewide as a guide for all communities in Arizona. The sections below outline the methodology, potential SIA identification and prioritization, and recommended SIAs for the Arizona VRUSA.

Overview of Methodology

The SIA selection methodology process is shown in **Figure 32** and expanded on in the following sections.

Figure 32. SIA Selection Methodology



SIA Candidates

Following the identification of the top 20 crash rate hextiles for both pedestrians and bicyclists, potential SIAs were prioritized further to identify 10 final SIAs. Two hextile locations are within the top 20 for both pedestrian and bicyclist crash rates, resulting in 38 total top hextile locations. These hextile locations were then grouped geographically and jurisdictionally to develop the following list of 22 potential SIA candidates:

- Apache Junction
- Catalina
- Cottonwood
- Eloy
- Fort Mojave
- Gila River
- Glendale
- Golden Valley
- Goodyear
- Kingman
- Lake Havasu City
- Mesa
- Oro Valley
- Payson
- Phoenix
- Prescott
- Quartzsite
- Scottsdale
- Sedona
- Tucson
- White Mountain Apache
- Yuma

A scoring system was developed to rank the 22 SIA candidates, accounting for the sum of the scores for the pedestrian crash rate, bicyclist crash rate, and equity score for each SIA candidate. **Table 7** shows the ranked SIA candidates by total score. The top 10 SIA candidates are highlighted in green font in the table.

Recommended Safety Improvement Areas

The recommended SIAs are the top 10 ranked candidate SIAs. These are shown in **Figure 33** and listed below in rank order from highest to lowest. **Appendix A** provides a safety snapshot for each recommended SIA, utilizing 2013-2022 ACIS data.

- Phoenix
- White Mountain Apache Tribe (WMAT)
- Yuma (City)
- Tucson
- Gila River Indian Community (GRIC)
- Mesa
- Golden Valley (Mohave County)
- Prescott
- Catalina (Pima County)
- Apache Junction

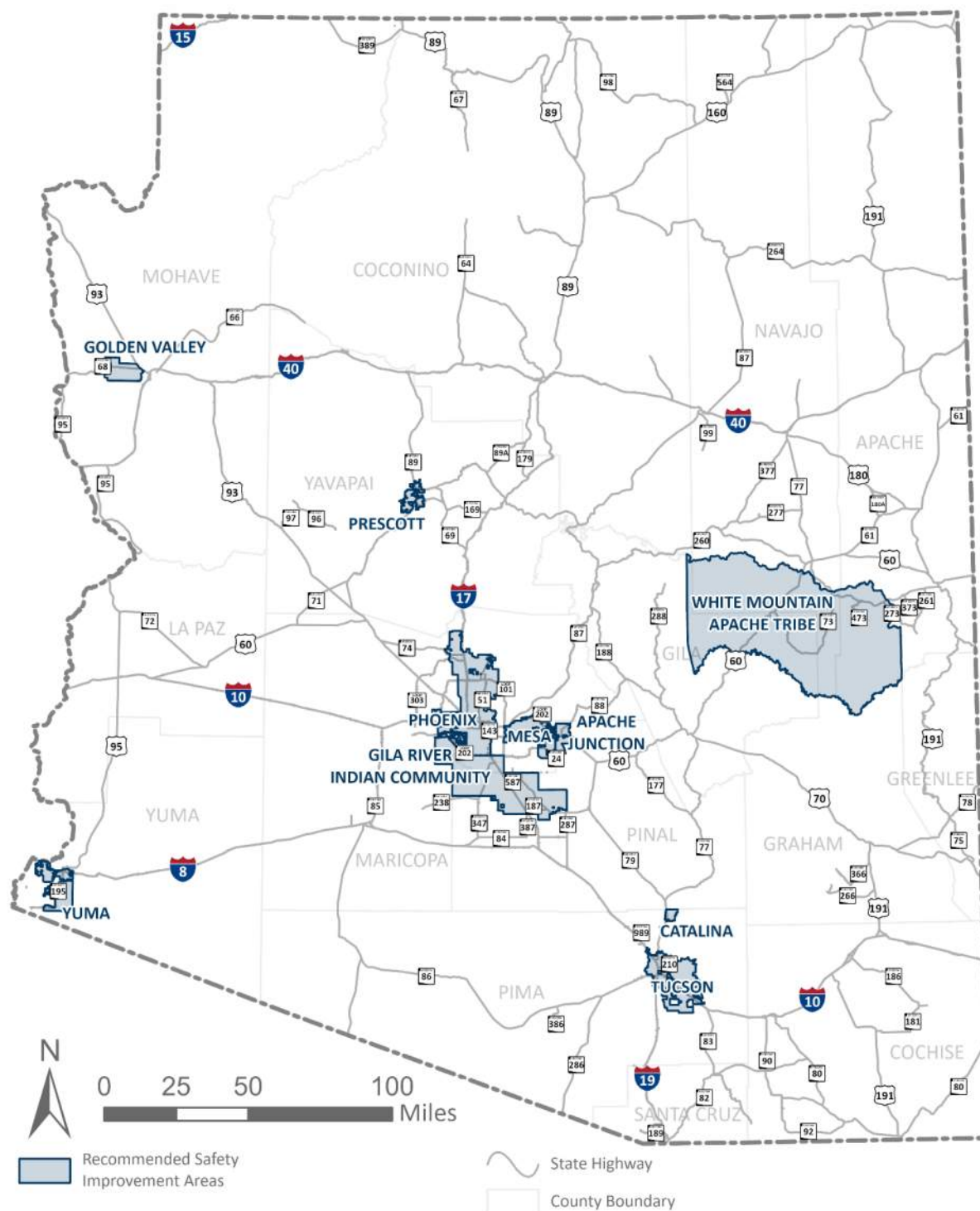
These 10 recommended SIAs cover:

14	of the top 20 pedestrian safety hextile locations
9	of the top 20 bicyclist safety hextile locations
62%	of VRU serious injury and fatal crashes statewide (2013-2022)
7	locations with high underserved populations

Table 7. Safety Improvement Area Candidates

SIA RANK	SAFETY IMPROVEMENT AREA	PEDESTRIAN CRASH RATE SCORE	BICYCLIST CRASH RATE SCORE	EQUITY SCORE	COMBINED SCORE
1	Phoenix	17	-	20	37
2	White Mountain Apache Tribe	19	-	13	32
3	Yuma	15	-	16	31
4	Tucson	-	11	19	30
5	Gila River Indian Community	16	-	13	29
6	Mesa	-	15	14	29
7	Golden Valley	18	-	9	27
8	Prescott	-	20	7	27
9	Catalina	-	19	8	27
10	Apache Junction	-	14	13	27
11	Quartzsite	13	-	11	24
12	Eloy	11	-	13	24
13	Sedona	-	18	6	24
14	Fort Mojave	14	-	9	23
15	Kingman	12	-	10	22
16	Glendale	1	-	19	20
17	Scottsdale	-	17	2	19
18	Goodyear	-	1	18	19
19	Lake Havasu City	-	8	10	18
20	Oro Valley	-	13	3	16
21	Cottonwood	-	6	10	16
22	Payson	5	-	8	13

Figure 33. Recommended Safety Improvement Areas



SUMMARY OF CONSULTATION

Stakeholder consultation is a key component of the VRUSA process. Collaboration and discussion with partners across the state allow for the development of countermeasures that are believed to be applicable to challenges and solutions across all of Arizona. The sections below summarize the engagement process and takeaways in the VRUSA.

Engagement Process

The stakeholder engagement process for the VRUSA involved a wide variety of statewide partners, including state agencies, tribal agencies, regional agencies, local agencies, and community advocate groups. The stakeholder engagement process aimed to involve stakeholders in all aspects of the VRUSA development albeit at different times and different levels. The stakeholder engagement process included three virtual meetings, each aimed to engage a different group of stakeholders. **Figure 34** shows the engagement meetings that were conducted as part of the VRUSA.

Figure 34. Stakeholder Meetings



VRUSA stakeholders were divided into two groups: technical stakeholders and stakeholder partners. Technical stakeholders were involved in reviewing the methodology of the assessment and a wider group comprising the technical stakeholders and stakeholder partners was involved in the two stakeholder meetings and reviewing the draft VRUSA document. The stakeholders in each stakeholder group are shown below. The following sections outline the content for each stakeholder meeting as well as the results.

TECHNICAL STAKEHOLDERS

- Arizona Department of Transportation
- Federal Highway Administration
- Federal Transit Administration
- Arizona Governor's Office of Highway Safety

STAKEHOLDER PARTNERS

- Regional government councils (COGs and MPOs)
- Tribal partners
- Arizona Department of Health Services
- Arizona Department of Public Safety
- Local governments
- Local and regional transit agencies
- Bicycle advocacy groups
- Pedestrian advocacy groups

METHODOLOGY DISCUSSION

The Methodology Discussion meeting was the first stakeholder engagement effort. The meeting took place on September 5, 2023. Invitees included representatives from ADOT, FHWA, the Arizona Governor's Office of Highway Safety (GOHS), and the Inter Tribal Council of Arizona (ITCA). Twenty-three technical stakeholders attended, including representatives from ADOT and FHWA. The Methodology Discussion aimed to review the VRUSA components and proposed methodology for the Arizona VRUSA and obtain feedback on potential refinements to the methodology.

STAKEHOLDER MEETING 1

The local, tribal, and regional jurisdictions corresponding to the 10 recommended SIAs were invited to Stakeholder Meeting 1, along with agencies and advocacy groups that have statewide interests, to provide context and input on VRU safety within their jurisdictions as well as to share ideas, resources, and lessons learned from promoting VRU safety.

Stakeholder Meeting 1 took place on September 13, 2023. A total of 67 stakeholders attended, including local representatives from eight of the 10 identified SIAs as well as many statewide partners. The stakeholder meeting provided an overview of the VRUSA, a review of safety conditions in the SIAs, and associated discussion.

Attendees were provided with a safety snapshot handout of each SIA, including maps of pedestrian and bicyclist fatal and serious crashes and activity along with summary crash statistics. Discussion was facilitated using a virtual polling system. Questions to guide discussion included:

- Why do you think current VRU crash patterns are happening where they are happening in your community?
- What conditions are contributing to VRU safety issues in your community?
- Are the high crash areas on the pedestrian map of your community where you would expect it to be?
- Are the high crash areas on the bicyclist map for your community where you would expect them to be?
- What have you found to be effective pedestrian and/or bicycle improvements in your community?
- What lessons learned on improving VRU safety in your community would you like to share?
- What barriers are hindering implementation of VRU safety improvements?
- What are common challenges for getting support for VRU safety projects in the community?

Key takeaways from Stakeholder Meeting 1 are summarized below. Stakeholders reported that the following conditions were most commonly contributing to VRU safety issues in their community:

	DISTRACTED TRAVELING		HIGH VEHICLE SPEEDS
	LACK OF VRU FACILITIES		IMPAIRED TRAVELING
	LACK OF LIGHTING		CAR-CENTRIC DESIGN
	LACK OF SEPARATION BETWEEN VRUS AND VEHICLES		INCOMPLETE CRASH DATA

Stakeholder reported the following lessons learned when working to improve VRU safety in their communities:

EDUCATION

- Coordination between local and regional agencies
- Need to improve engagement so that the community is involved in VRU safety
- Local surveys and focus groups indicate high interest in VRU safety
- Education of all road users about VRU safety

ENFORCEMENT

- Poor crash data makes it difficult to fund improvements

ENGINEERING

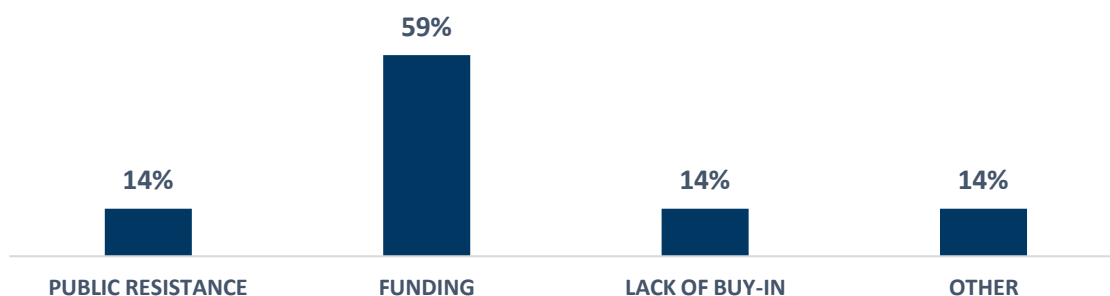
- VRU improvements do not get the same attention as roadway improvements
- Implementation of narrow vehicle lanes, reduced speeds, and additional lighting is helpful

EMERGENCY SERVICES

- CLAS standards should be presented at all levels of traffic safety planning and emergency response initiatives to ensure Diversity, Inclusion, Equity, and Accessibility are considered

Barriers hindering implementation of VRU safety improvements are shown in **Figure 35**. The highest barrier reported by stakeholders was funding availability.

Figure 35. Barriers Hindering Implementation of VRU Safety Improvements



STAKEHOLDER MEETING 2

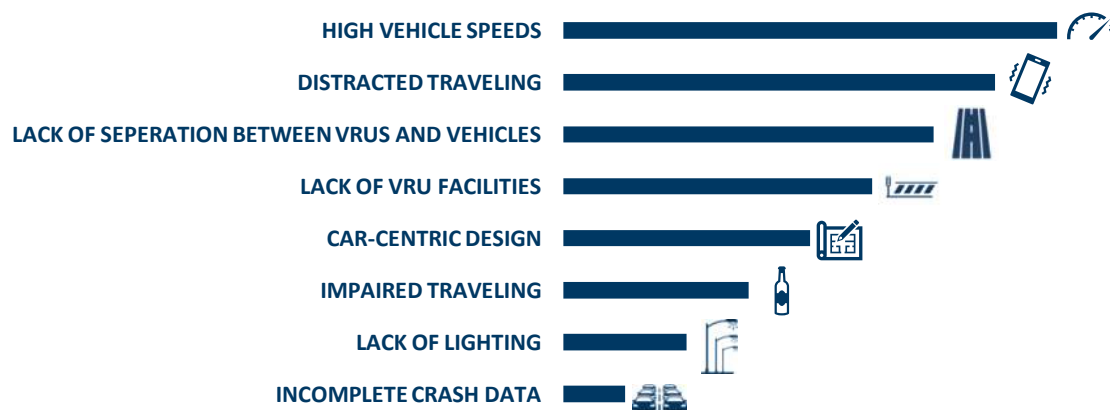
Stakeholder Meeting 2 was held on October 3, 2023. Stakeholder meeting invitations were extended to all stakeholder partners across the state, including state departments, regional agencies, local agencies, and advocacy groups to obtain context and input on VRU safety across the state and obtain feedback and input on the draft developed countermeasure toolkit.

A total of 80 stakeholders attended Stakeholder Meeting 2, including representatives from Arizona Department of Public Safety, Arizona Department of Health Services, and other regional and local partners throughout the state. The stakeholder meeting provided an overview of the VRUSA, the identified SIAs, and review of the draft Safety Improvement Strategies countermeasures toolbox.

Attendees were provided with a draft Safety Improvement Strategies Toolkit and provided an overview of feedback obtained in Stakeholder Meeting 1. Discussion was facilitated using a virtual polling system. Questions to guide discussion included:

- Please rank the conditions identified in Stakeholder Meeting 1 from highest to lowest impact in your community.
- What ideas do you have to overcome the barriers identified in Stakeholder Meeting 1?
- Is there any additional support your community would like from ADOT?
- What countermeasures have you seen effectively applied in your community?
- What countermeasures would you like to see more of in your community?

Key takeaways from Stakeholder Meeting 2 are summarized below. Stakeholders ranked the conditions identified in Stakeholder Meeting 1 as most prevalent in their community. High speeds and distracted traveling ranked the highest among conditions contributing to VRU safety.



When asked to share ideas on how to overcome barriers in improving VRU safety, comment responses included:

- Continued follow-through on safety efforts (e.g., implement VRU projects)
- Identify additional funding opportunities
- Improve design standards and policies to include VRU best practices
- Improve education
- Shift culture of safety to see VRUs as important as vehicle users

Stakeholders were asked what countermeasures have been effectively implemented in their communities. Common responses included:

SPEED REDUCTION	IMPROVED LIGHTING	BICYCLE FACILITIES (E.G., SEPARATED BIKE LANES AND BUFFERED BIKE LANES)	LAW ENFORCEMENT PRESENCE IN HIGH VULNERABILITY AREAS	WELL-TRAINED EMS AND TRAUMA SYSTEM TO REDUCE LENGTH OF POST-CRASH CARE
OFF-STREET ROUTES (E.G., UTILITY CORRIDORS)	ROAD SAFETY ASSESSMENTS	SAFE ROUTES TO SCHOOL	IMPROVED DESIGN STANDARDS	EDUCATION CAMPAIGNS

Stakeholders reported that they would like to see more of the following countermeasures in their community:

MANDATORY AND FREQUENT TRAINING FOR VEHICLE DRIVERS	EFFECTIVE AND CONTINUOUS ENFORCEMENT	ADDITIONAL PEDESTRIAN FACILITIES	ADDITIONAL BICYCLIST FACILITIES	EQUITABLE ROAD MAINTENANCE AND SNOW REMOVAL
IMPROVED DESIGN STANDARD	ROAD SAFETY ASSESSMENTS	SAFE ROUTES TO SCHOOL	SPEED REDUCTION	LANE RECONFIGURATIONS

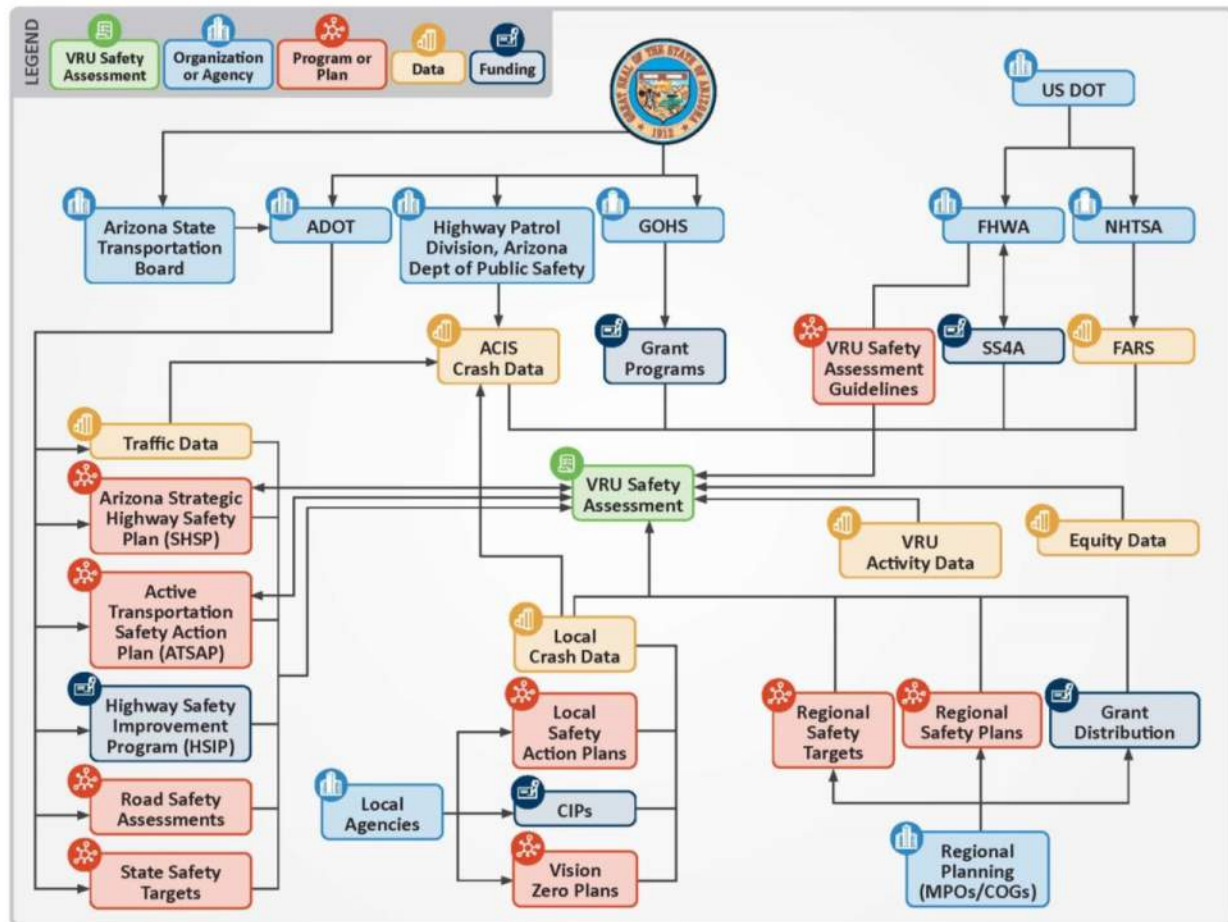
PROGRAM OF PROJECTS AND STRATEGIES

Following the identification of safety improvement areas and stakeholder consultation, a program of projects and strategies was developed for Arizona. The program of projects and strategies includes a state safety program inventory and safety improvement strategies. The state safety program inventory provides stakeholders with a snapshot of VRU safety efforts in Arizona. The safety improvement strategies are a list of countermeasures aimed to provide stakeholders with an initial guide to identify possible strategies to improve VRU safety.

Safety Program Inventory

To aid local, regional, and statewide partners, the Arizona VRUSA reviewed existing programs involving VRU safety. This inventory aimed to provide information on the overall scope of VRU safety efforts in the state and aid stakeholders in making connections. Arizona's safety program inventory comprises agencies, plans, programs, funding sources, and databases applicable to VRU safety and is shown in **Figure 36**.

Figure 36. Arizona Safety Program Inventory



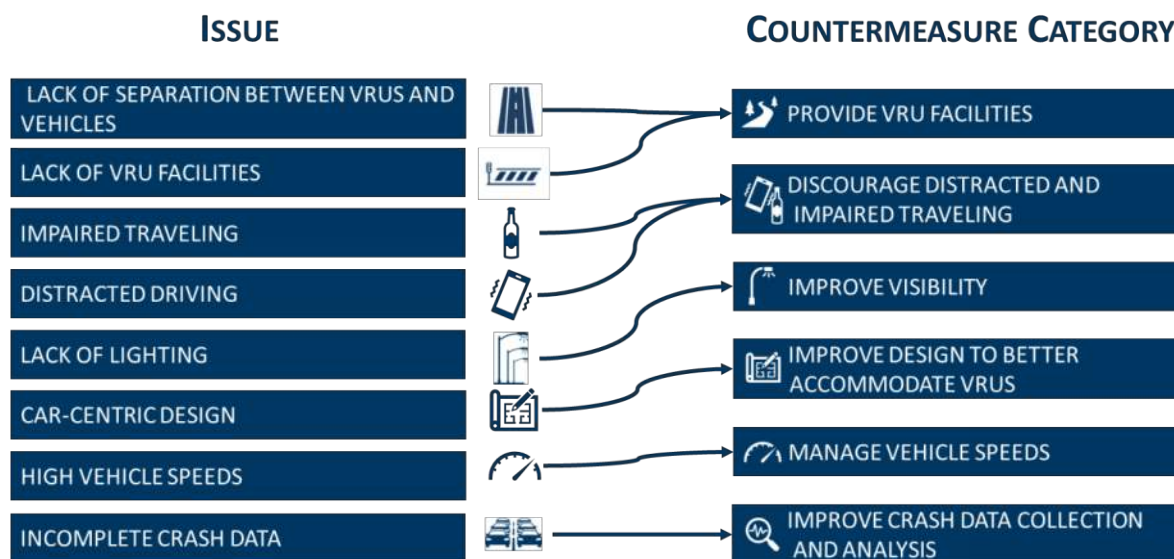
Safety Improvement Strategies

Safety improvement strategies were developed following a review of existing safety efforts and discussion with stakeholders. Countermeasures from Stakeholder Meeting 1, Stakeholder Meeting 2, and existing local, regional, and statewide plans were summarized to develop a comprehensive list of safety improvement countermeasures. Identified countermeasures were then applied to a wide variety of criteria to develop the VRU Safety Countermeasures Selection Matrix Tool. This tool is intended to be used by stakeholders at all levels of government to aid the selection of appropriate countermeasures to address VRU safety challenges in their community.

COUNTERMEASURE CATEGORY DEVELOPMENT

Issues identified in the review safety plans and in the stakeholder consultation process were collected and combined to establish countermeasure categories. The countermeasure categories are intended to aid the user of the toolbox in identifying what countermeasures would aim to improve the specific VRU safety challenges in their community. The countermeasure categories resulting from the issue review are shown in **Figure 37**.

Figure 37. Countermeasure Categories



COUNTERMEASURE APPLICABILITY

A wide variety of conditions and criteria were applied to the identified countermeasures. The resulting countermeasures are intended to prioritize solutions that are:

- Low-cost
- Proven effective
- Broad application
- Easy to implement
- Eligible for multiple funding sources
- Related to specific roadway conditions and user types

To achieve an understanding of the above goals, each countermeasure was categorized by budget level, countermeasure type based on the 4 E's of Transportation Safety, SSA effectiveness criteria, and applicability criteria for each countermeasure type.

Budget

Understanding the associated cost is an important first step in identifying the appropriate countermeasure to mitigate VRU safety in a community. Each countermeasure was ranked by general cost. Costs have been categorized as low, medium, and high. It is important to note that many costs associated with countermeasures are dependent on the size of implementation.

Countermeasure Type

Countermeasure types were developed utilizing the 4 E's of Transportation Safety and the added category of data collection. Users can prioritize solutions by the type of countermeasure they want to implement. The countermeasure types are shown below.

ENGINEERING:

tools and resources to address safety concerns, including roadway design, traffic engineering, maintenance, and planning

EDUCATION:

outreach campaigns and initiatives to promote and teach safe roadway behavior, including drivers and VRUs

ENFORCEMENT:

ensure that roadway users are following the rules of the road

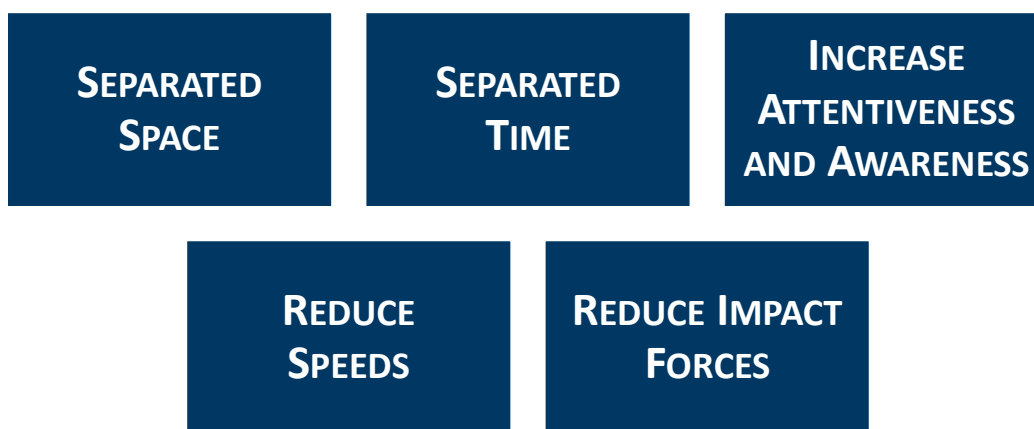
EMERGENCY SERVICES: practices to ensure that the processes involving emergency services are streamlined to improve response time

DATA COLLECTION: benchmarking efforts through data collection and analysis

SSA Effectiveness Criteria

Countermeasures were also compared to the SSA to determine their effectiveness with each SSA aspect. Countermeasures were noted as effectively addressing an SSA aspect with either a “Yes” or “Sometimes” response, where applicable, for each of the SSA criteria shown in **Figure 38**:

Figure 38. SSA Effectiveness Criteria

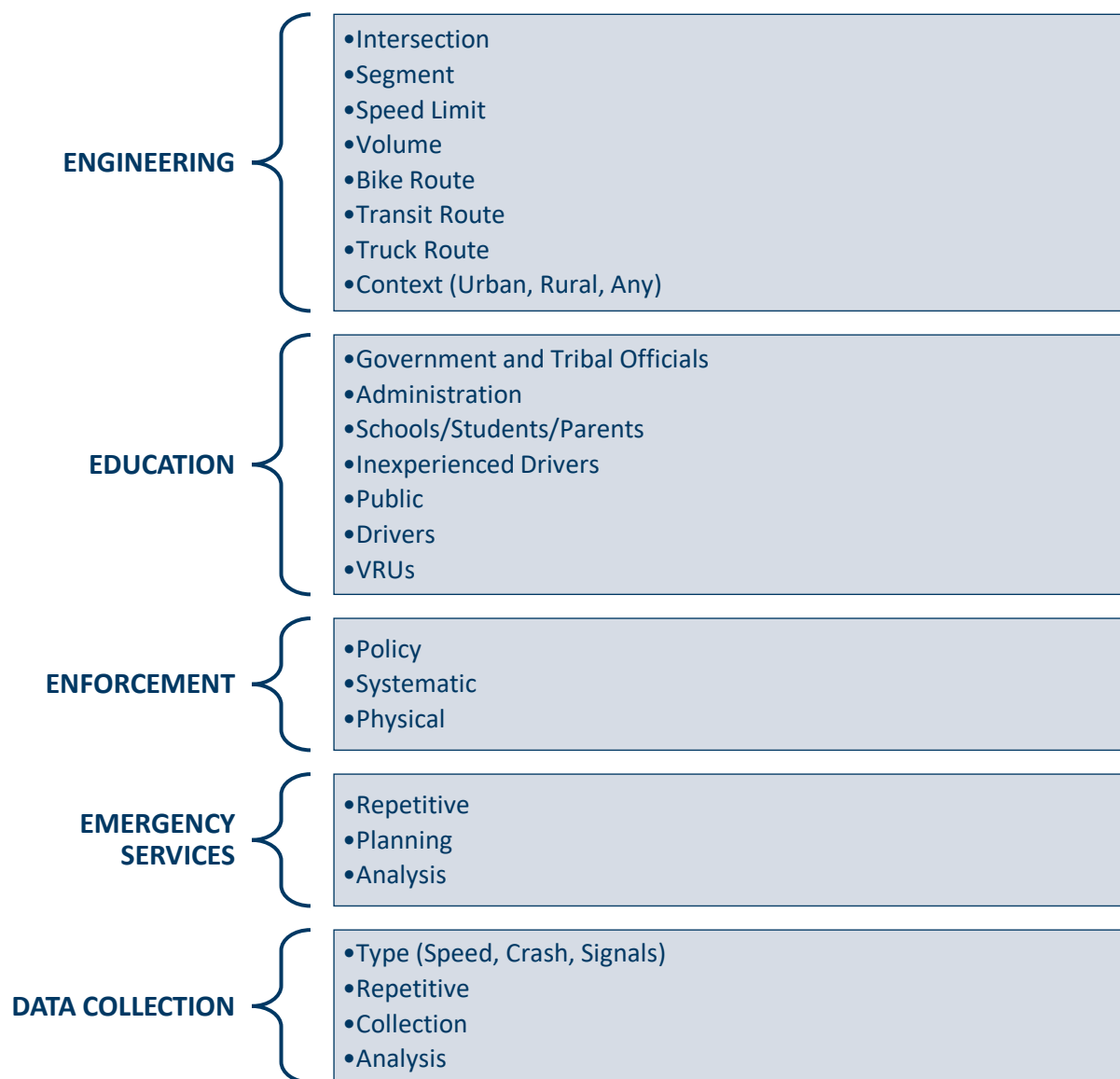


Source: United States Department of Transportation

Applicability Criteria

Applicability criteria were applied to each countermeasure dependent on the countermeasure type. This allows users to further determine which countermeasure will be most effective for their location, audience, and more. **Figure 39** shows the applicability criteria by countermeasure type.

Figure 39. Countermeasure Type by Applicability Criteria



VRU SAFETY COUNTERMEASURES SELECTION MATRIX TOOL

The VRU Safety Countermeasures Selection Matrix Tool is shown below and is categorized by type and relative cost (countermeasure costs compared to each other) of the strategy. Countermeasures are derived from review of previous planning efforts and stakeholder input.

Low Cost

The following sections outline the low-cost countermeasures for each countermeasure type. The tables below outline the low engineering, education, enforcement, and data collection countermeasures and their associated applicability. There are no low-cost emergency service countermeasures. Cost categories may be altered based on implementation conditions.

ENGINEERING

Table 8 provides low-cost engineering countermeasures. **Table 9** shows the applicability of each low-cost engineering countermeasure.

Table 8. Low-Cost Engineering Countermeasures

COUNTERMEASURE	SEPARATED SPACE	SEPARATED TIME	INCREASE ATTENTIVENESS AND AWARENESS	REDUCE SPEEDS	REDUCE IMPACT FORCES
Improve Design to Better Accommodate VRUs					
Improve intersection geometry using advance stop and yield lines		●	●		●
Utilize the Safe Routes to School program			●		
Evaluate signal phasing and timing (e.g., add flashing yellow left-turn arrow, reduce through and left-turn conflicts) for improvements		●	●		●
Include additional lateral space for bicycles on roadway cross-sections	●				●
Improve sight distance and visibility between drivers and VRUs			●		
Update existing policies and standards to better promote systemwide VRU safety countermeasures.	●	●	●	●	●
Address existing policies and standards that encourage wider roads and flared intersections that later require safety countermeasures.	●	●	●	●	●
Discourage Distracted and Impaired Traveling					
Implement rumble strips			●		
Install chevrons on curves	●		●	●	
Manage Vehicle Speeds					
Reduce speed limits				●	●
Provide VRU Facilities					
Identify grant programs eligible for VRU funding, including federal, regional, and local funds	●				●
Improve Visibility					
Increase visibility of traffic control devices (oversized regulatory signs, retroreflective signposts)	●		●		●
Proactively maintain pavement markings	●	●	●	●	
General					
Improve maintenance frequency of existing VRU facilities	●		●		●

LEGEND: ● YES ● SOMETIMES

Table 9. Low-Cost Engineering Applicability

COUNTERMEASURE	INTERSECTION	SEGMENT	SPEED LIMIT (MPH)	VOLUME (VPD)	BIKE ROUTE	TRANSIT ROUTE	TRUCK ROUTE	CONTEXT
Improve Design to Better Accommodate VRUs								
Improve intersection geometry by implementing advance stop and yield lines	✓		ANY	ANY	✓	✓	✓	ANY
Utilize the Safe Routes to School program	✓	✓	<45	<45K	✓	✓		ANY
Evaluate signal phasing and timing (e.g., add flashing yellow left-turn arrow, reduce through and left-turn conflicts) for improvements	✓		ANY	ANY	✓	✓	✓	ANY
Include additional lateral space for bicycles on roadway cross-sections		✓	ANY	ANY	✓	✓	✓	ANY
Improve sight distance and/or visibility between drivers and VRUs (e.g., daylighting)	✓	✓	ANY	ANY	✓	✓	✓	ANY
Update existing policies and standards to better promote systemwide safety countermeasures.	✓	✓	ANY	ANY	✓	✓	✓	ANY
Address existing policies and standards that encourage wider roads and flared intersections that later require safety countermeasures.	✓	✓	ANY	ANY	✓	✓	✓	ANY
Discourage Distracted and Impaired Traveling								
Implement rumble strips		✓	ANY	ANY	✓	✓	✓	RURAL
Install chevrons on curves		✓	ANY	ANY	✓	✓	✓	ANY
Manage Vehicle Speeds								
Reduce speed limits	✓	✓	ANY	ANY	✓	✓	✓	ANY
Provide VRU Facilities								
Identify federal grant programs eligible for VRU funding	✓	✓	ANY	ANY	✓	✓	✓	ANY
Improve Visibility								
Increase visibility of traffic control devices (oversized regulatory signs, retroreflective signposts)	✓	✓	ANY	ANY	✓	✓	✓	ANY
Proactively maintain pavement markings	✓	✓	ANY	ANY	✓	✓	✓	ANY
General								
Improve maintenance frequency of existing VRU facilities	✓	✓	ANY	ANY	✓	✓	✓	ANY
CONTEXT: RURAL, URBAN, ANY								

EDUCATION

Table 10 shows low-cost education countermeasures. **Table 11** shows the applicability of each low-cost education countermeasure.

Table 10. Low-Cost Education Countermeasures

COUNTERMEASURE	SEPARATED SPACE	SEPARATED TIME	INCREASE ATTENTIVENESS AND AWARENESS	REDUCE SPEEDS	REDUCE IMPACT FORCES
Improve Design to Better Accommodate VRUs					
Include VRU safety as a primary project evaluation criterion in Transportation Improvement Programs (TIPs)	●	●	●	●	●
Integrate Safe System principles into all levels of transportation planning	●	●	●	●	●
Discourage Distracted and Impaired Traveling					
Identify best practices for promoting and/or implementing Safe Driving pledge campaigns			●		
Train school crossing guards and coordinate with them to identify safety issues to share with students and the general public	●	●	●	●	●
Utilize Dynamic Message Signs for impaired driving educational messages			●		
Implement a campaign on Driving Under the Influence (DUI) dangers and penalties			●		
Improve Crash Data and Analysis					
Provide information to government and tribal officials on crash trends regularly		●	●	●	●
Improve Visibility					
Promote the use of pedestrian and bicyclist safety lights and reflective wrist/ankle bands	●	●	●	●	
General					
Engage more with key VRU advocacy groups		●	●	●	●
Promote the use of helmets	●	●	●	●	●
Engage with population groups or communities experiencing high numbers of fatal or serious VRU crashes		●	●	●	●

LEGEND: ● YES ● SOMETIMES

Table 11. Low-Cost Education Applicability

COUNTERMEASURE	AUDIENCE						
	GOVERNMENT AND TRIBAL OFFICIALS	ADMINISTRATION	SCHOOLS/STUDENTS/ PARENTS	INEXPERIENCED DRIVERS	PUBLIC	DRIVERS	VRUS
Improve Design to Better Accommodate VRUs							
Include VRU safety as a primary project evaluation criterion in TIPs		✓					
Integrate Safe System principles into all levels of transportation planning		✓					
Discourage Distracted and Impaired Traveling							
Identify best practices for promoting and/or implementing Safe Driving pledge campaigns					✓	✓	
Train school crossing guards and coordinate with them to identify safety issues to share with students and the general public			✓	✓	✓		
Utilize Dynamic Message Signs for impaired driving educational messages						✓	
Implement a campaign on DUI dangers and penalties					✓	✓	✓
Improve Crash Data and Analysis							
Provide information to government and tribal officials on crash trends regularly	✓	✓					
Improve Visibility							
Promote the use of pedestrian and bicyclist safety lights and reflective wrist/ankle bands					✓		✓
General							
Engage more with key VRU advocacy groups			✓				✓
Promote the use of helmets		✓			✓		✓
Engage with population groups or communities experiencing high numbers of fatal or serious VRU crashes		✓			✓	✓	✓

ENFORCEMENT

Table 12 shows low-cost enforcement countermeasures. **Table 13** shows the applicability of each low-cost enforcement countermeasure.

Table 12. Low-Cost Enforcement Countermeasures

COUNTERMEASURE	SEPARATED SPACE	SEPARATED TIME	INCREASE ATTENTIVENESS AND AWARENESS	REDUCE SPEEDS	REDUCE IMPACT FORCES
Discourage Distracted and Impaired Traveling					
Increase enforcement of laws and ordinances banning any use of a cell phone while driving			●		
Conduct high-visibility impaired traveling saturation patrols for both drivers and VRUs			●		
Manage Vehicle Speeds					
Increase enforcement of speeding and red-light running			●	●	
Implement targeted enforcement in school zones			●	●	
General					
Increase enforcement of laws designed to promote VRU safety (e.g., jaywalking, wrong-way riding, and vehicles encroaching on bicyclists)	●	●	●	●	●
Conduct targeted enforcement at high-risk locations	●	●	●	●	●

LEGEND: ● YES ● SOMETIMES

Table 13. Low-Cost Enforcement Applicability

COUNTERMEASURE	POLICY	SYSTEMATIC	PHYSICAL
Discourage Distracted and Impaired Traveling			
Increase enforcement of ordinances banning any use of a cell phone while driving	✓		✓
Conduct high-visibility impaired traveling saturation patrols for both drivers and VRUs			✓
Manage Vehicle Speeds			
Increase enforcement of speeding and red-light running			✓
Implement targeted enforcement in school zones			✓
General			
Increase enforcement of laws designed to promote VRU safety (e.g., jaywalking, wrong-way riding, and vehicles encroaching on bicyclists)		✓	✓
Conduct targeted enforcement at high-risk locations			✓

DATA COLLECTION

Table 14 shows low-cost data collection countermeasures. **Table 15** shows the applicability of each low-cost data collection countermeasure.

Table 14. Low-Cost Data Collection Countermeasures

COUNTERMEASURE	SEPARATED SPACE	SEPARATED TIME	INCREASE ATTENTIVENESS AND AWARENESS	REDUCE SPEEDS	REDUCE IMPACT FORCES
Improve Design to Better Accommodate VRUs					
Evaluate signal phasing and timing (e.g., add flashing yellow left-turn arrow, reduce through and left-turn conflicts) for improvements		●	●		●
Provide information to government and tribal officials on crash trends regularly		●	●	●	●
Provide data to support safety analyses, justify VRU improvement projects, and establish performance measures	●				●
Submit crash data electronically to ADOT statewide crash database	●				●
General					
Engage more with key VRU advocacy groups		●	●	●	●
LEGEND: ● YES ● SOMETIMES					

Table 15. Low-Cost Data Collection Applicability

COUNTERMEASURE	DATA TYPE	REPETITIVE	COLLECTION	ANALYSIS
Improve Design to Better Accommodate VRUs				
Evaluate signal phasing and timing (e.g., add flashing yellow left-turn arrow, reduce through and left-turn conflicts) for improvements	SIGNAL		✓	✓
Provide information to government and tribal officials on crash trends regularly	CRASH	✓	✓	
Provide data to support safety analyses, justify VRU improvement projects, and establish performance measures	CRASH		✓	✓
Submit crash data electronically to ADOT statewide crash database	CRASH	✓	✓	
General				
Engage more with key VRU advocacy groups	PUBLIC		✓	✓

Medium Cost

The following sections outline the medium-cost countermeasures for each countermeasure type. The tables below outline the medium-cost engineering, education, enforcement, emergency services, and data collection countermeasures and their associated applicability. Cost categories may be altered based on implementation conditions.

ENGINEERING

Table 16 provides medium-cost engineering countermeasures. **Table 17** shows the applicability of each medium-cost engineering countermeasure.

Table 16. Medium-Cost Engineering Countermeasures

COUNTERMEASURE	SEPARATED SPACE	SEPARATED TIME	INCREASE ATTENTIVENESS AND AWARENESS	REDUCE SPEEDS	REDUCE IMPACT FORCES
Improve Design to Better Accommodate VRUs					
Require VRU accommodation in the project assessment phase (e.g., roundabouts)	●	●	●	●	●
Improve pedestrian signal equipment (e.g., APS and PPB)		●	●		
Develop an ADA Transition Plan	●	●	●		
Install guardrail	●		●		●
Conduct Road Safety Assessments (RSAs) at high-risk locations	●	●	●	●	●
Develop a Bicyclist Safety Assessment (BSA) program	●	●	●	●	●
Develop and implement Complete Streets program and guidelines	●		●	●	●
Implement a road diet (i.e., narrowing or reduction of travel lanes)	●		●	●	
Discourage Distracted and Impaired Traveling					
Increase the use of Intelligent Transportation System (ITS) strategies in work zones and incident management (e.g., dynamic message signs and dynamic lane merge systems)			●	●	●
Implement shoulder improvements	●		●		●
Manage Vehicle Speeds					
Evaluate roadway speeds regularly			●	●	
Install speed feedback signs			●	●	
Implement variable speed limit signs			●	●	
Provide VRU Facilities					
Install pedestrian hybrid beacons (i.e., HAWKs), pedestrian traffic signals, or flashing beacons at VRU crossings	●	●	●	●	
Evaluate midblock and multi-lane uncontrolled crosswalks to determine if they should remain, be improved, or be removed	●	●	●	●	
Bring VRU facilities into compliance with ADA requirements	●	●	●		
Provide bicycle detection at signalized intersections		●	●	●	●
General					
Improve maintenance frequency of existing VRU facilities	●		●		●

LEGEND: ● YES ● SOMETIMES

Table 17. Medium-Cost Engineering Applicability

COUNTERMEASURE	INTERSECTION	SEGMENT	SPEED LIMIT	VOLUME	BIKE ROUTE	TRANSIT ROUTE	TRUCK ROUTE	CONTEXT
Improve Design to Better Accommodate VRUs								
Require VRU accommodation in the project assessment phase (e.g., roundabouts)	✓	✓	≤ 55	≤ 80K	✓	✓	✓	ANY
Improve pedestrian signal equipment (e.g., APS and PPB)	✓		ANY	ANY	✓	✓	✓	ANY
Develop an ADA Transition Plan	✓	✓	ANY	ANY	✓	✓	✓	ANY
Install guardrail		✓	ANY	ANY	✓	✓	✓	RURAL
Conduct Road Safety Assessments (RSAs) at high-risk locations	✓	✓	ANY	ANY	✓	✓	✓	ANY
Develop a Bicyclist Safety Assessment (BSA) program	✓	✓	ANY	ANY	✓	✓		ANY
Develop and implement Complete Streets program and guidelines	✓	✓	ANY	ANY	✓	✓	✓	ANY
Implement a road diet (i.e., narrowing or reduction of travel lanes)		✓	≤45	<30K	✓	✓		ANY
Discourage Distracted and Impaired Traveling								
Increase the use of Intelligent Transportation System (ITS) strategies in work zones and incident management (e.g., dynamic message signs and dynamic lane merge systems)	✓	✓	ANY	ANY	✓	✓	✓	ANY
Implement shoulder improvements		✓	ANY	ANY	✓	✓	✓	ANY
Manage Vehicle Speeds								
Evaluate roadway speeds regularly		✓	ANY	ANY	✓	✓	✓	ANY
Install speed feedback signs	✓	✓	ANY	ANY	✓	✓	✓	ANY
Implement variable speed limit signs		✓	ANY	ANY	✓	✓	✓	ANY
Provide VRU Facilities								
Install pedestrian hybrid beacons (i.e., HAWKS), pedestrian traffic signals, or flashing beacons at VRU crossings	✓	✓	ANY	ANY	✓	✓	✓	ANY
Evaluate midblock and multi-lane uncontrolled crosswalks to determine if they should remain, be improved, or be removed		✓	ANY	ANY	✓	✓	✓	ANY
Bring VRU facilities into compliance with ADA requirements	✓	✓	ANY	ANY	✓	✓	✓	ANY
Provide bicycle detection at signalized intersections	✓		ANY	ANY	✓	✓	✓	ANY
General								
Improve maintenance frequency of existing VRU facilities CONTEXT: RURAL, URBAN, ANY	✓	✓	ANY	ANY	✓	✓	✓	ANY

EDUCATION

Table 18 provides medium-cost education countermeasures. **Table 19** shows the applicability of each medium-cost education countermeasure.

Table 18. Medium- Cost Education Countermeasures

COUNTERMEASURE	SEPARATED SPACE	SEPARATED TIME	INCREASE ATTENTIVENESS AND AWARENESS	REDUCE SPEEDS	REDUCE IMPACT FORCES
Discourage Distracted and Impaired Traveling					
Improve safety public awareness, education, and training for all road users to promote safer driving behaviors			●		
Develop public relations campaigns highlighting the risks of distracted and impaired driving			●		
Support an education and outreach campaign that creates a serious dialogue about “traffic safety culture”			●		
Initiate a safe driving campaign for elderly drivers			●		
Conduct mock crash demonstrations for high school students			●		
General					
Increase funding for VRU safety programs	●				●
Develop public-private campaigns to expand outreach events			●		
LEGEND: ● YES ● SOMETIMES					

Table 19. Medium-Cost Education Applicability

COUNTERMEASURE	AUDIENCE						
	GOVERNMENT AND TRIBAL OFFICIALS	ADMINISTRATION	SCHOOLS/STUDENTS/ PARENTS	INEXPERIENCED DRIVERS	PUBLIC	DRIVERS	VRUS
Improve Design to Better Accommodate VRUs							
Improve safety public awareness, education, and training for all road users to promote safer driving behaviors		✓			✓	✓	✓
Develop public relations campaigns highlighting the risks of distracted and impaired traveling					✓	✓	✓
Support an education and outreach campaign that creates a serious dialogue about “traffic safety culture”					✓	✓	✓
Initiate a safe driving campaign for elderly drivers				✓		✓	
Conduct mock crash demonstrations for high school students			✓			✓	✓
General							
Increase funding for VRU safety programs		✓					
Develop public-private campaigns to expand outreach events	✓	✓			✓		

ENFORCEMENT

Table 20 shows medium-cost enforcement countermeasures. **Table 21** shows the applicability of each medium-cost enforcement countermeasure.

Table 20. Medium-Cost Enforcement Countermeasures

COUNTERMEASURE	SEPARATED SPACE	SEPARATED TIME	INCREASE ATTENTIVENESS AND AWARENESS	REDUCE SPEEDS	REDUCE IMPACT FORCES
Manage Vehicle Speed					
Establish “safety corridors” with increased fines for violations			●	●	
LEGEND: ● YES ● SOMETIMES					

Table 21. Medium-Cost Enforcement Applicability

COUNTERMEASURE	POLICY	SYSTEMATIC	PHYSICAL
Discourage Distracted and Impaired Driving			
Establish “safety corridors” with increased fines for violations	✓		✓

EMERGENCY SERVICES

Table 22 shows medium-cost emergency services countermeasures. **Table 23** shows the applicability of each medium-cost emergency service countermeasure.

Table 22. Medium-Cost Emergency Services Countermeasures

COUNTERMEASURE	SEPARATED SPACE	SEPARATED TIME	INCREASE ATTENTIVENESS AND AWARENESS	REDUCE SPEEDS	REDUCE IMPACT FORCES
Discourage Distracted and Impaired Traveling					
Increase the use of Intelligent Transportation System (ITS) strategies in work zones and incident management (e.g., dynamic message signs and dynamic lane merge systems)			●	●	
General					
Develop traffic incident management protocols that promote VRU safety	●	●	●	●	●
Evaluate emergency medical service and trauma registry data to help fill in data gaps in crash data			●		
LEGEND: ● YES ● SOMETIMES					

Table 23. Medium-Cost Emergency Services Applicability

COUNTERMEASURE	REPETITIVE	PLANNING	ANALYSIS
Increase the use of Intelligent Transportation System (ITS) strategies in work zones and incident management (e.g., dynamic message signs and dynamic lane merge systems)	✓	✓	✓
General			
Develop traffic incident management protocols that promote VRU safety		✓	
Evaluate emergency medical service and trauma registry data to help fill in data gaps in crash data	✓	✓	✓

DATA COLLECTION

Table 24 shows medium-cost data collection countermeasures. **Table 25** shows the applicability of each medium-cost data collection countermeasure.

Table 24. Medium-Cost Data Collection Countermeasures

COUNTERMEASURE	SEPARATED SPACE	SEPARATED TIME	INCREASE ATTENTIVENESS AND AWARENESS	REDUCE SPEEDS	REDUCE IMPACT FORCES
Manage Vehicle Speed					
Evaluate roadway speeds regularly			●	●	
Improve Crash Data and Analysis					
Update crash data and performance measures annually		●	●	●	●
Update intersection and segment crash analysis annually to determine high-priority locations	●	●	●	●	
General					
Evaluate emergency medical service and trauma registry data to help fill in data gaps in crash data			●		

LEGEND: ● YES ● SOMETIMES

Table 25. Medium-Cost Data Collection Applicability

COUNTERMEASURE	DATA TYPE	REPETITIVE	COLLECTION	ANALYSIS
Manage Vehicle Speed				
Evaluate roadway speeds regularly	SPEED	✓	✓	✓
Improve Crash Data and Analysis				
Update crash data and performance measures annually	CRASH	✓	✓	

COUNTERMEASURE	DATA TYPE	REPETITIVE	COLLECTION	ANALYSIS
Update intersection and segment crash analysis annually to determine high-priority locations	CRASH	✓		✓
General				
Evaluate emergency medical service and trauma registry data to help fill in data gaps in crash data	CRASH	✓	✓	✓

High Cost

The following sections outline the high-cost countermeasures for each countermeasure type. The tables below outline the high engineering, education, and data collection countermeasures and their associated criteria. There were no high-cost enforcement or emergency service countermeasures. Cost categories may be altered based on implementation conditions.

ENGINEERING

Table 26 provides high-cost engineering countermeasures. **Table 27** shows the applicability of each high-cost engineering countermeasure.

Table 26. High-Cost Engineering Countermeasures

COUNTERMEASURE	SEPARATED SPACE	SEPARATED TIME	INCREASE ATTENTIVENESS AND AWARENESS	REDUCE SPEEDS	REDUCE IMPACT FORCES
Improve Design to Better Accommodate VRUs					
Implement raised medians or barriers	●		●	●	●
Implement a roundabout			●	●	●
Construct pork chop islands to create a refuge island	●		●	●	●
Use a tighter radius at corners to lower vehicle speeds while turning			●	●	●
Manage Vehicle Speeds					
Implement traffic calming measures	●	●	●	●	●
Implement on-street parking	●		●	●	●
Provide VRU Facilities					
Install pedestrian facilities (e.g., marked crosswalks, raised crosswalks, refuge islands, and sidewalks, HAWK)	●	●	●	●	●
Install bicycle facilities (e.g., bike lanes, separated bike lanes, bike boulevards, and off-road multi-use paths, Bike HAWK)	●		●	●	●
Improve Visibility					
Improve roadway lighting, particularly at high-risk VRU-vehicle conflict areas		●	●	●	●

LEGEND: ● YES ● SOMETIMES

Table 27. High-Cost Engineering Applicability

COUNTERMEASURE	INTERSECTION	SEGMENT	SPEED LIMIT	VOLUME	BIKE ROUTE	TRANSIT ROUTE	TRUCK ROUTE	CONTEXT
Improve Design to Better Accommodate VRUs								
Implement raised medians or barriers	✓	✓	ANY	ANY	✓	✓	✓	ANY
Implement a roundabout	✓		≤45	≤45K	✓	✓	✓	ANY
Construct pork chop islands to create a refuge island	✓		ANY	ANY	✓	✓	✓	ANY
Use a tighter radius at corners to lower vehicle speeds while turning	✓		ANY	ANY	✓	✓		ANY
Manage Speed								
Implement traffic calming measures	✓	✓	≤35	≤35	✓	✓	✓	ANY
Implement on-street parking		✓	≤35	≤35	✓	✓		ANY
Provide VRU Facilities								
Install pedestrian facilities (e.g., marked crosswalks, raised crosswalks, refuge islands, and sidewalks, HAWK)	✓	✓	≤55	ANY	✓	✓	✓	ANY
Install bicycle facilities (e.g., bike lanes, separated bike lanes, bike boulevards, and off-road multi-use paths, Bike HAWK)	✓	✓	ANY	ANY	✓	✓	✓	ANY
Improve Visibility								
Improve roadway lighting, particularly at high-risk VRU-vehicle conflict areas	✓	✓	ANY	ANY	✓	✓	✓	ANY
CONTEXT: RURAL, URBAN, ANY								

EDUCATION

Table 28 provides high-cost education countermeasures. **Table 29** shows the applicability of each high-cost education countermeasure.

Table 28. High-Cost Education Countermeasures

COUNTERMEASURE	SEPARATED SPACE	SEPARATED TIME	INCREASE ATTENTIVENESS AND AWARENESS	REDUCE SPEEDS	REDUCE IMPACT FORCES
Improve Design to Better Accommodate VRUs					
Include bicyclists as State Highway Users	●	●	●	●	
LEGEND: ● YES ● SOMETIMES					

Table 29. High-Cost Education Applicability

COUNTERMEASURE	AUDIENCE						
	GOVERNMENT AND TRIBAL OFFICIALS	ADMINISTRATION	SCHOOLS/STUDENTS/PARENTS	INEXPERIENCED DRIVERS	PUBLIC	DRIVERS	VRUS
Improve Design to Better Accommodate VRUs							
Include bicyclists as State Highway Users		✓			✓	✓	✓

Implementation Guidance

To accompany the VRU Safety Countermeasures Selection Matrix Tool, possible funding programs that agencies may pursue are summarized in the following section. Potential funding programs for VRU safety improvements include:

- Highway Safety Improvement Program (HSIP)
- Safe Streets and Roads for All (SS4A) Grant Program
- Surface Transportation Block Grant (STBG) Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program
- Reconnecting Communities and Neighborhoods (RCN) Program
- Capital Investment Grants Program Transit Oriented Development (TOD) Pilot Program
- Strengthening Mobility and Revolutionizing Transportation (SMART) Grant
- Highway User Revenue Fund (HURF)
- Local Transportation Assistance Funds (LTAF)
- Regional Transportation Funds
- Local Funds

Additional funding sources are available from state agencies, regional agencies, and local agencies. Many funding opportunities prioritize safety projects, making these programs a great opportunity for VRU safety improvements. Examples of safety-focused funding sources include HSIP and SS4A. For other sources, safety is not the primary focus but is still a component of consideration, such as in the RAISE and SMART grant programs.

APPENDIX A

ARIZONA VRUSA

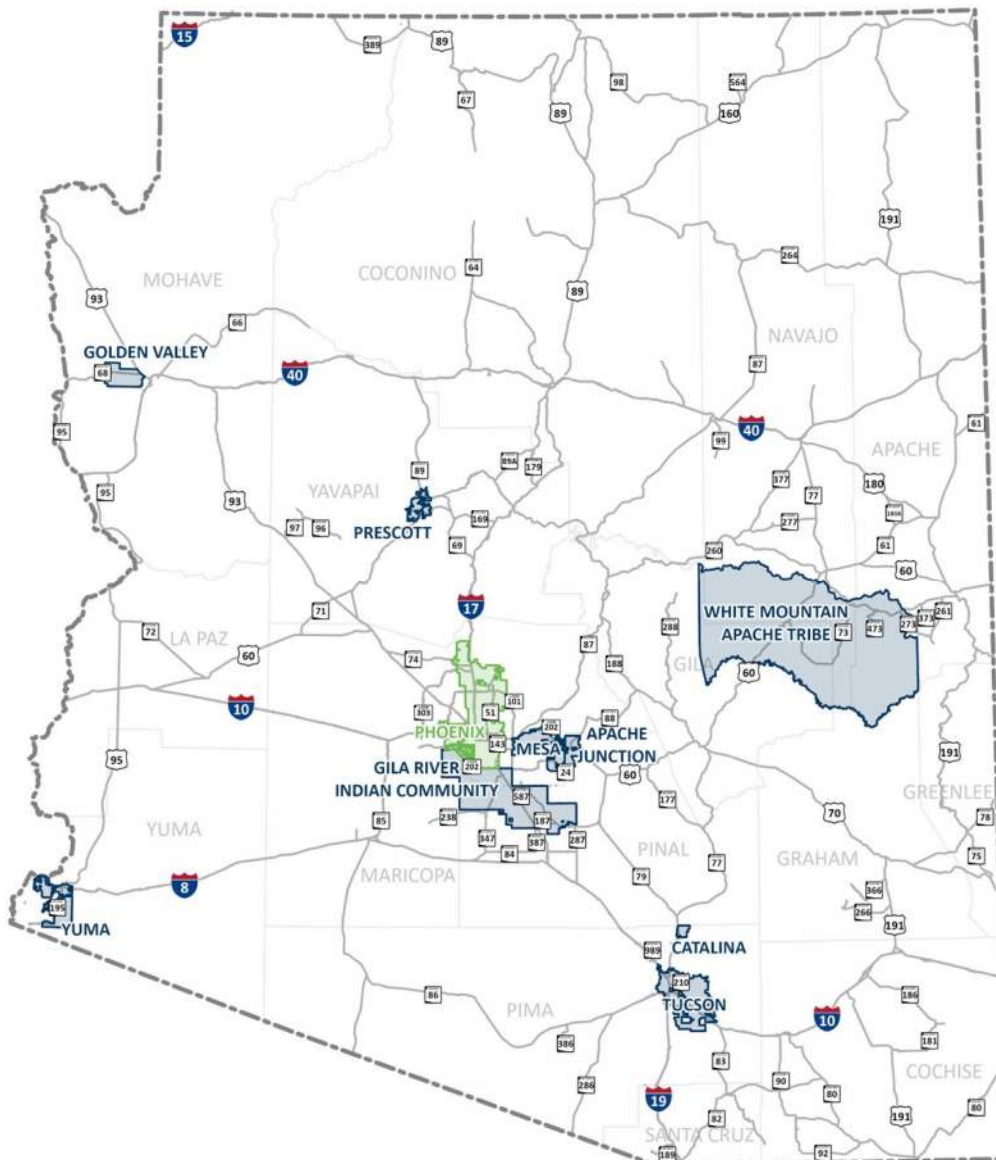
SAFETY IMPROVEMENT AREA

Phoenix

VRU Safety Snapshot

11,413	pedestrian and bicyclist crashes
877	pedestrian fatalities
91	bicyclist fatalities
11.8%	of pedestrian crashes resulted in a fatality
2.3%	of bicyclist crashes resulted in a fatality

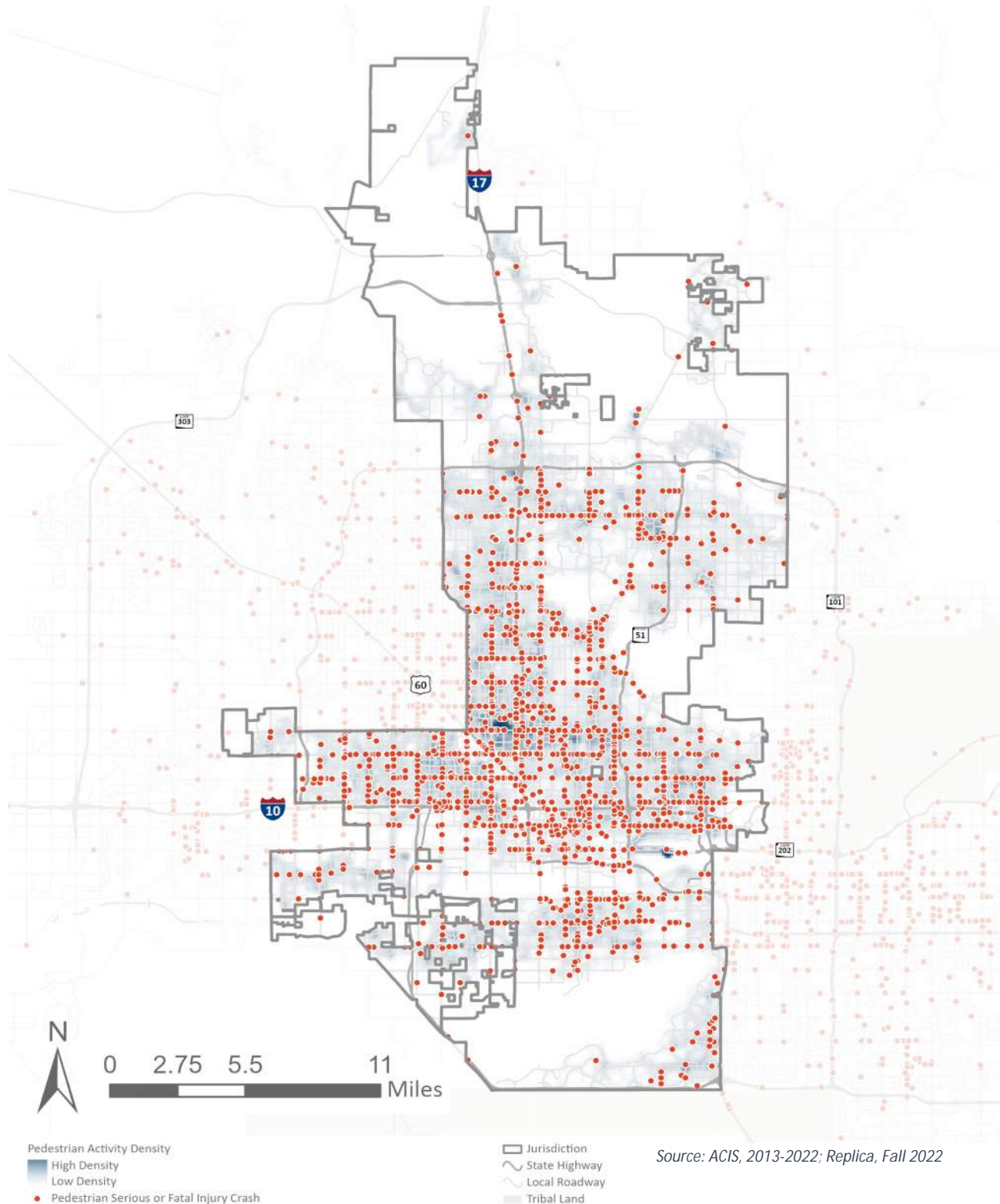
Source: Arizona Crash Information System (ACIS), 2013-2022



SAFETY IMPROVEMENT AREA

Phoenix

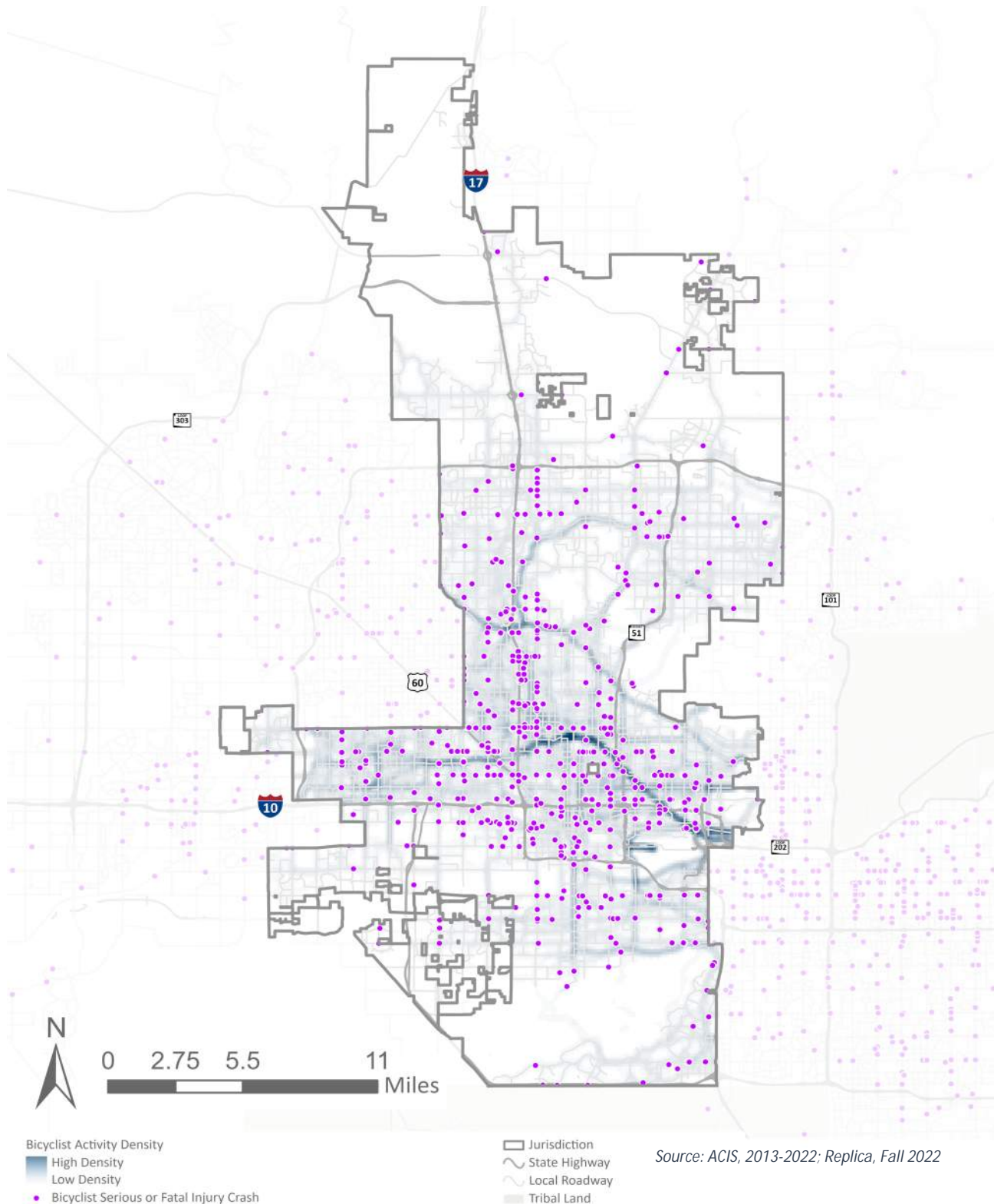
PEDESTRIAN ACTIVITY AND FATAL OR SERIOUS INJURY CRASHES



SAFETY IMPROVEMENT AREA

Phoenix

BICYCLIST ACTIVITY AND FATAL OR SERIOUS INJURY CRASHES



ARIZONA VRUSA

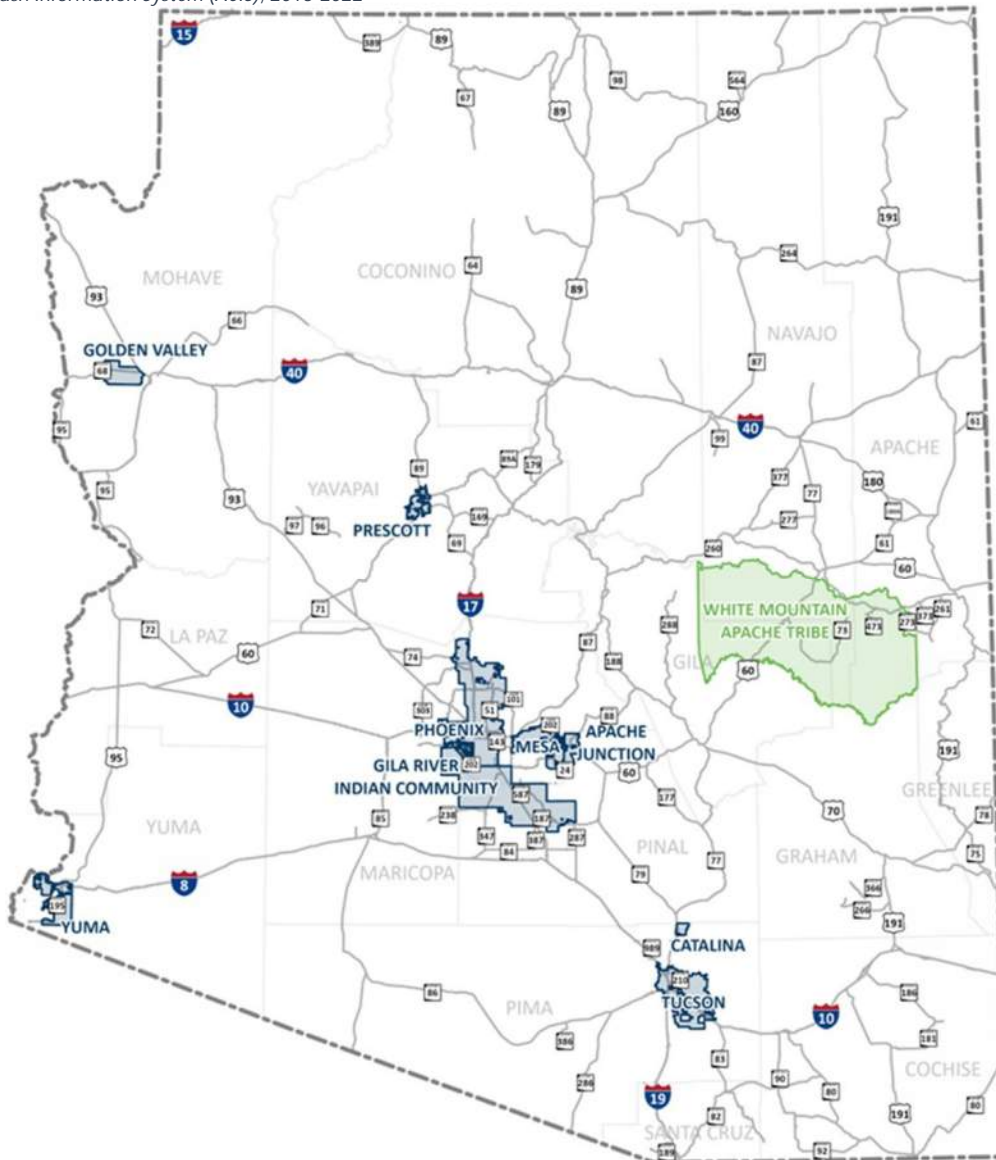
SAFETY IMPROVEMENT AREA

White Mountain Apache Tribe

VRU Safety Snapshot

33	pedestrian and bicyclist crashes
22	pedestrian fatalities
0	bicyclist fatalities
66.7%	of pedestrian crashes resulted in a fatality
0%	of bicyclist crashes resulted in a fatality

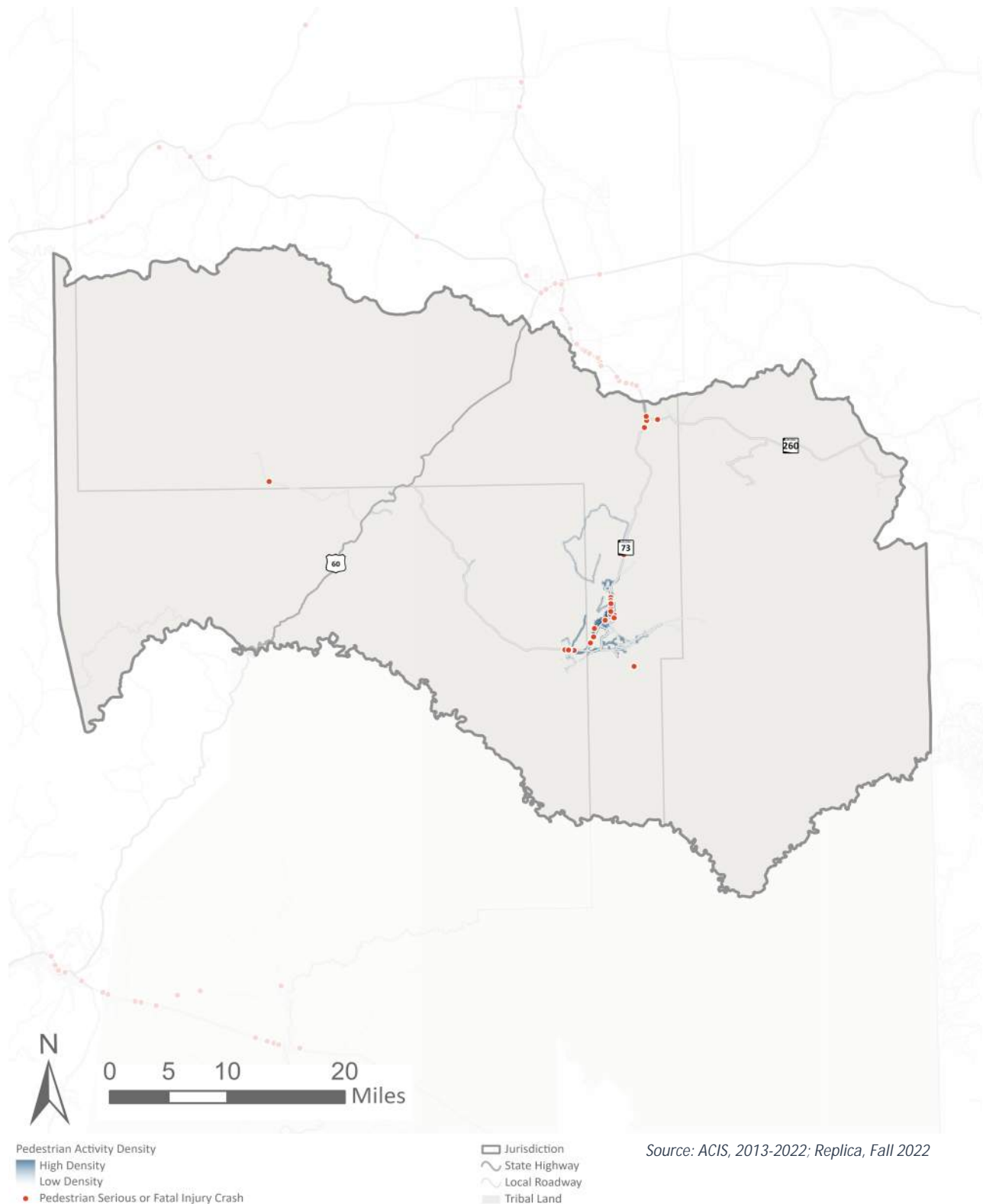
Source: Arizona Crash Information System (ACIS), 2013-2022



SAFETY IMPROVEMENT AREA

White Mountain Apache Tribe

PEDESTRIAN ACTIVITY AND FATAL OR SERIOUS INJURY CRASHES

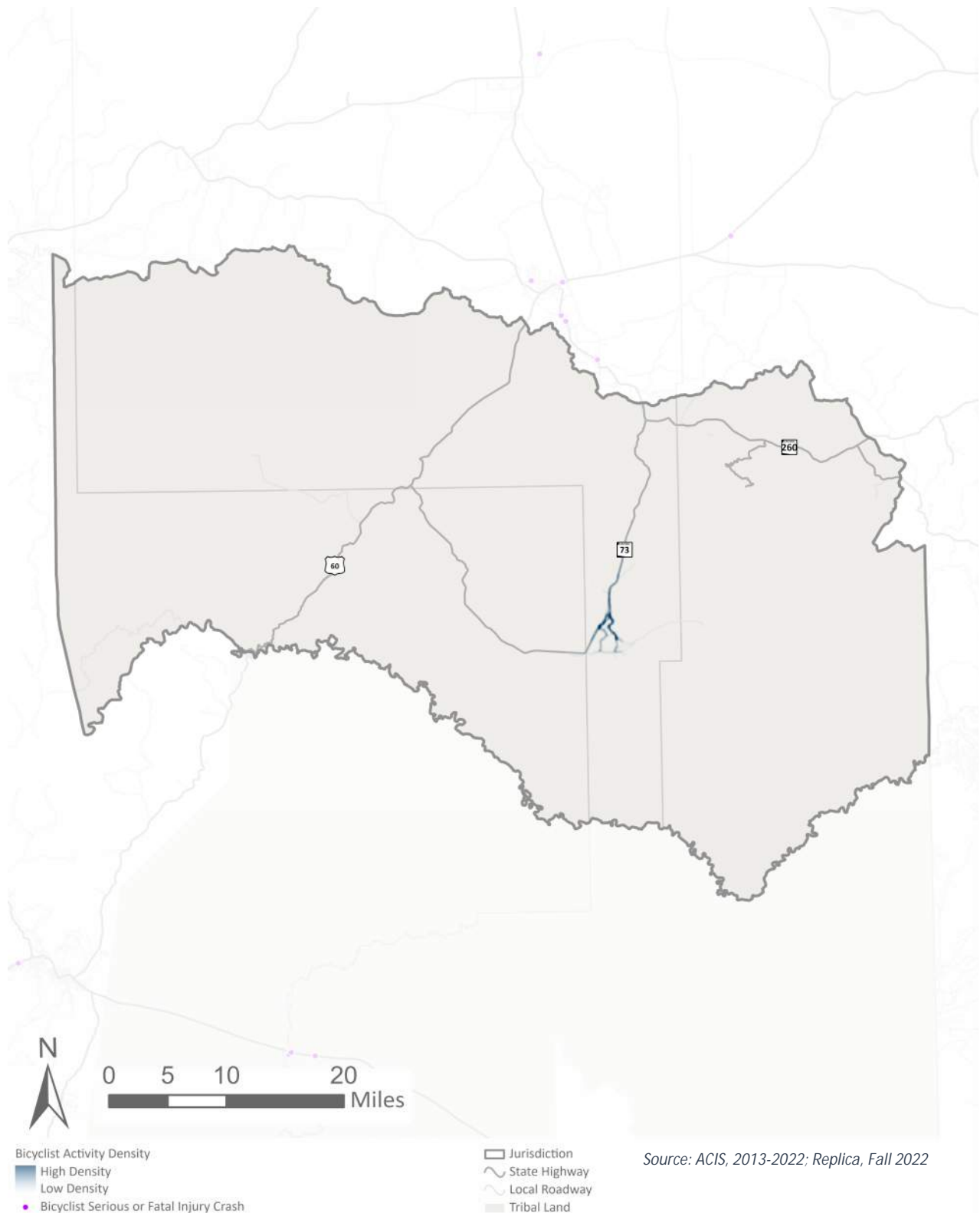


Source: ACIS, 2013-2022; Replica, Fall 2022

SAFETY IMPROVEMENT AREA

White Mountain Apache Tribe

BICYCLIST ACTIVITY AND FATAL OR SERIOUS INJURY CRASHES



Source: ACIS, 2013-2022; Replica, Fall 2022

Yuma

VRU Safety Snapshot

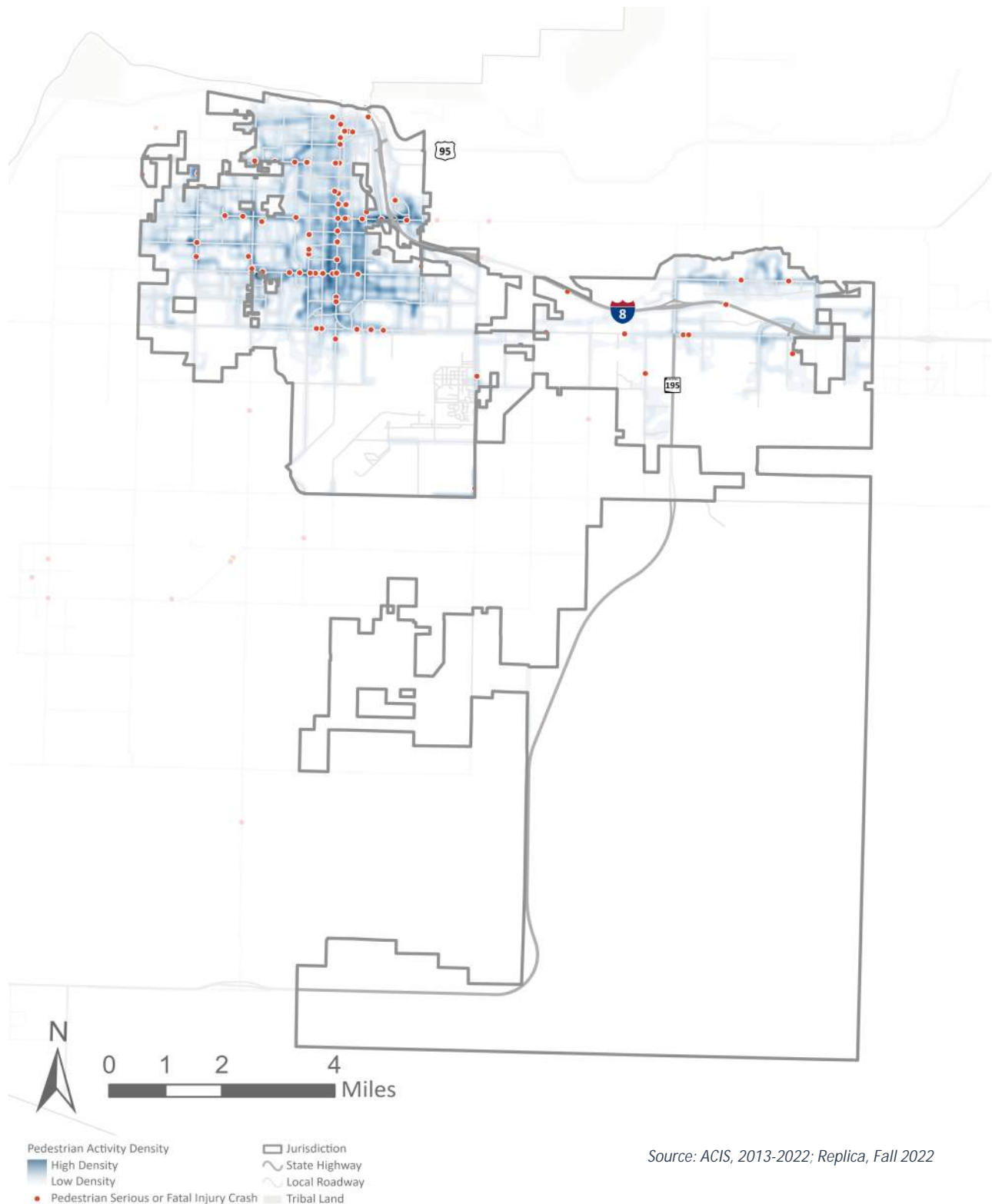
498	pedestrian and bicyclist crashes
24	pedestrian fatalities
4	bicyclist fatalities
10.0%	of pedestrian crashes resulted in a fatality
1.5%	of bicyclist crashes resulted in a fatality

A map of Arizona showing county boundaries and names. Major cities and towns are labeled, including Phoenix, Tucson, and Prescott. The map also shows major interstate highways (I-15, I-40, I-10, I-8, I-19) and state routes. The White Mountain Apache Tribe area is highlighted in blue, and the Yuma area is highlighted in green.

SAFETY IMPROVEMENT AREA

Yuma

PEDESTRIAN ACTIVITY AND FATAL OR SERIOUS INJURY CRASHES

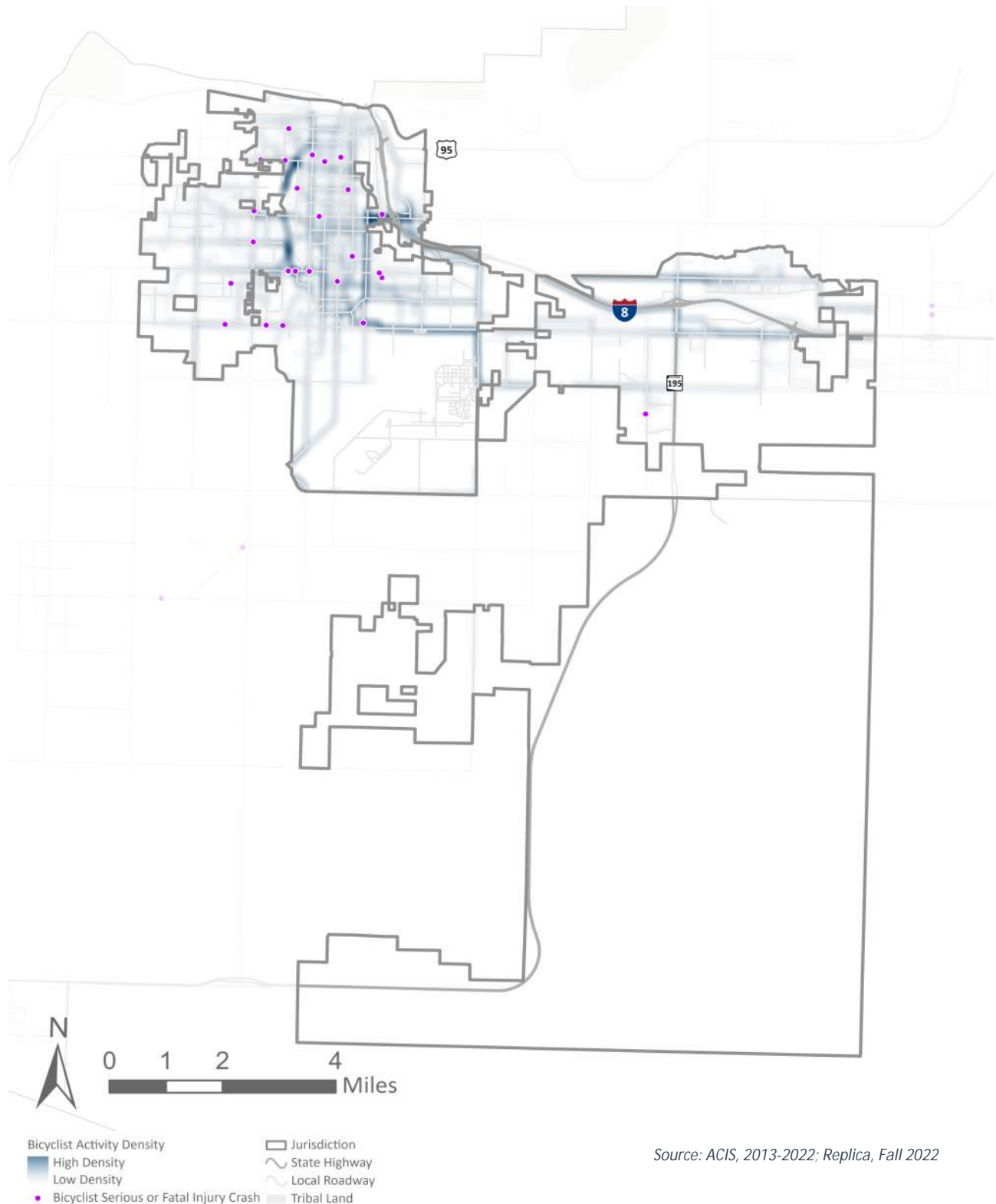


Source: ACIS, 2013-2022; Replica, Fall 2022

SAFETY IMPROVEMENT AREA

Yuma

BICYCLIST ACTIVITY AND FATAL OR SERIOUS INJURY CRASHES



ARIZONA VRUSA

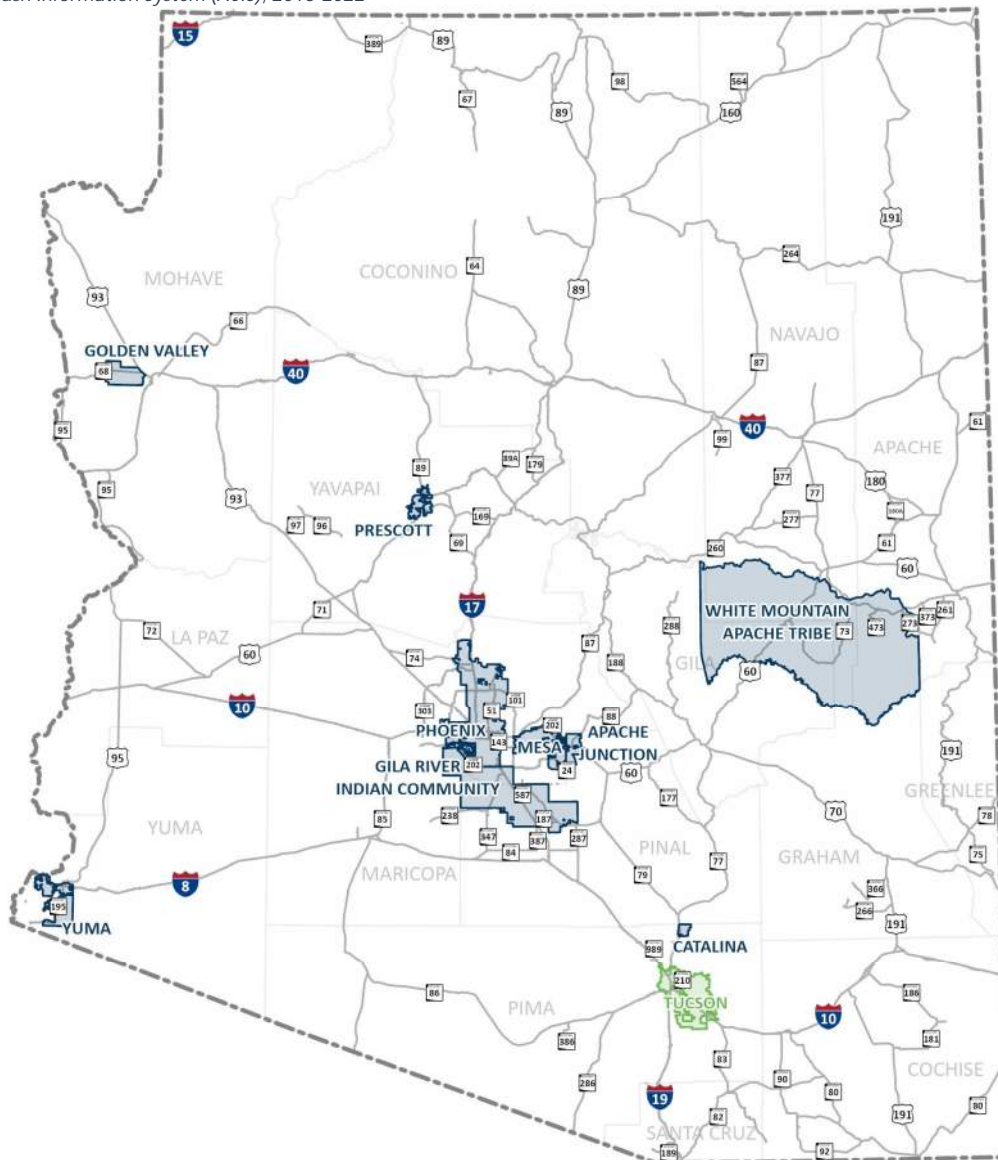
SAFETY IMPROVEMENT AREA

Tucson

VRU Safety Snapshot

3,652	pedestrian and bicyclist crashes
259	pedestrian fatalities
39	bicyclist fatalities
12.5%	of pedestrian crashes resulted in a fatality
2.5%	of bicyclist crashes resulted in a fatality

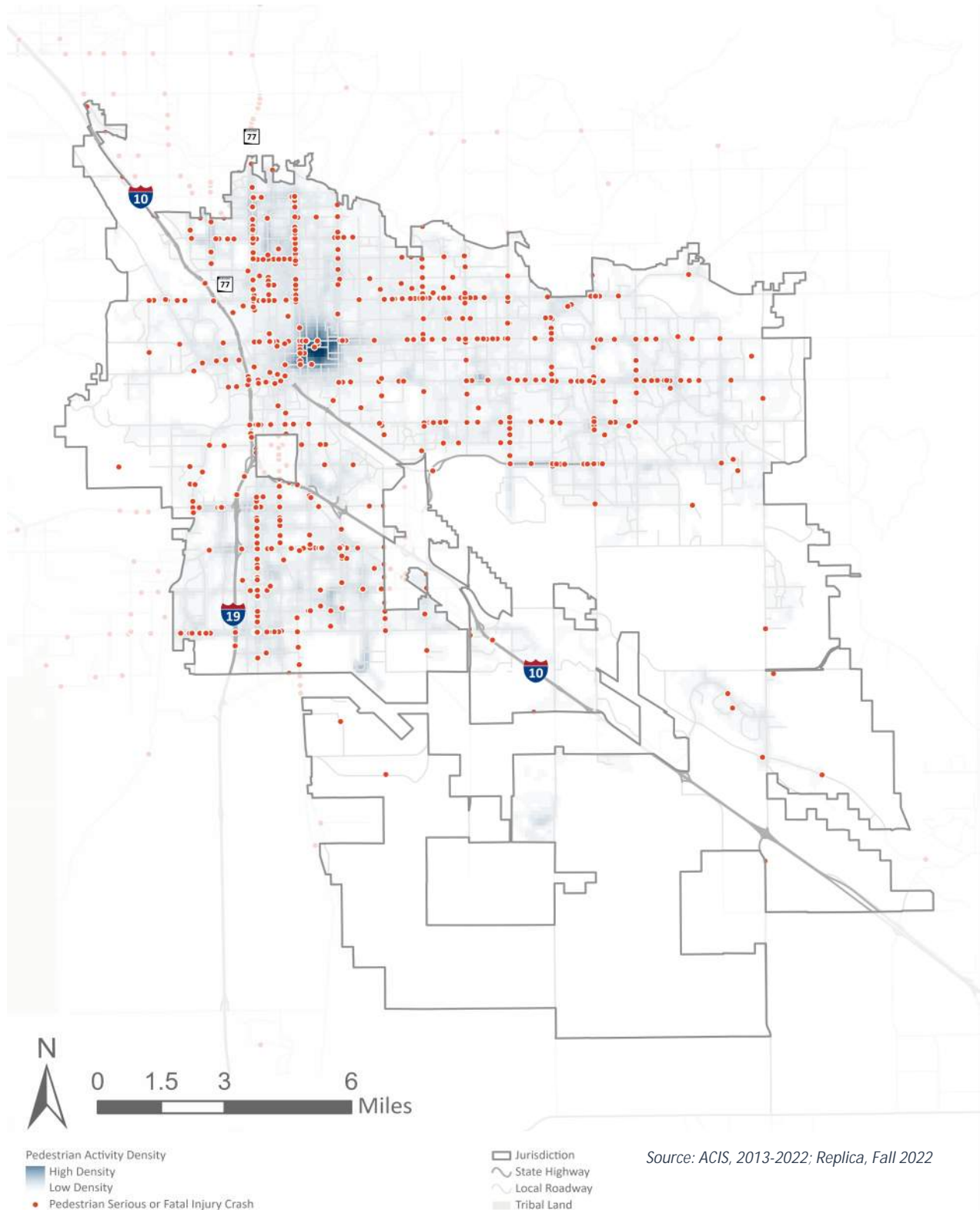
Source: Arizona Crash Information System (ACIS), 2013-2022



SAFETY IMPROVEMENT AREA

Tucson

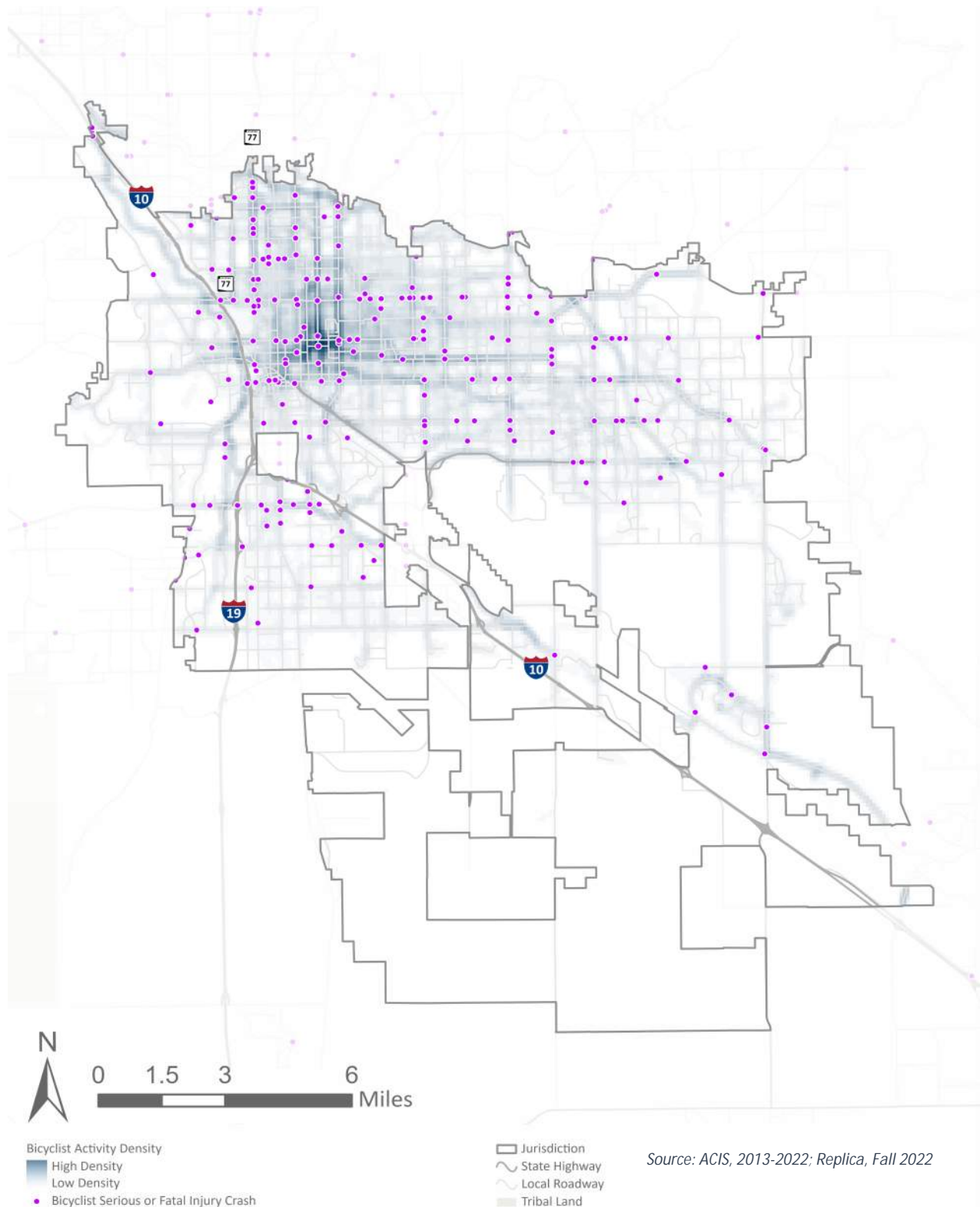
PEDESTRIAN ACTIVITY AND FATAL OR SERIOUS INJURY CRASHES



SAFETY IMPROVEMENT AREA

Tucson

BICYCLIST ACTIVITY AND FATAL OR SERIOUS INJURY CRASHES



ARIZONA VRUSA

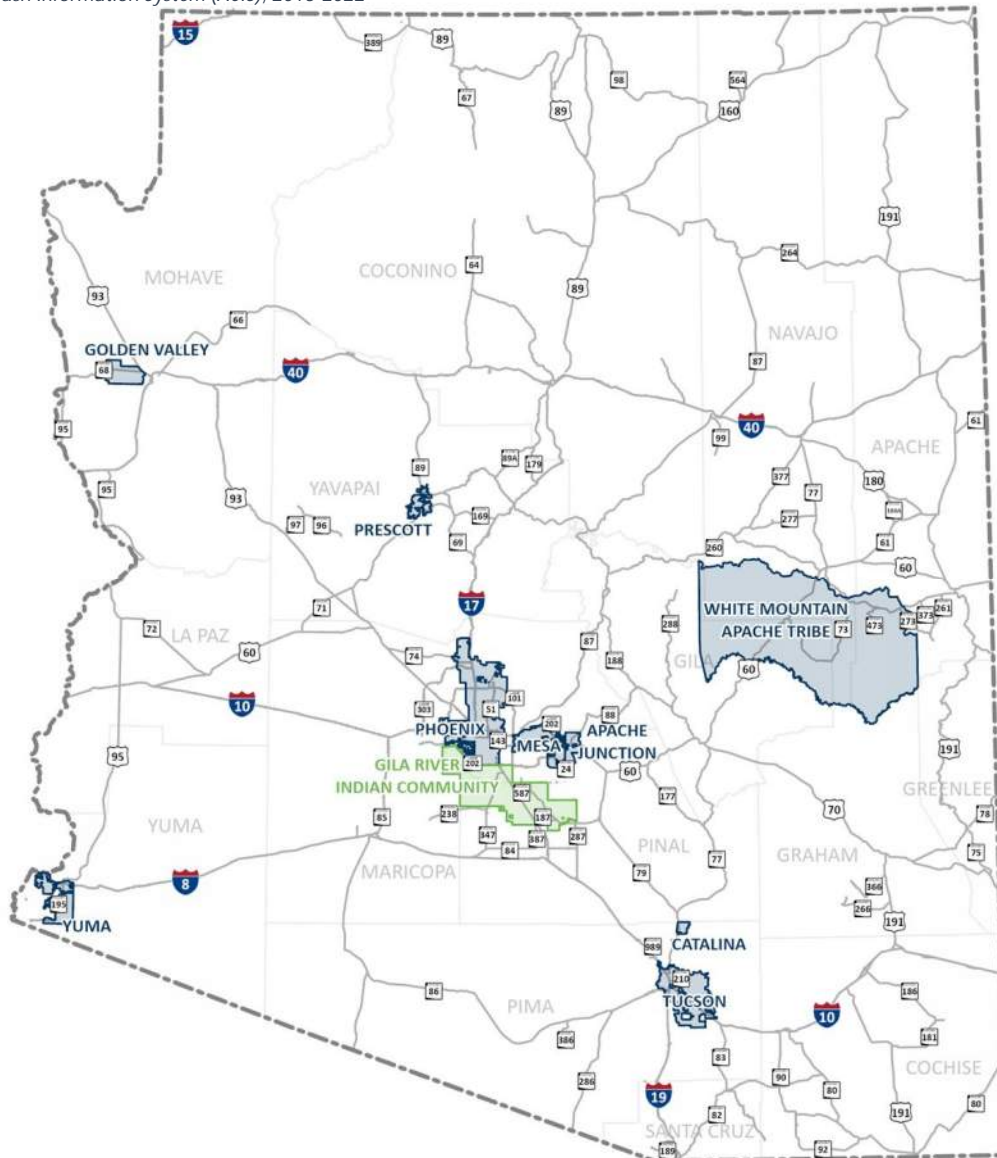
SAFETY IMPROVEMENT AREA

Gila River Indian Community

VRU Safety Snapshot

67	pedestrian and bicyclist crashes
26	pedestrian fatalities
5	bicyclist fatalities
50.0%	of pedestrian crashes resulted in a fatality
3.3%	of bicyclist crashes resulted in a fatality

Source: Arizona Crash Information System (ACIS), 2013-2022

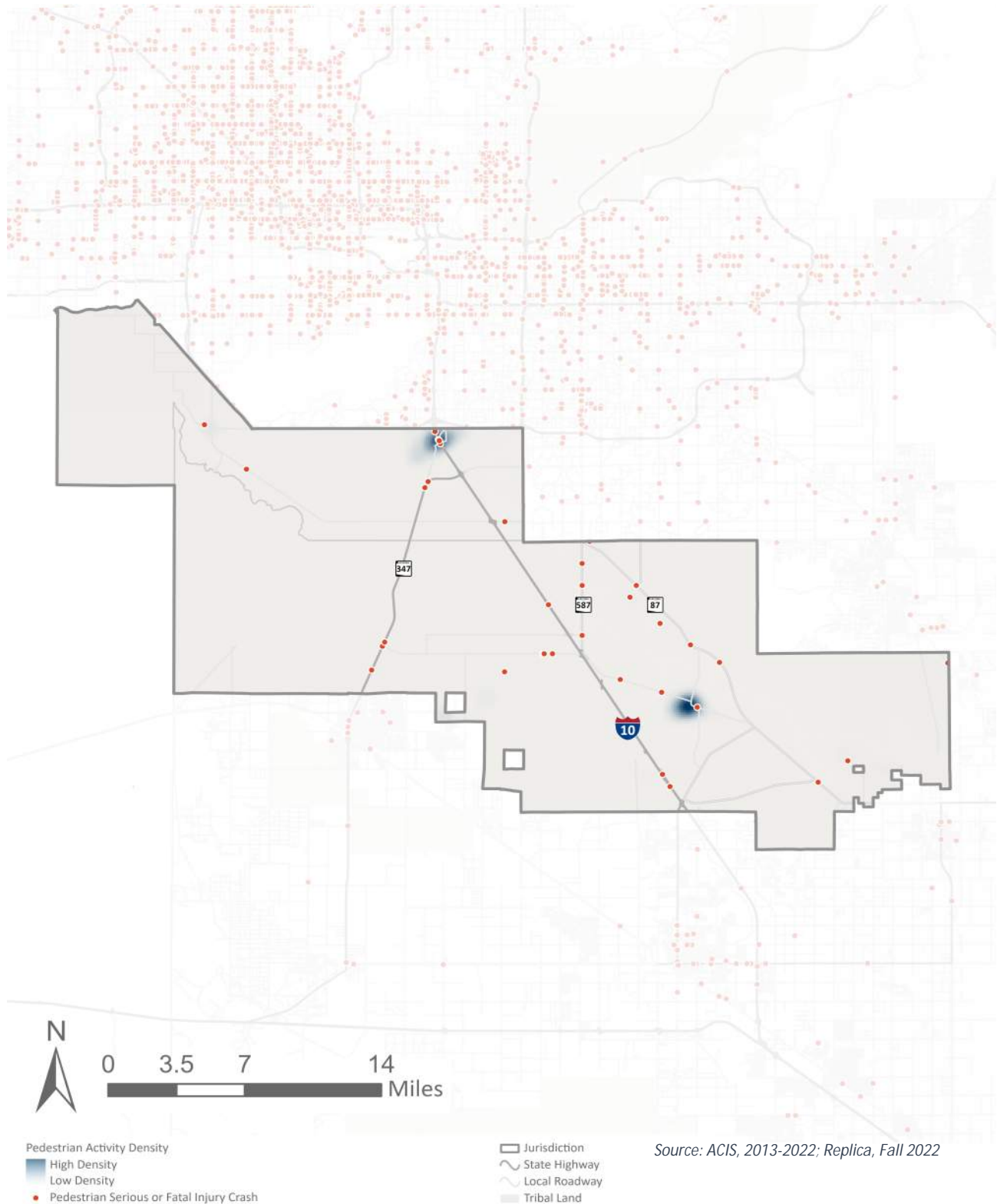


ARIZONA VRUSA

SAFETY IMPROVEMENT AREA

Gila River Indian Community

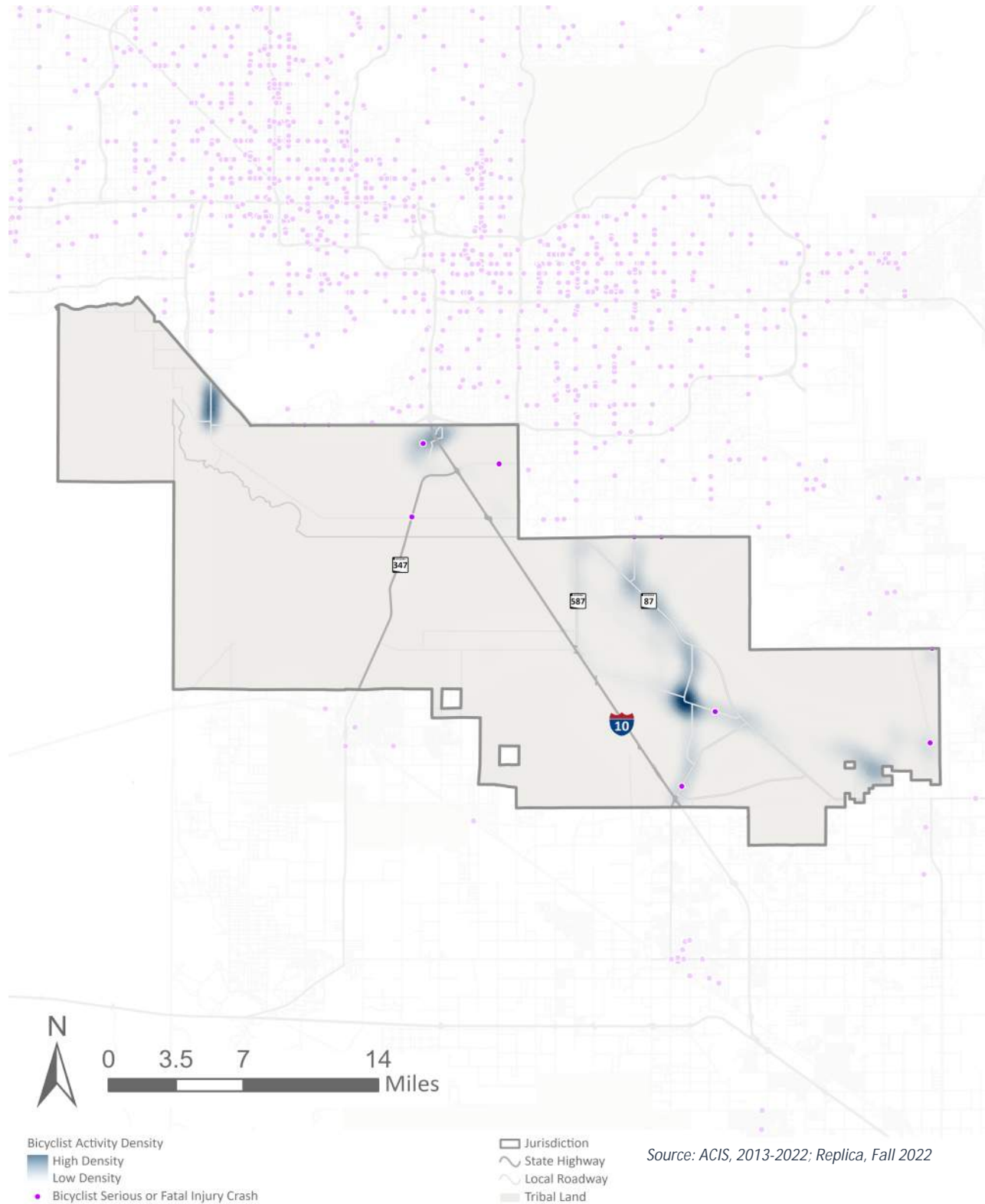
PEDESTRIAN ACTIVITY AND FATAL OR SERIOUS INJURY CRASHES



SAFETY IMPROVEMENT AREA

Gila River Indian Community

BICYCLIST ACTIVITY AND FATAL OR SERIOUS INJURY CRASHES



ARIZONA VRUSA

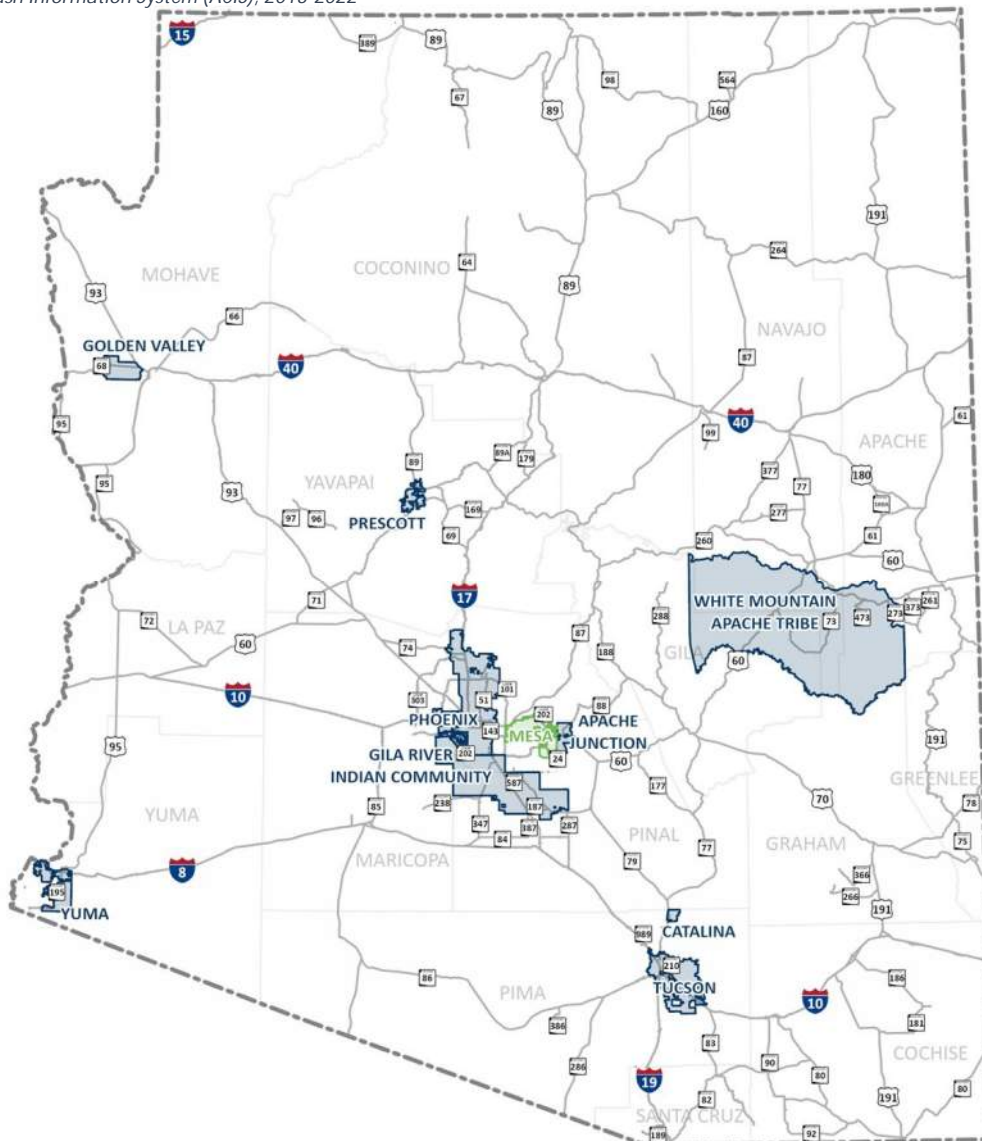
SAFETY IMPROVEMENT AREA

Mesa

VRU Safety Snapshot

2,058	pedestrian and bicyclist crashes
92	pedestrian fatalities
19	bicyclist fatalities
11.3%	of pedestrian crashes resulted in a fatality
1.5%	of bicyclist crashes resulted in a fatality

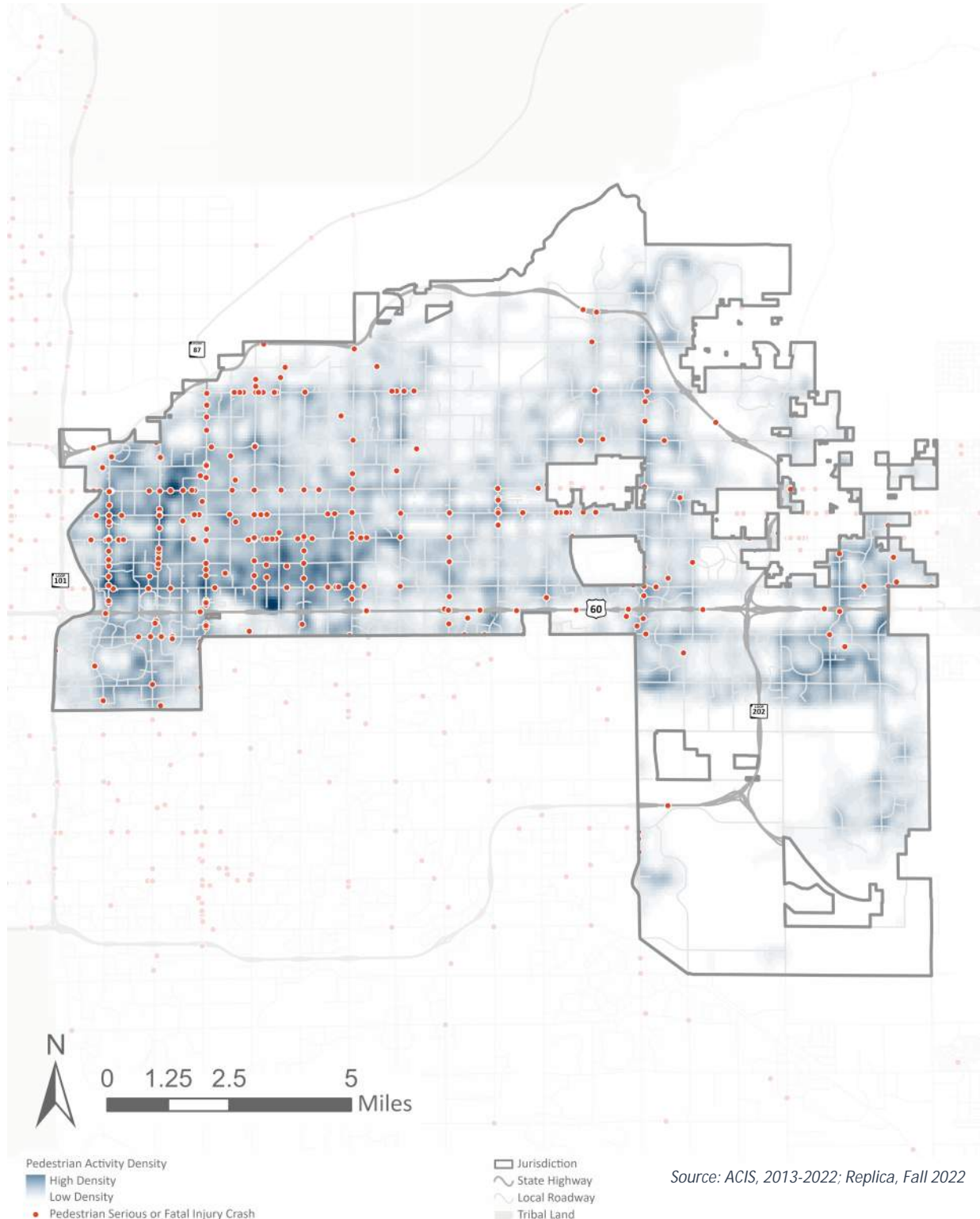
Source: Arizona Crash Information System (ACIS), 2013-2022



SAFETY IMPROVEMENT AREA

Mesa

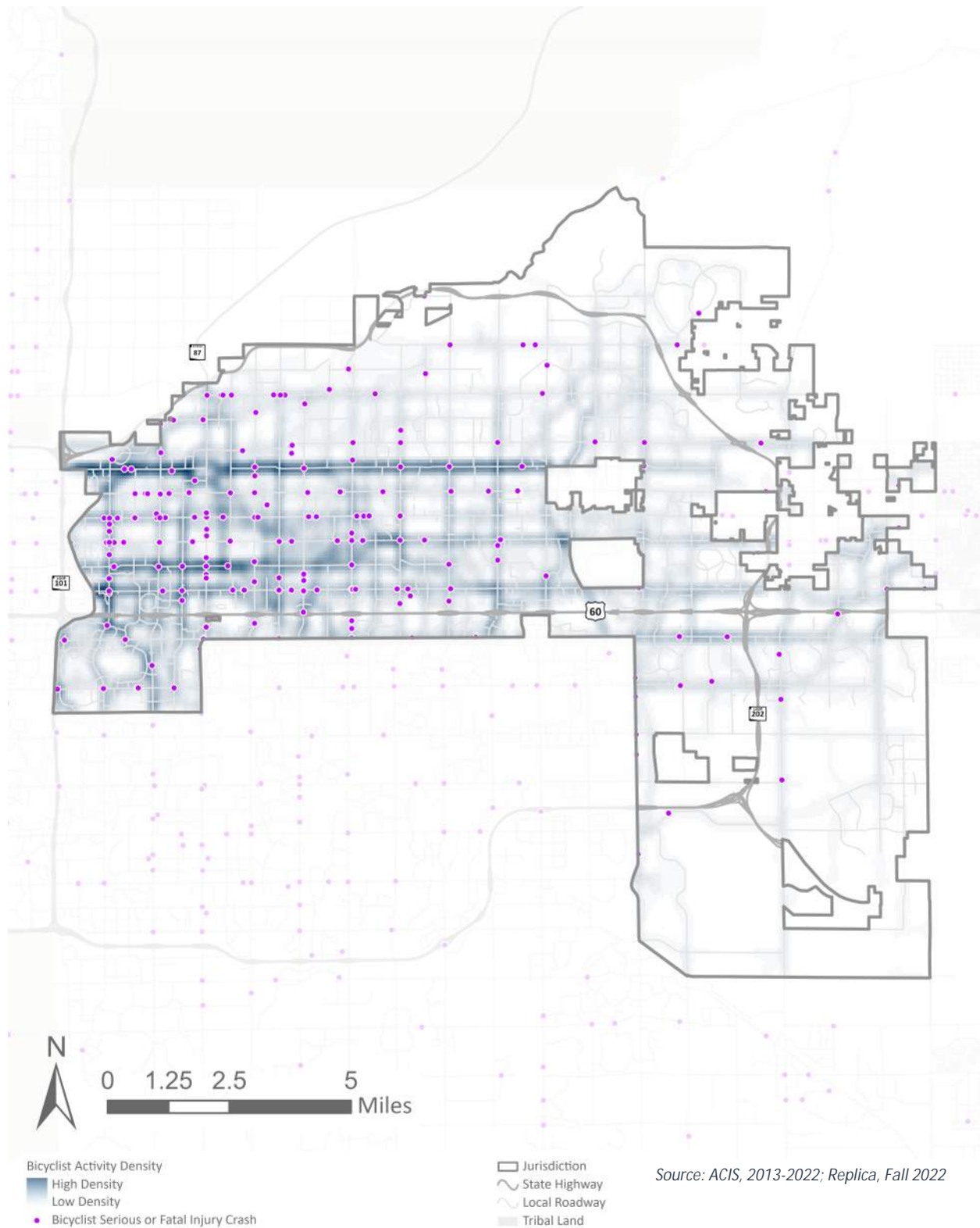
PEDESTRIAN ACTIVITY AND FATAL OR SERIOUS INJURY CRASHES



SAFETY IMPROVEMENT AREA

Mesa

BICYCLIST ACTIVITY AND FATAL OR SERIOUS INJURY CRASHES



ARIZONA VRUSA

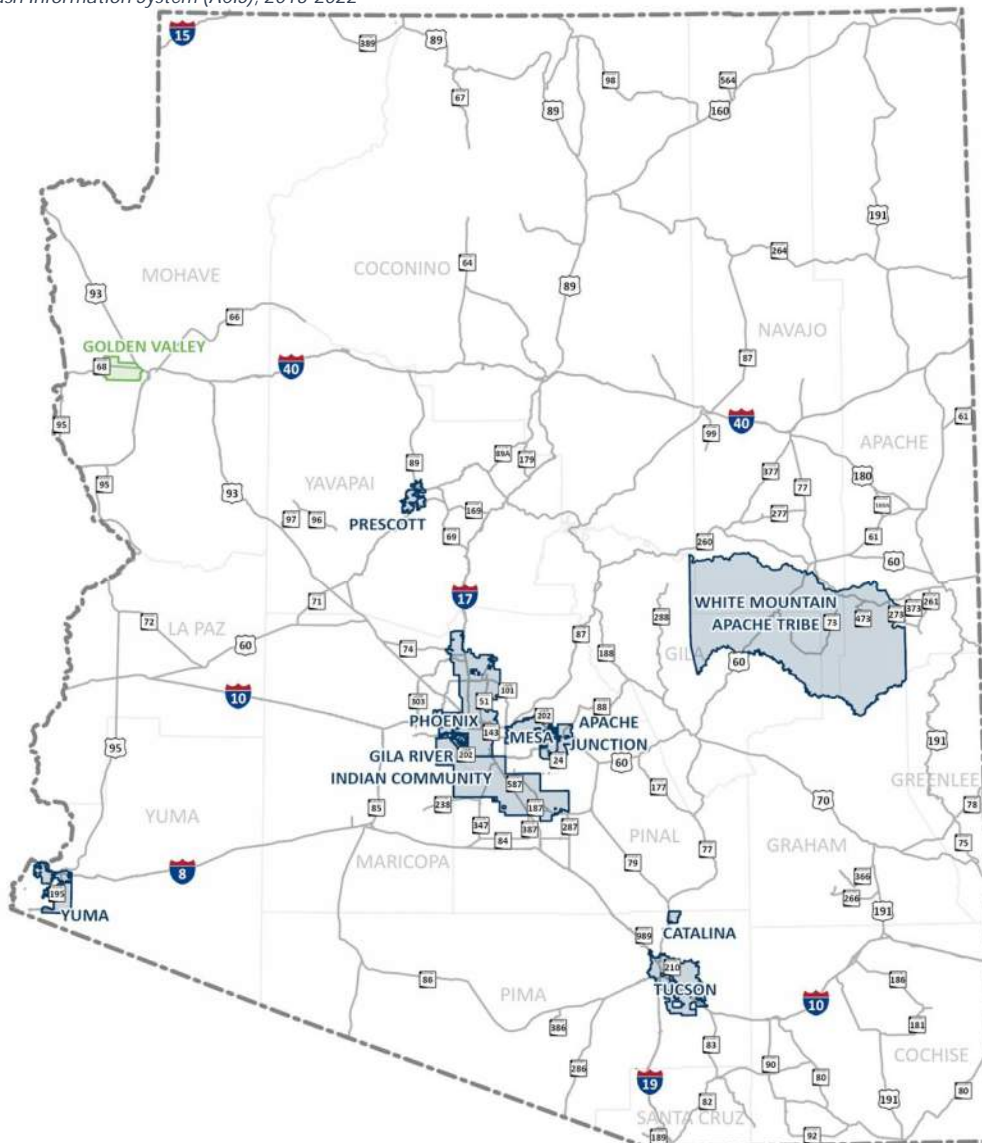
SAFETY IMPROVEMENT AREA

Golden Valley

VRU Safety Snapshot

16	pedestrian and bicyclist crashes
6	pedestrian fatalities
0	bicyclist fatalities
46.0%	of pedestrian crashes resulted in a fatality
0.0%	of bicyclist crashes resulted in a fatality

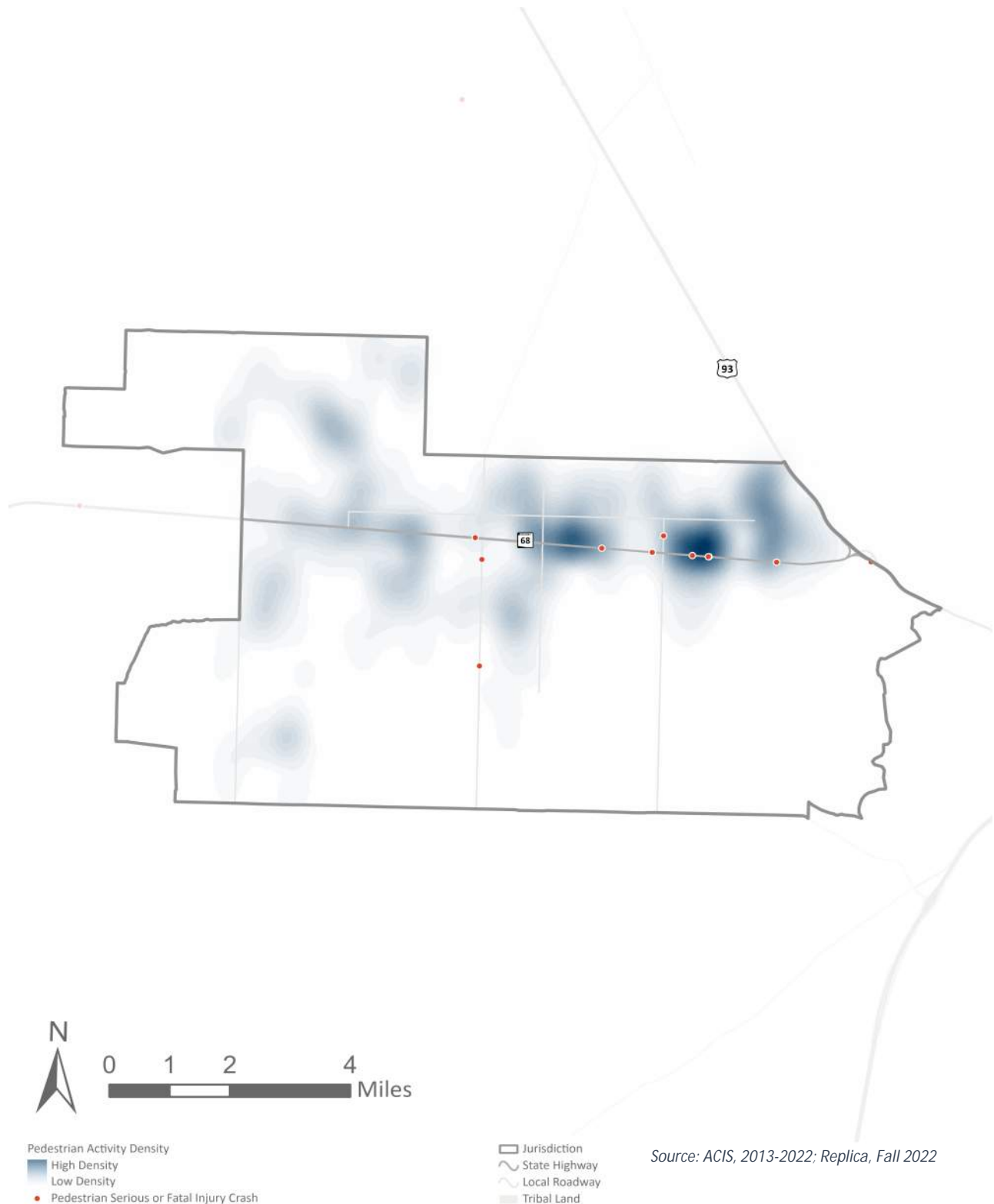
Source: Arizona Crash Information System (ACIS), 2013-2022



SAFETY IMPROVEMENT AREA

Golden Valley

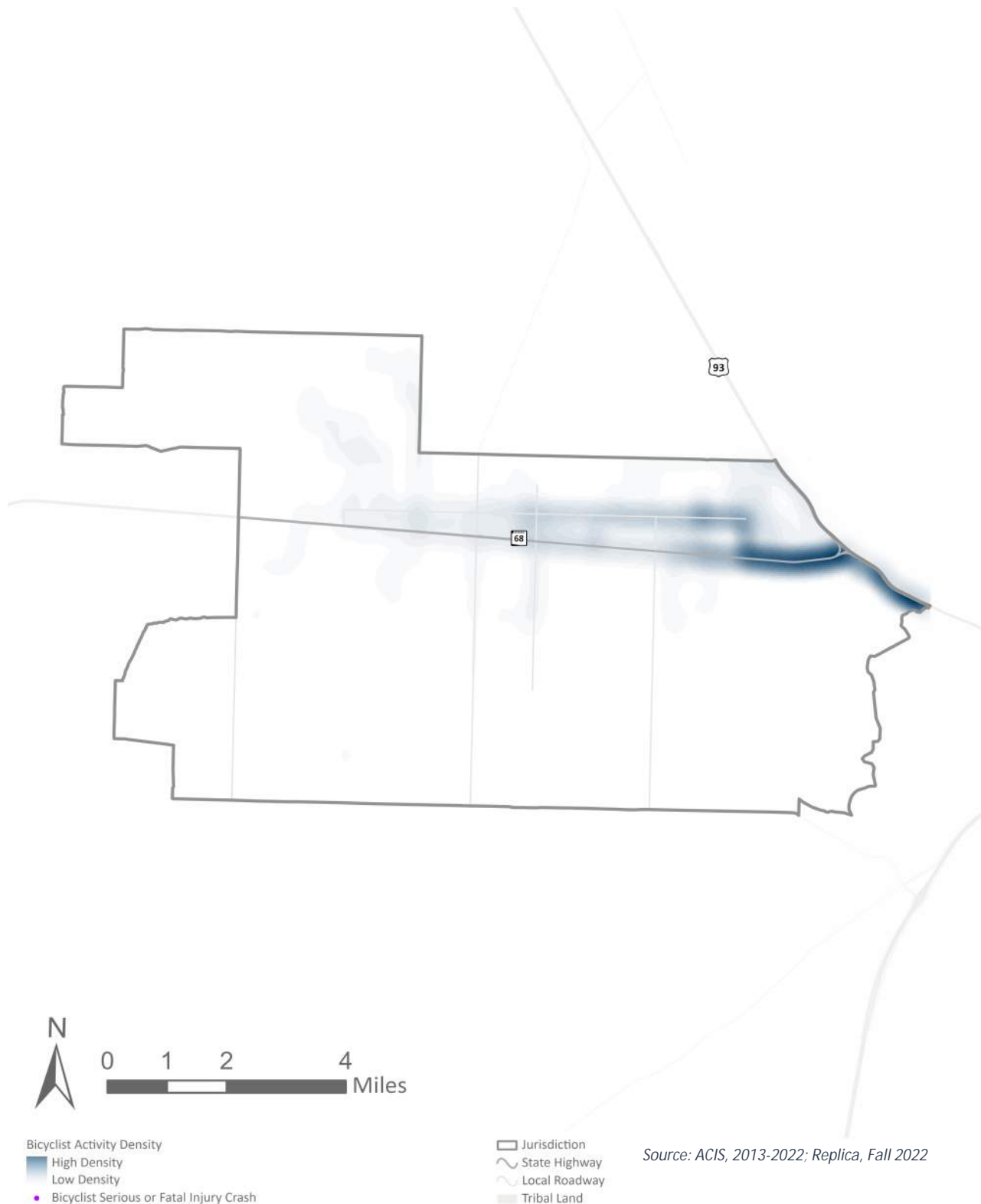
PEDESTRIAN ACTIVITY AND FATAL OR SERIOUS INJURY CRASHES



SAFETY IMPROVEMENT AREA

Golden Valley

BICYCLIST ACTIVITY AND FATAL OR SERIOUS INJURY CRASHES



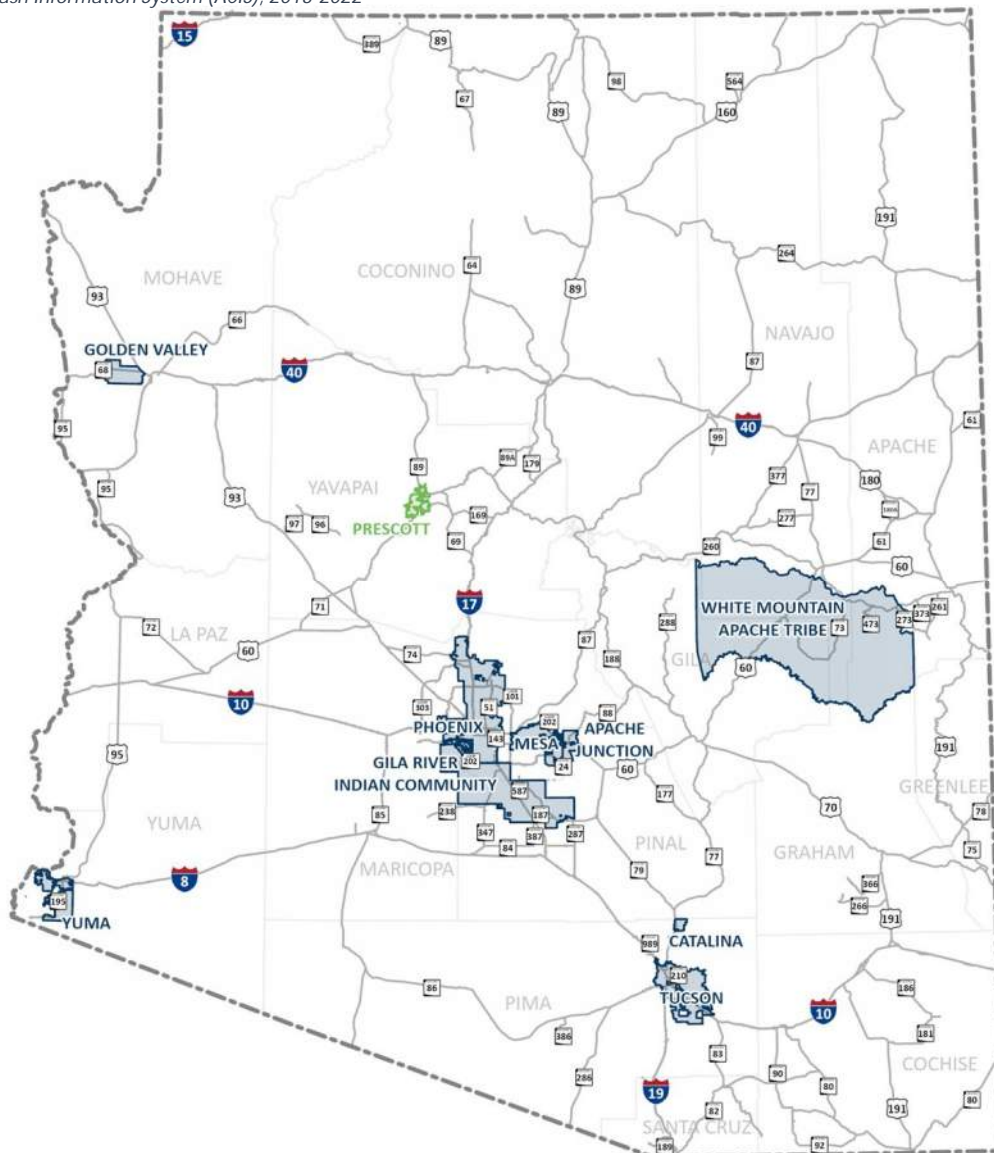
SAFETY IMPROVEMENT AREA

Prescott

VRU Safety Snapshot

180	pedestrian and bicyclist crashes
5	pedestrian fatalities
2	bicyclist fatalities
5.6%	of pedestrian crashes resulted in a fatality
2.2%	of bicyclist crashes resulted in a fatality

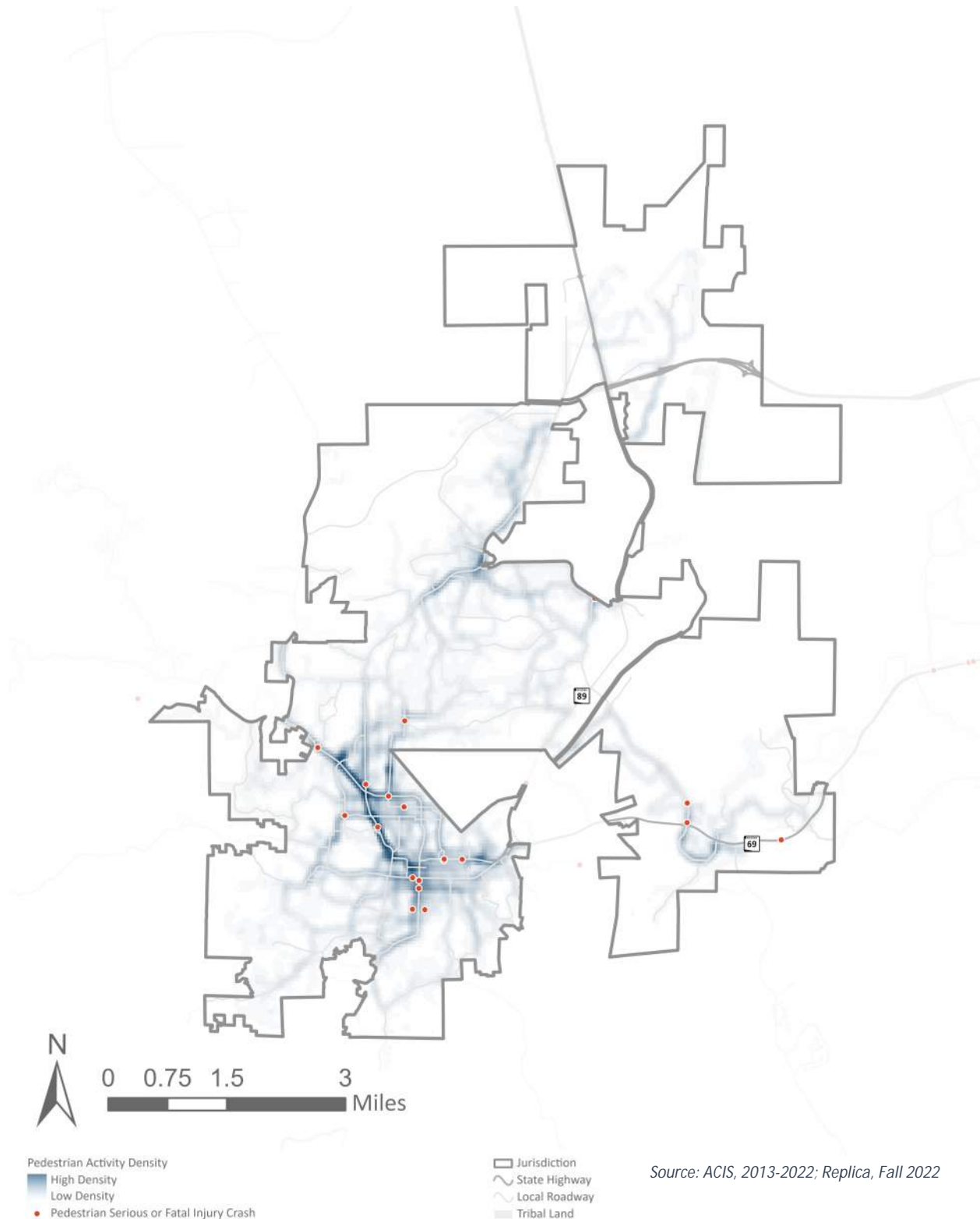
Source: Arizona Crash Information System (ACIS), 2013-2022



SAFETY IMPROVEMENT AREA

Prescott

PEDESTRIAN ACTIVITY AND FATAL OR SERIOUS INJURY CRASHES

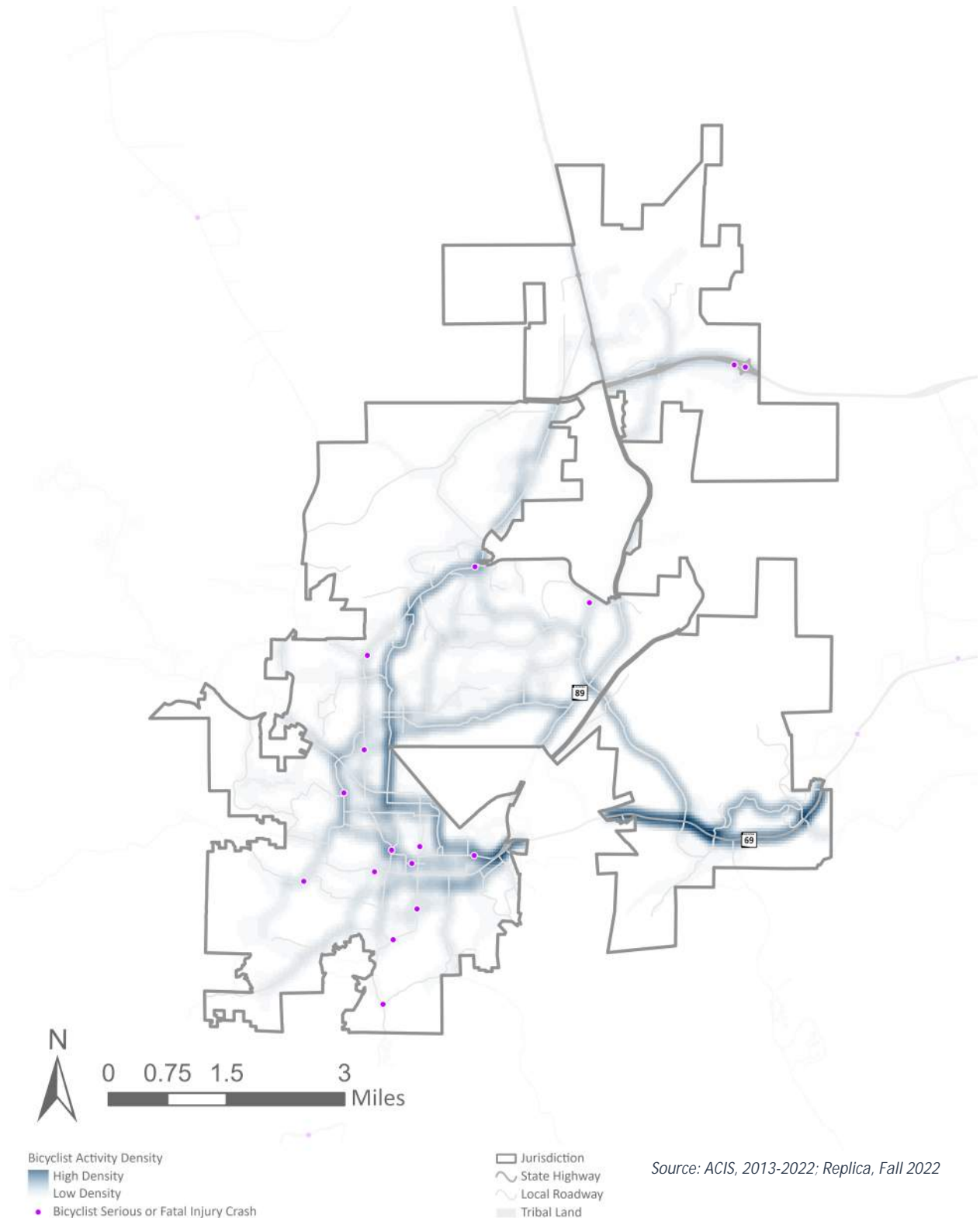


Source: ACIS, 2013-2022; Replica, Fall 2022

SAFETY IMPROVEMENT AREA

Prescott

BICYCLIST ACTIVITY AND FATAL OR SERIOUS INJURY CRASHES



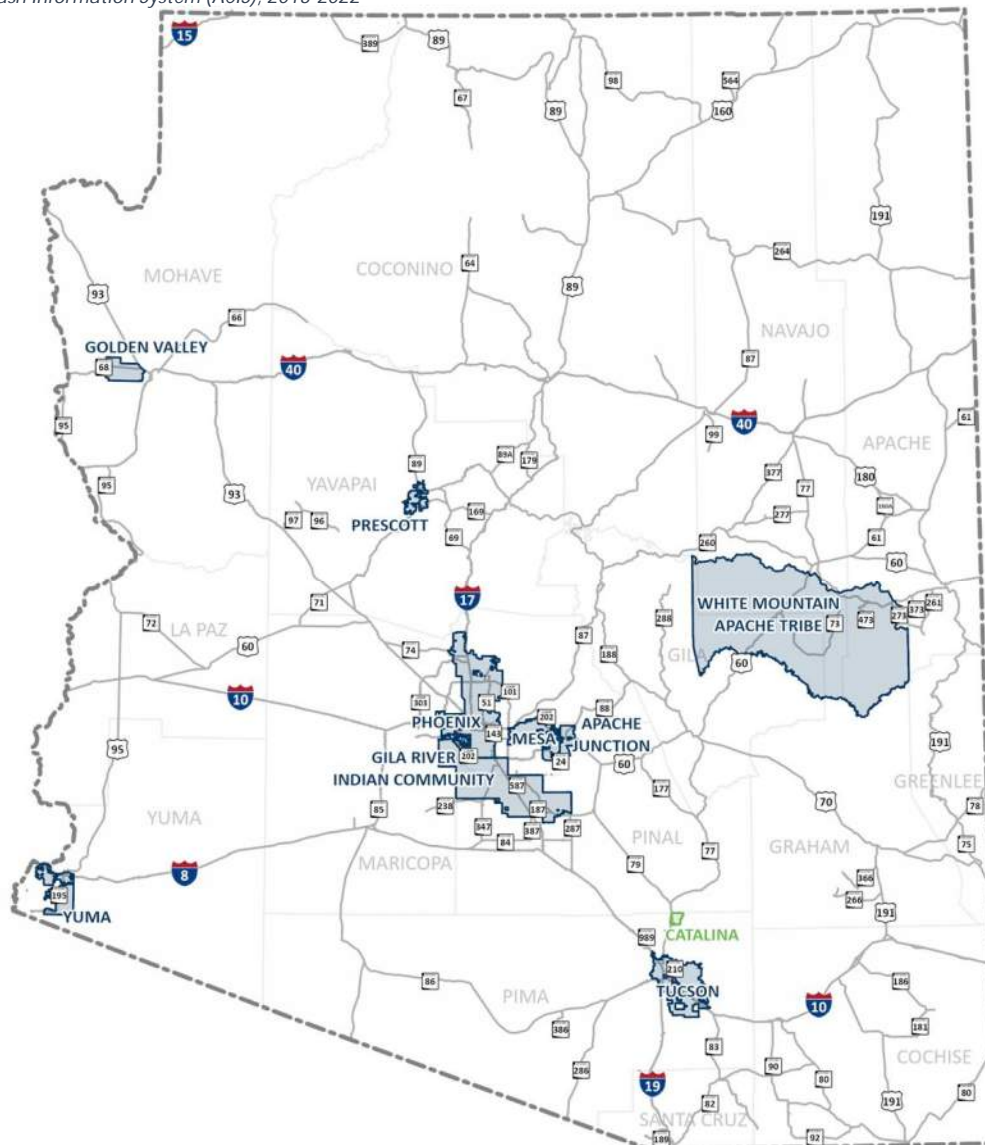
SAFETY IMPROVEMENT AREA

Catalina

VRU Safety Snapshot

19	pedestrian and bicyclist crashes
2	pedestrian fatalities
1	bicyclist fatalities
22.0%	of pedestrian crashes resulted in a fatality
10.0%	of bicyclist crashes resulted in a fatality

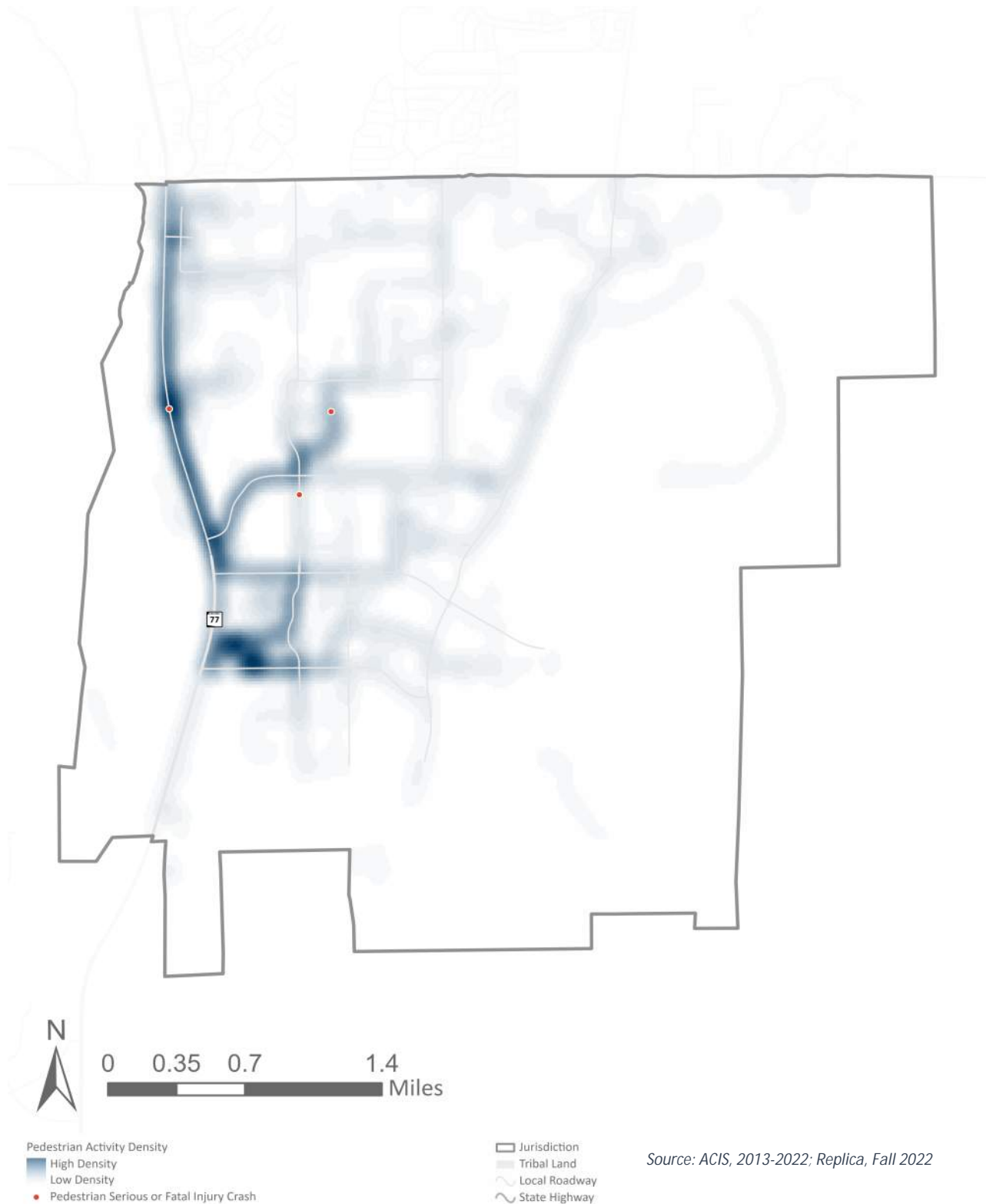
Source: Arizona Crash Information System (ACIS), 2013-2022



SAFETY IMPROVEMENT AREA

Catalina

PEDESTRIAN ACTIVITY AND FATAL OR SERIOUS INJURY CRASHES

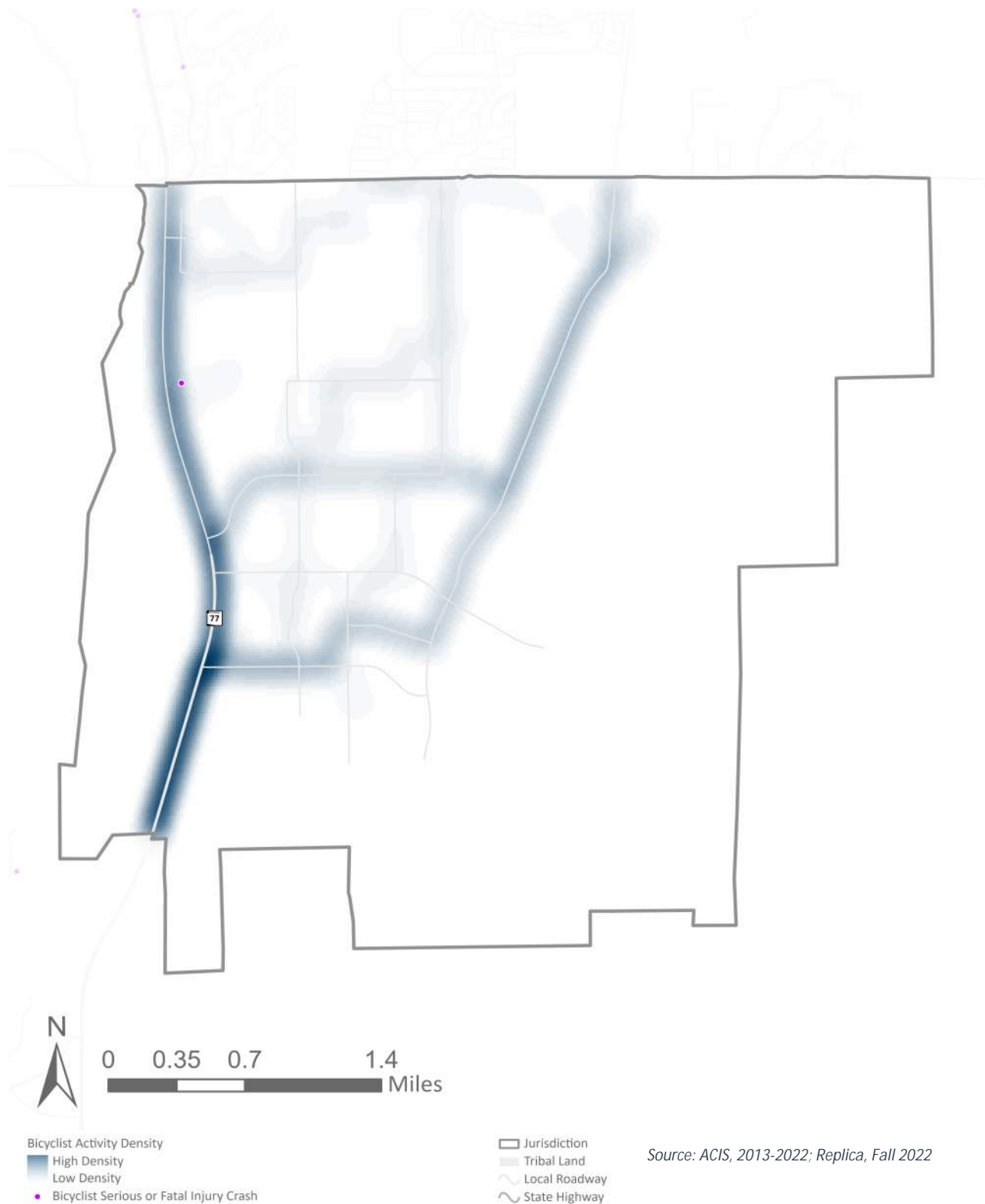


Source: ACIS, 2013-2022; Replica, Fall 2022

SAFETY IMPROVEMENT AREA

Catalina

BICYCLIST ACTIVITY AND FATAL OR SERIOUS INJURY CRASHES



ARIZONA VRUSA

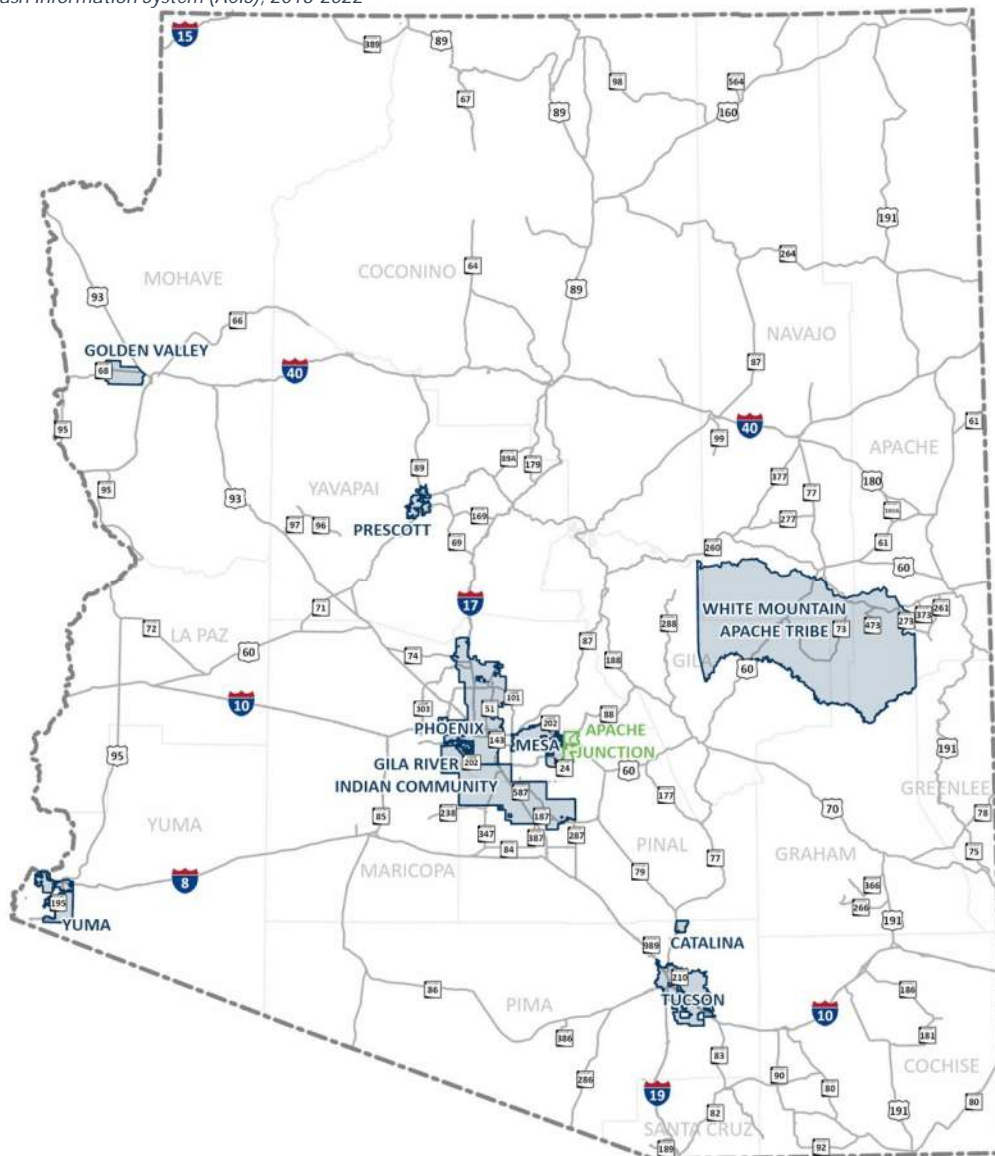
SAFETY IMPROVEMENT AREA

Apache Junction

VRU Safety Snapshot

159	pedestrian and bicyclist crashes
8	pedestrian fatalities
3	bicyclist fatalities
15.0%	of pedestrian crashes resulted in a fatality
2.8%	of bicyclist crashes resulted in a fatality

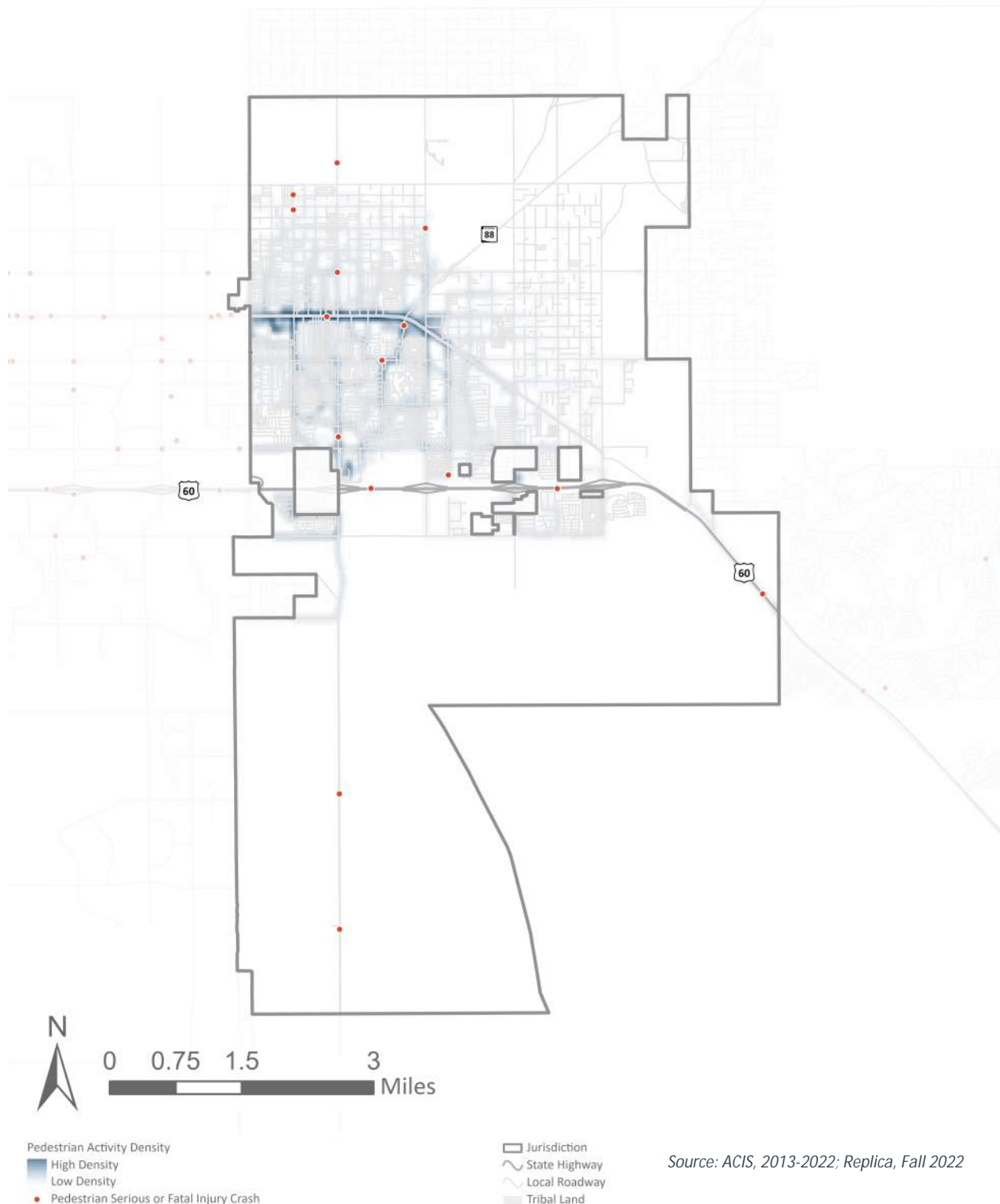
Source: Arizona Crash Information System (ACIS), 2013-2022



SAFETY IMPROVEMENT AREA

Apache Junction

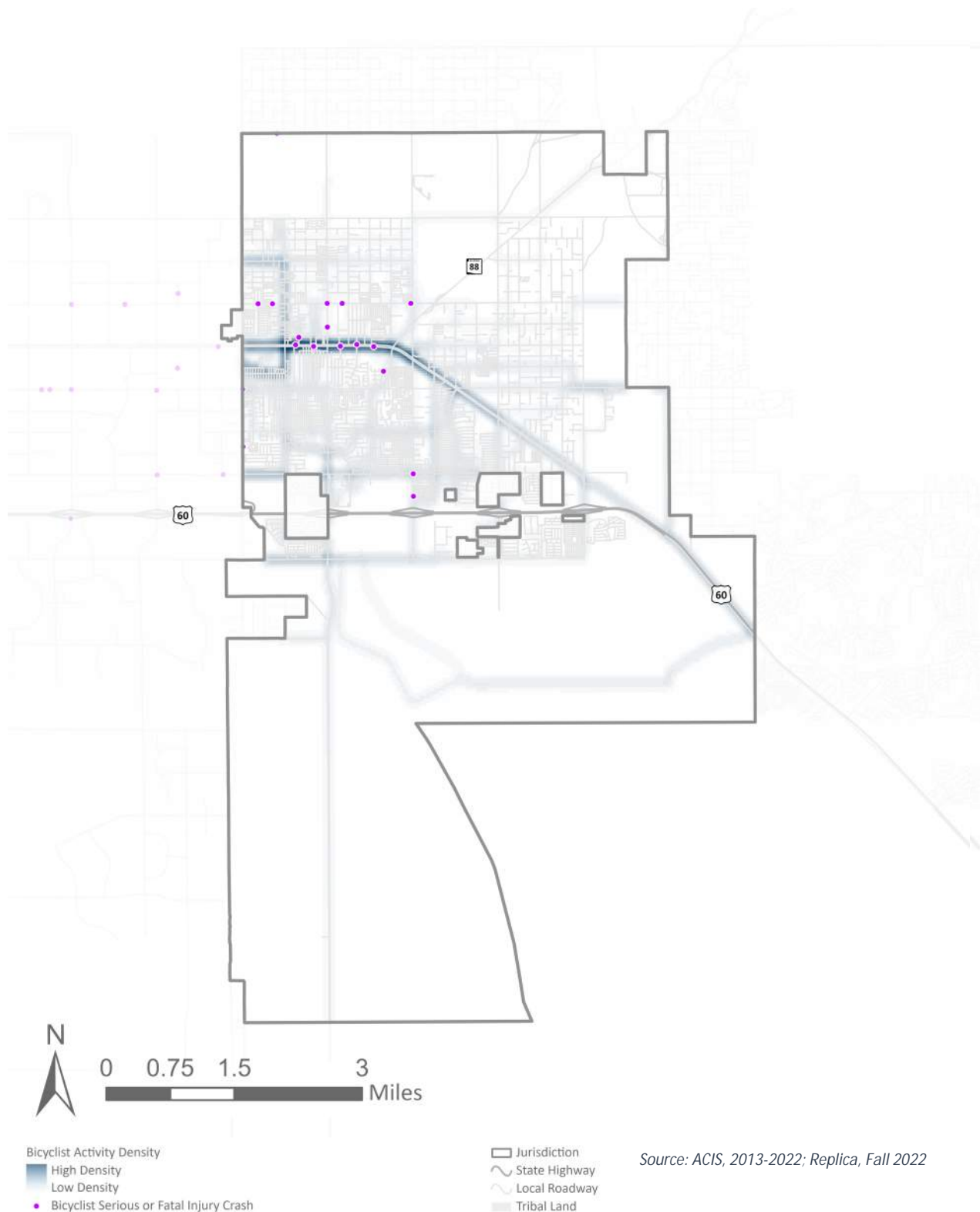
PEDESTRIAN ACTIVITY AND FATAL OR SERIOUS INJURY CRASHES



SAFETY IMPROVEMENT AREA

Apache Junction

BICYCLIST ACTIVITY AND FATAL OR SERIOUS INJURY CRASHES



APPENDIX D

Safety Analysis

ARIZONA SHSP CRASH CHARACTERISTICS

Characteristic	Description	Data required	Queries	Steps required
Geographic Location				
Urban	Count of fatalities and serious injuries from crashes within an urban boundary	Incident location and Urban area file	Urban	Urbanized boundary is based on the 2010 U.S. Census designation of urbanized areas—including Small Urban areas. Select incident locations within the Urbanized boundary. Sum victim counts from selected Incidents.
Rural	Count of fatalities and serious injuries from crashes not within an urban boundary	Incident location and Urban area file	Not Urban	Urbanized boundary is based on the 2010 U.S. Census designation of urbanized areas—including Small Urban areas. Select victims from incident locations Not within the Urbanized boundary. Sum victim counts from selected Incidents.
State Road	Count of fatalities and serious injuries from crashes on state managed roads. These include all Interstate, U.S. Highways, and State Routes.	Incident location and road Ownership file	Ownership = DOT OR LRS Left(Route ID, 2) = ' '	LRS overlay Road Ownership file with crash location information. Select victims from incident locations where Ownership is DOT or where Location Route ID contains two leading spaces (consistent with ADOT ATIS nomenclature). Sum victim counts from selected Incidents.
Local Road	Count of fatalities and serious injuries from crashes on non-state managed roads off the state highway system (city, tribal, ...)	Incident location and road Ownership file	Ownership <> DOT AND LRS Left(Route ID, 2) <> ' '	LRS overlay Road Ownership file with crash location information. Select victims from incident locations where Ownership is NOT DOT and where Location Route ID does NOT contain two leading spaces (consistent with ADOT ATIS nomenclature). Sum victim counts from selected Incidents.
Tribal Land	Count of fatalities and serious injuries from crashes on Tribal Lands	Incident location and Tribal Lands file	Tribal Lands	Select victims from all incidents within Tribal Lands. Sum victim counts from selected Incidents.

ARIZONA SHSP CRASH CHARACTERISTICS

Characteristic	Description	Data required	Queries	Steps required
Roadway Location or Geometric Type				
Intersection Related	Count of fatalities and serious injuries from crashes involving an intersection location	Incident data	JunctionRelation NOT IN (0, 99)	Selected all incidents described at an intersection or as intersection related. Sum victim counts from selected Incidents.
Lane Departure Related	Count of fatalities and serious injuries from crashes involving a vehicle Lane Departure, Dust Related (Windy), Wildlife/Animal Involved, and Wet Weather Related	Incident data	CollisionManner IN (5, 6, 7) OR EventSequence1 IN (1, 11, 12, 13, 14, 29, 30 ... 48, 49, 50) OR EventSequence2 ... OR ... Sequence3 ... OR ...4 OR FirstHarmfulEvent IN (21, 22, 23, 24) OR Weather IN (3, 4, 5, 6, 7)	Selected all incidents in which the collision manner was a head on collision, or a sideswipe. Also selected all incidents where the incident sequence of events included an overturn or rollover, vehicle ran off the road, crossed the median or centerline, or a collision with a fixed object. Sum victim counts from selected Incidents. Combine with Animal Related, and Weather Related.
Work Zone Related	Count of fatalities and serious injuries from crashes involving a Work Zone	Unit data	UnitRoadCondition1 IN (50, 51, 52, 53, 54, 55) OR UnitRoadCondition2 IN (50, 51, 52, 53, 54, 55)	Selected all units that experienced a lane closure, work on shoulder or median, intermittent or moving work, a work zone, or workers present at the time of the crash. Sum victim counts from selected Incidents.
Person Type				
Young Driver (13-24) Involved	Count of fatalities and serious injuries from crashes involving at least one Younger Drive	Person data	PersonType = 1 AND PersonAge BETWEEN 13 AND 24	Select all incidents where drivers are 24 or younger. Sum victim counts from selected Incidents.
Older Driver (65+) Involved	Count of fatalities and serious injuries from crashes involving at least one Senior Driver	Person data	PersonType = 1 AND PersonAge >= 65	Select all incidents involving a driver age 65 or over. Sum victim counts from selected Incidents. Does NOT include Older Pedestrian and Bicyclist.
Bicyclist	Count of Bicyclists or other Pedalcyclist fatalities and serious injuries	Person data	PersonType = 3	Select all Persons who were bicyclists. Sum victim counts from selected Persons.

ARIZONA SHSP CRASH CHARACTERISTICS

Characteristic	Description	Data required	Queries	Steps required
Pedestrian	Count of Pedestrian fatalities and serious injuries	Person data	PersonType = 2	Select all Persons who were pedestrians. Sum victim counts from selected Persons.
Behavioral Condition				
Aggressive Driver Involved	Count of fatalities and serious injuries from crashes involving an Aggressive Driver	Person data	PersonType = 1 AND (Violation1 IN (2, 3) OR Violation2 IN (2, 3)) AND (Violation1 IN (4, 6, 8, 11, 12, 15, 106) OR Violation2 IN (4, 6, 8, 11, 12, 15, 106))	Select all drivers where a violation was marked for speeding AND one other of the following: Following too Closely [4], Disregarded Traffic Signal [6], Drove/Rode in Opposing Traffic Lane [8], Passed in No Passing Zone [11], Unsafe Lane Change [12], Other Unsafe Passing [15], Failed to Stop for Red Signal [106]. Sum victim counts from selected Incidents.
Alcohol Involved	Count of fatalities and serious injuries from crashes involving Alcohol impaired driver, pedestrian, or bicyclist	Person data	PersonType <> 4 and Physical4 = 4	Select all persons who were not passengers and were described as having alcohol affecting them. Sum victim counts from selected Incidents.
Distracted Driver Involved	Count of fatalities and serious injuries from crashes involving a Distracted Driver	Person data AND Unit data	PersonType = 1 AND (PersonViolation1 = 16 OR PersonViolation2 = 16 OR UnitDistractedDriving IN (1,2,3,4,5,6,7,50,251))	Selected all drivers who had a violation indicated on the crash report for inattention or distraction and all units where a distraction was indicated. Sum victim counts from selected Incidents.
Drug Involved	Count of fatalities and serious injuries from crashes involving a Drug impaired driver, pedestrian, or bicyclist	Person data	PersonType <> 4 AND (Physical5 = 5 OR Physical7 = 7)	Selected all people who were not passengers and were described as having drugs or marijuana affecting them. Sum victim counts from selected Incidents.

ARIZONA SHSP CRASH CHARACTERISTICS

Characteristic	Description	Data required	Queries	Steps required
Impaired Driver Involved	Count of fatalities and serious injuries from crashes involving an Impaired Driver	Person data	PersonType = 1 AND (Physical4 = 4 OR Physical5 = 5 OR Physical6 = 6 OR Physical7 = 7)	Select all drivers who were affected by alcohol, drugs, marijuana, or medication. Sum victim counts from selected Incidents. Does NOT include drivers who were ill, physically impaired, or asleep/fatigued.
Unhelmeted Motorcyclist	Count of fatalities and serious injuries from crashes involving an Unhelmeted Motorcyclist	Person and Unit data	PersonType IN (1, 4) AND SafetyDevice = 1 AND (BodyStyle IN (124, 125, 126, 127, 128))	Select all drivers not using restraint (aka no helmet) where the vehicle type from the Unit file is a motorcycle. Sum victim counts from selected Incidents.
No Restraint Used	Count unrestrained motorist fatalities and serious injuries	Person data	(PersonType = 1 OR PersonType = 4) AND SafetyDevice = 1	Select all drivers and passengers that were not using any type of safety device. Sum victim count from selected Persons.
Sleepy or Fatigued Involved	Count of fatalities and serious injuries from crashes involving a Sleepy or Fatigued driver, pedestrian, or bicyclist	Person data	PersonType <> 4 AND Physical3 = 3	Select all people who were not passengers who were described as having fallen asleep or being fatigued. Sum victim counts from selected Incidents.
Speeding Involved	Count of fatalities and serious injuries from crashes involving Speeding	Person data	PersonType =1 AND (Violation1 = 2 OR Violation1 = 3 OR Violation2 = 2 OR Violation2 = 3)	Select drivers that were marked on the violation/behavior portion of the crash record for speed to fast for conditions or exceeding lawful speed. Sum the total victim counts from selected Incidents.
Vehicle Type				
Motorcyclist	Count of Motorcyclist fatalities and serious injuries	Unit data AND Person data	UnitBodyStyle IN (124, 125, 126, 127, 128)	Selected all units that were motorcycles. Sum victim counts from selected Units. Does NOT include ATVs and Golf Carts.
Train Involved	Count of fatalities and serious injuries from motor-vehicle crashes involving a railway or light rail Train	Incident data	FirstHarmfulEvent =19 OR FirstHarmfulEvent =20	Select all incidents where the first harmful event was a collision with a train, be it standard or light rail. Sum victim counts from selected Incidents.

ARIZONA SHSP CRASH CHARACTERISTICS

Characteristic	Description	Data required	Queries	Steps required
Heavy Vehicle/Truck Involved	Count of fatalities and serious injuries from crashes involving at least one Truck or Heavy Vehicle	Unit data	UnitBodystyle >=54	Select all units that were heavy vehicles, including various truck types and buses. Sum victim counts from selected Incidents.
Multiple Vehicle Involved	Count from crashes involving two or more vehicles	Incident data	UnitNumber >1	Select all incidents with more than one party involved. Sum victim counts from selected Incidents.
Environmental Condition				
Dust Related (Windy)	Count of fatalities and serious injuries from crashes involving Dusty or Windy conditions	Incident data	Weather IN (6, 7)	Select all incidents where the weather was described as severe crosswinds, or blowing sand, soil or dirt. Sum victim counts from selected Incidents.
Wildlife/Animal Involved	Count of fatalities and serious injuries from crashes involving wildlife, livestock, or other animals	Incident data	FirstHarmfulEvent IN (21, 22, 23, 24)	Select all incidents where the first harmful event was a collision with an animal. Sum victim counts from selected Incidents.
Wet Weather Related	Count of fatalities and serious injuries from crashes involving wet weather conditions	Incident data	Weather IN (3, 4, 5)	Select all incidents that occurred during any form of precipitation. Sum victim counts from selected Incidents.
Night	Count of fatalities and serious injuries from crashes during night.	Incident data	LightCondition IN (2, 3, 4, 5, 6)	Selected all incidents that did not occurred during the day. Sum victim counts from selected Incidents.
Dark – No Light	Count of fatalities and serious injuries from crashes during night at unlit locations	Incident data	LightCondition=5	Select all incidents that were listed to have occurred when it was dark and where there was no lighting. Sum victim counts from selected Incidents.

		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
Arizona Total		1,001	100.0%	3,950	100.0%	4,951	100.0%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	569	56.9%	2,879	72.9%	3,448	69.7%
	Rural	432	43.1%	1,071	27.1%	1,503	30.3%
	State Road	404	40.3%	1,237	31.3%	1,641	33.1%
	Local Road	597	59.7%	2,713	68.7%	3,310	66.9%
	Tribal Land	97	9.7%	122	3.1%	219	4.4%
Geometry	Intersection Related	348	34.8%	1,941	49.1%	2,289	46.2%
	Lane Departure	651	65.0%	1,854	46.9%	2,505	50.6%
	Work Zone	12	1.2%	29	0.7%	41	0.8%
Person Type	Young Driver (13-24) Involved	253	25.3%	1,329	33.6%	1,582	32.0%
	Older Driver (65+) Involved	196	19.6%	767	19.4%	963	19.4%
	Bicyclist	33	3.3%	166	4.2%	199	4.0%
	Pedestrian	216	21.6%	367	9.3%	583	11.8%
Behavior	Aggressive Driver Involved	37	3.7%	127	3.2%	164	3.3%
	Alcohol Involved	275	27.5%	566	14.3%	841	17.0%
	Distracted Driver Involved	51	5.1%	335	8.5%	386	7.8%
	Drug Involved	201	20.1%	197	5.0%	398	8.0%
	Impaired Driver Involved	309	30.9%	658	16.6%	967	19.5%
	Unhelmeted Motorcyclist	73	7.3%	193	4.9%	267	5.4%
	No Restraint Used	322	32.1%	741	18.8%	1,063	21.5%
	Sleepy or Fatigued Involved	18	1.8%	101	2.6%	118	2.4%
Vehicle	Speeding Involved	319	31.9%	1,323	33.5%	1,643	33.2%
	Motorcyclist	162	16.2%	647	16.4%	809	16.3%
	Train Involved	0.8	0.1%	1.6	0.0%	2.4	0.0%
	Heavy Vehicle/ Truck Involved	143	14.3%	439	11.1%	582	11.7%
Environmental	Multiple Vehicle Involved	674	67.3%	2,946	74.6%	3,620	73.1%
	Dust Related (Windy)	1.6	0.2%	7	0.2%	8	0.2%
	Wildlife/Animal Involved	2.4	0.2%	16	0.4%	19	0.4%
	Wet Weather	28	2.8%	127	3.2%	155	3.1%
	Night	534	53.3%	1,480	37.5%	2,014	40.7%
	Dark - No Light	181	18.1%	416	10.5%	597	12.0%

Urban		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		569	100%	2,879	100%	3,448	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	569	100.0%	2,879	100.0%	3,448	100.0%
	Rural	0	0.0%	0	0.0%	0	0.0%
	State Road	139	24.3%	605	21.0%	743	21.6%
	Local Road	431	75.7%	2,274	79.0%	2,705	78.4%
	Tribal Land	0	0.0%	1	0.0%	1	0.0%
Geometry	Intersection Related	269	47.2%	1,664	57.8%	1,933	56.1%
	Lane Departure	311	54.7%	1,054	36.6%	1,366	39.6%
	Work Zone	6.9	1.2%	18	0.6%	25	0.7%
Person Type	Young Driver (13-24) Involved	165	29.0%	1,014	35.2%	1,179	34.2%
	Older Driver (65+) Involved	104	18.3%	557	19.3%	661	19.2%
	Bicyclist	24	4.3%	149	5.2%	173	5.0%
	Pedestrian	172	30.2%	336	11.7%	508	14.7%
Behavior	Aggressive Driver Involved	23	4.0%	92	3.2%	115	3.3%
	Alcohol Involved	167	29.4%	392	13.6%	559	16.2%
	Distracted Driver Involved	28	4.9%	235	8.2%	263	7.6%
	Drug Involved	132	23.1%	139	4.8%	270	7.8%
	Impaired Driver Involved	178	31.3%	451	15.7%	629	18.2%
	Unhelmeted Motorcyclist	49	8.6%	150	5.2%	199	5.8%
	No Restraint Used	160	28.1%	473	16.4%	633	18.4%
	Sleepy or Fatigued Involved	4.7	0.8%	41	1.4%	46	1.3%
Vehicle	Speeding Involved	173	30.3%	854	29.7%	1,027	29.8%
	Motorcyclist	106	18.6%	465	16.2%	571	16.6%
	Train Involved	0.4	0.1%	1.4	0.0%	1.8	0.1%
	Heavy Vehicle/ Truck Involved	66	11.6%	285	9.9%	350	10.2%
Environmental	Multiple Vehicle Involved	448	78.7%	2,389	83.0%	2,837	82.3%
	Dust Related (Windy)	0.1	0.0%	1.7	0.1%	1.8	0.1%
	Wildlife/Animal Involved	0.0	0.0%	3.4	0.1%	3.4	0.1%
	Wet Weather	13	2.3%	75	2.6%	89	2.6%
	Night	334	58.7%	1,076	37.4%	1,410	40.9%
	Dark - No Light	50	8.9%	148	5.1%	198	5.7%

Rural		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		432	100%	1,071	100%	1,503	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	0	0.0%	0	0.0%	0	0.0%
	Rural	432	100.0%	1,071	100.0%	1,503	100.0%
	State Road	265	61.5%	632	59.0%	897	59.7%
	Local Road	166	38.5%	439	41.0%	605	40.3%
	Tribal Land	97	22.5%	121	11.3%	218	14.5%
Geometry	Intersection Related	79	18.3%	277	25.8%	356	23.7%
	Lane Departure	340	78.7%	800	74.7%	1,140	75.9%
	Work Zone	5.2	1.2%	11	1.0%	16	1.1%
Person Type	Young Driver (13-24) Involved	88	20.3%	315	29.4%	403	26.8%
	Older Driver (65+) Involved	92	21.3%	210	19.6%	302	20.1%
	Bicyclist	8.5	2.0%	18	1.6%	26	1.7%
	Pedestrian	44	10.2%	31	2.9%	75	5.0%
Behavior	Aggressive Driver Involved	14	3.3%	35	3.3%	49	3.3%
	Alcohol Involved	108	25.0%	174	16.2%	282	18.7%
	Distracted Driver Involved	23	5.2%	100	9.4%	123	8.2%
	Drug Involved	70	16.1%	59	5.5%	128	8.5%
	Impaired Driver Involved	131	30.3%	207	19.3%	338	22.5%
	Unhelmeted Motorcyclist	25	5.7%	43	4.0%	67	4.5%
	No Restraint Used	162	37.4%	268	25.0%	430	28.6%
	Sleepy or Fatigued Involved	13	3.0%	60	5.6%	73	4.9%
Vehicle	Speeding Involved	147	33.9%	469	43.8%	616	41.0%
	Motorcyclist	56	12.9%	182	17.0%	238	15.8%
	Train Involved	0.4	0.1%	0.2	0.0%	0.6	0.0%
	Heavy Vehicle/ Truck Involved	77	17.8%	154	14.4%	231	15.4%
Environmental	Multiple Vehicle Involved	226	52.3%	557	52.0%	783	52.1%
	Dust Related (Windy)	1.5	0.3%	5	0.5%	6	0.4%
	Wildlife/Animal Involved	2.4	0.6%	13	1.2%	15	1.0%
	Wet Weather	15	3.4%	52	4.8%	67	4.4%
	Night	200	46.3%	404	37.7%	604	40.2%
	Dark - No Light	131	30.3%	268	25.0%	398	26.5%

State Road		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		404	100%	1,237	100%	1,641	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geographic	Urban	139	34.3%	605	48.9%	743	45.3%
	Rural	265	65.7%	632	51.1%	897	54.7%
	State Road	404	100.0%	1,237	100.0%	1,641	100.0%
	Local Road	0	0.0%	0	0.0%	0	0.0%
	Tribal Land	64	15.9%	95	7.7%	159	9.7%
Geometry	Intersection Related	83	20.6%	334	27.0%	417	25.4%
	Lane Departure	327	81.1%	858	69.3%	1,185	72.2%
	Work Zone	8.3	2.1%	11	0.9%	19	1.2%
Person Type	Young Driver (13-24) Involved	89	22.0%	367	29.7%	456	27.8%
	65 and Older Involved	91	22.5%	244	19.7%	335	20.4%
	Bicyclist	5.0	1.2%	15	1.2%	20	1.2%
	Pedestrian	42	10.3%	40	3.2%	82	5.0%
Behavior	Aggressive Driver Involved	15	3.6%	44	3.6%	59	3.6%
	Alcohol Involved	95	23.5%	177	14.3%	272	16.6%
	Distracted Driver Involved	22	5.4%	104	8.4%	126	7.7%
	Drug Involved	69	17.0%	66	5.4%	135	8.2%
	Impaired Driver Involved	121	30.0%	218	17.7%	340	20.7%
	Unhelmeted Motorcyclist	24	6.0%	51	4.1%	75	4.6%
	No Restraint Used	156	38.6%	282	22.8%	438	26.7%
	Sleepy or Fatigued Involved	13	3.1%	65	5.2%	77	4.7%
Vehicle	Speeding Involved	141	34.9%	567	45.8%	708	43.1%
	Motorcyclist	55	13.6%	202	16.3%	257	15.6%
	Train Involved	0.0	0.0%	0.3	0.0%	0.3	0.0%
	Heavy Vehicle/ Truck Involved	95	23.5%	190	15.3%	285	17.4%
Environmental	Multiple Vehicle Involved	241	59.6%	761	61.5%	1,002	61.1%
	Dust Related (Windy)	1.2	0.3%	5	0.4%	6	0.4%
	Wildlife/Animal Involved	1.4	0.3%	10	0.8%	11	0.7%
	Wet Weather	16	3.8%	58	4.7%	73	4.5%
	Dusk/ Dawn	199	49.2%	481	38.9%	680	41.4%
	Dark - No Light	109	27.0%	213	17.2%	322	19.6%

Local Road		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		597	100%	2,713	100%	3,310	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geographic	Urban	431	72.2%	2,274	83.8%	2,705	81.7%
	Rural	166	27.8%	439	16.2%	605	18.3%
	State Road	0	0.0%	0	0.0%	0	0.0%
	Local Road	597	100.0%	2,713	100.0%	3,310	100.0%
	Tribal Land	33	5.5%	27	1.0%	60	1.8%
Geometry	Intersection Related	265	44.3%	1,607	59.2%	1,871	56.5%
	Lane Departure	324	54.2%	996	36.7%	1,320	39.9%
	Work Zone	3.8	0.6%	18	0.7%	22	0.7%
Person Type	Young Driver (13-24) Involved	164	27.5%	962	35.5%	1,126	34.0%
	65 and Older Involved	105	17.6%	523	19.3%	628	19.0%
	Bicyclist	28	4.7%	152	5.6%	180	5.4%
	Pedestrian	174	29.2%	327	12.1%	502	15.2%
Behavior	Aggressive Driver Involved	22	3.7%	83	3.1%	105	3.2%
	Alcohol Involved	180	30.2%	389	14.3%	569	17.2%
	Distracted Driver Involved	29	4.8%	231	8.5%	260	7.9%
	Drug Involved	132	22.2%	131	4.8%	264	8.0%
	Impaired Driver Involved	188	31.5%	439	16.2%	627	18.9%
	Unhelmeted Motorcyclist	49	8.3%	143	5.3%	192	5.8%
	No Restraint Used	166	27.8%	459	16.9%	625	18.9%
	Sleepy or Fatigued Involved	5.0	0.8%	36	1.3%	41	1.2%
Vehicle	Speeding Involved	178	29.8%	757	27.9%	935	28.2%
	Motorcyclist	107	17.9%	445	16.4%	552	16.7%
	Train Involved	0.8	0.1%	1.3	0.0%	2.1	0.1%
	Heavy Vehicle/ Truck Involved	48	8.0%	249	9.2%	297	9.0%
Environmental	Multiple Vehicle Involved	433	72.5%	2,185	80.5%	2,618	79.1%
	Dust Related (Windy)	0.4	0.1%	1.6	0.1%	2.0	0.1%
	Wildlife/Animal Involved	1.0	0.2%	6.2	0.2%	7.2	0.2%
	Wet Weather	12.6	2.1%	69	2.6%	82	2.5%
	Dusk/ Dawn	335	56.2%	999	36.8%	1,335	40.3%
	Dark - No Light	72	12.1%	202	7.5%	274	8.3%

Tribal Land		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		97	100%	122	100%	219	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	0	0.1%	1	0.6%	1	0.4%
	Rural	97	99.9%	121	99.4%	218	99.6%
	State Road	64	66.0%	95	78.1%	159	72.8%
	Local Road	33	34.0%	27	21.9%	60	27.2%
	Tribal Land	97	100.0%	122	100.0%	219	100.0%
Geometry	Intersection Related	11.0	11.3%	22	18.4%	33	15.2%
	Lane Departure	66	67.7%	93	76.7%	159	72.7%
	Work Zone	1.1	1.1%	1.9	1.6%	3.0	1.4%
Person Type	Young Driver (13-24) Involved	17	17.2%	36	29.7%	53	24.1%
	Older Driver (65+) Involved	13	13.0%	22	18.2%	35	15.9%
	Bicyclist	1.1	1.1%	0.8	0.7%	1.9	0.9%
	Pedestrian	15	15.3%	2.7	2.2%	18	8.0%
Behavior	Aggressive Driver Involved	4.1	4.2%	5.1	4.2%	9	4.2%
	Alcohol Involved	34	34.5%	32	26.0%	65	29.8%
	Distracted Driver Involved	4.1	4.2%	12	9.7%	16	7.3%
	Drug Involved	13.0	13.3%	9.3	7.6%	22	10.2%
	Impaired Driver Involved	32	33.2%	35	28.4%	67	30.5%
	Unhelmeted Motorcyclist	1.7	1.7%	1.9	1.6%	3.6	1.6%
	No Restraint Used	29	29.4%	34	27.7%	62	28.4%
	Sleepy or Fatigued Involved	2.4	2.5%	6.9	5.7%	9	4.2%
Vehicle	Speeding Involved	24	24.8%	59	48.1%	83	37.7%
	Motorcyclist	4.9	5.0%	14	11.1%	18	8.4%
	Train Involved	0	0.0%	0	0.0%	0	0.0%
	Heavy Vehicle/ Truck Involved	14	14.4%	17	14.3%	31	14.3%
Environmental	Multiple Vehicle Involved	52	53.2%	69	56.4%	120	55.0%
	Dust Related (Windy)	0.2	0.2%	0.8	0.7%	1.0	0.5%
	Wildlife/Animal Involved	0.3	0.3%	1.6	1.3%	1.9	0.9%
	Wet Weather	3.1	3.2%	4.7	3.9%	7.8	3.6%
	Night	50.3	51.6%	49.7	40.8%	100	45.6%
	Dark - No Light	26	26.8%	32	26.5%	58	26.7%

Intersection Related		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		348	100%	1,941	100%	2,289	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	269	77.3%	1,664	85.7%	1,933	84.5%
	Rural	79	22.7%	277	14.3%	356	15.5%
	State Road	83.2	23.9%	334	17.2%	417	18.2%
	Local Road	264.8	76.1%	1,607	82.8%	1,871	81.8%
	Tribal Land	11.0	3.2%	22	1.2%	33	1.5%
Geometry	Intersection Related	348	100.0%	1,941	100.0%	2,289	100.0%
	Lane Departure	196	56.4%	537	27.7%	733	32.0%
	Work Zone	2.8	0.8%	10.1	0.5%	12.9	0.6%
Person Type	Young Driver (13-24) Involved	108	30.9%	702	36.2%	810	35.4%
	Older Driver (65+) Involved	94	27.0%	463	23.8%	557	24.3%
	Bicyclist	15	4.3%	110	5.7%	125	5.4%
	Pedestrian	72	20.6%	180	9.3%	252	11.0%
Behavior	Aggressive Driver Involved	17.3	5.0%	68	3.5%	86	3.7%
	Alcohol Involved	86	24.7%	219	11.3%	305	13.3%
	Distracted Driver Involved	18	5.0%	160	8.2%	178	7.8%
	Drug Involved	79	22.6%	85	4.4%	164	7.2%
	Impaired Driver Involved	110	31.5%	264	13.6%	373	16.3%
	Unhelmeted Motorcyclist	40	11.5%	95	4.9%	135	5.9%
	No Restraint Used	102	29.3%	293	15.1%	395	17.3%
	Sleepy or Fatigued Involved	0.5	0.1%	15	0.8%	16	0.7%
Vehicle	Speeding Involved	102	29.2%	447	23.1%	549	24.0%
	Motorcyclist	87	25.0%	295	15.2%	382	16.7%
	Train Involved	1	0.2%	1.2	0.1%	1.8	0.1%
	Heavy Vehicle/ Truck Involved	49	14.1%	207	10.6%	256	11.2%
Environmental	Multiple Vehicle Involved	303	87.1%	1,751	90.2%	2,055	89.8%
	Dust Related (Windy)	0.0	0.0%	1.4	0.1%	1.4	0.1%
	Wildlife/Animal Involved	0	0.0%	0	0.0%	0	0.0%
	Wet Weather	8.4	2.4%	46	2.3%	54	2.4%
	Night	177	50.8%	646	33.3%	823	36.0%
	Dark - No Light	31	9.0%	82	4.2%	113	5.0%

Lane Departure		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		651	100%	1,854	100%	2,505	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	311	47.8%	1,054	56.9%	1,366	54.5%
	Rural	340	52.2%	800	43.1%	1,140	45.5%
	State Road	327	50.3%	858	46.3%	1,185	47.3%
	Local Road	324	49.7%	996	53.7%	1,320	52.7%
	Tribal Land	66	10.1%	93	5.0%	159	6.4%
Geometry	Intersection Related	196	30.1%	537	29.0%	733	29.3%
	Lane Departure	651	100.0%	1,854	100.0%	2,505	100.0%
	Work Zone	8.7	1.3%	13	0.7%	21	0.8%
Person Type	Young Driver (13-24) Involved	179	27.5%	592	31.9%	771	30.8%
	Older Driver (65+) Involved	134	20.6%	302	16.3%	435	17.4%
	Bicyclist	3.9	0.6%	18	1.0%	22	0.9%
	Pedestrian	18.9	2.9%	51	2.8%	70	2.8%
Behavior	Aggressive Driver Involved	31	4.7%	73	3.9%	104	4.1%
	Alcohol Involved	186	28.6%	367	19.8%	554	22.1%
	Distracted Driver Involved	33	5.1%	148	8.0%	181	7.2%
	Drug Involved	133	20.4%	134	7.2%	267	10.7%
	Impaired Driver Involved	263	40.4%	457	24.7%	720	28.7%
	Unhelmeted Motorcyclist	72	11.0%	106	5.7%	178	7.1%
	No Restraint Used	290	44.6%	486	26.2%	777	31.0%
	Sleepy or Fatigued Involved	17	2.5%	86	4.6%	102	4.1%
Vehicle	Speeding Involved	270	41.4%	811	43.7%	1,080	43.1%
	Motorcyclist	156	24.0%	348	18.7%	504	20.1%
	Train Involved	0	0.0%	0	0.0%	0	0.0%
	Heavy Vehicle/ Truck Involved	98	15.0%	205	11.1%	303	12.1%
Environmental	Multiple Vehicle Involved	351	53.8%	922	49.7%	1,273	50.8%
	Dust Related (Windy)	1.0	0.2%	4.3	0.2%	5.3	0.2%
	Wildlife/Animal Involved	2	0.3%	8	0.4%	10	0.4%
	Wet Weather	20	3.0%	75	4.0%	94	3.8%
	Night	310	47.7%	767	41.4%	1,077	43.0%
Environmental	Dark - No Light	132	20.3%	308	16.6%	440	17.6%

Work Zone		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		12	100%	29	100%	41	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	6.9	57.0%	18	63.2%	25	61.4%
	Rural	5.2	43.0%	11	36.8%	16	38.6%
	State Road	8.3	68.6%	10.8	37.1%	19	46.4%
	Local Road	3.8	31.4%	18.3	62.9%	22	53.6%
	Tribal Land	1.1	9.1%	1.9	6.5%	3.0	7.3%
Geometry	Intersection Related	2.8	23.1%	10.1	34.7%	12.9	31.3%
	Lane Departure	8.7	71.9%	13	43.0%	21	51.5%
	Work Zone	12	100.0%	29	100.0%	41	100.0%
Person Type	Young Driver (13-24) Involved	3.8	31.4%	9	32.0%	13	31.8%
	Older Driver (65+) Involved	2.9	24.0%	7.2	24.7%	10.1	24.5%
	Bicyclist	0.3	2.5%	0.5	1.7%	0.8	1.9%
	Pedestrian	1.9	15.7%	2.7	9.3%	4.6	11.2%
Behavior	Aggressive Driver Involved	0.3	2.5%	1.6	5.5%	1.9	4.6%
	Alcohol Involved	2.8	23.1%	3.9	13.4%	6.7	16.3%
	Distracted Driver Involved	1.6	13.2%	3.8	13.1%	5	13.1%
	Drug Involved	2.6	21.5%	1.2	4.1%	3.8	9.2%
	Impaired Driver Involved	4.2	34.7%	4.5	15.5%	9	21.1%
	Unhelmeted Motorcyclist	1.1	9.1%	1.4	4.8%	2.5	6.1%
	No Restraint Used	4.5	37.2%	4.7	16.2%	9	22.3%
	Sleepy or Fatigued Involved	1	4.1%	0.6	2.1%	1.1	2.7%
Vehicle	Speeding Involved	6.6	54.5%	14	47.8%	21	49.8%
	Motorcyclist	2.4	19.8%	5.4	18.6%	7.8	18.9%
	Train Involved	0	0.0%	0	0.0%	0	0.0%
	Heavy Vehicle/ Truck Involved	3.6	29.8%	6.7	23.0%	10	25.0%
Environmental	Multiple Vehicle Involved	8.7	71.9%	24.9	85.6%	34	81.6%
	Dust Related (Windy)	0	0.0%	0.0	0.0%	0.0	0.0%
	Wildlife/Animal Involved	0	0.0%	0.4	1.4%	0.4	1.0%
	Wet Weather	0.2	1.7%	1.8	6.2%	2.0	4.9%
	Night	5.6	46.3%	9.7	33.3%	15.3	37.1%
	Dark - No Light	1.8	14.9%	3.4	11.7%	5.2	12.6%

Young Driver (13-24) Involved		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		253	100%	1,329	100%	1,582	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	165	65.3%	1,014	76.3%	1,179	74.5%
	Rural	88	34.7%	315	23.7%	403	25.5%
	State Road	89	35.2%	367	27.6%	456	28.8%
	Local Road	164	64.8%	962	72.4%	1,126	71.2%
	Tribal Land	17	6.6%	36	2.7%	53	3.3%
Geometry	Intersection Related	108	42.6%	702	52.8%	810	51.2%
	Lane Departure	179	70.7%	592	44.6%	771	48.7%
	Work Zone	3.8	1.5%	9	0.7%	13	0.8%
Person Type	Young Driver (13-24) Involved	253	100.0%	1,329	100.0%	1,582	100.0%
	Older Driver (65+) Involved	28	10.9%	150	11.3%	177	11.2%
	Bicyclist	6.4	2.5%	26	2.0%	33	2.1%
	Pedestrian	40	15.7%	72	5.4%	111	7.0%
Behavior	Aggressive Driver Involved	14	5.7%	56	4.2%	70	4.4%
	Alcohol Involved	73	28.7%	189	14.2%	261	16.5%
	Distracted Driver Involved	16	6.3%	129	9.7%	145	9.2%
	Drug Involved	60	23.8%	82	6.2%	142	9.0%
	Impaired Driver Involved	93	36.6%	234	17.6%	327	20.7%
	Unhelmeted Motorcyclist	17	6.8%	43	3.3%	60	3.8%
	No Restraint Used	91	35.9%	269	20.2%	360	22.7%
	Sleepy or Fatigued Involved	4.8	1.9%	35	2.6%	40	2.5%
Vehicle	Speeding Involved	106	41.9%	505	38.0%	611	38.6%
	Motorcyclist	42	16.4%	175	13.2%	217	13.7%
	Train Involved	0.0	0.0%	0.4	0.0%	0.4	0.0%
	Heavy Vehicle/ Truck Involved	28	10.9%	119	9.0%	147	9.3%
Environmental	Multiple Vehicle Involved	190	75.2%	1,055	79.4%	1,245	78.7%
	Dust Related (Windy)	0.4	0.2%	1.6	0.1%	2.0	0.1%
	Wildlife/Animal Involved	0	0.1%	3.9	0.3%	4.1	0.3%
	Wet Weather	6.8	2.7%	42	3.1%	49	3.1%
	Night	147.4	58.3%	550	41.4%	698	44.1%
	Dark - No Light	46	18.1%	132	10.0%	178	11.3%

Older Driver (65+) Involved		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		196	100%	767	100%	963	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	104	53.0%	557	72.6%	661	68.6%
	Rural	92	47.0%	210	27.4%	302	31.4%
	State Road	91	46.3%	244	31.8%	335	34.8%
	Local Road	105	53.7%	523	68.2%	628	65.2%
	Tribal Land	13	6.5%	22	2.9%	35	3.6%
Geometry	Intersection Related	94	47.9%	463	60.3%	557	57.8%
	Lane Departure	134	68.3%	302	39.3%	435	45.2%
	Work Zone	2.9	1.5%	7.2	0.9%	10.1	1.0%
Person Type	Young Driver (13-24) Involved	28	14.0%	150	19.5%	177	18.4%
	Older Driver (65+) Involved	196	100.0%	767	100.0%	963	100.0%
	Bicyclist	3.7	1.9%	21	2.7%	25	2.6%
	Pedestrian	20	10.4%	44	5.7%	64	6.7%
Behavior	Aggressive Driver Involved	5.6	2.9%	19	2.4%	24	2.5%
	Alcohol Involved	27	14.0%	52	6.7%	79	8.2%
	Distracted Driver Involved	8	4.2%	64	8.3%	72	7.5%
	Drug Involved	24	12.3%	25	3.3%	50	5.1%
	Impaired Driver Involved	38	19.1%	70	9.1%	107	11.2%
	Unhelmeted Motorcyclist	15	7.9%	32	4.2%	48	5.0%
	No Restraint Used	57	29.0%	98	12.7%	154	16.0%
	Sleepy or Fatigued Involved	3.1	1.6%	15	1.9%	18	1.8%
	Speeding Involved	50	25.2%	202	26.3%	251	26.1%
Vehicle	Motorcyclist	37	18.9%	114	14.9%	151	15.7%
	Train Involved	1	0.3%	0.1	0.0%	0.6	0.1%
	Heavy Vehicle/ Truck Involved	35	17.8%	95	12.3%	129	13.4%
	Multiple Vehicle Involved	154	78.3%	675	88.0%	828	86.0%
Environmental	Dust Related (Windy)	0.8	0.4%	2.1	0.3%	2.9	0.3%
	Wildlife/Animal Involved	0.4	0.2%	1.6	0.2%	2.0	0.2%
	Wet Weather	4.8	2.4%	20	2.7%	25	2.6%
	Night	62.7	32.0%	161	20.9%	223	23.2%
	Dark - No Light	24	12.4%	41	5.4%	66	6.8%

Bicycle Involved Total		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		33	100%	166	100%	199	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	24	74.1%	149	89.5%	173	86.9%
	Rural	8.5	25.9%	17.5	10.5%	26	13.1%
	State Road	5.0	15.2%	14.5	8.7%	20	9.8%
	Local Road	27.8	84.8%	151.8	91.3%	180	90.2%
	Tribal Land	1.1	3.4%	0.8	0.5%	1.9	1.0%
Geometry	Intersection Related	15	45.4%	110	66.0%	125	62.6%
	Lane Departure	0.2	0.6%	15	8.7%	15	7.4%
	Work Zone	0.3	0.9%	0.5	0.3%	0.8	0.4%
Person Type	Young Driver (13-24) Involved	6.4	19.5%	26	15.8%	33	16.4%
	Older Driver (65+) Involved	4	11.3%	21	12.6%	25	12.4%
	Bicyclist	33	100.0%	166	100.0%	199	100.0%
	Pedestrian	0.0	0.0%	0	0.0%	0	0.0%
Behavior	Aggressive Driver Involved	1	2.1%	0.6	0.4%	1.3	0.7%
	Alcohol Involved	5.2	15.9%	10	5.8%	15	7.5%
	Distracted Driver Involved	3	9.5%	11	6.3%	14	6.8%
	Drug Involved	9.7	29.6%	4.0	2.4%	13.7	6.9%
	Impaired Driver Involved	5.4	16.5%	5	3.0%	10	5.2%
	Unhelmeted Motorcyclist	0	0.0%	0	0.0%	0	0.0%
	No Restraint Used	0	0.0%	0	0.0%	0	0.0%
	Sleepy or Fatigued Involved	0.7	2.1%	0.3	0.2%	1.0	0.5%
	Speeding Involved	4.2	12.8%	9	5.5%	13	6.7%
Vehicle	Motorcyclist	0	0.0%	0	0.0%	0	0.0%
	Train Involved	0	0.0%	0	0.0%	0	0.0%
	Heavy Vehicle/ Truck Involved	4.8	14.6%	13	7.5%	17	8.7%
	Multiple Vehicle Involved	15	46.0%	81	48.8%	96	48.3%
Environmental	Dust Related (Windy)	0	0.0%	0	0.0%	0.0	0.0%
	Wildlife/Animal Involved	0	0.0%	0	0.0%	0	0.0%
	Wet Weather	0	0.6%	3	1.5%	2.7	1.4%
	Night	15	45.4%	49	29.5%	64	32.1%
	Dark - No Light	2.8	8.5%	7.9	4.8%	10.7	5.4%

Pedestrian Involved Total		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		216	100%	367	100%	583	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	172	79.6%	336	91.6%	508	87.1%
	Rural	44	20.4%	31	8.4%	75	12.9%
	State Road	42	19.3%	39.9	10.9%	82	14.0%
	Local Road	174	80.7%	327.1	89.1%	502	86.0%
	Tribal Land	15	6.9%	2.7	0.7%	18	3.0%
Geometry	Intersection Related	72	33.2%	180	49.1%	252	43.2%
	Lane Departure	1.8	0.8%	32	8.7%	34	5.8%
	Work Zone	1.9	0.9%	2.7	0.7%	4.6	0.8%
Person Type	Young Driver (13-24) Involved	40	18.4%	72	19.5%	111	19.1%
	Older Driver (65+) Involved	20	9.4%	44	12.0%	64	11.0%
	Bicyclist	0	0.0%	0	0.0%	0	0.0%
	Pedestrian	216	100.0%	367	100.0%	583	100.0%
Behavior	Aggressive Driver Involved	1.2	0.6%	1.6	0.4%	2.8	0.5%
	Alcohol Involved	71	32.7%	55	15.0%	126	21.6%
	Distracted Driver Involved	11	5.0%	19	5.2%	30	5.1%
	Drug Involved	51	23.8%	15	4.0%	66	11.3%
	Impaired Driver Involved	19	8.8%	20	5.3%	39	6.6%
	Unhelmeted Motorcyclist	0	0.0%	0	0.0%	0	0.0%
	No Restraint Used	0	0.0%	0	0.0%	0	0.0%
	Sleepy or Fatigued Involved	1.2	0.6%	0.9	0.2%	2.1	0.4%
	Speeding Involved	16.2	7.5%	35	9.6%	52	8.8%
Vehicle	Motorcyclist	0	0.0%	0	0.0%	0	0.0%
	Train Involved	0	0.0%	0	0.0%	0	0.0%
	Heavy Vehicle/ Truck Involved	18	8.3%	25	6.9%	43	7.4%
	Multiple Vehicle Involved	74	34.1%	193	52.5%	266	45.7%
Environmental	Dust Related (Windy)	0.2	0.1%	0	0.1%	0.6	0.1%
	Wildlife/Animal Involved	0	0.0%	0	0.0%	0	0.0%
	Wet Weather	6.0	2.8%	14	3.7%	20	3.4%
	Night	172	79.6%	213	58.0%	385	66.0%
	Dark - No Light	42	19.6%	41	11.3%	84	14.4%

Aggressive Driver Involved		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		37	100%	127	100%	164	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	23	61.5%	92	72.5%	115	70.0%
	Rural	14	38.5%	35	27.5%	49	30.0%
	State Road	14.7	39.8%	44.2	34.8%	59	35.9%
	Local Road	22.2	60.2%	82.9	65.2%	105	64.1%
	Tribal Land	4.1	11.1%	5.1	4.0%	9	5.6%
Geometry	Intersection Related	17.3	46.9%	68	53.8%	86	52.3%
	Lane Departure	31	82.9%	73	57.4%	104	63.1%
	Work Zone	0.3	0.8%	1.6	1.3%	1.9	1.2%
Person Type	Young Driver (13-24) Involved	14	39.0%	56	43.8%	70	42.7%
	Older Driver (65+) Involved	5.6	15.2%	19	14.6%	24	14.7%
	Bicyclist	0.7	1.9%	0.6	0.5%	1.3	0.8%
	Pedestrian	1.2	3.3%	1.6	1.3%	2.8	1.7%
Behavior	Aggressive Driver Involved	37	100.0%	127	100.0%	164	100.0%
	Alcohol Involved	16	44.2%	37	28.7%	53	32.2%
	Distracted Driver Involved	2	4.6%	9	7.4%	11	6.8%
	Drug Involved	10.2	27.6%	17	13.5%	27	16.7%
	Impaired Driver Involved	22	58.5%	48	37.8%	70	42.4%
	Unhelmeted Motorcyclist	2.7	7.3%	5.2	4.1%	7.9	4.8%
	No Restraint Used	15	39.6%	31	24.5%	46	27.9%
	Sleepy or Fatigued Involved	1	1.9%	2.9	2.3%	4	2.2%
	Speeding Involved	37	100.0%	127	100.0%	164	100.0%
Vehicle	Motorcyclist	6.6	17.9%	18	14.2%	25	15.1%
	Train Involved	0	0.3%	0.2	0.2%	0.3	0.2%
	Heavy Vehicle/ Truck Involved	6.3	17.1%	16	12.4%	22	13.5%
	Multiple Vehicle Involved	30	81.8%	106	83.3%	136	83.0%
Environmental	Dust Related (Windy)	0.2	0.5%	0.2	0.2%	0.4	0.2%
	Wildlife/Animal Involved	0	0.0%	0	0.0%	0	0.0%
	Wet Weather	1.1	3.0%	4.3	3.4%	5.4	3.3%
	Night	18.8	50.9%	54.4	42.8%	73.2	44.6%
	Dark - No Light	6.3	17.1%	11	8.6%	17	10.5%

Alcohol Involved		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		275	100%	566	100%	841	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	167	60.8%	392	69.3%	559	66.5%
	Rural	108	39.2%	174	30.7%	282	33.5%
	State Road	95	34.5%	177	31.3%	272	32.4%
	Local Road	180	65.5%	389	68.7%	569	67.6%
	Tribal Land	34	12.2%	32	5.6%	65	7.8%
Geometry	Intersection Related	86	31.3%	219	38.6%	305	36.2%
	Lane Departure	186	67.7%	367	64.9%	554	65.8%
	Work Zone	2.8	1.0%	3.9	0.7%	6.7	0.8%
Person Type	Young Driver (13-24) Involved	73	26.4%	189	33.4%	261	31.1%
	Older Driver (65+) Involved	27	10.0%	52	9.1%	79	9.4%
	Bicyclist	5.2	1.9%	10	1.7%	15	1.8%
	Pedestrian	71	25.7%	55	9.8%	126	15.0%
Behavior	Aggressive Driver Involved	16	5.9%	37	6.5%	53	6.3%
	Alcohol Involved	275	100.0%	566	100.0%	841	100.0%
	Distracted Driver Involved	13	4.8%	40	7.0%	53	6.3%
	Drug Involved	82	29.7%	63	11.2%	145	17.3%
	Impaired Driver Involved	215	78.2%	517	91.3%	732	87.0%
	Unhelmeted Motorcyclist	26	9.4%	31	5.5%	57	6.8%
	No Restraint Used	111	40.4%	170	30.0%	281	33.4%
	Sleepy or Fatigued Involved	2.5	0.9%	8.3	1.5%	11	1.3%
Vehicle	Speeding Involved	114	41.2%	281	49.6%	394	46.8%
	Motorcyclist	43	15.5%	71	12.5%	113	13.5%
	Train Involved	0.2	0.1%	0.1	0.0%	0.3	0.0%
	Heavy Vehicle/ Truck Involved	26	9.5%	44	7.8%	70	8.4%
Environmental	Multiple Vehicle Involved	176	63.8%	352	62.1%	527	62.7%
	Dust Related (Windy)	0.3	0.1%	0.3	0.1%	0.6	0.1%
	Wildlife/Animal Involved	0.3	0.1%	0.7	0.1%	1.0	0.1%
	Wet Weather	8.1	2.9%	18	3.3%	27	3.2%
	Night	204	74.0%	391	69.0%	594	70.7%
	Dark - No Light	72	26.1%	125	22.0%	196	23.4%

Distracted Driver Involved		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		51	100%	335	100%	386	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	28	55.3%	235	70.1%	263	68.2%
	Rural	23	44.7%	100	29.9%	123	31.8%
	State Road	21.7	42.9%	104	31.1%	126	32.7%
	Local Road	28.9	57.1%	231	68.9%	260	67.3%
	Tribal Land	4.1	8.1%	12	3.5%	16	4.1%
Geometry	Intersection Related	18	34.6%	160	47.7%	178	46.0%
	Lane Departure	33	65.4%	148	44.0%	181	46.8%
	Work Zone	1.6	3.2%	3.8	1.1%	5	1.4%
Person Type	Young Driver (13-24) Involved	16	31.4%	129	38.4%	145	37.5%
	Older Driver (65+) Involved	8	16.2%	64	19.0%	72	18.6%
	Bicyclist	3.1	6.1%	11	3.1%	14	3.5%
	Pedestrian	11	21.3%	19	5.7%	30	7.8%
Behavior	Aggressive Driver Involved	2	3.4%	9	2.8%	11	2.9%
	Alcohol Involved	13	26.1%	40	11.8%	53	13.7%
	Distracted Driver Involved	51	100.0%	335	100.0%	386	100.0%
	Drug Involved	10.1	20.0%	16	4.8%	26	6.8%
	Impaired Driver Involved	18	35.0%	53	15.8%	71	18.3%
	Unhelmeted Motorcyclist	2.7	5.3%	12	3.5%	14	3.7%
	No Restraint Used	18	35.6%	69	20.7%	87	22.6%
	Sleepy or Fatigued Involved	1.5	3.0%	9	2.7%	11	2.7%
Vehicle	Speeding Involved	21	40.9%	137	40.7%	157	40.8%
	Motorcyclist	6	12.5%	36	10.6%	42	10.8%
	Train Involved	0.1	0.2%	0	0.1%	0.3	0.1%
	Heavy Vehicle/ Truck Involved	9	18.0%	39	11.7%	48	12.5%
Environmental	Multiple Vehicle Involved	38	74.5%	257	76.7%	295	76.4%
	Dust Related (Windy)	0.0	0.0%	0.4	0.1%	0.4	0.1%
	Wildlife/Animal Involved	0	0.0%	0.2	0.1%	0.2	0.1%
	Wet Weather	1.0	2.0%	6	1.9%	7	1.9%
	Night	22.9	45.3%	108	32.1%	131	33.8%
	Dark - No Light	8	16.2%	36	10.8%	45	11.5%

Drug Involved		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		201	100%	197	100%	398	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	132	65.4%	139	70.2%	270	67.8%
	Rural	70	34.6%	59	29.8%	128	32.2%
	State Road	68.7	34.2%	66.2	33.6%	135	33.9%
	Local Road	132.4	65.8%	131.1	66.4%	264	66.1%
	Tribal Land	13.0	6.5%	9.3	4.7%	22	5.6%
Geometry	Intersection Related	79	39.0%	85	43.3%	164	41.1%
	Lane Departure	133	65.9%	134	68.1%	267	67.0%
	Work Zone	2.6	1.3%	1.2	0.6%	3.8	1.0%
Person Type	Young Driver (13-24) Involved	60	30.0%	82	41.6%	142	35.7%
	Older Driver (65+) Involved	24	12.0%	25	12.8%	50	12.4%
	Bicyclist	9.7	4.8%	4.0	2.0%	13.7	3.4%
	Pedestrian	51	25.6%	15	7.4%	66	16.6%
Behavior	Aggressive Driver Involved	10.2	5.1%	17	8.7%	27	6.9%
	Alcohol Involved	82	40.7%	63	32.1%	145	36.4%
	Distracted Driver Involved	10.1	5.0%	16	8.2%	26	6.6%
	Drug Involved	201	100.0%	197	100.0%	398	100.0%
	Impaired Driver Involved	154	76.8%	187	94.8%	341	85.7%
	Unhelmeted Motorcyclist	19	9.3%	5.4	2.7%	24	6.1%
	No Restraint Used	71	35.5%	56	28.5%	128	32.0%
	Sleepy or Fatigued Involved	2.6	1.3%	4.9	2.5%	7.5	1.9%
Vehicle	Speeding Involved	73	36.1%	91	46.3%	164	41.1%
	Motorcyclist	35	17.5%	12	6.0%	47	11.8%
	Train Involved	0	0.0%	0	0.0%	0	0.0%
	Heavy Vehicle/ Truck Involved	26	12.9%	24	11.9%	50	12.4%
Environmental	Multiple Vehicle Involved	149	74.2%	142	72.0%	291	73.1%
	Dust Related (Windy)	0	0.0%	0	0.0%	0	0.0%
	Wildlife/Animal Involved	0.3	0.1%	0	0.1%	0.5	0.1%
	Wet Weather	5.3	2.6%	6.3	3.2%	11.6	2.9%
	Night	120.5	59.9%	95.2	48.3%	216	54.1%
	Dark - No Light	38	19.0%	27	13.7%	65	16.4%

Impaired Driver Involved		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		309	100%	658	100%	967	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	178	57.7%	451	68.5%	629	65.1%
	Rural	131	42.3%	207	31.5%	338	34.9%
	State Road	121	39.2%	218	33.2%	340	35.1%
	Local Road	188	60.8%	439	66.8%	627	64.9%
	Tribal Land	32	10.4%	35	5.3%	67	6.9%
Geometry	Intersection Related	110	35.5%	264	40.1%	373	38.6%
	Lane Departure	263	85.0%	457	69.5%	720	74.5%
	Work Zone	4.2	1.4%	4.5	0.7%	9	0.9%
Person Type	Young Driver (13-24) Involved	93	29.9%	234	35.6%	327	33.8%
	Older Driver (65+) Involved	38	12.1%	70	10.6%	107	11.1%
	Bicyclist	5.4	1.7%	5.0	0.8%	10	1.1%
	Pedestrian	19	6.1%	20	3.0%	39	4.0%
Behavior	Aggressive Driver Involved	22	7.0%	48	7.3%	70	7.2%
	Alcohol Involved	215	69.6%	517	78.6%	732	75.7%
	Distracted Driver Involved	18	5.7%	53	8.1%	71	7.3%
	Drug Involved	154	49.9%	187	28.4%	341	35.3%
	Impaired Driver Involved	309	100.0%	658	100.0%	967	100.0%
	Unhelmeted Motorcyclist	37	12.0%	34	5.2%	71	7.4%
	No Restraint Used	153	49.5%	207	31.5%	360	37.3%
	Sleepy or Fatigued Involved	4	1.3%	14	2.1%	18	1.8%
	Speeding Involved	148	48.0%	338	51.5%	487	50.3%
Vehicle	Motorcyclist	65	21.1%	78	11.8%	143	14.8%
	Train Involved	0.2	0.1%	0.1	0.0%	0.3	0.0%
	Heavy Vehicle/ Truck Involved	38	12.1%	59	8.9%	96	10.0%
	Multiple Vehicle Involved	183	59.2%	407	61.9%	590	61.0%
Environmental	Dust Related (Windy)	0.2	0.1%	0.2	0.0%	0.4	0.0%
	Wildlife/Animal Involved	0.5	0.2%	0.7	0.1%	1.2	0.1%
	Wet Weather	7.7	2.5%	20	3.0%	27	2.8%
	Night	188	60.6%	407	61.8%	594	61.4%
	Dark - No Light	70	22.6%	130	19.8%	200	20.7%

Unhelmeted Motorcyclist Involved		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		73	100%	193	100%	267	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	49	66.6%	150	77.8%	199	74.7%
	Rural	25	33.4%	43	22.2%	67	25.3%
	State Road	24.1	32.8%	50.7	26.2%	75	28.1%
	Local Road	49.3	67.2%	142.5	73.8%	192	71.9%
	Tribal Land	1.7	2.3%	1.9	1.0%	3.6	1.4%
Geometry	Intersection Related	40	54.5%	95	49.2%	135	50.7%
	Lane Departure	71	97.3%	104	53.8%	175	65.8%
	Work Zone	1.1	1.5%	1.4	0.7%	2.5	0.9%
Person Type	Young Driver (13-24) Involved	17	23.3%	43	22.4%	60	22.6%
	Older Driver (65+) Involved	15	21.0%	32	16.7%	48	17.9%
	Bicyclist	0	0.0%	0	0.0%	0	0.0%
	Pedestrian	0	0.0%	0	0.0%	0	0.0%
Behavior	Aggressive Driver Involved	3	3.7%	5.2	2.7%	7.9	3.0%
	Alcohol Involved	26	35.4%	31	16.3%	57	21.5%
	Distracted Driver Involved	2.7	3.7%	12	6.0%	14	5.4%
	Drug Involved	19	25.6%	5.4	2.8%	24	9.1%
	Impaired Driver Involved	37	50.7%	34	17.7%	71	26.7%
	Unhelmeted Motorcyclist	73	100.0%	193	100.0%	267	100.0%
	No Restraint Used	73	100.0%	193	100.0%	267	100.0%
	Sleepy or Fatigued Involved	0	0.3%	0.3	0.2%	0.5	0.2%
	Speeding Involved	29	39.2%	66	34.1%	95	35.5%
Vehicle	Motorcyclist	73	100.0%	193	100.0%	267	100.0%
	Train Involved	0	0.0%	0	0.0%	0	0.0%
	Heavy Vehicle/ Truck Involved	4.7	6.4%	7	3.8%	12	4.5%
	Multiple Vehicle Involved	26	34.7%	69	35.6%	94	35.3%
Environmental	Dust Related (Windy)	0.2	0.3%	0.7	0.4%	0.9	0.3%
	Wildlife/Animal Involved	0.4	0.5%	1.8	0.9%	2.2	0.8%
	Wet Weather	0.3	0.4%	1.7	0.9%	2.0	0.8%
	Night	32.8	44.7%	71	36.9%	104	39.0%
	Dark - No Light	8.0	10.9%	14	7.5%	22	8.4%

No Restraint Used Involved		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		322	100%	741	100%	1,063	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	160	49.8%	473	63.8%	633	59.6%
	Rural	162	50.2%	268	36.2%	430	40.4%
	State Road	156	48.4%	282	38.1%	438	41.2%
	Local Road	166	51.6%	459	61.9%	625	58.8%
	Tribal Land	29	8.9%	34	4.5%	62	5.9%
Geometry	Intersection Related	102	31.7%	293	39.5%	395	37.2%
	Lane Departure	285	88.6%	472	63.7%	757	71.2%
	Work Zone	4.5	1.4%	4.7	0.6%	9	0.9%
Person Type	Young Driver (13-24) Involved	91	28.2%	269	36.3%	360	33.9%
	Older Driver (65+) Involved	57	17.7%	98	13.2%	154	14.5%
	Bicyclist	0	0.0%	0	0.0%	0	0.0%
	Pedestrian	0	0.0%	0	0.0%	0	0.0%
Behavior	Aggressive Driver Involved	15	4.5%	31	4.2%	46	4.3%
	Alcohol Involved	111	34.6%	170	22.9%	281	26.4%
	Distracted Driver Involved	18	5.6%	69	9.4%	87	8.2%
	Drug Involved	71	22.2%	56	7.6%	128	12.0%
	Impaired Driver Involved	153	47.6%	207	28.0%	360	33.9%
	Unhelmeted Motorcyclist	74	22.9%	193	26.1%	267	25.1%
	No Restraint Used	322	100.0%	741	100.0%	1,063	100.0%
	Sleepy or Fatigued Involved	8.3	2.6%	27	3.6%	35	3.3%
Vehicle	Speeding Involved	147	45.6%	333	45.0%	480	45.2%
	Motorcyclist	73	22.8%	193	26.1%	267	25.1%
	Train Involved	0.2	0.1%	0.4	0.1%	0.6	0.1%
	Heavy Vehicle/ Truck Involved	40	12.4%	74	10.0%	114	10.8%
Environmental	Multiple Vehicle Involved	59	18.3%	171	23.1%	230	21.6%
	Dust Related (Windy)	0.6	0.2%	1.6	0.2%	2.2	0.2%
	Wildlife/Animal Involved	0.9	0.3%	2.7	0.4%	3.6	0.3%
	Wet Weather	9.1	2.8%	24	3.2%	33	3.1%
	Night	164	51.1%	328	44.2%	492	46.3%
	Dark - No Light	71	22.2%	116	15.6%	187	17.6%

Sleepy or Fatigued Involved		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		18	100%	101	100%	118	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	4.7	26.7%	41	40.5%	46	38.4%
	Rural	13	73.3%	60	59.5%	73	61.6%
	State Road	12.6	71.6%	64.6	64.1%	77	65.2%
	Local Road	5.0	28.4%	36.2	35.9%	41	34.8%
	Tribal Land	2.4	13.6%	6.9	6.8%	9	7.9%
Geometry	Intersection Related	0.5	2.8%	15	15.1%	16	13.3%
	Lane Departure	17	93.8%	86	84.9%	102	86.2%
	Work Zone	1	2.8%	0.6	0.6%	1.1	0.9%
Person Type	Young Driver (13-24) Involved	4.8	27.3%	35	34.6%	40	33.5%
	Older Driver (65+) Involved	3.1	17.6%	15	14.6%	18	15.0%
	Bicyclist	0.7	4.0%	0.3	0.3%	1.0	0.8%
	Pedestrian	1.2	6.8%	0.9	0.9%	2.1	1.8%
Behavior	Aggressive Driver Involved	1	4.0%	2.9	2.9%	3.6	3.0%
	Alcohol Involved	2.5	14.2%	8.3	8.2%	11	9.1%
	Distracted Driver Involved	1.5	8.5%	9	8.9%	11	8.9%
	Drug Involved	2.6	14.8%	4.9	4.9%	7.5	6.3%
	Impaired Driver Involved	4	22.2%	14	13.5%	18	14.8%
	Unhelmeted Motorcyclist	0	1.1%	0.3	0.3%	0.5	0.4%
	No Restraint Used	8.3	47.2%	27	26.5%	35	29.6%
	Sleepy or Fatigued Involved	18	100.0%	101	100.0%	118	100.0%
	Speeding Involved	9	51.7%	53	52.2%	62	52.1%
Vehicle	Motorcyclist	0.2	1.1%	2.3	2.3%	2.5	2.1%
	Train Involved	0	0.0%	0	0.1%	0	0.1%
	Heavy Vehicle/ Truck Involved	3.6	20.5%	17	17.2%	21	17.7%
	Multiple Vehicle Involved	6.5	36.9%	37	36.5%	43	36.6%
Environmental	Dust Related (Windy)	0	0.0%	0.1	0.1%	0.1	0.1%
	Wildlife/Animal Involved	0	0.0%	0	0.0%	0	0.0%
	Wet Weather	0.1	0.6%	0.9	0.9%	1.0	0.8%
	Night	10.9	61.9%	50.9	50.5%	61.8	52.2%
	Dark - No Light	7.3	41.5%	28	28.1%	36	30.1%

Speeding Involved		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		319	100%	1,323	100%	1,643	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	173	54.1%	854	64.6%	1,027	62.5%
	Rural	147	45.9%	469	35.4%	616	37.5%
	State Road	141	44.2%	567	42.8%	708	43.1%
	Local Road	178	55.8%	757	57.2%	935	56.9%
	Tribal Land	24	7.6%	59	4.4%	83	5.0%
Geometry	Intersection Related	102	31.9%	447	33.8%	549	33.4%
	Lane Departure	270	84.5%	811	61.2%	1,080	65.8%
	Work Zone	6.6	2.1%	14	1.1%	21	1.2%
Person Type	Young Driver (13-24) Involved	106	33.2%	505	38.2%	611	37.2%
	Older Driver (65+) Involved	50	15.5%	202	15.3%	251	15.3%
	Bicyclist	4.2	1.3%	9	0.7%	13	0.8%
	Pedestrian	16.2	5.1%	35	2.7%	52	3.1%
Behavior	Aggressive Driver Involved	37	11.6%	127	9.6%	164	10.0%
	Alcohol Involved	114	35.6%	281	21.2%	394	24.0%
	Distracted Driver Involved	21	6.5%	137	10.3%	157	9.6%
	Drug Involved	73	22.7%	91	6.9%	164	10.0%
	Impaired Driver Involved	148	46.5%	338	25.6%	487	29.6%
	Unhelmeted Motorcyclist	29	9.0%	66	5.0%	95	5.8%
	No Restraint Used	147	46.0%	333	25.2%	480	29.2%
	Sleepy or Fatigued Involved	9.1	2.9%	53	4.0%	62	3.8%
Speeding Involved		319	100.0%	1,323	100.0%	1,643	100.0%
Vehicle	Motorcyclist	67	21.0%	225	17.0%	292	17.8%
	Train Involved	0.1	0.0%	0.3	0.0%	0.4	0.0%
	Heavy Vehicle/ Truck Involved	46	14.4%	155	11.7%	201	12.3%
	Multiple Vehicle Involved	169	52.8%	792	59.8%	960	58.5%
Environmental	Dust Related (Windy)	0.8	0.3%	3	0.2%	4	0.2%
	Wildlife/Animal Involved	0	0.1%	2.6	0.2%	2.9	0.2%
	Wet Weather	14	4.3%	65	4.9%	79	4.8%
	Night	168	52.5%	527	39.8%	694	42.3%
	Dark - No Light	64	20.0%	177	13.4%	241	14.7%

Motorcyclist Involved Total		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		162	100%	647	100%	809	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	106	65.5%	465	71.9%	571	70.6%
	Rural	56	34.5%	182	28.1%	238	29.4%
	State Road	54.9	33.9%	202	31.2%	257	31.7%
	Local Road	107.0	66.1%	445	68.8%	552	68.3%
	Tribal Land	4.9	3.0%	14	2.1%	18	2.3%
Geometry	Intersection Related	87	53.8%	295	45.6%	382	47.3%
	Lane Departure	155	95.9%	342	52.8%	497	61.4%
	Work Zone	2.4	1.5%	5.4	0.8%	7.8	1.0%
Person Type	Young Driver (13-24) Involved	42	25.6%	175	27.1%	217	26.8%
	Older Driver (65+) Involved	37	22.9%	114	17.6%	151	18.7%
	Bicyclist	0	0.0%	0	0.0%	0	0.0%
	Pedestrian	0	0.0%	0	0.0%	0	0.0%
Behavior	Aggressive Driver Involved	6.6	4.1%	18	2.8%	25	3.1%
	Alcohol Involved	43	26.4%	71	10.9%	113	14.0%
	Distracted Driver Involved	6	3.9%	36	5.5%	42	5.2%
	Drug Involved	35	21.7%	12	1.8%	47	5.8%
	Impaired Driver Involved	65	40.2%	78	12.0%	143	17.6%
	Unhelmeted Motorcyclist	73	45.3%	193	29.9%	267	33.0%
	No Restraint Used	73	45.3%	193	29.9%	267	33.0%
	Sleepy or Fatigued Involved	0.2	0.1%	2.3	0.4%	2.5	0.3%
Vehicle	Motorcyclist	162	100.0%	647	100.0%	809	100.0%
	Train Involved	0	0.0%	0	0.0%	0	0.0%
	Heavy Vehicle/ Truck Involved	12	7.4%	25	3.9%	37	4.6%
	Multiple Vehicle Involved	57	35.5%	242	37.3%	299	37.0%
Environmental	Dust Related (Windy)	0.5	0.3%	1.7	0.3%	2.2	0.3%
	Wildlife/Animal Involved	1.0	0.6%	7.9	1.2%	9	1.1%
	Wet Weather	1.3	0.8%	7.4	1.1%	8.7	1.1%
	Night	70.0	43.2%	222	34.3%	292	36.1%
	Dark - No Light	16	9.8%	50	7.7%	66	8.1%

Train Involved		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		1	100%	2	100%	2.4	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	0.4	50.0%	1.4	87.5%	1.8	75.0%
	Rural	0.4	50.0%	0.2	12.5%	0.6	25.0%
	State Road	0	0.0%	0	18.8%	0.3	12.5%
	Local Road	1	100.0%	1	81.3%	2.1	87.5%
	Tribal Land	0	0.0%	0	0.0%	0	0.0%
Geometry	Intersection Related	1	75.0%	1.2	75.0%	1.8	75.0%
	Lane Departure	0	0.0%	0	25.0%	0	16.7%
	Work Zone	0	0.0%	0	0.0%	0	0.0%
Person Type	Young Driver (13-24) Involved	0.0	0.0%	0.4	25.0%	0.4	16.7%
	Older Driver (65+) Involved	1	62.5%	0.1	6.3%	0.6	25.0%
	Bicyclist	0	0.0%	0	0.0%	0	0.0%
	Pedestrian	0	0.0%	0	0.0%	0	0.0%
Behavior	Aggressive Driver Involved	0	12.5%	0.2	12.5%	0.3	12.5%
	Alcohol Involved	0.2	25.0%	0.1	6.3%	0.3	12.5%
	Distracted Driver Involved	0.1	12.5%	0	12.5%	0.3	12.5%
	Drug Involved	0	12.5%	0	0.0%	0	4.2%
	Impaired Driver Involved	0.2	25.0%	0.1	6.3%	0.3	12.5%
	Unhelmeted Motorcyclist	0	0.0%	0	0.0%	0	0.0%
	No Restraint Used	0.2	25.0%	0.4	25.0%	0.6	25.0%
	Sleepy or Fatigued Involved	0	0.0%	0	6.3%	0	4.2%
	Speeding Involved	0.1	12.5%	0.3	18.8%	0.4	16.7%
Vehicle	Motorcyclist	0	0.0%	0	12.5%	0	8.3%
	Train Involved	0.8	100.0%	2	100.0%	2.4	100.0%
	Heavy Vehicle/ Truck Involved	0	12.5%	0	6.3%	0	8.3%
	Multiple Vehicle Involved	0	37.5%	0	0.0%	0	12.5%
Environmental	Dust Related (Windy)	0	0.0%	0	0.0%	0	0.0%
	Wildlife/Animal Involved	0	0.0%	0	0.0%	0	0.0%
	Wet Weather	0	0.0%	0	0.0%	0	0.0%
	Night	0.2	25.0%	1	37.5%	0.8	33.3%
	Dark - No Light	0.0	0.0%	0.2	12.5%	0.2	8.3%

Heavy Vehicle/ Truck Involved		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		143	100%	439	100%	582	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	66	46.1%	285	64.8%	350	60.2%
	Rural	77	53.9%	154	35.2%	231	39.8%
	State Road	95	66.5%	190	43.2%	285	49.0%
	Local Road	48	33.5%	249	56.8%	297	51.0%
	Tribal Land	14	9.8%	17	4.0%	31	5.4%
Geometry	Intersection Related	49	34.2%	207	47.1%	256	43.9%
	Lane Departure	98	68.5%	205	46.7%	303	52.1%
	Work Zone	3.6	2.5%	6.7	1.5%	10	1.8%
Person Type	Young Driver (13-24) Involved	28	19.3%	119	27.2%	147	25.2%
	Older Driver (65+) Involved	35	24.4%	95	21.5%	129	22.2%
	Bicyclist	4.8	3.4%	13	2.8%	17	3.0%
	Pedestrian	18	12.6%	25	5.7%	43	7.4%
Behavior	Aggressive Driver Involved	6.3	4.4%	16	3.6%	22	3.8%
	Alcohol Involved	26	18.3%	44	10.0%	70	12.1%
	Distracted Driver Involved	9	6.4%	39	8.9%	48	8.3%
	Drug Involved	26	18.2%	24	5.4%	50	8.5%
	Impaired Driver Involved	38	26.3%	59	13.4%	96	16.5%
	Unhelmeted Motorcyclist	4.7	3.3%	7	1.7%	12	2.1%
	No Restraint Used	40	27.9%	74	17.0%	114	19.6%
	Sleepy or Fatigued Involved	4	2.5%	17	3.9%	21	3.6%
Vehicle	Speeding Involved	46	32.1%	155	35.4%	201	34.6%
	Motorcyclist	12	8.3%	25	5.7%	37	6.4%
	Train Involved	0	0.1%	0	0.0%	0	0.0%
	Heavy Vehicle/ Truck Involved	143	100.0%	439	100.0%	582	100.0%
Environmental	Multiple Vehicle Involved	129	90.5%	394	89.9%	524	90.0%
	Dust Related (Windy)	0.6	0.4%	2	0.4%	2.5	0.4%
	Wildlife/Animal Involved	0	0.1%	0.5	0.1%	0.6	0.1%
	Wet Weather	5	3.8%	16	3.7%	22	3.7%
	Night	65.9	46.1%	142	32.4%	208	35.8%
	Dark - No Light	36	25.4%	56	12.8%	93	15.9%

Multiple Vehicle Involved		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		674	100%	2,946	100%	3,620	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	448	66.5%	2,389	81.1%	2,837	78.4%
	Rural	226	33.5%	557	18.9%	783	21.6%
	State Road	241	35.7%	761	25.8%	1,002	27.7%
	Local Road	433	64.3%	2,185	74.2%	2,618	72.3%
	Tribal Land	52	7.7%	69	2.3%	120	3.3%
Geometry	Intersection Related	303	45.0%	1,751	59.5%	2,055	56.8%
	Lane Departure	260	38.5%	724	24.6%	983	27.2%
	Work Zone	7.3	1.1%	17	0.6%	25	0.7%
Person Type	Young Driver (13-24) Involved	104	15.4%	545	18.5%	648	17.9%
	Older Driver (65+) Involved	83	12.3%	366	12.4%	448	12.4%
	Bicyclist	15.1	2.2%	81	2.8%	96	2.7%
	Pedestrian	74	11.0%	193	6.5%	266	7.4%
Behavior	Aggressive Driver Involved	1	0.1%	4.0	0.1%	4.6	0.1%
	Alcohol Involved	43	6.3%	54	1.8%	97	2.7%
	Distracted Driver Involved	8.4	1.2%	28	1.0%	37	1.0%
	Drug Involved	45	6.6%	20	0.7%	65	1.8%
	Impaired Driver Involved	51	7.5%	50	1.7%	100	2.8%
	Unhelmeted Motorcyclist	26	3.8%	69	2.3%	94	2.6%
	No Restraint Used	59	8.7%	171	5.8%	230	6.4%
	Sleepy or Fatigued Involved	0	0.1%	1	0.0%	1	0.0%
Vehicle	Speeding Involved	20	2.9%	77	2.6%	96	2.7%
	Motorcyclist	57	8.5%	242	8.2%	299	8.3%
	Train Involved	0	0.0%	0	0.0%	0	0.0%
	Heavy Vehicle/ Truck Involved	100	14.8%	273	9.3%	372	10.3%
Multiple Vehicle Involved		674	100.0%	2,946	100.0%	3,620	100.0%
Environmental	Dust Related (Windy)	1.1	0.2%	3	0.1%	4	0.1%
	Wildlife/Animal Involved	0.3	0.0%	1.7	0.1%	2.0	0.1%
	Wet Weather	19	2.7%	86	2.9%	105	2.9%
	Night	374	55.5%	1,042	35.4%	1,416	39.1%
	Dark - No Light	109	16.2%	209	7.1%	318	8.8%

Dust or Wind Related		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		2	100%	7	100%	8	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	0.1	6.3%	2	25.8%	1.8	22.0%
	Rural	1.5	93.8%	5	74.2%	6	78.0%
	State Road	1.2	75.0%	5.0	75.8%	6	75.6%
	Local Road	0.4	25.0%	1.6	24.2%	2	24.4%
	Tribal Land	0.2	12.5%	0.8	12.1%	1.0	12.2%
Geometry	Intersection Related	0.0	0.0%	1.4	21.2%	1.4	17.1%
	Lane Departure	1.0	62.5%	4.3	65.2%	5.3	64.6%
	Work Zone	0	0.0%	0.0	0.0%	0.0	0.0%
Person Type	Young Driver (13-24) Involved	0.4	25.0%	1.6	24.2%	2.0	24.4%
	Older Driver (65+) Involved	0.8	50.0%	2.1	31.8%	2.9	35.4%
	Bicyclist	0	0.0%	0.0	0.0%	0.0	0.0%
	Pedestrian	0.2	12.5%	0	6.1%	1	7.3%
Behavior	Aggressive Driver Involved	0.2	12.5%	0.2	3.0%	0.4	4.9%
	Alcohol Involved	0.3	18.8%	0.3	4.5%	0.6	7.3%
	Distracted Driver Involved	0.0	0.0%	0.4	6.1%	0.4	4.9%
	Drug Involved	0	6.3%	0	0.0%	0	1.2%
	Impaired Driver Involved	0.2	12.5%	0.2	3.0%	0.4	4.9%
	Unhelmeted Motorcyclist	0.2	12.5%	0.7	10.6%	0.9	11.0%
	No Restraint Used	0.6	37.5%	1.6	24.2%	2.2	26.8%
	Sleepy or Fatigued Involved	0	0.0%	0.1	1.5%	0.1	1.2%
Vehicle	Speeding Involved	0.8	50.0%	3	45.5%	4	46.3%
	Motorcyclist	0.5	31.3%	1.7	25.8%	2.2	26.8%
	Train Involved	0	0.0%	0	0.0%	0	0.0%
	Heavy Vehicle/ Truck Involved	0.6	37.5%	1.9	28.8%	2.5	30.5%
Environmental	Multiple Vehicle Involved	1.1	68.8%	3.3	50.0%	4	53.7%
	Dust or Wind Related	1.6	100.0%	7	100.0%	8	100.0%
	Wildlife/Animal Involved	0	0.0%	0	1.5%	0	1.2%
	Wet Weather	0	0.0%	0	0.0%	0	0.0%
	Night	0	18.8%	1.3	19.7%	1.6	19.5%
	Dark - No Light	0.2	12.5%	0.7	10.6%	0.9	11.0%

Wildlife/Animal Involved		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		2.4	100%	16.2	100%	18.6	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	0.0	0.0%	3.4	21.0%	3.4	18.3%
	Rural	2.4	100.0%	13	79.0%	15	81.7%
	State Road	1.4	58.3%	10.0	61.7%	11	61.3%
	Local Road	1.0	41.7%	6.2	38.3%	7	38.7%
	Tribal Land	0.3	12.5%	1.6	9.9%	1.9	10.2%
Geometry	Intersection Related	0	4.2%	0.0	0.0%	0.1	0.5%
	Lane Departure	2	83.3%	8	48.8%	10	53.2%
	Work Zone	0	0.0%	0.4	2.5%	0.4	2.2%
Person Type	Young Driver (13-24) Involved	0	8.3%	3.9	24.1%	4.1	22.0%
	Older Driver (65+) Involved	0.4	16.7%	1.6	9.9%	2.0	10.8%
	Bicyclist	0	0.0%	0	0.0%	0	0.0%
	Pedestrian	0	0.0%	0	0.0%	0	0.0%
Behavior	Aggressive Driver Involved	0	0.0%	0	0.0%	0	0.0%
	Alcohol Involved	0.3	12.5%	0.7	4.3%	1.0	5.4%
	Distracted Driver Involved	0	0.0%	0.2	1.2%	0.2	1.1%
	Drug Involved	0.3	12.5%	0	1.2%	0.5	2.7%
	Impaired Driver Involved	0.5	20.8%	0.7	4.3%	1.2	6.5%
	Unhelmeted Motorcyclist	0.4	16.7%	1.8	11.1%	2.2	11.8%
	No Restraint Used	0.9	37.5%	2.7	16.7%	3.6	19.4%
	Sleepy or Fatigued Involved	0	0.0%	0	0.0%	0	0.0%
Vehicle	Speeding Involved	0	12.5%	2.6	16.0%	2.9	15.6%
	Motorcyclist	1.0	41.7%	7.9	48.8%	9	47.8%
	Train Involved	0	0.0%	0	0.0%	0.0	0.0%
	Heavy Vehicle/ Truck Involved	0	4.2%	0.5	3.1%	0.6	3.2%
Environmental	Multiple Vehicle Involved	0.3	12.5%	1.7	10.5%	2.0	10.8%
	Dust Related (Windy)	0	0.0%	0	0.6%	0	0.5%
	Wildlife/Animal Involved	2.4	100.0%	16	100.0%	19	100.0%
	Wet Weather	0	4.2%	0.5	3.1%	0.6	3.2%
	Night	2	75.0%	11.7	72.2%	13.5	72.6%
	Dark - No Light	1.3	54.2%	10	61.7%	11	60.8%

Wet Weather		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		28	100%	127	100%	155	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	13	47.3%	75	59.2%	89	57.1%
	Rural	15	52.7%	52	40.8%	67	42.9%
	State Road	15.5	55.2%	57.9	45.5%	73	47.2%
	Local Road	12.6	44.8%	69.4	54.5%	82	52.8%
	Tribal Land	3.1	11.0%	4.7	3.7%	7.8	5.0%
Geometry	Intersection Related	8.4	29.9%	46	35.8%	54	34.7%
	Lane Departure	20	69.8%	75	58.5%	94	60.6%
	Work Zone	0.2	0.7%	1.8	1.4%	2.0	1.3%
Person Type	Young Driver (13-24) Involved	6.8	24.2%	42	32.8%	49	31.3%
	Older Driver (65+) Involved	4.8	17.1%	20	16.0%	25	16.2%
	Bicyclist	0.2	0.7%	2.5	2.0%	2.7	1.7%
	Pedestrian	6.0	21.4%	14	10.8%	20	12.7%
Behavior	Aggressive Driver Involved	1.1	3.9%	4.3	3.4%	5.4	3.5%
	Alcohol Involved	8.1	28.8%	18	14.5%	27	17.1%
	Distracted Driver Involved	1.0	3.6%	6	5.0%	7	4.8%
	Drug Involved	5.3	18.9%	6.3	4.9%	11.6	7.5%
	Impaired Driver Involved	7.7	27.4%	20	15.3%	27	17.5%
	Unhelmeted Motorcyclist	0.3	1.1%	1.7	1.3%	2.0	1.3%
	No Restraint Used	9.1	32.4%	24	18.5%	33	21.0%
	Sleepy or Fatigued Involved	0.1	0.4%	0.9	0.7%	1.0	0.6%
Vehicle	Speeding Involved	14	49.1%	65	51.1%	79	50.7%
	Motorcyclist	1.3	4.6%	7.4	5.8%	8.7	5.6%
	Train Involved	0	0.0%	0	0.0%	0	0.0%
	Heavy Vehicle/ Truck Involved	5.4	19.2%	16	12.6%	22	13.8%
Environmental	Multiple Vehicle Involved	19	65.8%	86	67.8%	105	67.4%
	Dust Related (Windy)	0	0.0%	0	0.0%	0	0.0%
	Wildlife/Animal Involved	0	0.4%	0.5	0.4%	0.6	0.4%
	Wet Weather	28	100.0%	127	100.0%	155	100.0%
	Night	14.9	53.0%	62.3	48.9%	77.2	49.7%
	Dark - No Light	5.4	19.2%	21	16.4%	26	16.9%

Night		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		534	100%	1,480	100%	2,014	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	334	62.6%	1,076	72.7%	1,410	70.0%
	Rural	200	37.4%	404	27.3%	604	30.0%
	State Road	198.6	37.2%	480.9	32.5%	680	33.7%
	Local Road	335.4	62.8%	999.2	67.5%	1,335	66.3%
	Tribal Land	50.3	9.4%	49.7	3.4%	100	5.0%
Geometry	Intersection Related	177	33.1%	646	43.7%	823	40.9%
	Lane Departure	310	58.1%	767	51.8%	1,077	53.5%
	Work Zone	5.6	1.0%	9.7	0.7%	15.3	0.8%
Person Type	Young Driver (13-24) Involved	147.4	27.6%	550	37.2%	698	34.6%
	Older Driver (65+) Involved	62.7	11.7%	161	10.9%	223	11.1%
	Bicyclist	14.9	2.8%	49.1	3.3%	64	3.2%
	Pedestrian	172	32.2%	213	14.4%	385	19.1%
Behavior	Aggressive Driver Involved	18.8	3.5%	54.4	3.7%	73.2	3.6%
	Alcohol Involved	204	38.1%	391	26.4%	594	29.5%
	Distracted Driver Involved	22.9	4.3%	108	7.3%	131	6.5%
	Drug Involved	120.5	22.6%	95.2	6.4%	216	10.7%
	Impaired Driver Involved	188	35.1%	407	27.5%	594	29.5%
	Unhelmeted Motorcyclist	32.8	6.1%	71	4.8%	104	5.2%
	No Restraint Used	164	30.8%	328	22.1%	492	24.4%
	Sleepy or Fatigued Involved	10.9	2.0%	50.9	3.4%	61.8	3.1%
Vehicle	Speeding Involved	168	31.4%	527	35.6%	694	34.5%
	Motorcyclist	70.0	13.1%	222	15.0%	292	14.5%
	Train Involved	0.2	0.0%	1	0.0%	0.8	0.0%
	Heavy Vehicle/ Truck Involved	65.9	12.3%	142	9.6%	208	10.3%
Environmental	Multiple Vehicle Involved	374	70.0%	1,042	70.4%	1,416	70.3%
	Dust Related (Windy)	0	0.1%	1.3	0.1%	1.6	0.1%
	Wildlife/Animal Involved	2	0.3%	11.7	0.8%	13.5	0.7%
	Wet Weather	14.9	2.8%	62.3	4.2%	77.2	3.8%
	Night	534	100.0%	1,480	100.0%	2,014	100.0%
	Dark - No Light	181	33.9%	416	28.1%	597	29.6%

Dark - No Light		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		181	100%	416	100%	597	100%
Characteristics		Fatalities		Serious Injuries		Fatalities & Serious Injuries	
		Annual Average	% of total	Annual Average	% of total	Annual Average	% of total
Geography	Urban	50	27.8%	148	35.6%	198	33.2%
	Rural	131	72.2%	268	64.4%	398	66.8%
	State Road	109	60.2%	213	51.3%	322	54.0%
	Local Road	72	39.8%	202	48.7%	274	46.0%
	Tribal Land	26	14.4%	32	7.8%	58	9.8%
Geometry	Intersection Related	31	17.3%	82	19.7%	113	19.0%
	Lane Departure	132	72.9%	308	74.2%	440	73.8%
	Work Zone	1.8	1.0%	3.4	0.8%	5.2	0.9%
Person Type	Young Driver (13-24) Involved	46	25.2%	132	31.8%	178	29.8%
	Older Driver (65+) Involved	24	13.4%	41	9.9%	66	11.0%
	Bicyclist	2.8	1.5%	7.9	1.9%	10.7	1.8%
	Pedestrian	42	23.4%	41	9.9%	84	14.0%
Behavior	Aggressive Driver Involved	6.3	3.5%	11	2.6%	17	2.9%
	Alcohol Involved	72	39.6%	125	30.0%	196	32.9%
	Distracted Driver Involved	8	4.5%	36	8.7%	45	7.5%
	Drug Involved	38	21.2%	27	6.5%	65	11.0%
	Impaired Driver Involved	70	38.6%	130	31.4%	200	33.6%
	Unhelmeted Motorcyclist	8.0	4.4%	14	3.5%	22	3.8%
	No Restraint Used	71	39.4%	116	27.9%	187	31.4%
	Sleepy or Fatigued Involved	7.3	4.0%	28	6.8%	36	6.0%
Vehicle	Speeding Involved	64	35.2%	177	42.7%	241	40.4%
	Motorcyclist	16	8.8%	50	11.9%	66	11.0%
	Train Involved	0.0	0.0%	0	0.0%	0.2	0.0%
	Heavy Vehicle/ Truck Involved	36	20.1%	56	13.5%	93	15.5%
Environmental	Multiple Vehicle Involved	109	60.2%	209	50.3%	318	53.3%
	Dust Related (Windy)	0.2	0.1%	0.7	0.2%	0.9	0.2%
	Wildlife/Animal Involved	1.3	0.7%	10	2.4%	11	1.9%
	Wet Weather	5.4	3.0%	21	5.0%	26	4.4%
	Night	181	100.0%	416	100.0%	597	100.0%
Dark - No Light		181	100.0%	416	100.0%	597	100.0%

APPENDIX E

Public Engagement Summary



2024 Strategic Highway Safety Plan Update and Active Transportation Safety Action Plan

Public Involvement Summary

Revised June 2024

206 S. 17th Ave.
Phoenix, AZ 85007

In cooperation with



U.S. Department
of Transportation

**Federal Highway
Administration**

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1. Executive Summary

As part of the Arizona Department of Transportation's (ADOT) Strategic Highway Safety Plan (SHSP) and Active Transportation Safety Action Plan (ATSAP), ADOT and the SHSP/ATSAP consultant team conducted significant public outreach and key stakeholder outreach to seek input on the plan development.

Outreach Conducted

The following outreach activities occurred between April 15, 2024 and May 17, 2024:

- An **online survey** using the Social PinPoint platform was conducted between April 15, 2024 and May 17, 2024. The survey was available in English, Spanish, Arabic, French, Portuguese (Brazilian), Russian, Tagalog, Vietnamese, Korean, Hindi and Chinese (Mandarin). The survey link was promoted through the project website, meeting ads, social media and email notices.
- A series of **in-person and virtual public meetings** was held throughout the state.
- A **plan website** (adotsafetyplan.com), including an overview, fact sheet and meeting details was launched in April 2024 and remains active through the SHSP and ATSAP update. The **ADOT website** (azdot.gov/safetyplan) includes information about the plans, recordings of the virtual meeting, presentation slides and meeting boards in English and Spanish. During the commenting period, the website also included details on how to participate and other ways to provide input.
- **Multiple options for commenting** were provided including: the online survey, public meetings, email, phone and mail.
- ADOT used **numerous methods to notify the public of opportunities** to engage in the SHSP/ATSAP update including digital and print ads, GovDelivery email alerts, news releases, social media, the websites, newsletters and providing information to key stakeholders to share with their constituencies. Notices and materials were provided in English and Spanish.

Participation Results

- **6,726 project website views**, with approximately **4,492 total visitors** (6,180 Social Pinpoint views with 4,049 visitors and 546 ADOT website views with 443 visitors)
- **1,330,182 social media impressions** were made during the public outreach period on ADOT social media channels (Nextdoor and Facebook).
- **4,005 public comments:** 2,833 survey form comments (785 survey forms overall), 1,014 vision board (online "sticky note") comments, 47 verbal comments at in-person meetings, 77 Q&A responses at the virtual meeting, 29 emails, 4 mailed comments and 1 phone call.
- **165 attendees** at public meetings

What We Heard

- A strong concern for **improving human behavior**, including promoting desired Safe Road User behaviors. People identified **human behavior** as the most significant factor to the rise in road and vulnerable road user fatalities, including aggression, distraction, inattention and speeding.
- Participants felt that **greater enforcement** of existing traffic laws or creating new traffic laws would be the most effective way to improve safety, followed by making **roadway improvements**.
- Social media messaging, billboard messaging and driver education classes are desired tactics for educating the public and **improving human behavior**.
- **Safe Roads** should be prioritized to reduce the risk of severe crashes.
- Vulnerable Road Users such as pedestrians and bicyclists would be safer with **protected bicycle and pedestrian facilities** and increased facilities.

2. Introduction and Purpose

2.1. Introduction

The Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan (SHSP) is a statewide coordinated plan that provides a comprehensive framework for reducing fatalities and serious injuries on all public roadways. The SHSP is a data-driven, multi-year plan that establishes statewide goals and objectives and identifies Emphasis Areas to focus on reducing traffic fatalities and serious injuries.

ADOT will also create Arizona's first Active Transportation Safety Action Plan (ATSAP) alongside the SHSP to guide the state toward the Arizona SHSP vision. The ATSAP will leverage the same public outreach efforts as the SHSP but will also have its own targeted stakeholder outreach separate from the SHSP. All subsequent references to SHSP public outreach efforts also apply to the ATSAP unless otherwise noted.

2.2. Purpose

The project team held a series of public meetings and a 33-day comment period between April 15 and May 17, 2024 to provide the public an opportunity to learn more about the SHSP and ATSAP and give feedback before the draft plans were finalized. The public meetings included information about the SHSP and ATSAP, Safe System Approach (Figure 1) and safety focus areas.

Public meetings were held in-person at three locations across the state (north - Flagstaff, central - Phoenix and south - Tucson) to maximize participation. A virtual meeting was also held and advertised statewide to accommodate those that could not or preferred not to attend in-person. Question and answer sessions were conducted as part of all meetings to encourage public engagement and feedback.



Figure 1 - Safe System Approach

3. Tools and Tactics for Public Outreach

3.1. In-Person Public Meetings

The three in-person public meetings followed a common format: open-house, presentation, and question and answer session. Each began with display boards in an open-house format highlighting key components and early findings of the study. A presentation was provided by the team to those in attendance and provided an overview of the purpose of the SHSP and ATSAP, the data analysis and trends, the need and opportunities for public feedback and the schedule. After the presentation concluded, the speakers were available to answer questions and take comments. Participants were also invited to complete a comment card and an optional ADOT Self-ID survey to determine race demographics.

Meeting Boards

Meeting boards were created in English and Spanish for the open house portion of the public meeting. The public was invited to review the boards and ask questions before and after the formal presentation. Copies of the meeting boards are included in Appendix A.

Presentation

The presentation was offered in English, with Spanish-translated slides available as separate printouts during the in-person and virtual meetings. The presentation slides (English and Spanish) can be found in Appendix A and cover the following topics:

- Purpose of the meeting
- SHSP and ATSAP overview
- SHSP and ATSAP vision and goals
- Safe System Approach
- Safety focus areas
- Public involvement overview
- Future opportunities for public input

Fact Sheet

A fact sheet to summarize an overview of the SHSP and ATSAP was created in English and Spanish and provided at the public meetings and added to the ADOT website and plan survey website. The fact sheet can be viewed in Appendix A.

Comment Cards

Public comments were collected via online and printed survey forms and collected verbally via question-and-answer sessions during all four meetings. The public was encouraged to share their ideas and concerns. An email address, mailing address and phone number were also provided as additional ways to provide comments. Copies of the online and printed survey are available in Appendix B.

Central Arizona Public Meeting

The Central Arizona public meeting was held on April 30, 2024, at GateWay Community College in Phoenix. A total of 20 people attended and provided 19 comments (verbal and written).



Figure 2 - Central Region Public Meeting Presentation



Figure 3 - Central Region Public Meeting Open House

Northern Arizona Public Meeting

The Northern Arizona public meeting was held on May 2, 2024, at the Flagstaff Aquaplex in Flagstaff, AZ. A total of 18 people attended the meeting and provided 18 comments (verbal and written).



Figure 4 - Northern Region Public Meeting Open House



Figure 6 - Northern Region Public Meeting Open House



Figure 5 - Northern Region Public Meeting Presentation

Southern Arizona Public Meeting

The South public meeting was held on May 7, 2024, at the Ramada by Wyndham in Tucson, AZ. A total of 11 people attended the meeting and provided 8 comments (verbal and written).



Figure 7 - Southern Region Public Meeting Open House



Figure 8 - Southern Region Public Meeting Presentation

3.2. Virtual Public Meeting

The virtual meeting was held on May 9, 2024 and consisted of a presentation and Q&A session at the end of the presentation. The meeting was held in English and interpreted simultaneously into Spanish in a separate language channel and included a call-in option for phone users. Similar to the in-person meetings, attendees were provided digital versions of the fact sheet, meeting boards, comment forms and presentation slides in English and Spanish. A total of 110 people attended the meeting and provided 77 comments via the Q&A function during the meeting. A recording of the virtual meeting was made available in English and Spanish on the ADOT website after the presentation for those who were unable to participate. ADOT sent a GovDelivery communication to members of ADOT's email list to advise of the availability of the meeting recording.

3.3. Notification

The public meetings were advertised in a variety of ways, including messaging on the project website, plan website, ADOT social media channels, email notifications and printed and online advertisements. Printed ads were placed in the Arizona Republic, Arizona Daily Star, Arizona Daily Star and La Voz (see Appendix C for copies of the printed ads). An online ad was placed with the Arizona Daily Star (Tucson.com) for 33,333 digital impressions.

Email Messages via GovDelivery

The table below lists email messages that were sent out by the ADOT Communications team via email to an established email list for the SHSP/ATSAP and other ADOT subscriber groups.

Table 1 - GovDelivery Message Schedule and Metrics

Email Message Title	Date	Number of Recipients	Open Rate	Clicks
Public comment period begins for ADOT's Strategic Highway Safety Plan and Active Transportation Safety Action Plan	4/15/2024	78,686	36%	1,381
Provide your input on ADOT's Strategic Highway Safety Plan and Active Transportation Safety Action Plan	4/23/2024	77,123	39%	1,608
Public meetings continue this week for Strategic Highway Safety Plan and Active Transportation Safety Action Plan	5/6/2024	77,418	36%	1,038
Reminder: ADOT hosting virtual public meeting tomorrow, May 9 on the Strategic Highway Safety Plan and Active Transportation Safety Action Plan	5/8/2024	77,499	37%	1,327
Strategic Highway Safety Plan and Active Transportation Safety Action Plan virtual meeting recording now available online	5/15/2024	78,613	35%	811

Overall, the meeting notices had a median open rate of 36%, which is higher than the typical median rate seen by other users of the same email platform (21%). The notices also generated 6,165 clicks

within the body of the email, which included the Social PinPoint survey, ADOT website or registration pages for the virtual meeting.

Social Media

The project team developed social media posts and verbiage to advertise the meetings, which ADOT Communications distributed via its Facebook, Nextdoor and X (Twitter) channels. The Facebook posts reached 54,860 people, made 56,018 impressions and generated 378 clicks to the survey website. Information about the plan was also posted to Nextdoor, generating 1,274,164 impressions over 6 posts. Examples of the Facebook posts and full list of Nextdoor posts are listed in Appendix C.

Table 2 - Facebook Posts and Metrics

Publish time	Post type	Impressions	Reach	Reactions, Comments and Shares
4/16/2024 6:04	Photo	5,847	5,847	24
4/20/2024 13:04	Photo	6,037	6,037	13
4/29/2024 16:04	Photo	7,095	6,870	26
5/1/2024 13:05	Photo	4,919	4,919	14
5/5/2024 7:05	Photo	8,948	8,568	15
5/6/2024 19:05	Photo	10,992	10,658	30
5/8/2024 8:05	Photo	4,710	4,635	11
5/14/2024 9:05	Photo	7,470	7,326	23

Earned Media

The public meetings received media coverage regarding the in-person meetings. A list of media clips is below.

Table 3 - Earned Media Dates and Estimated Value

Publication	Date	Audience Reach	Media Value
KTAR.com	4/18/24	N/A	N/A
KTVK (Independent)	4/30/24	N/A	\$3,596.52
KPHO (CBS)	4/30/24	25,818	286.33
WBTv.com	4/30/24	31,535	\$24.64
AZFamily.com	4/30/24	62,628	\$39.14
KOLD (CBS)	5/5/24	9,072	\$505.73
KVOA (NBC)	5/9/24	7,063	\$103.29
ABC15.com	5/9/24	58,773	\$45.92

Websites

Project communication material was focused on driving the public primarily to the plan survey website, with the ADOT website as the secondary focus for public meeting information and project history. Overall, the plan had 6,726 project website views, with approximately 4,492 total visitors from April 1,

2024 – May 31, 2024. This included 6,180 plan survey website (ADOTSafetyPlan.com) views with 4,049 visitors and 546 ADOT website (AZDOT.gov/Safety-Plan) views with 443 visitors.

The plan survey website was established at the beginning of the comment period and included a brief overview, survey, email list sign-up, public meeting information, fact sheet and a vision board exercise. User analytics during the public outreach period are provided in Appendix C.

The ADOT SHSP and ATSAP website was established at the beginning of the project and contains general information including an overview and vision and goal, email list sign-up, public comment mechanisms, public meeting information, past plan documents and meeting materials mentioned previously such as the fact sheet, meeting boards and recording of the virtual presentation.

The biggest single contributor to website traffic was GovDelivery notices, which resulted in 39% (1,612) visitor traffic overall.

4. Metrics

4.1. Self ID Survey

Participants were encouraged to submit race and ethnicity information to ensure participation from a broad spectrum of Arizonans. The below graphs show the response rate of ADOT Self-ID surveys for the public meeting comment period, which is reflective of similar response rates throughout the project. A total of 154 Self-ID cards were completed.

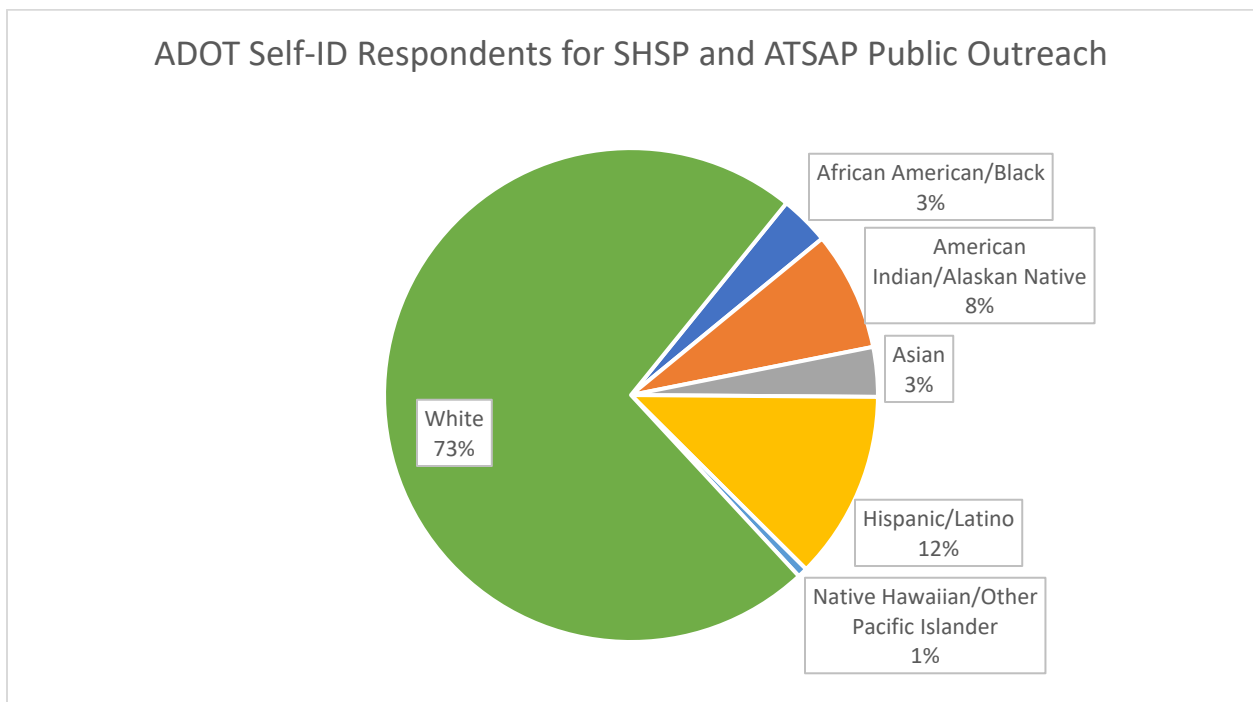


Figure 9 - Self-ID Survey Responses

4.2. Meeting Attendance

A total of 165 people attended one of the available meeting formats/locations. Attendance numbers for the central, northern, southern and virtual meetings are provided below. Advanced registration was required for the virtual meeting but not required for the in-person meetings. Scans of the meeting sign-in sheets are included in Appendix B and a list of comments is included in Appendix D.

Table 4 - Public Meeting Attendance and Comments Collected

Meeting	Date	Number of Attendees	Number of Pre-Registrants	Number of Comments Collected
Central	April 30, 2024	20	Not applicable	19
North	May 2, 2024	18	Not applicable	18
South	May 7, 2024	17	Not applicable	8
Virtual	May 9, 2024	110	243	77

5. Public Feedback

Approximately 4,000 comments were collected throughout the public comment period via public meetings, the website, emails and the survey.

5.1. Social PinPoint Survey Form

The public was asked to rank significant safety factors through the survey and offer additional suggestions. A total of 785 survey respondents completed the survey and left 2,833 comments throughout the form.

The survey questions and summary of public survey responses is provided below.

Q1. Thinking of your experience traveling in Arizona, what do you believe are the factors causing the current trend of increasing traffic fatalities? Please rate the following factors on how much you believe they contribute to fatalities, using a scale of 1 to 5, with 1 being least significant and 5 being most significant.

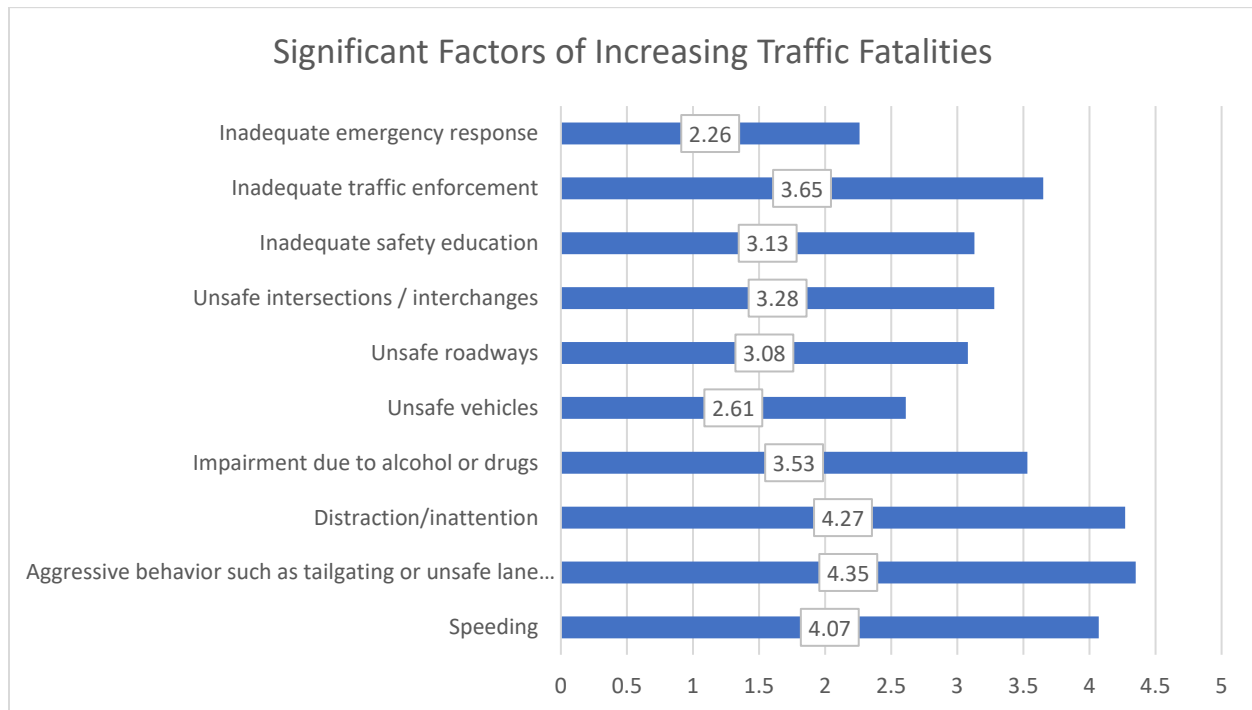


Figure 10 - Significant Factors of Increasing Traffic Fatalities

For Q1, respondents were asked to rank potential factors that may contribute to road fatalities, ranked 1 (least significant) to 5 (most significant). The results are displayed above based on their weighted average. The most selected factors all fall within the Human Behavior Safety Focus Area, and include:

1. Aggressive behavior such as tailgating or unsafe lane changes (4.35 average)
2. Distraction/inattention (4.27)
3. Speeding (4.07)

Q2. What do you believe would be effective strategies at improving traffic safety in Arizona? Please rate the following potential improvement strategies on a scale of 1 to 5, with 1 being least effective and 5 being most effective.

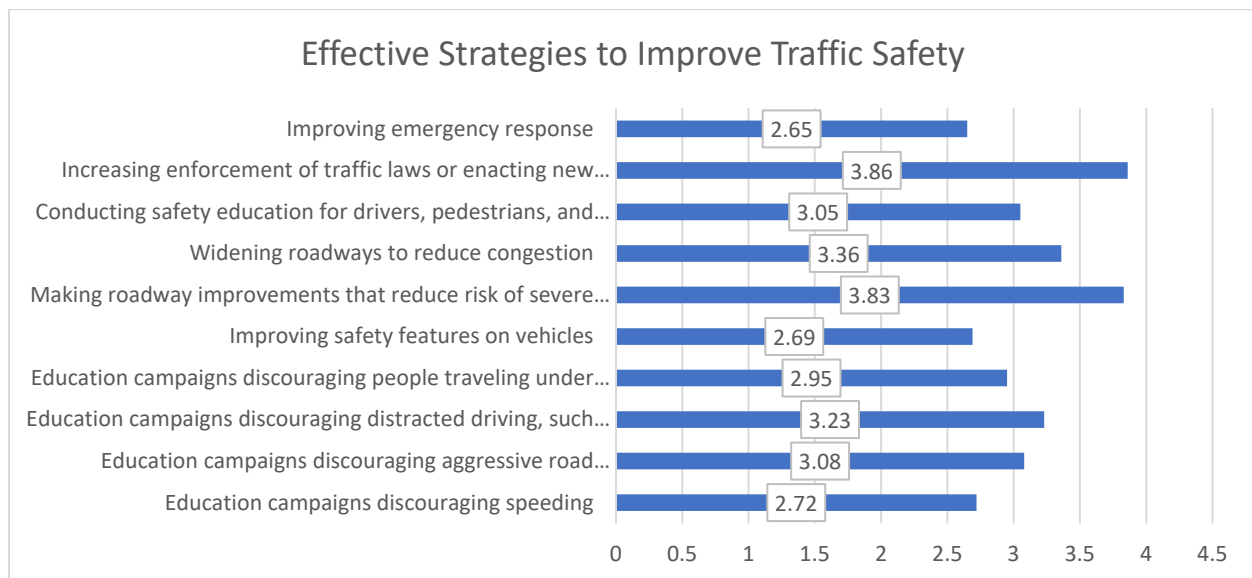


Figure 11 - Effective Strategies to Improve Traffic Safety

For Q2, respondents were asked to rank (1-5, 5 being the most effective) effective strategies to improve traffic safety. The results are displayed above based on their weighted average. The most effective strategies as ranked by the respondents included:

1. Increasing enforcement of traffic laws or enacting new traffic laws (3.86)
2. Making roadway improvements that reduce the risk of severe crashes (3.83)
3. Widening roadways to reduce congestion (3.36)

Q3. Focusing now on pedestrian and bicyclist safety, what do you believe are the factors causing the current trend of increasing pedestrian and bicyclist fatalities? Please rate the following factors on how much you believe they contribute to fatalities, using a scale of 1 to 5, with 1 being least significant and 5 being most significant.

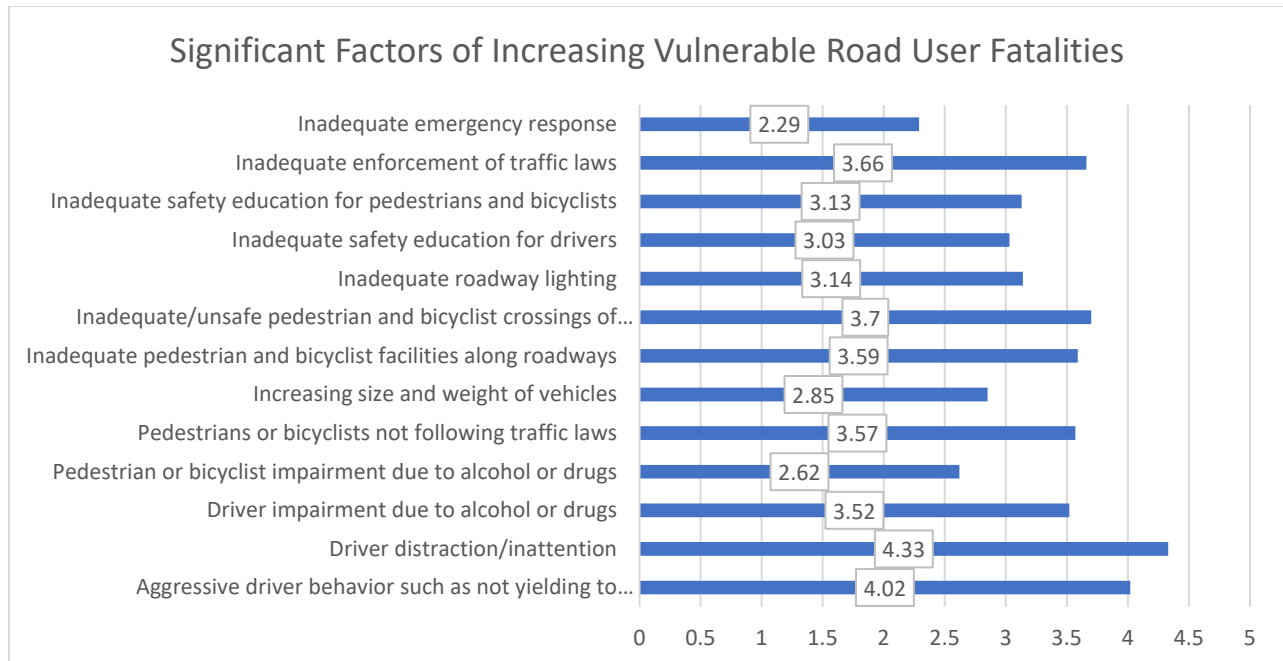


Figure 12 - Significant Factors of Increasing Vulnerable Road User Fatalities

For Q3, respondents were asked to rank (1-5, 5 being the most effective) potential factors that may contribute to road fatalities specifically affecting pedestrian and bicyclist fatalities. The results are displayed above based on their weighted average. Like overall road fatalities, respondents felt Human Behavior was the greatest factor as shown through the top-rated categories:

1. Driver distraction/inattention (4.33)
2. Aggressive driver behavior such as not yielding to pedestrians and bicyclists (4.02)
3. Inadequate enforcement of traffic laws (3.66)

Q4. What do you believe would be effective strategies at improving pedestrian and bicyclist safety in Arizona? Please rate the following potential improvement strategies on a scale of 1 to 5, with 1 being least effective and 5 being most effective.

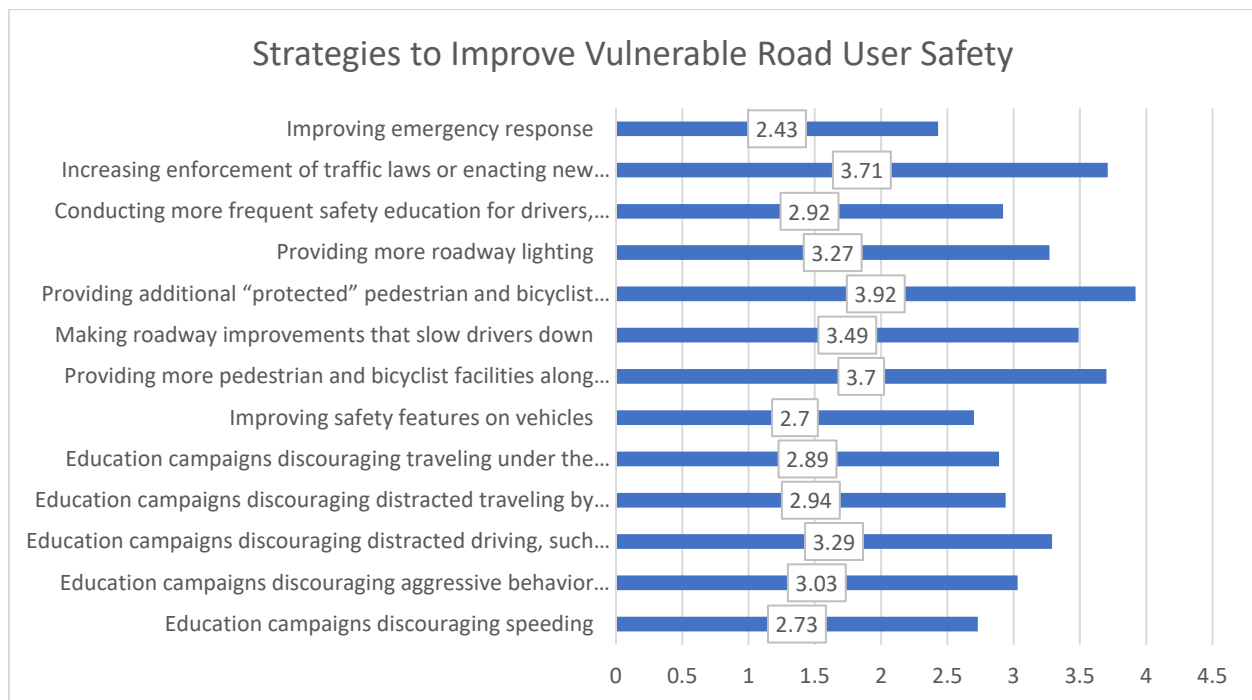


Figure 13 - Strategies to Improve Vulnerable Road User Safety

For Q4, respondents were asked to rank (1-5, 5 being the most effective) effective strategies to improve vulnerable road user safety. The results are displayed above based on their weighted average.

Respondents felt that the best strategies included:

1. Providing additional "protected" pedestrian and bicyclist crossings (such as crossing with a traffic signal) (3.92)
2. Increasing enforcement of traffic laws or enacting new traffic laws (3.71)
3. Providing more pedestrian and bicyclist facilities along roadways (3.7)

Q5: Where along or crossing Arizona’s highway system do you have pedestrian and bicyclist safety concerns? Please list one or more specific locations (such as the name of an intersection or a section of highway)

For Q5, respondents were asked to identify potential locations that they felt there were bicycle or pedestrian safety concerns. A total of 458 responses were provided.

Common themes for identified “unsafe” locations included:

- High-speed roads, including major highways and freeways
- Unprotected bicycle or pedestrian infrastructure
- Poor striping or visibility for travelers

Respondents also noted that driver inattention is pervasive throughout the system and that most drivers are not paying attention to vulnerable road users.

A full list of responses is available in Appendix D.

Q6: What ideas do you have to address the specific pedestrian and bicyclist safety concern(s) you identified in the previous question?

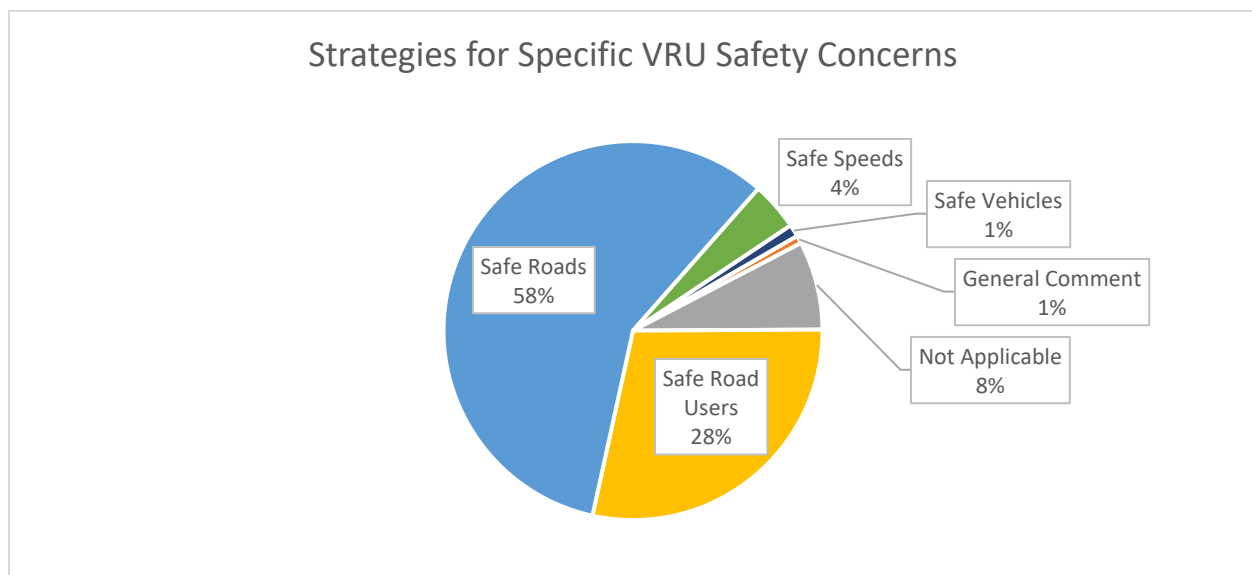


Figure 14 - Strategies for Specific Vulnerable Road Safety User Concerns

For Q6, respondents were then asked to identify strategies for those specific location-based safety concerns for Vulnerable Road Users. Most of the responses fell into the “Safe Roads” Safe System Approach elements, followed by strategies to promote “Safe Road Users.” A full list of responses is available in Appendix D.

Q7: What do you believe are the most effective ways to educate travelers about safety? Please rank the following potential ways to provide safety education from most effective to least effective.

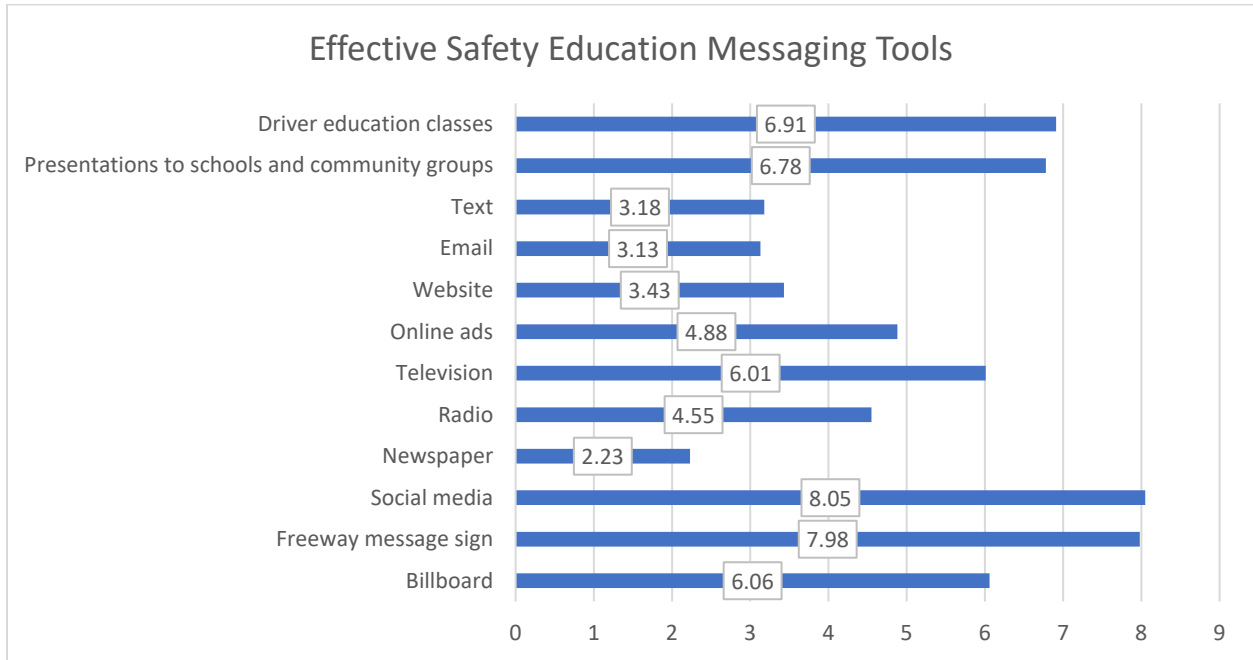


Figure 15 - Effective Safety Education Messaging Tools

For Q7, respondents were asked to rank tools for their effectiveness in communicating safety messaging to travelers. Overall, the top three tools by rank were:

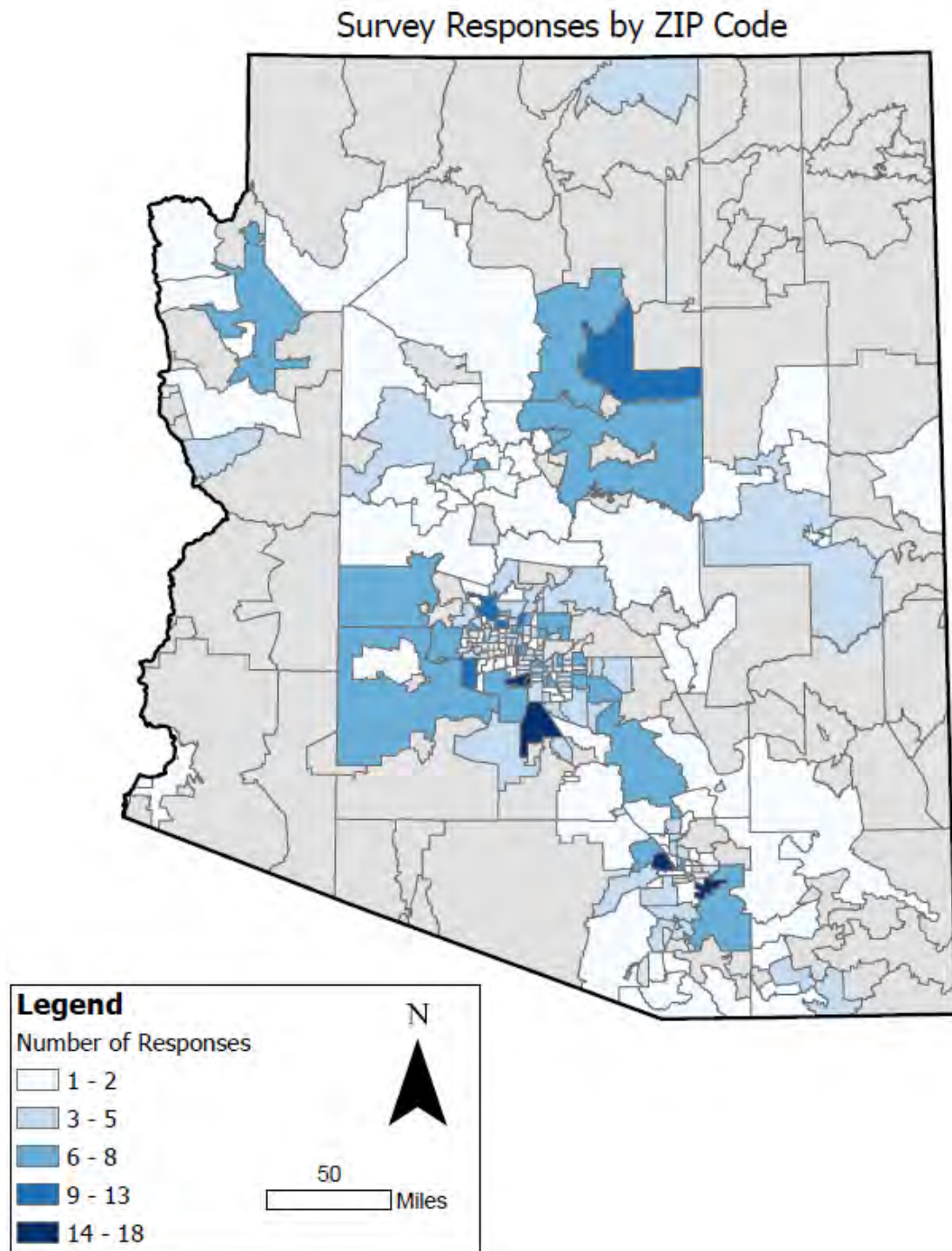
1. Social media (8.05)
2. Freeway message sign (7.98)
3. Driver education classes (6.91)

Respondents were also asked to list out other ideas besides those available to rank. A full list of comments on traveler safety education by category is in Appendix D. Some examples of comments are:

- Most education methods are ineffective because of non-compliance with established rules.
- Digital ads should be prioritized on virtual and streaming channels.
- Driver education classes should be required and more frequent to maintain an Arizona driver's license.

Q8: Please provide your zip code (required)

The heat map below shows distribution of survey respondent zip codes across Arizona. As expected, clusters of responses can be found at major metropolitan areas in Northern Arizona, Central Arizona and Southern Arizona.



5.2. Social PinPoint Vision Board

Website visitors were asked to create a Safety Action Plan for Arizona by filling out suggestions for how they would improve road safety in Arizona. Respondents could then “vote” on other suggestions by liking posts.

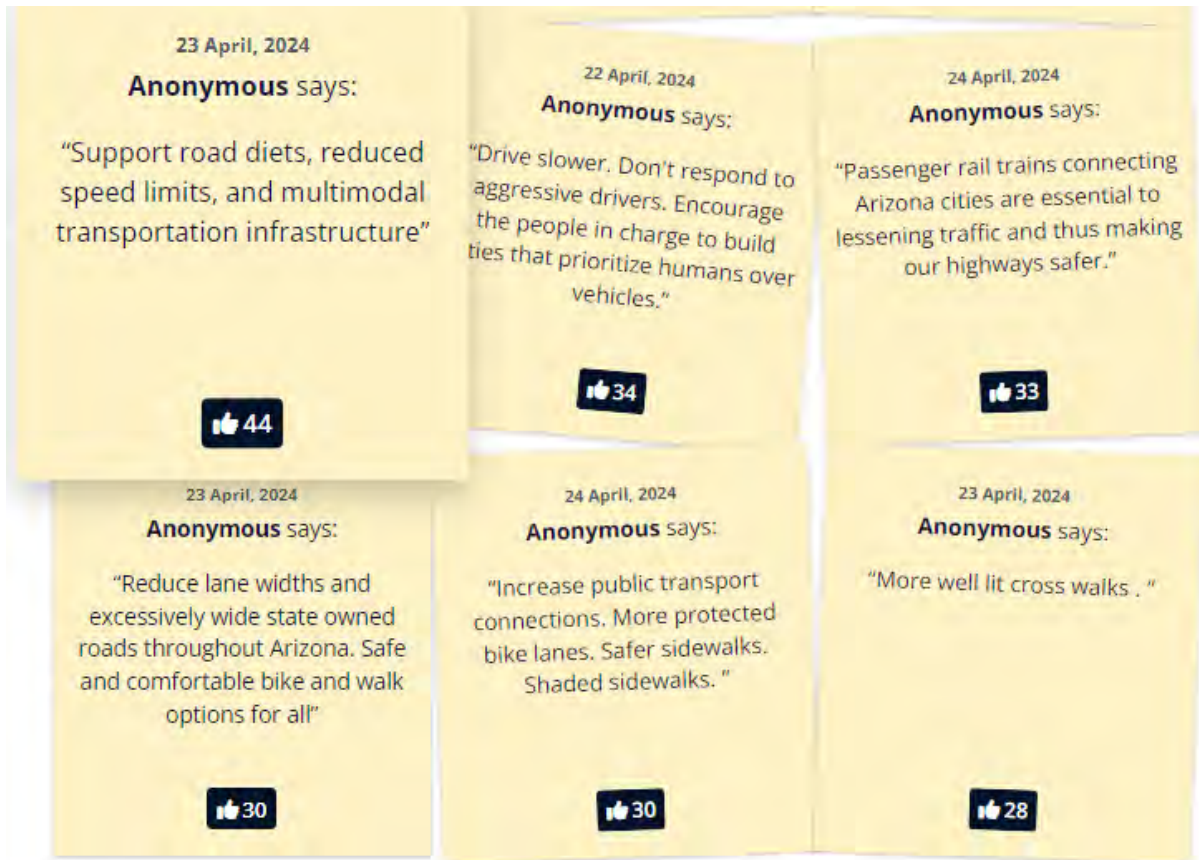


Figure 16 - Screenshot of Safety Action Plan Vision Board

Overall, 1,014 responses were submitted for the Safety Action Plan Vision Board. The responses were then organized by Safe System Approach element and SHSP Safety Focus Areas. With respect to the Safe System Approach, most of the Vision Board responses were in reference to Safe Road Users, which aligns with the priority ranking on Human Behavior in previous questions. When reviewed by Safety Focus Area, most responses had to do with Human Behavior, followed by “Other” responses which did not directly apply to the above categories. A deeper dive into the “Other” responses relate to concerns regarding Congestion/Capacity (35%), Maintenance (23%) and Other (not immediately classifiable, 21%). Graphs of each are provided below.

Vision Board Responses by Safe System Approach Category

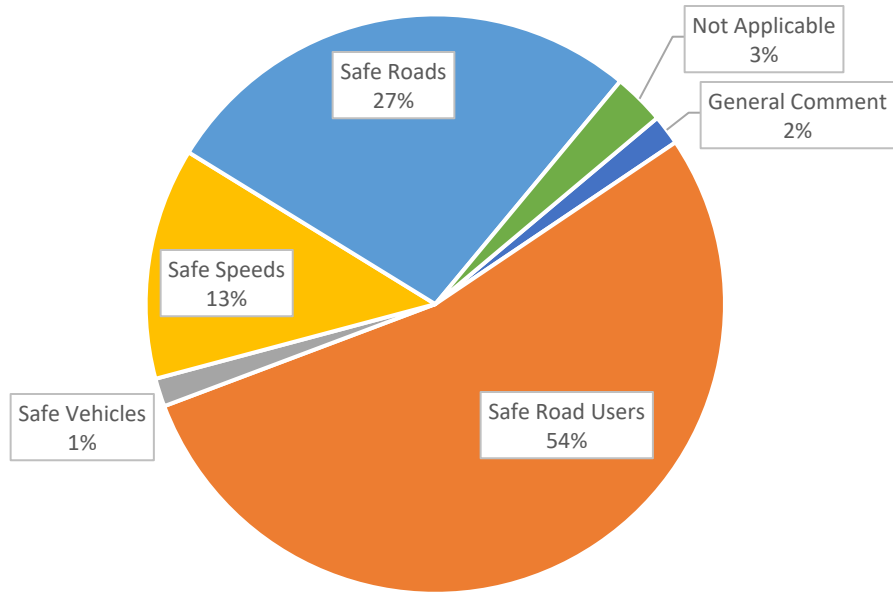


Figure 17 - Vision Board Responses by Safe System Approach Category

Vision Board Responses by Safety Focus Area

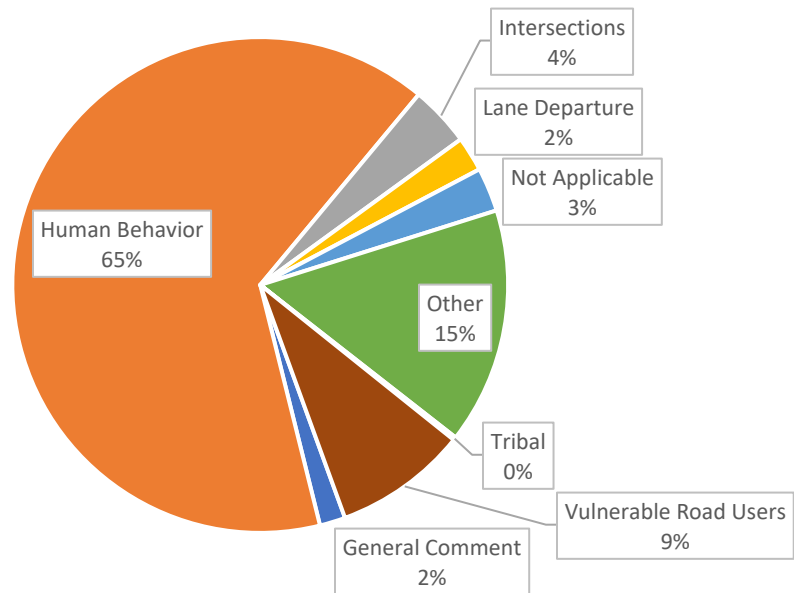


Figure 18 - Vision Board Responses by Safety Focus Area

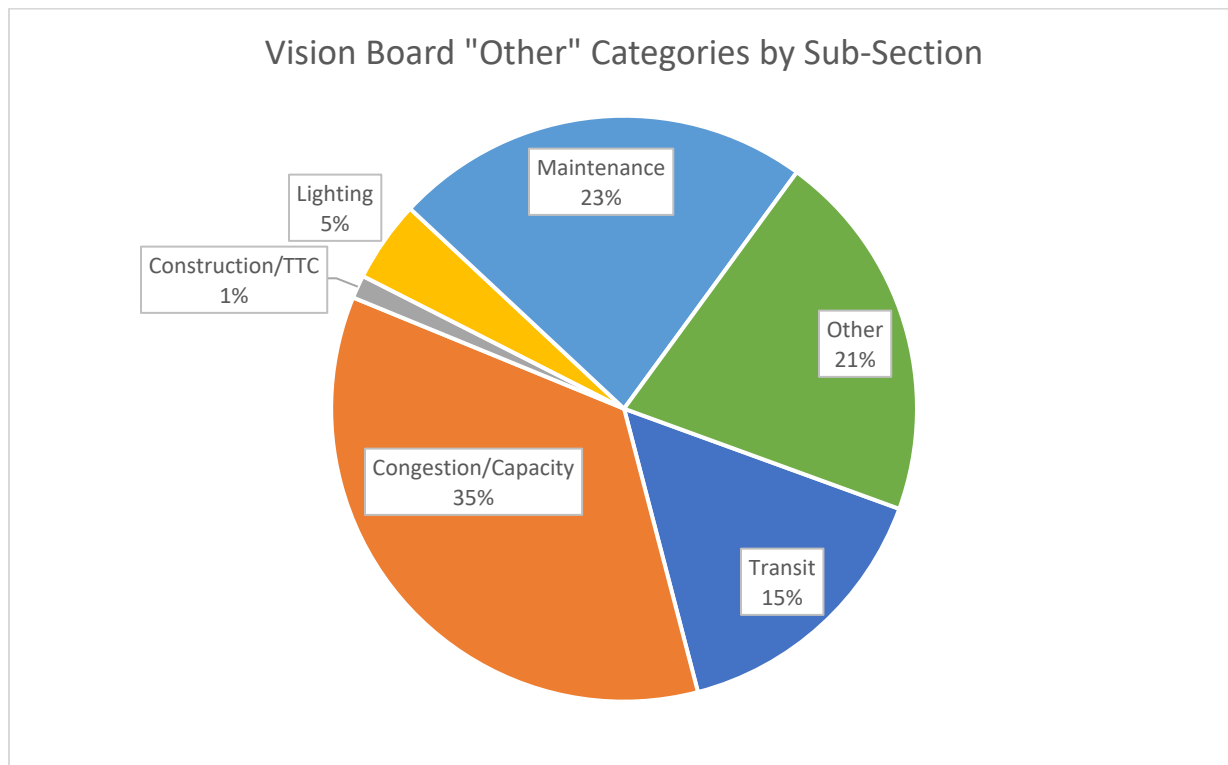


Figure 19 - Vision Board "Other" Categories by Sub-Section

5.3. Website Comments and Emails

Members of the public had the opportunity to email their comments and questions to the project email address or via mail throughout the comment period. A list of comments and their responses are listed in Appendix D.

5.4. Public Meeting Comments

Comments were provided at the public meetings either by physical comment form or verbally. Comments were provided at the virtual meetings either by participants typing into the Q&A field or verbally. A list of comments is provided in Appendix D.

Appendices

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Appendix A

Meeting Boards

PUBLIC MEETING

Welcome! Please sign in.



5:30 p.m. Open House



6 p.m. Presentation and Q&A



To take the survey and to
sign up for future updates,
visit: adotsafetyplan.com



*Please see a staff member if you need Spanish interpretation assistance.
Consulte a un miembro del personal si necesita asistencia de interpretación en español.*



REUNIÓN PÚBLICA

¡Bienvenido! Favor de registrarse.



5:30 p.m. Reunión Open House



6 p.m. Presentación y Sesión
de Preguntas y Respuestas



Para completar la encuesta
y registrarse para futuras
actualizaciones, visite:
adotsafetyplan.com



*Por favor consulte a un miembro del personal si necesita asistencia
de interpretación en español.*



THE SAFE SYSTEM APPROACH

Eliminate fatal and serious injuries for all road users by:



Accommodating human mistakes.



Designing and operating roadways in a way that limits the chances of death or serious injury in a crash.

Safe System Approach (U.S. Department of Transportation)



UN ENFOQUE DE SISTEMA SEGURO

Eliminar lesiones fatales y graves para todos los usuarios de la vía al:



Tener en cuenta errores humanos.



Diseñar y operar carreteras de manera que limite las posibilidades de muerte o lesión grave en un accidente.

Enfoque de Sistema Seguro (Departamento de Transporte de los Estados Unidos)



OVERVIEW OF THE SHSP AND ATSAP

Strategic Highway Safety Plan (SHSP)

Vision: Creating shared responsibility so everyone arrives safely home.

Goal: Reduce life-altering* traffic crashes by 20% by 2030.

The SHSP will establish a plan to reduce fatalities and serious injuries on Arizona roadways through a series of strategies and actions.

Active Transportation User Safety Action Plan (ATSAP)

Short-term Goal: Reduce life-altering crashes involving pedestrians and bicyclists on the State Highway System by 20% by 2030.

Long-term Goal: Eliminate all life-altering crashes involving pedestrians and bicyclists on the State Highway System.

The ATSAP will develop specific projects and estimated costs for pedestrian and bicyclist improvements on the State Highway System.

*Life-altering crashes are those that result in fatalities or serious injuries.

DESCRIPCIÓN DE LOS PLANOS

Plan Estratégico de Seguridad Vial (SHSP)

Visión: Crear responsabilidad compartida para que todos lleguen seguros a casa.

Objetivo: Reducir accidentes de tráfico que alteren la vida* en un 20% para 2030.

El SHSP establecerá un plan para reducir las fatalidades y lesiones graves en las carreteras de Arizona a través de una serie de estrategias y acciones.

*Los accidentes que alteran la vida son aquellos que resultan en fatalidades o lesiones graves.

Plan de Acción de Seguridad para Usuarios de Transporte Activo (ATSAP)

Objetivo a corto plazo: Reducir accidentes que alteren la vida que involucren a peatones y ciclistas en el Sistema de Carreteras Estatales en un 20% para 2030.

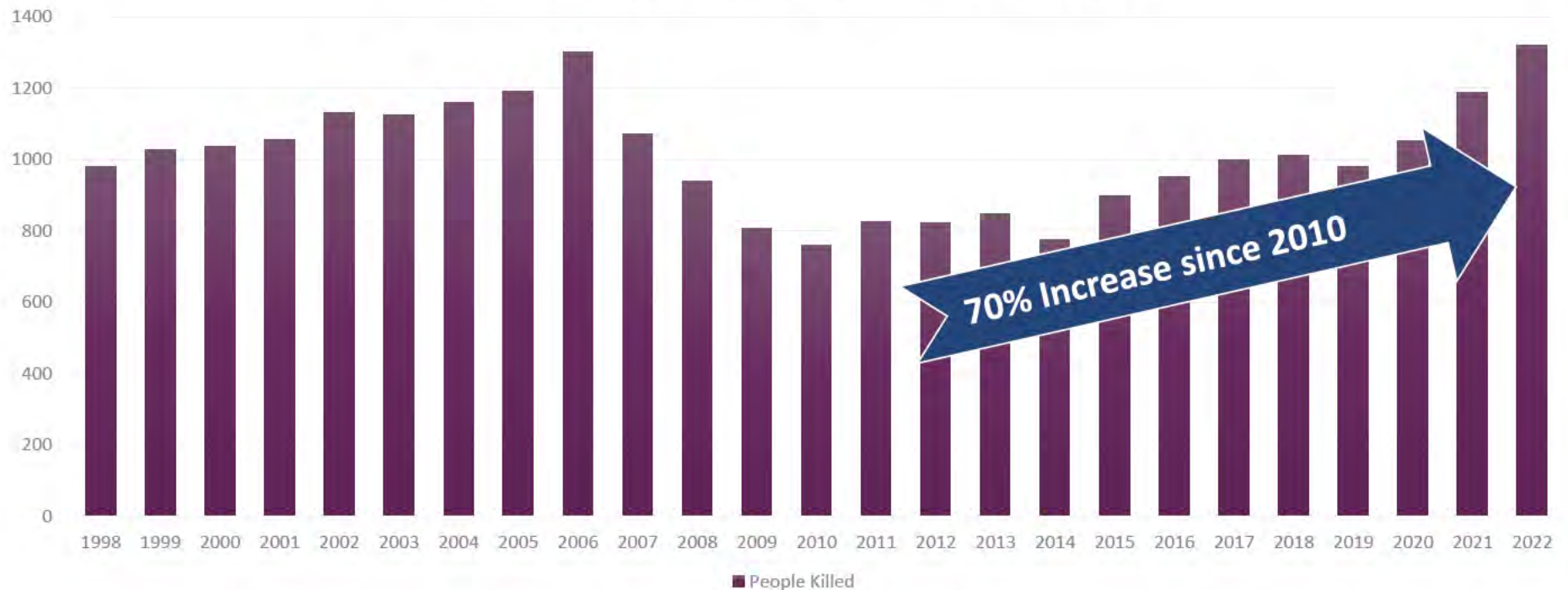
Objetivo a largo plazo: Eliminar todos los accidentes que alteren la vida que involucren a peatones y ciclistas en el Sistema de Carreteras Estatales.

El ATSAP desarrollará proyectos específicos y estimará costos para mejoras de peatones y ciclistas en el Sistema de Carreteras Estatales.

TRAFFIC FATALITIES

Approximately 1,000
people have died in crashes
per year on average.

ARIZONA TRAFFIC FATALITIES FROM 1998-2022*

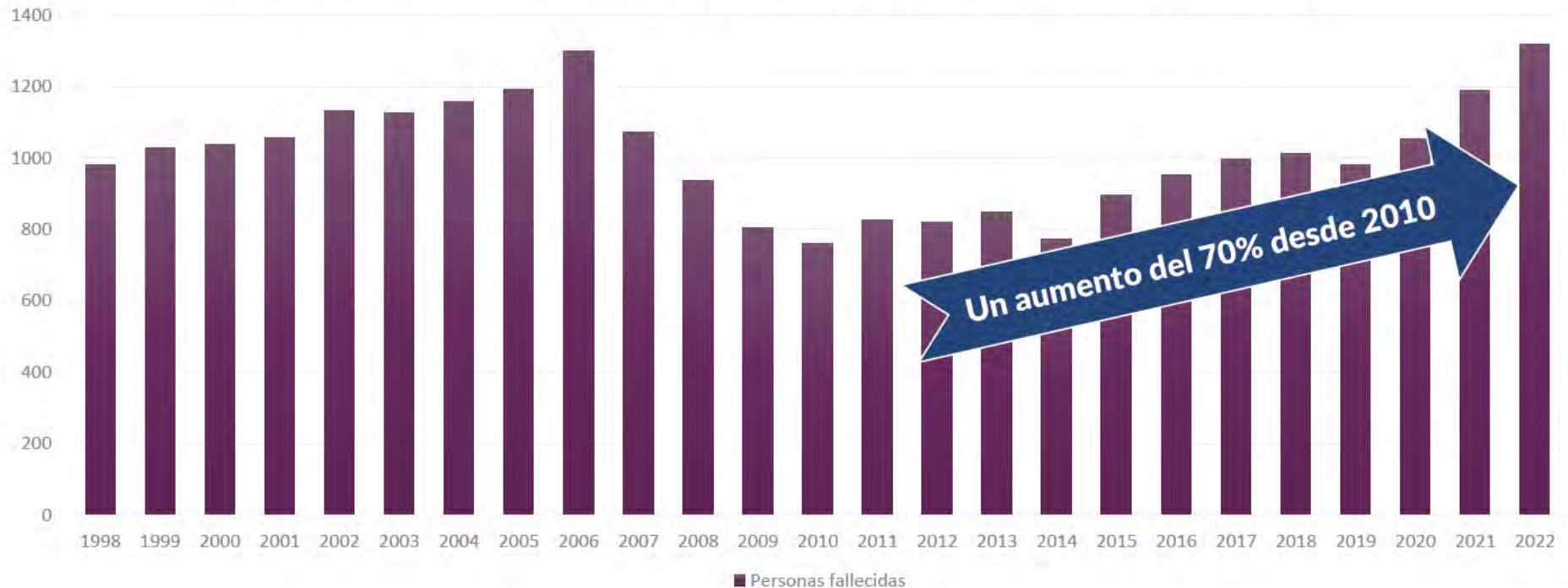


*2022 data as of 12/4/23

MUERTES POR ACCIDENTES DE TRÁFICO

En promedio, aproximadamente
1,000 personas por año han
muerto en accidentes.

MUERTES POR ACCIDENTES DE TRÁFICO EN ARIZONA DESDE 1998-2022*

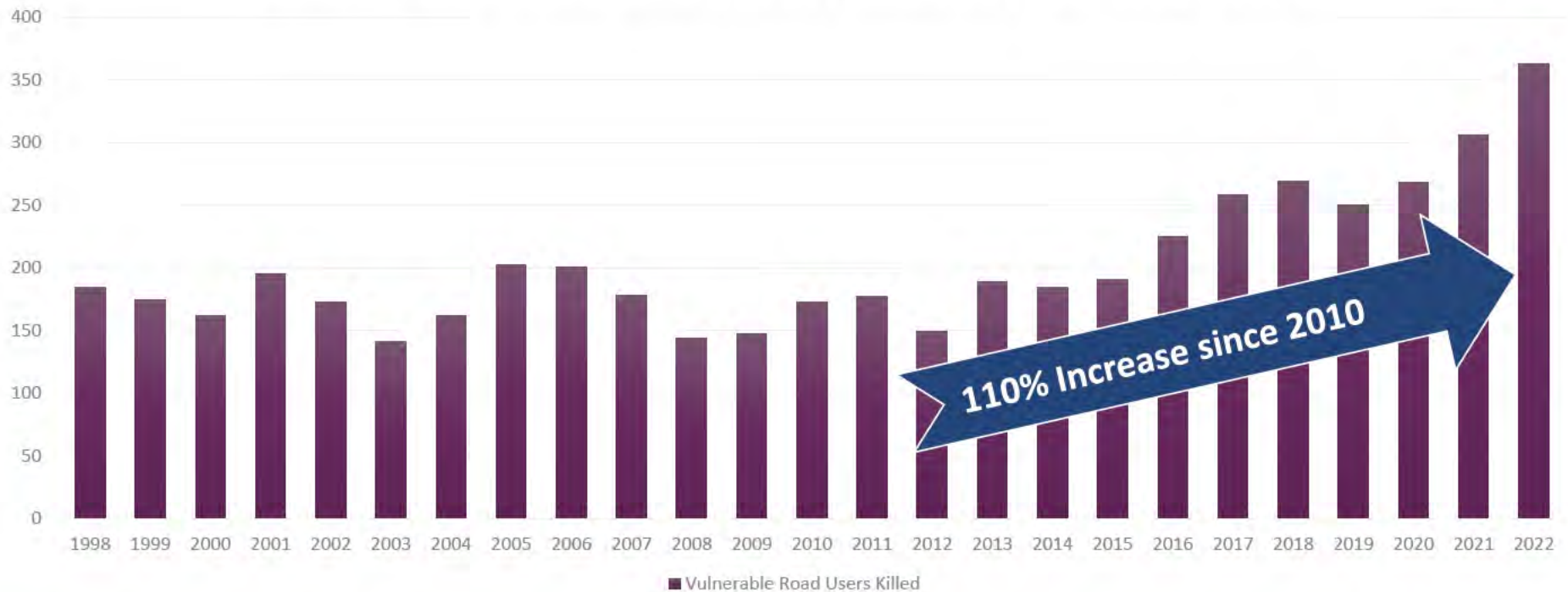


*Datos de 2022 al 4/12/2023

VULNERABLE ROAD USER FATALITIES

Approximately 200 vulnerable road users (pedestrians and bicyclists) have died in crashes per year on average.

ARIZONA VULNERABLE ROAD USER FATALITIES FROM 1998-2022*

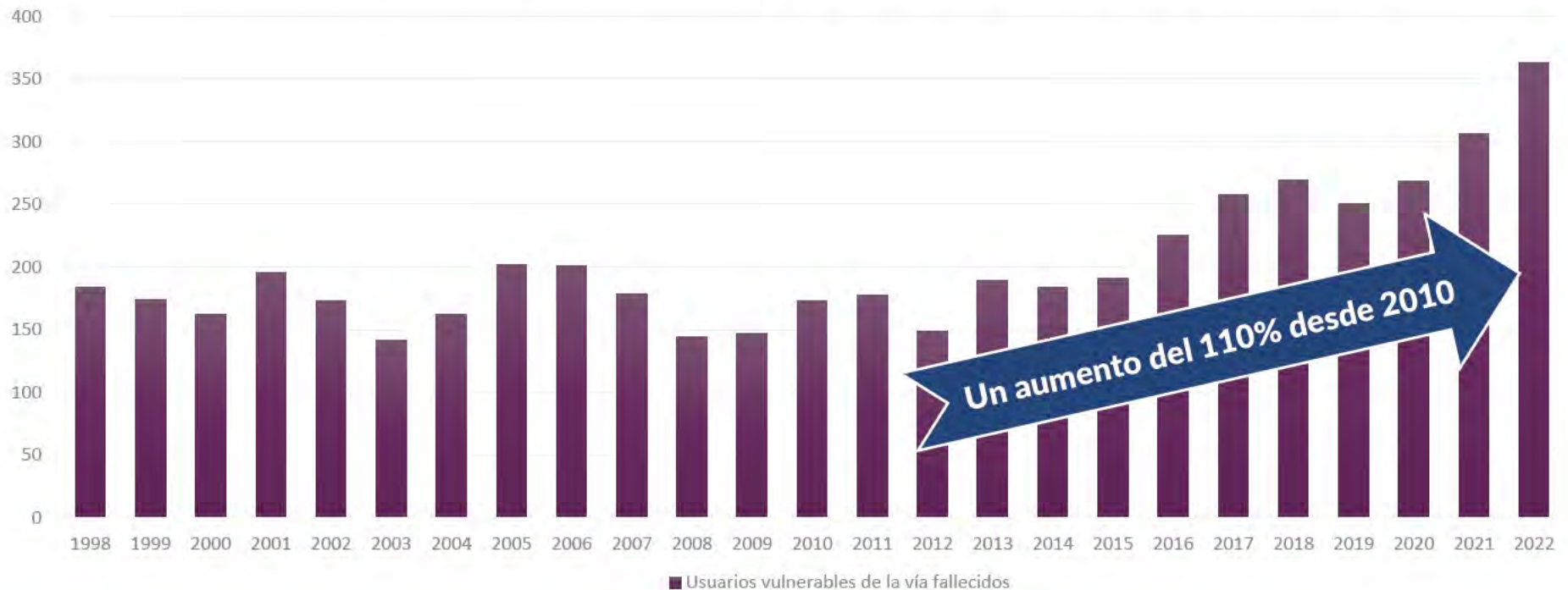


*2022 data as of 12/4/23

MUERTES DE USUARIOS VULNERABLES DE LA VÍA

En promedio, aproximadamente 200 usuarios vulnerables de la vía (peatones y ciclistas) han muerto en accidentes por año.

MUERTES DE USUARIOS VULNERABLES DE LA VÍA EN ARIZONA DE 1998-2022*



*Datos de 2022 al 4/12/2023

SAFETY FOCUS AREAS



HUMAN BEHAVIOR

- Alcohol/Drug/Impaired
- Distracted/Sleepy
- Speeding/Aggressive Driving
- No Helmet/No Restraint

74%
of Fatalities



VULNERABLE ROAD USERS

- Pedestrian
- Bicyclist
- Worker in Work Zone

25%
of Fatalities



INTERSECTIONS

- Junction-Related
- Railroad Crossings

28%
of Fatalities



LANE DEPARTURE

- Ran Off Road/Overtaken
- Environmental
 - Animal
 - Rain/Snow/Ice
 - Wind/Dust

50%
of Fatalities



TRIBAL LANDS

10%
of Fatalities

Data: 2013-2022, Fatalities

Note: The sum of percentages exceeds 100% because a crash can pertain to more than one focus area.

ÁREAS DE ENFOQUE EN SEGURIDAD



COMPORTAMIENTO HUMANO

- ➔ Conducción Bajo Efectos del Alcohol/Drogas/
- ➔ Conductores Distraídos/Somnolientos
- ➔ Exceso de velocidad/Conducción agresiva
- ➔ Sin casco/Sin cinturón de seguridad

74%
de las
fatalidades



USUARIOS VULNERABLES DE LA VÍA

- ➔ Peatones
- ➔ Ciclistas
- ➔ Trabajadores en zonas de obras

25%
de las
fatalidades



INTERSECCIONES

- ➔ Relacionadas con cruces
- ➔ Cruces de ferrocarril

28%
de las
fatalidades



DESVIACIÓN DEL CARRIL

- ➔ Vehículos desviados de la carretera/Volcaduras
- ➔ Causas Ambientales
 - Causas por Animales
 - Lluvia/Nieve/Hielo
 - Viento/Polvo

50%
de las
fatalidades



TIERRAS TRIBALES

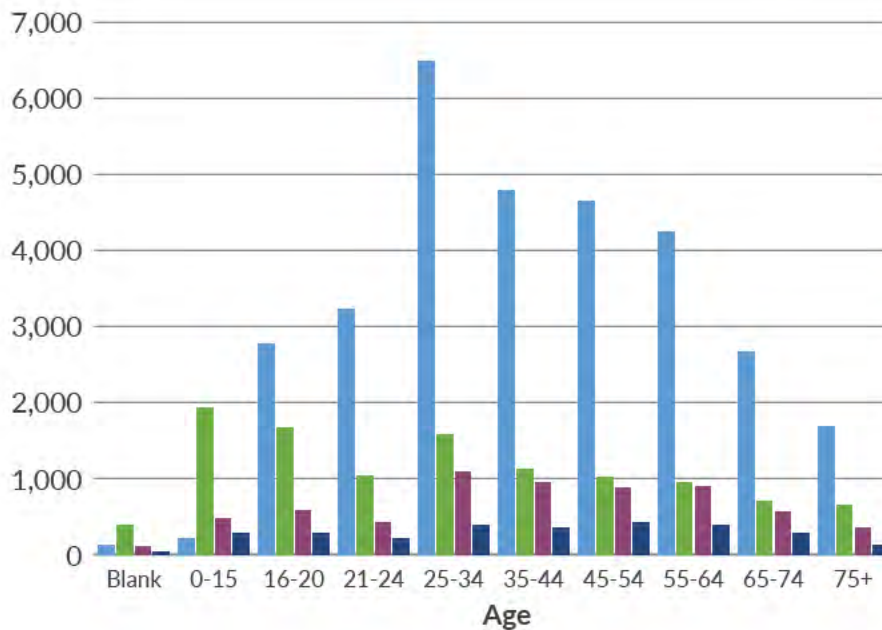
10%
de las
fatalidades

Datos: 2013-2022, Fatalidades

Nota: La suma de los porcentajes supera el 100% porque un accidente puede pertenecer a más de una área de enfoque.

HUMAN BEHAVIOR

Fatalities and Serious Injuries by a Person's Age:



Driver



Passenger



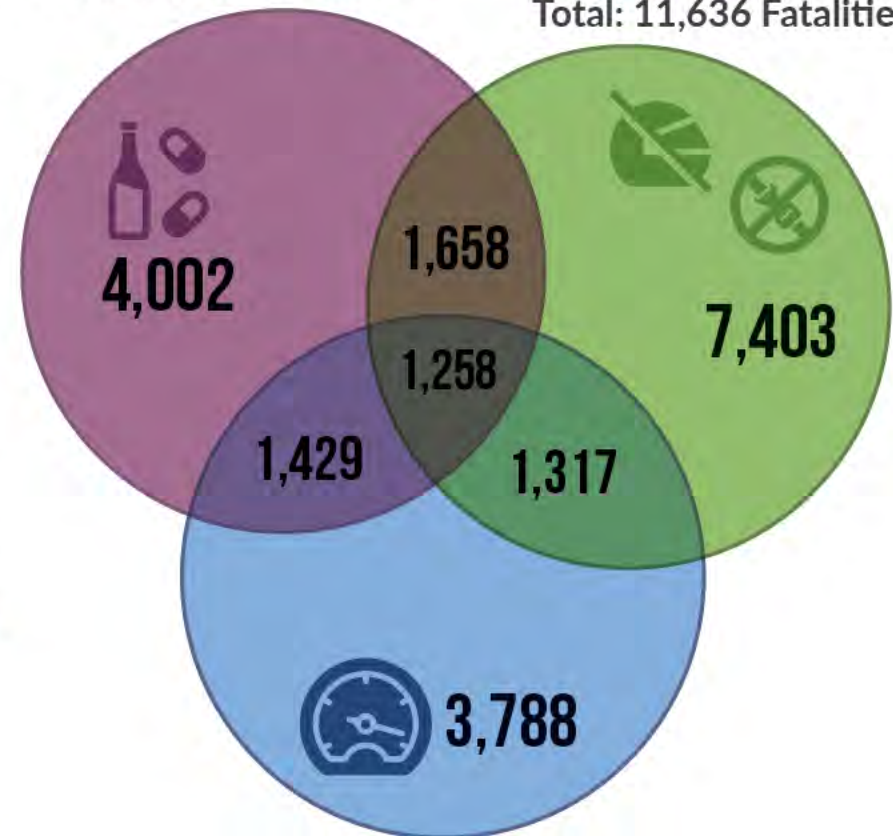
Pedestrian



Bicyclist

Alcohol, Drugs, Impaired
Total: 8,347 Fatalities

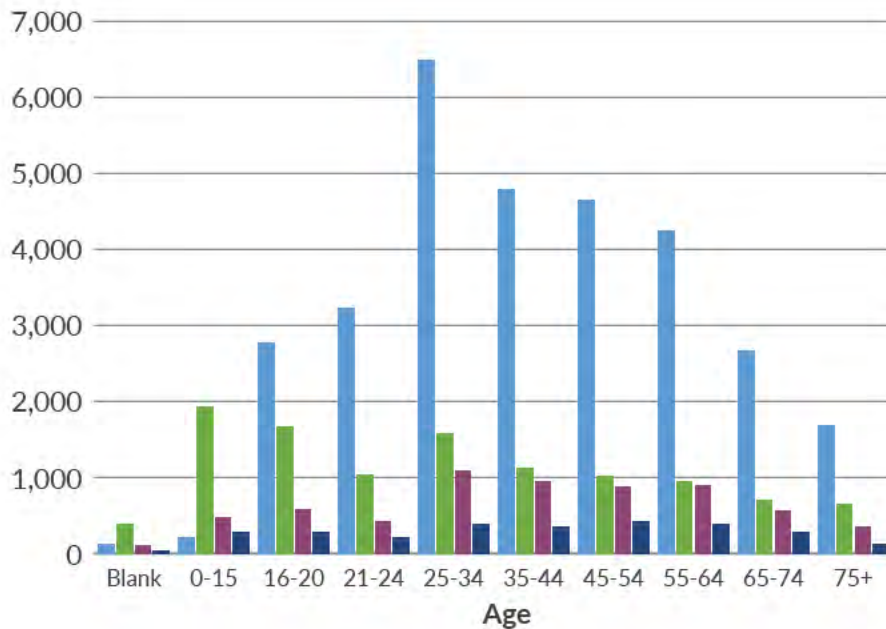
No Helmet/
No Restraint
Total: 11,636 Fatalities



Speeding Too Fast for Conditions
Total: 7,792 Fatalities

COMPORTAMIENTO HUMANO

Muertes y lesiones graves por edad de la persona:



Conductor



Pasajero



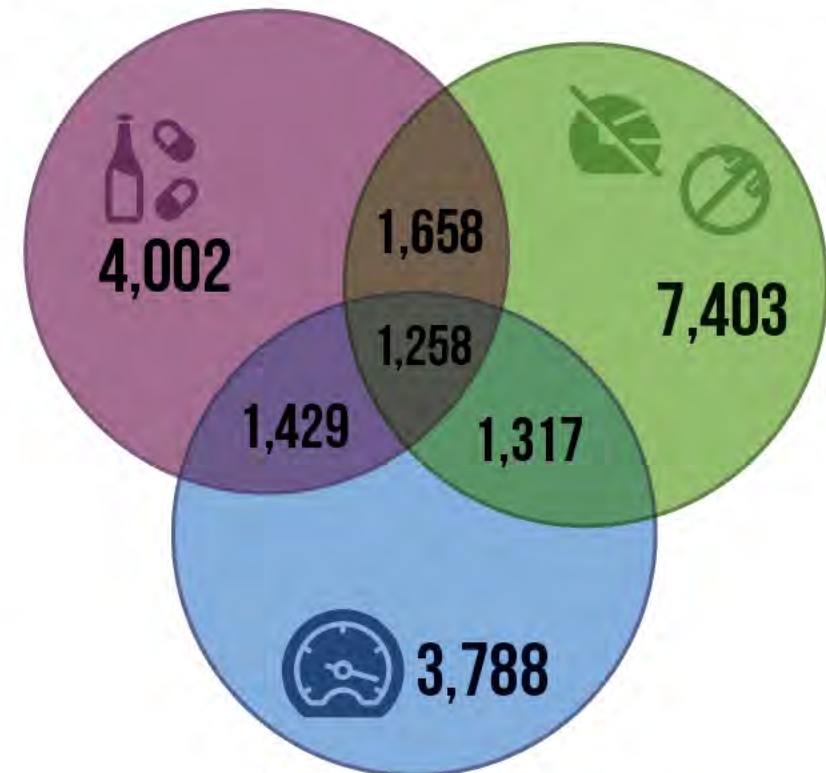
Peatón



Ciclista

Conducción en estado de ebriedad
o bajo efectos del alcohol/drogas
Total: 8,347 fatalidades

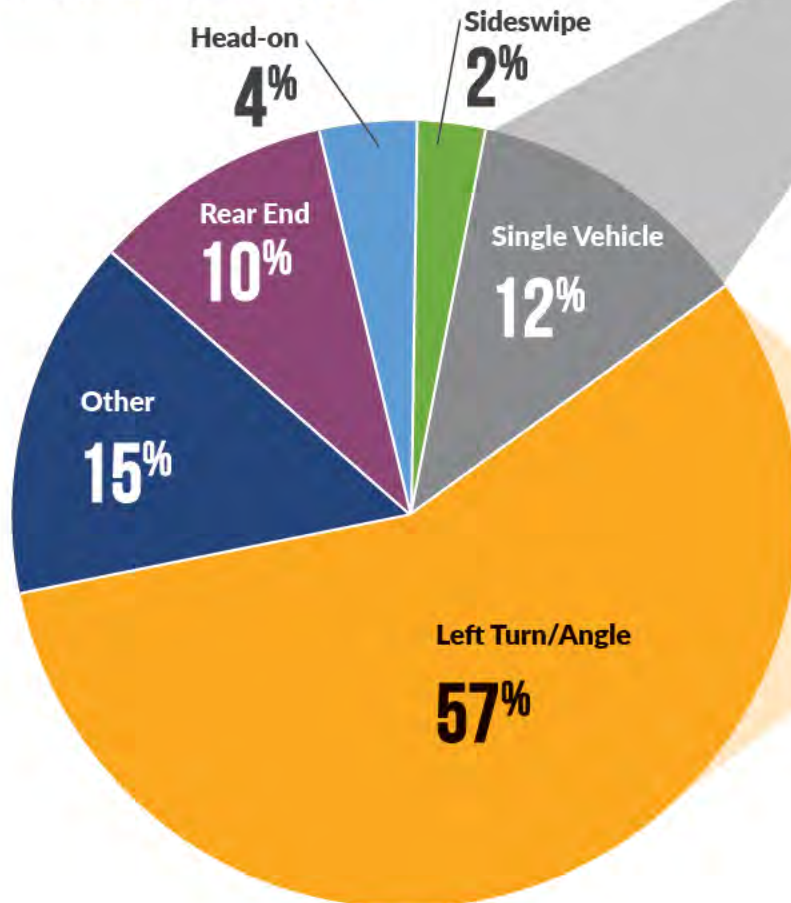
Sin casco/ Sin cinturón
de seguridad
Total: 11,636 fatalidades



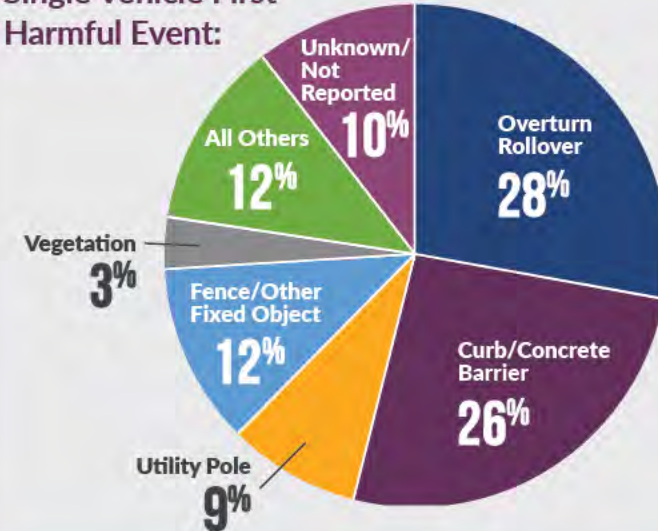
Exceso de velocidad para las condiciones
Total: 7,792 fatalidades

INTERSECTIONS

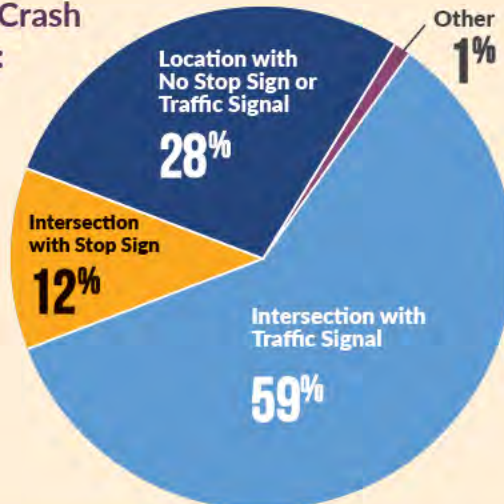
Intersection Crash Types



Single Vehicle First
Harmful Event:

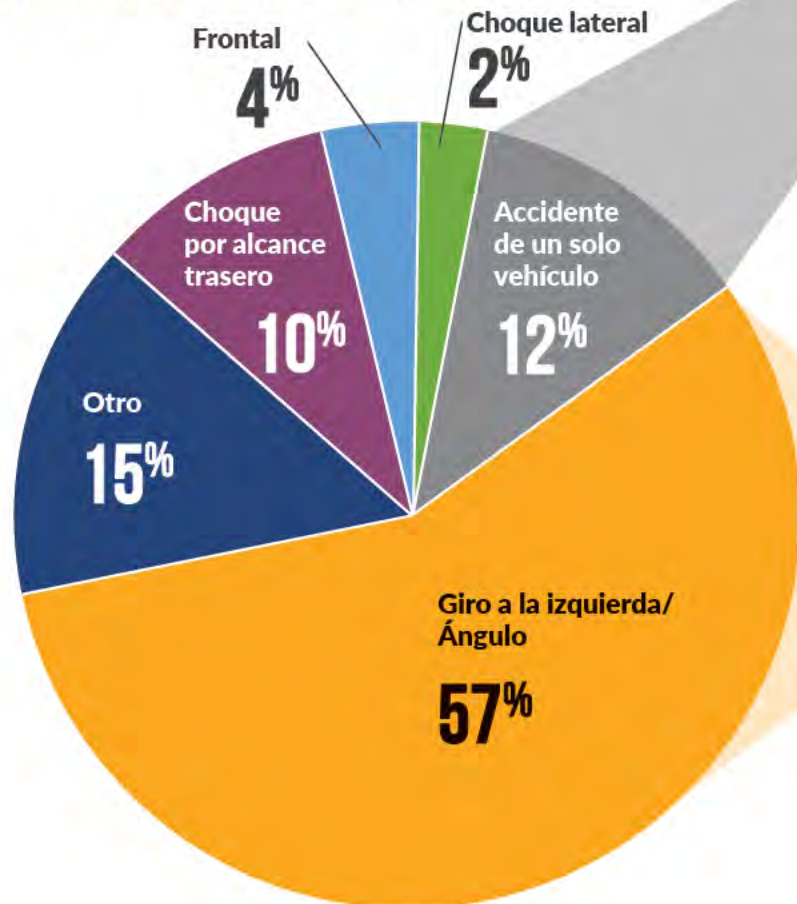


Left-Turn Crash
Locations:



INTERSECCIONES

Tipos de accidentes en intersecciones



Primer evento dañino de vehículo único:

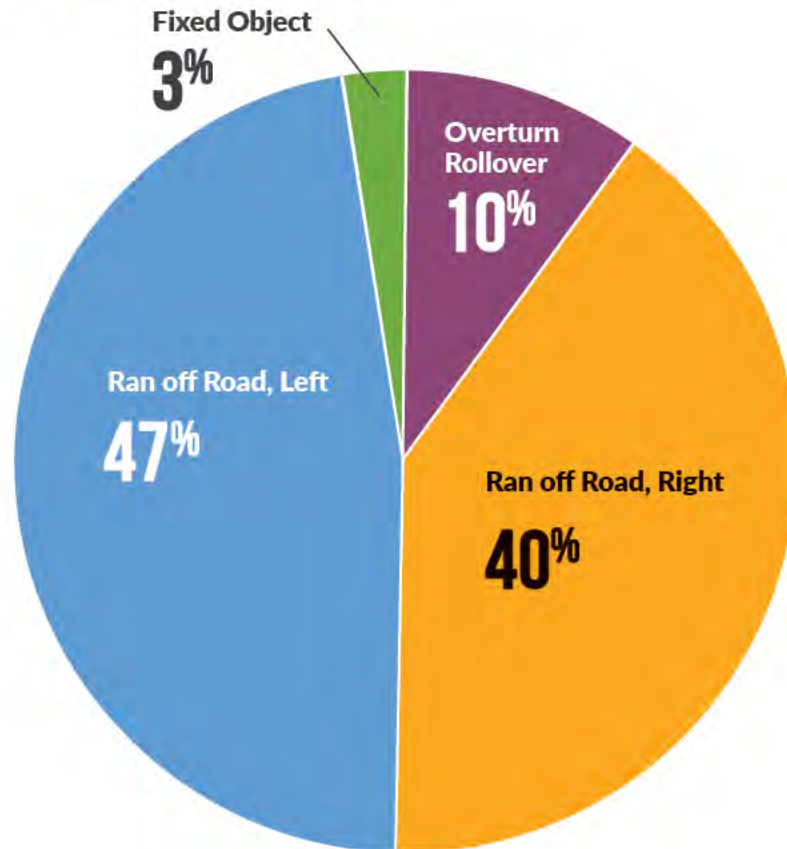


Ubicaciones de accidentes por giro a la izquierda:

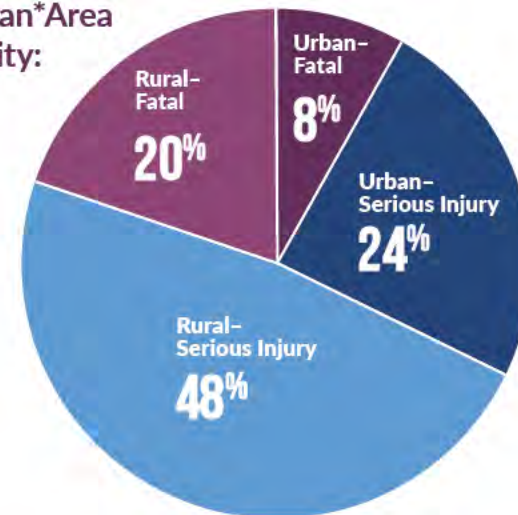


LANE DEPARTURE

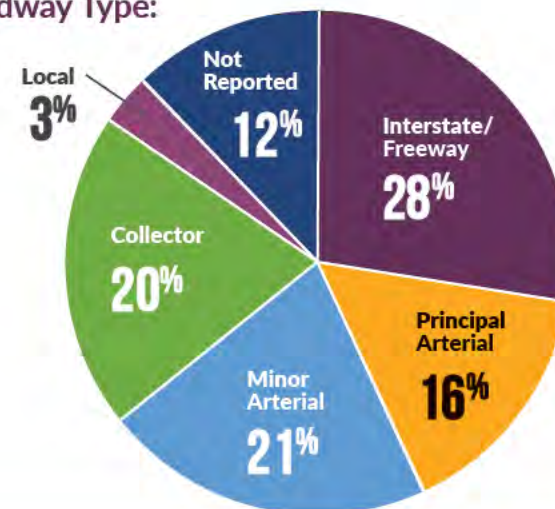
Lane Departure Crash Types:



Rural/Urban*Area and Severity:



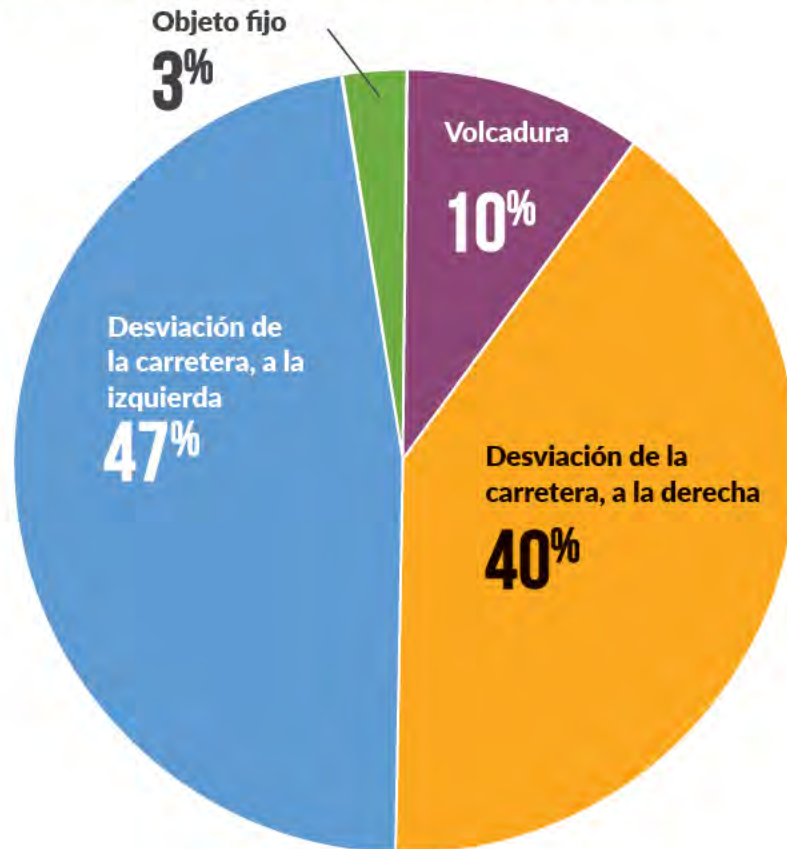
By Roadway Type:



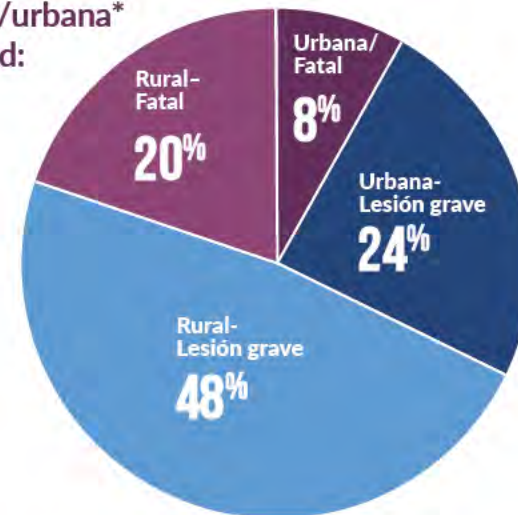
*Urban is defined as any crash occurring within an urban boundary (such as a city or town)
Data: 2013-2022, Fatalities and Serious Injuries

DESVIACIÓN DE CARRIL

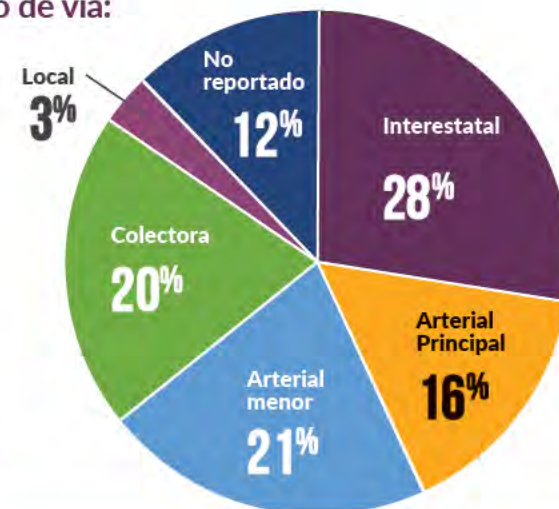
Tipos de accidentes por desviación de carril:



Área rural/urbana*
y severidad:



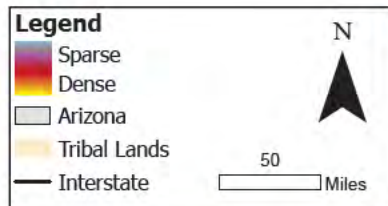
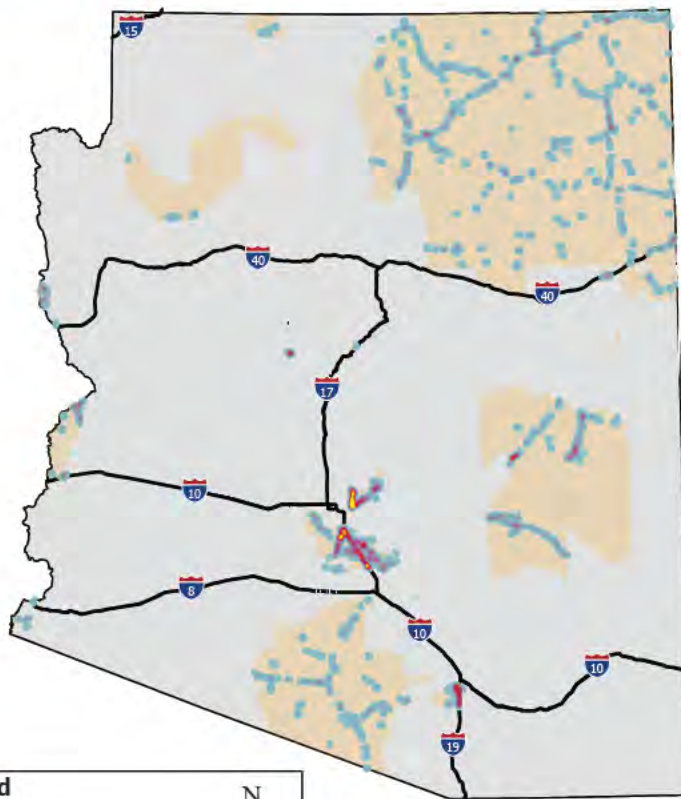
Por tipo de vía:



*Urbano se define como cualquier accidente que ocurra dentro de un límite urbano (como una ciudad o pueblo)
Datos: 2013-2022, Fatalidades y lesiones graves

TRIBAL LANDS

Fatalities and Serious Injuries Heatmap



Data: 2013-2022, Fatalities and Serious Injuries

The proportion of fatalities compared to all crashes on tribal lands is four-times higher than statewide.

TRIBAL AREAS: 3%

STATEWIDE: <1%



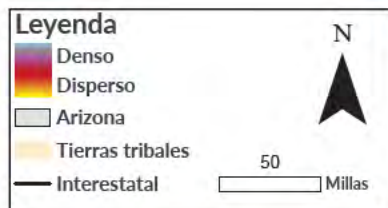
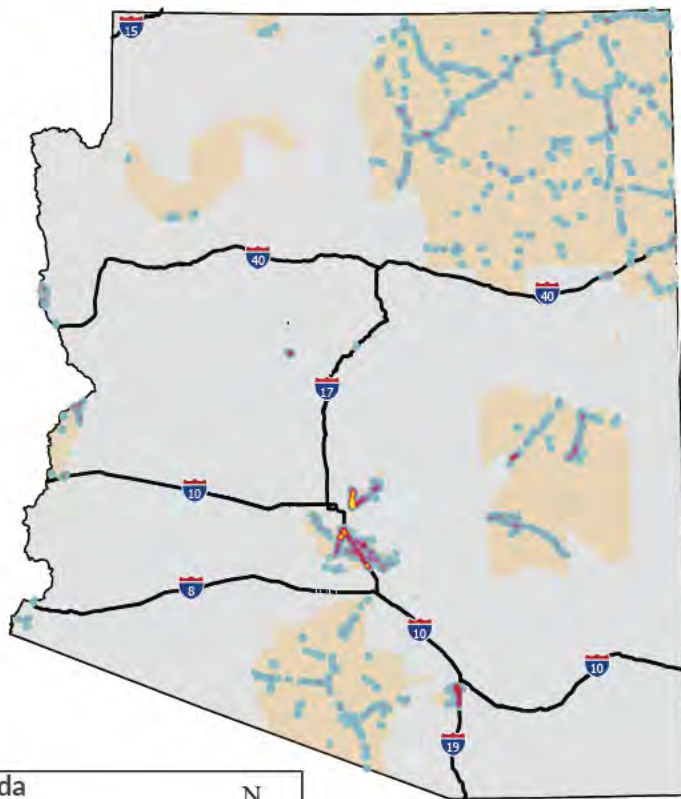
Tribal Land Crash Types by Percentage of Fatalities:



Note: The sum of percentages exceeds 100% because a crash can pertain to more than one focus area.

TIERRAS TRIBALES

Mapa de fatalidades y lesiones graves



Datos: 2013-2022, Fatalidades y lesiones graves

La proporción de fatalidades en comparación con todos los accidentes en tierras tribales es **cuatro veces más alta** que en todo el estado.

TIERRAS TRIBALES: 3%

A NIVEL ESTATAL: < 1%

Tipos de accidentes en tierras tribales según el porcentaje de fatalidades:

Comportamiento humano 63%

Intersecciones 41%

Desviación de carril 32%

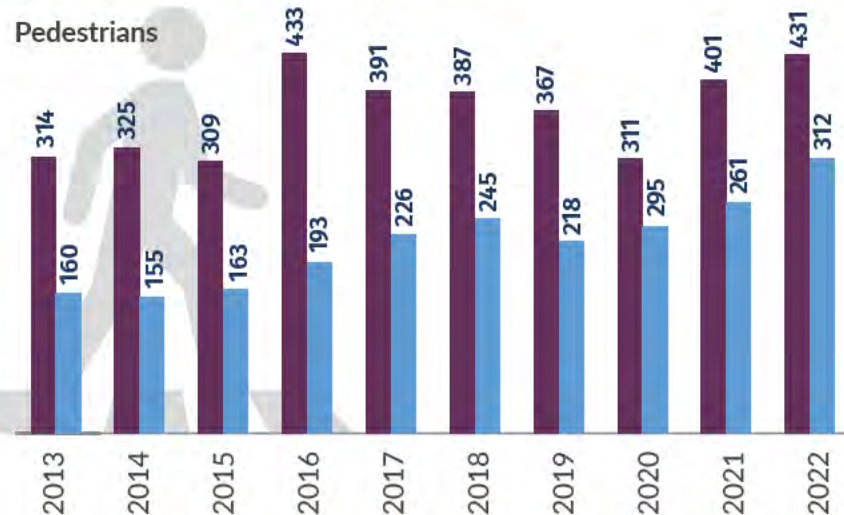
Usuarios vulnerables de la vía 16%

Nota: La suma de los porcentajes supera el 100% porque un accidente puede pertenecer a más de un área de enfoque.

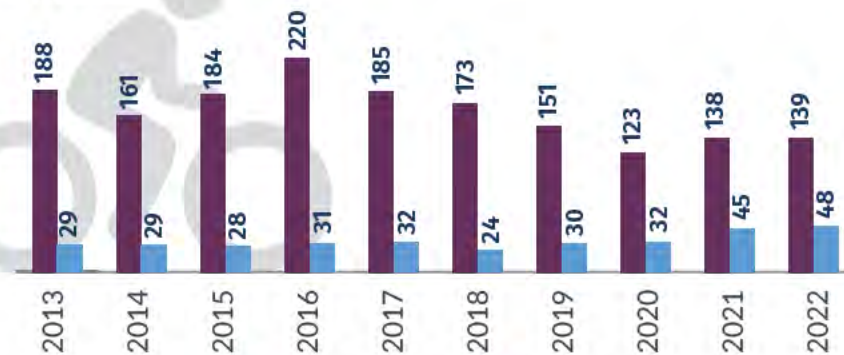
VULNERABLE ROAD USERS

Fatalities and Serious Injuries

Pedestrians



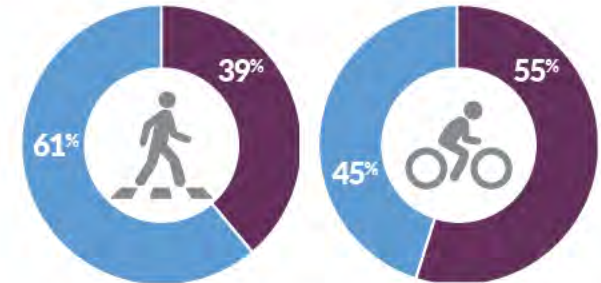
Bicyclists



■ Serious Injuries ■ Fatalities

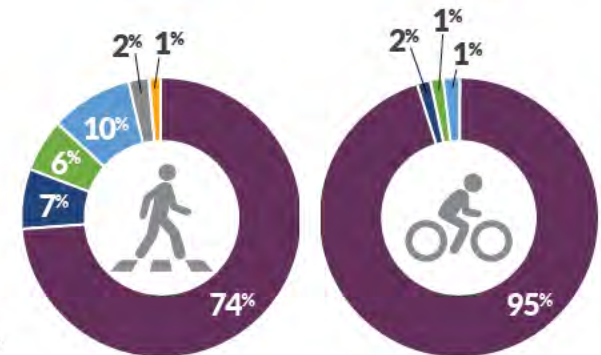
Where:

- Intersection
- Mid-Block



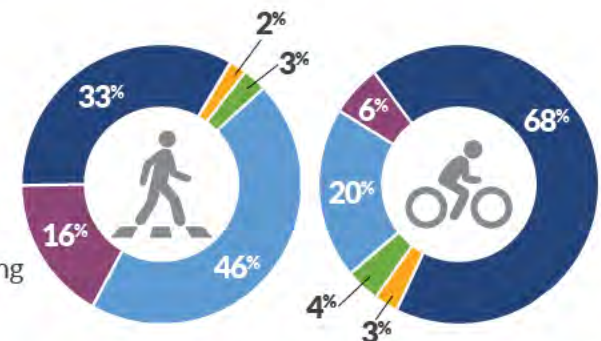
While:

- Crossing the road
- Traveling with traffic
- Traveling against traffic
- Stopped
- Lying
- Working on vehicle



When:

- Daylight
- Dawn
- Dusk
- Dark with lighting
- Dark without lighting

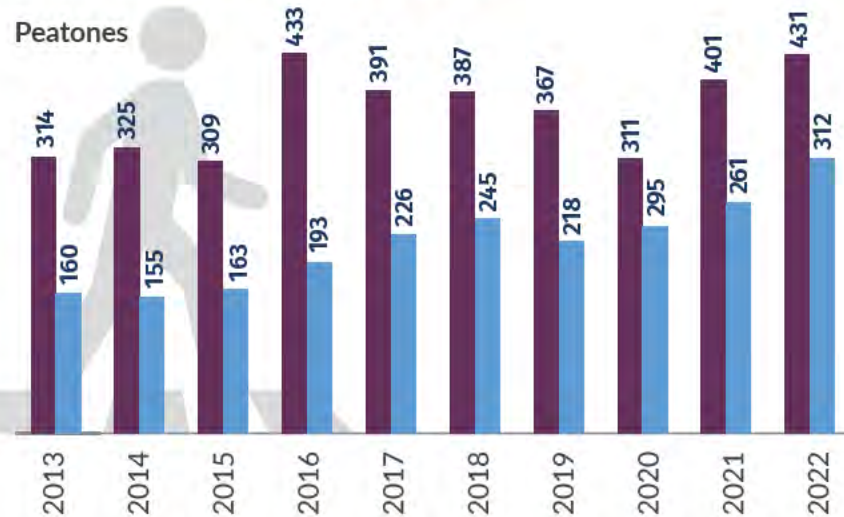


Data: 2013-2022, Fatalities and Serious Injuries

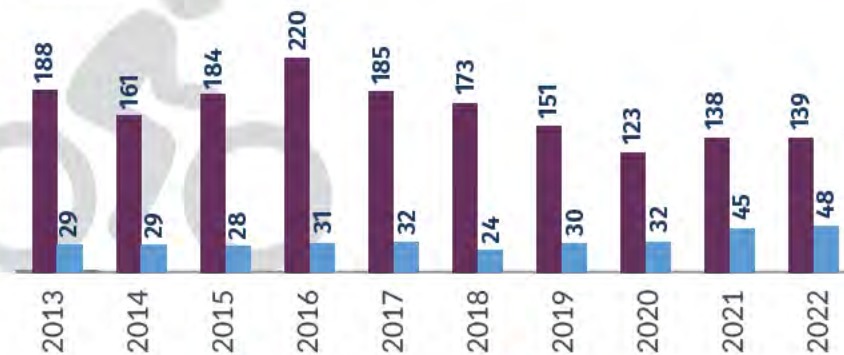
USUARIOS VULNERABLES DE LA VÍA

Fatalidades y lesiones graves

Peatones



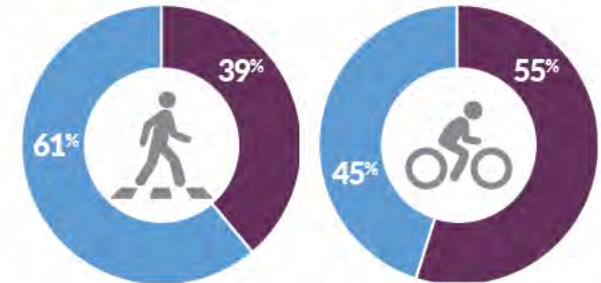
Ciclistas



■ Lesiones graves ■ Fatalidades

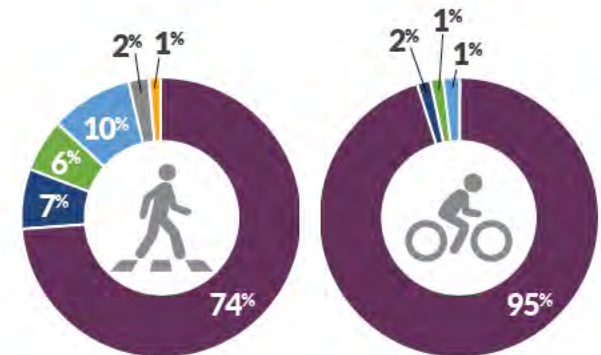
Dónde

- Intersección
- En medio de la cuadra



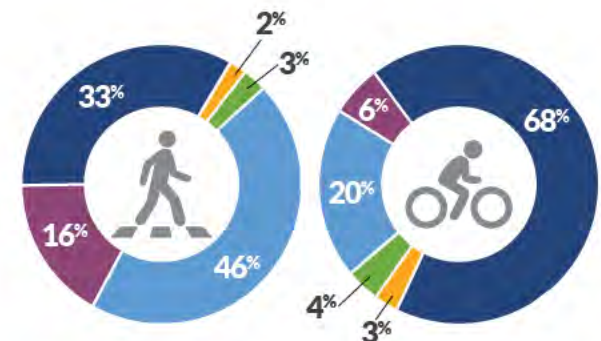
Cúando

- Cruzando la calle
- Viajando con el tráfico
- Viajando contra el tráfico
- Detenido
- Tumbado
- Trabajando en un vehículo



Hora del Día

- Luz del día
- Amanecer
- Atardecer
- Oscuridad con iluminación
- Oscuridad sin iluminación



Datos: 2013-2022, Fatalidades y lesiones graves

PLAN TIMELINE

SAFETY ANALYSIS AND OUTREACH DEVELOPMENT

December 2023 – April 2024



STAKEHOLDER AND PUBLIC OUTREACH

April-May 2024

SAFETY STRATEGIES AND PUBLIC COMMENT

June-September 2024



FINAL SHSP AND ATSAP DOCUMENTS

October 2024

LÍNEA DE TIEMPO DEL PROYECTO

ANÁLISIS DE SEGURIDAD Y DESARROLLO
DEL PLAN DE INVOLUCRAMIENTO
DE PARTES INTERESADAS Y PROMOCIÓN
COMUNITARIA

Diciembre 2023 - Abril 2024



INVOLUCRAMIENTO DE PARTES
INTERESADAS Y PROMOCIÓN
COMUNITARIA

Abril-Mayo 2024

ESTRATEGIAS DE SEGURIDAD
Y COMENTARIO PÚBLICO

Junio-Septiembre 2024



DOCUMENTOS FINALES
DE SHSP Y ATSAP

Octubre 2024



Arizona Department
of Transportation



STAY INFORMED

How can we improve safety for all travelers in Arizona?

Provide your input:



Return a comment card at tonight's meeting



Visit us online at adotsafetyplan.com and take the survey

Other comment methods:



NGBecerra@azdot.gov



855.712.8530



Attn: ADOT SHSP ATSAP
1655 W. Jackson St. MD126F
Phoenix, AZ 85007



For more information and to sign up for future updates, visit: adotsafetyplan.com





Arizona Department
of Transportation



MANTÉNGASE INFORMADO

¿Cómo podemos mejorar la seguridad para todos los viajeros en Arizona?

Comparta su Opinión:



Entregue una tarjeta de comentarios en la reunión de esta noche



Visítenos en línea en adotsafetyplan.com y complete la encuesta

Otras maneras de compartir sus comentarios:



NGBecerra@azdot.gov



855.712.8530



Attn: ADOT SHSP ATSAP
1655 W. Jackson St. MD126F
Phoenix, AZ 85007

Para obtener más información
y registrarse para recibir
actualizaciones a futuro, visite:
adotsafetyplan.com



Presentation

Arizona Department of Transportation

Strategic Highway Safety Plan & Active Transportation Safety Action Plan

Spanish Interpretation Available

Interpretación en español disponible

Please notify a staff member or raise your hand now if you need Spanish interpretation.

Notifique a un miembro del personal o levante la mano ahora si necesita interpretación en español.

Purpose of Tonight's Meeting

- Provide an overview of the State Highway Safety Plan (SHSP) and Active Transportation Safety Action Plan (ATSAP).
- Introduce the Safe System Approach.
- Provide an opportunity for the public to ask questions and make comments.



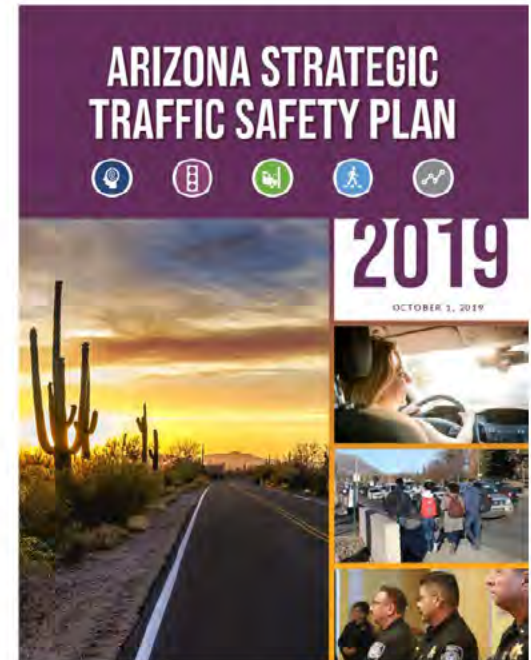
Tonight's Presenters

- Daniel Oldham, SHSP Project Manager
- Elaine Mariolle, ATSAP Project Manager
- Michael Grandy, Consultant SHSP and ATSAP Project Manager
- Jessica Parks, Consultant Public Involvement Manager

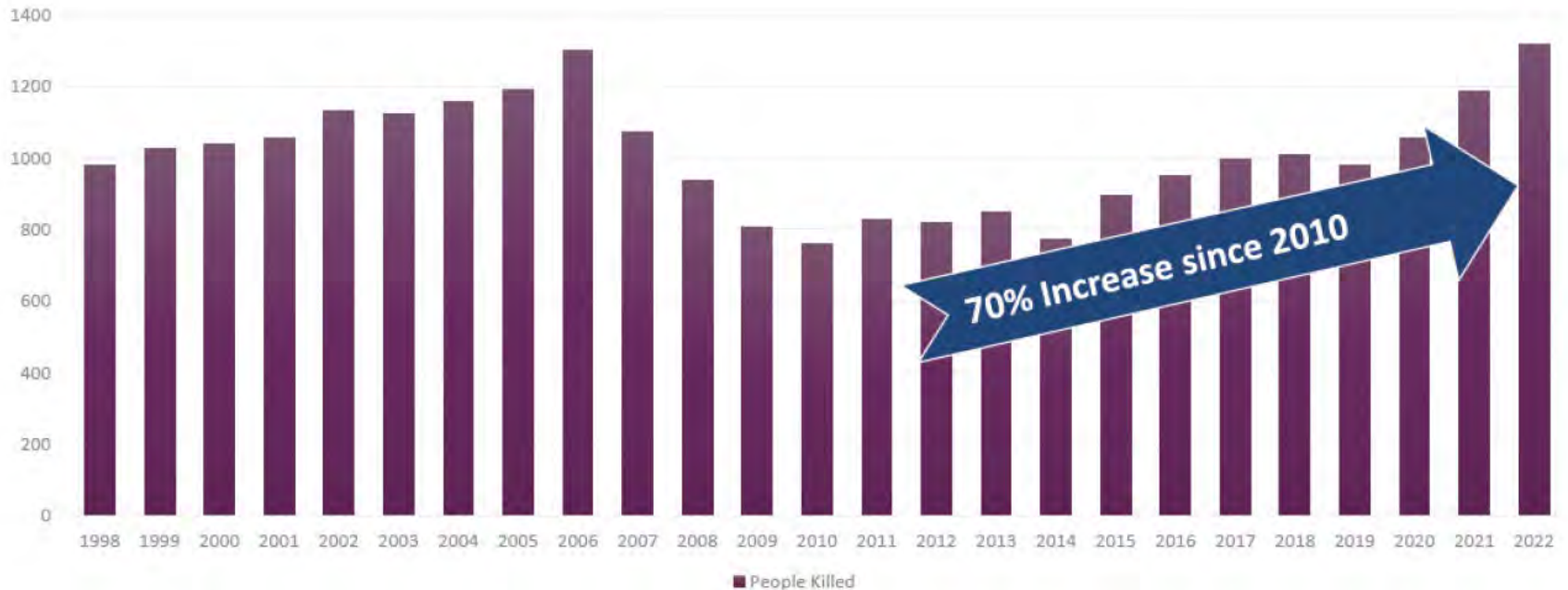
Strategic Highway Safety Plan Overview

Strategic Highway Safety Plan

- Policy document that provides a roadmap for how ADOT and its safety partners will reduce fatalities and serious injuries on Arizona roadways in the next five years.
- Identifies specific strategies and actions to achieve a targeted safety goal.



Arizona Traffic Fatalities from 1998-2022*



*2022 data as of 12/4/23

SHSP Vision and Goal

- **Vision:** Creating shared responsibility so everyone arrives safely home.
- **Goal:** Reduce life-altering traffic crashes* by 20% by 2030.

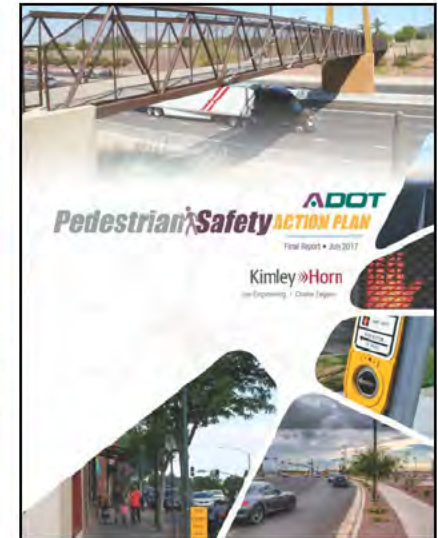
*Life-altering crashes are those that result in fatalities or serious injuries.



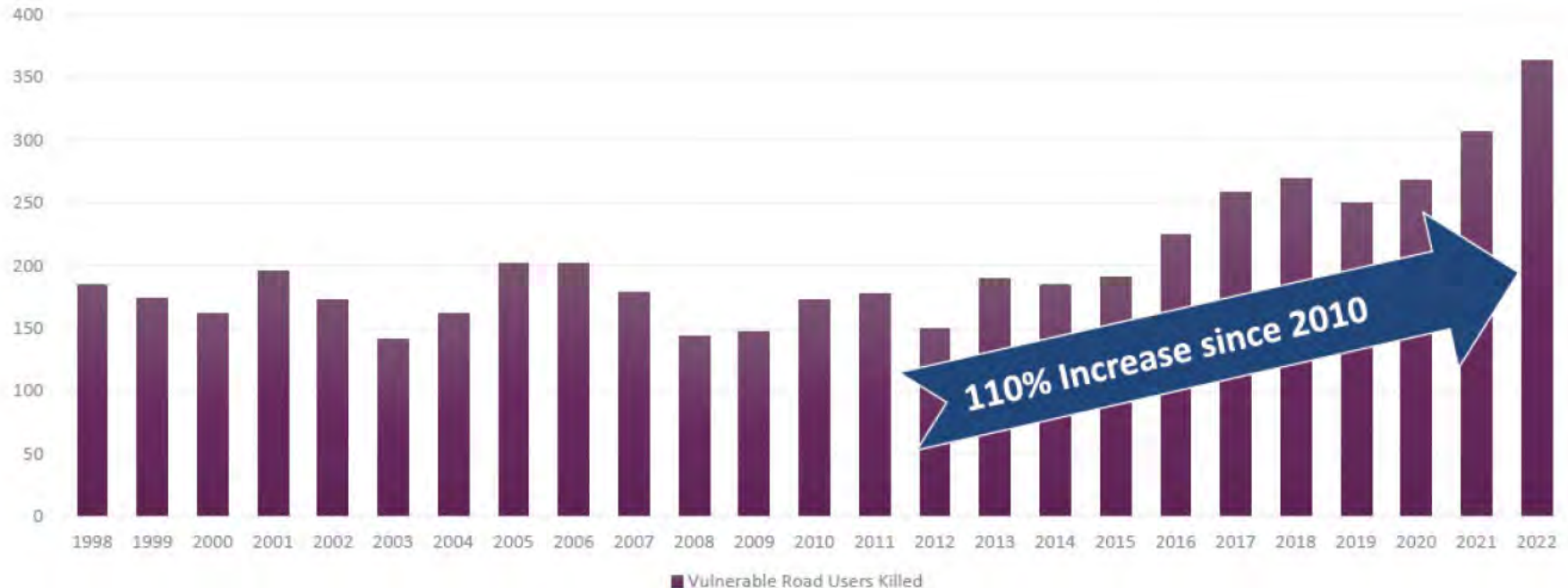
Active Transportation Safety Action Plan Overview

Active Transportation Safety Action Plan

Plan will identify specific projects and estimated costs for recommended pedestrian and bicyclist improvements on the State Highway System (SHS).



Arizona Vulnerable Road User Fatalities from 1998-2022*



*2022 data as of 12/4/23

ATSAP Goals

- **Short-term:** Reduce life-altering crashes involving pedestrians and bicyclists on the SHS by 20% by 2030.
- **Long-term:** Eliminate all life-altering crashes involving pedestrians and bicyclists on the SHS.

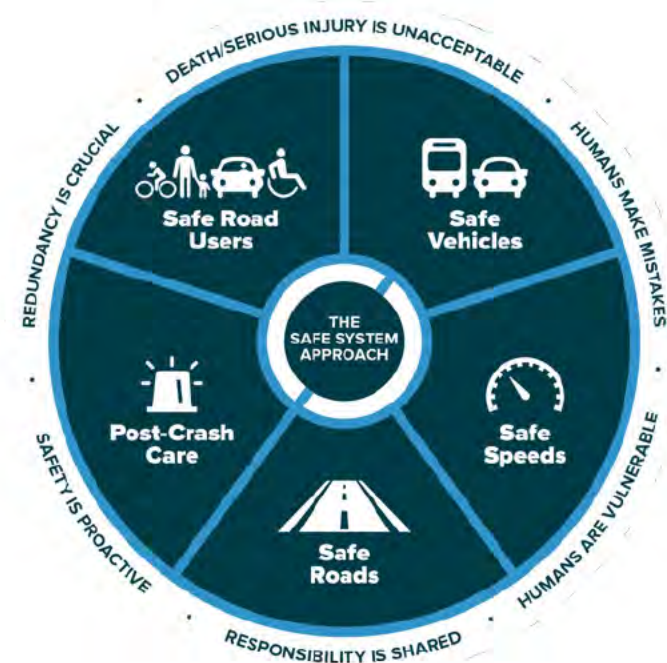


Safe System Approach

Safe System Approach

New approach that aims to eliminate fatal and serious injuries for all road users by looking at all factors affecting safety to:

- Prevent crashes from happening.
- Minimize the harm caused to those involved when crashes do occur.



Safe System Principles

- Death/serious injury is unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial



Safe System Elements

- Safe road users
- Safe vehicles
- Safe speeds
- Safe roads
- Post-crash care



Safety Focus Areas



HUMAN BEHAVIOR

- ➔ Alcohol/Drug/Impaired
- ➔ Distracted/Sleepy
- ➔ Speeding/Aggressive Driving
- ➔ No Helmet/No Restraint

74%
of Fatalities



VULNERABLE ROAD USERS

- ➔ Pedestrian
- ➔ Bicyclist
- ➔ Worker in Work Zone

25%
of Fatalities



INTERSECTIONS

- ➔ Junction-Related
- ➔ Railroad Crossings

28%
of Fatalities



LANE DEPARTURE

- ➔ Ran Off Road/Overtaken
- ➔ Environmental
 - Animal
 - Rain/Snow/Ice
 - Wind/Dust

50%
of Fatalities



TRIBAL LANDS

10%
of Fatalities

Data: 2013-2022, Fatalities

Note: The sum of percentages exceeds 100% because a crash can pertain to more than one focus area.



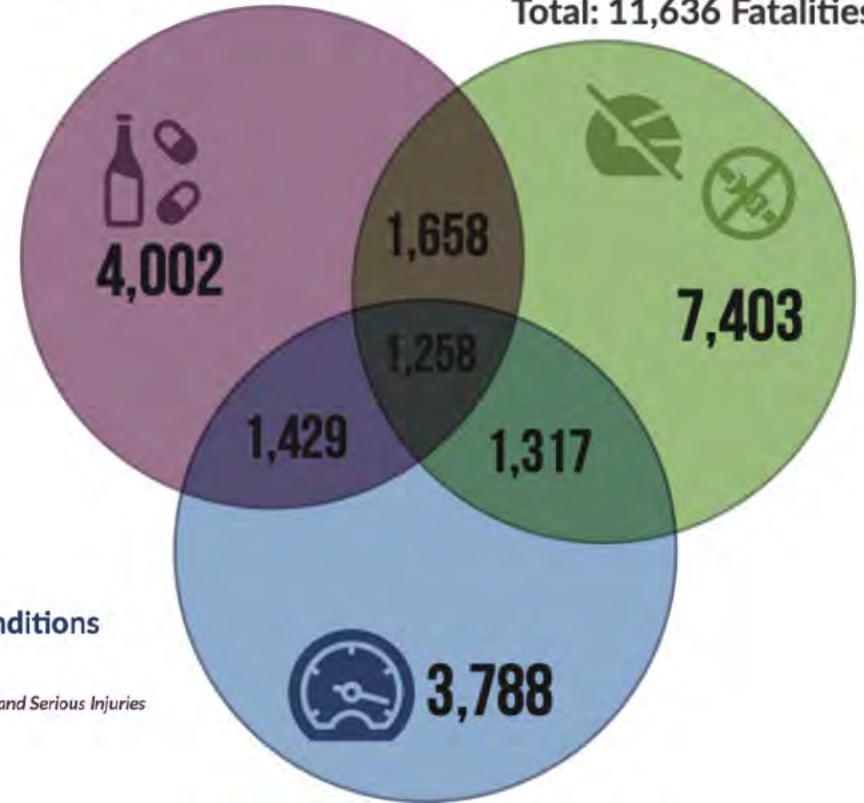
HUMAN BEHAVIOR

Factors leading to Arizona Traffic Fatalities

Alcohol, Drugs, Impaired
Total: 8,347 Fatalities

**No Helmet/
No Restraint**
Total: 11,636 Fatalities

Speeding Too Fast for Conditions
Total: 7,792 Fatalities

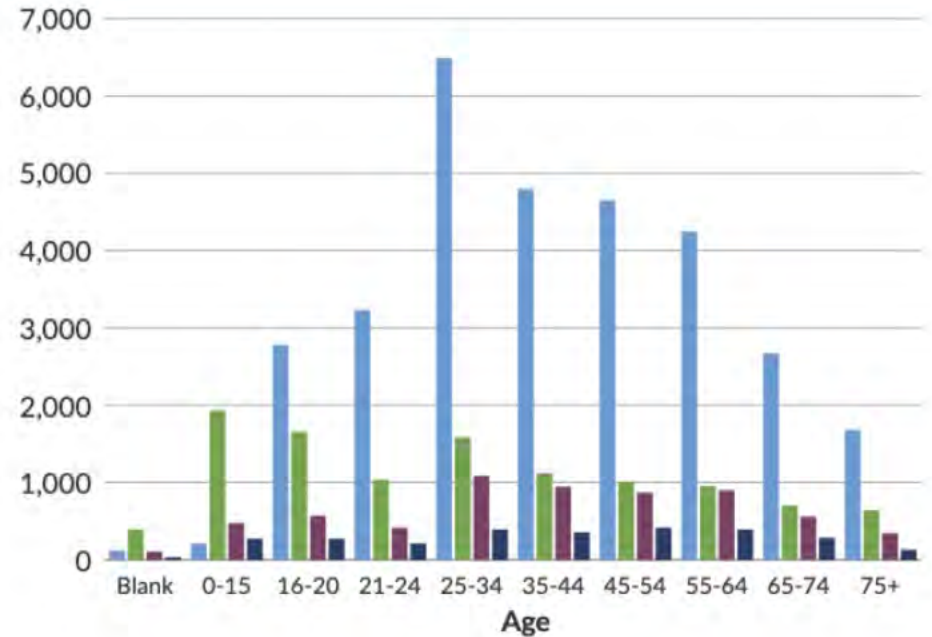


Data: 2013-2022, Fatalities and Serious Injuries



HUMAN BEHAVIOR

Fatalities and Serious Injuries by a Person's Age



Driver



Passenger



Pedestrian



Bicyclist



VULNERABLE ROAD USERS

Fatalities and Serious Injuries

Pedestrians



Bicyclists



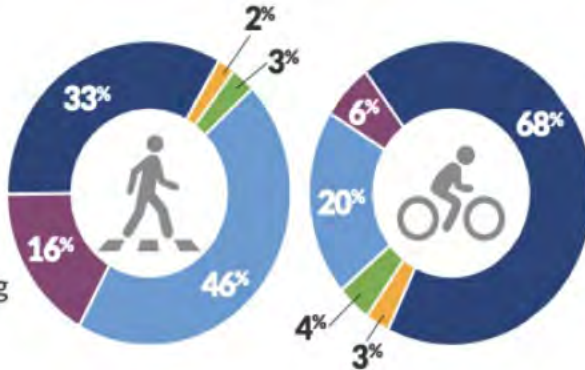
■ Serious Injuries ■ Fatalities



VULNERABLE ROAD USERS

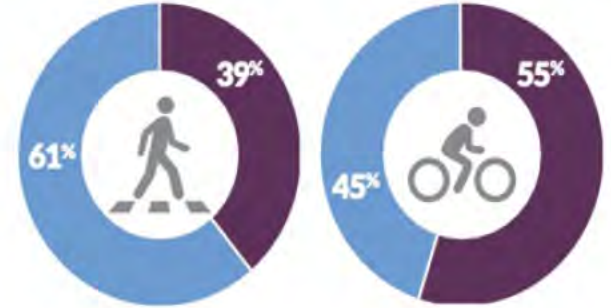
When:

- Daylight
- Dawn
- Dusk
- Dark with lighting
- Dark without lighting



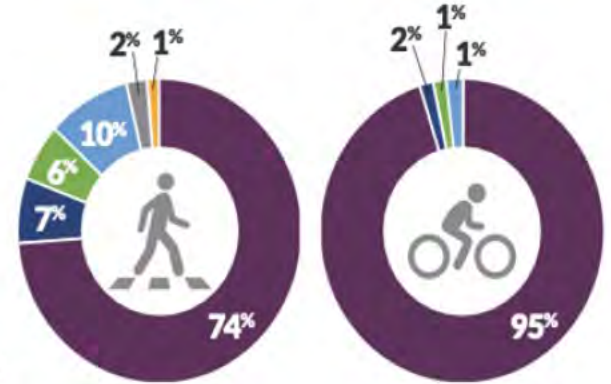
Where:

- Intersection
- Mid-Block



While:

- Crossing the road
- Traveling with traffic
- Traveling against traffic
- Stopped
- Lying
- Working on vehicle

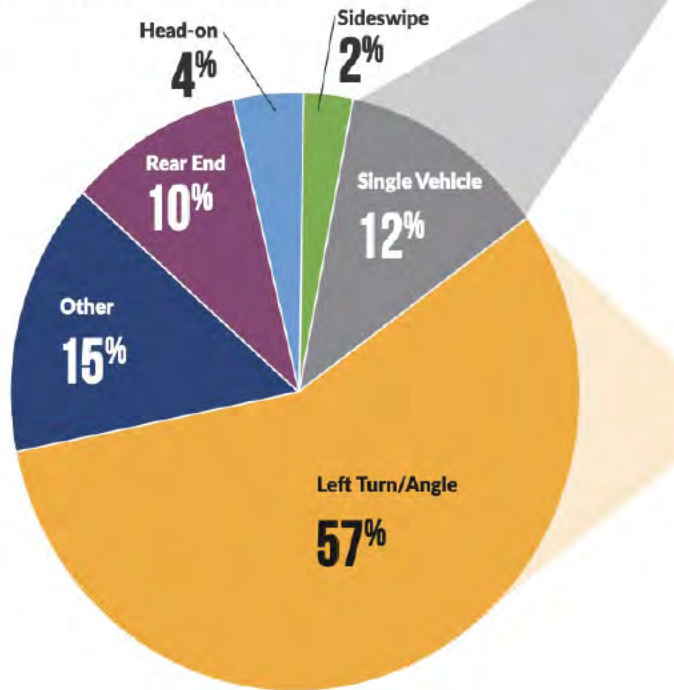


Data: 2013-2022, Fatalities and Serious Injuries

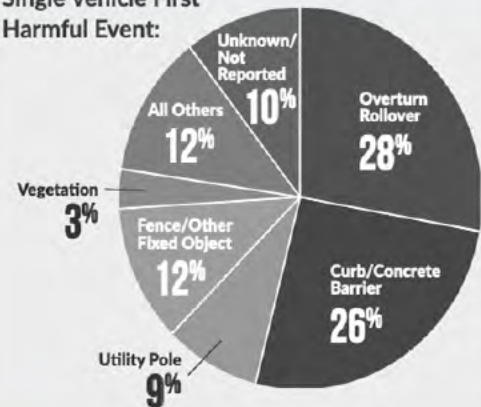


INTERSECTIONS

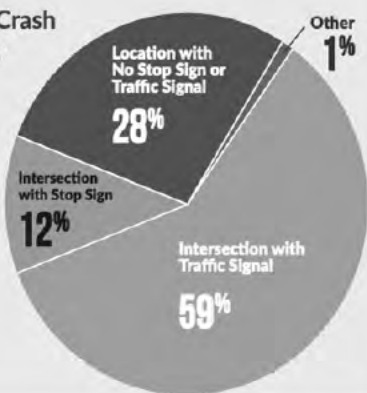
Intersection Crash Types



Single Vehicle First Harmful Event:



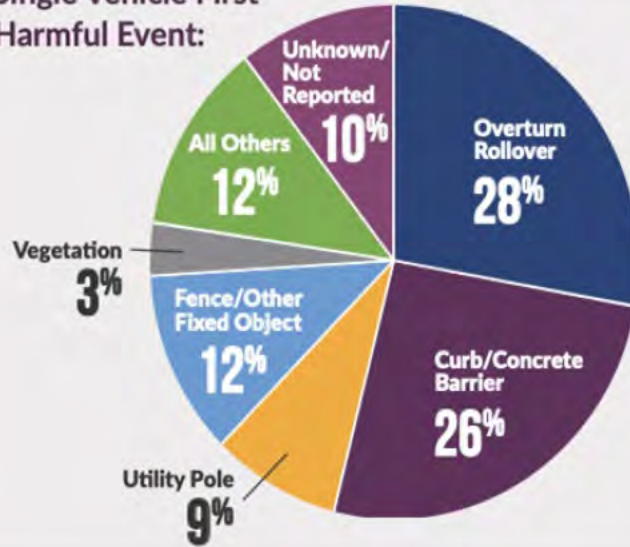
Left-Turn Crash Locations:



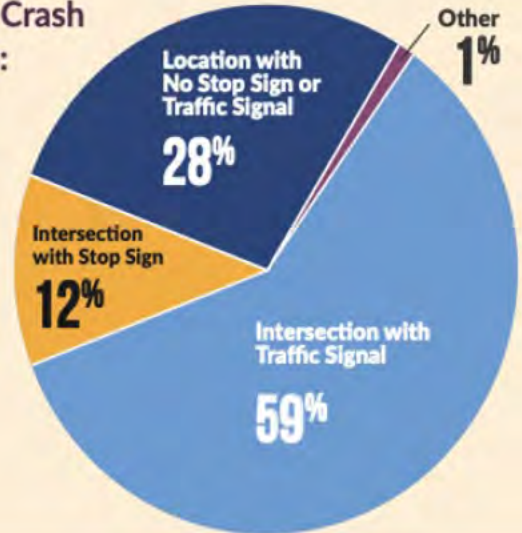


INTERSECTIONS

Single Vehicle First Harmful Event:



Left-Turn Crash Locations:

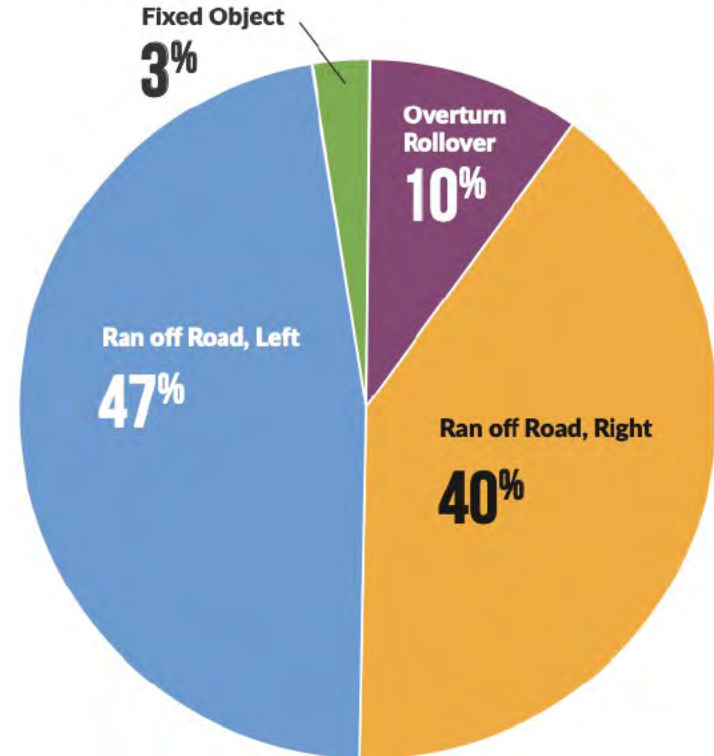




LANE DEPARTURE



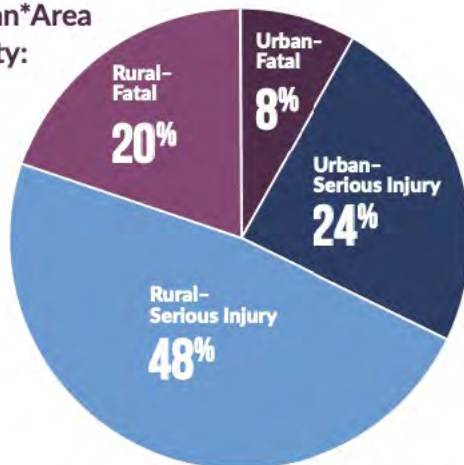
Lane Departure Crash Types:



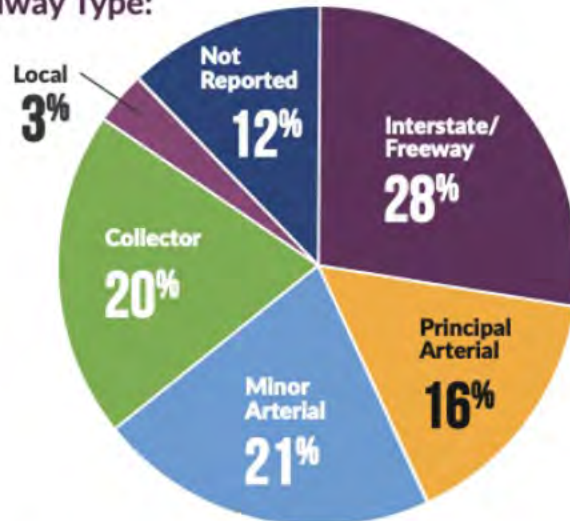


LANE DEPARTURE

Rural/Urban*Area
and Severity:



By Roadway Type:



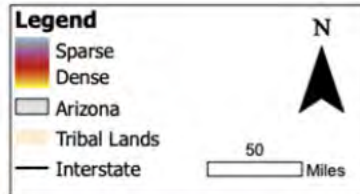
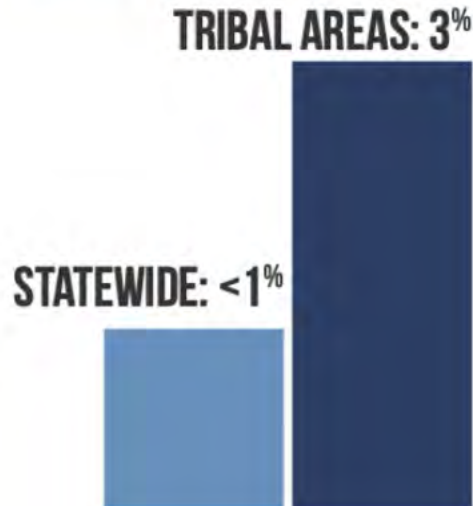
*Urban is defined as any crash occurring within an urban boundary (such as a city or town)

Data: 2013-2022, Fatalities and Serious Injuries



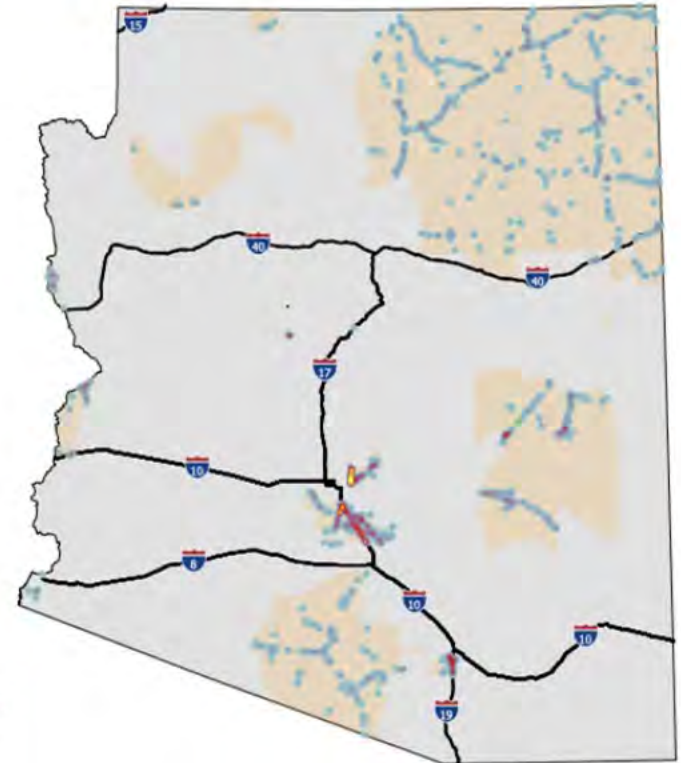
TRIBAL LANDS

Traffic Fatalities in Tribal Areas vs. Statewide



Data: 2013-2022, Fatalities and Serious Injuries

Fatalities and Serious Injuries Heatmap





TRIBAL LANDS

Tribal Land Crash Types by Percentage of Fatalities:



Human Behavior **63%**



Intersections **41%**



Lane Departure **32%**



Vulnerable Road Users **16%**

Note: The sum of percentages exceeds 100% because a crash can pertain to more than one focus area.

Public Involvement

Plan Schedule



Public Involvement

- ADOT is seeking public input on the development of the draft SHSP and ATSAP.
 - Public survey
 - Public meetings
 - Public comment period for draft and final documents
- Draft plan will be released for public review and comment.



How to Provide Input

- Tonight's meeting via written or verbal comment
- Online survey: adotsafetyplan.com
- Email: NGBecerra@azdot.gov
- Phone: 855.712.8530
- Mail: Attn: ADOT SHSP and ATSAP, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

Deadline for initial input: May 17, 2024

Get More Information

Plan website: azdot.gov/SafetyPlan

- Virtual meeting presentation
- Draft and final documents
- Sign up for the mailing list to be notified of updates



To take the survey and sign up for future updates, visit: adotsafetyplan.com



Arizona Department of Transportation

Plan Estratégico de Seguridad Vial (SHSP) y Plan de Acción de Seguridad para Usuarios de Transporte Activo (ATSAP)

Spanish Interpretation Available

Interpretación en español disponible

Please notify a staff member or raise your hand now if you need Spanish interpretation.

Favor de notificar a un miembro del personal o levante la mano ahora si necesita interpretación en español.

Propósito de la Reunión de Hoy:

- Proporcionar una descripción general del Plan de Seguridad de Carreteras Estatales (SHSP) y del Plan de Acción de Seguridad en el Transporte Activo (ATSAP).
- Presentar el Enfoque del Sistema Seguro.
- Ofrecer una oportunidad para que el público haga preguntas y comparta sus comentarios.



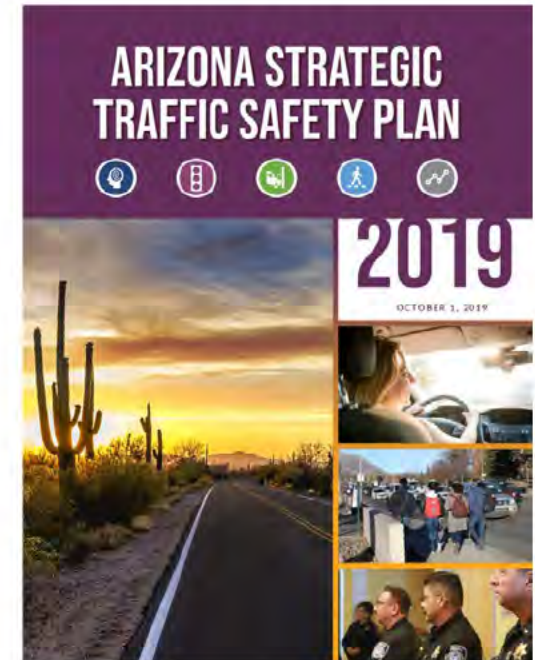
Presentadores de hoy

- Daniel Oldham, Gerente del Proyecto SHSP
- Elaine Mariolle, Gerente del Proyecto ATSAP
- Michael Grandy, Consultor y Gerente del Proyecto SHSP y ATSAP
- Jessica Parks, Gerente Consultor de Participación Pública

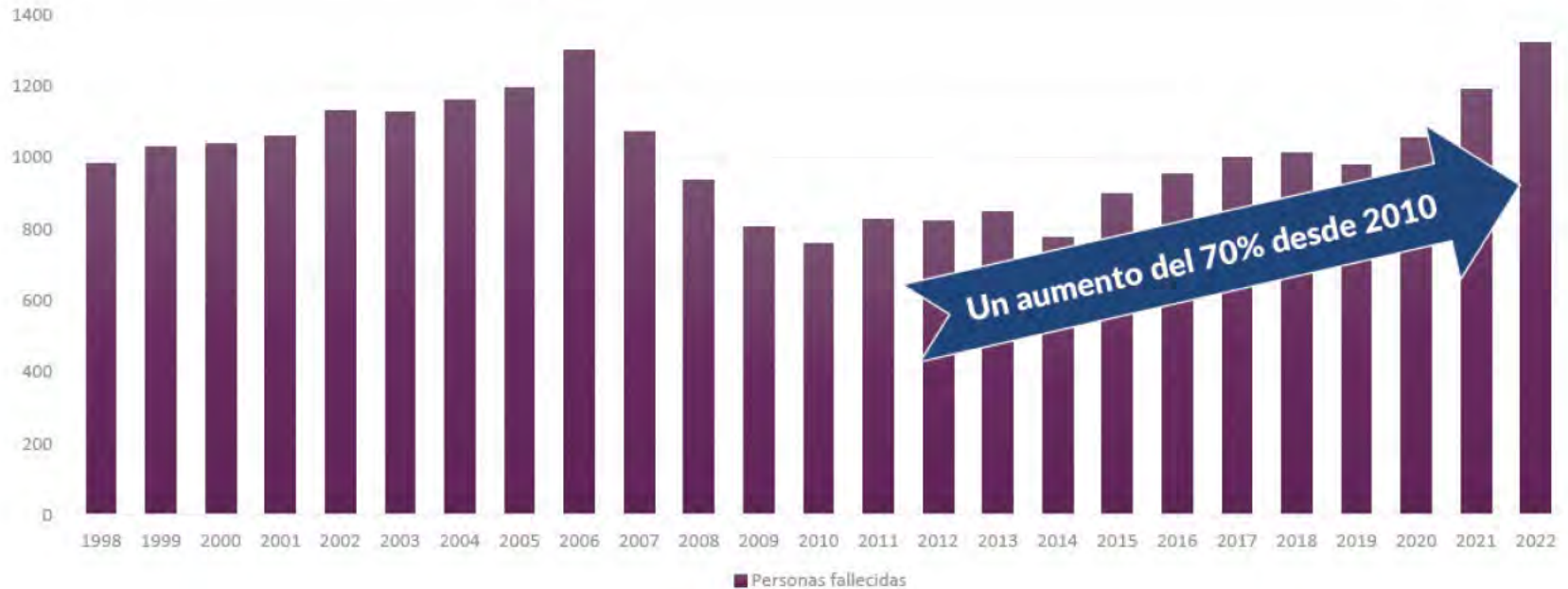
Descripción de Plan Estratégico de Seguridad Vial

Plan Estratégico de Seguridad Vial

- El documento de política pública proporciona una guía de cómo ADOT y sus aliados en seguridad reducirán las fatalidades y lesiones graves en las carreteras de Arizona en los próximos cinco años.
- Identifica estrategias y acciones específicas para lograr un objetivo de seguridad concreto



Muertes por Accidentes de Tráfico



*Datos de 2022 al 4/12/2023

Visión y Objetivo

- Visión: Crear responsabilidad compartida para que todos lleguen seguros a casa.
- Objetivo: Reducir accidentes de tráfico que alteren la vida* en un 20% para 2030.

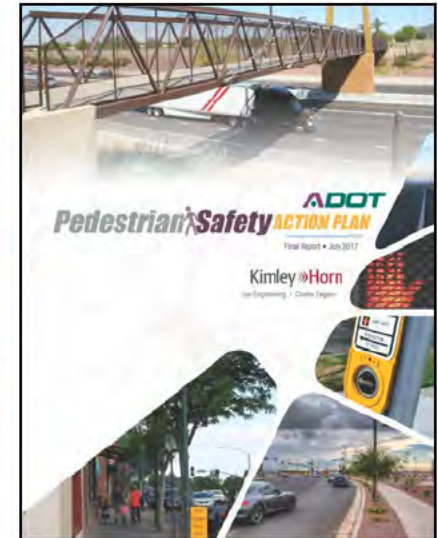
*Los accidentes que alteran la vida son aquellos que resultan en fatalidades o lesiones graves.



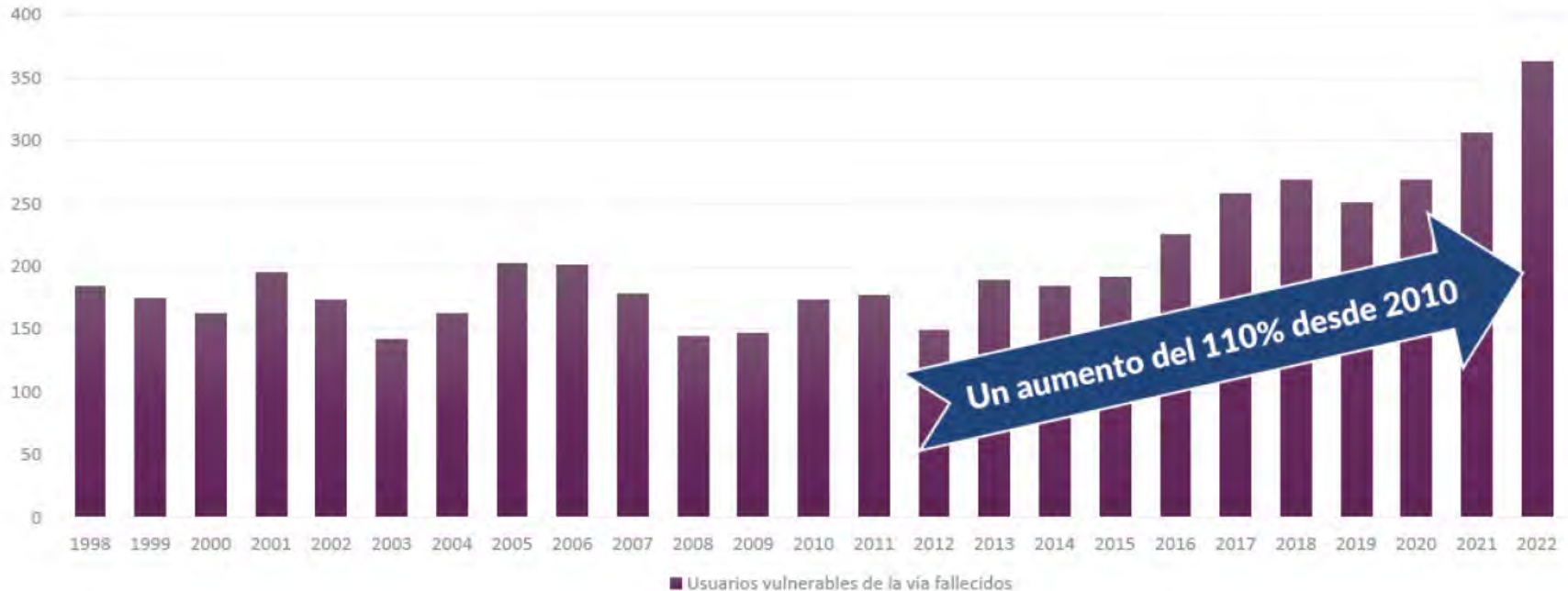
Descripción de Plan de Acción de Seguridad para Usuarios de Transporte Activo

Plan de Acción de Seguridad para Usuarios de Transporte Activo

El Plan identificará proyectos específicos y costos estimados para las mejoras recomendadas para peatones y ciclistas en el Sistema Estatal de Carreteras (SHS)



Muertes de Usuarios Vulnerables de la Vía de 1998-2022*



*Datos de 2022 al 4/12/2023

Objetivo:

- **Objetivo a corto plazo:** Reducir accidentes que alteren la vida que involucren a peatones y ciclistas en el Sistema de Carreteras Estatales en un 20% para 2030.
- **Objetivo a largo plazo:** Eliminar todos los accidentes que alteren la vida que involucren a peatones y ciclistas en el Sistema de Carreteras Estatales.



Un Enfoque de Sistema Seguro

Enfoque de Sistema Seguro

Es un nuevo enfoque que tiene como objetivo eliminar las lesiones fatales y graves para todos los usuarios de las carreteras, al considerar todos los factores que afectan la seguridad para:

- Prevenir ocurran accidentes.
- Minimizar el daño causado a las personas involucradas cuando ocurran accidentes.

Enfoque de Sistema Seguro (Departamento de Transporte de los Estados Unidos)



Enfoque de Sistema Seguro

- La muerte/lesión grave es inaceptable
- Los humanos cometen errores
- Los humanos son vulnerables
- LA responsabilidad es compartida
- La seguridad es proactiva
- La redundancia es crucial

Enfoque de Sistema Seguro (Departamento de Transporte de los Estados Unidos)



Elementos del Sistema Seguro:

- Usuarios de la vía seguros
- Vehículos seguros
- Atención después del accidente
- Velocidades seguras
- Carreteras seguras

Enfoque de Sistema Seguro (Departamento de Transporte de los Estados Unidos)



Áreas de enfoque de seguridad



COMPORTAMIENTO HUMANO

- ➔ Conducción Bajo Efectos del Alcohol/Drogas/
- ➔ Conductores Distraídos/Somnolientos
- ➔ Exceso de velocidad/Conducción agresiva
- ➔ Sin casco/Sin cinturón de seguridad

74%
de las
fatalidades



USUARIOS VULNERABLES DE LA VÍA

- ➔ Peatones
- ➔ Ciclistas
- ➔ Trabajadores en zonas de obras

25%
de las
fatalidades



INTERSECCIONES

- ➔ Relacionadas con cruces
- ➔ Cruces de ferrocarril

28%
de las
fatalidades



DESVIACIÓN DEL CARRIL

- ➔ Vehículos desviados de la carretera/Volcaduras
- ➔ Causas Ambientales
 - Causas por Animales
 - Lluvia/Nieve/Hielo
 - Viento/Polvo

50%
de las
fatalidades



TIERRAS TRIBALES

10%
de las
fatalidades

Datos: 2013-2022, Fatalidades

Nota: La suma de los porcentajes supera el 100% porque un accidente puede pertenecer a más de una área de enfoque.

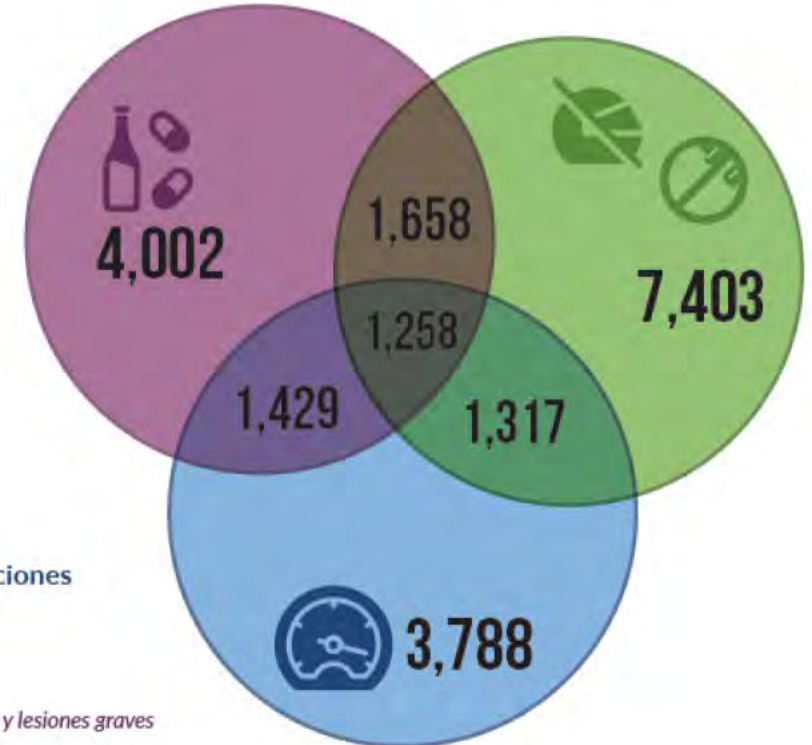


COMPORTAMIENTO HUMANO

Factores que contribuyen a las fatalidades de tráfico en Arizona

Conducción en estado de ebriedad o bajo efectos del alcohol/drogas
Total: 8,347 fatalidades

Sin casco/ Sin cinturón de seguridad
Total: 11,636 fatalidades

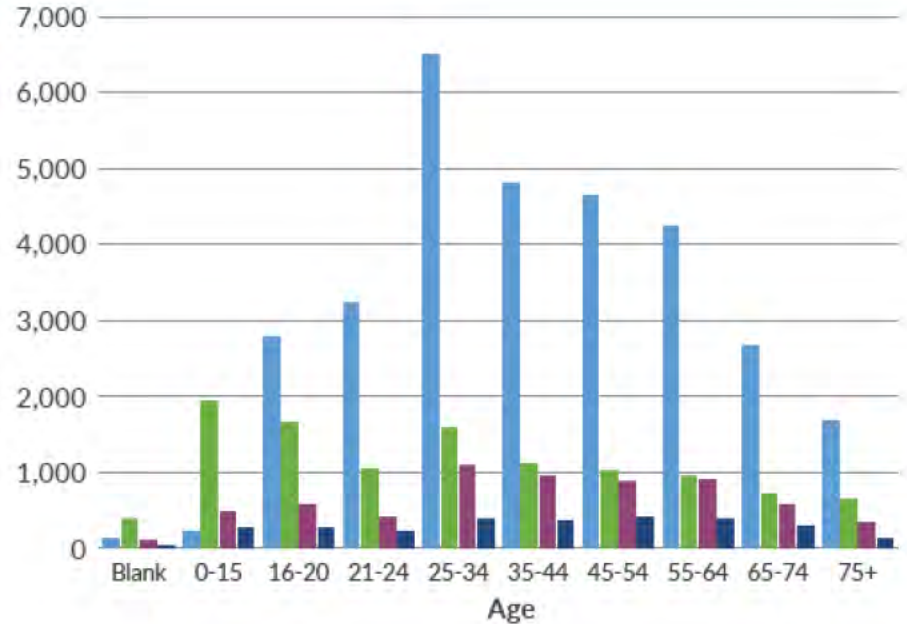


Exceso de velocidad para las condiciones
Total: 7,792 fatalidades



COMPORTAMIENTO HUMANO

Muertes y lesiones graves por edad de la persona:



Conductor



Pasajero



Peatón



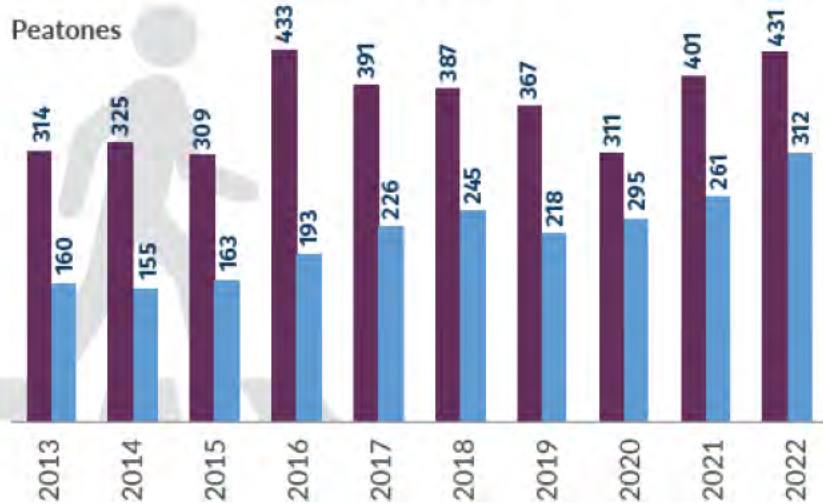
Ciclista



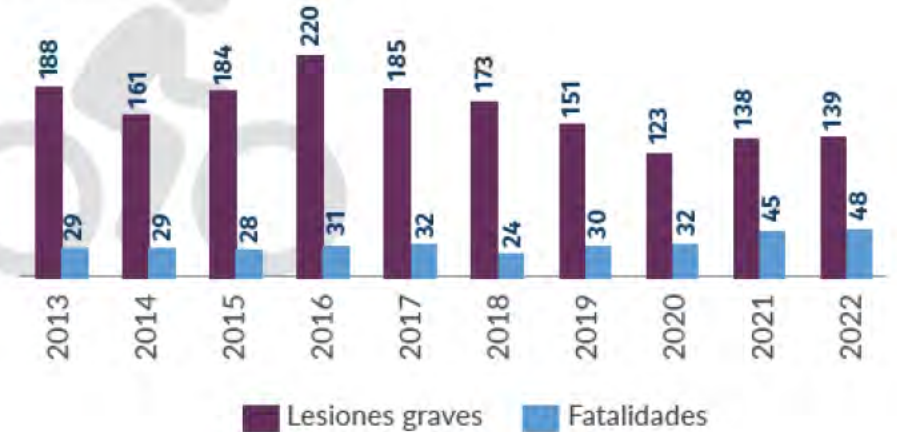
USUARIOS VULNERABLES DE LA VÍA

Fatalidades y lesiones graves

Peatones



Ciclistas



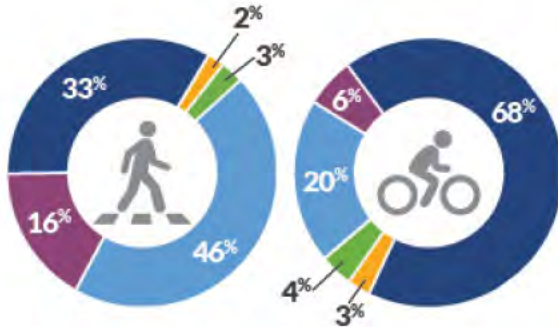
Lesiones graves Fatalidades



USUARIOS VULNERABLES DE LA VÍA

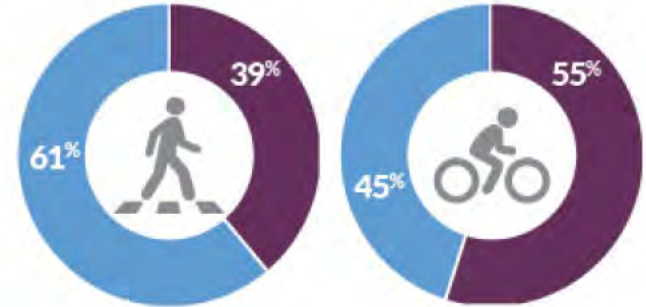
Hora del Día

- Luz del día
- Amanecer
- Atardecer
- Oscuridad con iluminación
- Oscuridad sin iluminación



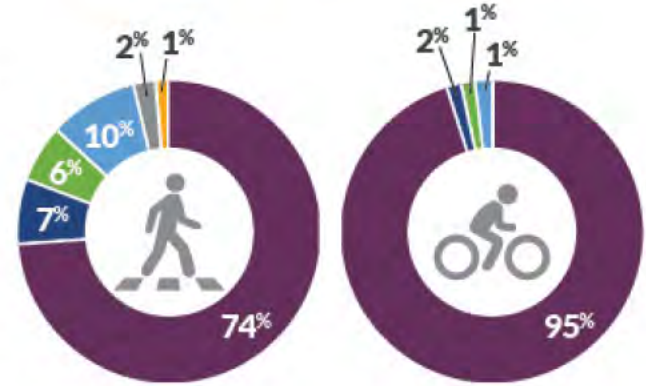
Dónde

- Intersección
- En medio de la cuadra



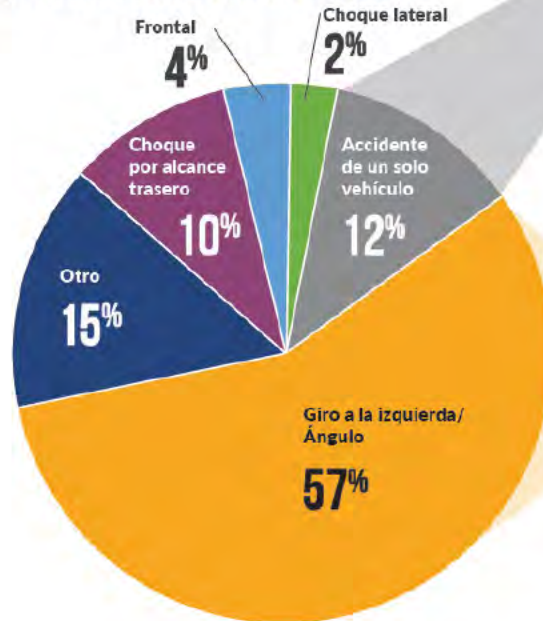
Cúando

- Cruzando la calle
- Viajando con el tráfico
- Viajando contra el tráfico
- Detenido
- Tumbado
- Trabajando en un vehículo



INTERSECCIONES

Tipos de accidentes en intersecciones



Primer evento dañino de vehículo único:



Ubicaciones de accidentes por giro a la izquierda:

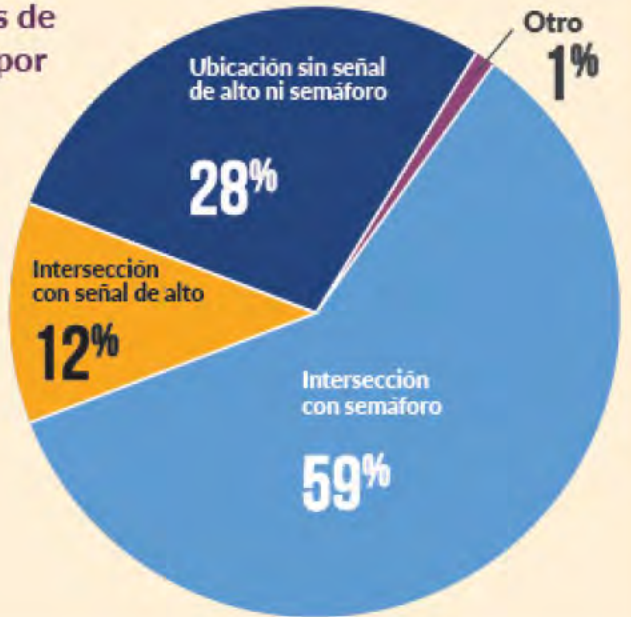


INTERSECCIONES

**Primer evento dañino de
vehículo único:**



**Ubicaciones de
accidentes por
giro a la
izquierda:**

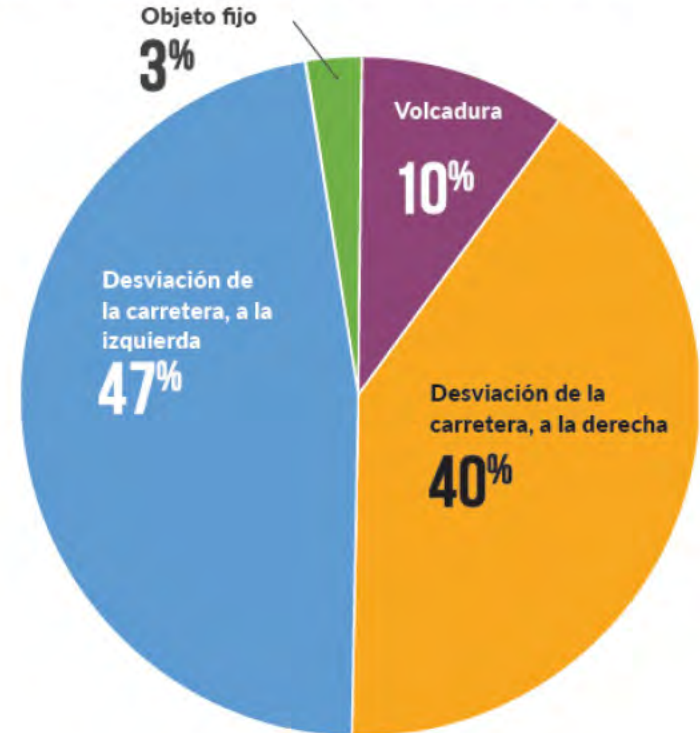




DESVIACIÓN DEL CARRIL



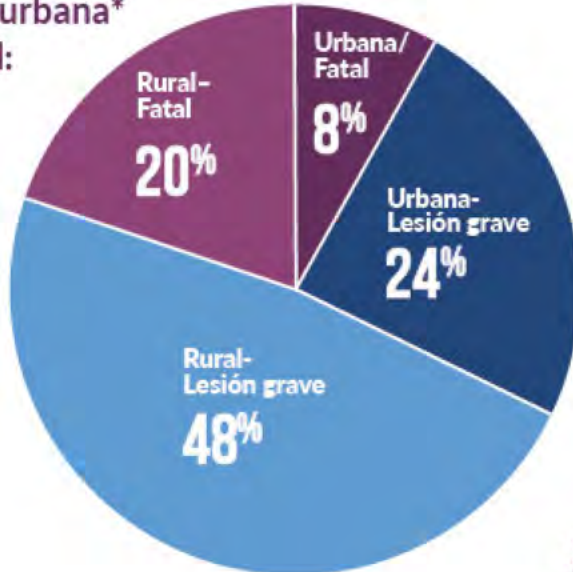
Tipos de accidentes por desviación de carril:



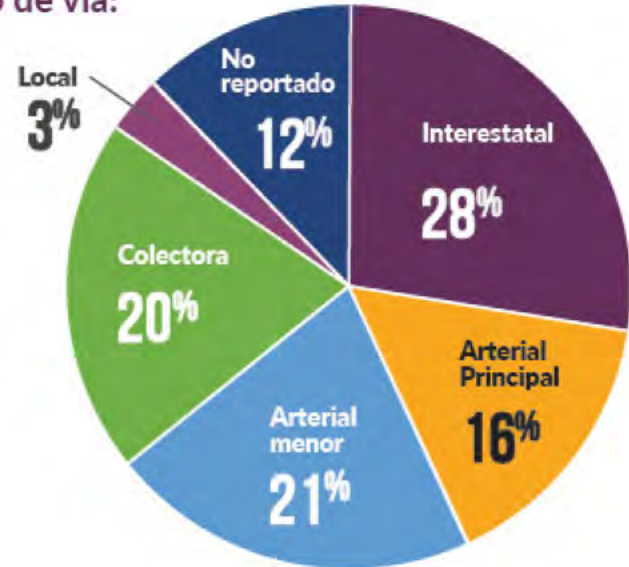


DESVIACIÓN DEL CARRIL

Área rural/urbana*
y severidad:



Por tipo de vía:

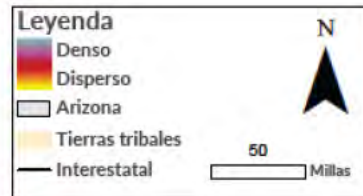


**Urbano se define como cualquier accidente que ocurra dentro de un límite urbano (como una ciudad o pueblo)
Datos: 2013-2022, Fatalidades y lesiones graves*

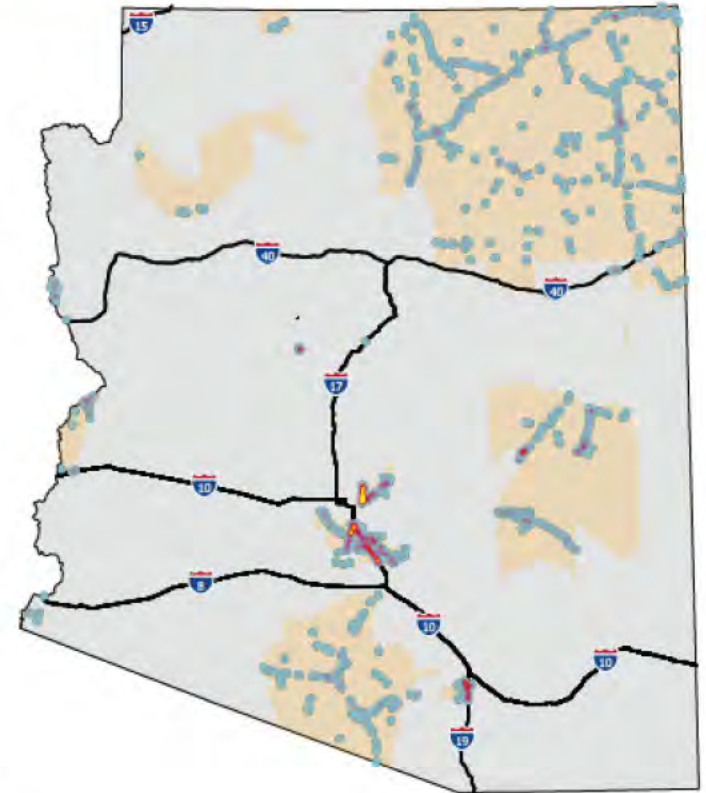


TIERRAS TRIBALES

Fatalidades de tráfico en áreas tribales vs. en todo el estado



Mapa de fatalidades y lesiones graves



Datos: 2013-2022, Fatalidades y lesiones graves



TIERRAS TRIBALES

Tipos de accidentes en tierras tribales según el porcentaje de fatalidades:



Comportamiento humano **63%**



Intersecciones **41%**



Desviación de carril **32%**



Usuarios vulnerables de la vía **16%**

Nota: La suma de los porcentajes supera el 100% porque un accidente puede pertenecer a más de un área de enfoque.

Involucramiento de Partes Interesadas y Promoción Comunitaria

Línea de Tiempo del Proyecto

**ANÁLISIS DE SEGURIDAD Y DESARROLLO
DEL PLAN DE INVOLUCRAMIENTO
DE PARTES INTERESADAS Y PROMOCIÓN
COMUNITARIA**

Diciembre 2023 - Abril 2024



**INVOLUCRAMIENTO DE PARTES
INTERESADAS Y PROMOCIÓN
COMUNITARIA**

Abril-Mayo 2024

**ESTRATEGIAS DE SEGURIDAD
Y COMENTARIO PÚBLICO**

Junio-Septiembre 2024



**DOCUMENTOS FINALES
DE SHSP Y ATSAP**

Octubre 2024

Involucramiento de Partes Interesadas y Promoción Comunitaria

- ADOT está buscando obtener comentarios del público sobre el desarrollo del borrador del SHSP (Plan Estatal de Seguridad en las Carreteras) y ATSAP (Programa de Análisis de Seguridad en el Transporte)
 - Encuesta pública
 - Reuniones públicas
 - Período de comentarios públicos para los documentos preliminares y finales
 - El plan preliminar se publicará para revisión y comentarios públicos.



Cómo proporcionar su opinión:

- En la reunión de esta noche mediante comentario escrito o verbal
- Encuesta en línea: adotsafetyplan.com
- Por correo electrónico: NGBecerra@azdot.gov
- Por teléfono: 855.712.8530
- Por correo postal: Attn: ADOT SHSP and ATSAP, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

**Fecha límite para proporcionar sus comentarios iniciales:
17 de mayo de 2024**

Obtenga más Información

Sitio web: **azdot.gov/SafetyPlan**

- Presentación de la reunión virtual
- Documentos preliminares y finales
- Regístrese en la lista de correo para recibir notificaciones de actualizaciones



Para tomar la encuesta y registrarse para futuras actualizaciones, visite este enlace:
adotsafetyplan.com

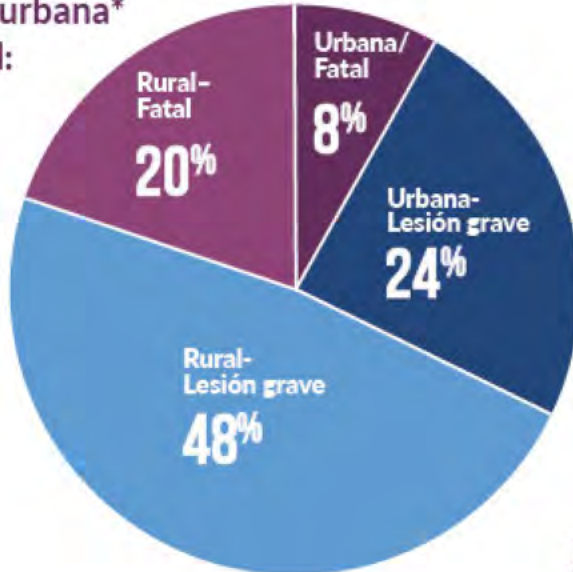


Fact Sheet

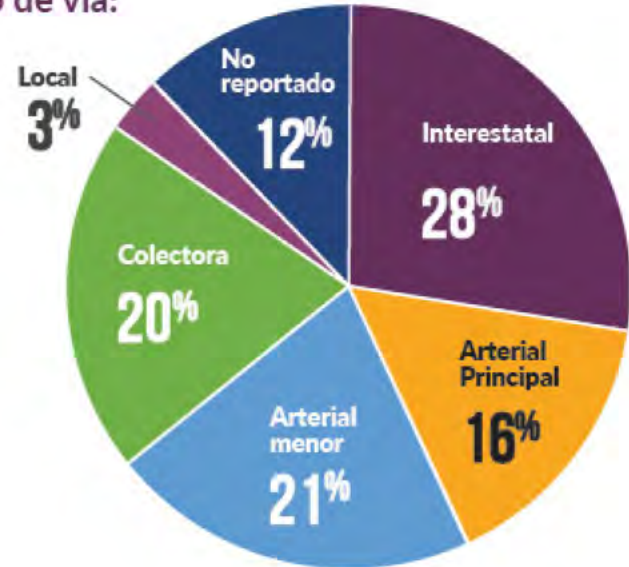


DESVIACIÓN DEL CARRIL

Área rural/urbana*
y severidad:



Por tipo de vía:

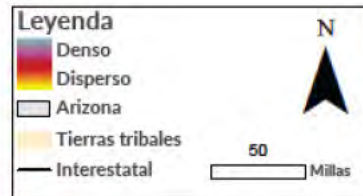


**Urbano se define como cualquier accidente que ocurra dentro de un límite urbano (como una ciudad o pueblo)
Datos: 2013-2022, Fatalidades y lesiones graves*

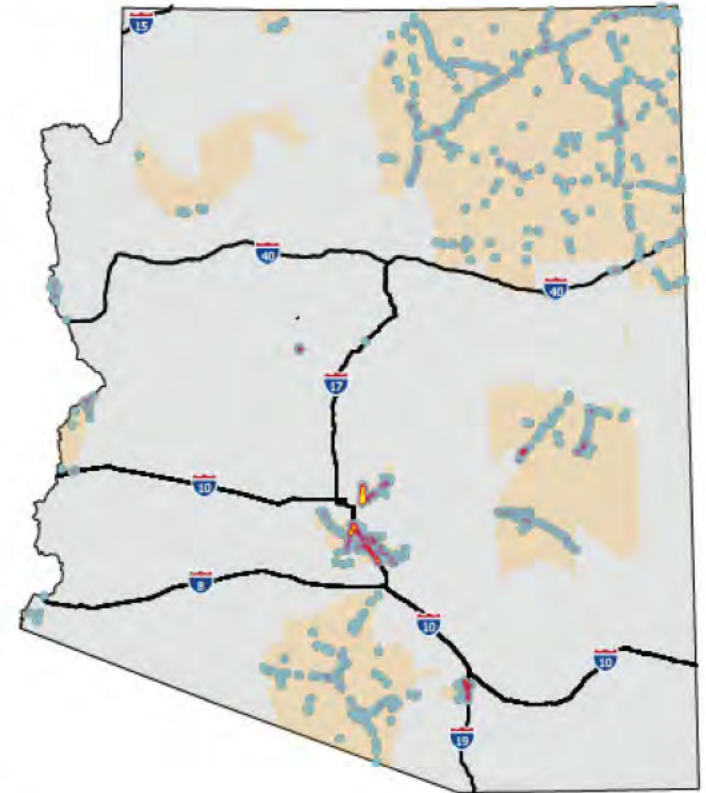


TIERRAS TRIBALES

Fatalidades de tráfico en áreas tribales vs. en todo el estado



Mapa de fatalidades y lesiones graves



Datos: 2013-2022, Fatalidades y lesiones graves



TIERRAS TRIBALES

Tipos de accidentes en tierras tribales según el porcentaje de fatalidades:



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Fact Sheet

OVERVIEW

Improving the safety of Arizona's public roadways so everyone arrives safely home is a top priority for the Arizona Department of Transportation (ADOT). Unfortunately, recent safety data reveals a concerning trend. While Arizona's population has increased 12% since 2013, our annual traffic fatalities have increased 55%, with pedestrian and bicyclist fatalities increasing 90%.

ADOT is taking action to reverse this trend by developing a comprehensive, statewide plan – the Strategic Highway Safety Plan (SHSP) – to reduce fatalities and serious injuries on all public roadways. The SHSP is a data-driven, multi-year safety plan that establishes a statewide vision, goal and strategies for improving safety with the goal of reducing life-altering crashes by 20% by 2030.

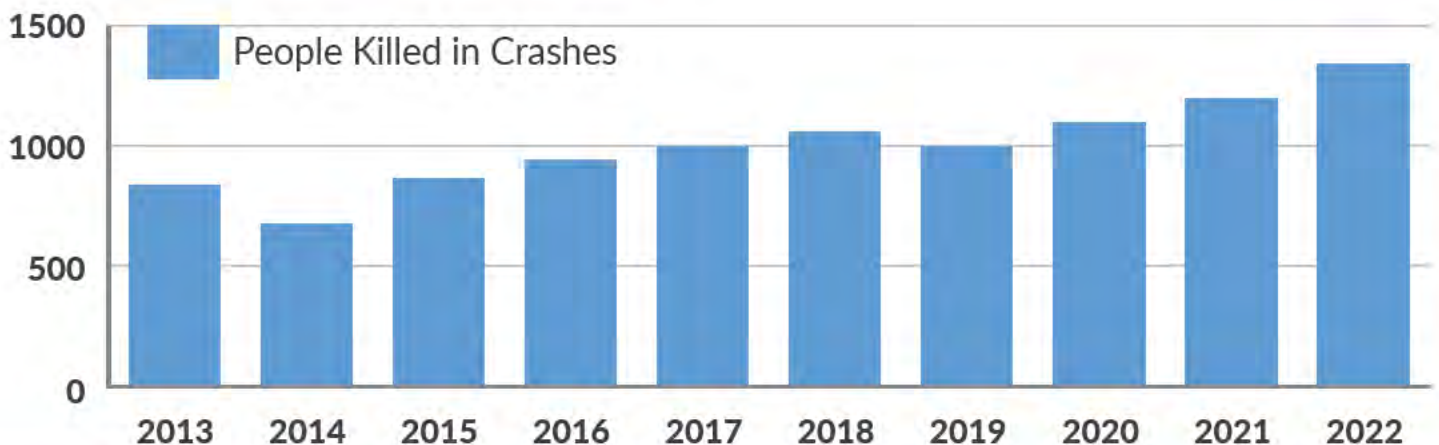
The plan is based on a Safe System Approach, which looks at all factors affecting safety and emphasizes our shared responsibility for improving safety on roadways. The graphic on the right shows the elements and principles of the Safe System Approach.

With pedestrian and bicyclist fatalities also increasing at a high rate, ADOT is also developing Arizona's first Active Transportation Safety Action Plan (ATSAP), which will recommend location-specific projects to improve safety for pedestrians and bicyclists where they interact with the state highway system.

Safe System Approach (U.S. Department of Transportation)



Traffic Fatalities in Arizona 2013-2022



SAFETY FOCUS AREAS



HUMAN
BEHAVIOR



INTERSECTIONS



LANE
DEPARTURES



VULNERABLE
ROAD USERS



TRIBAL

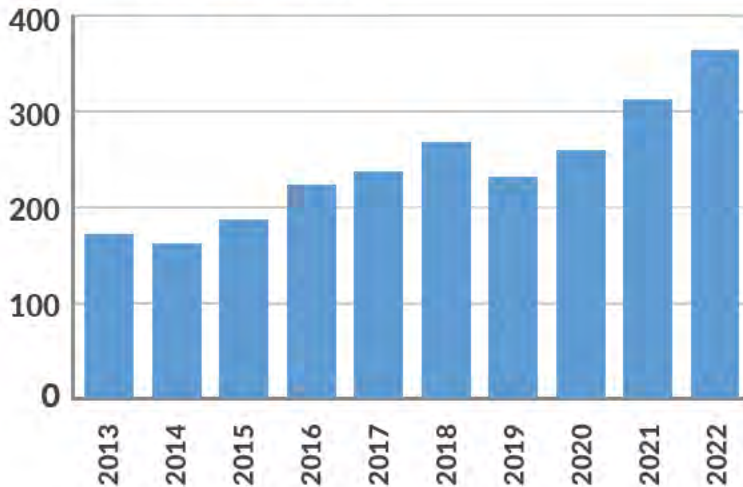
SHSP VISION

Creating shared responsibility so everyone arrives safely home.

SHSP GOAL

Reduce life-altering traffic crashes by 20% by 2030.

Pedestrian and Bicyclist Fatalities
in Arizona, 2013-2022



NEXT STEPS

ADOT will host a series of Stakeholder Safety Workshops and Public Open Houses across the state to collect feedback on safety concerns and potential strategies. Working with key stakeholder agencies, ADOT will develop recommended strategies to improve safety in the five safety focus areas listed above. The draft SHSP and ATSAP will be available September 2024 for public comment.

PROJECT TIMELINE



SAFETY ANALYSIS AND
OUTREACH DEVELOPMENT

December 2023 - April 2024



STAKEHOLDER AND
PUBLIC OUTREACH

April-May 2024



SAFETY STRATEGIES AND
PUBLIC COMMENT

June-September 2024



FINAL SHSP AND ATSAP
DOCUMENTS

October 2024

STAY INFORMED

Visit the project website to learn more about public involvement opportunities and sign up to receive information and updates by email.



adotsafetyplan.com



Nancy Becerra, Community
Relations Project Manager at
NGBecerra@azdot.gov



855.712.8530



VISIÓN GENERAL

Mejorar la seguridad de las carreteras públicas de Arizona para que todos lleguen a casa de manera segura es una prioridad principal para el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés). Desafortunadamente, los datos recientes sobre seguridad revelan una tendencia preocupante. Aunque la población de Arizona ha aumentado un 12% desde 2013, las muertes anuales por accidentes de tráfico han aumentado un 55%, con un aumento del 90% en las muertes de peatones y ciclistas.

ADOT está tomando medidas para revertir esta tendencia mediante el desarrollo de un plan integral a nivel estatal: el Plan Estratégico de Seguridad en Carreteras (SHSP por sus siglas en inglés), con el objetivo de reducir las muertes y lesiones graves en todas las carreteras públicas. El SHSP es un plan de seguridad basado en datos a través de varios años que establece una visión, objetivo y estrategias a nivel estatal para mejorar la seguridad, con el objetivo de reducir los accidentes que alteran la vida en un 20% para 2030.

El plan se basa en un Enfoque de Sistema Seguro, que considera todos los factores que afectan la seguridad y enfatiza nuestra responsabilidad compartida para mejorar la seguridad en las carreteras. La gráfica a la derecha muestra los elementos y principios del Enfoque de Sistema Seguro.

Dado que las muertes de peatones y ciclistas también están aumentando a un ritmo elevado, ADOT está desarrollando el primer Plan de Acción de Seguridad para el Transporte Activo de Arizona (ATSAP por sus siglas en inglés), que recomendará proyectos específicos por ubicación para mejorar la seguridad de peatones y ciclistas donde interactúan con el sistema estatal de carreteras.

Enfoque de Sistema Seguro (Departamento de Transporte de EE. UU.)



Muertes por Accidentes de Tráfico en Arizona 2013-2022



ÁREAS DE ENFOQUE DE SEGURIDAD



COMPORTAMIENTO
HUMANO



INTERSECCIONES



DESVÍOS DE
CARRIL



USUARIOS
VULNERABLES
DE LA VÍA



TRIBALES

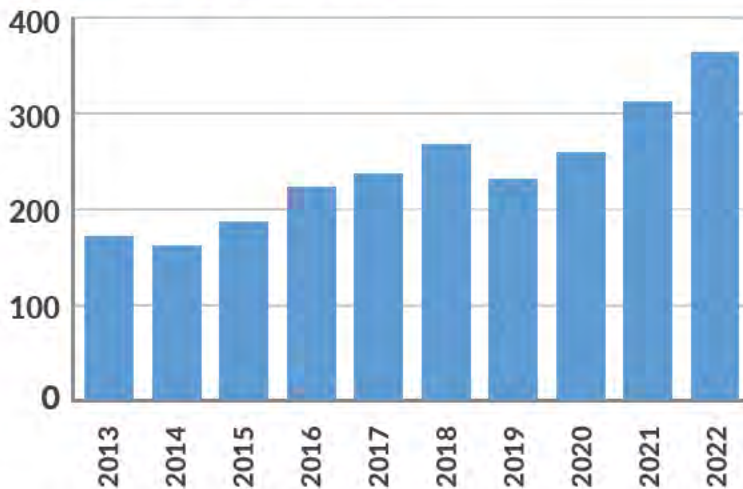
VISIÓN DE SHSP

Crear una responsabilidad compartida para que todos lleguen a casa de manera segura.

META DE SHSP

Reducir los accidentes de tráfico que alteran la vida en un 20% para 2030.

Muertes de peatones y ciclistas
en Arizona, 2013-2022



PASOS A SEGUIR

ADOT organizará una serie de talleres de seguridad para partes interesadas y jornadas de puertas abiertas al público en todo el estado para recopilar comentarios sobre preocupaciones de seguridad y estrategias potenciales. Trabajando con agencias clave de partes interesadas, ADOT desarrollará estrategias recomendadas para mejorar la seguridad en las cinco áreas de enfoque de seguridad mencionadas anteriormente. Los borradores del SHSP y ATSAP estarán disponibles en septiembre de 2024 para comentarios públicos.

CRONOLOGÍA DEL PROYECTO



ANÁLISIS DE SEGURIDAD Y
DESARROLLO DE PROMOCIÓN PÚBLICA
diciembre de 2023 - abril de 2024



INVOLUCRAMIENTO DE PARTES
INTERESADAS Y PROMOCIÓN COMUNITARIA
abril-mayo de 2024



ESTRATEGIAS DE SEGURIDAD
Y COMENTARIOS PÚBLICOS
junio-septiembre de 2024



DOCUMENTOS FINALES DEL SHSP
Y ATSAP
octubre de 2024

MANTÉNGASE INFORMADO

Visite el sitio web del proyecto para obtener más información sobre oportunidades de participación pública y regístrese para recibir información y actualizaciones por correo electrónico.



adotsafetyplan.com



Nancy Becerra, Community
Relations Project Manager at
NGBecerra@azdot.gov



855.712.8530



Appendix B

Online Survey

We want to hear from you about how to improve safety for all travelers in Arizona.

Improving the safety of Arizona's public roadways so everyone arrives safely home is a top priority for the Arizona Department of Transportation (ADOT). Unfortunately, recent safety data reveals a concerning trend. While Arizona's population has increased 12% since 2013, our annual traffic fatalities have increased 55%, with pedestrian and bicyclist fatalities having increased 90%.

ADOT is taking action to reverse this trend by developing a comprehensive statewide plan – the Strategic Highway Safety Plan (SHSP) – to reduce fatalities and serious injuries on all public roadways. The SHSP is a data-driven, multi-year safety plan that establishes a statewide vision, goal, and strategies for improving safety with the goal of reducing life-altering crashes by 20% within the next five years. The plan is based on a Safe System Approach, which looks at all factors affecting safety and emphasizes our shared responsibility for improving safety on roadways.

SHSP Vision: Creating shared responsibility so everyone arrives safely home.
SHSP Goal: Reduce life-altering traffic crashes by 20% by 2020.

With pedestrian and bicyclist fatalities also increasing at a high rate, ADOT is in addition developing Arizona's first Active Transportation Safety Action Plan (ATSAP), which will recommend location-specific projects to improve safety for pedestrians and bicyclists where they interact with the state highway system.

For more information on the SHSP and ATSAP, read our [fact sheet](#).

Close

Strategic Highway Safety Plan and Active Transportation Safety Plan Survey

Please take this short survey to help the project team understand transportation safety concerns that are important to you and ideas you have for improving safety.

1. Thinking of your experience traveling in Arizona, what do you believe are the factors causing the current trend of increasing traffic fatalities? Please rate the following factors on how much you believe they contribute to fatalities, using a scale of 1 to 5, with 1 being least significant and 5 being most significant.

	1	2	3	4	5
Speeding	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Aggressive behavior such as tailgating or unsafe lane changes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Distraction/inattention	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Impairment due to alcohol or drugs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Unsafe vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Unsafe roadways	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Unsafe intersections / interchanges	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Inadequate safety education	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Inadequate traffic enforcement	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Inadequate emergency response	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (Please explain below)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

2. If you selected "Other (please explain below)", please explain:

Next

ADOT | Arizona Department of Transportation



Sign Up for Email Updates

Opt in to our email list for updates and meeting notices as the study progresses.

You have already subscribed. You can [cancel your subscription](#).

Thank you for visiting the ADOT SHSP and ATSAP page.

Please take a moment to fill out an anonymous, one-question self-identification survey to help ADOT determine who participates in its programs and activities.

[Take English survey](#)

[Realice una encuesta en español](#)

Public Outreach Opportunities

There are currently no events.

Survey Print Version



Strategic Highway Safety Plan and Active Transportation Safety Plan Survey

Please take this short survey to help the project team understand transportation safety concerns that are important to you and ideas you have for improving safety.

01. Thinking of your experience traveling in Arizona, what do you believe are the factors causing the current trend of increasing traffic fatalities? Please rate the following factors on how much you believe they contribute to fatalities, using a scale of 1 to 5, with 1 being least significant and 5 being most significant.

Speeding
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Aggressive behavior such as tailgating or unsafe lane changes
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Distraction/inattention
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5

Impairment due to alcohol or drugs
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Unsafe vehicles
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Unsafe roadways
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Unsafe intersections / interchanges
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Inadequate safety education
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Inadequate traffic enforcement

<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Inadequate emergency response
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Other (Please explain below)
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5

02. If you selected "Other (please explain below)", please explain:

--

03. What do you believe would be effective strategies at improving traffic safety in Arizona? Please rate the following potential improvement strategies on a scale of 1 to 5, with 1 being least effective and 5 being most effective.

Education campaigns discouraging speeding
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Education campaigns discouraging aggressive road behavior

<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Education campaigns discouraging distracted driving, such as use of mobile phones
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Education campaigns discouraging people traveling under the influence of alcohol or drugs
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Improving safety features on vehicles
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Making roadway improvements that reduce risk of severe crashes
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5

Widening roadways to reduce congestion
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Conducting safety education for drivers, pedestrians, and bicyclists
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Increasing enforcement of traffic laws or enacting new traffic laws
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Improving emergency response
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Other (please explain below)
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5

04. If you selected "Other (please explain below)", please explain:

--

05. Focusing now on pedestrian and bicyclist safety, what do you believe are the factors causing the current trend of increasing pedestrian and bicyclist fatalities? Please rate the following factors on how much you believe they contribute to fatalities, using a scale of 1 to 5, with 1 being least significant and 5 being most significant.

Aggressive driver behavior such as not yielding to pedestrians and bicyclists
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Driver distraction/inattention
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Driver impairment due to alcohol or drugs
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Pedestrian or bicyclist impairment due to alcohol or drugs
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5

Pedestrians or bicyclists not following traffic laws
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Increasing size and weight of vehicles
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Inadequate pedestrian and bicyclist facilities along roadways
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Inadequate/unsafe pedestrian and bicyclist crossings of roadways
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Inadequate roadway lighting
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Inadequate safety education for drivers

<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Inadequate safety education for pedestrians and bicyclists
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Inadequate enforcement of traffic laws
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Inadequate emergency response
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Other (please explain below)
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5

06. If you selected "Other (please explain below)", please explain:

--

07. What do you believe would be effective strategies at improving pedestrian and bicyclist safety in Arizona? Please rate the following potential improvement strategies on a scale of 1 to 5, with 1 being least effective and 5 being most effective.

Education campaigns discouraging speeding
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Education campaigns discouraging aggressive behavior toward pedestrians and bicyclists
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Education campaigns discouraging distracted driving, such as use of mobile phones
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Education campaigns discouraging distracted traveling by pedestrians and bicyclists
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3

<input type="radio"/> 4
<input type="radio"/> 5
Education campaigns discouraging traveling under the influence of alcohol or drugs
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Improving safety features on vehicles
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Providing more pedestrian and bicyclist facilities along roadways
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Making roadway improvements that slow drivers down
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Providing additional “protected” pedestrian and bicyclist crossings (such as a crossing with a traffic signal)
<input type="radio"/> 1
<input type="radio"/> 2

<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Providing more roadway lighting
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Conducting more frequent safety education for drivers, pedestrians, and bicyclists
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Increasing enforcement of traffic laws or enacting new traffic laws
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Improving emergency response
<input type="radio"/> 1
<input type="radio"/> 2
<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5
Other (please explain below)
<input type="radio"/> 1
<input type="radio"/> 2

<input type="radio"/> 3
<input type="radio"/> 4
<input type="radio"/> 5

08. If you selected "Other (please explain below)", please explain:

--

09. Where along or crossing Arizona's highway system do you have pedestrian and bicyclist safety concerns? Please list one or more specific locations (such as the name of an intersection or a section of highway):

Please write below

10. What ideas do you have to address the specific pedestrian and bicyclist safety concern(s) you identified in the previous question?

--

11. What do you believe are the most effective ways to educate travelers about safety? Please rank the following potential ways to provide safety education from most effective to least effective.

Select one answer only
<input type="checkbox"/> Billboard
<input type="checkbox"/> Freeway message sign
<input type="checkbox"/> Social media

<input type="checkbox"/>	Newspaper
<input type="checkbox"/>	Radio
<input type="checkbox"/>	Television
<input type="checkbox"/>	Online ads
<input type="checkbox"/>	Website
<input type="checkbox"/>	Email
<input type="checkbox"/>	Text
<input type="checkbox"/>	Presentations to schools and community groups
<input type="checkbox"/>	Driver education classes

12. If you have other ideas besides those listed in the previous question on effective ways to educate travelers about safety, list them here:

13. ZIP Code Required

Maximum of 5 characters

Meeting Sign-In Sheets



ADOT Strategic Highway Safety Plan/Active Transportation Safety Action Plan Public Meeting / Reunión Publica

Tuesday, May 7

Ramada by Wyndham Tucson

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Name / Nombre	Address / Domicilio	Email / Correo electrónico	How did you hear about this hearing? (You may check more than one) ¿Cómo se enteró de esta audiencia? (Puede marcar más de uno)
STEVE DELANEY	<div></div>		<div><input type="checkbox"/> Mailer / Correo</div> <div><input type="checkbox"/> Email / Correo electrónico</div> <div><input type="checkbox"/> Social Media / Redes sociales</div> <div><input type="checkbox"/> News media / Medios de comunicación</div> <div><input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico</div> <div><input type="checkbox"/> Other / Otro</div>



Tuesday, May 7
Thursday, May 2

Tucson
Flagstaff Aquaplex

ADOT Strategic Highway Safety Plan/Active Transportation Safety Action Plan Public Meeting / Reunión Publica

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Name / Nombre	Address / Domicilio	Email / Correo electrónico	How did you hear about this hearing? (You may check more than one) ¿Cómo se enteró de esta audiencia? (Puede marcar más de uno)	
Mike Humphrey			<input type="checkbox"/> Mailer / Correo	<input type="checkbox"/> News media / Medios de comunicación
Rebecca Clark Robinson			<input checked="" type="checkbox"/> Email / Correo electrónico	<input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico
			<input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> Other / Otro
Aaron Johnson			<input type="checkbox"/> Mailer / Correo	<input type="checkbox"/> News media / Medios de comunicación
			<input type="checkbox"/> Email / Correo electrónico	<input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico
Jeanne Luna			<input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> Other / Otro
Tom Baca			<input type="checkbox"/> Mailer / Correo	<input type="checkbox"/> News media / Medios de comunicación
			<input checked="" type="checkbox"/> Email / Correo electrónico	<input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico
			<input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> Other / Otro
			<input type="checkbox"/> Mailer / Correo	<input type="checkbox"/> News media / Medios de comunicación
			<input type="checkbox"/> Email / Correo electrónico	<input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico
			<input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> Other / Otro
			<input type="checkbox"/> Mailer / Correo	<input type="checkbox"/> News media / Medios de comunicación
			<input type="checkbox"/> Email / Correo electrónico	<input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico
			<input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> Other / Otro
			<input type="checkbox"/> Mailer / Correo	<input type="checkbox"/> News media / Medios de comunicación
			<input type="checkbox"/> Email / Correo electrónico	<input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico
			<input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> Other / Otro



Thurs May 2

Plas Staff

ADOT Strategic Highway Safety Plan/Active Transportation Safety Action Plan Public Meeting / Reunión Publica

Tuesday, May 7

Ramada by Wyndham Tucson

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Name / Nombre	Address / Domicilio	Email / Correo electrónico	How did you hear about this hearing? (You may check more than one) ¿Cómo se enteró de esta audiencia? (Puede marcar más de uno)
Jerónimo Vasquez RES WINSAGUA HILGUISER			<div><input type="checkbox"/> Mailer / Correo</div> <div><input checked="" type="checkbox"/> Email / Correo electrónico</div> <div><input type="checkbox"/> Social Media / Redes sociales</div> <div><input type="checkbox"/> News media / Medios de comunicación</div> <div><input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico</div> <div><input checked="" type="checkbox"/> Other / Otro</div>



Thurs May 2

Playa Vista

ADOT Strategic Highway Safety Plan/Active Transportation Safety Action Plan Public Meeting / Reunión Publica

Tuesday, May 7

Ramada by Wyndham Tucson

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Name / Nombre	Address / Domicilio	Email / Correo electrónico	How did you hear about this hearing? (You may check more than one) ¿Cómo se enteró de esta audiencia? (Puede marcar más de uno)
KYLE HORNBECKE			<div><input type="checkbox"/> Mailer / Correo</div> <div><input type="checkbox"/> Email / Correo electrónico</div> <div><input checked="" type="checkbox"/> Social Media / Redes sociales</div> <div><input type="checkbox"/> News media / Medios de comunicación</div> <div><input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico</div> <div><input checked="" type="checkbox"/> Other / Otro</div>



Thurs May 2

PLAY STAFF

ADOT Strategic Highway Safety Plan/Active Transportation Safety Action Plan Public Meeting / Reunión Publica

Tuesday, May 7

Ramada by Wyndham Tucson

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Name / Nombre	Address / Domicilio	Email / Correo electrónico	How did you hear about this hearing? (You may check more than one) ¿Cómo se enteró de esta audiencia? (Puede marcar más de uno)
Royce Cochran			<div><input type="checkbox"/> Mailer / Correo</div> <div><input checked="" type="checkbox"/> Email / Correo electrónico</div> <div><input type="checkbox"/> Social Media / Redes sociales</div> <div><input type="checkbox"/> News media / Medios de comunicación</div> <div><input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico</div> <div><input type="checkbox"/> Other / Otro</div>
EDWARD W. WEMYTEWA			<div><input type="checkbox"/> Mailer / Correo</div> <div><input type="checkbox"/> Email / Correo electrónico</div> <div><input type="checkbox"/> Social Media / Redes sociales</div> <div><input type="checkbox"/> News media / Medios de comunicación</div> <div><input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico</div> <div><input type="checkbox"/> Other / Otro</div>
Malcolm Park			<div><input type="checkbox"/> Mailer / Correo</div> <div><input type="checkbox"/> Email / Correo electrónico</div> <div><input type="checkbox"/> Social Media / Redes sociales</div> <div><input type="checkbox"/> News media / Medios de comunicación</div> <div><input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico</div> <div><input type="checkbox"/> Other / Otro</div>
DAVE NORTON			<div><input type="checkbox"/> Mailer / Correo</div> <div><input type="checkbox"/> Email / Correo electrónico</div> <div><input type="checkbox"/> Social Media / Redes sociales</div> <div><input type="checkbox"/> News media / Medios de comunicación</div> <div><input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico</div> <div><input type="checkbox"/> Other / Otro</div>
MADHAV MUNDLÉ			<div><input type="checkbox"/> Mailer / Correo</div> <div><input type="checkbox"/> Email / Correo electrónico</div> <div><input type="checkbox"/> Social Media / Redes sociales</div> <div><input type="checkbox"/> News media / Medios de comunicación</div> <div><input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico</div> <div><input type="checkbox"/> Other / Otro</div>
Jim Silverman			<div><input type="checkbox"/> Mailer / Correo</div> <div><input type="checkbox"/> Email / Correo electrónico</div> <div><input type="checkbox"/> Social Media / Redes sociales</div> <div><input type="checkbox"/> News media / Medios de comunicación</div> <div><input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico</div> <div><input checked="" type="checkbox"/> Other / Otro</div>
Dore Marks Marino			<div><input type="checkbox"/> Mailer / Correo</div> <div><input type="checkbox"/> Email / Correo electrónico</div> <div><input type="checkbox"/> Social Media / Redes sociales</div> <div><input type="checkbox"/> News media / Medios de comunicación</div> <div><input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico</div> <div><input checked="" type="checkbox"/> Other / Otro</div>
Anne Wittke			<div><input type="checkbox"/> Mailer / Correo</div> <div><input checked="" type="checkbox"/> Email / Correo electrónico</div> <div><input type="checkbox"/> Social Media / Redes sociales</div> <div><input type="checkbox"/> News media / Medios de comunicación</div> <div><input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico</div> <div><input type="checkbox"/> Other / Otro</div>
Loretta Bahe			<div><input type="checkbox"/> Mailer / Correo</div> <div><input checked="" type="checkbox"/> Email / Correo electrónico</div> <div><input type="checkbox"/> Social Media / Redes sociales</div> <div><input type="checkbox"/> News media / Medios de comunicación</div> <div><input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico</div> <div><input type="checkbox"/> Other / Otro</div>
MICHA CASEBIEZ PRESIDENT M.G. TECH-WRITING, LLC			<div><input type="checkbox"/> Mailer / Correo</div> <div><input checked="" type="checkbox"/> Email / Correo electrónico</div> <div><input type="checkbox"/> Social Media / Redes sociales</div> <div><input type="checkbox"/> News media / Medios de comunicación</div> <div><input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico</div> <div><input type="checkbox"/> Other / Otro</div>

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Name / Nombre	Address / Domicilio	Email / Correo electrónico	How did you hear about this hearing? (You may check more than one) ¿Cómo se enteró de esta audiencia? (Puede marcar más de uno)	
Darryl Moorman	<div></div>	<div></div>	<input type="checkbox"/> Mailer / Correo	<input type="checkbox"/> News media / Medios de comunicación
			<input type="checkbox"/> Email / Correo electrónico	<input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico
			<input type="checkbox"/> Social Media / Redes sociales	<input checked="" type="checkbox"/> Other / Otro
Patrick Moraca			<input type="checkbox"/> Mailer / Correo	<input checked="" type="checkbox"/> News media / Medios de comunicación
			<input type="checkbox"/> Email / Correo electrónico	<input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico
		<input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> Other / Otro	
Mark Melnychenko			<input type="checkbox"/> Mailer / Correo	<input type="checkbox"/> News media / Medios de comunicación
			<input type="checkbox"/> Email / Correo electrónico	<input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico
			<input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> Other / Otro
Rob Olson			<input type="checkbox"/> Mailer / Correo	<input type="checkbox"/> News media / Medios de comunicación
			<input type="checkbox"/> Email / Correo electrónico	<input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico
			<input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> Other / Otro
			<input type="checkbox"/> Mailer / Correo	<input type="checkbox"/> News media / Medios de comunicación
			<input type="checkbox"/> Email / Correo electrónico	<input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico
			<input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> Other / Otro
			<input type="checkbox"/> Mailer / Correo	<input type="checkbox"/> News media / Medios de comunicación
			<input type="checkbox"/> Email / Correo electrónico	<input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico
			<input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> Other / Otro
			<input type="checkbox"/> Mailer / Correo	<input type="checkbox"/> News media / Medios de comunicación
			<input type="checkbox"/> Email / Correo electrónico	<input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico
			<input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> Other / Otro

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Name / Nombre	Address / Domicilio	Email / Correo electrónico	How did you hear about this hearing? (You may check more than one) ¿Cómo se enteró de esta audiencia? (Puede marcar más de uno)	
Mike Gynecchi			<input type="checkbox"/> Mailer / Correo	<input type="checkbox"/> News media / Medios de comunicación
			<input type="checkbox"/> Email / Correo electrónico	<input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico
			<input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> Other / Otro
Kris KNIGHTS			<input type="checkbox"/> Mailer / Correo	<input type="checkbox"/> News media / Medios de comunicación
			<input type="checkbox"/> Email / Correo electrónico	<input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico
			<input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> Other / Otro
Tina Strickler			<input type="checkbox"/> Mailer / Correo	<input type="checkbox"/> News media / Medios de comunicación
			<input type="checkbox"/> Email / Correo electrónico	<input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico
Nathan Domme			<input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> Other / Otro
Cinthia Estela			<input type="checkbox"/> Mailer / Correo	<input type="checkbox"/> News media / Medios de comunicación
			<input type="checkbox"/> Email / Correo electrónico	<input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico
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			<input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> Other / Otro

Completion of this sign-in sheet is completely voluntary and helps the project team keep an accurate record of meeting attendees. Under state law, any identifying information provided below will become part of the public and, as such, must be released to any individual upon request. Please print clearly. Llenar esta forma con sus datos es enteramente por su propia voluntad y ayuda al equipo del proyecto a mantener un registro veraz de los concurrentes a la reunión. Conforme a la ley estatal, datos que usted proporcione a continuación que lo puedan identificar personalmente pasarán a formar parte del registro público y, por lo tanto, se divulgarán previa solicitud. Por favor escriba con letra de imprenta, de manera legible.

Name / Nombre	Address / Domicilio	Email / Correo electrónico	How did you hear about this hearing? (You may check more than one) ¿Cómo se enteró de esta audiencia? (Puede marcar más de uno)
MANFREDO SCOTT			<div><input type="checkbox"/> Mailer / Correo</div> <div><input type="checkbox"/> Email / Correo electrónico</div> <div><input type="checkbox"/> Social Media / Redes sociales</div> <div><input type="checkbox"/> News media / Medios de comunicación</div> <div><input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico</div> <div><input type="checkbox"/> Other / Otro</div>
Ethan SCOTT			<div><input type="checkbox"/> Mailer / Correo</div> <div><input type="checkbox"/> Email / Correo electrónico</div> <div><input type="checkbox"/> Social Media / Redes sociales</div> <div><input type="checkbox"/> News media / Medios de comunicación</div> <div><input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico</div> <div><input type="checkbox"/> Other / Otro</div>
Gloria McGee			<div><input type="checkbox"/> Mailer / Correo</div> <div><input type="checkbox"/> Email / Correo electrónico</div> <div><input type="checkbox"/> Social Media / Redes sociales</div> <div><input type="checkbox"/> News media / Medios de comunicación</div> <div><input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico</div> <div><input type="checkbox"/> Other / Otro</div>
Ernestina Noriega			<div><input type="checkbox"/> Mailer / Correo</div> <div><input type="checkbox"/> Email / Correo electrónico</div> <div><input type="checkbox"/> Social Media / Redes sociales</div> <div><input type="checkbox"/> News media / Medios de comunicación</div> <div><input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico</div> <div><input type="checkbox"/> Other / Otro</div>
Bob Marmion			<div><input type="checkbox"/> Mailer / Correo</div> <div><input checked="" type="checkbox"/> Email / Correo electrónico</div> <div><input type="checkbox"/> Social Media / Redes sociales</div> <div><input type="checkbox"/> News media / Medios de comunicación</div> <div><input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico</div> <div><input type="checkbox"/> Other / Otro</div>
Jason Manuel			<div><input type="checkbox"/> Mailer / Correo</div> <div><input type="checkbox"/> Email / Correo electrónico</div> <div><input checked="" type="checkbox"/> Social Media / Redes sociales</div> <div><input type="checkbox"/> News media / Medios de comunicación</div> <div><input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico</div> <div><input type="checkbox"/> Other / Otro</div>
San Exarza			<div><input type="checkbox"/> Mailer / Correo</div> <div><input type="checkbox"/> Email / Correo electrónico</div> <div><input checked="" type="checkbox"/> Social Media / Redes sociales</div> <div><input type="checkbox"/> News media / Medios de comunicación</div> <div><input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico</div> <div><input type="checkbox"/> Other / Otro</div>
Josh Oldham			<div><input type="checkbox"/> Mailer / Correo</div> <div><input checked="" type="checkbox"/> Email / Correo electrónico</div> <div><input type="checkbox"/> Social Media / Redes sociales</div> <div><input type="checkbox"/> News media / Medios de comunicación</div> <div><input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico</div> <div><input checked="" type="checkbox"/> Other / Otro</div>
Kristin Heagles			<div><input type="checkbox"/> Mailer / Correo</div> <div><input type="checkbox"/> Email / Correo electrónico</div> <div><input checked="" type="checkbox"/> Social Media / Redes sociales</div> <div><input type="checkbox"/> News media / Medios de comunicación</div> <div><input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico</div> <div><input type="checkbox"/> Other / Otro</div>
Margaret Herrera			<div><input type="checkbox"/> Mailer / Correo</div> <div><input checked="" type="checkbox"/> Email / Correo electrónico</div> <div><input type="checkbox"/> Social Media / Redes sociales</div> <div><input type="checkbox"/> News media / Medios de comunicación</div> <div><input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico</div> <div><input type="checkbox"/> Other / Otro</div>

ARIZONA DAILY SUN

BABBITT FROM NEXT

thirst for knowledge, his thirst for learning things, his thirst for getting to know interesting people."

Through his life, Babbitt dedicated much of his career to public service, serving at times on the Flagstaff City Council as a councilmember and mayor and on the Coconino County Board of Supervisors.

But often, when asked to reflect on the career of Babbitt, those who knew him recalled the small moments.

"That was certainly the case for Carol Covington, who got to know Babbitt as they worked to update the county regional plan in 2004.

"I felt a kinship with him on some mundane kinds of things," Covington said. "There are few people whom I know that would say, 'Hey, Carol, I'm going to send my roses this weekend, you want to come by? And then when I was there, he would say, 'I have some compost. Would you like some compost?'"

Covington, as with many others, recalled that Babbitt was a man of few words, but when he spoke, he seemed to draw on a lifetime of curiosity about the world, and people listened.

"He offered gems of insight," Covington said. "He would pull together threads from different things that he had read, or conversations, or issues he tracked in the world, and would pull them together in ways that really made me think, and enriched the conversation in sometimes very unexpected ways."

Violinist Karin Hallberg met Babbitt when she began teaching his daughter, Marney Babbitt-Pierce, to play the violin through the Suzuki program.

Babbitt was also involved in these lessons, and Hallberg said she saw how passionate he was for the process of learning. For Babbitt, it wasn't about the outcome, but the journey of learning and the connections that lead to it.

"He was one who supported the process, not so much the end outcome. He saw the bigger picture, the process of things in human development. That's not where things are today so much in education. It's more about the end performance now," Hallberg said.

That taste of learning, and his trait of listening more than speaking, was also one thing that united

him to public service as well, Babbitt-Pierce said.

Despite the county seat being in Flagstaff, close to three hours from some communities in the northern portion of the county, Babbitt-Pierce remembered that when her father was serving on the Board of Supervisors, he would make sure even the farthest-flung constituents would be heard.

"He really cared about the community and people and consensus building, and taking care of people. He spent a ton of time as county supervisor in Fredonia, in Grand Canyon," Babbitt-Pierce said. "He listened to a lot."

But Hallberg said one of her fondest memories of Babbitt was of his wit, which he could wield in a deeply kind and supportive way.

Shortly after she arrived in Flagstaff, Hallberg organized a recital at an art gallery. "I kind of forgot to check out what was being shown at the art gallery," Hallberg said. "I came running in. I remember Paul gave me a look. What they were showing, it was all nude paintings all around. And I saw his kind of give me a little bit of a wink (and) an impish grin and was like, 'It's fine, Karin, just go for it. I guess they're gonna learn body parts at this.'"

Babbitt's thirst for knowledge was among the things that brought him and Cooper together back in 1964.

And it helped that, while Babbitt was quiet, Cooper was anything but.

"He was a quiet man, and if you were sitting with him, you typically had to lead the conversation, you typically had to introduce subjects, ask him questions, etc. And the kind of the opposite and maybe that has something to do with his history of it off," Cooper said. "Over a meal we would have a conversation about just ideas and thoughts ... but they were just expansive conversations. It wasn't just the typical talking about sports and girls — it was a higher level, a higher plane."

The same instinct to learn, often by experience, led the two young men to undertake several trips together and create what would become a lifelong friendship.

The first of their trips led the two men up through the pro-



Paul (Lito) Babbitt III talks during a memorial service for his father Paul Babbitt Jr. at Flagstaff City Hall Sunday afternoon. The event was standing room only, with an overflow audience in the lobby and council meeting room.



Former mayor Carol Covington talks about her friend and mentor and fellow former Flagstaff mayor Paul Babbitt Jr. Sunday afternoon during a memorial in the city hall building that Babbitt said he was instrumental in getting built.



Paul (Lito) Babbitt III introduces a speaker during a memorial service for his father, Paul Babbitt Jr., at Flagstaff City Hall Sunday afternoon.



STRATEGIC HIGHWAY SAFETY PLAN & ACTIVE TRANSPORTATION SAFETY ACTION PLAN

The Arizona Department of Transportation (ADOT) is preparing a Strategic Highway Safety Plan (SHSP) to provide a framework for reducing fatalities and serious injuries on all public roadways. The plan is a data-driven, multi-year safety plan that establishes a statewide vision, goal and strategies for improving safety.

With pedestrian and bicycle fatalities increasing at a higher rate than motor vehicle crash fatalities, ADOT is currently developing Arizona's first Active Transportation Safety Action Plan (ATSAP), which will recommend location-specific projects to improve safety for pedestrians and bicyclists where they interact with the state highway system.

LEARN MORE AT OUR PUBLIC MEETINGS!

Provide feedback on safety concerns and potential safety strategies.

<p>Central Region Gateway Community College 1018 N 40th St, Phoenix 5:30 – 7 pm April 30, 2024</p>	<p>Virtual Meeting Link: https://bit.ly/ADOTSafetyMeeting 6 pm May 9, 2024</p>
<p>North Region Flagstaff Aztec 1712 N Route 56, Flagstaff 5:30 – 7 pm May 2, 2024</p>	<p>More Details Visit adot.safetysystem.com or scan this QR code.</p>
<p>South Region Rebaca by Wyndham 777 W Quailing St, Tucson 5:30 – 7 pm May 7, 2024</p>	

Can't Attend?

Provide your comments through May 17, 2024

at safetysystem.com | NGS@azdot.gov | 855.712.8530
ADOT SHSP & ATSAP 1655 W. Jackson St., MO 124E, Phoenix, AZ 85007

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons who require a reasonable accommodation based on language or disability should contact ADA@azdot.gov or 800.422.4629. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA) por sus siglas en inglés y otras leyes y autoridades antidiscriminatorias, el Departamento de Transportación de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Personas que requieren una acomodación razonable de idioma o discapacidad deben ponerse en contacto con ADA@azdot.gov o al 800.422.4629. Las solicitudes deben hacerse lo antes posible para dar oportunidad al Estado de tener la oportunidad de atender las solicitudes.



Tom O'Halloran, a former Arizona congressman, speaks about his friend Paul Babbitt Jr. Sunday afternoon during a memorial gathering for Babbitt inside the Flagstaff City Hall building that Babbitt was responsible for getting built.

1A | WEDNESDAY, APRIL 17, 2024 | THE ARIZONA REPUBLIC

Lawsuits seeking to disqualify candidates

Challenges include voter signature irregularities

Mary Jo Pittel

Ariz. Republic Staff Writer
LOCAL NEWS NETWORK

Candidates in competitive primaries appear to be finding the matchups with their fellow party members a little too close for comfort.

Lawsuits filed in Maricopa County Superior Court show challenges in at least seven legislative districts where the Republican and Democratic primary lineups have exceeded the number of seats to be filled.

In other cases, the challenges are motivated by the sheer margin for error

candidates left when gathering voter signatures on their nomination petitions.

In Congressional District 1, Republican candidate Jesse Mendez collected just one more signature than the required 800. That drew a complaint from Shelby Rutch, a GOP activist and chair of the We the People AZ Alliance political action committee.

Other challenges involve around irregularities in the far northwest Valley's Legislative District 29, freshman Rep. Austin Smith, R-Waddell, is alleged to have forged signatures on his nomination petitions. Two voters filed affidavits stating they never signed Smith's petitions, even though their names are among the 825 signatures he submitted.

The complaint was filed by Jim Ashurst, a district resident.

Most of the challenges reflect a desire to reduce the competition level in the July 30 primary.

In the crowded race for the Democratic nomination for Congressional District 1, a lawsuit challenges the eligibility of Marlene Galan Woods. A copy of the court filing was not immediately available to understand the nature of the complaint.

State Senate races were fertile grounds for complaints. For example, state Sen. Wendy Rogers, R-Flagstaff, is challenging her opponent, Rep. David Cook, a Globe Republican.

State Sen. Phyllis Kuntz-Schaefer, D-Tucson, is contesting the petitions of Democrat Matt Welch.

In north Phoenix, an ally of Republican Sen. Shavawn Stice is challenging the petition signatures submitted by conservative Republican Josh Barnett.

In House races, where voters pick two nominees, a challenge seeks to narrow the three-candidate Democratic field in Chandler-based District 13 by questioning the validity of Sharni Sankberry's petitions. Likewise, lawsuits question the eligibility of Michael Butts and Isaac Butts for Democratic slots in southwest Phoenix's District 12.

Other challenges involved Gilbert council candidate and several Libertarian running for Congress. Among them was Michelle Martin, a Libertarian candidate in Congressional District 1.

Martin has withdrawn from the race.

All of the challenges have been scheduled for trial dates either later this week or early next week. The primary election is July 30, and election officials need time to prepare and print the official ballot.

Challengers must present evidence to the court that a candidate lacked enough valid signatures. Petitions were due April 1 and lawsuits had to be filed by Monday.

One of those challenges targeted state Rep. Melody Hernandez, a Torpe Democrat seeking a state Senate seat in Democrat-leaning Legislative District 5. But after a challenge from Republican David Alger, Hernandez left the race on Monday, saying she needed to take accountability for her errors.

Of the 401 signatures she turned in, 97 were invalid, Alger's complaint stated. That left her 32 signatures short of the minimum 405.

Hernandez, a two-term Democrat in the Arizona House, told The Arizona Republic her decision to withdraw came from a need to hold herself accountable for her signature and campaign finance reporting problems.

She owes \$2,565 in late fees for her failure to file timely campaign finance reports, the secretary of state's online data shows. The total includes \$2,005 for not turning in her 2023 cumulative report donations and spending. The amount continues to grow at \$25 a day.

"It was one of those instances where like, 'Oh, I could fight this.' But at what cost?" Hernandez said. "And at the end of the day, I just recognized how tired I am."

Steven Jackson, the chairman of LD 5, said in a post on X that Democrats will field a write-in candidate for the primary who, if they get enough votes, will face the lone Republican seeking the LD 5 Senate seat, Roman Rodriguez. Jackson said he was confident Democrats would hold on to the seat, which has been in Democratic hands for years.

Reach the reporter at MaryJo.Pittel@arizona.com or at 602-225-7566 and follow her on Threads as well as on X, the platform formerly known as Twitter, @MaryJPittel.





STRATEGIC HIGHWAY SAFETY PLAN & ACTIVE TRANSPORTATION SAFETY ACTION PLAN

The Arizona Department of Transportation (ADOT) is preparing a Strategic Highway Safety Plan (SHSP) to provide a framework for reducing fatalities and serious injuries on all public roadways. The plan is a data-driven, multi-year safety plan that establishes a statewide vision, goal and strategies for improving safety.

With pedestrian and bicyclist fatalities increasing at a higher rate than motor vehicle crash fatalities, ADOT is concurrently developing Arizona's first Active Transportation Safety Action Plan (ATSAF), which will recommend location-specific projects to improve safety for pedestrians and bicyclists where they interact with the state highway system.

LEARN MORE AT OUR PUBLIC MEETINGS!

Provide feedback on safety concerns and potential safety strategies.

Central Region Gateway Community College 106 N 40th St, Phoenix 5:30 - 7 p.m. April 30, 2024	South Region Ramada by Wyndham 777 W Cushing St, Tucson 5:30 - 7 p.m. May 7, 2024
North Region Flagstaff Aquatics 1700 N Fourth St, Flagstaff 5:30 - 7 p.m. May 2, 2024	Virtual Meeting Link: https://bit.ly/ADOTSafetyMeeting 6 p.m. May 9, 2024

More Details:
 Visit adotsafetyplan.com
 or scan this QR code.



Can't Attend?
 Provide your comments through May 17, 2024

adotsafetyplan.com | NGilacerna@adot.gov | 855.712.8530
 ADOT SHSP & ATSAF 1655 W. Jackson St., RD 126F, Phoenix, AZ 85007

Pursuant to Title VI of the Civil Rights Act of 1964, the Department will provide equal opportunity to all persons regardless of race, color, or national origin, sex, age, or disability. Persons who require a reasonable accommodation based on language or disability should contact Tanya Brown at 602.975.7411 or TBrown@adot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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TV Y MÁS



Ella Purnell es Lucy en "Fallout" de Amazon Prime Video. JOJO WHILDEN/PRIME VIDEO

Amazon Prime estrena la serie 'Fallout'

Diana García
Corresponsal Cd. de México

Basada en una de las series de videojuegos más grande de todos los tiempos lanzada hace 27 años, "Fallout" se estrenó este 11 de abril por Amazon Prime Video.

La serie que se desarrolla en medio de un apocalipsis nuclear y que cuenta con ocho capítulos, fue desarrollada por Lisa Joy y Jonathan para Amazon Prime Video.

"Fallout" es protagonizada por Ella Purnell, Aaron Moten, Walton Goggins, Moisés Arias, entre otros.

Cuenta la historia de la peligrosa aventura de Lucy (Ella Purnell), quien decide salir del refugio 33 al mundo post apocalíptico en busca de su padre, el supervisor Hank, quien fue llevado como rehén a la superficie conocida como el Yermo. Lucy decide emprender una misión en solitario para rescatarlo.



"Fallout" se estrenó el 11 de abril por Amazon Prime Video. JOJO WHILDEN/PRIME VIDEO

La serie está disponible para streaming con una cuenta pagada en Amazon Prime.

Diana García es corresponsal en la Ciudad de México para La Voz Arizona. Siga su cobertura en X, antes Twitter, @DianaGaav.

LAVOZARIZONA.COM | VIERNES 19 DE ABRIL DE 2024 | 7

ADOT

Arizona Department of Transportation

ARIZONA
STRATEGIC HIGHWAY
SAFETY PLAN

ACTIVE
SAFETY
ACTION PLAN

PLAN ESTRATÉGICO DE SEGURIDAD EN CARRETERAS Y PLAN DE ACCIÓN DE SEGURIDAD DE TRANSPORTE ACTIVO

El Departamento de Transporte de Arizona (ADOT) está preparando un Plan Estratégico de Seguridad en Carreteras (SHSP) para reducir las fatalidades y lesiones graves en todas las vías públicas. El plan de seguridad estrecha varios años y está basado en datos que establecen una visión y objetivo a nivel estatal e identifican estrategias para mejorar la seguridad.

Con las fatalidades de peatones y ciclistas aumentando a una cantidad más alta que las fatalidades por accidentes de vehículos motorizados, ADOT está desarrollando simultáneamente el primer Plan de Acción en Seguridad de Transporte Activo de Arizona (ATSAP), que recomendará proyectos específicos por ubicación para mejorar la seguridad de peatones y ciclistas en el sistema de carreteras del estado.

¡OBTENGA MÁS INFORMACIÓN EN NUESTRAS REUNIONES PÚBLICAS!

Proporcione comentarios sobre sus preocupaciones de seguridad y posibles estrategias de seguridad.

Región Central

GateWay Community College
108 N 40th St, Phoenix
5:30 - 7 p.m. | 30 de abril de 2024

Región Norte

Flagstaff Aquaplex
1702 N Fourth St, Flagstaff
5:30 - 7 p.m. | 2 de mayo de 2024

Región Sur

Ramada by Wyndham
777 W Cushing St, Tucson
5:30 - 7 p.m. | 7 de mayo de 2024

Reunión Virtual

Enlace: <https://bit.ly/ADOTSafetyMeeting>
6 p.m. | 9 de mayo de 2024

Más detalles

Visite adotsafetyplan.com o escanee este código QR.



¿No puede asistir?

Proporcione sus comentarios hasta el 17 de mayo.

adotsafetyplan.com | NGBecerra@azdot.gov | 855.712.8530

ADOT SHSP & ATSAP 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

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Social Media Posts

Facebook Post Examples

Arizona Department of Transportation •
April 16 · 🌐


We're updating Arizona's Strategic Highway Safety Plan and creating the state's first Active Transportation Safety Action Plan and are asking for the public's input on safety concerns and priorities to help develop the plans.

Federal regulations require each state to have a Strategic Highway Safety Plan for reducing fatalities and serious injuries on public roadways and to update that plan every five years. ADOT leads development of this plan in partnership with local, state, federal and other stakeholders so that all highway safety programs can leverage resources and work together effectively to enhance safety.

The Strategic Highway Safety Plan establishes a statewide vision and strategies for improving safety, with a goal of reducing life-altering crashes by 20% by 2030. The plan is based on the U.S. Department of Transportation's Safe System Approach, which looks at all factors affecting safety and emphasizes a shared responsibility for improving safety on roadways.

Meanwhile, ADOT and its partners are developing Arizona's first Active Transportation Safety Action Plan to address a rise in pedestrian and bicyclist fatalities in Arizona, the vast majority of which occur on local roadways. This plan will recommend location-specific projects to improve safety for pedestrians and bicyclists where they interact with the state highway system.

Information on both efforts, plus a schedule of public meetings is available at adot.gov/SafetyPlan.



15 · 4 comments · 4 shares

Like · Comment · Share

Most relevant ▾

Comment as Jessica Parks

Mike Thresher
Ok Here is my idea. How about updating our highway system to our current population instead of what our population was 20 years ago. I bet that would stop a lot of deaths on our highways.

Like · Reply

Susie Atrip
Restrict all motorcycles and anyone under 50.

Like · Reply

Jared Gaskin
Fix the survey link

Like · Reply

Top fan
Mark Thompson
Replace all drivers with automation. Waymo and Tesla's don't cause accidents but the millions of distracted drivers do!

Figure 3 - Facebook Post, 4/16/24

Arizona Department of Transportation •
May 1 · 🌐

Join ADOT for an in-person public meeting May 2 in Flagstaff for the Strategic Highway Safety Plan and Active Transportation Safety Action Plan.

More details and an online comment form can be found at adotsafetyplan.com

ADOT

MAKE YOUR VOICE HEARD

How can we make Arizona safer for all travelers?
Share your ideas today at adotsafetyplan.com



8 · 2 comments · 3 shares

Like · Comment · Share

Most relevant ▾

Comment as Jessica Parks

Top fan
Satyra Mahapatra
We need a passenger train line between Phoenix and Flagstaff. That's how Arizona can be made "truly safer for all travelers".

Like · Reply · Edited · 6 · 🌐 🌐 🌐

Top fan
Henry Hoyt
With population density growing... Eisenhower/1950s solutions needs vision larger than "paving" more lanes only.
System-of-systems of yet more growing systems demands dynamic response. ... See more

Like · Reply

Figure 2 - Facebook Post, 5/1/24

Arizona Department of Transportation •
May 8 · 🌐

Join our virtual public meeting Thursday, May 9 to provide your input on safety concerns and help identify potential safety strategies to incorporate in the Strategic Highway Safety Plan and Active Transportation Safety Action Plan.

Visit adotsafetyplan.com to learn more about the plans, register for the virtual meeting and take our online survey.

ADOT

MAKE YOUR VOICE HEARD

How can we make Arizona safer for all travelers?
Share your ideas today at adotsafetyplan.com



11 · Like · Comment · Share

Figure 1 - Facebook Post 5/8/24

Nextdoor Posts and Impressions

Table 1 - Nextdoor Posts and Impressions

Date	Body	Impression Count
4/23/2024	<p>Improving the safety of Arizona’s public roadways so everyone arrives safely home is a top priority for the Arizona Department of Transportation (ADOT). To reduce fatalities and serious injuries on all public roadways, ADOT is developing the Strategic Highway Safety Plan (SHSP) and Active Transportation Safety Action Plan (ATSAP).</p> <p>The plan is based on a Safe System Approach, which looks at all factors affecting safety and emphasizes our shared responsibility for improving safety on roadways. Your input on safety concerns and potential safety strategies to incorporate is also a critical component of the plan.</p> <p>A series of in-person and virtual meetings will be held April 30 - May 9 to provide an overview of the plans and seek public input. Meetings will be held:</p> <ul style="list-style-type: none"> -Phoenix April 30, 2024 5:30-7 p.m. Gateway Community College Washington Campus/Copper Room 108 N 40th St, Phoenix -Flagstaff May 2, 2024 5:30-7 p.m. Flagstaff Aquaplex 1702 N Fourth St, Flagstaff -Tucson May 7, 2024 5:30-7 p.m. Ramada by Wyndham 777 W Cushing St, Tucson -Virtual May 9, 2024 6 p.m. Registration Link: https://bit.ly/ADOTSafetyMeeting <p>More information and details on how the public can provide input through May 17 can be found at: adotsafetyplan.com.</p>	209,781
4/29/2024	<p>The Arizona Department of Transportation (ADOT) is updating its Strategic Highway Safety Plan (SHSP) and Active Transportation Safety Action Plan (ASTP). These comprehensive statewide plans will identify strategies for reducing fatalities and serious injuries by 20% for all users, whether driving, biking or walking.</p> <p>The first in-person public meeting to provide an overview of the plans and seek public input will be held tomorrow, Tuesday, April 30 from 5:30-7 p.m. at Gateway Community College Washington Campus (Copper Room), 108 N 40th St, in Phoenix. Additional in-person and virtual meetings will be held throughout the state as follows:</p> <ul style="list-style-type: none"> •Flagstaff May 2, 2024 5:30-7 p.m. Flagstaff Aquaplex 1702 N Fourth St, Flagstaff •Tucson May 7, 2024 5:30-7 p.m. Ramada by Wyndham 777 W Cushing St, Tucson •Virtual May 9, 2024 6 p.m. <p>More information and virtual meeting registration link is available at</p>	190,471

	adotsafetyplan.com	
5/6/2024	<p>Your voice matters to ADOT as we develop our plans to establish a statewide vision, goal and strategies for improving safety on Arizona’s roadways for all users. It’s our goal to reduce fatal and serious injury crashes 20 percent by 2030.</p> <p>Two public meeting opportunities remain to learn more about the plan and connect directly with the project team. Meetings will be held:</p> <p>• Tucson May 7, 2024 5:30-7 p.m. Ramada by Wyndham 777 W Cushing St, Tucson</p> <p>• Virtual May 9, 2024 6 p.m. Registration Link and more information is available at adotsafetyplan.com</p>	353,066
5/8/2024	<p>m. to learn more about the Strategic Highway Safety Plan and Active Transportation Safety Action Plan. ADOT is developing these plans to reduce fatalities and serious injuries on all public roadways and your input is a critical component.</p> <p>The public can provide feedback on safety concerns and help identify potential safety strategies to incorporate in the safety plans through May 17.</p> <p>More information on how to comment and register for the virtual meeting is available at azdot.gov/safetyplan.</p>	177,937
5/15/2024	The public can provide feedback on how to improve safety on Arizona’s roadways through May 17. The recording, details on how to comment and more information is available at azdot.gov/safetyplan.	170,030
5/23/2024	<p>Strategic Highway Safety Plan and Active Transportation Safety Action Plan virtual meeting recording now available online.</p> <p>The public can provide feedback on how to improve safety on Arizona’s roadways through May 17. The recording, details on how to comment and more information is available at azdot.gov/safetyplan.</p>	172,879

Website Analytics

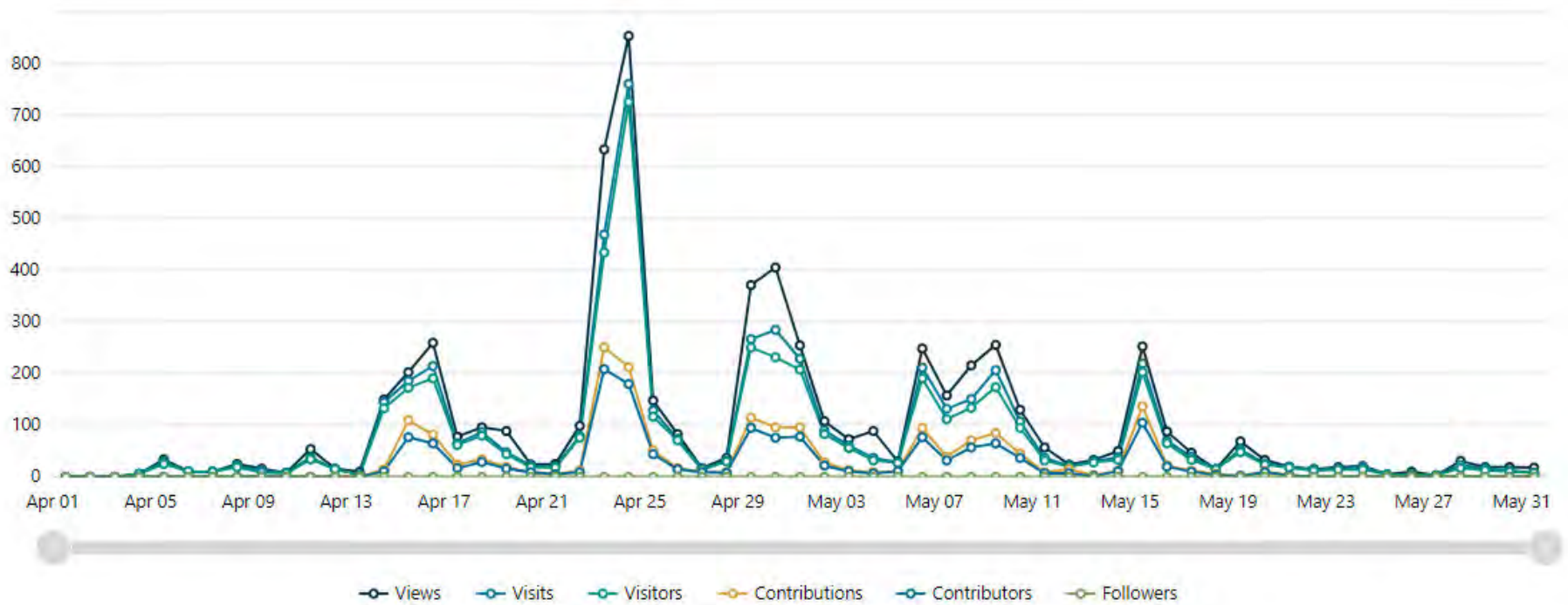
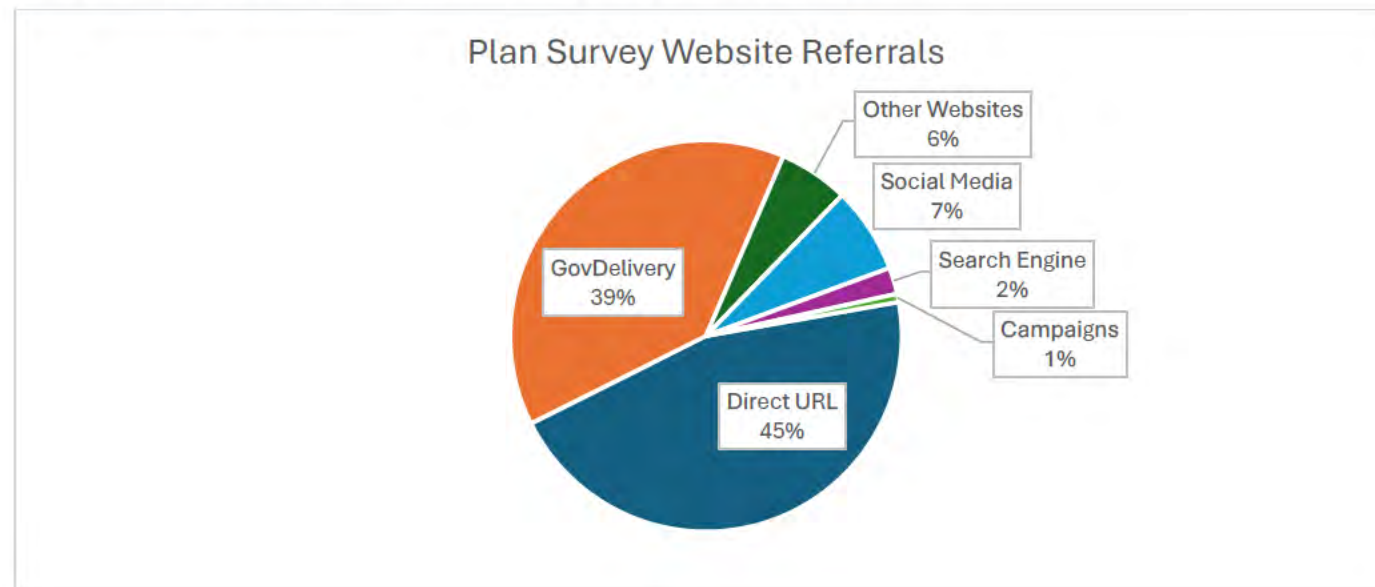


Figure 4 - Website Analytics (ADOTSafetyPlan.com), April 1, 2024 - May 31, 2024

Conversions



Figure 5 - Website (ADOTSafetyPlan.com) Conversions, April 1, 2024 - May 31, 2024



Appendix D

Form Survey Responses

As part of the survey questions, respondents had an opportunity to submit comments under “Other” categories. Those comments were categorized based on Safe System Approach and Safety Focus Areas. If the comments did not fit into a category or were not applicable/spam, they were sorted as “General Comment” or “Not Applicable”, respectively.

Category	Safe System Approach	Safety Focus Area	Comment
Q1. Increasing Fatality Factors	General Comment	General Comment	Weather
Q1. Increasing Fatality Factors	Not Applicable	Not Applicable	I do not have an other issue
Q1. Increasing Fatality Factors	Not Applicable	Not Applicable	I-11/US93– when is this happening?
Q1. Increasing Fatality Factors	Not Applicable	Not Applicable	N/A
Q1. Increasing Fatality Factors	Not Applicable	Not Applicable	No issue
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	A driver training course (in car training) should be required to get a driver’s license
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	A good driver occasionally misses an exit. A bad driver never misses an exit. Having a lot of new people from other states has changed the way people drive. People are very willing to cut you off or merge across 4 lanes to not miss their exit.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	A. Running Stop Lights, and stop signs. B. Wrong way drivers on divided highways.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Age of driver and increase in elderly drivers in winter
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Age of drivers being allowed to have licenses - my 16 year old got her license and in my opinion she shouldn't have passed. I think it should be stricter rules for under 18 y/o drivers

Category	Safe System Approach	Safety Focus Area	Comment
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	An unwillingness to stop for blinking red lights, stop signs, pedestrians (even those in crosswalks), along with running red arrows.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Apparently limited knowledge of the "Rules of the Road" that I learned in High School, like slow traffic keep right, when to yield right of way, who goes first at traffic stops what a yellow light means.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	AZ drivers are terrible, speeding, zigzag driving from lane to lane to lane, etc. -- and MINIMAL enforcement from sheriffs.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Ban marijuana again! Every state that has legalized marijuana has seen a spike in traffic fatalities. It's not hard drugs need to go
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	camping in the left lane or driving below the speed limit on a one lane road which impedes traffic causing road rage, traffic lane changes, and passing into on coming traffic
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Cell phone use.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Complete lack of conscience of personal actions and safety risks
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Cruising in the left lane.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Do not allow illegal migrants to have driver licenses. Example: I was rear-ended at a red light, he had people behind him but rolled into me. I signaled to move right but when our line began moving at the green light, he took off around me flying. I
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	DPS has lost any control of motor vehicle violations on any of our state roads from lack of enforcement. ADOT will only wake up when multiple deaths happen.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Drag racing, motorcycles darting between cars, and illegal ATV on-road use.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Driver education
Q1. Increasing	Safe Road Users	Human Behavior	driver education (lack of testing). people don't seem to know

Category	Safe System Approach	Safety Focus Area	Comment
Fatality Factors			how/when to brake properly, slamming on them when traffic doesn't require it. I've seen many collisions from it and almost been in some myself
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	driver education and testing
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Drivers "sitting" in the left lanes instead of following the "keep right" courtesy. Too often traffic jams are created by people who "sit" in the left lane or don't overtake vehicles in a timely manner.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Drivers are nuts. 20 over speed limit is standard. Major lane switching to get ahead one car length. About zero enforcement. Aggressive aggressive driving.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Drivers Education
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Drivers Education needs to be returned to the schools and/or requirement for first time licensee
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Drivers going slow in the left lanes, causing congestion and frustration from drivers stuck behind them making them feel like they need to make unsafe decisions to navigate around them.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Drivers here relocated from many different states. No one is required to read the rules of the road for AZ! In addition, the state issues a DL for 25 yrs, unless you are 65+. It's no wonder the drivers are so bad, they never read the rules in AZ.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Driver's license tests should be more difficult. People are so terrible at driving. Also, some crosswalks on busy roads lack appropriate lighting. 32nd st and earl. I also hit someone because I couldn't see them at night.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Drivers who stay in the left lanes & impede faster traffic
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Driving five miles over the speed limit sometimes makes me feel like a boulder in a stream. Vehicles flying by at 10 to 20 miles over the speed limit. Almost no one uses their turn signals to signal the intent to turn or switch lanes. Many other unenforce

Category	Safe System Approach	Safety Focus Area	Comment
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Driving is a PRIVEILEGE, NOT a RIGHT! Should have MANDATORY safety classes for all cited drivers!
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Driving offensively instead of defensively
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Enforcement of all the cars with out of state plates. Add in red light runners
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Environmental hazards. People driving in adverse weather. Need better communication that nobody should be on the road during adverse weather
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Familiarity - routine routes, overconfidence in vehicle performance and operator skills.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Fines and penalties are too low. Need to increase substantially.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	General traffic safety laws and regulations are not demonstrated or displayed enough to educate motor vehicles operators with the diverse population that comes to Arizona to live from other states and locations. Education is a great place to start
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Getting people to take different routes when one is blocked with an accident would avoid many problems. Don't let people get into freeways that are parking lots. Close on-ramps. Tell people to exit blocked freeways.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Highway patrol and police officers are often seen speeding and practicing unsafe driving behaviors (even running red lights). There is little expectation of following traffic safety laws. Light timers also are encouraging speeding and red light runners.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	I am a retired police officer. Since my retirement in 2011 I have observed a dramatic in general for non-compliance with traffic laws by drivers of motor vehicles and riders of bicycles.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	I cannot emphasize enough (do not know the solution) how aggressive people drive, tailgating, aggressive lane changes, all while i'm at speed limit or 5 above. Additionally, every time I look over to the side of me 9 times out of 10 person on phone.

Category	Safe System Approach	Safety Focus Area	Comment
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	I know this seems random and very specific, but driving on the freeways every day the one common dangerous occurrence I see that caused a driver to make a dangerous maneuver is left lane campers of people slowing down the flow of traffic on the freeways.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	I live in Oakcreek canyon, visitation is increased to an unsafe unsustainable level. There are sports cars and motorcyclists racing up and the canyon 24 hours a day. I have to drive to and from flagstaff daily and it is very traumatic and dangerous.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	I see a pronounced amount of "Screw You, I am in Front of You" attitude being shown with the accelerator. Speeding is rampant in the 15 mph school zones, on the freeways (101, 202, 10, and 17) 75-80 mph is the new 65 mph. Texting and distracted driving.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	I see people texting and talking with phone in hands!
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	I think there is a significant percentage of our population that does not understand the rules of the road nor do they know how to read the road signs.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	I would love to see more people getting pulled over for "camping" out in the HOV lane. As a commuter, I should not have to change lanes to find my way around them. That, in my opinion is a huge factor. As opposed to 6-9 and 3-7, make it 24/7 that way.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	If a highway begins on the right and left lane, the information sign about it informs too soon - not enough time to get across the highway - which can cause problems
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	If traffic laws are rarely enforced, people ignore them...
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Impatient People.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Increase of out of state drivers. Not requiring testing every few years for drivers over the age of 65 or 70. Regarding I-17: signage reading "slower traffic keep right" should be changed to "State

Category	Safe System Approach	Safety Focus Area	Comment
			Law: keep right except to pass."
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Increase population growth from residents moving in, limited public commuter options & confusing AZ traffic patterns. Get rid of reverse lanes, more stop signs, protected bike lanes, DUI check points, lower speeds
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Increase requirements for obtaining a license and knowledge of maintaining and operating a vehicle. Stiffer penalties
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Increased population leads to increased traffic congestion which results in frustration. The frustration triggers speeding and aggressive behavior. Focus on moving the traffic better through technology.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Increased trucking traffic. NEED to stay to the left unless passing in all areas of az. As should all drivers on freeways. Also teaching drivers how to merge!!!!
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Instruction and testing might as well be non-existent. Enforcement other than the ubiquitous speeding enforcement is the State's shame. Technology HAS NOT made us safer in traffic. Only professional living and breathing 'COPS' are going accomplish this.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Keep right except to pass needs to be educated and enforced. It causes aggressive behavior.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Lack obeying rules of road, Speeding by out of state drivers, racing and road conditions.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Lack of pro-action from drivers
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Lack of traffic law enforcement and educational safety and awareness programs. Travel stress
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Laws and policies not permitting red light and speed cameras and service of violations
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Left lane hogs
Q1. Increasing	Safe Road Users	Human Behavior	Left lane parkers, DPS enforcing in dangerous ways, drivers who

Category	Safe System Approach	Safety Focus Area	Comment
Fatality Factors			vary their speed by up to 15mph impeding traffic
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	many drivers, just want you to get out of their way, even if you are going 5mph over in cruise control. They just don't like it when someone is in front of them. No matter how much education you provide them, they will keep pushing cars out of the way.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	more people moving from other areas of country bring those driving styles with them means existing AZ residents not used to their patterns and the new Arizonans not used to our driving norms
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Most people never signal, merge at 10 mph or more below the speed of cars, don't look when merging until the last second, slow down way to early when exiting the freeway, and so many are on their phones. The drivers in this state have no common sense.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Motorcycles driving between the lanes at high rate of speed
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Need better lighting on roads like sr347. Also need stiffer fines for infractions. No more warnings. Zero tolerance.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Need more police visibility on freeways and major arteries. Bring back photo radar for speeders
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Not enough education or attention to public safety by younger drivers. Interstate 10 West is very unsafe due to uneven pavement, pot holes, etc..
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Not enough enforcement...especially on Carefree Highway between I17 and Cave Creek Road
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Not enough police officers focused on traffic enforcement.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	On almost all of Arizona's major highways, drivers plant themselves in the "inside lane" no matter what their speed or the flow of traffic. Faster traffic must change lanes multiple times to pass on the right. This is both unsafe and frustrates drivers.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	On I-10 people drive all the way to Tucson in the left lane. It's ridiculous! We need the PHX-Tucson passenger train!
Q1. Increasing	Safe Road Users	Human Behavior	Operating an active cell phone the reason is irrelevant it's being

Category	Safe System Approach	Safety Focus Area	Comment
Fatality Factors			used and it is a distraction
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Our state not taking Arizona residents safety seriously less police office and Police chiefs , Governor, Mayor not doing there jobs .
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Passing in no passing zones. No one cares they pass you when they want to.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Passing on a double yellow lines - more frequent in rural areas!
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	People are desensitized to their neighbors and community. Selfish attitudes and a lack of empathy make for road rage type incidents. When in town and on highways I see people driving very aggressively. Wide roads and high speed limits compound this
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	People blocking the left lane(s) causing aggressive driving and unsafe lane changes by everyone else trying to get around them
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	People don't keep distance between their car and others. Lack of knowledge of braking distance.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	People don't know how to merge, zipper merge, pass on the left, a variety of absolutely basic driving skills.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	People drive in the passing lane below the speed limit and don't move over. In OK and TX where the law is enforced and signs in median, the driving is safer. Trucks are passing on hills that clearly state stay in right lane!
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	People driving very slow in the carpool lane and lane next lane and I see so many people almost get into accidents. They need to move over.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	People need to go back and have a learn the rules of the road and there may not be so much road rage. Also, if they know the laws they may not get so upset if they are following the laws.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	People running red lights
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	people staying in the fast lane when they should move over
Q1. Increasing	Safe Road Users	Human Behavior	Playing on a phone while driving

Category	Safe System Approach	Safety Focus Area	Comment
Fatality Factors			
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	poor driver training and
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Poor road conditions, pot holes/litter - people swerving to avoid, lack of drivers education requirement, too many lanes, poor signage for upcoming exits.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Public seems to be empowered to go through left turn red lights!
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Put your big boy underwear on and write tickets!
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Red light runners
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Red light runners!
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Red Light Running!! Jaywalkers - mid block crossers, out of crosswalks!!
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Red light running.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	red light running. We need to bring back the red light cameras!
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Red-light running
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	road rage / usually due to one or both drivers not having correct knowledge of who's right and who's wrong.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Road rage and impatience
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	road rage and street racing
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Road users today (yes, all road users) act like they are entitled to use the system as they wish - not as it is designed.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	running red lights

Category	Safe System Approach	Safety Focus Area	Comment
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Running red lights
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Running red lights
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Safety training for drivers from out of town or county and people who are homeless on drugs or or insanity
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Short light cycles can be an issue as people are more likely to jump a yellow light to make that specific intersection since they know its a quick light.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Significant increase in drivers from other states who seem to lack basic understanding of how to drive properly in all manner of conditions like 4 way stops, merging on freeways, entering roadways from a perpendicular cross street, etc... literally idiots
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	So many drivers are on their phones!
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Street racing
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Stupid people not paying attention to their driving, under the influence, or aggressive.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Temporary residents that get confused by roadways in Arizona, go the wrong way, fail to follow the posted signage, etc. Additionally I think people camped in the left lane blocking traffic contributes to road rage and other poor choices by other drivers
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	The access to a driver liscence is too easy. I think a week long program to teach people how to safely drive and to do and avoid would be great
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	The entitled attitude that many people carry today
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	The failure to yield and the failure of slower traffic to stay to the right cause lots of issues.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	The lack of enforcement is ridiculous. A Pima County deputy blew by me in a 45mph zone like I was standing still just to beat a red

Category	Safe System Approach	Safety Focus Area	Comment
			light. He turned to go back to the sub station on houghton. He was behind other cars who were speeding and didn't care.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	The most aggressive drivers I encounter seem to be young men below the age of 25 although I do not have data to back this opinion up.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	There's a lot of selfishness on the roads: folks don't seem concerned or aware about how their actions may impact others. Perhaps that is what you referred to as "safety education."
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	To short of green light where cars run the red light. In OV that happens a LOT.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Troopers don't go after behaviors that aren't statistically obvious such as distraction, tailgating, aggressive driving, and often exhibit them themselves. In addition, the state's driving education and training, and re-testing is abysmal.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Trucks or slower vehicles driving consistently in the far left lane. The south of the border haulers, that look so-unsafe there should be restrictions placed on hauling. Many times passing the haulers or vehicles in tow at 65 or less, this so dangerous.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Unlicensed / Uninsured motorists (frequent hit-and-run drivers)
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Unsafe motorcycles line splitting
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Unsupportive court system handing out light sentences
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	We need more red light cameras and enforcement of the fines. All drivers must have a license and auto insurance. That law is not being enforced and the illegals are not driving with either.
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Yellow/RED light runners!!! We NEED cameras!
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Yellow/Red Light runners; passing despite double-yellow no passing zones; willful disregard of other traffic

Category	Safe System Approach	Safety Focus Area	Comment
Q1. Increasing Fatality Factors	Safe Road Users	Human Behavior	Zero training and licenses that last into our 60s, Let's work a little bit harder to have a standardization of laws across the state. Other states have much faster speed limits, yet much lower fatality. such as Texas and Florida
Q1. Increasing Fatality Factors	Safe Road Users	Lane Departure	Allowing motorcycles to weave in and out of lanes and the highways I find frightening. If it scares me, I have to wonder if others feel the same way. It can cause issues if the driver is afraid.
Q1. Increasing Fatality Factors	Safe Road Users	Lane Departure	Drivers crossing multiple lanes to exit last minute.
Q1. Increasing Fatality Factors	Safe Road Users	Lane Departure	I own a hauling company and am in the road for many hours a day. I am observing an unusually high number of accidents in merge zones on highways. I often see drivers on my left changing lanes into a lane that has vehicles merging from the right.
Q1. Increasing Fatality Factors	Safe Road Users	Other	population growth, increase in commercial and industrial growth have exponentially outpaced transportation planning, improvements and safety. I10 exit 279 daily has traffic backed onto I10, another exchange needed/extend access to Houghton
Q1. Increasing Fatality Factors	Safe Road Users	Vulnerable Road Users	"3 feet please" signs to remind drivers to pass cyclists and pedestrians by at least 3 feet or separate systems rather than shared roadway will help decrease car/human contact
Q1. Increasing Fatality Factors	Safe Road Users	Vulnerable Road Users	As a person who prefers to cycle in cities, there are still a large subset of cars, including police officers, that do not even give 3 feet to pass & I've never seen this enforced. We need impeccable bike/ped ways, not half thought out obstructed paths.
Q1. Increasing Fatality Factors	Safe Road Users	Vulnerable Road Users	Horrible Construction Zone Safety
Q1. Increasing Fatality Factors	Safe Road Users	Vulnerable Road Users	I see an increase of workers getting too close to the roadways.
Q1. Increasing Fatality Factors	Safe Road Users	Vulnerable Road Users	Inadequate bike/ped options and/or alternative transportation options for non-drivers
Q1. Increasing Fatality Factors	Safe Road Users	Vulnerable Road Users	Inadequate deterrence measures to prevent wrong-way highway drivers.

Category	Safe System Approach	Safety Focus Area	Comment
Q1. Increasing Fatality Factors	Safe Road Users	Vulnerable Road Users	Inadequate education about the new crosswalk stoplights. Even "I" as a 40+ year old driver had to look up what those meant when they were first installed. Most drivers don't stop then go on the blinking red lights. They drive through them.
Q1. Increasing Fatality Factors	Safe Road Users	Vulnerable Road Users	It is clear by the data, that the vast majority of pedestrian and bicycle accidents related to the crossing the road either at intersection or mid-block. That suggests, given all the homeless and illegal aliens, a lack of attention to risk by non-auto!
Q1. Increasing Fatality Factors	Safe Road Users	Vulnerable Road Users	Lack of accountability and paying attention from pedestrians and bicyclists.
Q1. Increasing Fatality Factors	Safe Road Users	Vulnerable Road Users	Laws defining safety requirements and posted signage for bicyclists/motorists on narrow two lane highways. Bicyclists who insist on riding 2 or more astride on two lane, steep road with curves are dangerous and cause road rage.
Q1. Increasing Fatality Factors	Safe Road Users	Vulnerable Road Users	Pedestrians assuming that drivers can see them; Very short yellow lights (which falls under unsafe intersection but calling it out specifically); Places where you can turn left onto multi-lane divided roads without a light
Q1. Increasing Fatality Factors	Safe Road Users	Vulnerable Road Users	Pedestrians crossing the street's anywhere they want. The police don't give them tickets for crossing the street on a red light or in the middle of the street.
Q1. Increasing Fatality Factors	Safe Road Users	Vulnerable Road Users	Pedestrians do not look for vehicles before entering a street. They will walk into the path of a car, behind a car backing out of a parking space, etc without looking. Parents do not teach their kids to look both ways before entering a street.
Q1. Increasing Fatality Factors	Safe Road Users	Vulnerable Road Users	Pedestrians not using crosswalks. Pot holes in roads and trying to avoid them, trash on freeways (truck tires treads, flying up)
Q1. Increasing Fatality Factors	Safe Road Users	Vulnerable Road Users	Penalties for killing cyclists are TOO LENIENT. Anyone at fault for killing a cyclist should be charged with murder.
Q1. Increasing Fatality Factors	Safe Road Users	Vulnerable Road Users	Street design for speeding, distracted driving, and not safely accommodating non-vehicle users
Q1. Increasing	Safe Road Users	Vulnerable Road	Unsafe workzone safety practices on arterial routes by

Category	Safe System Approach	Safety Focus Area	Comment
Fatality Factors		Users	contractors. Lack of local agency oversight.
Q1. Increasing Fatality Factors	Safe Roads	Human Behavior	1. Abrupt reduction of lanes on major streets. 2. Poor / dim lights on streets, bright headlights from oncoming cars are blinding and contribute to accidents (similar to being blinded by sun). 3. Too many stop signs, need stoplights or roundabouts.
Q1. Increasing Fatality Factors	Safe Roads	Human Behavior	All above answers are based on highway 64 from Williams AZ to Grand Canyon National Part. Highway 64 is extremely dangerous. It needs to be a 4 lane due to all the traffic in the summer, elk, deer and snow in the winter.
Q1. Increasing Fatality Factors	Safe Roads	Human Behavior	Allowing semis to use the left lane in Metro areas freeways.
Q1. Increasing Fatality Factors	Safe Roads	Human Behavior	Deadly road design which promotes all of the behaviors listed above
Q1. Increasing Fatality Factors	Safe Roads	Human Behavior	Especially eastbound out of Tucson there are only two lanes of traffic with no frontage roads to bypass accidents and the very narrow shoulders are used by impatient individuals who try to get around stopped traffic
Q1. Increasing Fatality Factors	Safe Roads	Human Behavior	I feel that some of our freeway systems ate very dangerous. People speeding. Lanes that end and people don't pay attention, they will hit you. On ramps to freeways with dangerous bumps, if you slow down someone will hit you.
Q1. Increasing Fatality Factors	Safe Roads	Human Behavior	Inadequate wildlife mitigation & documentation. Statistics do not accurately reflect accidents caused by either trying to avoid or actually hitting wildlife on the roads.
Q1. Increasing Fatality Factors	Safe Roads	Human Behavior	Lack of physical devices to prevent cars entering highways from off ramps.
Q1. Increasing Fatality Factors	Safe Roads	Human Behavior	Misinterpreting how to respond to Human Factors data. Please caution over-estimating the impact education campaigns can make when the design of roadways can command our attention to drive cautiously and safer speeds rather than forgiving designs in cities

Category	Safe System Approach	Safety Focus Area	Comment
Q1. Increasing Fatality Factors	Safe Roads	Human Behavior	Need freeway on ramp trigger for those about to travel the wrong way on freeways. Or, some kind of tire impaled for those entering the freeway going the wrong side of the freeway. Signage doesn't seem to impact wrong way drivers.
Q1. Increasing Fatality Factors	Safe Roads	Human Behavior	Simplify signage (i.e marquee showing a red X or green check for the reverse lane on 7th Street near the i10). Some signs are too wordy to read while driving quickly, causing confusion that can lead to accidents. Buffer curb for bike lanes on busy roads.
Q1. Increasing Fatality Factors	Safe Roads	Intersections	Complicated on/off ramps without signage or directions before hand.
Q1. Increasing Fatality Factors	Safe Roads	Intersections	E bound I 40 from flagstaff after cosnino exit the roadway down to the crossing of walnut canyon is very narrow and needs better alignment
Q1. Increasing Fatality Factors	Safe Roads	Intersections	Get rid of suicide lane on 7th st and 7th Ave. add turn lane to central Ave and Missouri Ave. in Phoenix. Use technology at traffic lights to improve traffic flow and add red light cameras.
Q1. Increasing Fatality Factors	Safe Roads	Intersections	I live in Maricopa. Highway 347 is a disaster each day. Traffic is literally bumper to bumper from Riggs Road to the City of Maricopa limits. The stop lights are the biggest issue. This needs to be a highway without stop lights but instead overpasses.
Q1. Increasing Fatality Factors	Safe Roads	Intersections	I live in page az and we need roundabouts at horseshoe bend, both north and south lake powell blvd and 89 as well as at the wahweap overlook turnoff. If verde valley, clarkdale area can get at least a half dozen and Cameron got a dozen or more street li
Q1. Increasing Fatality Factors	Safe Roads	Intersections	No turn lanes on US60. No shoulder. Very poor road surface. Inadequate passing zones. Trees in right of way.
Q1. Increasing Fatality Factors	Safe Roads	Intersections	Please have "no turn on red" at every freeway exit ramp. Drivers are not even stopping-just going especially Broadway Curve EB 40th St. ramp in Phx
Q1. Increasing Fatality Factors	Safe Roads	Intersections	Poor road conditions such as pot holes and we need better road infrastructure such as separated bike lanes, roundabouts instead of intersections, and more road maintenance

Category	Safe System Approach	Safety Focus Area	Comment
Q1. Increasing Fatality Factors	Safe Roads	Intersections	Roundabouts- very scary if more than one lane each way
Q1. Increasing Fatality Factors	Safe Roads	Intersections	So many intersections include an extra lane after the light and then the driver is forced to merge while cars are accelerating after the green or cars race ahead in this "extra" lane and cut off cars in the regular lane - just stupid design
Q1. Increasing Fatality Factors	Safe Roads	Intersections	The AZ 347 and Riggs Road interchange needs to be improved. Gov Hobbs pulled the funding. It is very dangerous and it seems like there is an accident weekly at that intersection.
Q1. Increasing Fatality Factors	Safe Roads	Intersections	The roundabouts and partial roundabouts are poorly done, and there are questions about safety in getting on one because cars speed and signage to get you off one is poor in the majority of roundabouts.
Q1. Increasing Fatality Factors	Safe Roads	Intersections	Timing lights under I-10
Q1. Increasing Fatality Factors	Safe Roads	Intersections	Too many 4 way stops without traffic lights
Q1. Increasing Fatality Factors	Safe Roads	Intersections	Traffic light timing needs major improvement. Have left turns on flashing yellow at many more intersections. Particularly at minor intersections such as Priest and Darrow in Tempe.
Q1. Increasing Fatality Factors	Safe Roads	Intersections	When exiting the highways the traffic on the access road should have a STOP SIGN so those exiting the highway can get in the RIGHT LANE.
Q1. Increasing Fatality Factors	Safe Roads	Intersections	With the increase of new construction, more traffic lights are needed in the new home areas. Speed bumps in residential areas would help as well.
Q1. Increasing Fatality Factors	Safe Roads	Lane Departure	2 lane rural highways with no shoulders or reflective lines
Q1. Increasing Fatality Factors	Safe Roads	Lane Departure	Bad condition of Roadway surfaces and NO SHOULDER on the left lane side of I-10 and I-17 with TREES right up against the roadway.
Q1. Increasing Fatality Factors	Safe Roads	Lane Departure	Barriers needed on I 17 to prevent lane changes from black canyon city to sunset point

Category	Safe System Approach	Safety Focus Area	Comment
Q1. Increasing Fatality Factors	Safe Roads	Lane Departure	Get cell service on US 93 bloody alley near Wickenburg and immediately put up concrete barriers to prevent passing on 2 lane hwy near Wickenburg. Next make that highway 4 lanes
Q1. Increasing Fatality Factors	Safe Roads	Lane Departure	Hwy 93 in the two lane area is the most dangerous road. Myself due to people going around semis have ran me off the road or had a close head on collision. This road needs to have a safety barrier down the entire two lane portion or add 4 lanes.
Q1. Increasing Fatality Factors	Safe Roads	Lane Departure	I can say, that freeways do not have adequate line stripping on them. It's very hard to see which lane your in or not supposed to be in. Night time can be even worse.
Q1. Increasing Fatality Factors	Safe Roads	Lane Departure	Lack of median High Tension cable barriers on highways outside of metro areas.
Q1. Increasing Fatality Factors	Safe Roads	Lane Departure	Lighting on the east bound 202 San Tan to the 24 is non-existent. There are light poles but the lights do not function there as well as on the 24 to Ellsworth. . This is a safety hazard & must be corrected ASAP.
Q1. Increasing Fatality Factors	Safe Roads	Lane Departure	Median safety barriers need to be installed on ALL divided highways. They save lives even though ADOT claims they don't. THEY DO!
Q1. Increasing Fatality Factors	Safe Roads	Lane Departure	Our freeways are not large enough for the amount of traffic. Transitions from one freeway to another are an absolute joke.They are not wide enough.They have exit and entry lanes too close to the freeway adjoining ramps. You have cars trying to enter a fre
Q1. Increasing Fatality Factors	Safe Roads	Lane Departure	The new striping on the US 60 is all but invisible when you are driving into the sun or if there is water on the road. Yield signs on Price Road at Loop 101 exits need to be enhanced with larger signs, flashing lights, ridged road, something.
Q1. Increasing Fatality Factors	Safe Roads	Lane Departure	The paint is hard to see on the road when it is too bright out, it makes driving on the road with everyone speeding around absolutely terrifying.
Q1. Increasing Fatality Factors	Safe Roads	Other	Adot construction barriers, cones, retaining walls, construction potholes, construction bright lights, and unexpected construction

Category	Safe System Approach	Safety Focus Area	Comment
			trucks are causing 80 percent of road fatalities in Arizona.
Q1. Increasing Fatality Factors	Safe Roads	Other	Bad road conditions.
Q1. Increasing Fatality Factors	Safe Roads	Other	Daytime week day construction. Makes the commute worse than it already is.
Q1. Increasing Fatality Factors	Safe Roads	Other	Failure to keep one or two lanes open to keep traffic moving during accidents or breakdowns
Q1. Increasing Fatality Factors	Safe Roads	Other	Fix I10. Add another freeway for west valley residents. There is only 1 freeway causing all residents to pile up onto one road = accidents
Q1. Increasing Fatality Factors	Safe Roads	Other	Highways are "decorated" with gravel?!
Q1. Increasing Fatality Factors	Safe Roads	Other	Improve AZ95 south from Lake Havasu City to 4 lanes all the way to Parker
Q1. Increasing Fatality Factors	Safe Roads	Other	Improve design (Loop202/Higley multi-use alignment), manage construction (Broadway curve speeding), maintain pavement (Loop 202/Williams Field unlevel bike lane), improve capacity (HOV lane merging to fast lane South Loop 202 Eastbound near Gilbert Rd)
Q1. Increasing Fatality Factors	Safe Roads	Other	Inadequate traffic calming and car alternative infrastructure
Q1. Increasing Fatality Factors	Safe Roads	Other	Inadequately planned construction zones, e.g. egregiously designed temporary entrance ramps on the 101 Pima to Shea project in Scottsdale. Also poorly timed / high impedance signals such as Scottsdale Rd & Indian School through Old Town Scottsdale area.
Q1. Increasing Fatality Factors	Safe Roads	Other	Lack of alternative modes of travel besides car.
Q1. Increasing Fatality Factors	Safe Roads	Other	Lack of good alternatives to driving force everyone onto the roads including people ill equipped for driving
Q1. Increasing Fatality Factors	Safe Roads	Other	Not enough passing lanes on rural highways

Category	Safe System Approach	Safety Focus Area	Comment
Q1. Increasing Fatality Factors	Safe Roads	Other	Not enough roadways to access the communities in San Tan Valley, so the two roads in and out are heavily congested.
Q1. Increasing Fatality Factors	Safe Roads	Other	Not having speed bumps on 20th st south of baseline. Every one that uses 20 heading to Dobbins speeds. People don't use the roundabout or yeal. Street Lights need to be timed different due to increased traffic.
Q1. Increasing Fatality Factors	Safe Roads	Other	Only two lanes of traffic from south into Phoenix
Q1. Increasing Fatality Factors	Safe Roads	Other	Roads outside metro areas in poor repair. Metro areas aren't the only roads
Q1. Increasing Fatality Factors	Safe Roads	Other	Roadway design is probably the biggest contributor to safety; simply maximizing throughput of vehicles on roadways and intersections should absolutely not be the priority. Instead, roadways should be designed to encourage safe behavior and speeds.
Q1. Increasing Fatality Factors	Safe Roads	Other	Specific to the 347 - we risk our lives daily because of this highway and the govt has received hundreds of letters from us.
Q1. Increasing Fatality Factors	Safe Roads	Other	The design of the road is the biggest contributing factor in increasing traffic fatalities.
Q1. Increasing Fatality Factors	Safe Roads	Other	The lack of support for alternatives to driving. Causing people who shouldn't be driving to drive cars.
Q1. Increasing Fatality Factors	Safe Roads	Other	too short of entrances and exits to the 1-17 and 1-40 highways in Flagstaff vicinity.
Q1. Increasing Fatality Factors	Safe Roads	Other	unclearly marked streets before entering freeway entrances. Do Not Enter signs not sufficient. Better marked freeway entrances on roadway
Q1. Increasing Fatality Factors	Safe Roads	Other - Congestion/Capacity	Not increasing number of lanes to accommodate growing population and highway use.
Q1. Increasing Fatality Factors	Safe Roads	Other - Congestion/Capacity	Road ways are not improved by developers prior to building. when home builders develop before the roads are improved , and new residents move in it causes congestion. When the congestion gets so bad people become impatient.

Category	Safe System Approach	Safety Focus Area	Comment
Q1. Increasing Fatality Factors	Safe Roads	Other - Congestion/Capacity	population/development growth and roadways not able to keep up with increased demands
Q1. Increasing Fatality Factors	Safe Roads	Other - Congestion/Capacity	Roadways not keeping up with the growth in our cities and counties
Q1. Increasing Fatality Factors	Safe Roads	Other - Congestion/Capacity	SR 347 is a nightmare. There are so many crashes due to the amount of traffic on the road. There is only 1 way in (without going thru Casa Grande) and 1 way out.... We need the Overpass on Riggs road to start and really need to expand to 3 lanes
Q1. Increasing Fatality Factors	Safe Roads	Other - Congestion/Capacity	SR347 is a nightmare! It needs more lanes and the intermittent construction is causing so many accidents in and out of Maricopa. Riggs Road/347 is one of the deadliest intersections in the state but yet funding was cut to improve that area!!
Q1. Increasing Fatality Factors	Safe Roads	Other - Congestion/Capacity	The biggest factor is simply the number of drivers, which has grown significantly and despite their best efforts infrastructure seems to be one step behind the growth.
Q1. Increasing Fatality Factors	Safe Roads	Other - Congestion/Capacity	The I10 should be three lanes between Tucson and Benson. That stretch of road is always dangerous and has crashes. Also, the on ramps and off ramps at Kino, Alvernon, that whole area should be three lanes and the on ramps and off ramps reconfigured.
Q1. Increasing Fatality Factors	Safe Roads	Other - Congestion/Capacity	The poor coordination between different cities, towns, counties, etc. in traffic planning creates a nightmare of traffic congestion. The egos and hubris of each entity's traffic engineers needs to be eliminated, or they do.
Q1. Increasing Fatality Factors	Safe Roads	Other - Congestion/Capacity	There are more and more cars driving more and more miles. The urban sprawl is a big factor in trend.
Q1. Increasing Fatality Factors	Safe Roads	Other - Construction/TTC	Road construction with poor signage.
Q1. Increasing Fatality Factors	Safe Roads	Other - Lighting	Arizona needs better road lighting.
Q1. Increasing Fatality Factors	Safe Roads	Other - Lighting	Glary and excessively bright/white lighting
Q1. Increasing	Safe Roads	Other - Lighting	Improper lighting at night, which makes some areas more

Category	Safe System Approach	Safety Focus Area	Comment
Fatality Factors			confusing
Q1. Increasing Fatality Factors	Safe Roads	Other - Lighting	Sight distance does not seem to be a concern when building near roadways and intersections. Shrubs and trees are planted or allowed to overgrow on medians and near intersections.
Q1. Increasing Fatality Factors	Safe Roads	Other - Maintenance	ADOT has intentionally allowed the pavement to deteriorate to a dangerous state that is hazardous to passengers and vehicles. Make repaving decayed roads a top priority!
Q1. Increasing Fatality Factors	Safe Roads	Other - Maintenance	Inadequate funding of roadway maintenance.
Q1. Increasing Fatality Factors	Safe Roads	Other - Maintenance	Poor pavement quality management and potholes, street signs and lane lines are too dark and not reflective.
Q1. Increasing Fatality Factors	Safe Roads	Other - Maintenance	Poor road conditions especially on the 202 eastbound from 52nd street to Country Club
Q1. Increasing Fatality Factors	Safe Roads	Other - Maintenance	Poorly maintained pavement causing people to swerve
Q1. Increasing Fatality Factors	Safe Roads	Other - Maintenance	Pot holes and debris in our streets and freeways
Q1. Increasing Fatality Factors	Safe Roads	Other - Maintenance	Pot holes, burn holes on highway???? Uneven roads.
Q1. Increasing Fatality Factors	Safe Roads	Other - Maintenance	The pavement used on highways erodes creating loose gravel and lack of traction. It gets cracks and potholes and washboarding at intersections. The cheapest way to remedy this us to paint smooth, sound pavement with 100% acrylic exterior paint with sand.
Q1. Increasing Fatality Factors	Safe Roads	Other - Maintenance	The roads in Tucson are a disaster, potholes, main roads in need of serious repair. They create unsafe driving when you are trying to drive around numerous potholes and damage to your vehicle over the torn up streets.
Q1. Increasing Fatality Factors	Safe Roads	Other - Maintenance	Too many potholes all over the roadways. It's like Tucson is in a third world country. The roads themselves are unsafe due to needing to swerve so you don't hit a pothole.
Q1. Increasing	Safe Roads	Other - Transit	Excessive reliance on highways and roadways with excessive

Category	Safe System Approach	Safety Focus Area	Comment
Fatality Factors			lanes. There is no way to safely design a road with 4+ lanes. We need alternatives, expand light rail, add commuter rail
Q1. Increasing Fatality Factors	Safe Roads	Other - Transit	Lack of SOLID, VIABLE, VALLEY-WIDE public transportation
Q1. Increasing Fatality Factors	Safe Roads	Other - Transit	No viable alternative highspeed transportation between major urban hubs in the state.
Q1. Increasing Fatality Factors	Safe Roads	Other - Transit	too many cars and not enough efficient and affordable public transportation options
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	A lot of newer areas do not have travel paths for pedestrians/bicyclist to get around town without being directly next to main roadways. South scottsdale has many trail systems that allow P & B to get around town without hardly coming into contact with car
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	Barriers for bicycle lanes are needed. White lines are not enough.
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	Being a car centric society with no valid alternative methods of transportation.
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	bicycle and pedestrian safety corridors
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	Bike lanes are great on slow roads. However many Phoenix area streets have bike lines on roads with 40+ mph speed limits where cars regularly go 50mph. On roads with speeds over 30 mph, have seperated bike infrastructure, not just a small line.
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	For pedestrians: the roadway design + traffic speed contributes to fatalities. There are very few areas with bike paths and far fewer still with actual biking infrastructure (e.g., barrier-separation from car traffic)
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	I look at bike lanes in arizona, and wonder how it's possible an adult let them be built so close to cars.
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	Inadequate bike lane space and protections from traffic

Category	Safe System Approach	Safety Focus Area	Comment
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	Inadequate bike lanes and pedestrian infrastructure. Excessively wide intersections and extremely distant crosswalks encourage jaywalking and reduce drivers visibility to pedestrians or increase chances that drivers will turn right through crosswalk in us
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	Less consideration of vulnerable road users (i.e. pedestrians, wheelchair users, cyclists, motorcyclists) by both road designers & other road users. Also, new safety tech may not be calibrated to see them.
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	Limited to no lane separations for bicycles and pedestrians on rural county and state roads
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	Need more bicycle pathways that are separated by vehicle traffic by some type of barrier
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	Need more crosswalks in the middle of the street. The ones that are only triggered when someone uses them
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	Not enough bike lanes
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	Not enough bike lanes on the sides of highways without rumble strips
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	Not enough light rail, public transportation, and bicycle lanes
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	Notice of traffic changes to come /pre warnings of construction or work to be done.
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	Our roadways are designed for cars first and pedestrians a distance second. We need more secure crossings, lower speeds and other infrastructure that will allow citizens to travel on foot safely
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	Providing comprehensive public transit, like light rail and commuter rail, along with widespread protected bike lanes would do a lot to reduce traffic and accidents. Additionally, traffic calming measures, and intersection update to roundabouts would help

Category	Safe System Approach	Safety Focus Area	Comment
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	Sub-optimal road design. Protected, separated bike/lanes sidewalks would keep pedestrians/cyclists safer. This has the added benefit of making existing driving lanes smaller, which naturally slows drivers down as they have to pay more attention.
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	There needs to be a barrier between bike lanes, sidewalks and vehicles. More people would ride a bike if they didn't have to risk their life to do so.
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	This city needs a better bicycle path plan. Much potential, little action.
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	Too much auto centric design
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	Using a painted on bike lane is a literal death wish in Phoenix when cycling next to lifted trucks going 20 over the speed limit. This makes cyclists use sidewalks, which are also increasingly rare and usually end in unsafe ways. Cars turning right on red
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	We live in Overgaard and we do not have adequate sidewalks for walking the 277 Highway as well as big rig jake breaking due to speeding in not enough enforcement, especially at night on the 277 towards the transition to the 260 Highway. No crosswalks eith
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	We need proper safe bikelanes and pedestrian crossings. .
Q1. Increasing Fatality Factors	Safe Roads	Vulnerable Road Users	Wide lanes, high speed limits, no safety barriers for pedestrians/bicyclist
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	Artificially low speed limits. The speed limits are too low and people who drive below the speed limit are going much slower than people driving at a reasonable speed, which is about 10 mph over the speed limit. Police need to enforce left lane violations
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	Enforce existing traffic laws! Focus on speeding!
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	Fatalities are caused by speed, loss of control (education) or wrong way drivers.
Q1. Increasing	Safe Speeds	Human Behavior	I watch people speed by police and run red lights in glendale and

Category	Safe System Approach	Safety Focus Area	Comment
Fatality Factors			rarely see police officers pull the offenders over. It is maddening
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	inconsistant speeds , if everyone moves the same it creates flow, defensive driving skills are lacking along with being proactive, not enough space on roads to compensate already dont add or take away any, to many turn lanes without enough space
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	Lack of radar speed enforcement
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	Lack of speed cameras, lack of resources for traffic enforcement and drivers not being held accountable for speeding--especially in school zones and through neighborhoods
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	Law enforcement does not do any speed control.
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	Need better enforcement throughout Arizona. More police patrolling and running radar to enforce speed limits.
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	Offramps and on ramps at Freeway Interchanges were designed in the 1950s in Tucson. Example, the Tangerine interchange in Marana is highly dangerous. Highway speeds are in excess of 75 mph yet the onramps onto the highway are at the bottom of a hill.
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	Overall we need speeding cameras back on highways and roads. Hit aggressive drivers in the pocketbook. Road rage is out of control. Increase fines and penalties for road rage. We really need more police enforcement. Pedestrians need more midpoint crossing
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	People are going too fast as well as phone usage, looking at phone while driving both are big problems
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	Slow drivers. People going below the speed limit effectively CAUSES #2 above.
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	slow vehicles in the far left lane that will not move to the right so you have to pass them on the right.
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	Some drivers are too slow while other drivers are going too fast. Not a good mix...
Q1. Increasing	Safe Speeds	Human Behavior	Speed is a huge factor, people go at least 20 miles over the speed

Category	Safe System Approach	Safety Focus Area	Comment
Fatality Factors			limit and tailgate if you don't go fast. No police presence.
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	Speed limit is way too fast from Prescott to Phoenix! Constant accidents !!! I don't feel safe driving on I-17!
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	Speeding & aggressive driving in Arizona is the worst I have ever experienced & I moved here from Chicago
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	Speeding of large commercial vehicles on left lane or HOV(dump trucks, 18 wheelers)
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	State highway 64 going to the Canyon, needs speed controls, repaved, extra signs, speed reduction along area's of housing and businesses. A second 4 lane highway should be constructed along the route of the railroad tracks to keep noise pollution in one
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	The constant racing on the highways as well as unsafe lane changes, red light runners the law enforcements unwilling ness to stop violators , we need to back Law enforcement and stop letting people treat them poorly with no consequences
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	The fact that semi trucks and trailers are driving way too fast, changing lanes dangerously, etc. Why don't we do what California does and make them ride in right hand lane max 65 mph?
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	There are so many vehicles on the highways driving at excessively high speeds and cutting across several lanes at once. Motorcycle drivers speeding between the lanes
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	There is no enforcement by DPS I never see them doing speed enforcement and I drive for a living
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	Too many drivers are on freeways that are traveling way below the speed limit; people are using the HOV as a passing lane and to many people on their cell phones. Law Enforcement is nearly absent except when an accident occurs.
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	Too many people think they are race car drivers and don't believe laws apply to them.
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	Unsafe road designs that are built to move people as fast as possible, as opposed to prioritizing safety and accessibility.

Category	Safe System Approach	Safety Focus Area	Comment
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	We have lived in AZ full time for just over a year and I continue to be astonished every day as to how people drive here. It is entirely unacceptable. Seemingly, there aren't any significant enough consequences that deter people from driving too fast
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	Windy mountain roads, such as I-17 through the McGuireville area, are not built for 75mph. It's difficult to control a vehicle on those roads at that speed.
Q1. Increasing Fatality Factors	Safe Speeds	Human Behavior	You have to ask yourself what is causing speeding, unsafe lane changes, or tailgating. Crowded roadways. Open traffic pathways and it will get better.
Q1. Increasing Fatality Factors	Safe Speeds	Vulnerable Road Users	A system that prioritize vehicles over humans. In other words, why is the speed limit so high in areas where pedestrians are going to be walking? I don't feel safe walking to the store because the speed limit on the streets that take me there is 40 mph.
Q1. Increasing Fatality Factors	Safe Speeds	Vulnerable Road Users	A systematic flaw of poor design practices and prioritizing speed and traffic flow over human lives. If you actually cared about reducing traffic fatalities, you need to fundamentally change the system rather than put a band-aid on it.
Q1. Increasing Fatality Factors	Safe Speeds	Vulnerable Road Users	Stop having schools on major roads that have speed limits of 45 or greater. When you have a new city block being built, you need to put the school on the inside of the subdivision rather than bordering a major road.
Q1. Increasing Fatality Factors	Safe Vehicles	Human Behavior	Cars, trucks with/out tie downs and tarps on their overloaded vehicles are a hazard.
Q1. Increasing Fatality Factors	Safe Vehicles	Human Behavior	Debris falling off vehicles that traffic has to swerve to avoid
Q1. Increasing Fatality Factors	Safe Vehicles	Human Behavior	Increasing vehicle size/weight (which I also include as part of unsafe vehicles) increase the force exerted during an accident. I would like to see fines/fees/taxes levied corresponding to vehicle weight. They also have lower visibility.
Q1. Increasing Fatality Factors	Safe Vehicles	Human Behavior	Newer vehicles have standard equipment that makes them easier to control with less effort giving inexperienced drivers believe that

Category	Safe System Approach	Safety Focus Area	Comment
			they are better drivers than they actually are. Allowing drivers to drivers to drive at higher speeds
Q1. Increasing Fatality Factors	Safe Vehicles	Human Behavior	oversized trucks, SUVs. many vehicles on the road have hood heights TALLER the actual roof of a typical compact or midsize car.
Q1. Increasing Fatality Factors	Safe Vehicles	Human Behavior	Semi trucks, more enforcement for semi drivers
Q1. Increasing Fatality Factors	Safe Vehicles	Human Behavior	Unsecured loads. Not from semis but landscape and construction pickups.
Q1. Increasing Fatality Factors	Safe Vehicles	Human Behavior	Would be nice if semi-trucks were mandated to a specific lane.
Q1. Increasing Fatality Factors	Safe Vehicles	Lane Departure	I travel from Tucson extensively (Burn/Emergency/Trauma nursing commitments)- is very unsafe in AZ--18wheelers/lg campervans need restriction to far right/slow lane-they cause many cars to cut in and out suddenly and unsafely
Q1. Increasing Fatality Factors	Safe Vehicles	Lane Departure	I-19 is too narrow now that the number of produce/semi trucks have greatly increased. It really needs to be widened with maybe a lane specifically for semitrucks.
Q1. Increasing Fatality Factors	Safe Vehicles	Lane Departure	In some areas of the highway, the median is not wide enough to accommodate some travelers; such as semi trucks, motor homes, trucks with trailers, etc...
Q1. Increasing Fatality Factors	Safe Vehicles	Lane Departure	In Tucson starting from Kino Parkway I-10 needs to be widened all the way to at least Vail. Volume of traffic had increased enormously including semi truck traffic with numerous fatalities especially from the 1-10/Craycroft to Wentworth area.
Q1. Increasing Fatality Factors	Safe Vehicles	Other	Automated driving
Q1. Increasing Fatality Factors	Safe Vehicles	Other	Lack of Automated Driving Systems in automobiles
Q1. Increasing Fatality Factors	Safe Vehicles	Other	No trucks in the passing lanes

Category	Safe System Approach	Safety Focus Area	Comment
Q1. Increasing Fatality Factors	Safe Vehicles	Other	The size of the average personal vehicle on roadways in Arizona is getting insane. Studies have shown that pick up trucks with flat front ends are extremely deadly. Arizona should massively increase the registration rates for these types of vehicles.
Q1. Increasing Fatality Factors	Safe Vehicles	Other - Transit	Disinvestment in public transportation leading to car dependence
Q2. Strategies to Improve Traffic Safety	Post-Crash Care	Human Behavior	Emergency responders ought to ask for less wide roadways to promote quick response access and for more safe roadways that reduce cause for incident responses.
Q2. Strategies to Improve Traffic Safety	Post-Crash Care	Human Behavior	keep traffic moving during accidents or breakdowns
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Again, education is important and enforcement. The left lane driving on hills is VERY unsafe they don't pass then pull over, they sit in the lane and drive below speed limit and slow down to pass trucks
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Aggressive drivers need to be stopped.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Bring back REQUIRED DRIVER'S ED IN SCHOOLS
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Catching drivers texting and driving, catching drivers speeding. More police presence on streets. Higher penalties or jail time
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Continuing earlier statement: There should be signs on major roadways that state either: "Slower Traffic Keep Right" or "Keep Right Except to Pass". It seems that today's drivers don't know that, and the signs are an important reminder.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Crackdown on drivers that use the center turn lanes as acceleration lanes to merge onto city streets. Specifically at 16th Street and Bethany

Category	Safe System Approach	Safety Focus Area	Comment
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Distance between vehicles. It's okay to go 75 if you have distance between cars
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Do better and more data analysis to inform coordinated education/enforcement campaigns.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Dont enact laws that are difficult to be enforced. Allow law enforcement to use technology - red light cameras were a good idea even if people didn't like getting caught, it made them think twice. Education won't change speeders or aggressive behaviors
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Dont use money to explain - label what people should be responsible for. Re test drivers 2yrs for that newly adopted laws/rules. Keep pedestrians/bikes away from roads. Inconsistent speeds kill people underspeeders cause kaos
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	DPS is focused on catching the regular driver when they screw up, not catching drivers driving dangerously. Potholes on the hwy poses significant danger.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Driver education a requirement for all drivers, with mandatory refresher courses every 10 years. Driving with no license and or insurance get vehicle impounded.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Driver education needs to be put back into schools instead of a one stop driving test and if not in schools more on hand training needs to be done before receiving a driver's license.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Drivers are not going to pay attention to education commercials or signs. You really need to hit them hard for them to understand that they are not the only person on the road.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Drivers education in HS
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Driving is a privilege that requires common sense, if someone has their license taken away and they get caught driving they need to be punished.

Category	Safe System Approach	Safety Focus Area	Comment
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Educating people on how to drive. Merging, rules etc. Get professional drivers (NASCAR celebrities) daily for weeks on nightly news
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Educating people that the left lane on highways and interstates is for PASSING, not DRIVING ... that would reduce unsafe passing/lane changes, etc.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Education and enforcement of left lane laws
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Education is key, but people are going to do what they want. People will change once it affects their pockets.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Education is like "spitting in the wind". Lots of money but if someone doesn't pay attention, they don't learn. ...or if they take the "I am important" attitude and "it doesn't apply to me".
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Education isn't lacking. Aggressive drivers, deliberately violating lawful and common sense safety measures, must be convinced to change their ways. Open a hot-line so drivers can call and report!
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Education process - encourage defensive driving techniques. As for bicycles, encourage them to travel safely - not act like they own the road. Require bright flashing LED lights front & back at all times. Pedestrians - you can't fix stupid.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Enforce existing laws!
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Enforcement & patrol, no more campaigns.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Enforcing the law that prohibits slower drivers from occupying left lanes & impeding traffic flow
Q2. Strategies to	Safe Road Users	Human Behavior	Fund and incentivize alternatives to driving and deter driving in

Category	Safe System Approach	Safety Focus Area	Comment
Improve Traffic Safety			general. Retesting for licenses more often and stricter with emphasis on pedestrian safety. Punishing reckless driving more severely.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Harsher penalties for the crazy drivers
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Have to have enough people actually enforcing these rules - seems like I never see cops on the roads anymore? People just drive however they like.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	higher penalties for using mobile phones when driving. Should be a minimum of a \$2000 fine for first time
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Higher priced tickets.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	highering more police to enforce current laws and become "less-lenient" on speeding, 5 or less over is what it used to be... now it's 10-15 over as acceptable to police (at least here in Avondale and Litchfield Park it seems to be).
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	hire more traffic cops and put more automated speeding devices on the roads
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	How about actually revoking drivers licenses for those who go 15mph over the posted speed limits on the freeways. No need to do 80+ on the freeway.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	I believe the question Increasing enforcement of traffic laws or enacting new traffic laws should be two separate questions, in the orders of 1. and 2. I would respond 5 to the first question and 1 to the second question.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	I gave enforcing laws a 1 because it is too broad and you will pick speeding which is stupid. Enforce driving while using the phone and signaling.

Category	Safe System Approach	Safety Focus Area	Comment
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	I rarely see people pulled over for traffic violations. PPL abuse the HOV lane & NEVER drive the speed limit. Raise that fine to \$1,000 & ticket more speeders. PPL have to slow down!
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	I see a lot of drivers using their phones. There are an alarming amount of truckers watching videos and recording Snapchat videos.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	If the educational classes showed pictures of actual accidents that occurred due to speeding, aggressive driving, distracted driving and driving under the influence might help curb the problems we are having on our road ways.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	If you can't get officers , hired retired or former officers to do traffic tickets. Make gines punish not deter.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Implementation of new technologies that will improve enforcement capabilities and resources.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Increase coverage of road conditions with long-range drones with cameras. They are a whole lot cheaper than installing cameras, and cover far greater ranges. Try a pilot project on I-17 on the weekends. Set up charging & retrival stations.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Increase education at ADOT when registering ppl move in from out of state. Specifically BIG differences like reverse lanes, higher speed limits, etc. better public transit options that are equitable to reduce driving under the influence
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Increase fines substantially. Hit people in their wallet for excessive speeding and reckless driving.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Increase the age for getting a drivers license.
Q2. Strategies to Improve Traffic	Safe Road Users	Human Behavior	increased negative consequences for offenses

Category	Safe System Approach	Safety Focus Area	Comment
Safety			
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Increased requirements for license, traffic studies to update speed limits, removing blind corners and turns, better light timers
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Increasing fines and enforcing them. We have all of the educational campaigns in place and they are ineffective. Higher fines, ENFORCED, and more law enforcement.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Increasing fines, penalties and jail time for DUI and red light running.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	It's not rocket science. Use NACTO and peer-reviewed industry research.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Keep California and Texas drivers out of AZ... j/k ENFORCEMENT OF Existing traffic laws!
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Lack of enforcement seems to be a huge issue on freeways across the state
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	lack of enforcement. No consequences. neglected streets. Poor sign communication.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Law Enforcement Agencies are struggling to hire and staff. Red light cameras and other automated enforcement should be implemented. Certified U.S. mail service of citations should be authorized by law.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Law enforcement would actually stop people when they see things instead of ignoring it.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Like aircraft use. We need our own ATIS on the AM/FM radio

Category	Safe System Approach	Safety Focus Area	Comment
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Look at the data and have heavy enforcement at these locations during the same time frame the data is showing these incidents are happening.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Major education is needed. Every day there are traffic fatalities due to high speed.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Make drivers education mandatory for high school students. Include driving simulators at each high school in each school district in Arizona include a discounted insurance rate for taking the class and an increased rate if class not taken..
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Make people pass a written driving test every 5 years to renew driver's licdnse.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Making it harder to obtain & keep a Driver's License: we need Mandatory MVD instruction / testing for all New & Current drivers in Arizona (including those arriving from other States).
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Making penalties stronger for violating traffic laws, especially road rage incidents
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Making stiffer penalties
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Mandatory, live, in person drivers education for new & renewing drivers licenses
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	More enforcement is the only solution that seems to work
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	More officers writing big tickets! Big fines to go with the tickets!! Suspending licenses for a 2nd violation.
Q2. Strategies to	Safe Road Users	Human Behavior	More police presence on roads. Highway Patrol is understaffed.

Category	Safe System Approach	Safety Focus Area	Comment
Improve Traffic Safety			
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	More police presence who actually do something.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	More police to crack down on drug impaired drivers
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	More ticketing of distracted/impaired/aggressive drivers as well as bicyclists/golf cart drivers/similar who do not follow the laws and may become proximate causes of accidents.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	More traffic enforcement - greater presence of law enforcement, and increased publicity about both law enforcement and the penalties actually assessed (monetary and jail time) for those who don't comply with traffic laws. People routinely ignore speed lim
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	more traffic police not just the ones who show up at the scene of the accident
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	New motorcyle law-have it recalled. They are speeding in-between cars-creating accidents
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	New signage stating "Do not impeded left lane!!!!
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Not sure why folks here think it is ok to be careless drivers. They don't anticipate outcomes at all. And tailgate like crazy.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Penalties for traffic infractions should be means-based since there is such wealth inequality. Fining as a percentage of annual income ensures dangerous drivers feel the weight of penalties equally.
Q2. Strategies to	Safe Road Users	Human Behavior	Penalty needs to be significant for serious violations

Category	Safe System Approach	Safety Focus Area	Comment
Improve Traffic Safety			
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	People are the real problem...not the laws, roads, traffic controls...people here just don't give a damn about each other so good luck with changing human behavior when people don't care and don't want to be told what to do
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	People need to learn how to reduce traffic footprint, thus reducing anger, thus reducing doing stupid shit on the road, like speeding to dangerously pass on the right where a 3 lane merges to a 2 lane.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Photo Enforcement of traffic laws
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Programs that reward good driving
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Raise the age for getting a drivers license. Study on where most of the accidents occur and more police presence at those locations.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Regarding with education, it has to be in person rather than digital. You need to engage with people and fix mistakes and find solutions together
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	require those initially getting license in AZ first time to take road test. Require license renewals more frequently with road test. Require vehicle registration renewals with road test within X years.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Required proper driving schools and road test prior to issuing a license
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Requiring people to undergo mandatory testing when they first apply for an AZ license and for current AZ license holders, require more frequent in person drivers test to prove competency.
Q2. Strategies to Improve Traffic	Safe Road Users	Human Behavior	restrict large vehicles to far right/slow lanes- it works in all the other states!!!!

Category	Safe System Approach	Safety Focus Area	Comment
Safety			
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Roadway design can influence user's behavior - but until we stop blaming inanimate objects for the consequences of human decisions/behavior while using the system - some people will still push the extremes of any roadway design.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Rural communities in the path of semi trailer traffic going to California need better enforcement and signage.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Safety campaigns don't work. Unfortunately driving behavior doesn't change after an ad pops up on tv
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Set up and conduct vehicle checkpoints to examine wipers,tires, seat belts, windows, exhaust pipes
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	signage
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Start ticketing more frequently. Especially Hwy 347
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Steps taken against road rage and aggressive driving is #1
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Stiffer enforcement and penalties for violations.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Stop big Trucks from making hard to pass by blocking left lanes
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Substance abusers don't think about anyone else - they are in own world. If convicted, take license away!

Category	Safe System Approach	Safety Focus Area	Comment
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Substantially increase penalties for violation of traffic laws - in particular those related to inattentive/distracted driving.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Teach people to start moving over for their exit miles ahead and in accordance with the amount of traffic
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	The court system needs to be stricter. The justice system hands out light sentences, even for fatal crashes. Longer sentences would have a positive improvement on making people think twice before driving erratically.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	There needs to be more enforcement of traffic laws
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	There's plenty of education out there and people don't listen. There needs to be more consequences to the behaviors - more enforcement.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	These issues, I believe, are due to the influx of drivers from other states and migrant behavior.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	This goes along with education. Education must be a prerequisite for getting a license. No drivers training in the schools here! ??
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	Unfortunately 'educating' people on safer driving habits is tough... I pass people all the time on the highway, on their phone, or head down doing who knows what...
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	We already have laws designed to keep people driving safely. Lowering the speed limit or enacting new laws will not help anything. The police need to ENFORCE these laws. No one heeds the mobile phone ban.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	We don't need more laws or more signs; these will be ignored like the current ones. We need more enforcement of current laws and stiffer sentences by the courts!

Category	Safe System Approach	Safety Focus Area	Comment
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	We have got to have more law enforcement on the roads that actually give citations. People already know what they're doing wrong, more education is not the answer. It is showing enforcement and making it very clear that speeding and wreck less driving is
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	We need more enforcement! And education for the immigrants, they do not understand how to drive on our roads !!!!! This needs to be on Spanish speaking stations ALL day long!
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	You cannot fix stupid but you can restrict its use by reducing a lot of time by those that have a negative impact restrictive time of use driving with a license
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Human Behavior	You have to market to people just like the antismoking campaigners did in the 80s and 90s. Show them greedy old white men collecting millions of dollars more from the avg american because the avg folks are paying more and more in insurance premiums.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Lane Departure	move out of passing when completing pass
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Vulnerable Road Users	Educate contractors on workzone safety and proactively enforce on contracts.
Q2. Strategies to Improve Traffic Safety	Safe Road Users	Vulnerable Road Users	Increase penalties for drivers who harass cyclists. Harrassment leads to accidents.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Human Behavior	ADOT...You need to be more consistent. Left turn signals...Leading, trailing, different based on direction. It's all erratic. Exit ramps and junctions on freeways. Mostly on the right. Some on the left. Sometimes e.g. the 303 south junction to the 1
Q2. Strategies to Improve Traffic Safety	Safe Roads	Human Behavior	Common sense and well-tested traffic strategies that intuitively communicate to drivers that they are not the only people on the road. Traffic calming techniques, clearer and safer

Category	Safe System Approach	Safety Focus Area	Comment
			pedestrian/cyclist-driver interaction points.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Human Behavior	More public transportation and having technology assisting law enforcement (EX. speed cameras)
Q2. Strategies to Improve Traffic Safety	Safe Roads	Human Behavior	Regarding wrong way drivers, install one-way tire puncturing equipment on off-ramps...with maybe even more signage to cover the state's butt for lawsuits
Q2. Strategies to Improve Traffic Safety	Safe Roads	Intersections	Consistent left turn lights either leading or following, and no blinking yellow on multi lane roads.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Intersections	Eliminating right on red, especially in areas with high pedestrian traffic
Q2. Strategies to Improve Traffic Safety	Safe Roads	Intersections	Get rid of suicide lane on 7th st and 7th Ave. add turn lane to central Ave and Missouri Ave. in Phoenix. Use technology at traffic lights to improve traffic flow and add red light cameras.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Intersections	Not creating more problems; for example, there was an intersection brought up needing widening therefore people were driving on the shoulder to makeshift widen the road. The improvement was to put in a barely used bike line making it worse
Q2. Strategies to Improve Traffic Safety	Safe Roads	Intersections	Put STOP SIGNS on the access roads so drivers exiting the freeway can get in the Right Lane to turn right.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Intersections	Reduce 4way stops. Spend the money for stop lights
Q2. Strategies to Improve Traffic Safety	Safe Roads	Intersections	This falls under roadway improvements, but specifically signal improvements that better synchronize signals to traffic patterns, increased yellow time, and all-red delay time based on verifying cross traffic is actually stopping.
Q2. Strategies to Improve Traffic	Safe Roads	Lane Departure	Improve road markings and signage.

Category	Safe System Approach	Safety Focus Area	Comment
Safety			
Q2. Strategies to Improve Traffic Safety	Safe Roads	Lane Departure	Planning roads better to allow for realistic lane changes (I.e. if a highway begins in so many miles, the info sign about that should take that into consideration)
Q2. Strategies to Improve Traffic Safety	Safe Roads	Lane Departure	Provide cell service on all highways. Use electronic boards to scare drivers to drive safe - state # of fatalities. Use clever slogans like Nevada does. Fix the 2-lanes where fatalities have occurred by using concrete barriers or widen the road
Q2. Strategies to Improve Traffic Safety	Safe Roads	Lane Departure	Streets better marked. Lines, arrows need to be painted more frequently
Q2. Strategies to Improve Traffic Safety	Safe Roads	Lane Departure	Widening the width of lane traffic on highways and in-city driving. You have no margin for errors when the lanes are so thin for regular autos and very unsafe for larger commercial vehicles.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Lane Departure	Zipper merging.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other	Add traffic calming road designs, enforce speed limits and lights with cameras
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other	ADOT, you fundamentally don't get it. You've tried educating the public about road safety. It didn't lead to a reduction in traffic incidents. Fix the roadways to make drivers more attentive and cautious rather than blaming others for your mistakes.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other	Any action must include other jurisdictions, not just ADOT. Making the highways safer starts with making the local streets safer.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other	Designing safer roads (narrower lanes, fewer lanes, more bike and ped improvements, etc)
Q2. Strategies to Improve Traffic	Safe Roads	Other	Having alternative forms of transportation other than driving.

Category	Safe System Approach	Safety Focus Area	Comment
Safety			
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other	If we want to focus on education, let's better educate ADOT on building safe roads.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other	Improve design (Loop202/Higley multi-use alignment), manage construction (Broadway curve speeding), maintain pavement (Loop 202/Williams Field unlevel bike lane), improve capacity (HOV lane merging to fast lane South Loop 202 Eastbound near Gilbert Rd)
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other	Improve more roadways outside of the greater Phoenix area
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other	Infrastructure that support safety to all road users is the most important thing ADOT can do.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other	Prioritize & incentivize other modes of transportation
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other	Road conditions.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Congestion/Capacity	347 - build an overpass at Riggs!!!
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Congestion/Capacity	Arizona 2 way highways near Holbrook see many accidents. They need more passing lanes.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Congestion/Capacity	Congestion is the root cause. Persons not properly using left lanes to pass creates the congestion that eventually leads to rapid deceleration further behind them. Enforce left lane laws. Flowing traffic is safe traffic.
Q2. Strategies to	Safe Roads	Other -	Designate a truck lane, especially on 17 between Phoenix and

Category	Safe System Approach	Safety Focus Area	Comment
Improve Traffic Safety		Congestion/Capacity	Flagstaff
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Congestion/Capacity	Make highway 64 a 4 lane highway. In the summer it is the norm to have 20 vehicles follow an oversized vehicle going under the speed limit causing unsafe/dangerous passing.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Congestion/Capacity	open road ways. Your most fatalities are from 5 to 6 pm. When traffic is heavy and not when it is light.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Congestion/Capacity	Stop the "road diets." Quit adding landscaping/divided medians and turning once-easy straightaways to curvy slalom courses with narrow lanes - this makes bike lanes a moot point because cars have to weave back and forth and it becomes very dangerous.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Congestion/Capacity	The entire city needs more space on the roadways, especially for merging lanes.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Congestion/Capacity	The roads need to accommodate the traffic on the southwest side of Tucson. Specifically Irvington and mission road area and Drexel is now used as a main road. Too many houses out west. Star valley.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Congestion/Capacity	Time of travel. NorthEast Southwest 30 minutes different time, signal adoption to traffic flow.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Congestion/Capacity	Traffic encounters every time you drive. More enforcement of safety violations would help.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Congestion/Capacity	Traffic on Price Road seldom yields to Loop 101 off-ramp traffic causing traffic congestion and backups which lead to accidents
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Congestion/Capacity	Use statistics to see where congestion and accidents occur on our interstates/freeways
Q2. Strategies to	Safe Roads	Other -	keeping Adot construction to a minimum at ALL times, and stop

Category	Safe System Approach	Safety Focus Area	Comment
Improve Traffic Safety		Construction/TTC	closing lanes and freeway ramps.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Construction/TTC	Requirements for better construction Zone lane markings etc.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Construction/TTC	Close entrances to freeways when there is a major crash/incident.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Lighting	Lighting on the freeways must be improved. Especially on the new 24. I've filed a previous complaint & was told that wiring was stolen. that was months ago & yet the lights still do not work.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Maintenance	A large percentage of accidents are due to rough pavement and loose gravel. Painting the streets with 100% acrylic exterior paint stops erosion in it's tracks and prevents potholes and cracks. Pavement will remain pristine and stripes will last longer.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Maintenance	ADOT has intentionally allowed the pavement to deteriorate to a dangerous state that is hazardous to passengers and vehicles. Make repaving decayed roads a top priority!
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Maintenance	All the education won't stop people. But roads are horrible outside metro areas
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Maintenance	better protection from highway debris
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Maintenance	Improve road surfaces so all lanes are available to be travelled on. Many state highways #2 & 3 lane(s) is torn up by the trucks. hways.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Maintenance	Improved Road Maintenance and signage, require formal driver's education for new drivers regardless of age, better street lighting at night
Q2. Strategies to Improve Traffic	Safe Roads	Other - Maintenance	Maintain roads better (I-10, I-40, I-17) up grade road constructions of right lanes and enforce keep right except to pass.

Category	Safe System Approach	Safety Focus Area	Comment
Safety			
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Transit	add more light rail and other mass public transportation. Also improve web service to allow more work to be done remotely (not at the office)
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Transit	Better public transportation options outside the city center. Increase the requirements to get a driver's license.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Transit	increase public transportation options
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Transit	Increasing funding and development of public transportation (the facts are indisputable: places with fewer cars kill fewer people by cars/traffic.)
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Transit	Investing more in intercity rail and urban light rail.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Transit	More investment in rail travel. Less reliance on cars.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Transit	Prioritizing mass transit!! A train or a bus is safer. Limiting speeds and width of intersections!!! Making a left across multiple lanes when on coming traffic does over 50mph is dangerous. Always.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Transit	Seek alternative transportation ie trains between major cities. Widening roadways obsolete before done.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Transit	Widening roads induces more traffic. Alternative modes of transport like separate bus lanes and rail improve traffic by offering viable alternative modes of transportation.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Other - Transit	Widening roads won't help reduce congestion, it only leads to speeding and more dangerous roadways. Consider public highspeed rail travel as an alternative to highway widening.
Q2. Strategies to	Safe Roads	Vulnerable Road	Alternative trails for pedestrian and bicyclist through

Category	Safe System Approach	Safety Focus Area	Comment
Improve Traffic Safety		Users	neighborhoods, drainage systems, canals. Barriers between bicyclist/pedestrians and vehicles.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Vulnerable Road Users	Bike lanes that are properly protected, with proper physical poles/fences instead of paint on the ground. Also making roads smaller so pedestrians can cross streets faster and without worrying about running out of time and being hit by impatient drivers.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Vulnerable Road Users	Build more protected bicycle and pedestrian routes/pathways that connect to the light rail.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Vulnerable Road Users	Building alternative transportation modes out (cycling/transit infrastructure) that makes driving alternatives safer and more reliable
Q2. Strategies to Improve Traffic Safety	Safe Roads	Vulnerable Road Users	Create non-vehicular pathways for bicyclists and pedestrians
Q2. Strategies to Improve Traffic Safety	Safe Roads	Vulnerable Road Users	Dedicated paths and separated lanes for bicyclists
Q2. Strategies to Improve Traffic Safety	Safe Roads	Vulnerable Road Users	Efficient public transportation. Safety for bicycles (drivers hate bicycles).
Q2. Strategies to Improve Traffic Safety	Safe Roads	Vulnerable Road Users	improved pedestrian and bicycle safe zones
Q2. Strategies to Improve Traffic Safety	Safe Roads	Vulnerable Road Users	Improved safety infrastructure. Protected bike lanes and pedestrian areas. Less lanes
Q2. Strategies to Improve Traffic Safety	Safe Roads	Vulnerable Road Users	Include minimum 3' paved lane for bicyclists and pedestrians on all rural state and county highways
Q2. Strategies to	Safe Roads	Vulnerable Road	Increasing high capacity transit with a combination of high speed

Category	Safe System Approach	Safety Focus Area	Comment
Improve Traffic Safety		Users	rail, light rail, dedicated bus lanes with more frequent service, protected bike lanes and car free zones of development.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Vulnerable Road Users	Invest in car alternatives that are safe and timely.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Vulnerable Road Users	Investing in alternatives to driving to decrease car dependency
Q2. Strategies to Improve Traffic Safety	Safe Roads	Vulnerable Road Users	Investing in non vehicular pathways for bicycles and pedestrians
Q2. Strategies to Improve Traffic Safety	Safe Roads	Vulnerable Road Users	Make design improvements in roadways focused on pedestrian and bike safety such as protected bike lanes, daylighting intersections and turn areas, and bollards protecting pedestrians
Q2. Strategies to Improve Traffic Safety	Safe Roads	Vulnerable Road Users	Make public transportation accessible, good bike lanes and the ability to have a walkable city/cities. This would decrease people on the roadways and cause less smog, congestion, leading to road rage and speeding.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Vulnerable Road Users	Make safer roadways - narrow roadways to discourage speedways. Protected bike lanes. Safe pedestrian (HAWK) crossings, etc
Q2. Strategies to Improve Traffic Safety	Safe Roads	Vulnerable Road Users	Modify road designs to 1) discourage speeding (road diets), 2) improve bike/ped safety
Q2. Strategies to Improve Traffic Safety	Safe Roads	Vulnerable Road Users	More bike/pedestrian lanes or a loop like Tucson to allow people to navigate without threat of vehicles.
Q2. Strategies to Improve Traffic Safety	Safe Roads	Vulnerable Road Users	Need sidewalks, streetlights and to SLOW DOWN on the 260/277. Heavy Big Rig/jake brake usage is affecting sleep for MANY of us. NEED to inform drivers of the fines and to stop using them unless an emergency. and to enforce the Engine Noise Laws!

Category	Safe System Approach	Safety Focus Area	Comment
Q2. Strategies to Improve Traffic Safety	Safe Roads	Vulnerable Road Users	One idea is to reduce "conflicts" between vehicles and pedestrians at intersections by having them enter the intersection at different times. Great examples of this can be found in this Not Just Bikes video: https://www.youtube.com/watch?v=knbVWXz .
Q2. Strategies to Improve Traffic Safety	Safe Roads	Vulnerable Road Users	ped and bike separation from cars
Q2. Strategies to Improve Traffic Safety	Safe Roads	Vulnerable Road Users	Protected Bike Lanes
Q2. Strategies to Improve Traffic Safety	Safe Roads	Vulnerable Road Users	protected bike lanes, pedestrian islands, HAWK lights, pedestrian-only districts
Q2. Strategies to Improve Traffic Safety	Safe Roads	Vulnerable Road Users	rumble strip before bike lane, not in bike lane so driver is alerted before entering bike lane and bike lane is wide enough to safely and comfortably ride in, even better is a dedicated bike path separated from the car travel lanes by fence and/or curb
Q2. Strategies to Improve Traffic Safety	Safe Roads	Vulnerable Road Users	Stop expanding highways & flushing away billions of dollars. Learn from successful countries & build places for people, not cars
Q2. Strategies to Improve Traffic Safety	Safe Roads	Vulnerable Road Users	Stop widening roads! It does NOT improve safety. We need more complete streets
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Human Behavior	(1.) Decrease speed limits on surface roads and highways, and then strictly enforce speed limits. (2.) Impose significantly stiffer consequences for DUI (alcohol and/or drugs) drivers or repeat offenders. (3.) Increase by 1 year driver age eligibility.
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Human Behavior	Adopt "Vision Zero" plan. Reduce speed limits on city streets to a maximum of 35mph. Reduce lanes and narrow them so that drivers don't feel they are on a highway, so they drive accordingly.
Q2. Strategies to Improve Traffic	Safe Speeds	Human Behavior	Bring speeding cameras back to the highways and change the law so that facial recognition is not mandatory. Bill to the registration

Category	Safe System Approach	Safety Focus Area	Comment
Safety			of the car. If not paid in 30 days, suspend the license. Multiple infractions...suspend the license.
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Human Behavior	Defensive design: Drivers can't speed if the road way discourages speeding (winding roads, narrow lanes) and pedestrians can't get hit if they are protected (protected bike lanes and walkways, especially keeping both separate
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Human Behavior	Designing streets not primarily to move as many motor vehicles as possible as fast as possible. This means reducing speed by design and not just by posting lower speed limits.
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Human Behavior	Dieting roadways to decrease speeding and improve awareness.
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Human Behavior	Go back to traffic cameras. Place them every 2 miles on highways. They worked at slowing traffic down. Nor police on expressways.
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Human Behavior	harsher punishments especially for speeding in school zones
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Human Behavior	Implement roadway design and features to deter speeding and improve attentiveness
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Human Behavior	Install speed cameras on Phoenix area freeways.
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Human Behavior	Make law enforcement take speeders or others off the freeways when giving a ticket to avoid the panic braking from other drivers; road barriers at interstate transitions to prevent the stopping in traffic lanes to wait to merge in last minute
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Human Behavior	More active patrolling for speeders and reckless driving
Q2. Strategies to	Safe Speeds	Human Behavior	Narrowing roadways, especially streets through town would do

Category	Safe System Approach	Safety Focus Area	Comment
Improve Traffic Safety			much more in the way of safety than widening which encourages speeding and inattentiveness
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Human Behavior	Not widening roadways since they lead to increased driver comfort/complacency and increased speed. I would prefer narrower roadways with public transit options or protected bike lanes in place of new car lanes.
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Human Behavior	Reduce speed limit!
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Human Behavior	Reduce speed limits and increase enforcement.
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Human Behavior	Roadways need to be NARROWED to encourage slow driving. Bike lanes need to be separated from motor vehicles by a row of trees, bollards (NOT flex posts), or jersey barriers. Sidewalks need to be wide, set back from car traffic
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Human Behavior	Slow vehicle speeds, especially on arterial and other surface streets.
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Human Behavior	Something must be done about the high traffic from semi trucks, too many driving faster than the speed limits and erratic speeds and using the passing lane when they are not passing but blocking.
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Human Behavior	Speed minimums for left lane traffic
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Human Behavior	Stop widening roads - instead build them in such a way to encourage lower speeds. I actually feel safer around the lightrail just because I only have to cross one direction of traffic. Implement calming methods for roads, stop building stroads. :(
Q2. Strategies to Improve Traffic	Safe Speeds	Human Behavior	The semi trucks are the major issue, they go way too fast and I see them passing in the fast lane all the time!

Category	Safe System Approach	Safety Focus Area	Comment
Safety			
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Human Behavior	Trucks go way too fast and driven too aggressive on I-10 in the Tucson area. Speeding and driving behaviors for trucks have to change and be enforced.
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Human Behavior	Why are semi's, trailers, box trucks allowed past the right two lanes? They should not be able to be in the car pool lane. It holds up traffic. Some days there will be semi's in all 4 lanes going the same speed limit. Can we pass a law for the semi's,
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Vulnerable Road Users	Narrow roadways by removing traffic lanes and adding protected bike lanes, narrowing roads automatically slows drivers
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Vulnerable Road Users	Narrower lanes, reduce speed limits, protected barriers for pedestrians/bicyclist
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Vulnerable Road Users	Narrowing lanes by adding trees, sidewalks, medians to slow down traffic
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Vulnerable Road Users	No suburb needs a 6 lane avenue running through the middle of it. If it looks like a freeway, people are going to drive on it like a freeway. Narrow the roads, add calmings and separated bike lanes. Stop giving people with cars everything they want
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Vulnerable Road Users	Prioritizing people over vehicles. Lower speed limits, protected bike lanes separated with a curb, left turns where you can see oncoming traffic, and intersections where people aren't in crosswalks at the same time as turning cars.
Q2. Strategies to Improve Traffic Safety	Safe Speeds	Vulnerable Road Users	We need slower roads, more sidewalks, more walkable cities so we aren't spending \$ on perpetuating unsafe cars
Q2. Strategies to Improve Traffic Safety	Safe Vehicles	Human Behavior	Congestion isnt the issue! Education isn't the issue! Massive vehicles with huge blind spots driving on poorly designed roads is killing people! Redesign the roads, regulate vehicle size.
Q2. Strategies to	Safe Vehicles	Human Behavior	restrictions on size/height of consumer vehicles for personal use.

Category	Safe System Approach	Safety Focus Area	Comment
Improve Traffic Safety			bicyclists, pedestrians, and passengers in smaller vehicles are more likely to sustain severe or fatal injuries from oversized vehicles.
Q2. Strategies to Improve Traffic Safety	Safe Vehicles	Other	Collisions and fatalities have increased with higher fuel prices, lower fuel costs lower incidents.
Q3. Increasing VRU Fatality Factors	General Comment	General Comment	Get the politicians to enforce border policy so we have fewer drugs cross the border and fewer people driving illegally on the roads.
Q3. Increasing VRU Fatality Factors	General Comment	General Comment	Same as before, but mainly
Q3. Increasing VRU Fatality Factors	General Comment	General Comment	Same response as given earlier
Q3. Increasing VRU Fatality Factors	Safe Road Users	Human Behavior	Again, DPS focused on the '5 over' guys. Not going after the dangerous drivers
Q3. Increasing VRU Fatality Factors	Safe Road Users	Human Behavior	Trucks allowed in all lanes. This is the only state I have lived where the trucks are not relagated to the two right lanes.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Other	Inadequate prioritization of safety in project selection and funding
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Again all applies to metro areas. People live outside Phoenix/Tucson
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Again people do not look for moving vehicles and frequently will walk into the path of a moving vehicle without even looking. Their kids are not taught to look either.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Again training on how to merge and yield. Also not impeding traffic if going below speed thats reasonable and prudent!!!
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Allowing pedestrians to “walk” when cars are trying to turn right. Dangerous!
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Awareness - Most common explanation after auto bicycle collision; "I didn't see them."
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Bicycle riders attitudes and obeying traffic laws
Q3. Increasing VRU	Safe Road Users	Vulnerable Road	Bicycle Should Not Be Allowed in Any Construction Zone Share

Category	Safe System Approach	Safety Focus Area	Comment
Fatality Factors		Users	The Road is Stupid in Construction Zone
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Bicyclist are rarely impaired - but many cyclists don't think they have to abide by road rules!
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Bicyclist biking from Flagstaff to Valle constantly bike side by side on blind curves no passing lane causing close calls. Bicyclists need to be educated on single travel on narrow scenic roadways.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	bicyclists (especially at night) need reflective wear, and tend to not have helmets, elbow and knee pads. they also seem to lack proper lights at rear and front of bikes. Pedestrians are walking across any road, not caring about designated "cross-walks"
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Bicyclists believe traffic laws are "only for cars" and ignore them with impunity.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	bicyclists need to have laws pertaining to use of bicycle lights. Perhaps bicycle manufacturers should be required to provide them on the bicycle?
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Bicyclists riding too many alongside each other vs single file, or if there is room, the space that will accommodate them riding alongside each other
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Bicyclists, particularly competitive, weave in and out of the designated bicycle lane into the right most lane without signaling and frequently ride through stop lights in a group where I live.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Bikers are always in car lanes because of the technique they use to divert air. Extremely dangerous for them and cars behind them
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Bikes can't kill cars. Pedestrians can't kill cars. 🙄
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	bycilstists now believe they override pedestrian safety- almost hit by bikers x 4 in Tucson as pedestrian in 2023
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Cyclists frequently ride abreast, or overtake each other, overflowing from the cycle lane onto the main carriageway.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Distracted driving , too much speed and NO enforcement!

Category	Safe System Approach	Safety Focus Area	Comment
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Drivers aren't prosecuted when their criminal or negligence kills and injures bicyclists. For example, the state of AZ didn't pursue criminal charges against an impaired driver who killed 2 cyclists and injured 17 others in Laveen last year.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Drivers who seem to believe that only they are permitted to use roads without adequate enforcement against auto drivers.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Due to electric bikes and motorized transportation needs to have bicycle in traffic cutouts for safety and eliminating all foot traffic from bike lane and bike traffic more use of mass transit on heavier used streets
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Educate drivers on awareness of peds and bicycles and sharing the road. I lived in Seattle for 11 years. Bikes were everywhere. When turning left or right, I learned to always look not just for cars, but bikes and kids.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Educate people on the globality of the traffic : drivers, bicyclists and pedestrians are all part of the traffic.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Enforce "J-Walking" citations where people are being killed, like Maryvale and Indian School Rd
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Enforce traffic laws
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Enforcement of pedestrian and bicyclists laws are inadequate.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Failure of drivers to yield
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	failure to prosecute drivers who kill cyclists
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Fine bicyclists for not staying in bike lane. Many times I've had to follow them riding four or five abreast, blocking the whole lane.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	From personal experience it is distracted drivers that are aggressive drivers
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Homeless druggies just walking across roads and standing manhandling at every street corner and on the freeway access

Category	Safe System Approach	Safety Focus Area	Comment
			roads.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	homeless just dart across the street and don't even look. Bikes not having a lane for which they can ride. And people being distracted while driving.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	I believe that bikes just do what they want to do anyway. Even though they are on the road, red lights, stop signs, this doesn't apply (to most..)
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	In general, AZ state and the cities by far do not emphasize bicycle or pedestrian roadway use through overt and clear roadway markings and signage resulting in drivers not expecting them.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Inadequate driver education.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Inadequate education to bicyclists and pedestrians for lack of reflection on their equipment/jackets for drivers to see. Reflections should be mandatory on all bicycles.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Inadequate enforcement of traffic laws on pedestrians & bicyclists AND lack of crosswalks between major intersections
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Jay walkers.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Jaywalkers get hit by cars a lot.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Jaywalking is a real problem for both pedestrians and bicyclists.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Keep bicyclists off roads that do not have lanes specifically for them.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Lack of understanding among transportation professionals of the need to separate vulnerable road users from cars
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Law enforcement should give tickets to, or at least warnings to bicyclists not following the rules of the road, particularly riding the wrong direction and also to pedestrians for acts such as jaywalking.
Q3. Increasing VRU	Safe Road Users	Vulnerable Road	majority of drivers don't yield to pedestrians (walking, running,

Category	Safe System Approach	Safety Focus Area	Comment
Fatality Factors		Users	cycling). Pedestrians have the right of way.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Many bicyclists don't follow the rules of the road
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Maybe driver education, teaching that bicyclists are a vehicle and do have a right to ride on the road. Cyclists know this, most drivers don't.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	More enforcement: people no longer think the rules apply to them
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Most roadway education is sufficient. It is a lack of individuals following the clear rules of the road. Some drivers seem to feel that they are more important than others on the road.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	No regard for traffic laws
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Not enough quality data analysis to inform coordinated education/enforcement campaigns.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Note: What is incidence, not just absolute numbers!!! Population is increasing significantly!!! Allow bicyclists to ride on sidewalk, but stopping for walkers.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	pass and enforce jaywalking laws
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Pedestrians & bicyclists don't look up from cell phones assuming drivers see them.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Pedestrians & bicyclists not following laws to remain in the bike lanes
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Pedestrians and bikes are ignored, the focus is always on cars not people walking and bikes, we need safe roadways.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Pedestrians and cyclists have a very aggressive attitude. Drivers do as well. Pedestrians jaywalk and ignore traffic laws blatantly. Even though they do have the right of way, drivers are aggressive too so they need to take safety more seriously
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Pedestrians darting out into traffic mid-street at night.

Category	Safe System Approach	Safety Focus Area	Comment
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Pedestrians should use sidewalks as much as possible. We need to discourage runners and casual bicyclists on roadways when a sidewalk is present.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	People should not be allowed to jaywalk on cross streets. The middle of the road is what crosswalks are for
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	People caring
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	People feel they can just walk out in front of cars. Look at the way people are protesting on the highway and roadway. Need to have laws to keep people off the roads.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Radar speed detection and ticketing
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Red light runners
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Reported aggressive driving can be curtailed with driving restrictions to that individual greeting law enforcement also if they don't agree they can go to court and spend their money because they seem to have enough to put others at risk a day to walk a day
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Right turning on red causing drivers to not look for pedestrians on their right, instead focusing on oncoming traffic from their left.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Risking the safety and lives of others while driving aggressively needs strong actions taken.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Same as before aggressive drivers plus high speeds and no priority given to the safety of pedestrians and others
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Signs along expressways reminding people that no hand held phones and no texting while driving.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Slow to merge traffic. The speed limits are 65, but vehicles often attempt to merge at 45 into freeway traffic to either conserve fuel by not accelerating in an adequate amount of time, or lack of education.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Stop illegal aliens from driving on our roadways - they didn't obey the law breaking into our country and they certainly don't follow

Category	Safe System Approach	Safety Focus Area	Comment
			roadway laws!
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Targeted enforcement of recurring areas and more driver and bicyclist and pedestrians education.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	The physics are simple. $F=MA$. Bicyclists are arrogant even if legally correct. That aggressive self-righteousness places them in mortal danger. Dying while being legally right is still death. We need better shoulders for bikes on county roads.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	This county is a shame when it comes to prosecution of drivers that kill cyclist. 2/25/23 Goodyear case in point, and many like it.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Too many times bicyclists are traveling next to each other and impeding the car lane.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Training, not education. Training on how to look for bicyclists/pedestrians, (frequency, how far back, etc). Laws requiring cyclists/ped's to wear reflective gear + brighter colors. Drivers do look but do not see/respond. Requiring sunglasses for driver
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Watching some of the behaviors of some "vulnerable road users" - I often think they have a death wish.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	Weed out the incompetent drivers and keep them off the roads after 2 or 3 moving violations.
Q3. Increasing VRU Fatality Factors	Safe Road Users	Vulnerable Road Users	You should enforce not using cell phones and not signaling. Half the driver are on the phone and virtually no one signals or signals incorrectly.
Q3. Increasing VRU Fatality Factors	Safe Roads	Other	Improve design (Loop202/Higley multi-use alignment), manage construction (Broadway curve speeding), maintain pavement (Loop 202/Williams Field unlevel bike lane), improve capacity (HOV lane merging to fast lane South Loop 202 Eastbound near Gilbert Rd)
Q3. Increasing VRU Fatality Factors	Safe Roads	Other - Congestion/Capacity	Hwys 82 and 83 should not be 'scenic' roadways, no shoulders, wine tasters, semis, RVs, snowbirds and bicycles and motorcycles don't mix well.
Q3. Increasing VRU	Safe Roads	Other - Lighting	Dark skies in Pinal County adds to the problem. It should be

Category	Safe System Approach	Safety Focus Area	Comment
Fatality Factors			abolished.
Q3. Increasing VRU Fatality Factors	Safe Roads	Other - Lighting	Definitely do not need more road lighting, it's already horribly bright at night with all the LED lighting. If anything we need LESS lighting.
Q3. Increasing VRU Fatality Factors	Safe Roads	Other - Lighting	Harsh and glary LED lighting has gone from obscurity to full prevalence during the exact timeline in which we've seen this increase in traffic fatalities. Early studies on their safety were highly flawed and made assumptions that don't hold up.
Q3. Increasing VRU Fatality Factors	Safe Roads	Other - Maintenance	Updating GPS and better signage during road construction. Finish the train underpass on 6th st.
Q3. Increasing VRU Fatality Factors	Safe Roads	Other - Transit	Expanded public transportation options, and the education efforts that follow, will help reduce these fatalities
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	"inadequate" includes unprotected bike lanes on roadways; any proximity or interaction between automobiles and cyclists/peds is an extreme risk
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	"Road diets." Straight roads with standard width vehicle and bike lanes are safest. "Diets" with STUPID medians added force both to be narrower and turn roads into curving "slalom courses" making them riskier for everyone.
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	A street that has a bicycle lane is a useless safe cycling corridor if the bicycle lane ends at or near an intersection or where the street narrows. Either there is a full and complete bike lane or there should be none at all.
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	Add bicycle sensors at traffic lights and allow bicycles to go first before cars at intersections
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	Bike, walking paths should be away from roadways when possible. Using the canals as paths is a solution, but the Highline path 6th Ave to 16th st, installed 40 years ago by the city and almost ZERO maintained.
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	dramatic increase in bicyclists on roads that have no shoulders, limited passing zones and heavy traffic
Q3. Increasing VRU	Safe Roads	Vulnerable Road	Highway design standards applied in urban/suburban street

Category	Safe System Approach	Safety Focus Area	Comment
Fatality Factors		Users	contexts that should design a balanced transportation system.
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	If you want bicycles on a highway there needs to be a three foot section for them. Having bikes on the 89 from Prescott to Wilhoit is in fucking sane.
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	In uptown Pheonix bike lanes are not present on the roads, sidewalks are narrow, and there is no buffer between the sidewalk and roadway. I don't think bike lanes are the solution, since drivers can hit bicyclists. So wider sidewalks and buffers are neede
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	Inadequate concern from ADOT about pedestrians/bicyclists. ADOT employees who works on a project would be REQUIRED to walk and cycle that route once it's reopened to general traffic -- ADOT should experience what they build for pedestrians/cyclists.
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	Inadequate designated, paved bicycle and pedestrian lanes along state and county highways where speed limits are set above 40 mph
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	Inadequate infrastructure for non vehicular traffic (not just at crossroads)
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	Inadequate roadways and sidewalks for pedestrians and cyclists, not just facilities.
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	Intersections: follow other countries/cities & put islands in intersections for shorter crossings. Put peds/bikes out front (more visible). Separate cars from other users. Some drivers get pissed off over losing a few seconds to safety pass.
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	It's easier to change the infrastructure than to change peoples behavior.
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	Keep bikes off and away from cars and vehicles on roads, tax them for building their own rail seperations if you cant, keep them away from any road that is over 25 mph
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	Mixing pedestrians, bicycles, cars, trucks and especially light-rail on one roadway never works - it's a pipe-dream.
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	More protected bike lanes. Inadequate public transit. Expand train, light rail, trolley, shuttle or bus options in Phoenix and

Category	Safe System Approach	Safety Focus Area	Comment
			surrounding areas. More sidewalks for pedestrians.
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	Need more routes for pedestrians and cyclists that are separated from vehicle traffic by some type of barrier or distance.
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	No amount of PSAs will fix this issue. AZ roads are designed for cars, huge cars, and drivers don't pay attention bc they don't have to. It's a road design issue (and vehicle design).
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	No barriers exist for pedestrians/bicyclist. We put all these barriers for construction workers to protect them, but take them all down and just let pedestrians/bicyclist try to survive on their own.
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	No easy way for pedestrians and bicyclists to use public transportation without having to walk/bike for miles first
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	no protection for bicyclists or pedestrians such as barriers
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	Overall Street Design is making it deadly for all road users.
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	Painted bike lanes next to lifted trucks (should be illegal), is unsafe. If I wanted to end my life, I'd just ride my bike in any bike lane in Phoenix. We need barriers, we need sidewalks, we need less cars, less parking lots, less massive buildings.
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	Pave shoulders, repair existing shoulders, make sure the rumble strips aren't on the shoulders.
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	Phoenix needs an extensive bicycle path systems like other cities have. That is one thing I really miss about other cities we have lived in.
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	Protected bike lanes would do wonders for bike safety, as would narrowing roadways and intersections so the crossings don't take as long
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	Reduced driving lines in order to accommodate bikes that typically ride in the road anyway.
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	Roads that prioritize car speeds over everything else.

Category	Safe System Approach	Safety Focus Area	Comment
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	Roundabouts are the cause of 95 percent of pedestrian and bicycle crashes in Arizona.
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	Safety infrastructure that intuitively encourages conscientious driving
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	Stop designing dangerous stuff for bicyclists and pedestrians and start treating it like an actual transportation option. Is it any surprise when you prioritize cars, no one wants to walk or cycle?
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	Stop expanding highways & flushing away billions of dollars. Learn from successful countries & build places for people, not cars
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	The bike lanes are useless unless they are constantly being cleaned. Gravel/Trash from the road ends up there making riding a bike unstable.
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	The design of the road causes the accidents.
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	The roads are too wide, which makes cars drive faster and zone out. We need complete streets.
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	The state of Arizona has ignored my request to trim tree branches that are secluding no passing zone signs. They have ignored me concerning a hazardous area on Hwy 80 by the Lavendar pit. My shoulder will never be the same.
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	Unsafe road design that promotes bad driver behavior
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	Until we create separated bike lanes where cars are physically unable to enter the bike lane unless they go over a curb or through a barrier, then bike lanes will continue to beat deadly in Arizona. Stop catering to car users
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	We need bike lanes that are separated from the main road via a sidewalk, parked cars, median or cones
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	We need more physical separation of cars and bicycles. Painted bicycle gutters are not enough.
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	You need better infrastructure

Category	Safe System Approach	Safety Focus Area	Comment
Q3. Increasing VRU Fatality Factors	Safe Roads	Vulnerable Road Users	You need more dedicated bike routes away from roads. You need safer bike lanes. Stenciling a bike image in the middle of a road used by cars going 45 mph or more is a joke. Widen road and create wider bike lanes.
Q3. Increasing VRU Fatality Factors	Safe Speeds	Vulnerable Road Users	Driving at 43-50 mph with infrequent pedestrian traffic may lead to inability to be alert to pedestrians, cyclists. Perhaps invention of intersection identification would lead to awareness
Q3. Increasing VRU Fatality Factors	Safe Speeds	Vulnerable Road Users	I dont think having multiple lanes will help but encourage people with bigger sidewalks and bicycle lanes will be huge. smaller lanes will slow cars down too. Improving bike and walk lanes will be sustainable
Q3. Increasing VRU Fatality Factors	Safe Speeds	Vulnerable Road Users	Lower city speed limits.
Q3. Increasing VRU Fatality Factors	Safe Speeds	Vulnerable Road Users	Reduce speed limit!!!
Q3. Increasing VRU Fatality Factors	Safe Speeds	Vulnerable Road Users	Speed...speed...speed...people consistently drive way too fast
Q3. Increasing VRU Fatality Factors	Safe Vehicles	Other	Automated driving
Q3. Increasing VRU Fatality Factors	Safe Vehicles	Other	Set up and conduct vehicle checkpoints to examine wipers,tires, seat belts, windows, exhaust pipes
Q3. Increasing VRU Fatality Factors	Safe Vehicles	Vulnerable Road Users	highly modified trucks lifted too high, loud exhaust, and loud music all make it hard to see bikes and pedestrians and vehicles driving in bike lanes
Q3. Increasing VRU Fatality Factors	Safe Vehicles	Vulnerable Road Users	more powered scooters/bicycles
Q3. Increasing VRU Fatality Factors	Safe Vehicles	Vulnerable Road Users	Need to address these electric bicycles
Q3. Increasing VRU Fatality Factors	Safe Vehicles	Vulnerable Road Users	Streets should be streets, not highways. SUVs and trucks are too high to see pedestrians and high vehicles impact people in the head/chest instead of the legs.
Q3. Increasing VRU	Safe Vehicles	Vulnerable Road	The increasing size (esp. weight and height) of cars. This should be

Category	Safe System Approach	Safety Focus Area	Comment
Fatality Factors		Users	looked at in your studies and regulations should be considered
Q4. Strategies to Improve VRU Safety	General Comment	General Comment	All applies to metro areas. I know areas with so many markers it's like having lights
Q4. Strategies to Improve VRU Safety	General Comment	General Comment	https://www.azfamily.com/2023/08/03/why-driver-hasnt-been-charged-after-plowing-into-group-bicyclists-goodyear/
Q4. Strategies to Improve VRU Safety	General Comment	General Comment	Refer to my previous comments. And why bother with education. Thought we were getting smarter as a species, but maybe not if you continue to refer to industry standards such as AASHTO.
Q4. Strategies to Improve VRU Safety	General Comment	General Comment	Was the bias factor introduced with the sequence of options and long list of options presented considered in presenting these questions?
Q4. Strategies to Improve VRU Safety	Safe Road Users	Human Behavior	It's hard to prevent drunk drivers from being on the road. Education starts with the community and the establishments that serve the beverages.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Human Behavior	More stringent gun laws to discourage road rage shootings.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Actually punish drivers rather than dismiss as an "accident"
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Add more questions regarding pedestrian and bicycle scenarios in written and in person drivers test
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	All the education won't work if there is no enforcement of laws.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Bicyclists believe traffic laws are "only for cars" and ignore them with impunity.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Bicyclists seem to be unaware of other traffic, ride abreast, do not obey stop lights or stop signs. They need more education.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Campaigns don't really do anything as they are optional to follow. They are ignored as white noise.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	'Campaigns' rarely work in my opinion. People mostly ignore the rules...they apply to other people. People drive too fast and are distracted too much! There has to be a consequence to get their attention. Sadly!

Category	Safe System Approach	Safety Focus Area	Comment
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Cite more J-walkers to discourage crossing in unsafe areas.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Common Sense cannot be taught
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Consider enacting the "Idaho Stop" to allow cyclists to treat road signs differently from cars to increase safety
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Cyclists & Pedestrians need to be held accountable for not abiding by traffic laws. I see bicyclists doing all kinds of unsafe things as well as pedestrians jay walking or rushing out from behind a parked car onto a street and not using the crosswalks.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Do a regular Public Service "Make Arizona Highways and Roadways Safe" Campaign on TV and on Billboards, and at Craft Fairs and other events where people gather. Have an annual "Remembering People Lost on our Highways" event. Raise the driving age by 1 yr
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Do better and more data analysis to inform coordinated education/enforcement campaigns.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Driver training!!!!
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Driving is mostly a rote action. If a driver habitually violates a seemingly minor traffic law (e.g., making a left turn out of a driveway that is plainly marked as "Right Turn Only") they are more liable to make the same violation on the highway.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Educate drivers about Yellow and Red Traffic Lights: so that they stop ignoring them -
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Educate people to look before entering a street. Educate safe walking in parking lots. Hold young kids hands in streets and parking lots. Etc.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Education about discouraging purchasing a SUV or truck if not needed for better pedestrian and bicycle safety on the road.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	education does not stop idiots from driving like maniacs

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Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	education of driver awareness of bicycle and pedestrians to give some space
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Education programs already in place are more than adequate. Aggressive violators jeopardize everyone's safety despite knowing traffic laws. Bust 'em!
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Education won't work. People just laugh it off rather than taking it seriously.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Enforce existing traffic laws, I see serious violations of traffic laws every time I drive—red light running is just the beginning, speeding, turning from the wrong lanes —totally ignored by police.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Enforce the current laws.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Enforce traffic laws
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Enforce walking vs riding across, jaywalking, crossing when walk signal not lit. Often driver expecting clear even if see ped's so begin action then are mid-movement when too late to stop. Change signal to not green/trun arrow until pedestrian light over.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Enforcement of traffic laws
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Enforcement of traffic laws
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Forget speeding unless it is egregious. Distracted driving and never signaling is the problem.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Give tickets to bikers and walkers who do not obey laws
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Have you seen Pinal County's "Fridays With Frank"? Education campaigns don't really change human behaviour... people will still do what they want.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	I believe the question Increasing enforcement of traffic laws or enacting new traffic laws should be two separate questions, in the orders of 1. and 2. I would respond 5 to the first question and 1 to

Category	Safe System Approach	Safety Focus Area	Comment
			the second question.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	I don't believe most people pay attention to information campaigns.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	I experience the biggest problem of aggressive and angry drivers of jacked up pickup trucks speeding, tailgating and lane cutting
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	I feel like any attempts at "educating" will have minimal effect. Penalties, fines, jail time...to me is the only way that people will LEARN
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	I unfortunately don't know if you get bang for buck on 'educating' people on driving. I would like to think so, but there are so many idiots out there...
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	If education campaign mean enforcing traffic laws YES. If it means public service bilboards NO.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	In my opinion this is almost entirely an infrastructure problem and not an education problem. I would like to see education campaigns on how to use/navigate new infrastructure.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	In Seattle, drivers knew that judges would nail them to the wall for hitting bicyclists and pedestrians. Educate drivers to be responsible toward others.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Increase fines for accidents involving bicycles. Advertise such.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	increased penalties for pedestrian/bicyclist violations
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Increasing enforcement against bicyclists if there are too many alongside each other for the bicycle lane. If there is only room for single file, or two, there should not be a group of them alongside each other
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	It is a race for time, drivers do want to wait, light for just the pedestrian, not the vehicles only when pedestrian are in the cross walk
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Laws re: lights on pedestrians and cyclists AND penalties for hitting a cyclists (manslaughter or vehicular manslaughter vs a

Category	Safe System Approach	Safety Focus Area	Comment
			traffic violation)
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Mandatory education for drivers license renewal about Pedestrian/ Bicyclist rights & safety for all new & renewing drivers licenses
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	More ENFORCEMENT !
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	More enforcement, no more education campaigns! Pedestrians & Bicyclists need to be held to same standard as motorist when on roadways.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	New laws are not needed, just enforcement of existing laws
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Penalty for not yielding to people on bicycle or walking
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	People are going to do what they do, right or wrong. Need to ensure we don't penalize good drivers for bad drivers behaviors.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	People no longer follow rules. More education on safety should be provided in schools, more enforcement
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Please consider the time loss to those walking and rolling at lower speeds when evaluating network connectivity. Compare that with weight on considerations for seconds of delay on drivers and the systemic effects.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	promote bicyclists yielding to pedestrians!!! most are not respectful, and trying to outrun local traffic jeopardize the walking population- we are as many as the bicyclists if not more in numbers walkers esp in Tucson
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Provide additional education regarding traffic laws to pedestrians & bicyclists
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Red light and speed cameras other technology with enforcement capabilities
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Removing of panhandle and of homeless along roadways, enforcement of no trespassing on state land and along freeway access roads
Q4. Strategies to	Safe Road Users	Vulnerable Road	Require bicyclists to wear safety vests, mirrors on their helmets,

Category	Safe System Approach	Safety Focus Area	Comment
Improve VRU Safety		Users	maintain a specific speed, just as cars must.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Require more frequent required written tests to renew licenses.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Slowing drivers down will only agitate them and cause them to drive faster to make up for lost time. Pedestrians need to be better pedestrians, they don't use the crossings we already have. Do not lower the speed limit.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Sorry, but when you have a lot of people here from 3rd world countries, they are going to act like they do in 3rd world countries. Clueless to our traffic laws.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Stop wasting money making those crosswalks in the middle of the roads People don't even use the light to cross and it just causes more accidents people don't pay attention to stop and go .
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Stopping mid-block crossing, either pedestrian or bicyclist. I would guess over 60% of fatalities are mid block crossing where there is no crosswalk
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	The hawk crosswalks don't work because drivers don't stop for blinking red lights.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	There is no solution for making people pay more attention, being more courteous, and using common sense. That is what is lacking amongst both pedestrians and drivers.
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	There seems to be zero enforcement. The 101 up north and east is nuts. Better when traffic cams were there. Never see ANYONE pulled over
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	They need to put traffic cameras at every intersection!!!
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	Ticket pedestrians/cyclists for jaywalking/breaking laws
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	When you can figure out how to make people care about other people you might have a fix
Q4. Strategies to Improve VRU Safety	Safe Road Users	Vulnerable Road Users	You just really need more expensive penalties for aggressive drivers. Revoke their license.

Category	Safe System Approach	Safety Focus Area	Comment
Q4. Strategies to Improve VRU Safety	Safe Roads	Other	Disincentivizing driving for people that shouldn't be driving and incentivizing alternatives for predictable commutes
Q4. Strategies to Improve VRU Safety	Safe Roads	Other	Increasing investment in alternatives to car dependency
Q4. Strategies to Improve VRU Safety	Safe Roads	Other - Lighting	No more road lighting - that causes way more harm than good.
Q4. Strategies to Improve VRU Safety	Safe Roads	Other - Lighting	Reducing the intensity and especially glare of cold-temperature LED lighting. The research is somewhat mixed on lighting. They need full shielding and warmer color temperatures. The glare of cold LEDs can be harsh and is linked to macular degeneration.
Q4. Strategies to Improve VRU Safety	Safe Roads	Other - Transit	Making more public transportation so when bicyclists and pedestrians need to reach it, they have less concerns about being near traffic for too long.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Actual PROTECTED infrastructure, not “protected.” I want cars to smash and stop on bollards before they can hurt a person walking/biking/rolling
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Add protected bike lanes, bullards at intersections to protect pedestrians, more points of crossing roads
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	ADOT needs to keep the shoulders cleared, provide adequate lighting and guardrails, make more bikepaths, and put people over money and politics.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	AZ roadways, especially in Tucson are terrible. Poorly maintained, marked, and not wide enough to accommodate cars, bikes and pedestrians.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Best way to improve these to look how other countries do them. The reason why people dont walk or bike as much is because its dangerous. There has to be a system in place to improve peoples lives without the fear of getting hit by a car.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Bicycle paths and bridges or tunnels. Keep the bicycles and pedestrians away from traffic.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	bicyclists should not be on the roads with cars “ever” as it’s a recipe for disaster. bikes on sidewalks should always be allowed

Category	Safe System Approach	Safety Focus Area	Comment
			as this adds a curb into the equation, that usually dampens a scenario for car vs bike.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	bike lane in the road separated from traffic i.e. pylons, curb, etc. to keep drivers out of bike lane
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	bike lanes and put plastic uprights to form a light barrier.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	changes to automobile traffic lanes such as roundabouts every 1/4 mile or aggressive speed bumps on major roadways
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Dedicated right hand turn lanes are dangerous to pedestrians and bicyclists. With how little they actually get used at most intersections they are nearly 100% unnecessary.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Don't put bikes on the same road as a heavy car/truck. Look at Denver's bike paths. They are serious about bike safety
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Education will do very little when the built environment encourages drivers to drive quickly through populated areas and is actively hostile to pedestrians
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Eliminating right on red in areas with heavy pedestrian traffic
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Fix and add lanes on hwy 93 in bloody alley
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Flagstaff roads are too congested for bicycles to safely use the same road
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Grade-separated pedestrian/bicycle crossings at major intersections. (ped/bike bridges) Physical barriers to prevent pedestrian entering roadway not at a designated crossing. Technology solutions to identify pedestrians in roadway and warn drivers
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	How about a dedicated bike pedestrian path that is separate from traffic
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	I think keeping bicyclists from riding on the major vehicle streets. Tucson has lovely bike boulevards, encourage riders and walkers to use these instead of major streets!

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Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Increased lighting at legal pedestrian crossings
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	It is literally cheaper and more effective to upgrade bike and pedestrian infrastructure rather than to throw more money at trying to educate a population that has been told these lessons over and over.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Lanes are not big enough to share the road with drivers and bicyclists.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Make some safe long routes. We don't have anything safe that goes out along hwys 89 or 180. More folks would commute further from town if was safe.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	More expansive shoulders. The larger the delineation from autos to bikes/pedestrians the safer they are.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	More multi-use paths that connect destinations off major roads.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	More off road multi use trails and insuring that roads connecting trails have bike lanes or adequate shoulders
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Narrowing roadways and banning right turning on red.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Non-vehicular pathways for bicycle/pedestrian travel
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Pedestrians and cyclists need traffic infrastructure completely separated from cars. Existing cycling infrastructure also needs to be continuous.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Please make improvements in the pedestrian and bicyclist infrastructure. Also, paint is not infrastructure. Please include physical protection like bollards and designated bike routes.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Protected bike lanes are a must in Phoenix. We are too car dependent to live safely. Cycling is used for transportation in every other country. It's healthy, it's safer, we need to emulate that. Not cars, people are what matters.
Q4. Strategies to	Safe Roads	Vulnerable Road	Provide lanes just for bicyclists, and sidewalks for pedestrians.

Category	Safe System Approach	Safety Focus Area	Comment
Improve VRU Safety		Users	
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Provide more "quality" pedestrian and bicyclist facilities along roadways. For example, 63rd Ave & Loop 101 ped/bike bridge. Would road designers encourage their own families to use the bike/ped facilities? If not, why?
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Providing bicycle & pedestrian travel ways that are completely independent from "roadways".
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Providing more dedicated vehicle-free zones and dedicated multimodal paths physically separated from vehicle roadways.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	removing roundabouts and replace with traffic light and crosswalks.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Restrict parking next to corners. It makes it hard to see pedestrians on turns. Encourage helmets, bright clothes, etc. signage at stoplights similar to info about panhandling/services for the unsheltered. Add info about looking out bike and pedestrian.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Safe crossing zones and better lane marking in intersections would be very helpful.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Separate bike and pedestrian traffic do the fact that special needs or handicap use pedestrian sidewalks and crosswalks there needs to be a separation of pedal and electric traffic . Water station with cool water for bicycle electric or pedal and traffi.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	some of the bike lanes are minimal in size, increase space and provide barrier.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Stop expanding highways & flushing away billions of dollars. Learn from successful countries & build places for people, not cars
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	The city of Austin introduced pre-fabricated speed bumps to reduce the cost of installing them versus building asphalt speed bumps.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	The improvements that "slow drivers down" are currently turning straight roads into "slalom courses" or adding speed bumps - these make roads MORE DANGEROUS because the curves are hazards and the lanes become narrower. STOP TAKING LANES

Category	Safe System Approach	Safety Focus Area	Comment
			AWAY!
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Time lights to increase traffic flow and stop red light runners
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	To protect pedestrian traffic, put in legit sidewalks, they will get used.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	updating GPS and signage during road construction, Finish train underpass on 6th, Potholes
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Upgrade high-use roads and intersections that have inadequate bike lanes and/or sidewalks.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	We do NOT have an Education problem -- Arizonans know their behavior can kill. We have a design problem -- we have too many Streets in Arizona that are designed like urban freeways instead of real Streets.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Why do ppl's opinions matter on this? Doesn't RESEARCH show that road design/infrastructure changes will help save pedestrians/cyclists? Follow the data please!
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Wider sidewalks without changes in slope at driveways
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	Wider sidewalks, more multi-use paths, more bike routes and pedestrian routes are needed. Motorists don't pay attention when a bike is on the road, and sometimes bicyclists and pedestrians are distracted when next to cars.
Q4. Strategies to Improve VRU Safety	Safe Roads	Vulnerable Road Users	You can connect with all the colleges high schools and have driver's education training and upgrading once or twice a year which would help those that have vehicle citations can go more often like once every 6 months or 4 months and quarterly it lets them
Q4. Strategies to Improve VRU Safety	Safe Speeds	Vulnerable Road Users	Again, dangerous and ignorant DPS focus on moderate speeders. Emergency response by DPS does not use common sense. Eg. parked to slow traffic long into the backup

Category	Safe System Approach	Safety Focus Area	Comment
Q4. Strategies to Improve VRU Safety	Safe Speeds	Vulnerable Road Users	campaigns will be a waste of resources for your cause. ONLY designate bikes around under 25 mph areas/ separate by a railing. Bikes are no match for the speeds of vehicles/ Do not use roads paid by tax of vehicles
Q4. Strategies to Improve VRU Safety	Safe Speeds	Vulnerable Road Users	Features that slow down drivers tend to cause drivers to avoid them. Think speed bumps that people go around. Also, traffic signals would work but separating pedestrians from roads is more effective but I understand it's more expensive.
Q4. Strategies to Improve VRU Safety	Safe Speeds	Vulnerable Road Users	Lowering the speed limits on city streets, building streets in such a way that traffic flow is interrupted to prevent speeding (ie not relying on education or the honor of drivers).
Q4. Strategies to Improve VRU Safety	Safe Speeds	Vulnerable Road Users	Reduce speed limit!
Q4. Strategies to Improve VRU Safety	Safe Vehicles	Vulnerable Road Users	Limit size of vehicles, regulate side lines of vehicles, regulate hood angle
Q4. Strategies to Improve VRU Safety	Safe Vehicles	Vulnerable Road Users	prohibiting fully automated driving and discouraging partial automated driving
Q4. Strategies to Improve VRU Safety	Safe Vehicles	Vulnerable Road Users	requiring emissions control on cars so drivers can't emit exhaust as they pass cyclists. the fumes are unpleasant and unhealthy.
Q4. Strategies to Improve VRU Safety	Safe Vehicles	Vulnerable Road Users	Set up and conduct vehicle checkpoints to examine wipers,tires, seat belts, windows, exhaust pipes
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	(1) Loop 202 & Higley Rd (southern location near ASU Poly) connection with the multi-use path. When traveling east/west on the multi-use path you have to go north to the intersection, which positions your bike to face north and not east/west. In my 10+ years of daily biking, I almost got hit 4 times and this is one. A right turning vehicle coming from Loop 202 almost hit me because I think they were anticipating me to go north and not east. I now reposition my bike to face east/west, so people know where I am going. However, why not work with Gilbert to make an alignment such that bicyclists, especially kids, can more easily face their direction of travel?

Category	Safe System Approach	Safety Focus Area	Comment
			(2) Loop 202 & Williams Field Rd eastbound the bike lane pavement is unlevel at the concrete/asphalt divide. The first time I traveled here at night, after grocery shopping, I lost groceries in the middle of the road. I now slow down and merge into traffic at this location. I would warn family members from using the bike lane here.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	1. Roads that have speed limits from 30 and up, especially if (a) poorly lit, (b) have few pedestrians so we aren't thinking about pedestrians, cyclists, (c) lights not timed
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	101/Guadalupe
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	16th St between Thomas Rd and McDowell Rd. McDowell Rd near SR 51.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	16th Street and Missouri and all along Bethany from 51, Piastawa Parkway to I-10. There are students on foot and on bikes and traffic is not watching for these people.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	19th and Dunlap. I thought the light rail overpass would have included pedestrian and bike crossing options too.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	19th Ave between Missouri and Dunlap
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	20th st and Baseline light, there's a highschool and the light doesn't give the students enough time to cross over to the other side. Cross walk time should be changed to accommodate students that walk to school. Overall 20th st south of baseline seems like "highway 20" due to how many vehicles travel it and their speeding.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	24th and Baseline. High traffic always, people run red lights. All along Baseline from 24th street to the 10 is always congested with speeding and road work always happening. 78th street and McDowell in Mesa there is no right turn lane, people pass you on right which goes into the bike lane, Accident waiting to happen. The City just smoothed out the dirt on both sides of McDowell

Category	Safe System Approach	Safety Focus Area	Comment
			Rd.which makes it easier for people to go into the bike lane. Bike lanes need to be protected on roadways, flashing lights for pedestrians crossing the road would help.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	260 in Forest Lakes people fly through. We have almost been run off the road several times and it is impossible to walk, bike, or even cross in a UTV/ATV. Every time we are there we hear of a fatal accident on the road. No one knows or cares there is a town there to slow down for.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	32nd st and earl crosswalk 32nd St and Indian School gets pretty lawless
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	347 from Maricopa to I 10. People should not ride bicycles there because traffice is too great and not much room for them on the side roads.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	35th Ave & Dobbins Rd, Laveen AZ. And along Dobbins road from the New 202 to 7th Ave. There are no side walks, and the bike lane appears and disappears randomly on Dobbins road without steet lighting or stoplights.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	40th St and McDowell Rd, I-17 Ramp and Camelback.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	43rd ave to I17 and Bell rd
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	48th street and Ray
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	64th and Thomas
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	7th St & McDowell Rd 7th St & Osborn Rd 16th st & Camelback Rd I-10 stack interchange with SR 202 & SR 51 SR 101 & SR 60 interchange
Q5. SHS Safety	ATSAP Location	ATSAP Location	7th St and Greenway Pkwy, 7th St and Bell Rd, 28th St and

Category	Safe System Approach	Safety Focus Area	Comment
Concerns for VRU			Greenway
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	7th Street and Union Hills seems to be quite dangerous for cars as well as pedestrians and bicycles despite pretty decent lighting. Red light runners are a big issue everywhere.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	7th street from Dunlap to orangewood. And many downtown busy streets. Pedestrians and bicyclist cross the street in dark areas where there is No crosswalk.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	89A between Prescott valley and Clarkdale.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	96th street Cactus to Via Linda. Curvy narrow road, roundabouts with narrow, interrupted "bike lane" forcing cars to slalom, or NO bike lane (south of Shea) and it is very dangerous. I would also be very very concerned about any future plans to do any more "road dieting." ROAD DIETS ARE BAD, BAD, BAD. DO NOT TAKE AWAY LANES OR MAKE THEM NARROWER FOR THE SAKE OF 'BEAUTIFICATION' OR ADDING LANDSCAPING (e.g. like what was done on the once-easily-traveled 96th street from Thunderbird to Shea).
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	A lot of pedestrians cross Colter Street near the 51 Freeway SB ramp. When I make a southbound right-turn onto Colter Street from the 51 SB ramp, I constantly have to watch for jaywalking pedestrians (and a lot of homeless people who sometimes look mentally unstable).
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	A lot of the bridge crossings like I-10 and 43rd Ave the pedestrian walkway areas have homeless living on or storing their things in walkway
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Across N Stapley between E McKellips and E Brown. It's just a long 5 lane wide stroad with no pedestrian crossings. Frequently see children leapfrogging across to get to/from the MacArthur school on McLellan.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Ajo and 6th ave. Palo Verde and I 10. Grant and I 10.

Category	Safe System Approach	Safety Focus Area	Comment
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Ajo and Mission in Tucson is bad. But it's just one example among many. Rural roads are also a problem. For example, a physically protected bike lane along Sandario Road (Tucson) would be great.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Ajo highway between Kinney and Valencia has a wide shoulder but it is full of debris from the degrading roadway which needs repair and an increase in road sweeping
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	All along Ajo out to camino Verde. There are no actual sidewalks separate from the shoulder. If pedestrian traffic is really a concern then this should be common practice.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	All along hwys 89, 89A, 180, Route 66 to Walnut canyon road. There are some cool loops with gravels roads, but it's hard if not impossible to completely avoid these roads. Technically cycling is allowed on I-17, but is terrifying at those speed & weight differentials.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	All along Peoria Rd from 19th Ave to 43rd Ave
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	All around Sedona where tourists are driving distracted, and pedestrians jaywalk. Hwy 89a up the Canyon.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	All freeway and four way crossing of major streets.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	All Fwy overpasses between SR-101 and I-17 on the Westside exits 133 through 124 ?
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	All intersections are a problem for cars and bikes. Hard to see in car if bikers speed thru right lane when cars are stopped. Same for motor cycles. These are small vehicles and hard to see.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	All intersections where drivers can turn right on red or left without a green arrow, drivers rarely look for pedestrians or bikes in the crosswalks.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	All intersections with drivers turning right on red or stop signs. They are looking for other cars not bikers or walkers.

Category	Safe System Approach	Safety Focus Area	Comment
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	All large interchanges within 1 mile from freeways 40th st and Chandler blvd Pecos and AZ Ave
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	All major arteries in the valley are hazardous. There is way too much traffic most of it with distracted drivers on their phones. There are never any police and traffic laws are not enforced.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	All of Chandler. All highway bridges along the US60 and loops 101 and 202 have poor pedestrian and bicyclist infrastructure. Separated and pedestrian bridges such as those along the US60 and College Ave, as well as the Rio Salado pathway and the Sun Circle Trail are examples of exceptional bike and pedestrian infrastructure. I find that crossings along the loop 101 and US60 in the Tempe, Mesa, and Chandler areas have dual right turn lanes onto the frontage road and highway interest that encourages drivers to pull forward further and further to see around other cars and look for oncoming traffic which increases dangers for pedestrian that may not be seen while cars are trying to see around each other.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	All on/off ramps crossings in Phoenix metro are not safe areas for bicyclists/pedestrians.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	All parking lots
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	All parking lots. People frequently do NOT look for moving cars and will walk into the path of a moving car or a car backing up. Pedestrians in AZ expect cars to stop regardless of speed, right of way, etc. So many times I have had to slam on my brakes because someone walked into street into my path without even looking. They do not hold kids hands and even allow young kids, toddlers, etc to walk and run freely in parking lots without a care in the world for moving vehicles. Then they blame the drivers when they are hit. This goes for those on bicycles as well. They DO NOT LOOK and will walk into the path of moving vehicle without even ever

Category	Safe System Approach	Safety Focus Area	Comment
			seeing their error. This is a MAJOR problem in AZ.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	All pedestrian never seem to look both ways when crossing the street - I see them all the time just dart out as so as the sign say walk. Most frightening is many do this with children in hand.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	All roadway crossings along/under I10 in Tucson where cycling infrastructure disappears just as vehicles accelerate to merge onto the highway (e.g. Congress and I10, Grant and I10, Speedway and I10, etc)
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	All sections of roadways where bike lanes just disappears.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	All the main roadways in the tri-city area - no or very narrow bike lanes. Intersections not brightly stiped
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	All underpasses under I-10 through the City of Tucson.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Alma School Road @ Jomax Alma School Road from Happy Valley Road to n/o the Four seasons Entrance (n/o Jomax) Pinnacle Peak Road from Scottsdale Road to Tatum Blvd Good luck to anyone navigating these locations.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Almost all intersections.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	along 23rd ave between Pinnacle Peak rd and Happy Valley Rd. There are no crosswalks and light needs to be installed at 23rd and Alameda across from the apartments on the west and homes on the east. allowing semi truck to block the line of site of drivers at the intersection is a bad idea. Speed limit is 35 but most do 50 plus on 23rd. Add in left turn arrows at the light at 23rd ave and

Category	Safe System Approach	Safety Focus Area	Comment
			Pinnacle Peak with high traffic near QT
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Along crismon road starting at university up to Main Street. We have no sidewalks and no bike lanes.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Along highway 93 north of Wickenburg, AZ
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Along I-10 and I-19 where the highway traverses populated areas in Tucson region. The entirety of Oracle Road from River Road to Drachman.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Along most roadways outside of central phoenix there are no bike lanes, or even enough shoulder space for cyclists.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Along Oracle Rd, Highway 77
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Along Tatum Blvd between the 101 and Jomax. among Scottsdale road between the 101 and Carefree Highway. Along Carefree Highway. maybe the issue is that people should not be cycling or walking in these areas at all and police should be enforcing the rules to prevent these accidents.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Along the 347 to/ from Maricopa. Many drivers get stranded and start walking. There needs to be more lanes. It will also be safer for cops and pulled over vehicles to allow more room for us to get over safely.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Along the 87 from Mesa to ftn hills
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Andy Devine in Kingman east of the exchange. Inadequate lighting and few crosswalks have resulted in fatalities of pedestrians.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Any and all mountainous roadways that are one lane each way. You come around a blind corner and there sits a bike and a car coming at you. Bikes should not be allowed on any road that does not have a dedicated space for them to safely travel in. Period.

Category	Safe System Approach	Safety Focus Area	Comment
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Any crossing of the 101 in Tempe, but especially Alameda/Balboa across the 101 in Tempe Dorsey across the 60 in Tempe 202 WB exit ramp at Priest, especially those cars making right turns onto Priest Exit ramps that allow right on red
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Any highway crossing without pedestrian or bicycle separate paths.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	any intersection that does not provide a bike lane to the left of a right turn lane. Also should have weight sensors on the bike lane
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Any major road across I-10 (chandler blvd, ray rd, warner rd). There is piss poor walking/biking infrastructure.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Any section of state highway with 0 foot shoulders, any shoulder is better than nothing. example SR89 Wickenburg to Congress, SR89A Oak Creek Canyon
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Any street or highway is dangerous.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Any street that has more than 3 lanes of traffic in each direction seems to have a higher likelihood of a driver not seeing a pedestrian due to the large distance to the corners of the intersection.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Any street with little to no lights
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Any two-lane roads (state, county and municipal) without clearly marked bicycle lanes. In my area, Beaverhead Flat Road is an example where there is no room for bicyclists except on the roadway.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Anywhere along Baseline Rd. Also, the rogue kids at ASU Tempe who seem to think they have the right of way, even when jaywalking or not crossing at cross walks. Especially at night after partying.
Q5. SHS Safety	ATSAP Location	ATSAP Location	Anywhere along Grand/US 60 west of the 101. Especially as you

Category	Safe System Approach	Safety Focus Area	Comment
Concerns for VRU			get closer to the 303 and west of it
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Anywhere along Hwy 277 in Overgaard any beyond. Single lane and weeds up to your knees on the "side of the Road" which is easements and entirely unsafe to walk or ride a bike on as you have to be on the asphalt and pray you don't die from getting ran over by vehicles.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Anywhere in Bisbee, AZ. Anywhere except the bike paths in Sierra Vista, AZ
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Anywhere in downtown Tucson. You have pedestrian, bicycle, cars, busses and rail traffic. I avoid Congress st at all costs,
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Anywhere on a school campus, including ASU. I am afraid to drive because of the number of bicyclists who drive like maniacs. Any major intersection. Some people just don't understand that they too have to follow traffic lights, whether driving, biking, or walking.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Anywhere on Grand Ave./Hwy.60
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Anywhere traffic travels over 30 mph. Bikers, walkers do not get out of the way fast enough and cars are going too fast to allow for technique and lack of knowledge about how to ride and walk.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Anywhere university students travel.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Apache/Main from Rural Rd to Price Rd, Rural Rd from University to south of Broadway Rd.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Around the University of Arizona campus, down Fourth Ave, and down Speedway (Park to Kolb) and Broadway (Congress to Prudence).
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	As a bicyclist, I hate mingling with cars at all. The green belt and canals are great, but would like more underpasses
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	At most intersections of both the Loops 101 and 202 in the East Valley and major arterial streets.
Q5. SHS Safety	ATSAP Location	ATSAP Location	baseline 101, baseline 10

Category	Safe System Approach	Safety Focus Area	Comment
Concerns for VRU			
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Baseline Rd. In south Phoenix. I cycle, but I refuse to ride on that Rd. because of safety concerns. Trash in the bike lane and distracted drivers.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Baseline Road and I-10
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	<p>Baseline Road off and on ramps are busy and the underpasses are dark.</p> <p>Vehicles coming off of Loop 202 at Rural Road (westbound to southbound) go from bright sun to dark underpass and there are typically panhandlers right next to the off ramp.</p> <p>The westbound Loop 202 off ramp to Center/Priest at the Priest exit has panhandlers, bicycle and pedestrian traffic that is often erratic.</p>
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	basically all of gantzel/ironwood.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Basically everywhere throughout the state. We have no safe non vehicular pathways for bicyclists and pedestrians. Reducing traffic congestion and pollution while increasing the overall health of our people would vastly increase if people felt safe using a bicycle or walking pathways. Travel stress would be elevated some also.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Basically, any intersection is a concern for pedestrian and bicyclist. Also narrow roads that do not have lanes specifically for bicyclists. Intersections with 4 way stop signs are a disaster. Towns try to save money on red lights at the public's expensive; whether driving, walking, or bicycling. In addition, bicyclists need to stay off narrow roads, or roads without lanes specifically for them.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Beaverhead Flats Road and Cornville Road between Big Park/Village of Oak Creek and Cottonwood. Over the years there

Category	Safe System Approach	Safety Focus Area	Comment
			has been a very large increase in traffic on this route and now distracted drivers speed and aggressively pass other vehicles.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Bell is a dangerous place for pedestrians as well as bicyclists. Needs to have a special lane for bicycles. Pedestrians can use the sidewalks, but drivers seem not to pay attention to those who are trying to cross the street with the "walk" signal. People seem to have become entitled to do whatever they want. And they are no longer polite! Sad. specifically - Bell and Cotton, Bell and Reems and Bell and Litchfield.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Bell Rd, Grand Rd, Reems Rd
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Bethany Home and I/17 homeless create a distraction for drivers, darting in an out o traffic.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Bethany Home Rd between 55 Ave and 67 Ave. Glendale Ave between 59 Ave and 67 Ave.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Bicycles do not stay in their lane due to ignorance, side by side riding or terrible road conditions. Mt Lemmon is very dangerous due to bicycles especially while driving large trucks as I frequently do.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Bicycles riding the wrong way and on sidewalks as cars are coming out of parking garages is one general area where we have had near-misses with bikes. The number of pedestrians crossing at the intersection of College and University Ave. on ASU Tempe campus while at the same time having cars trying to turn in 3 directions is a tremendous bottleneck. I think an additional pedestrian bridge is needed over University, like the one that connects to Palm Walk.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Bicyclist need to know that they must follow the same laws as motor vehicles!

Category	Safe System Approach	Safety Focus Area	Comment
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Bicyclists and Pedestrians should be kept away from Highways & Freeways whenever possible, but if financially feasible (and if justified by large numbers of Pedestrians / Cyclists / Equestrians) - - ADOT can prepare dedicated, separate trails that are surfaced with hard-packed dirt or gravel. This will provide an alternate access, away from the dangers of high-speed vehicular traffic.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Bicyclists on Estrella parkway. Lack of crosswalks in communities. Drivers need to yield to pedestrians.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Bicyclists riding on 2 lane roads with multiple hills and dips and no bicycle lane, such as Moore between la Canada and Thornydale.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Bicyclists that use pedestrian sidewalks to ride on, even when the road has established dedicated bicycle lanes is infuriating. Roosevelt road between 7th street and 7th avenue, and 3rd and 5th Ave between roosevelt and van buren. Intersection of 3rd ave and roosevelt is a nightmare
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Bike across I-60 mesa, tempe. Bikes I-10 crossing between tempe, phx. Better, protected canal crossings for ped and bike.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	bike safety: Norterra Parkway/North Valley Parkway from Jomax to Dove Valley
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Bike safety? Besides people in Tucson and Sedona and, maybe, Flagstaff— who bikes in AZ? It is HOT! I would rather see law enforcement take a more active presence.... Maybe educate motorcyclists on the difference between lane filtering (legal) and lane splitting (illegal)... because I-17 in rush hour is where those “bikers” are going to get killed!
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Bike trails inesa with no signals or crosswalks
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Both sides of the Mule Pass Tunnel on Route 80. Even with the recent improvements to the tunnel, I wish ADOT would ban bicycles from tunnel use -- this would require very visible signage

Category	Safe System Approach	Safety Focus Area	Comment
			to bicyclists to use the alternate route up and over the Divide.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Bridge on Irvington and I-19. The road is horrific for auto drivers and is a “no way!” for bicyclist.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Buckeye area. Need widen streets complete to meet growth and add safe bicycle and pedestrian trails and/or lanes. Specifically Verrado area between Verrado and 303 is dangerous.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Bush Highway along the Salt River; popular for hikers and bikers with a few very narrow areas.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	bush highway and usury pass road has bike lanes, but cars speed by, swerve at bikes, and also drive in bike lane. A barrier is needed. I have bicycle concerns all over phoenix metro with the minimal space provided in bike lanes.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Cactus and 84th Street. Shea and 84th Street. Sweetwater and 94th Street.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	camino del cerro west from silverbell road
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Camino Verde and Highway 86
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	canal crossings
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	cannot address highways wiht this , but local streets throughtout the city of Tucson- bicyclists do not demonstrate respect to sharing the road.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Cannot cross I-17 using Happy Valley Rd if bicycle or pedestrian. This limits job access for teens that may not be able to drive yet.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Cannot recall specific location at this time. Intersections would likely be most dangerous. Street level/unwalled would be more risky. Highway bike riding would be another.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Carefree Highway between I 17 and Cave Creek Roadwe need MORE ENFORCEMENT!

Category	Safe System Approach	Safety Focus Area	Comment
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Carefree Hwy & I-17 Happy Valley Road & I-17
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Carefree Hwy from I-17 to Scottsdale Rd and Cave Creek Rd from Carefree Hwy to Loop 101.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Carefree, AZ pedestrian crosswalks at Tom Darlington and Cave Creek Roads.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Carefree, AZ: Tom Darlington Drive (TDD) and Stagecoach Pass, all along TDD.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Cave creek and 101
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Central & Downtown Tucson, and around the UA. The heavily congested areas where people tend to use bicycles.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Central ave between bethany home road and dunlap
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Chandler Blvd from Ahwatukee to the 101.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Check proximity to alcohol access and consumption.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Citrus onramp to Westbound I-10
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	City of Flagstaff provides an urban trail system for cyclists to use, yet I see cyclists using the roadways instead of the urban trail systems provided.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	City of Maricopa
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	City of Phoenix streets without crossing systems with controlled lights and signage. Educating drivers on the controlled lighted crosswalks. Keep implementing more round-a-bouts to increase traffic flow.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Close to schools

Category	Safe System Approach	Safety Focus Area	Comment
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Cornville, AZ
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Cotton Lane between MC 85 and Estrella Parkway. Estrella Parkway between I-10 and Elliot Road.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Country club drive and US-60
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Country Club Drive in Mesa is 7 lanes wide (3 either direction with a middle lane). That's a huge amount of road for pedestrians/cyclists to try to cross without getting hit. University Drive in Mesa is a smaller road but there is no bike lane (that gutter does not count as a bike lane!) so it's really impossible for a cyclist to safely use that road. Alma School's lanes are so wide that people drive like it's a freeway, and I've seen more crashes than I can count at Alma School and Rio Salado. Traffic calming measures are desperately needed as well as dedicated, protected bike lanes.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Country Club/Arizona Ave. Humans drive the speed they feel comfortable. The design for Hwy 89 running through Mesa, Chandler and Gilbert has people constantly speeding. Walking along the sidewalk in many places feels like you're a few inches away from death. The painted bike gutters are nonsensical and a death trap. Some of the bus stops are exposed to the scorching summer heat with no shade offered at all.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Create bicycle lanes along major streets (Shea/Cactus - east and west of 101) to allow bikers a safer place to ride. If there are sidewalks, they should be wide enough to handle biker and pedestrians, and not to curvy/wavy (I like to ride on sidewalks along Frank Lloyd Wright north of Cactus, but south of Cactus the sidewalks weave back and forth around power line towers and this slows down my speed). I want to have straighter sidewalks to allow safe biking at speed.

Category	Safe System Approach	Safety Focus Area	Comment
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Crossing freeway ramps as a pedestrian/bicyclist is terrifying due to high vehicle speeds. I fear I-10 ramps at 16th Street, Seventh Street, and Seventh Avenue. Travel along arterials past SR-51 is also scary, especially at Thomas, Indian School & McDowell (because these are the places I travel the most).
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Crossing highway offramps, such as at Glendale Ave & I-17 (not sure if that counts as highway system on offramp)
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Crossing under I-10 at St Mary's, lack of bike lane along Camino de Oeste and Sweetwater, drivers turning right from Tangerine onto First Ave without checking for cyclists, the bike lane along East Tanque Verde has lots of debris & gravel
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Desert Foothills Parkway and the 202. The design of that intersection really may be good for throughput of cars, but not particularly great for pedestrian/bicycle safety (northwest corner). Luckily, there isn't much ped/bike traffic there.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Desert Foothills pkwy/ Chandler Blvd. Liberty Lane from 24th st to Desert Foothills parkway. Chandler Blvd from Clubwest to 24th street.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Despite bisecting existing Goodyear neighborhoods, intersecting the county-wide Maricopa Trail, and running adjacent to a planned high school, the future loop 303 south of I-10 has ZERO grade-separated dedicated pedestrian/bicycle crossings. It also has ZERO protected bicycle/pedestrian infrastructure. It is sad when our newest, most innovative designs include no substantial efforts to create a safe pedestrian/bicycle corridor. When designing new highways pedestrians and bicycle safety must be a top priority - we must stop treating bicyclists and pedestrians as second-class to automobiles.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	downtown Gilbert, Tatum/Dynamite
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Downtown Phoenix along Washington and Van Buren

Category	Safe System Approach	Safety Focus Area	Comment
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Drivers are way too fast on Price Rd. The path crossings across Price could use a light. Basically the entirety of AZ87 south of downtown Mesa the drivers are insane. The only safe way to bike is on the sidewalk. I want to see a multi use bridge for the high line canal to cross the 10 near US 60.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Drivers do not stop at the lines before the intersection, often assuming they will make a right on red and no pedestrians or bicyclists are there. I have seen many almost get hit by vehicles.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Dunlap Ave and I17 Lack of safe bicycle routes going north/south near 51 highway There are many nice recently added bicycle routes with bike lanes in central and north phoenix but they often end abruptly with no safe route to continue on. ie Thunderbird road, Shea blvd, 32nd and many other areas. Cave Creek Road at Hatcher and Cave Creek Road at 7th Street/Dunlap - many pedestrians, bicycle lanes end, a lot of traffic going in and out of businesses and busses traveling through.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Dunlap Rd between Cave Creek and I-17, there are a lot of bicyclists without proper reflective gear/equipment on their bicycles. The other night, a bicyclist was riding in the left driving lane with no reflections on the bicycle and was wearing very dark clothing. I could barely see the bicyclist due to lack of any reflection equipment at night time. Plus the bicyclist was riding in the left lane of the two-lane road.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Dynamite and Pina road intersection, gets backup because there is not enough room for cars to enter the left hand turn lane and it backs up cars to the light so no one can move either to the left lanes or the one straight lane through to Scottsdale Rd west. A lot of cars racing to the light and then realizing that they have to cut in to turn left or go in the thru lane. Causes backup and possible accidents.

Category	Safe System Approach	Safety Focus Area	Comment
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Dysart and McDowell Roads. Dysart and Thomas Roads.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Elliot Rd / I-10 Warner Rd / I-10 32nd St / Loop 202W (specifically where the mixed use path intersects with the freeway) 24th St / Loop 202W (specifically where the mixed use path intersects with the freeway)
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Ellsworth Road from Elliott Road south to German. Too many traffic lights & too much need for car traffic to cut across lanes etc. This is the most concerning in the region of Ellsworth Road intersection with AZ 24.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Entire SR69 corridor from Cordes Lakes to Prescott; intersections along the route in (unincorporated) Diamond Valley, into route within the City of Prescott.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	EVERY busy street is a risk to walk across. I walk across Bell Rd and 75th Ave or 67th Ave and it is scary because drivers don't see pedestrians often and don't expect to see pedestrians.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Every freeway and major arterial has speeders and aggressive driving.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Every Grand Ave intersection.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Every highway we have.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Every major north,south east west street or avenue.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Every one of them. The whole state is built for motorized vehicles instead of people.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Every toad way near schools. Everyday people pass me in school zones! Linghts, reflective wear and tickets for failure to comply.
Q5. SHS Safety	ATSAP Location	ATSAP Location	Everyone needs to be less aggressive and follow the law.

Category	Safe System Approach	Safety Focus Area	Comment
Concerns for VRU			Pedestrians are far too callous. Slowing cars down will not alter the behavior leading to higher rates of fatalities.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Everywhere
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Everywhere where there's just painted bike lanes next to high speed roads. Completely unacceptable
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Everywhere, but Oracle Rd into Tucson and up through Oro Valley stands out
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	<p>Everywhere. Any time the walk sign is on at the same time that cars are allowed to make their turns. I have seen so many close calls where drivers are not paying attention to the people who are legally in a cross walk. Specifically this happens at Camelback and 20th Street and Highland and 20th Street.</p> <p>Drag racing down Indian School between 32nd street and 16th street.</p> <p>Drag racing down McDowell between Central and 19th Ave.</p> <p>The bike lanes in Central Phoenix aren't separated from cars by any sort of barrier beyond rubber bollards, which aren't going to do anything from stopping cars going into the lane or using the lanes to make right turns (they are wide enough to accomodate cars.)</p>
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Exit 75-Sahuarita Rd & I-19, Exit 194-Florence Blvd & I-10 - thinking of overpasses that I'm on often and see bicyclists and potential conflicts.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Flagstaff area of Townsend-Winona road. Lake Mary road. Most roads through town.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Florence Gila River bridge and roadway from Caliente to town
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Flowing Wells Road between River and Miracle Mile in Tucson
Q5. SHS Safety	ATSAP Location	ATSAP Location	For pedestrians its mostly South Phoenix where there are a lot of

Category	Safe System Approach	Safety Focus Area	Comment
Concerns for VRU			homeless, addicts, drunks and crime. For bicyclists its mostly around areas with retired people.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Freeways. Valencia Rd, Calle Santa Cruz, Irvington, Oracle Road
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	From Carefree Highway - 7th Street to New River Road to the 1-17 Frontage Road to Anthem.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	General problem
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Generally, almost all roads that cross over/under an ADOT highway feel horrifying to walk/cycle. ADOT very poorly plans for pedestrians and cyclists. Also, in Phoenix, 7th Avenue and 7th Street (they operate as pseudo-highways in the City of Phoenix).
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Gilbert Rd & McKellips, Main Street and any large arterial.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Grand avenue east of Cotton Crossing to downtown. Any roadway with a speed limit of 25 mph or greater where the cycle lane is not physically separated from car traffic.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Grant and I 10
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Grant and Swan, Grant and Alvernon (Tucson): Tanque Verde and Sabino Canyon (Tucson)
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Hey 88 North of Apache Junction has no bike lanes and is narrow
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Highway 179 from ranger station to I-17 Highway 89A in West Sedona where cyclists ride on sidewalk, often in wrong direction, instead of in bike lane.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Highway 180 from Flagstaff city limits North to Kendrick Park. The shoulder is good from the limits to Snowbowl Road except between the stop light and Hidden Hollow road. A very dangerous curve with now shoulder. From Snowbowl Road to Kendrick Park there is basically no shoulder but heavily used by bicycles.

Category	Safe System Approach	Safety Focus Area	Comment
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Highway 180 from Flagstaff to Valle AZ.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Highway 180 north of Flagstaff city limit. There is almost no shoulder and it is mostly occupied by a rumble strip. This road gets heavy use by tourists headed to the Grand Canyon. We cyclists need a good shoulder!! Highway 89 by Flagstaff Mall. There is no bike lane on the northbound side of the road.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Highway 260 and highway 60 in the White Mountains.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Highway 260 from before Pine and Strawberry to Payson. Seasonal there are bicycles on the no shoulder area. This is extremely dangerous!
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Highway 260 through ShowLow to Pinetop-Lakeside.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Highway 60 and loop 303 is garbage for both!!! You allowed 10's of thousands of homes to be built...entire communities .. Asante, NCC ... who until just recently didn't even have a grocery store or gas station on the West side of the 303! Who unless they have a car can't get to a hospital or banking services safely. Did I mention there is NO public bus service line that runs frequently and easily from these communities.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Highway 69 through Prescott Valley and Prescott
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Highway 80 in St. David
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Highway 87 between Mesa and fountain hills
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Highway 89 at Paulden Post Office and Big Chino Road. Highway 89 from Paulden to Chino Valley.
Q5. SHS Safety	ATSAP Location	ATSAP Location	Highway 89 in Prescott at Willow Road, people ignore a flashing

Category	Safe System Approach	Safety Focus Area	Comment
Concerns for VRU			ped xing sign!
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	highway 89a and 179 roundabout intersection, roundabout needs to be removed immediately.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Highway 89a oak creek canyon. Every road o. Flagstaff, including lake mary rd, all roads on sedona, cottonwood, clarkdale really all roads that don't have a designated separate bike lane
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Highway 95 starting at Pacific and heading out from Yuma
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	higley between university and Broadway has bicyclists and golf carts often driving in the shoulder in low light or darkness. drivers often don't see until they're next to them. canal crossing at mesa and just north of brown, cars often don't stop for the pedestrian lights
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Higley Road and the Eastbound San Tan 202 offramp. There is a mixed use path just south of the freeway interchange. To cross Higley Road you must use the traffic signals at the 202. Drivers do not pay attention or watch for pedestrians, especially eastbound off-ramp drivers making right turns onto Southbound Higley Road from the middle lane.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Hunt Highway from Empire to Gantzel. Inadequate or non-existent.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Hunt Hwy between rte 79 and Merrill Ranch
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Hwy 17 at Milton in flagstaff
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Hwy 179 south of Beaverhead Flat road was paved with a bicycle lane but the width varies from 1 - 3 feet and is not cleared of brush and stones Beaverhead Flat Road: inadequate bicycle lane
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	HWY 180, pedestrians and bicyclists use this corridor for recreation without paying attention to the fact that it is a highway.
Q5. SHS Safety	ATSAP Location	ATSAP Location	hwy 260, route 88, bee line hey

Category	Safe System Approach	Safety Focus Area	Comment
Concerns for VRU			
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Hwy 83 from I-10 to Sonoita
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Hwy 88 near Lost Dutchman State Park, curve in road hazardous with cyclists and autos
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Hwy 90 hwy 92... Along both highways in Sierra Vista. Especially in the areas where the road quality is horrible... Drivers are already distracted and upset about the road quality and protecting their vehicle that they are not observing their surroundings.... Too many accidents (all types of vehicles and modes of transportation) in SV for our population.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Hwy. 82 and 83. Hwy 92. Intersection of Campus Drive and hwy 92 bypass. Intersection of Martin Luther King Pkwy and Charleston Road.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Hwy. 89 between Prescott and Yarnell in general. The section between Peeples Valley and Yarnell. (That is where I was hit and nearly killed)
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	HY 77 between Catalina and Oracle. There are no bike paths, and very little shoulder, and people speed and pass several cars at a time on that stretch. I am always afraid for the bike riders I see along that stretch.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I believe there should be intervals that are reasonable for pedestrians and cyclists to avoid danger. I think there is a serious conscious disregard for traffic laws in AZ that I have not experienced elsewhere. Last week I had a cyclist disregard a red light and give me the finger for getting too close to him as he came flying through that red light! Cyclists regularly ride off the sidewalk through a pedestrian crosswalk on their bike without regard to themselves OR the other pedestrians crossing.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I feel that most valley intersections do not let drivers know of pedestrian crossings. The walking button does not work all the time and it would be useful to have a counter to know how long

Category	Safe System Approach	Safety Focus Area	Comment
			until the light will turn.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I have already submitted my comments in a former questionnaire. But I will answer the question again. Southbound Fairway Drive and Van Buren. Awful intersection for pedestrians and bicycles. Also, when you are going straight into Coldwater springs and cars are in the left turn signal and people in cars across the street trying to turn left, you can't see them, they can't see you. Very dangerous intersection. You better slow way down, or someone is going to hit you.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I have concerns along city intersections, especially around the I-17 freeway. Those intersections are large and dangerous compared with the SR51, and there are few pedestrian crossings on the 17.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I have felt uncomfortable crossing the intersection of the northbound ramp onto the 101 on Rio Salado between Tempe and Mesa. Once, I think someone nearly attempted a left turn onto the ramp as I was crossing the crosswalk on a kick scooter.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I have more concerns regarding basic, daily driving. Daily drivers, pedestrians and bicyclist should not have to fear for their lives when they leave their homes. Again, I continue to be astonished by how folks operate vehicles here. In addition, there needs to be stricter fines for unsecured loads. There is (dangerous) crap and debris all over the roads on the daily. Chairs, BBQ's, Couches, Landscaping debris.....unacceptable!!! I have never seen anything like it. If you look at FB Pages such as "Mesa Living" - an individual had just posted they were in a hit and run on 60 and were lucky to be alive.....look at the 100's of comments that follow. Almost everyone speak to how dangerous it is to drive in this state. I believe AZ is in the top 10 of worst drivers.....that is NOT a badge of honor any state should want/have!! Also - every other commercial is about an "accident law group" of sorts....that says a lot. Again - this is NOT OK!

Category	Safe System Approach	Safety Focus Area	Comment
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I have safety concerns about them not having enough room on the road with cars and not obeying traffic laws.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I live in Coolidge and I am in Casa Grande frequently. Basically the problem is that the streets are generally not bicycle friendly. I ride my bicycle often, but I only do so during the weekdays after 9am when the traffic is low. I ride on roadways or on streets that have light traffic. People get distracted and they don't see bike riders. So I ride with extreme caution.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I live in Prescott Valley and travel to Prescott daily. I see bicyclists and pedestrians on HWY 69 and 89, 89A. There aren't any sidewalks or bicycle lanes. At night there definitely is not enough lighting.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I live off SR179 in VOC. Pedestrians & cyclists entering roundabouts are not always easily visible. Cyclists don't slow down as the bike lane ends at the roundabouts.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I mainly drive in Tempe / Mesa areas. No specific locations, general observation that pedestrians often pay more attention to their phones than traffic awareness. Keeping street beggars off of sidewalks, roadway mediums, also helps. Reduces distractions and potential harm from them walking onto trafficated roadways.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I no longer ride road bikes due to safety concerns.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I rarely see pedestrians or bicyclists on the highway system. Not sure how much effect ADOT can have in this matter, at least without major buy-in from other transportation agencies.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I recall that 70% of pedestrian deaths (and all involved inebriation?) in Tucson were not at intersections so a focus on hot spots may yield little.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I see jaywalking on Irvington between Campbell and 12th.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I see more issues around institutions of learning.

Category	Safe System Approach	Safety Focus Area	Comment
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I see the issue more with two lane state highways, not the freeways where bicylists and pedestrians shouldn't be. Most of my travel is within city streets and freeways, so I don't have a specific cross-street or highway. Bicylists and pedestrians are always at risk when crossing freeway interchanges, such as every interchange on I-10 and SR51.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I stopped riding bikes on the streets years ago - too dangerous. And it's not the infrastructure, it is the people behind the wheel.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I think education campaigns especially for residents near schools, colleges and universities or anywhere that you see more bicycles and pedestrians.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I won't cross the highway as a pedestrian. It's too loud and uncomfortable
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I-10 between Tucson and NewMexico state line. There are no bypass or frontage roads, and not a lot of area for disabled vehicles. And we have hikers and bicyclists following the Arizona Trail walking and biking with inadequate area alongside the interstate traffic. Tucsons' expanding communities have no other access except I-10 (no side roads or frontage)
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I-10 in Tucson, any crossing.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I-17 Camp Verde to Sedona. 89A from i-17 Flagstaff Airport exit to Scenic Overlook above Oak Creek Canyon 89 from Flagstaff Mall to Wupatki Crater
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I17 exits at Dunlap Ave, at Peoria Ave. Near hose underpass intersections where panhandlers cross roadways against lights not at a crosswalk etc. It is a huge problem with homeless druggie panhandlers. So frustrating to have these people cross the road in front of you when driving day time AND at night. Clean up.the streets from druggie panhandlers.
Q5. SHS Safety	ATSAP Location	ATSAP Location	I19 and I10 between Valencia Rd. and 22nd St.

Category	Safe System Approach	Safety Focus Area	Comment
Concerns for VRU			
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I-19 and Sahuarita Road
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I19 at duval mine
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	I40 potholes. Anywhere DPS does radar enforcement hugging fog line, facing oncoming traffic with headlights on - giving perception of wrong way drivers, DPS doing radar parked on runaway truck ramp. I-17 left lane hoggers and drivers who vary speed by up to 15mph - the sole reason the expensive Anthem to Sunset project won't help with traffic.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	In Casa Grande at Cottonwood and Thorton Roads.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	In East Mesa, Sossaman and Baseline, I frequently see people driving in the bike lane using it as a turn lane. This may be an education for older people and snow birds.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	In Flagstaff and Tempe near the universities. On Mountain View Road in Scottsdale east of 92nd Street-there are some bike lanes, but traffic rarely stops at the stop signs. On Rte 180 in Flagstaff-no bike lanes and fast traffic.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	In rural areas where lighting is limited and there are not paved shoulders for bikes or sidewalks for pedestrians. I believe Cotton lane from MC85 south to Estrella Parkway, MC85 from Litchfield to SR85 are both areas that you see bicyclists with no way for them to get away from traffic other than to be in the dirt, which they don't do.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	In Sedona: West 89A, N 89A, 179. In Prescott: All streets need bike/ped safety improvements
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	In Tombstone, AZ there is a parking lot for tourists on Highway 80. There is NO crosswalk. People have to cross a busy highway to get to the attractions in Tombstone. There have been several hurt and at least one person killed. A crosswalk here would help

Category	Safe System Approach	Safety Focus Area	Comment
			immensely in keeping tourists safe in this area.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	In Tucson, AZ, for bicyclists - along In a/Skyline/Sunrise; moreover, Catalina Highway/the road up and down Mount Lemmon. For pedestrian - crossing Oracle at Magee, along 1st Ave, Alvernon/River, and Broadway
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Indian School Road from 15th avenue west through Maryvale. Thomas road east of 7th St, McDowell Rd from Grand east to 44th St.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	intersection LaCholla and Ajo Way; Making a right turn off LaCholla onto Ajo is dangerous as the driver can't see west bound traffic on Ajo due to large berm and bushes on the northeast corner of LaCholla/Ajo.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Intersection of Lone Mountain Road and N Vistancia Blvd in Peoria. 1 recent pedestrian death. 2 fatalities with a vehicle going off the road.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Intersections and highway interchanges. Where there is no bike lane, bike lanes under 5' wide, sidewalks 4' wide and under. Any road that is designed without addressing if pedestrians and bicyclists are provided enough facilities and time to cross. A map would help for this question.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Ironically, I was struck by a driver while cycling in a roundabout at N. 34th St & E. Rosemonte.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Ironwood from Germann rd towards 60 the new development has added new bike lanes so close to a busy road alongside plants and shrubs that will grow into their lane and create hazards. Please stop it now before it will kill someone. Bike lanes should not be anywhere near a road that they cannot travel the same speeds on. Shared responsibility for roads that are not shared the same ? This is your main problem creating such fatalities. Maybe if bikers are allowed to share the walking paths you could see a

Category	Safe System Approach	Safety Focus Area	Comment
			dramatic decrease in deaths. Avoid the velocity impact. Someone walking matches the bikers speeds better than a car.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	it doesnt matter where you are too many drivers use bike lanes as turn lanes and are distracted so the drift into bike lanes, I refuse to ride my bike due to the risk of injury from distracted and rude drivers
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	It seems like drivers don't even look for pedestrians. I wait to cross if I don't make eye contact.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	It's all over the city so it's hard to pinpoint an exact location.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	It's not very navigable. The sidewalks are too close to the roads and bike lanes are also not put in well and confusing. Driver will cross into bike lanes without thinking. We need to have a buffer between cars and bikes. Large round planters and the other side is for bikes and walking. This about walkable city infrastructure in other countries. That way there is a sound barrier and if there is any road accident, they will hopefully be stopped by the large containers for plants, etc.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Its really most of United States. The system put in place is flawed and its not bad to look at what other countries are doing. It could be a good foundation to start on rather than starting from scratch. I think the improve has to start on, "how can we improve the lives of others and encourage people to take other forms of transportation".
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Jerome, AZ. Only two crosswalks, with other attractions not having any crosswalks but many customers. Tourists also cross on green lights at night in uptown Sedona.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Keeping cyclists and pedestrians as far away from vehicles as possible, when this is not possible then clear concise signage with good lighting. Warning bumps ahead of the area, and along the

Category	Safe System Approach	Safety Focus Area	Comment
			sides of roads that keep cyclists in their lane, and cars in theirs.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Lack of bike lanes around Rt 60 and Dobson Rd in Mesa. Sidewalks ramps that are too small or are places away from straight line of sidewalk. Sidewalks jut from straight paths at intersections. Lack of sidewalks and proper bike lane on west side of AZ Ave between Riggs Rd and Cloud Rd. Lack of pedestrian bridges over Rt 202 South mountain freeway. Sidewalks are not straight on frontage roads.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	lack of shoulders of sufficient width.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Lake Havasu city. London bridge area
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Lake Mary road and anywhere joggers are.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Lake Powell boulevard in Page Az between north Navajo and vista ave
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Look basically anywhere in Queen Creek/San Tan Valley. The street layouts are appalling and do not favor pedestrians/bicyclists. For example, when heading south on Ironwood/Gantzel, when you approach Combs on the far right lane, the bicyclist lane just... ends. There's nowhere safe for bicyclists to keep cycling. That is unheard of in other countries that have actually safer road systems that allow for pedestrian and bicyclist use, as well.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Lots of pedestrians don't use crosswalks or HAWKS even though it maybe nearby.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Mainly in rural areas. There is not much street lighting or facilities for them to use.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Major intersections along the 60 in the east valley. Traffic has exponentially grown while roadways have not been changed to

Category	Safe System Approach	Safety Focus Area	Comment
			accommodate the increase in traffic
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Major streets have a major issue. But the issue is, bicyclists can't get from one area to another with the way most subdivisions are built. Sidewalks need to be upgraded the cleaned more often. Weeds along these stretches of roads need to be cleared as well. Trees need to be trimmed properly to allow a bicyclist who is using the sidewalk or bike lane to safely cross under them. Some major roads, the speed of cars are way too fast. So instead of using bike lanes on major streets, how about bike paths that cross between subdivisions.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Major streets with bicycle lanes that are on the same level as automobiles with zero protection
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Many bike paths along the canals have tunnels that go under the road, but not all of them.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Many cyclists appear to prefer riding on the paths next to the various canals in the valley. The cycling traffic management in areas where the canals cross roadways can be confusing. Markings directing cyclists where to cross may be non-existent and it may not be clear that a cyclist should navigate to the nearest traffic light to cross a street.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Many freeway interchanges in the Phoenix metro area are quite hostile to pedestrians and cyclists. The most rough encounter I have had with an interchange is the SPU at Scottsdale Rd. and the 202. Pedestrians almost seem to be an afterthought, as signage is very confusing for navigation on foot. At that intersection, there is little protection from drivers, especially fast-moving traffic coming from the yield-signed right turn. Diverging diamonds are another point of contention between cyclists, pedestrians, and drivers. A significant problem there is the slip lanes to turn right from a roadway onto a freeway. There is very little protection for both cyclists and pedestrians from fast-moving traffic weaving across lanes that may not be paying any attention for them.

Category	Safe System Approach	Safety Focus Area	Comment
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Mariposa Drive @ Congress Drive (B-19) North Grand Avenue at all cross walk, especially those without lites Arroyo Boulevard in front of Pierson School at the Y intersection of North Grand Avenue, where the Southbound road becomes Arroyo Blvd
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	McKellips Road from Scottsdale Road all the way to Casino Arizona.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	McQueen/Loop 202 San Tan freeway
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Metro Phx I-17 @ Thomas & Dunlop Rds, SR87 @ Shea Blvd, I-17 @ Carefree Rd crossing and most western L-101 exchanges.due to panhandlers solicited on exits & medians.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Most highway exits are designed to keep vehicle speeds high using slip lanes while making turns to merge on local, arterial streets. The turns coming off highways are rounded (slip lanes) and rarely if ever at a 90-degree-angle. One example is the off ramp from the north and southbound State Route 51 at Thomas Road in Central Phoenix. Motor vehicles fly off the highway and onto local roads, something that promotes speeding in those areas.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Most of Old Spanish Trail is hazardous, apart from crazy drivers.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Most roadways in metropolitan Phoenix lack appropriate safety measures.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Most roadways in the west valley, mostly streets from Verrado to 303 freeway. We barely have streets, much less bike lanes
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Most streets in Phoenix and Tucson.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	My concerns are with bicyclist safety. Drivers think that cyclists should ride on the sidewalk which is unsafe. There is not a specific area - this is in general.
Q5. SHS Safety	ATSAP Location	ATSAP Location	My wife & I see various areas around Tucson where negative

Category	Safe System Approach	Safety Focus Area	Comment
Concerns for VRU			outcome with bicycles or peds seem possible, requiring plenty of attention from drivers. But no specific areas. Is past data a help?
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	N. Priest Dr. X entrance/exit of 202 Red Mountain Fwy
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Near 12th St & Desert Park and surrounding area. 4th St & Roosevelt - every day cars drive the wrong way down 4th st to enter the parking lot.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Near schools and universities, community colleges. If a bicycle network of safe pathways was created along canals or along minor streets, more bicyclists would use them. Or a portion of auto operators would bicycle more days of the week, reducing congestion.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Near schools.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Near the light rail. 35th Ave and Grand
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	New River Road. What used to be considered rural is now heavily traveled and will only get worse as the Valley expands. No lighting. Small shoulders. Blind turns. Overgrowth of plants. Lots of recreational bikes. Lots of big, industrial trucks. It's a disaster waiting to happen.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Nogales Hwy and Valencia
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	North 31st Avenue between Yorkshire and Deer Valley Rd. In N Phx, it passes under the 101. This section of road is supposed to be a minor road and is already designated as a bicycle route. In reality it is a race track for cars. It needs to have protected bike lanes in order to narrow the road feel which will slow down drivers
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	North Valley Parkway - it's a speedway and just going to get worst with TSCM and all the apartments/retail coming. Please add sidewalks from the quarry up to Senora Desert Drive
Q5. SHS Safety	ATSAP Location	ATSAP Location	Northern Avenue/I 17 exit. Homeless folks blocking traffic as they

Category	Safe System Approach	Safety Focus Area	Comment
Concerns for VRU			ask for money. Exit from 101 East at 27th Avenue. Congested often, too.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	<p>Numerous crossings in the Tucson area, where ADOT has not done recent work on the interchanges. A few specific examples would include Speedway Blvd and I-10 as well as Grant and I-10. These are just examples, but really a lot of Tucson is just awful. Even Oracle, which ADOT has recently worked on and improved, still adopts the idea that it's OK to mix drivers and bicyclists on the same road, with nothing but a thin white line separating them.</p> <p>Additionally, for some reason the state thinks that Houghton was a good place to put a very high quality pedestrian and bicycle crossing. Very, very few pedestrians, if any, cross here. It's in the middle of nowhere pretty much. Why didn't the state invest this money into intersections like Ina, where the traffic volumes are also very high and more pedestrians and bicycles cross?</p>
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Off ramps and side of the road
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Old Spanish Trail all along to Valencia
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Old Spanish Trail in vail/tucson - from Camino Loma Alta to Broadway. Two lanes serving thousands of new resident drivers and groups of bicyclists wobbling along next to cars going 50-65 mph is a recipe for disaster.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Old Spanish Trail is very popular with bicyclists and getting very busy. Anywhere between Saguaro National Park entrance and Camino Loma Alto is getting worse every day
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Old Spanish Trail, in the Rincon Valley, Vail. Intersections at Camino Loma Alta and Valencia.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Old Spanish Train and Valencia Particularly the length of Old Spanish Trail
Q5. SHS Safety	ATSAP Location	ATSAP Location	old US 80 between Benson and Tombstone.....inadequate

Category	Safe System Approach	Safety Focus Area	Comment
Concerns for VRU			shoulder for bicycles.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	On 43rd Ave in PHoenix going towards Glendale. On Thomas Rd near 51st Ave, 43rd Ave.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	On AZ 80 around the Lavendar pit is a two foot wide sidewalk with an 8 inch gap between the sidewalk and Freeport mine fence which is up to 3 1/2 feet deep, with four lanes of traffic at 30 mph. I stepped into the trench in the afternoon while walking downhill at a fast pace. I received several injuries with the worst one being a torn right rotator cuff which means a lifetime of suffering. I didn't get a single nickle. The lights are also out since the poles aren't break away. That made it safer right?
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	On bridges and city streets
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	On the highways, I'd think it is all of them and involving homeless.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Only in residential maricopa, mainly due to low level or no lighting at sub division entrances.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Oracle road Tucson az
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	paint the bike lanes near highway/freeway intersections for more visibility. stripe pedestrian crosswalks better or with reflective material to remind drivers to look before turning
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Pedestrians should use sidewalks when available. This is in every suburban neighborhood throughout the Phoenix metro area.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Pedestrians, bicyclists, motorized scooters, bikes & etc. crossing multi-lane streets where it's convenient for them, not crossing at the intersection cross walks. I see this everywhere I drive, Pima Rd to 83rd Ave and Glendale to Union Hills.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Phoenix
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Phoenix by the light rail.

Category	Safe System Approach	Safety Focus Area	Comment
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Pima road
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Pima Road Construction Zone North and Southbound
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Pinal Ave thru Casa Grande. Also Florence Ave.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Pine az along 87. Need a continuous shoulder throughout the town
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Ponderosa and 66. This signal does not protect pedestrian and bicycles during train overrides, Milton from the 17 to San Francisco. This road is incredibly unsafe for cyclists and is rendered unusable for cycling and pedestrians
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Pretty much 99% of our road infrastructure is awful for bikes and pedestrians. Pedestrians get no shade to protect them, and bike lanes are usually just paint or shoulder lanes, which gives them no protection. Why should you be surprised when everything is designed for cars and no one wants to bike or walk? Go outside to the nearest road and try to walk or cycle on it. You'll feel like a second-rate citizen just attempting to walk or cycle. This is insane especially within cities. Our cities are not meant to be driven through, they are meant to be lived in, but decidedly, we've only made it a place to drive through.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Pretty much any time is see someone cross S ARIZONA BLVD in Coolidge, it's done unsafely
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Pretty much everywhere, Rural Rd in Tempe is alarmingly dangerous for cyclists and pedestrians which is disappointing when a large number in the city bike or walk, Signal Butte in Mesa is far far too wide of a road, there is no need for it to be 7 lanes for cars and a tiny bike lane, adding light rail to streets like Rural and Signal Butte (to name a very small number of poorly designed

Category	Safe System Approach	Safety Focus Area	Comment
			streets in AZ), would greatly improve traffic and safety
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Regarding parking lots and intersections drivers pull onto sidewalks and into intersection walkways.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Rita Ranch
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	roads in and around the Grayhawk and North Scottsdale area in the early morning hours.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	<p>Route 24 and Williams Field Road are very unsafe despite being directly adjacent to a neighborhood.</p> <p>Any of the crossings on the southeastern section of the 202, especially in San Tan Village. Specifically the 202 and Williams Field and the 202 and Val Vista. There are some paths along the eastern part of the 202, south of the 60 that I am yet to bike on but they seem pretty good minus the likely noise since they don't seem to have any sound barriers. But I'm glad to have anything like a separated path than nothing at all, especially due to how hostile the surrounding roads are to pedestrians and bikes.</p> <p>Honestly, all the road crossings feel extremely unsafe and there's not a single one I would point to as a good example.</p>
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Route 66 between Kingman and Seligman
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	<p>Route 66, Milton, 180 (flagstaff)</p> <p>Milton/66 intersection</p> <p>W Route 66/Thompson</p> <p>E 66/4th at</p>
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Route 89a lack of lighting at crosswalks.

Category	Safe System Approach	Safety Focus Area	Comment
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Rural areas - more biking lanes as was done in Yarnell, more police presence on Hwy 89 South of Congress, too much passing on double yellow lines even on top of the hill (Hwy 89 close to Ranger Station). Improvements in Yarnell are terrific - great job! Thank you!
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Sahuarita Rd and I-19 I-19 between Drexel and Irvington
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	SAHUARITA-Abrego and old nogales hwy.....Old Nogales and quail creek crossing
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Sedona 179 and bicyclists will travel side by side and then use crosswalk while on bike.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Seriously? Specific location? EVERYWHERE is a danger! Speeding Careless Reckless drivers don't just act that way at specific areas...they're everywhere all the time! Read/watch the news! There are just more people driving dangerously than there are law enforcement to catch them and they know it...so they know the odds of getting caught are in their favor so they take the risk and now its habit because they get away with it...education campaigns are a joke to these people...they aren't going to change bad habit because a PSA tells them its wrong...if they'll run red lights, speed over the limit, act with road rage etc. a Pollyanna education campaign will be ignored too. It's truly the wild west mentality out there and they accept it that way without apology...Dog eat dog! Survival of the "fastest"...good luck slowing them down now after it being a way of life for so long . They feel entitled as a right & freedom to be irresponsible on the roadways with a "get out of my way" attitude!
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Seriously? You have the data (or do you?) everywhere and stop ignoring disadvantaged communities or putting them dead last for everything.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Shea Blvd from the 101 to hwy 87

Category	Safe System Approach	Safety Focus Area	Comment
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Shea Blvd. between 136th St. and SR87. There is no continuous bike route - most long-distance bikers rid on the side of the road with cars going by at 50 mph+ . The speed isn't the problem - its the competition for the roadway by bikes that think they are a able competitor for that road. By law they are, but emergency rooms and cemeteries are the recipients of their righteous behavior.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Side streets
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	<p>Sidewalk/bike path and bike lane needed along Shea Blvd. between Scottsdale and Fountain Hills. I live in Scottsdale and would love to bike to Fountain Hills but riding on Shea is way to dangerous. Doesn't look like it would be to hard to create a safe side walk/ paved bike path along this mile or so stretch.</p> <p>Also, 124th St south of Shea needs a sidewalk. Kids walking to 3 schools walk in the street. Traffic goes fast on 124th and it's dangerous for walkers and bikes.</p>
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	smaller local streets within East Valley
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Some bicyclists are going at high enough speeds and don't follow the rules of the road.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	<p>South Milton Road (US 89 and 180) in Flagstaff between University and S Plaza Way. Lack of crosswalks and frequent jaywalking between apartments and shops on west side, and NAU on east side.</p> <p>Town of Valle at junction of AZ 64 and US 180. Speeding traffic and pedestrians. Install a roundabout at the highway junction, and possible at the north and south ends of town, as was done at Tusayan.</p>
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	SR 69 & 89.

Category	Safe System Approach	Safety Focus Area	Comment
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	SR 77 (Oracle Road) in Tucson
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	SR 82 between Nogales and intersection of SR 90 and SR 83 from Parker Lake to I-10. The roads are two lane, long stretches without shoulders and multiple curves. In addition to bicyclists riding two or more in a lane, occasionally you have their support van driving slowly behind the bicyclists making it more difficult to pass which increases driver frustration.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	SR-260 in Heber - Overgaard area near CAPPS Middle School and Mogollon High School
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Sr347 & Smith Enke
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	SR347 in Maricopa city limits. Maricopa/ Casa Grande Hwy between 347 and Porter Rd. Pedestrian crossing over railroad in city of maricopa.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	SR-51 & I-17 crossings/underpasses. Loo 101 and Tatum Blvd.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	SR69 in Prescott from Frontier Village to Costco, which already is the 3rd most deadly stretch of road in the State for wildlife, also presents a danger for pedestrian & bicycle traffic as there are no sidewalks or bike lanes. SR 89 represents a danger also going both North & South of Prescott as no continuous bike lanes or sidewalks in metro areas.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	State highway 87 as it runs through Chandler, Gilbert and Mesa. Speed are too high, little to no traffic enforcement, little to no infrastructure for people that are riding bicycles.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	State route 66 especially in peach springs
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	State route 79 approaches to the bridge over Gila River in Florence. Lack of sidewalks along State route 79 north of Diversion Dam road.
Q5. SHS Safety	ATSAP Location	ATSAP Location	State Route 87 from the Salt River to the Verde River with bicyclists

Category	Safe System Approach	Safety Focus Area	Comment
Concerns for VRU			along the edge of the road.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	State route 89 to the lake
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	State Rt 347
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	surface streets. No specific locations that I can think of. I live in Sun City and notice bicyclists on some of the main roadways (Thunderbird Blvd, 103rd Ave), and even ride on those roadways myself on occasion, and they are scary because drivers are impatient. People cut through Sun City and don't respect that it's a residential area, so they speed pretty impudently.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Tangerine Road and I-10, Cortaro Road and I-10.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	tatum avenue north of Bell road, people cross road from apartments to get to Frys
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Tempe
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Tempe, US 60 and McClintock. Bicyclists heading north or south on McClintock going to McClintock High School ignore traffic signals. Same at Mill and US 60 (ASU students)
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	The area of Highway 70 that passes through Bylas is overlit, with bright white street lighting. In spite of this, I was shocked at how little I was able to see pedestrians crossing. The glare from the unshielded lights made it very difficult to see. I have read the studies upon which LED design has been based since the 2010s and indeed, there is only mixed evidence that the uniform lighting which is all too often used is in fact safer than more sparse and warmer lighting which used to be more common.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	The bike lanes on oracle rd between Ina and tangerine. The speed is too fast. There is little speed enforcement. 6 total lanes plus center turn lanes. All I have to protect myself from this is a strip of paint.

Category	Safe System Approach	Safety Focus Area	Comment
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	The city of Maricopa has done a pretty job job providing safe lanes for both.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	The entire length of Florence Blvd. in Casa Grande Overpass at Pinal Avenue and the I-10
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	The entire Phoenix metro area. Drivers treat surface streets like freeways.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	The Guadalupe Road bridge over I-10. (Get it done already!) Will the bike lanes be wide enough? Will I be able to access and exit them easily?
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	The I10 from the 303 to the I17 is where I fear for my life everyday. There are way too many people because there are residents from buckeye, surprise, goodyear, avondale, etc. that are all piling up onto one freeway, causing intense congestion in the morning. I do not see adot making any changes to alleviate this problem for west valley residents yet the Gateway freeway went into effect to benefit a few neighborhoods. It doesnt make sense how on the I10 it will expand to another lane and then the lane will end causing 2 lanes to have to merge leading to back ups on the road and individuals getting hit as a result. Make the freeway uniform and add another freeway option for residents. By having another freeway for west valley residents it decreases the amount of travellers on one road (I10). You guys did great with northern parkway until you decided that it shouldn't be completed and the lights will be left and it will not have a ramp to connect to the 101.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	The larger cities, such as Phoenix and surrounding areas.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	The Laveen Area conveyance Channel and the Loop 202 tunnel is too dark and is always covered in grafitti and trash. Basline Road and the Loop 202 has a bottleneck with no sidewalk or lights.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	The list would be very long basically during heavy traffic flow at any intersection in Arizona. I was like both ways and observed traffic flow to avoid being used as a hood ornament.

Category	Safe System Approach	Safety Focus Area	Comment
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	The narrow sections of Ray Road in Ahwatukee. Where bicyclists ride in the wrong direction on sidewalks and endanger pedestrians.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	The only locations I can think of are places where pedestrians and bicyclists have been injured or killed, I don't have any specific intersections or highway locations.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	There are a lot of pedestrians on SR 87 between Baseline and Main, especially at Southern.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	there is a lot of pedestrian traffic (mothers and small kids) on Northsight and Raintree area in North Scottsdale. Also, the circle drive at Harley Davidson is not appropriate for pedestrians. I've seen so many people almost getting hit. People are super aggressive drivers in that circle. Also, the retail exit near Frank Lloyd Wright and Hayden (Chevron on corner) has accidents and cars almost getting hit all the time. People exiting that retail area have the option to turn right or left and gun it at that area when doing blind left turns.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	There is no specific roadway or highway
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	There isn't a safe corridor for cyclists and pedestrians in the Phoenix area besides the Greenbelt in Scottsdale, Tempe Town Lake and the old Pecos. IF there are bike lanes (ex how to ride from Elliott & 48th St to 32nd St & McDowell), they aren't wide enough, marked well and especially in Phoenix the shoulders aren't well maintained. Also the well traveled road up to the towers at South Mountain doesn't have shoulders for cyclists and pedestrians. 87, Apache Trail, don't have clear lanes for cyclists. Even Dynamite road doesn't and these roads are frequented by cyclists and runners. Tempe does a better job.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	This is on the streets as much as on the highways. We need to create better networks that allow. bicyclists. and others to be safely sectioned off from traffic

Category	Safe System Approach	Safety Focus Area	Comment
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	This is vehicle related regarding traveling north on SR 347 after Lakeview Rd. They are finishing up construction of creating a right turn lane off of Lakeview onto SR 347 to merge onto 347 and widening SR 347 to 3 lanes to Maricopa city limits. This means when you come off Lakeview, you have a short amount of road to merge into the right lane, then less than a mile from there, 3 lanes go down to 2. This basically means 4 lanes goes down to 2 in a very short stretch of road. With that being the only way out of Maricopa to the valley, morning traffic is crazy busy. I believe there will be an increase in accidents during that stretch. I hope they are keeping the speed limit 45 mph until after everyone is merged to the 2 lanes because if everyone is going 65 or more (which most do) and jockeying for position to go from 4 to 3 to 2 it will be a nightmare. It also would be a good use of resources to have a police car stationed there M-F between 5:45am-8:30am so people will obey the speed.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	thompson peak pkwy, scottsdale,
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Throughout our state and country I'm an advocate for non-vehicular pathways for bicyclists/pedestrian travel. Reducing traffic and stress will help us all be healthier.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Throughout the city, pedestrians and bicyclists, many times cross the road where they are not in crosswalks or intersections. And, they cross halfway and stand in the center lane where left hand drivers use to turn left and many drivers do not see these individuals there before it is too late to avoid them. Also, when in the crosswalk, pick up your steps and get across the intersections swiftly if possible so drivers do not have to wait for them to cross in order to make a right turn at a red light or green light. (19th Avenue and Peoria to Thunderbird and Hatcher between 7th Street and 19th Avenue.)

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Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Too few crosswalks -- roads are so spread out here that crosswalks aren't easy to get to. When it's really hot, especially, I don't blame people for trying to cross streets instead of walking a half mile to a cross walk. But it's dangerous -- most streets are five to seven lanes wide. I've seen close calls on Dobson between Broadway and Southern. But then drivers need to really pay more attention to pedestrians arriving to and in cross walks. It's scary how many people won't given pedestrians the room to make it safely through a cross walk.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Traffic interchange at Cotton Lane and 303 in Goodyear Highways when they meet up with small towns. US60 Hewitt Station/Town of Superior.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Trails that cross roads.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Traveling on 7th street, central and 7th Avenue is like begging to be hit by an overaggressive driver. Protected bike lanes and the elimination of suicide lanes would do wonder for bicycle traffic down those roadways
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Traveling to Buckeye leaving I-40 (300) I believe. There was a bike marathon on the actual highway. There was little to no shoulder at times. Bikers seemed unaffected by the fast vehicles and remained in the roadway causing vehicles to swerve around them. Very unsafe. If these are reoccurring events, road needs to be widened and bike lanes need to be put in.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Tucson
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Tucson's Kolb & Speedway intersection
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Two lane section of Hunt Hwy, no shoulder, where cyclist and people on motorized scooters drive on the white line. There is no chance for motorists to move over for them because of oncoming traffic. Cyclists and scooters should not be allowed on this type of

Category	Safe System Approach	Safety Focus Area	Comment
			highway, because if they take up most of the lane they will hold up motorists and cause more passing unsafely into oncoming traffic.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	U.S. 60/Grand Ave on the railroad crossings of the streets between the loop 101 and Thomas Rd./27th Ave. 19th Ave. and I-10 crossing.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Urbanized contexts, intersections, and optimizing for traffic volumes with minimized delay. Warrants for signals for crosswalks should be revised to optimize active transportation networks. Travel times should not be prioritized over the livability (safety + comfort) of communities divided by highways.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	US 60 between Surprise and Aguila
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	US 60 Grand Avenue and 163rd Avenue in Surprise, AZ is the most terrifying intersection I have ever had to cross as a pedestrian! The Maricopa Trail crosses here next to the Trilby Trailhead.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	US 60 in Gold Canyon
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	US 60, US 93, US89
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	US 93 for its entire length; most of Flagstaff due to sidewalks being rare.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	US60 & W Weldon Ave in Phoenix -- pedestrians and cyclists trying to cross US 60 and the train tracks in that general area.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	US60 (Grand Avenue) between loop 303 and Bell Road. No safe place to cross US60, installed lights are inoperable at RH Johnson and US60. The adjacent railroad tracks complicate the situation.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Us60 at Priest
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Val Vista and Broadway Roads in Mesa - ridiculous speeds on Val Vista and extra-wide lanes on Broadway.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Vehicle need to be aware of the people crossing the road.

Category	Safe System Approach	Safety Focus Area	Comment
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Vehicles excessive speed and failing to obey stop lights. Cyclists failing to obey stop lights . Happy Valley Road between the 303 and Lake Pleasant Parkway.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Verrado way and I-10.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	We don't ride our bicycles near freeways but most times where we've almost been hit is at intersections when we have the right-of-way and are crossing and the driver comes out into the intersection to "see around" us - it mostly happens in the Arrowhead Ranch area and north of that (between 67th and 75th Avenues).
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	We need to have bike lanes.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	We think bicyclists should be able to ride on sidewalks along major roadways, such as in Phoenix. They must yield to walkers, but there are very few walkers that we see on the sidewalks. If you have done your research, you know better than we do where the most dangerous intersections are and those intersections should have flashing lights in addition to red lights when walkers and bicyclists need to cross. We hear about the most dangerous intersections on the news only when someone is killed . . . make people more aware. No Pedestrians or bicyclists should have to or be allowed to cross a highway without a special bridge over the highway or a tunnel underneath and that would just be too costly.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	where any “bike-lane” exists without a dividing curb from a drivers “vehicle” road...i have concerns at all of them. without the curb divider at the very least, ADOT is showing zero concerns to any vehicle bleeding into a bike lane for bicyclists. ZERO Cloncern!
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Where there are a lot of homeless. Grant & Alvernon, Grant & Swan, Broadway and Swan, Broadway & Kolb, Speedway & Kolb. Park place mall area, Oracle Rd people are always darting across the road, and they could be 50 feet from crosswalk and won't take

Category	Safe System Approach	Safety Focus Area	Comment
			the extra steps to get to a crosswalk.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	White Spar in Prescott. Happy Valley in Phoenix.
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	Willow creek road Prescott between smoke tree and 89a
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	With increased commercial and apartment growth in area of Signal Butte and 60 and Crismon and 60, more people walking or on bikes are crossing these roadways and drivers ignore them!
Q5. SHS Safety Concerns for VRU	ATSAP Location	ATSAP Location	With the exception of Maryland Avenue, there is no bike/ped crossing over I-17, and the arterials street sidewalks are usually blocked by homeless camps.
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	?
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	Can't think of any
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	I cannot think of any place that is a concern.
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	I can't think of anywhere specific where I have pedestrian or bicyclist safety concerns.
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	I do not think our highways have issues with pedestrian and cyclist concerns. I never see bicycles or pedestrians when traveling on Arizona's highways.
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	I don't
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	I don't have a specific intersection in mind but everywhere that bicycles and pedestrians have to cross an off ramp or overpass is hostile and unsafe to pedestrians and bicyclists. Especially anyone who is elderly or disabled
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	I don't have those kind of concerns.

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Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	I don't think having a bicycle lane right next to a vehicle lane is very safe.
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	I don't use the highways enough to answer this question.
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	I don't walk or ride a bike in areas that are busy with vehicles
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	I don't.
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	N/A
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	n/a
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	n/a
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	N/A
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	N/A
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	N/A
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	N/A
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	N/A
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	N/A
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	N/A
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	NA

Category	Safe System Approach	Safety Focus Area	Comment
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	Na
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	na
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	NA
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	No specific areas of concern.
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	No specific location at this time.
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	No specific location. In general, bicyclists often observed riding the wrong direction (against traffic). Electric bikes and scooters add to the danger because of increased speed.
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	No suggestion
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	None
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	None
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	None
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	None
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	None
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	none come to mind
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	None every where you go there's accidents due to people not using common sense or decency for other human being or animals .
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	None noted

Category	Safe System Approach	Safety Focus Area	Comment
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	None.
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	None. Most don't travel the 60/260/77/277/377/40/17/89/ Forest roads. The roads it sounds like are surface roads that you are worried about
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	None. Enforce current traffic laws. Drivers act as if AZ is still the Wild West.
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	unknown
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	Unknown
Q5. SHS Safety Concerns for VRU	Not Applicable	Not Applicable	Unknown.
Q6. Strategies for SHS VRU Concerns	General Comment	General Comment	The solutions must come at a community level. It is probably counter-productive to have a state agency running this effort.
Q6. Strategies for SHS VRU Concerns	General Comment	General Comment	why is there such a focus on pedestrian and bicyclist safety? it seem this whole survey is focused on that 2 concerns. Shouldnt the focus be on vehicle safety and safe drivers?
Q6. Strategies for SHS VRU Concerns	Not Applicable	Not Applicable	I have no ideas.
Q6. Strategies for SHS VRU Concerns	Not Applicable	Not Applicable	I summed it up previously.
Q6. Strategies for SHS VRU Concerns	Not applicable	Not applicable	N/A
Q6. Strategies for SHS VRU Concerns	Not applicable	Not applicable	n/a
Q6. Strategies for SHS VRU Concerns	Not applicable	Not applicable	N/A
Q6. Strategies for SHS VRU Concerns	Not applicable	Not applicable	N/A
Q6. Strategies for SHS VRU Concerns	Not applicable	Not applicable	N/A

Category	Safe System Approach	Safety Focus Area	Comment
Q6. Strategies for SHS VRU Concerns	Not applicable	Not applicable	N/A
Q6. Strategies for SHS VRU Concerns	Not applicable	Not applicable	N/A
Q6. Strategies for SHS VRU Concerns	Not applicable	Not applicable	N/A
Q6. Strategies for SHS VRU Concerns	Not applicable	Not applicable	na
Q6. Strategies for SHS VRU Concerns	Not applicable	Not applicable	NA
Q6. Strategies for SHS VRU Concerns	Not Applicable	Not Applicable	None
Q6. Strategies for SHS VRU Concerns	Not Applicable	Not Applicable	None
Q6. Strategies for SHS VRU Concerns	Not Applicable	Not Applicable	None come to mind
Q6. Strategies for SHS VRU Concerns	Not Applicable	Not Applicable	None, there are no officers to enforce any of the laws
Q6. Strategies for SHS VRU Concerns	Not Applicable	Not Applicable	Not sure
Q6. Strategies for SHS VRU Concerns	Not Applicable	Not Applicable	Not sure.
Q6. Strategies for SHS VRU Concerns	Not Applicable	Not Applicable	Nothing
Q6. Strategies for SHS VRU Concerns	Not Applicable	Not Applicable	See 9
Q6. Strategies for SHS VRU Concerns	Not Applicable	Not Applicable	See above
Q6. Strategies for SHS VRU Concerns	Not Applicable	Not Applicable	See previous answers.

Category	Safe System Approach	Safety Focus Area	Comment
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Human Behavior	I think drivers in general just get frustrated driving around anywhere in Arizona. Most cops will drive 5-10 over the speed limit, and only enforce speeding rules to those going 10+ over. If someone is accustomed to this, then they get stuck behind drivers who don't ever reach the speed limit before the next light, or cruise 5-8mph below the speed limit, you create a recipe for disaster. People get impatient and pay less attention. There needs to be more education around people not driving like they're the only car on the road and be more courteous to the other drivers around them.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Human Behavior	I think it starts with revamping the training for new drivers and what they need to study/show knowledge of when getting licensed. Even if it means we require some existing licensed drivers to take an updated exam.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Human Behavior	I think traffic enforcement in this area would help a lot. There is one intersection (103rd Ave & Tbird Blvd) where there a lot of car crashes, so maybe something needs to change at that intersection. I just don't know what.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Human Behavior	I'm all for red light enforcement & more legal & monetary accountability for all disrupters
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Human Behavior	improve wrong way driver alerts.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Human Behavior	No parking by semis on the highways, better enforcement of roundabouts by speeders.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Human Behavior	Not just for the bike riders and pedestrians, but for the drivers, I think there should be no passing for either lane of traffic from MM 94 through 1/2 way to MM 96 because there is a slight curve and hill that obstructs a clear view of the oncoming traffic, and again from MM 97 to MM98 because of the other curve. We have experienced many accidents in that area just in the past few months, some with fatalities. There is a memorial bicycle also on that stretch so a bicyclist was killed along there at some point. A

Category	Safe System Approach	Safety Focus Area	Comment
			designated bike/walking track would also be helpful.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	I see a lot of bicyclists who do NOT follow the rules of the road.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	I think more citations. I have seen too many bicyclists speeding along sidewalks and not in the bicycle paths - more and more driving e-bikes. Irresponsible adults allowing underage drivers (children - no licenses) to drive golf carts both on bicycle paths as well as on the sidewalk. Perhaps, like the UK, we need to have more cameras.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Im an owner operator and drive locally so I put on all my miles in Maricopa and Pinal counties. I dont see many issues with pedestrians except for South Phoenix. However, bicyclists appear to be becoming more common in the retirement areas especially far east Mesa and Queen Creek and San Tan Valley. Bicyclists also are becoming more brazen and aggressive and many times risk life and limb by riding on or very near the solid line of the bike lane. Ive also had them weave from side to side in the road way in an effort to slow traffic down. I feel if bicyclists would simply ride defensively they would be far safer. I also feel that bicycle travel could be banned on busy roadways that dont have adequate bike lanes. Thank you.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Increase law enforcement for bikers and pedestrians not following traffic laws.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Increase lighting, increase enforcement of laws, require cyclist to wear bright colors if they are riding on the main roads, require cyclists to have a bright flashing light day and night time on the front and backs of their bikes, add signage "Eyes up for pedestrians and cyclists."
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Increased enforcement and education efforts

Category	Safe System Approach	Safety Focus Area	Comment
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Increased enforcement of individuals using highway underpasses to panhandle.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	increased enforcement, prohibition signage + educational (warnkngs,) enforcement period.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	increased pedestrian/bicyclist violation enforcement
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Interventions from aid workers and also public safety officers.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	It is apparent that educational efforts have minimal results. I watch people breaking traffic laws every day, running traffic signals, stop signs, passing unsafely, clearly using a cell phone while driving, excessive speeding, single driver in the HOV lane (it was just about 1 in 4 yesterday afternoon on I-17 north from the stack to Northern Ave.), etc. Drivers don't care if pedestrians or bicylists have the right-of-way.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	It should be common knowledge that pedestrians and bicycles are not permitted on highways, so I don't have any other ideas besides law enforcement
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Law enforcement enforcing the existing laws. Higher fines for pedestrains, bicyclist and drives under the influence or on cell phones!
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Law enforcement should be increased to stop the bikes from trying to ride in traffic lanes.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Look both ways! Bicyclists: wear something highly visible, wear a helmet, use a mirror to check approaching traffic, look around at intersections.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Madatory bicycle helmet laws would reduce head injury.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Make bicycle riders ride in a single file line
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Make cops enforce the law

Category	Safe System Approach	Safety Focus Area	Comment
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	make them cross at Bell Road and Tatum intersection
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Make unsafe bikers and walkers responsible for there actions, not the cars. Allow those alternative transportation users to only use roads that are designed for them
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Making better signage, showing folks how to share the road and creating a better infrastructure in general for bikes and pedestrians. When sidewalks just end and bike paths, where should they go? Cars are also much larger and I don't think they are able to see bikes and pedestrians, so requiring lower vehicles or some sort of safety feature would increase visibility.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Mandate a bicycle training course along for identified offenders operating bicycles unsafely.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Many pedestrians are too interested in looking at their phones and don't pay attention at intersections when crossing the streets. They should NOT be looking at their phones while crossing streets.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Monitor and patrol, do not allow camping sleeping on Fwy Overpasses
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	More education about sharing the road with bicyclists and making sure that there are proper sidewalks and crosswalks, and more education about making sure to use proper crosswalks instead of jaywalking - ESPECIALLY at night.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	More education for both drivers and pedestrians and bicyclists. Make sure the rules of the road are understood. Police more involved with this specific safety. Hand out warnings for bad behavior and/or "atta-boys" to some who demonstrate good driving habits or good pedestrian/bicyclist habits.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	MORE Enforcement!
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	More police presence and use of speed cameras
Q6. Strategies for	Safe Road Users	Vulnerable Road	More red light cameras to allow them to cross safely. More

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SHS VRU Concerns		Users	enforcement of using cell phones.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	More signs of markings "Sharing the Road" and signs to make car drivers aware of bikers
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Mt Lemmon and all Tucson Streets. We need to encourage and enforce bicycles to stay in their lane. With vehicles dodging potholes and distracted drivers it is "suicide" to ride a bicycle in Tucson. I can't remember the last time I saw a street sweeper in Tucson. With all the potholes, band aids for patches and filth on our travels people have the nerve to call these streets. As a 4th generation native I've witnessed Tucson turn into an embarrassment.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	My concern is that many cyclists and pedestrians don't obey the lights. A red hand is up and many will cross anyway
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	New laws that deter panhandling at freeway interchanges
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	No clue! Maybe education campaigns? There is already a HAWK on 16th St, but I've never seen a pedestrian or bicyclist use it (instead they dart across the street or stand in the turning lane until traffic subsides.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	No turn on red
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	On Roosevelt, enforce the traffic law and add more signage. On 12th & Desert Park area not sure. Lots of traffic and folks cut into the neighborhood speeding. More stop signs. My car sits low to ground so not a fan of speed bumps but they work.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	One potential idea would be to have pedestrians wear clothing that is more visible at night so it would be easier for drivers to see them.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Pedestrian crossings are okay but if people are not paying attention or are speeding, it doesn't stop stupid. again, better enforcement is needed which will require more police and I would rather see that than TV commercials or billboards that don't mean

Category	Safe System Approach	Safety Focus Area	Comment
			anything to people.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Pedestrian education in the schools. They need to teach this not only for public roads but for parking lots also. Kids never watch to see if a car is backing out, most play around in parking lots, parents are just as bad in parking lots. You would think they were walking through an empty field.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Pedestrian traffic needs to follow traffic facing them bicycles need to be observing vehicle traffic in the same direction time of use would be helpful as flow restrictions.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Pedestrians & Bicyclists need to be aware that they do not "control" the roads. The roads were built for motor vehicle traffic. Pedestrians & Bicyclists need to respect motor vehicle traffic & not only expect motor vehicles to yield to them, but be considerate of motor vehicle traffic.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Pedestrians & Cyclists need to take some responsibility for their own safety too...follow/obey traffic controls...not curb jump...do cross in lighted controlled intersections, have reflectors & lights on bikes and even self...make themselves more visible(instead of wearing all black in poorly lit areas and crossing mid-block...so stupid...that's a death-wish)cyclists need to follow rules of the road too...quit being reckless.. quit crossing mid-block and weaving in and out of busy traffic. It's amazing how irresponsible people are for their own safety whether in a car, walking, or on a bike/motorcycle...everyone seems to think its everyone else's job to watch out for them which is ironic since no one cares about anyone else and hardly even themselves evidenced by how careless & reckless they behave...no one wants to be responsible for anything.. not even themselves...again good luck changing that mentality!
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Pedestrians and bicyclists are a problem, but I think the roadways and driver behavior is the bigger concern right now.

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Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Pedestrians should have the right of way
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Pedestrians, bicyclists, motorized scooters, bikes & etc. seem to have no knowledge of traffic laws or don't think they should obey them. I don't know how to fix that issue.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Penalties and or enforcement of current law is not severe enough
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	People don't understand the large intersection
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Photo radar at intersections and huge fines for distracted drivers and speeders
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Put up signs that encourage pedestrians to stay out of the roadway and to use a sidewalk when available
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Redoing license test to involve how to share the road with cyclists and pedestrians. Retesting more often for drivers license, and stricter with tests. Harsher penalties for bad driving. Extra fees for lifted and larger vehicles. Barriers between bike lanes and drivers.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Refresher courses for all pedestrians and drivers with stricter penalties
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	relocate homeless to safe areas, patrol locations to ensure areas are clear
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Reminder sign about cycles on that road for autos
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Required drivers education, traffic calming measures, treating distracted driving with the same severity as DUI
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Requiring bicycle licenses and/or safety courses Providing/requiring safety vests for pedestrians and bicyclists
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Restrict bicycle use to streets that can accommodate the traffic.

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Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Same with folks on bicycles. I don't feel safe using a bicycle here in the Valley. It would be nice to have more cross walks and bike lanes, but people don't always respect them. As for ways to address the concerns -- maybe you need to have some commercials that show the awful aftermath of pedestrian and bicyclist fatalities and ask people to think about what if it were one of their loved ones who was hit/injured/killed.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Save the money on failed educational programs and hire more enforcement officers!
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Signage, big and visible signage: both metal signs and painted on the roadway. There should also be an effort to educate cyclists (many of whom are not from this area and do not know the roads) that the Mule Pass Tunnel is not safe for cyclists, but that there is an easy alternate route.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Signs having "Beware watch for bicycles on roadway". Not sure anyone would actually read them, but it is worth a try. Overhead sign saying pedestrian crossing ahead, Not sure these would work - but possibly worth a try in some of the dangerous areas. A lot of cities have those signs to try and make people aware that they need to pay attention.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Start carrying flags as pedestrians cross the street like the do in Pagosa Springs CO.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Start fining people. Institute restrictions on who can drive in an intersection. Little kids on motorized bikes with no adult supervision??? Come on! No wonder people get hurt! Do more random drug and alcohol testing on all major roadways.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Start ticketing people who don't yield to bicycles, ticket cyclists who don't obey traffic laws. Mandate driver education and actually enforce the laws.
Q6. Strategies for	Safe Road Users	Vulnerable Road	Start writing tickets for cell phone use. Increase police patrols for

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SHS VRU Concerns		Users	traffic. Make it a felony to KILL a cyclist if the motorist is at fault.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Stop spending money on removing the unhoused. Use the money to create housing them. We spend more on trying to criminalize being unhoused then would actually take to solve the issues. Would free up spending for other improvement projects we actually need.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	The biggest question is traffic in the threat to pedestrians and bicyclists by those who are unlicensed under insured and need to be required to have insurance for any use of city streets and highways as well as in some places sidewalk increasing public transit would be a big help. Requiring three or more people per vehicle to cut down on personal use when engaging in shopping and other activities which could be mitigated by use of store call centers for pickup. Time of day use of facilities and geographical area Northeast south or west to cut down on traffic use especially in heavy time of use. Mandatory driver's training every four year which would include bicycle use electric or pedal this could be done at schools and colleges.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	There is education and information. However, we are all idiot drivers who think the rules do not apply. And drunk drivers... there needs to be something more drastic done, something savage and barbaric would be a good idea at this point. I hate those people with a passion.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	They need to understand that a vehicle weighs more than them and goes much faster. Also bicyclists that use roadways should carry Insurance as a bicycle is technically a vehicle and using our roadways can be inherently dangerous.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	They should be given a ticket for crossing the road when they are not using the crosswalk. Maybe start with a warning and then give them a ticket. Pedestrians and bicyclists need to be accountable as well it's not just the drivers who should be held accountable for other's shenanigans.

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Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Train individuals and bicyclist to follow the flow of traffic. Show how drivers are not expecting traffic from the other way.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Understanding right of way rules and enforcing/penalties for not abiding
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Unfortunately, I don't think we will ever get pedestrians to always use well-marked and lighted intersections to cross streets. And while cyclists are entitled to use the roadways, they need to remember that Arizona drivers are generally aggressive (as evidenced by my ever-increasing auto insurance premiums) and cycle accordingly.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Vehicles don't understand that pedestrians and bicyclists have the right of way. Bicyclists don't understand that they can't switch between doing things vehicles do and doing things pedestrians do. Pedestrians don't understand that they can't cross wherever they want and need to use crossing areas. There are major education issues between drivers, pedestrians, and bicyclists. Although at the end of the day, the vehicles are the major issue because they can hit and kill nonmotorized users very easily. I have witnessed aggressive drivers around bicyclists and pedestrians, because they feel slightly inconvenienced by their presence. 1) there needs to be education and enforcement around all of these users, especially vehicles, 2) have more protection available on ped/bike facilities, and more crossings
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	Where pedestrian or bicycle pathways are created they should be required to use them and not the roadway.
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	yes!! stop touting bicyclist safety alone, need to promote more pedestrian safety and respect by bikers, cars do seem to overall show more respect for walker safety
Q6. Strategies for SHS VRU Concerns	Safe Road Users	Vulnerable Road Users	You cannot educate the pedestrians currently crossing mid-block, looking down at their phones while walking and especially while crossing intersections, cyclists riding 2 and 3 abreast in bike lanes and riding in the center turn lane to cross mid-block, etc. These

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			people choose to do this and all the education campaigns will be ignored by them. They are bold, arrogant, ignorant and entitled. It would be impossible to enforce traffic laws for pedestrians and bicyclists, but that would be the only way to change their behaviors. Next to that would be citing drivers, and we all know unless there is an egregious traffic violation witnessed by a police officer willing to pull over the driver, that would be the only way to address these safety concerns. By citing the offenders, they learn, and word travels fast that police are ENFORCING TRAFFIC LAWS ALREADY ON THE BOOKS.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Intersections	If there were traffic lights at this 4 way intersection, that would be helpful. This intersection is the location of 1000+ new homes currently under construction. Very few street lights (dark sky restrictions) and lots of animals in the road...burros, cows, horses. Not well defined sidewalks. Bicyclists have ride in the road. No speed enforcement.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Intersections	Remove all roundabouts on Arizona
Q6. Strategies for SHS VRU Concerns	Safe Roads	Lane Departure	More clearly marked signs and lanes visible at night.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Other - Congestion/Capacity	Unified the West Valley cities to put a logical and effective road structure in BEFORE approving growth
Q6. Strategies for SHS VRU Concerns	Safe Roads	Other - Lighting	In addition to the glare which is now extremely prevalent with modern LED lighting, full uniformity detracts from your ability to see things in the road. Your headlights now have little impact, and the lack of contrast now makes it much more difficult to determine depth. There is too much lighting, plain and simple. Sparser, fully-shielded, warmer lighting would've allowed for some additional contrast and much better visibility. The quest for uniformity is dangerous.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Other - Lighting	More light

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Q6. Strategies for SHS VRU Concerns	Safe Roads	Other - Maintenance	New River Rd needs resurfacing but forward thing should necessitate expansion with wide shoulders and a central turning lane.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Other - Maintenance	When repaving highways such as 180, add a bike lane without rumble strips in it. As a cyclist, I'm more worried about lack of bike lanes along highways than I am about intersections. Big trucks/campers/buses + no bike lane = disaster.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Other - Transit	Institute public bus service line that runs frequently and easily from these communities of Asante and North Copper Canyon. Create safe and clearly marked pedestrian and bicycle routes for people to go from these communities into town all the way to Del Webb Medical center at minimum.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Other - Transit	Just make more public transportation. People who want to take cars will always take their cars, but those of us who want public transportation will actually, finally have a chance to use it.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	I don't think there were as many bicycle fatalities when the bicyclists rode FACING on-coming traffic. Pedestrians just need to have appropriate sidewalks away from the roadways and face fines for jaywalking just because they don't want to walk up to the intersections. Bicyclists need to NOT ride in vehicle lanes. Also, motorcyclists feel they can move in and out of traffic - cutting people off, not traveling in designated lanes, and becoming the more aggressive riders.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	I like the newish speedbumps on Granada/Main, south of Speedway, that line the bicycle path. I've noticed drivers pay attention to those and it helps keep some of the crud off the bike path. Also, the green path helps.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	I noticed some signs when pulling out of a business parking lot. Walmart on Rural at Southern has a sign Watch Out for Pedestrians and Bicyclists. We need more of these. It really makes drivers think.
Q6. Strategies for	Safe Roads	Vulnerable Road	I think having bike-only lanes an the flashing bike crossing signs

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SHS VRU Concerns		Users	where there is a lot of bike traffic is very helpful.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	I would create separation between cyclists and cars with curve outs on sidewalks. Also these roads are super loud and unpleasant to walk next to
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	<p>Ideally widen roads and add bicycle lanes, but there is not enough money for that solution. Articles/advertisements in bicyclists' magazines, web pages, social media, conversations with bicyclists tour operators, attending bicycle tours/races to alert them to problem areas. Prohibit riding bicycles or walking along roadways without shoulders.</p> <p>This is the same as the early 1900s when cars were first introduced and horse and buggies were trying to share inadequate roads. States with large populations of Amish have not solved the problem, but they have decreased some fatalities.</p>
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	If highway bike riding is desired, add more of a bike lane on the shoulder, preferably with some safety distance. Blind corner warnings/redesigning.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	If pedestrian traffic is a concern then the state should proactively put in sidewalks instead of leaving it to individual businesses
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	If these are reoccurring events, road needs to be widened and bike lanes need to be put in.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Implement modern transportation and planning designs. Road diets, roundabouts. Reduce curb cuts. Improve intersection safety for bike/peds! Example: things to help bikes/peds to cross the street, such as signals that detect a bike in the lane to trigger the stoplight, signal buttons located where a bike can reach them, protected bike lanes/sidewalks, wider bike lanes/sidewalks, shared-use paths where there's not enough room for both sidewalks/bike lanes. Keep ability for bikes to ride sidewalks when there is no bike lane. Treat Class 1 e-bikes like regular bikes.
Q6. Strategies for	Safe Roads	Vulnerable Road	Improve bike lanes, education for pedestrian on crossing at

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SHS VRU Concerns		Users	crosswalks
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Improved bike lanes
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	increase bike lane space and provide barriers (upright orange tubes/cones) with bike lane stripes.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	increase protected bike lanes, improved traffic signals for pedestrian and bike crossing.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	It's a huge challenge, especially on streets not big enough for both cars and bicycles. And it's not only in city traffic, for instance, Gates Pass with cyclists on blind turns is always a concern.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Just to pave the shoulders from the Pine trail to the north end of town. It is good in the middle but has gaps on the south and north ends
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	keep the bicyclist off the roads. put them on the sidewalks. the bike people think they are above the laws.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Lanes for bikes need to be bigger and separated from walking lanes. Safety for both if a car swerves towards them. Lighting to show that there's a crosswalk and sides of roads. Having roads and sidewalks be more accessibility friendly.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Large yellow caution sign(s) along Tom Darlington Drive encouraging drivers to adhere to 'current speed limit' and 'watch for cross-traffic bicyclist or pedestrian traffic'.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Light installed at 23rd and Alameda for pedestrian get across the street. Left turn arrows installed at 23rd and Pinnacle Peak to keep people from turning on the red light since traffic is congested at the intersection.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Limit shared roadways, use pedestrian bridges for high volume traffic areas (see what Tokyo does) use barrier systems to force pedestrians to use crosswalks, use barrier systems to separate bicyclists from vehicle traffic. Ticket bicyclists who blatantly disregard their responsibility to obey traffic laws. Deal with the homeless, drug dependent and mentally challenged individuals

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			who are often the victims of auto/pedestrian accidents.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Lived in Europe always 3 sets of access car road the bike road and sidewalk all built at the same time basically each had their own paved area
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Longer period for pedestrian crossings and flashing of no right turn or left turn arrows to alert drivers not to turn
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	<p>Make a guard-rail separated bike lane.</p> <p>This survey may be a nice generality, but please provide segmented data for us to base our answers on specifics. Like 76% of pedestrian accident occur at dusk to dawn. 52% are pedestrian-caused of which 87% were drug / alcohol related. 92% of pedestrian accidents were not at crosswalks (mid-street crossings). 56% were in these geographic core areas. How you write a survey can easily direct the responses you wish to receive. You already know the answers before this survey was even created. As drivers, for safety we prefer bikes and pedestrians to be far away from the drive lanes. No one wants to hit or kill them, but the speed and distraction of daily life creates unfortunate interactions when bikes and people challenge the physics of transportation. Natural selection?</p>
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Make a travel path for pedestrians and bicyclist through Santa rosa wash and connecting city drainage ways. We don't need a 5 million dollar pedestrian bridge. A simple leveled crossing area to cross the tracks without having to step over the tracks or carry your bicycle would be sufficient.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Make bike lanes wider. Reminders to driver to be aware of bikers and pedestrians
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Make sidewalks mandatory everywhere. An unsighted person is supposed to walk roads without sidewalks, which means no complaint markers at intersection crosswalks. Also no markers

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			from the end of the sidewalk.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Make sure that there are adequate bike lanes on major arterial roads in Scottsdale. Provide a place for bikers to have room on our roads.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Make up for the decades of investment in car-only infrastructure by aggressively investing in: protected bike lanes, protected sidewalks and mass transit. Stop highway and road expansions, protect intersections to prioritize VRU's, and invest in rail and other public transit efforts.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Maybe an elevated pedestrian bridge or designated crossing for pedestrians and cyclists.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Maybe flashing pedestrian/bicycle lights? Cars just don't yield. Maybe interactive lights, like on military bases. Brightly painted crosswalks?
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Maybe leading ped signals?
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	More "Road Dieting" for wide residential Streets. Speed bumps on residential streets. In my area 50mph is the new 25mph and 70-80mph is the new 40mph.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	More above street crossing.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	More bicycle lanes, clearly marked. Better roadways. Keep up on maintenance of the road 2ys, expanding and paving as needed, not three years later.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	More bike lanes
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	more bike lanes in the city areas, all new roads should include bike lanes as well as better cross walks. very strict enforcement of exciting laws. Mandatory sentences for leaving the scene of an accident with injury's, bike or pedestrian. I would think 10 year min. we all know they leave for reasons like no insurance, or

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			impaired driving.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	More bike lanes, more signage, e.g. Bicycles may Use Full Lane (much clearer than Share the Road, 3 Feet Minimum-- It's the Law. Most importantly officers must enforce the law for both cyclists and vehicles
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	More bike paths and larger bike lanes.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	More biking lanes in rural areas, more speed control as drivers are still speeding and passing unsafely.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	More crossing points at midway not just at intersections. When you have no car and are forced to take the bus, it is way too hot to go all the way to the crosswalk just to cross the street. Summer is brutal for pedestrians and getting to our destination quickly is very important. Bus stops have little shade.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	More crosswalks in the middle of busy streets that are on demand. Only used when someone pushes a button. Also much better lighting on busy downtown streets.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	More frequent, well lit crossings as well as overpass crossings for pedestrians and bicyclists. Additional bike lanes
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	More green paint and poles and signs so cars become more accustomed to bike/ped/car road sharing.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	More light so you could see pedestrian. Wider roads.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	More pedestrian and bicycle bridges and tunnels that crosses the highways. ADOT could partner with DPS to create a statewide bike registration system for when your bike is lost or stolen, law enforcement can better find it.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	More protected access to good bicycle paths.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	More protected bicycle infrastructure. Wider sidewalks. Narrower lanes for cars (and less lanes) to slow down vehicles.

Category	Safe System Approach	Safety Focus Area	Comment
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	More protected crossing areas.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	More safe pedestrian crossing opportunities
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	More sidewalks and designated bike lanes.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	<p>More sidewalks, bike lanes, and crosswalks.</p> <p>Better education for pedestrians about being in the road ways and which direction they should be facing /traveling.</p> <p>Education about being distracted with loud music and phones, making them unable to hear/notice traffic</p> <p>Stricter penalties for jaywalking and darting into traffic. In some ways the pedestrian is at just as much fault as the driver if not more. I've had bikes fly across intersections not looking. I once had one hit my car not the other way around</p> <p>Stricter laws about panhandling and making it illegal to do so near any roadway!</p>
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	More street lighting! Bicyclists, especially at night, do not wear reflective clothing, EVER! With headlights coming at you, it is impossible to see a cyclist at night along McKellips Road. The same goes for pedestrians. They cross in the middle of the darkened road instead of walking to a traffic light.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	<p>More traffic calming measures</p> <p>More protected bike and pedestrian paths</p> <p>Substantially increased enforcement of traffic laws including adding cameras to enforce speed limits and traffic lights</p>
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	More underpasses

Category	Safe System Approach	Safety Focus Area	Comment
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Need more streets with designated bike lanes. Have specific bike lanes when crossing through major intersections. Maybe have designated bikeways when going from one area of town to another. For example, in Coolidge designate Coolidge Ave as a major bikeway to get from the west side of town to the east side. Have appropriate lane markings and a special traffic light at the intersection of Arizona and Coolidge Ave.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	One idea is to reduce "conflicts" between vehicles and pedestrians at intersections by having them enter the intersection at different times. Great examples of this can be found in this Not Just Bikes video about Dutch traffic lights: https://www.youtube.com/watch?v=knbVWXz . Basically make signals more responsive to the present and approaching people, prioritize the forms of transportation carrying people more efficiently (i.e. trains then bikes then cars), have the pedestrian signals be independent of each other and don't make people wait a full traffic light cycle, and let people in any form of transportation cross when they won't cross paths. Other things: eliminate right turn on red, avoid expanding highways and freeways to "reduce congestion"
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Open up more lanes, lower speed limit, enforce laws.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Over highway cross walks or cross-walk signs/lights
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Overhead crossings.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Paint bike lanes at high risk intersections. As large a bike lane as possibly
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Path along highway 79. Also Hunt Highway junction with 79 could use a stop light or round about
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Pave the South exit from bridge over Gila river, West of guard rail.

Category	Safe System Approach	Safety Focus Area	Comment
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Pedestrian crossings, adding *protected* biking lanes, not just biking gutters, introducing other calming methods like speed bumps. Right now the street looks like a straight highway.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Pedestrian refuges and bulb-outs would be a good start, as would adding more protected bike lanes AND introducing intersection designs/signal timing that require drivers to yield to bicyclists when turning right across bike lanes.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Pedestrian safety (seems to) relies on the individual and less so on the public driver. However bicyclist safety mostly, not always, relies on the driving public. Lots of safety hardening for infrastructure for pedestrians seems to be a low return on investment except in high urban areas.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	<p>Pedestrians walking signs do not link with turning arrows... Too many people are more worried about "making the light" than looking for walkers.</p> <p>More bike specific lanes, or convert sidewalks to multi use paths, in bright noticeable colors.</p>
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	perhaps a wider bike lane or shoulder on higley or sidewalks, enforcement of bikes and carts having lighting, cameras to catch cars not stopping at canal crossings when pedestrians are visible
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Perhaps making the crossing lights longer
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Physically separate car and bicycle traffic wherever possible.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Place reflective markings to see better at night. add more lighting in urban areas on busy streets.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Please improve infrastructure by increasing the protected paths for pedestrian and bike routes. Additionally, more highway entrances where the right turn is down to a single lane and allows for more pedestrian visibility such as that at the loop 101 and Bell road.

Category	Safe System Approach	Safety Focus Area	Comment
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Possibly have reflective paint or reflectors along the edge of bicycle lane and pedestrian crosswalks. Flashing light for crossing major road with multiple lanes (4 or more). Better lighting
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Possibly paving the shoulders in those areas or adding a paved path for bicylists/pedestrians so that they are away from the traffic.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Protected (with curb and/or bollards) bike lanes on all ADOT highways that double as surface streets. Safe crossing with lights where every multi use path crosses an ADOT highway. High line canal bridge.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Protected bike infrastructure, shading, designing pedestrian friendly environments, reducing lane widths and speed (both are heavily linked), not designing stroads and car-dependent infrastructure, basically seeing things from their POV rather than the POV of being behind the wheel in a car.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Protected bike lanes on every major artery that people travel on. Cars drift in and out Constantly and are speeding. Bicyclists deserve a barrier of safety since the police do not protect them.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Protected bike lanes with barriers, or way more bike paths. We need walkable cities where people park once and have access to every business, not park 3x times going from one place to another. Bicycles should be prioritized just as much as cars. Cars should not have more rights than a person choosing not to pollute the planet and risk accidents for driving. Biking NEEDS to be used more.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Protected bike lanes would be helpful but completely separated bike paths would be preferable. Especially given the per-mile cost when compared to a mile of highway.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Protected bike lanes, fences along the purside of sidewalks to further separare roads from sidewalks, less lanes so pedestrians can cross large intersections more easily, and more pedestrian

Category	Safe System Approach	Safety Focus Area	Comment
			crossings along long stretches of busy roads so they can push the button to have the signal go off and stop cars, allowing them to cross.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Protected bike lanes, flashing lights when a pedestrian is crossing the road. Better signage and road striping maybe colors that people need to stop behind. People think cars have the right of way when pedestrians and bikes should be first. Most people do not follow the road rules and need major education to stay safe. More law enforcement!
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Protected bike lanes, no slip lanes for vehicles turning right, markings and infrastructure to slow drivers down, light timings to separate cars from pedestrians and cyclists.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Protected dedicated lanes.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Protected intersections for pedestrians from drivers. Bike infrastructure, as in a physical separation, a curb, some poles, ideally some landscaping, but not paint, that does nothing for protection
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	protected intersections, protected 'dutch' round-a-bouts. 12' wide multi-use paths or protected bike lanes so that bicyclists are not trying to 'fight' for space on a roadway with a vehicle.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Provide a bike lane and sidewalks for pedestrians - Widen bridge to accommodate and install cross walks with activated crossings at both the east and west sides of the overpass. The pedestrian traffic observed along I-19 between Drexel and Irvington appear to be homeless, I'm not sure if an underpass would help or not - perhaps more fencing around the existing culverts and washes would redirect the pedestrian traffic.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Provide more protected bike lanes and pedestrian walkways. Lighted stop signs and crosswalk signs.

Category	Safe System Approach	Safety Focus Area	Comment
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Provide more time for cyclist to get across major arterial streets, provide some type of buffers at crossings, make the bike lanes wider so that large vehicles aren't right next to you, and maybe have more signs saying look out for cyclist and pedestrians.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Provide safe pedestrian crossing such as Pedestrian Hybrid Beacon or other type of crosswalks at a strategic location between the two schools.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Provide sidewalk and wider stable shoulders. The shoulders along Pinnacle Peak hazardous are to vehicles, pedestrians and bicyclist hazardous and this road was recently improved. The implementing agency could be held liable based on how the shoulder was graded and left.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Push button activated flashing lights to alert drivers.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Put flashing signs near intersection lights and private driveways from businesses regular signage stating Look for pedestrians. Also create a side buffer between streets and bike lanes current bike lane system is inadequate with regards to safety.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Put in a cross walk button with or without flashing lights. Drivers never go the posted 35 MPH. They think they go 55 or faster because they are headed to Maricopa. They speed limit changes to 45 after they pass the Cottonwood Gardens Community.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Put up more bollards in intersections to protect cyclists and pedestrians. Add hawk intersections or at least some flashing lights where entrance/exit ramps and highway underpasses are to bring greater attention to pedestrians and cyclists. Offer free bicycle and pedestrian reflective vests/clothing and flashing lights.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Raised crosswalks, speed reducers for vehicles entering/exiting highway, roundabouts, curb radius reduction to slow vehicles when turning to avoid hitting pedestrian/bicyclist
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Realigning the intersection to include curbed medians on both approaches on Broadway; altering the right turn lane on NB Val

Category	Safe System Approach	Safety Focus Area	Comment
			Vista to EB Broadway to be shorter so it doesn't interfere with traffic trying to enter Home Depot; possibly adding curbed medians to NB Val Vista with only a dedicated turn lane to enter Vista Santa Fe.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Recent improvements Phoenix has made along 3rd street, with very wide buffers and flexible poles may help on Oracle, but the reality is that bicycles and cars don't mix on high speed roads like Oracle. While not freeway speeds, drivers clearly want even faster modes of transit down here, and so they drive even faster than the signed 40 MPH south of River Rd, and nearly or at freeway speeds north of there. While ADOT has been restricted by PAG from actually building more freeways, ADOT could have built higher speed transit along Oracle, slowed cars down with just two lanes instead of three, and perhaps even given a larger physical barrier separating them.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Red lights with no turns on red when a pedestrian or bicyclist pushes the button to cross a street.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Redesign of US 93. Install sidewalks in Flagstaff.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Reduce(or eliminate) 4 way stops. Cross walks on highways need ways to insure pedestrians are across the road before the lights change. More sidewalks for pedestrians. and bicycle lanes for bicyclists. And keep bicyclists off roads that are not suited for them.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Reduced vehicle traffic and increased protracted bike/walk paths in high-volume pedestrian areas.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Remove pedestrian and bicycle travel paths from roadways - make them separate & independent except as required at intersections. At intersections, do NOT assume that classic pedestrian & especially disability accommodations can be used for bicycle traffic - this just does not work!
Q6. Strategies for	Safe Roads	Vulnerable Road	Road diet. Protected bike lanes.

Category	Safe System Approach	Safety Focus Area	Comment
SHS VRU Concerns		Users	
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Road dieting, protected intersections, pedestrian crossing lead on lights, banning right turns on red.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Safer bike via canal crossings, and was to connect canal paths safely.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Separate bike and pedestrian lanes from roadways like Michigan.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Separate designated bike, pedestrian lanes, not on the highway separate
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Separate routes for bikes is the safest thing.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	seperated lanes for bikes
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	shoulder widening projects
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Sidewalks in cities & towns for pedestrians. Bike lanes along highways, especially between Prescott and Prescott Valley where there has been a huge increase in vehicle traffic.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Signs, lighting, and bumps in roadways
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Somehow have to separate the bicyclists and the vehicles as these are all busy intersections.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Start building protected bike lanes with concrete bollards. Put the guardrail between the ped/bike and cars instead of the far right
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Stop prioritizing high speed travel!! Inconvenience car travel for safety. Prioritize safety for vulnerable bodies
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Striping the cross section of a street where there is a stop sign. Most of the white stripes are faded so people "creep" past the stop signs and never completely stop. Also, it would be much safer if bicyclists all had a headlamp - most cars have day running lights now, and bikes should have the same. The flashing light would help distracted motorists, even during the day.

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Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	The bicycle path network would have to make sense and offer efficiencies, like crossing freeways.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	The bicycle safety lanes are totally inadequate, too narrow, just window dressing, too near to drivers.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	The bicyclists are not allowed to be too wide as they drive/bike along. Sometimes, they are beyond the bike lane, and that is not safe
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	the definitive curb, would be a shield for cyclists and pedestrians alike. but, it will cost to install throughout our AZ state.... so safety / \$\$\$... not \$\$\$ / safety.... place safety FIRST!
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	The FHWA Bikeway Selection Guide and the NACTO guidance, Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities both have information on what type of bicycle infrastructure should be used based on motor vehicle speed and traffic volumes. Based on these documents, ADOT should figure out a way to slow the traffic down and build separated bicycle lanes.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	The intersection is huge & takes longer to cross on foot - especially for those with disabilities. Maybe add pedestrian overpass?
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	The left turning lane should be lengthened (it is too short) to allow cars to get into the two left turn lanes. The through lane going across Pina to Scottsdale should have it's own lane and move the right turn lane over for that to happen.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	The loop 303 south of I-10 design includes over a dozen bridges for vehicles. Incorporate into the design just a single bridge or underpass for pedestrians/bicyclists to provide a grade-separated crossing over/under the highway travel lanes and frontage roads. Additionally, add a north-south dedicated multimodal path adjacent to the frontage roads and ensure it goes all the way north to McDowell Road (the current frontage roads at the 303/I-10 interchange have ZERO sidewalks and ZERO bicycle lanes, affording no safe way to cross I-10 in the area.

Category	Safe System Approach	Safety Focus Area	Comment
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	The pedestrian crossing on the northwest corner is in a blind spot for cars traveling south on DFP and turning west onto 202. Cars traveling fast and making this righthand turn do not have to slow down because the light never affects this turn. Drivers can't see a pedestrian until they are into the turn. This is the primary crossing point for peds/bike to ride along the south side of the 202. The idea I have is to provide a button a ped/cyclist can push when they start to cross. This would activate a lighted sign placed prior to the turn that warns drivers that there is a someone crossing the road and to proceed with caution.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	There are no center lines or bike paths marked on a main road in San Tan Heights (San Tan Heights Blvd.) even though it has been brought to the attention of the Pinal County Bosrd of Supervisors on numerous occassions.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	There is absolutely no shoulder here for cyclists making it incredibly dangerous. This route has more than ample land area alongside the roadway to construct a bike pathway completely separate from the vehicular traffic.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	There should be a curb between the vehicle and bicycle lanes so if a car starts to turn or drift over then it will hurt the curb potentially avoiding hitting the bicyclist.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	There should be period barricades between the road and the bike lane.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	To look out for the safety of those not in an automobile, sidewalks should be available. Bike lanes that do not run directly next to traffic. More lighting. Putting bike lanes on the main roads also pose a hazard with distracted or impaired drivers. Bike lanes are very narrow. I have seen many automobiles driving in the bike lanes.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	To not have people riding their bikes on the walk way.

Category	Safe System Approach	Safety Focus Area	Comment
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Traffic calming measures like roundabouts (instead of traffic lights), smaller lanes for vehicles (forces them to drive slower and be more diligent), protected bike lanes (protected by concrete medians/planters, not flimsy plastic dividers). Get rid of 'right turn on red' as it leads to drivers looking the complete opposite direction of pedestrians crossing the road.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Traffic signals seem out of sync, crosswalk is disjointed
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Traffic slowing measures similar to those on 24 St. South of Cactus, North of Shea-there are curbs that push out into the traffic lane so cars aren't close to the bike lane. There are some on Butler in Flagstaff but the townsfolk were unhappy with them. I like them because the cyclists are more protected with the curbs than a painted line. The snow plows may have a tough time with them, though.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	trim bushes/brush along bike lane more often, widen/separate bike lane from road around curves and through the wash
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Under/overpasses when trails cross roads would eliminate the need for cyclists and pedestrians to "leapfrog" through traffic to continue their journey.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Unless ADOT is ready to put pedestrian bridges over every major roadway there's nothing going to stop pedestrian accidents in Phoenix. and please don't make the mistake Tucson did placing pedestrian crossing stop lights every 1/4 mile on major thoroughfares!!
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Use The Loop in Tucson as a model. Improve shoulders (especially in Phoenix). Require better lighting on all scooters and for cyclists and pedestrians as well or better street lighting at all intersections (could identify a few pedestrian/cycle friendly routes and 'drive' commuter and fitness traffic to those routes by increasing safety features. Needs to be areas with curb or barriers between vehicle & non vehicle traffic in cities

Category	Safe System Approach	Safety Focus Area	Comment
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Utilize city canals and drainage systems for pedestrian traffic.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Vehicle traffic slowing systems and more dedicated and protected bicycle lanes.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Visibility is key. I can't see bicycles or pedestrians in poorly lighted areas
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Warning signs at each place where shoulders end to alert both cyclists and motorists that they will soon be sharing a lane.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	We need a safer network of low stress bike lanes and a well built public transit network to help lower the number of cars on the road
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	<p>We need more law enforcement out and about. But Pedestrians and Bicyclists need to be more aware of their surroundings. Listening to music while walking or bicycling may seem great, but could be a major issue with not hearing a car. Especially as EV's and hybrids become more popular. They are so quiet that someone listening to music might not hear them.</p> <p>But we need better sidewalks. Most sidewalks have walls on one side that prevent a bicyclist from getting out of the way of an accident or car. Honestly, if there were more strips of land that have bike and walking paths, that would be more helpful. But sidewalks need to be repaired, cleaned, and weeds and trees need to be trimmed better.</p>
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	We need road diets and to install infrastructure (e.g. chicanes) that forces cars to slow down and pay attention. We need complete streets provide connected and protected infrastructure for non-car users.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	We need safety measure between sidewalk and roadway at overpasses and signs to remind folks to yield to pedestrians and bikers.
Q6. Strategies for	Safe Roads	Vulnerable Road	We should have more over highway crossing or under pass just for

Category	Safe System Approach	Safety Focus Area	Comment
SHS VRU Concerns		Users	pedestrians and bikes so they do not affect traffic when crossing intersections
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Where possible build over/under ramps Separate bike lanes from traffic with soft barriers
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	widen 347 to 3 lanes each way and have additional space for bicycle only traffic.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Widen bike lanes or mark - no bike lane. Brighten intersection stripping for pedestrians and bike crossing
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Widen roads to meet demand, add safe walkways and bike paths/lanes. Between Verrado and 303 .
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	widen roadways and put in a bicycle lane
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Widen the bike lanes and put a "gore area" so there is a buffer between bike lanes and driving lanes.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Widen the road or make it illegal area for bicycles please.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Widen the shoulder.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Wider bicycle travel lanes
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	wider bike lanes, adding bike lanes and more sidewalks.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	Wider road, more lanes, barriers along bicycle lane (a mere thin white line painted on the ground is ridiculous now with the increased population) and a lower speed limit.
Q6. Strategies for SHS VRU Concerns	Safe Roads	Vulnerable Road Users	With regard to bicyclists, we need more physical infrastructure separating cars and bicycles. Look to the Netherlands as an example of how to do this effectively. Use solid bollards and barriers to separate the two. Use traffic calming techniques to reduce speed. Dedicate a lane to bicycle traffic. Have separate traffic lights for bikes. Watch the NotJustBikes YouTube channel for great reporting of how this is done in the Netherlands.

Category	Safe System Approach	Safety Focus Area	Comment
Q6. Strategies for SHS VRU Concerns	Safe Speeds	Vulnerable Road Users	Keep speed limit 45 mph on north bound SR 347 after Lakeview until the new 3 lanes goes back down to 2. Then it can increase to 65. If it is 65 on that stretch and all that morning traffic fighting for position to go from 4 to 3 to 2 lanes there will be many accidents as drivers do not like to give an inch. There have already been a few cars that have gone off the road there and it is not even open yet. Also, station a police car on SR 347 with their lights flashing during morning rush traffic, M-F 5:45am-8:30am so drivers know he/she is there and will prevent them from driving like maniacs. This will not be a waste of resources as this will eliminate accidents. You will waste more resources and time handling all the additional accidents. And with that being the only way out of Maricopa to get to the valley, it will also cause less backups so people can get out of the city to go to work.
Q6. Strategies for SHS VRU Concerns	Safe Speeds	Vulnerable Road Users	Lower speed limit all the way through Paulden on Highway 89 from Bramble Road on the north to south entrance of Old Highway 89.
Q6. Strategies for SHS VRU Concerns	Safe Speeds	Vulnerable Road Users	Lower the speed limit in certain areas perhaps at certain times and enforce it with patrol vehicles.
Q6. Strategies for SHS VRU Concerns	Safe Speeds	Vulnerable Road Users	Lower the speed limits. Folks drive so fast trying to catch the light they blow right through it. I don't see law enforcement pulling folks over, writing speeding tickets, just on the highways. Drivers think they can drive fast, drive reckless because no one gets ticketed.
Q6. Strategies for SHS VRU Concerns	Safe Speeds	Vulnerable Road Users	Narrow the East bound lanes to one 30 mph lane west of the viewpoint creating a bike/pedestrian path next to the pit. Increase the two westbound lanes to 45 mph East of the viewpoint. Turn the lights back on and install guardrails around the dangerous pit. Many cars have gone down into it. There has never been a guardrail. Replace the rough, dangerous pavement and paint it full surface with 100% acrylic exterior paint with sand laid over it and swept when paint is cured. Then recoat as needed without the need to fill potholes or sweep up loose gravel. It's permanent and up to 15 degrees cooler with a lighter color. Lights

Category	Safe System Approach	Safety Focus Area	Comment
			should be closer together.
Q6. Strategies for SHS VRU Concerns	Safe Speeds	Vulnerable Road Users	Put in items on the 260 to indicate there is a town there. The speed limit goes down but no one notices. Dots on the road or rumble strips to alert the driver that conditions are changing, or maybe flashing speed limit signs so that they realize there is a change. There is an especially dangerous part just west of Forest Lakes where the double lane goes back down to one lane and there is a drop off on the side there. Twice in the last couple months we have been almost run off the road by people trying to pass last second before the passing lane ends.
Q6. Strategies for SHS VRU Concerns	Safe Speeds	Vulnerable Road Users	reduce high speed drivers and have cyclists follow road rules
Q6. Strategies for SHS VRU Concerns	Safe Speeds	Vulnerable Road Users	Reduce speeds, narrow the lanes, more pedestrian/bicyclist crossings, bus shelters or dedicated bus lane, protected bike lane, buffered sidewalks
Q6. Strategies for SHS VRU Concerns	Safe Speeds	Vulnerable Road Users	slow down: driver and cyclist education
Q6. Strategies for SHS VRU Concerns	Safe Speeds	Vulnerable Road Users	Slow speeds in city/town Allow for proper crossing for peds and bike even if it increases delay. Create and maintain bike/ped facilities Lighting and timing of signals that prioritize people and not just cars Improve sight lines for all modes
Q6. Strategies for SHS VRU Concerns	Safe Speeds	Vulnerable Road Users	Speeding is a huge problem. People don't understand side friction, sight distance, and gap placement. The public doesn't realize weaving through traffic signals saves approximately 3 seconds. They don't understand that they can kill somebody because they are speeding— because they can see, but someone

Category	Safe System Approach	Safety Focus Area	Comment
			turning onto the road in front of them won't be able to see them AND maybe they're tired of waiting for a gap because of all the people speeding! Bikes and peds would be safer if cops just enforced the laws. Also, please don't put bikes on high speed state highways— cars aren't even safe on state roads, much less bicycles.
Q6. Strategies for SHS VRU Concerns	Safe Speeds	Vulnerable Road Users	Well first off people just need to slow down. So many red light runners. They don't even stop and look, I have seen so many close calls. Maybe a blinking light when a pedestrian hits the crosswalk button. Signs. Not quite sure. This is pretty frustrating and annoying.
Q6. Strategies for SHS VRU Concerns	Safe Vehicles	Vulnerable Road Users	Please regulate the size and shape of vehicles to reduce risks to vulnerable road users. Please educate drivers to yield to vulnerable road users simply bc they are more vulnerable. Please implement road diets and separated CONNECTED cycling infrastructure that prioritizes daily life like access to errands and work. Review where bike infrastructure suddenly disappears (e.g. Just prior to highway underpasses in Tucson) and finish the job
Q6. Strategies for SHS VRU Concerns	Safe Vehicles	Vulnerable Road Users	Set up and conduct vehicle checkpoints to examine wipers,tires, seat belts, windows, exhaust pipes
Q6. Strategies for SHS VRU Concerns	Safe Vehicles	Vulnerable Road Users	Set up and conduct vehicle checkpoints to examine wipers,tires, seat belts, windows, exhaust pipes WE used to have them in CA, years agoAbreg
Q7. Effective Traveler Education Methods	General Comment	General Comment	I don't think education is the problem.
Q7. Effective Traveler Education Methods	General Comment	General Comment	These ideas are trash. Your department can't just say "we did our best to warn people" and wash your hands off the issue. Actually do something useful.
Q7. Effective Traveler Education Methods	General Comment	General Comment	What does it take to get you educated?

Category	Safe System Approach	Safety Focus Area	Comment
Q7. Effective Traveler Education Methods	Not Applicable	Not Applicable	Could not rank the above choices? Solcial Media is 1 followed by radio, tv, presentations in schools.
Q7. Effective Traveler Education Methods	Not Applicable	Not Applicable	I can't figure out how to rate the above. I notice billboard and traffic signs the most.
Q7. Effective Traveler Education Methods	Not applicable	Not applicable	N/A
Q7. Effective Traveler Education Methods	Not applicable	Not applicable	N/A
Q7. Effective Traveler Education Methods	Not applicable	Not applicable	N/A. If people haven't learned in mandatory drivers education prior to getting their licenses, I doubt they're going to be "educated" much if at all by ANY of the above methods.
Q7. Effective Traveler Education Methods	Not applicable	Not applicable	Na
Q7. Effective Traveler Education Methods	Not applicable	Not applicable	na
Q7. Effective Traveler Education Methods	Not Applicable	Not Applicable	No
Q7. Effective Traveler Education Methods	Not Applicable	Not Applicable	no ideas
Q7. Effective Traveler Education Methods	Not Applicable	Not Applicable	No other ideas - thank you for getting resident input! We appreciate all you do.
Q7. Effective Traveler Education	Not Applicable	Not Applicable	none

Category	Safe System Approach	Safety Focus Area	Comment
Methods			
Q7. Effective Traveler Education Methods	Not Applicable	Not Applicable	None
Q7. Effective Traveler Education Methods	Not Applicable	Not Applicable	none
Q7. Effective Traveler Education Methods	Not Applicable	Not Applicable	None
Q7. Effective Traveler Education Methods	Not Applicable	Not Applicable	none
Q7. Effective Traveler Education Methods	Not Applicable	Not Applicable	None at this time.
Q7. Effective Traveler Education Methods	Not Applicable	Not Applicable	None...
Q7. Effective Traveler Education Methods	Not Applicable	Not Applicable	nope
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	<p>(1) Create a YouTube or Vimeo video that can be shared with others about safety tips. Ask yourself, would you share this with your family members? If the answer is no, then others probably would not either. After the video, if you create a link to a website that can be printed as a PDF with summary points then that would be useful too.</p> <p>(2) Have a campaign where a wide variety of ADOT staff (experience or not in ped/bike facilities) listen to concerns by using representative or key ped/bike facilities to gain experience about issues. That may be fruitful in increasing effectiveness in</p>

Category	Safe System Approach	Safety Focus Area	Comment
			educating travelers about safety. (3) Support family, school, and community rides where people can model safe travel behaviors. Perhaps create a video where ADOT staff experienced with using the ped/bike facilities teach ADOT staff without experience using the ped/bike facilities how to use them safely. Perhaps model the behavior that you would like others to model.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	<ul style="list-style-type: none"> * Flood the most risky roads and intersections periodically with state troopers in unmarked cars * Use drones for surveillance * Publicize number of tickets/enforcement results for above traffic 'sweeps' to local media * Publicize in advance an unspecified area (but roughly within a five-mile radius) where another traffic sweep will occur within the next X number of days or weeks. * Donate fines from these sweeps to a public charity or driver education programs.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	<ol style="list-style-type: none"> 1. Social embarrassment for those who do stupid things. 2. Any education should be really creative - like the HWY signs - so that people remember it and talk about it. And blast it on social media so that everyone looking at their phones while driving sees it.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	accident scene reenactment at fairgrounds
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Adds in Stadiums could be an excellent strategy. Not for traffic only, but for drugs and alcohol as well.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Ads on Streaming Services, i.e., Hulu

Category	Safe System Approach	Safety Focus Area	Comment
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Again, all the education and info provided is adequate, it is just us all idiot drivers. Many feel they are above the law. May more several penalties. When it comes to drunk drivers, some more savage and barbaric would be a good idea. Tired of them being allowed to drive.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Again, limit dollars spent on education programs that don't work or people pay no attention to and spend money on enforcement.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Aggressive drivers need to be taken seriously equally with drunks and texters
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	ALL Arizona drivers need to be forced to watch safety videos about Red-Light-Running, plus Slowing down and preparing to stop if necessary at All signalled intersections. Drivers must assume that the next signal could change at any time. People caught driving without a License or Insurance should be barred from ever again operating a vehicle in the State (with their vehicle sold for scrap).
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	All the education isn't going to help. Enforce the laws and make tougher ones. People know they shouldn't drink and drive or text or speed but they do it anyway because there are no repercussions.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Ask the media to watch city counselors, representatives, engineers, and the public to do walking tours of areas. Work with mapping apps to improve notice of closures and delays.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	At initial driving school and any additional training. People must be taught how to drive to reduce traffic and frustration, which will reduce people acting like idiots.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Bar aggressive drivers from driving for a month after citations and require them to take transit or a bicycle. Seeing things from the other side of the windshield could induce them to make better decisions more than traffic school.

Category	Safe System Approach	Safety Focus Area	Comment
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Better education and testing standards including probationary periods of at least a year for new licensees. Any infractions involve elimination of license and reintroduction to driving application and testing after a length of time
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Big tickets and fines, with suspension of license for 2nd time offenders. Graphic TV ads, Graphic print ads, Graphic posters at the bus stops shade areas.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Billboards at on and offRAMPs, commercials, use mail inserts showing the results of accidents- tell people/show people that one foolish moment means THERE WILL BE AN EMPTY SEAT AT SOMEBODIES DINNER TABLE DUE TO THEIR ACTIONS- ONE moment of stupid inattention will change their live forever, Just like the CHOICE to use a gun will change lives forever- its all about choices (people making choices to not pay attention for one second willc ahnge their and the other guys(son,sister,dad,mom, aunt,brother, uncle,daughter....) life forever
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Billboards distract drivers!
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Bring back Drivers ED in schools!
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Bumper stickers, license plates, licensed plate holders, mailers, car dealerships, news programs (right before or after the weather segment), get celebrities and sports professionals to campaign.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Catchy uninterruptible ads aimed at your target demographic. New Zealand's anti-drunk driving commercial "Legend" is a great way to get the message thru to our more susceptible drivers. Irelands anti speeding commercials and drinking and driving commercials are another great inspiration to take from. I don't know many people who actively fear law enforcement involvement. Showing multiple commercials of law enforcement

Category	Safe System Approach	Safety Focus Area	Comment
			hiding in corners or behind bushes doesn't put fear in the masses. Showing the true outcome of bad decisions is the only way to get the message across. Americans are great but most of them are dumb, Hard Honest Truth is the only way to appeal to such a diverse population.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Change the laws and make people take driver license tests more than once ever and no free pass of transferring your out of state license. Make them learn the safety laws to keep their license. That's education and it's verifiable if it's been learned
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Citations that punish seem to work best, then again most police agencies are afraid of writing them.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	create a campaign for no camping in left lane
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Create mandatory education for all drivers at least every five years. The education can be a simple online review course (with identity verification of live video/picture of the driver) of the recent traffic and safety laws in the past decade. The review course could take an hour or less of the driver's time. If the review course is not completed within the year that it is due, then possibility of suspension of driver's license until the course is completed. I do not feel Arizona has good practice with only requiring a new driver's license when people are 65 years old. So many traffic rules are created and change over the years.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Digital ads and tradional signs at gas stations about statistics of crashes and deaths with noted safety measures
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Displaying information and/or requiring a short quiz to renew a vehicle registration. Probably a must score 100%, unlimited attempts type of thing.

Category	Safe System Approach	Safety Focus Area	Comment
			Anything that will reach people who aren't seeking it out since those are the people who need it the most. Unsafe driver likely aren't following ADOT on social media, subscribed to emails, or receiving text messages. Physical mailers could be an option but would probably be thrown out. I think something mandatory-adjacent is best.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Do better and more data analysis to inform coordinated education/enforcement campaigns. Education is effective when coupled with well-publicized enforcement. Enforcement is effective when coupled with well-publicized education.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Do demonstrations such as those that first responders offer for high school students that do a reenactment of a pedestrian or bicyclist accident.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Drive safely and courteously with others. Stress reduction behind the wheel education programs. Travel distance in relation to speed and tailgating citations.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Driver education, especially for the young/new drivers , needs to be a lot more rigorous. The permit test is too short and easy, we really need to make these kids learn road safety young. It should be a hard test that they really have to study for to know road laws and safe driving practices. Additionally, the roads are not well kept in AZ. Between potholes and horrible asphalt quality, we have a serious problem with our roads.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Drivers education and periodic continuing education should be a requirement for a driver's license. Safer infrastructure is a must to save lives
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Drivers education in high school!
Q7. Effective Traveler Education	Safe Road Users	Human Behavior	drunks and druggies will not respond to any education campaigns. enforcement is key and getting homeless off streets

Category	Safe System Approach	Safety Focus Area	Comment
Methods			
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Each city/town/community should lead in educating their community. Companies should also educate their drivers and pertinent employees when traveling across the state. law enforcement should also lead along with the Governor. That person should have change the culture of one is too many people to lose to a fatality. Sky Harbor airport and the rental car companies should educate visitors about our roads and safety.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Educate kids to speak up on parents. A website where I can enter a license plate and select a complaint (~20 items) about a poor driver. The plate owner gets an email saying someone has noticed. I feel like I have contributed to safety. ADOT can perhaps take action if someone gets a lot of reports. (Note: a complainant needs to register to ensure they can't "spam" a driver.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Educating people to stop doing harmful things is useless. They know what they're doing is wrong. Change the road design so it's uncomfortable to drive like that.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Education during license renewal Or voluntary or compulsory defensive driving education every few years like emission test Promotion of vehicles equipped with light collision prevention safety features
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	education have to be done at younger ages pre 16. After that I think everyone just goes through the steps
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Education is a great start, but behavior isn't going to change based on education alone. The infrastructure itself needs to change.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Education is great , but if people don't care and don't see more enforcement I don't think it works. New drivers need better education. If the roads can slow people down with medians better

Category	Safe System Approach	Safety Focus Area	Comment
			signage protection for pedestrians and bikes , better flow and slower speed limits it would help. Everyday when I drive on the freeway /roadways I see aggressive drivers, people holding their cell phones and driving, running red lights etc.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Education is like leading a horse to water BUT you cannot make the horse drink! We live in Flagstaff, the NAU students, they are educated, drive the worst. IF drivers, pedestrains and bicyclists had a healthy fear of getting ticketed that my friend would be a good deterrant.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Enforce laws, have more presence of law enforcers and deeper fines.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Enforce left lane for passing will reduce head on collisions involving wrong way drivers
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Enforce the laws.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	enforce the laws. make texting laws not secondary offense but primary offense (I forget what you call it when a law won't be enforced unless another infraction occurs. If the texting law is written not to be a primary offense, change it. I see almost everyone "driving" and looking at their phone.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Enforce the laws. Speeding is out of hand. Educate them with a ticket
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	ENFORCE TRAFFIC LAWS
Q7. Effective Traveler Education	Safe Road Users	Human Behavior	Enforcement of traffic law violations and increased law enforcement on roadways would improve commuter behaviors

Category	Safe System Approach	Safety Focus Area	Comment
Methods			and actions.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Enforcement of traffic laws is the best way to educate and ensure adherence to traffic safety requirements.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Enforcement onsite.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Flyers
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Flyers at home drop off.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Flyers sent in the mail. Give out flyers or safety information during voting events/locations, the Fair, and all community events. Give discounts on registrations or for new drivers who take driver education courses. Make it mandatory for anyone with a driver's license.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Force them to know the laws better by making the drivers license test harder. At least the written portion.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	From experience, my husband was a commercial driver. Most people do not understand the visibility issues or extra room needed to safely stop a 40,000 pound vehicle. I will always explain that if you can't see the drivers face in your rear view mirror, he most likely cannot even see your car. And it takes a lot more space and time for a tractor & trailer to stop even if that driver hits his brakes hard and could cause the vehicle to jackknife or roll over!
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Give drivers and bicyclists ticket warnings. Then give them tickets.

Category	Safe System Approach	Safety Focus Area	Comment
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	give them a ticket with a high price tag that must be paid. Then make them attend educational class. I see single occupant cars using HOV lane for passing. They don't care, the fine isn't outrageous, I assume if they get caught they just ignore it or pay it. Make the fine outrageous.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Higher visibility of law enforcement, traffic breaks, TV messages showing actual unsafe actions, monitoring cameras, more stringent driver's licensing- nobody seems to know traffic laws.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Hit them in the pocket book. Nothing better than teaching a lesson with money. We need speeding cameras back and red light cameras. On freeways and on streets.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Honestly, I don't know. I get that you have every state in America represented here during "snow bird" season > so there is a compilation of all the different "bad driving habits" they likely have in their own states and it compiles all at once in AZ. [Not to mention the influx of negligent, irresponsible, careless California drivers] I have witnessed folks driving anywhere from 45 mph to 100+ mph and these combinations don't mix well with one another.....some folks drive way too slow, while others drive extraordinarily fast. Heck, I saw a post from the Sheriffs Dept. (???) I believe that they pulled someone over on 60 going over 137 mph!!! That is insane. People don't seem to care at all here that they are putting other peoples lives in danger. Reckless!!!! Careless!!! Irresponsible!!! Why do they think it is ok to drive this way???? Why?
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	I believe most of the education should come from home before you actually get a driver's license. Maybe have more of an interactive test for a license, "you don't know what you don't know". Much of driving is learned on the road.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	I do not believe education is the issue. Everyone using the roadways understands the laws, they don't respect them. Severe fines, infrastructure modifications, protection

Category	Safe System Approach	Safety Focus Area	Comment
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	I do not believe education is the problem, but rather unsafe road design leading to aggressive and unsafe driving behavior.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	I don't have a lot of faith in any of these, really. People are stubborn and never think they are part of the problem. Without adequate enforcement, all the education in the world will likely not make much difference. Freeway message signs sometimes are distracting, especially with longer messages, as they require people to take their eyes off the road to read them. That takes time. And when you are dealing with all the fast, aggressive drivers on the 101 or the 10, you don't have time to look away from the road. It's really bad & really scary out there.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	I don't think education is the solution and therefore ineffective. People know they are driving too fast, too aggressive and shouldn't be on their cell phones. People are just inconsiderate and filled with self importance. They blatantly disobey traffic laws...speeding, cell phone use, HOV use, etc. I'm sorry to say, no amount of education will change driver attitudes and behavior about traffic laws. Unfortunately, I believe only enforceable penalties will work, and it has to be done using technology (e.g. cameras) not the police force. There aren't enough policemen and they have more important things to focus on.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	I feel that the best way to educate travelers about safety is more traffic enforcement. Even if a ticket is not issued, singling out those driving aggressively on the roadway at the time of a violation hammers in the message to the problem driver. Also, all motorists on the roadway seeing flashing lights and cars being pulled over receive a wakeup call as they are thankful they are not the one being pulled over. I think spending money on more enforcement is the best way to get the message across. I see cars speeding past electronic speed signs and never see enforcement in those areas. I assume the data is collected and should be acted on.

Category	Safe System Approach	Safety Focus Area	Comment
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	I have seen some teaching moments posted by Scottsdale PD on Nextdoor. I think that is helpful. Example: picture of roundabout with cars, who gets to go and in what order. Makes it fun to try to get it right.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	I haven't listed anything because all you will do is focus on speeding and just encourage everyone to drive as slow as possible. A true defensive driving course that focuses on the actual skill of driving including how to be aware of your surroundings and where and how to look and properly use your mirrors and what to look for as you drive down the street is the only thing that will work in terms of education. Everyone on the freeway is barely focused on the actual act of driving.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	I think increased enforcement is the most effective method
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	I will say it again, raise the speeding and other fines dramatically. Then advertise the fines with billboards or other media. Make it clear that people will pay a lot for violations. This will slow people down and get their attention. For example, the fine for 20 MPH over the speed limit should be \$2000. 30 MPH, \$3000. And so on. I guarantee you, people will slow down.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	I wish I did; however, it seems no one uses common sense, can't read and just do not care.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	If you encourage driver participation or young adult to participation in education you have to make it fun interactive so there's a willingness to learn also to share with others we all need to look out for one another because a 5,000 lb vehicle or semi can you you're happy here and now accident or not you must be alert and have situational awareness to be safe looking after and helping others not everyone is on the same learning curve or page and needs help.

Category	Safe System Approach	Safety Focus Area	Comment
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Immersive experiences that promote empathy among all users, especially the grieving families who have irreplaceable gaps in their lives.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	In order to even obtain a driver's license all of this should already be part of the education...all this should be common knowledge as an adult licensed driver! Safety & responsibility should be the primary goal of licensing a driver!
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Include in driver education classes each lic. renewal
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Increase staffing, visibility & enforcement activities of highway patrol troopers, increase PS messaging on all available public media formats, & increase public activities of GOHS with additional funding/budget if necessary. And get positive educational messaging back into HS Driver Ed or health-science related classes if possible.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Increase the frequency of driver testing. Increase the stringency of driver testing. The road test is laughably basic, has absolutely *no* freeway component to it, and doesn't teach the newer traffic control devices in use as they should.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Info with license and plate renewals.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Insurance companies should charge reckless drivers especially large vehicles or high horsepower vehicles more. No turn on red.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Insurance renewal billing pamphlet. Require review of annual refresher / new data presentation to renew insurance. "Scared straight" like education - causes and graphic images of bike accident scenes, car accident scenes. Society is too soft on the realities of life. Everything is censored, warnings posted to

Category	Safe System Approach	Safety Focus Area	Comment
			protect our snowflakes.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Love the freeway message signs. I think they are creating a culture of caring amongst AZ drivers.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Mailers - everyone checks their mail.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Make all out of state drivers get their plates and license changed to AZ. all new drivers have to take a drivers education class. All the text, email, billboard will not work people are too self centered
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Make every driver who moves to Arizona take a written driver's test before granting them an Arizona license.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Make it part of driving test. Retesting more often. Part of material for remediation courses when license is suspended
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Make panhandling illegal and educate people to not give them money Then remove panhandlers and homeless.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	make the drivers license testing occur more often to educate of newly created rules / laws / responsibilities use funds for building better bike lanes and certain areas to use only (commute lanes / to town lanes) wasting money on campaigns and literature or ads do not engage anyone enough to participate actual needs met to avoid the cause of why fatalities happen will suffice oh and add more space for people to write in when they have something to say especially when you ask for it hopefully you will get great

Category	Safe System Approach	Safety Focus Area	Comment
			feedback to use
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Making it mandatory for Driver's Ed in school. SO MANY drivers having ZERO knowledge of the laws and SO MANY distracted drivers on their phones.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	mandatory addition to safety to education classes after ticket of any infraction. Unitize the (younger) senior community to support the education process!!
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	<p>Mandatory driver education classes every X years. It's ridiculous to have people pass a very basic course at 16 years old and clear them to drive for the rest of their lives.</p> <p>Do all of the above to spread the message about road improvements that might seem frustrating at first but are actually carefully designed to make roads safer for everyone. (Those road improvements being the things I identified in previous answers + whatever other ideas you can implement!)</p> <p>Social media is one of the most effective ways to get a message out--IF DONE CORRECTLY--as it can be engaging, fun, and informative (look at how National Parks do their social, or TSA) and can resonate with a mass audience across demographics (different social strategy depending on platform/platform's demos). Adjust the message for TV to support the message with more scale. Education classes, community presentations, website and email will all have a much smaller audience vs</p>

Category	Safe System Approach	Safety Focus Area	Comment
			social/TV but the messaging can be more in-depth and more of a two-way street (ha!) that fosters discussions and deeper engagement.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Mandatory drivers education and thorough retesting at 25, 35, 50 and 65
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Mandatory virtual classes when people pay their annual vehicle registrations. You can't get the registration unless you pass the class.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Message signs can be a distraction for drivers along with text messages and emails if they are driving. Most drivers listen to the radio while commuting. This would be the best option
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Message signs with number of people or big game killed on highway.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	More ENFORCEMENT ! And messages running ALL Day , everyday on Spanish speaking stations repeatedly messaging the rules in this country.....AND THEN ENFORCE THEM !
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	More explanatory signs or infrastructure that mirrors the laws (e.g. bicycles should be given 3 feet of clearance - so bike lanes should provide enough room for 3 feet of clearance)
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	More frequent publication of most dangerous intersections and roadways sections - make people aware of the areas where issues seemed to happen.
Q7. Effective Traveler Education	Safe Road Users	Human Behavior	More law enforcement officers making traffic stops for speeding and aggressive driving. Hire more officers and pay them better.

Category	Safe System Approach	Safety Focus Area	Comment
Methods			
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	More Police on Road, especially the Freeway System, drive way too fast, 80-85mph is stupid. I have 1 hour commute to work and 1 hour back home, see another of speeding stupid traffic in lanes too narrow to be safe. I live in 85213 zip code , but work in 85255 zip code.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	More severe punishment for distracted drivers would make a significant difference—similar to DUI laws. Reducing the speed limit on freeways and highways would also be beneficial. Along with that, there needs to be greater enforcement. I live in Black Canyon City, and even with the speed limit reduced to 65 during construction, it is not obeyed. My friend Frank Dorizio, who ADOT employed, was killed a few years ago while on the job. The amount of road rage, speed, and distracted drivers put everyone at the same risk.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	More signs along the roadway. ie Yellow precautions signs in busy area, signs reminding of 3ft clearance for bikes, increased cross walk marking on road ways and signs reminding drivers of need to stop for pedestrians in cross walks.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	More strict law enforcement for aggressive drivers, with penalty and education.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	more traffic enforcement, more traffic lights, speed bumps and goveneres on all vechiles. people will only slow down if forced.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	More unmarked state troopers vehicles, I would make a fortune in tickets if I was an unmarked vehicle.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Most drivers that don't obey the rules are the ones who need to be caught and given very hefty fines or they will never learn.

Category	Safe System Approach	Safety Focus Area	Comment
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	no one uses the carpool lanes properly, and if someone needs to pass a car in the far left lane, they either have to use the carpool lane or illegally pass on the right, which isn't safe. I very rarely see passengers in a car in the carpool lane, and it's not enforced, so why bother having it? why not just make it a fifth or sixth lane to ease traffic? I think if law enforcement could pull over aggressive drivers and give them warnings, it may scare them enough to mend their ways. I don't think reducing speeding is honestly the answer; it's often the elderly and the cars that drive too slowly that cause problems when other cars need to go around them or come upon them, and in my experience on the highways, most cars are going about the same speed, so it's not really an issue. lane changing, especially without signaling, or people that do not wait for a space and force themselves into a lane cutting people off are big problems. the people that don't know how to properly slow down or brake without doing so abruptly is to me the most dangerous. I look at the traffic in front of me more than one car and gauge my response appropriately, but if the person in front of me constantly panics and slams on their brakes, nobody can anticipate that. it's truly where I've seen the most accidents occur, at least on highways. when I see someone going too slow and not keeping pace with traffic or driving distractedly, I'm often shocked to see they're not on the phone, so I don't know how you fix that.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	None of the above will work. Traffic laws, like most laws need to be enforced. Otherwise they wouldn't need to be laws. We live in a egotistical society where "Me" comes first. People will do what's most convenient to them. Drive faster, slow, zig-zag, drive impaired, insured, HOV lane... if no one is watching...That's what they will do. It is not a lack of education. It is a lack of enforcement of the already established laws. Even if you don't give a ticket. The act of stopping and educating them hits people where it hurts more. Time! Isn't that why they speed? Isn't that why they use the

Category	Safe System Approach	Safety Focus Area	Comment
			HOV lane when they shouldn't? That will also serve two purposes. Allow you to find impaired, uninsured, suspended licenses, as well as remind people that there are consequences to their selfish decisions of putting everyone else at risk. Time is important to EVERYONE! Money... only hurts the poor. The rich will pay and repeat the offense.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	None of the above. Education is not effective. People have become immune to Education. They are going to do whatever they want as long as there are no consequences.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Online ads on YouTube are needed. Most people don't watch traditional TV, and most opt for Hulu, Netflix, etc. But, almost everyone watches a YouTube video here and there, and most don't have the ad blockers all the time.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Other than REMINDING drivers that USE OF hand held CELL PHONES is against the law (but utterly unenforced in AZ), no means is effective. All are ignored.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Outreach to rural communities.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Penalize drivers with certain infractions on freeways with mandatory in person driver education instead of allowing them to pay their way out of issues by opting to pay the fine. If people are forced to sit in a classroom and hear about road safety for half of their Saturday, they will change.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	People don't pay attention unless they are forced to.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Post covid people are just not good drivers. They feel empowered to do whatever they want and rightfully so no one gets pulled over
Q7. Effective Traveler Education	Safe Road Users	Human Behavior	Post educational material within the MVDs, tourist info buildings and police departments brochures and signage

Category	Safe System Approach	Safety Focus Area	Comment
Methods			
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Presentations/demonstrations at high schools, PTA meetings, health fairs, neighborhood centers. Residential rehab centers often look for speakers/programs.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Pretty much everyone listens to radio to music streaming services. Those would be cost effective ways to promote safety. The City fair at Reid Park, Family Festival that you host. Have education there, any of the city community centers have education classes there or information available.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Provide educational materials by mail.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	provide legal representation for educational purposes (TV, social media)
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Public schools in high school should offer a mandatory MVD Driving 101 course where students in high school will learn the rules of the road, mandatory course that would be a requirement.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Public speaking and education by public servants
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Publish names (and companies for commercial vehicles) of offenders. Treat habitual offenders like pedophiles: warn neighbors by mail and make perp pay postage.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Publish results of survey and publish results of statistics on traffic accidents and fatalities annually, including how much (by percentages) they have increased or decreased from one year to another over at least 5 years. Have a "Most Safe City, Town and Village" ranking for successful traffic safety improvements. Work with auto insurance companies to have them (with

Category	Safe System Approach	Safety Focus Area	Comment
			incentives) agree to decrease auto insurance costs if highway safety improves enough from one year to the next.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Pull people over and educate them directly
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Punish them when they aren't being safe. We don't have enough LEO to pull people over, etc.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	<p>Ranking question has too many variables to rank these accurately. Some age groups depend on social media and texting for everything and don't use other methods at all. Older people don't use the same.</p> <p>Make drivers read a book to review the LAWS and state requirements and then take a periodic test AND an eye exam like other states! It's ridiculous that someone from out of state just has to surrender a valid license to get one in AZ and then it's for 25 yrs unless you are of a certain age!! That's insane to me. No 'rules of the road' to read or refresh and no test to see if they might learn & recall something important! And why is it that only older drivers need an eye exam? Isn't it possible that people of all ages are driving around who could need glasses? I wonder how many people have never even heard of the 'move over law' or the Reverse Lanes on 7th St and 7th Ave (which are dangerous at best). The HOV lane in many states has a specific entry/exit point not in and out at will. It was a bad idea to allow motorcycles to drive in between vehicle lanes ! It's already being done on the highway, which was not intended and is not allowed but they do it anyway.</p> <p>One last thing I must say...TOO many people with Handicapped placards are driving daily with them hanging from the mirror!! It's</p>

Category	Safe System Approach	Safety Focus Area	Comment
			<p>even printed on there not to operate the vehicle with it on the mirror. Please try and put this on your highway message signs! Maybe someone will read it and stop that doing that.</p> <p>I'll end here... because I could go on.</p>
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Real classes and having one to one time with drivers.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Real life stories always interest people
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Remind people of the penalties when caught distracted driving.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Require "dramatic" short video lessons as preface to renewing driver's licenses online....must view/short answers? before being able to proceed in renewing DL. Also have police patrol where kids hang out after school.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	<p>Require "snowbirds" to get a "seasonal" drivers license so they become acclimated to the laws of AZ.</p> <p>Eating while driving is just as bad as using your phone while driving. There should be focus on "Enjoy your meal somewhere other than behind the steering wheel."</p> <p>Require online or written safety driving class every 10 years.</p>

Category	Safe System Approach	Safety Focus Area	Comment
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Require a safety education component for when people have to update their registration with the MVD. This could be a video/easy quiz that is required as part of the process to update registration to go over some updates and provide some stats. Since the AZ drivers license does not expire this is a yearly/bi-yearly way to reach many people. With AI this should be easily doable to customize and easily translated. There are so many signs and new pilot programs for ways to improve roadways but the regular person does not know what these are or what they mean, it is a guessing game.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Require all new drivers as well as any that have been cited to be required to pass a commercial vehicle test when you know what others know you'll find ways of creating safety environment by not putting yourself and others at risk. Safety is everyone's responsibility being required to be insured even as a bicyclist said you could come to harm or cause an accident. Blocking all cell phone use by anyone during high traffic areas you can walk with the phone and still create chaos by not paying attention and being discourteous come in and going should be fun not a grind, look out for others needs to be a safety motto for any City state or county.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Require driver ed courses and the ability to speak English in order to get a license.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Require driver education after first find
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Require driver education course in high school. Reminders in license plate renewals about not using phone or texting. Reminders to use signals and not tail gate. Reminders to motorcyclists to slow down and not split lanes. I see motorcycles going over 90 mph.

Category	Safe System Approach	Safety Focus Area	Comment
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Require Driver Training courses
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	require offenders to take instruction make it mandatory.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Required classes for traffic law violators.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Required completion of driver safety classes for persons convicted of traffic offenses that risk injury to others (e.g., speed, aggressive driving, impaired driving, distracted driving, violations of traffic signals and stop signs).
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Required driver safety training at specific intervals...every 5 years in order to cover updated laws and remind people of problem areas. It could be tied into insurance renewals or registration renewals
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Required training for drivers needs to address people like me who learned how to drive in small towns more than 50 years ago!!!
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Safety has to be enforced, and towns(and the state) have to spend the time and money to fix the problems. More traffic lights, improved crosswalks, sidewalks, bicycle lanes, and general road maintenance costs money. Time to set priorities. What's more important; money, or public safety?
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	school imposed "Safety Course", grade school, high school, colleges, and @ work... Mandatory "SAFETY DAY" - Annually in Nov (before holidays).
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Senior Center, Community center education
Q7. Effective	Safe Road Users	Human Behavior	Share statistics on injuries, etc when registering vehicle,

Category	Safe System Approach	Safety Focus Area	Comment
Traveler Education Methods			renewing/getting license, etc. Especially online waiting for pages to load (or have to click through to finish renewing) or phone hold messaging says statistics and tips.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Shock them with hard to accept facts. People don't pay attention to 'nice' campaigns anymore sadly.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Show examples of Speed Kills, Distraction Kills, Impatience kills.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Show kids and young people films(such as the old "signal 30"one we saw in school)in the 60s and 70s.The sights of mutilated,burned,smashed bodies,due to auto crashes,NEVER leaves you.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Signage, e.g. the law is to "drive" in the right lane and use the left lane to pass. There is only signage slow traffic keep right. There needs to be clearer signs and on both sides of the road. If you are always in the left you won't see sign to move over.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Social media
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Social Media, Email, Text, Driver Education Classes
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Speakers at community meetings (not always the main speaker - a 5 minute message may help someone think.)
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Speeding and tailgating on the freeways are my biggest problems. I understand it is not always safe for a traffic stop on the freeway. Cameras eliminate that problem. If the driver cannot be identified issues the citation to the vehicle. If it is not paid, the registration would not be renewed.
Q7. Effective	Safe Road Users	Human Behavior	Start an aggressive enforcement campaign as well as making

Category	Safe System Approach	Safety Focus Area	Comment
Traveler Education Methods			marijuana illegal again and you will see fatalities DROP significantly
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Start writing tickets. Don't waste much money on "education" outside of schools and community meetings.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	State sponsored driver's education for all public school students of age.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	State/Federal funding (probably via tax breaks) to subsidize front/rear cameras that would be able to send a real time feed of a situation directly to ADOT. Trying to call 911, or ADOT, during the situation - or even afterwards, is difficult at best.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	steep violation enactment more police
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Stop wasting money on political projects and divide US 93 already. Put state money where it will make a difference, instead of where politicians want to use it. Get politics out of the road business. Reinstate a roadway maintenance budget too. At the very least, put some wider shoulders on US 93 and send some cops out there to ticket people going 80+mph in a 65mph zone hopped up on meth while trying to drive from Vegas to Phoenix!
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Street signage. Video enforcement.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Strict enforcement. that is the strongest deterrent and most effective education means. Word will get around.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Strong penalties enforced on drivers who violate safety laws. Education about the impact on the victims (and their families) of those injured and killed by speeders, aggressive drivers, inattentive drivers, drink drivers.

Category	Safe System Approach	Safety Focus Area	Comment
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Take this "safety education" budget and FUND THE POLICE!
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Teach drivers ed in high school. Require drivers ed when someone gets a traffic violation (speeding, crash).
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	The above question 11 did not let you rank. 1. Drivers ed., 2. social media (as everyone is on that!, 3. Online Ads, 4. Presentations to schools and community - although only those who know the rules will come perhaps, Those would be my top 4
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	The current driver training standards and testing is woefully inadequate. Mandatory retesting and update of rules of the road every 5 years.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	The educational methods should be stratgic. For example, if there are sections of road with a higher rate of accidents, that should be the message. If there are sections with high rates of speeding arrests, message it there.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	The most effective ways to educate travelers about safety ranking system didn't work for me using Chrome.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	The old days when they brought wrecked cars and survivors to schools. Scare them straight. Actually ticket and cite cell phone users. People don't stop doing things until it hurts their wallet.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	The single biggest impact would be a radical and fundamental change to how DPS puts the public in danger, and fails to protect the public, on a daily basis.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	The visual presence of traffic law enforcement on the roads will encourage drivers to slow down and stop running red lights
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	There has to be a deterrent and there seems to be none. No photo radar no enforcement.

Category	Safe System Approach	Safety Focus Area	Comment
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	There have to be real, clear and dire consequences as the "education" programs don;t really work well...
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	This is very difficult to determine, because most of it will likely go ignored, but trying is better than nothing, I appreciate that this survey considers bike and pedestrian safety a priority
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	This type of education has to be REQUIRED. The worst offenders are the least likely to respond to "campaigns".
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Tickets tickets tickets!!!!
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	To have an announcement that is done via the voice in Google Maps and/or Waze, etc
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Tougher enforcement of the law. Also, for budget reasons, schools have eliminated Driver's Ed or require families to pay for their kids class - I think this is a major error. Bring back mandatory driver's ed in our schools. For ticketed drivers - provide targeted class lessons that focus on their violations.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Track and report statewide traffic fatalities.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Traffic enforcement with fines! Followed by required education classes.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Traffic enforcement, even if no citation is written. Seems that too many drivers never learned (or have forgotten) many of the basics of safe driving.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	TV ads with real life common scenarios demonstrating proper behavior.

Category	Safe System Approach	Safety Focus Area	Comment
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Use marketing interns at the universities to come up with catchy, fun phrases or slogans for freeway signs, billboards, and social media. This way people will keep an eye open for new ones and share the info.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	We have a serious lack of police. We had more than twice the police force and half of the population in the 80's.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Website & email but some folks up here do not have or operate computers so TV for them. I also like presentations to schools and community groups. Drivers education class: was taught in NH in midwinter to learn to drive in snow, ice and etc, perhaps the DMV could do that for rain?
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	Well the best way to educate drivers is by making in class drivers education the only option for stopping the stupidity. Remove the online version, and force everyone to take a class. But the cost of the class should be less than \$50, not the cost of the ticket. The purpose of the class is to educate and hope that it sinks in. Not a punishment. The way they do the cost of the schools now is not the way to do it. But pedestrians and bicyclists should be held accountable as well. They should be required to wear a helmet, and have lights on their bicycle for nighttime riding. They should be required to use hand signals. And if a LEO spots someone not doing this, there should be a ticket issued.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	what about actually penalizing those who speed, no insurance, no license and take their vehicles away, go to jail, so they can't drive anymore IF it is a serial law breaker.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	When people apply for, or renew their driver's license or State ID, or register to vote
Q7. Effective	Safe Road Users	Human Behavior	You cannot educate people when they're distracted. We are a

Category	Safe System Approach	Safety Focus Area	Comment
Traveler Education Methods			nation and should be a state of laws and lawlessness has taken over.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	You educate drivers by making not following the law have consequences, like enforcing laws. Need more police and highway patrol presence.
Q7. Effective Traveler Education Methods	Safe Road Users	Human Behavior	You need to have Arizona mandate a defensive driving or drivers ed courses in schools. Make them free to take online or in person. That way it doesn't disenfranchise people but requires them to understand safety. Other states have this requirement for a driver's license and it could help a lot. Arizona is a state where drivers SPEED and tailgate the most out of any state I've been to so far. Having an education component could help shift this with the next generation of drivers.
Q7. Effective Traveler Education Methods	Safe Road Users	Lane Departure	I do think that speeding and aggressive driving behavior is a huge issue. There are people who drive over 80MPH, tailgating, swerving between lanes, that really terrify me. The other major concern is the merging lanes where there isn't enough space or where drivers won't let anyone over even when using turn signals in advance.
Q7. Effective Traveler Education Methods	Safe Road Users	Vulnerable Road Users	Bike shops could have the rules of the road listed in an easy to see place to inform cyclists how to be safe. Driver education could include how to be safest around bikes/pedestrians and reinforce that lesson with questions. Distracted drivers/speeders who have been sited could complete extra lessons on safety to reduce fines/regain driving privilege.
Q7. Effective Traveler Education Methods	Safe Road Users	Vulnerable Road Users	Car, bike rental places, hotels.... Give "Rules of the Road" card with bullet points: Changing lane? use signal; No hand holding phone; Use crosswalks; Red hand means do not walk, etc
Q7. Effective Traveler Education Methods	Safe Road Users	Vulnerable Road Users	Children need to be reminded of rules of the road for biking. As I drove through the community yesterday a young bike rider was on the wrong side of the road while riding past a line of cars. As I turned right I could have hit him! I'm guessing he had no clue he'd put himself in such danger, and naturally there was no parent to

Category	Safe System Approach	Safety Focus Area	Comment
			suggest explaining the rules to.
Q7. Effective Traveler Education Methods	Safe Road Users	Vulnerable Road Users	Cyclists groups need to be aware of the importance of following laws, their lives are at risk, as many people do not like sharing the roadway with cyclists, especially when they block and entire side of a two lane road, Drivers need to understand the importance of slowing down when passing cyclists.
Q7. Effective Traveler Education Methods	Safe Road Users	Vulnerable Road Users	Education is not the answer spend that money on strict law enforcement. Consider .00 for alcohol simply dont drink anything and drive it is very effective in other countries
Q7. Effective Traveler Education Methods	Safe Road Users	Vulnerable Road Users	Enforcing traffic laws and pedestrian/bicyclist laws is the only way I see this correcting. No one seems to gets pulled over anymore. when speed cameras were installed it only slowed 75% of drive AT THE cameras, after that cars resumed extreme speeds. City streets it seems 60+ is the standard speed and freeways 80+ is for the slow lanes, many 100+ drivers are seen every time I am on local freeways. Couple that with distracted driving that's why there are more fatalities.
Q7. Effective Traveler Education Methods	Safe Road Users	Vulnerable Road Users	Focus on pedestrian education
Q7. Effective Traveler Education Methods	Safe Road Users	Vulnerable Road Users	Give pedestrians and bikers a bunch of warning citations, second offence a hard ticket.
Q7. Effective Traveler Education Methods	Safe Road Users	Vulnerable Road Users	I think you need to get folks out of their cars to fully illustrate safety points. Have them cross 6, 8, 10 lane intersections & cross an intersection with a light. Watch some drivers speed up or not stop after you hit the cross button. Get them out for a short walk or ride on an urban/protected path versus a bike lane. Most driver aren't really aware of how skewed the resources are in their favor, everything from snow plowing to cars & trash cans on sidewalks & in bike lanes. Disappearing urban paths, sidewalks, & bike lanes.

Category	Safe System Approach	Safety Focus Area	Comment
Q7. Effective Traveler Education Methods	Safe Road Users	Vulnerable Road Users	It's a privilege to operate a motor vehicle on roadways. Reinforce this by requiring every driver to attend an eight hour training session once ever two years at a nearby location of their choice, presented 24/7, 365 with a written test, pass/fail on Az traffic laws before being granted a renewed drivers license for the next two years.
Q7. Effective Traveler Education Methods	Safe Road Users	Vulnerable Road Users	Large fine for distracted driving
Q7. Effective Traveler Education Methods	Safe Road Users	Vulnerable Road Users	Law enforcement is a great way! More Highway Patrol actually patrolling the highways in Phoenix and actively citing aggressive drivers will show other drivers that Arizona DPS and the DOT are serious about safety.
Q7. Effective Traveler Education Methods	Safe Road Users	Vulnerable Road Users	Law enforcement, even the presence of an officer helps.
Q7. Effective Traveler Education Methods	Safe Road Users	Vulnerable Road Users	Local PBS
Q7. Effective Traveler Education Methods	Safe Road Users	Vulnerable Road Users	Make law requiring high-visibility jacket or sticker or something for cycling at night.
Q7. Effective Traveler Education Methods	Safe Road Users	Vulnerable Road Users	More signs directed at pedestrians to stay on sidewalks
Q7. Effective Traveler Education Methods	Safe Road Users	Vulnerable Road Users	Need to bring back Drivers Education in all schools.
Q7. Effective Traveler Education Methods	Safe Road Users	Vulnerable Road Users	New law and signage stating " do not impede left lane. Or left lane for passing only. Slower traffic keep left does not address impeding traffic flow
Q7. Effective	Safe Road Users	Vulnerable Road	No education works, need enforcement and physical roadway

Category	Safe System Approach	Safety Focus Area	Comment
Traveler Education Methods		Users	changes
Q7. Effective Traveler Education Methods	Safe Road Users	Vulnerable Road Users	No real penalty for hitting and killing a cyclist. If law changes then promote that as a deterrent. Show stories of cyclists (so they are seen as people vs problems to be run over). As drivers get more distracted, cyclist tend to try to be more visible and use more of road to be seen - bad 'cycle'
Q7. Effective Traveler Education Methods	Safe Road Users	Vulnerable Road Users	Not sure about alternative media but an information campaign about sharing the road with bicycles would be great.
Q7. Effective Traveler Education Methods	Safe Road Users	Vulnerable Road Users	Pedestrians and cyclist need to watch for the traffic. I have seen many just move out in front of traffic without looking. This is not to say that drivers are not to blame.
Q7. Effective Traveler Education Methods	Safe Road Users	Vulnerable Road Users	Start pedestrian and bicyclist education in elementary school and don't stop until they graduate. Bring back drivers education to all high schools and make sure it is a class they have to pass before they can get their license.
Q7. Effective Traveler Education Methods	Safe Road Users	Vulnerable Road Users	There should be a focus on safety for all road users as part of the process of getting and renewing a license. There should be more instruction on safety of walkers and bicyclist in the drivers manual, and there should be reminders when people renew their licenses. Example, most people don't realize that a person walking has the right of way at a crosswalk even if the road does not have a painted crosswalk. A reminder like this could be included in every communication that ADOT provides.
Q7. Effective Traveler Education Methods	Safe Roads	Human Behavior	Add to MVD sites posting signs where people can see , Pot shops since our state is becoming a state of Addicts .
Q7. Effective Traveler Education Methods	Safe Roads	Human Behavior	Blaming safety issues on subpar driver education is incorrect. These are ALL design and policy issues, NOT education issues. Arizona will NEVER educate ourselves to better roads through our drivers, it's an internal ADOT education issue and a politician

Category	Safe System Approach	Safety Focus Area	Comment
			education issue.
Q7. Effective Traveler Education Methods	Safe Roads	Human Behavior	Regarding wrong way drivers, install one-way tire puncturing equipment on off-ramps...with maybe even more signage to cover the state's butt for lawsuits
Q7. Effective Traveler Education Methods	Safe Roads	Human Behavior	Road signs
Q7. Effective Traveler Education Methods	Safe Roads	Human Behavior	Roadside electronic boards like those used to warn of traffic change. "Your Speed is __" electronic signs used to stimulate the "Halo" effect with drivers.
Q7. Effective Traveler Education Methods	Safe Roads	Human Behavior	Roadway signage.
Q7. Effective Traveler Education Methods	Safe Roads	Intersections	Page az needs more roundabouts. Horseshoe bend on 89 needs a roundabout or more lanes for exiting vehicles. Cars and rvs pull onto 89 from Horseshoe bend and go 25 while cars on 89 are going 65. Very unsafe. Same for the wahweap overlook on 89 . No turn lanes from 89 into overlook and no acceleration lanes once exiting onto 89. Coconino tax dollars need to be used in page. We collect more tax revenue for a small town as the larger citys in Coconino. Spend some money along the 20 miles of 89 from Horseshoe bend to wahweap overlook. How can the area outside cottonwood on way to Jerome have multiple roundabouts and we cant get 4 on 89 near page(Horseshoe bend, N&S lakepowell blvd, wahweap overlook)
Q7. Effective Traveler Education Methods	Safe Roads	Other	All of these are ineffective. At a certain point, you must realize that you have designed your transportation system so badly, so ineffectively that you should be ashamed of yourselves for being this complacent with the deaths on the road.
Q7. Effective Traveler Education	Safe Roads	Other	Educating drivers and travelers is the least effective way to do this. The problem should be engineered out

Category	Safe System Approach	Safety Focus Area	Comment
Methods			
Q7. Effective Traveler Education Methods	Safe Roads	Other	Educating drivers is not effective. It is an easy way out that forgoes the true solution - proper and safe roadway design. The roads must be designed in a manner that speedy, unsafe driving is simply impractical or impossible.
Q7. Effective Traveler Education Methods	Safe Roads	Other	Education can only get us so far, we need to engineer safety into roads from the start and build in safe features anytime a road is redesigned
Q7. Effective Traveler Education Methods	Safe Roads	Other	Education is the cheapest intervention but most useless. Focus on road design
Q7. Effective Traveler Education Methods	Safe Roads	Other	Hey, more rest areas - before Payson and elsewhere in the State. Many of them have been shut down.
Q7. Effective Traveler Education Methods	Safe Roads	Other	I don't believe the problem is education related. I believe this problem needs to be solved by re-engineering our roadways
Q7. Effective Traveler Education Methods	Safe Roads	Other - Congestion/Capacity	I really don't think education is going to do anything. People are people. If you have less congestion, better roads, people are more calm and not in a hurry and not angry.
Q7. Effective Traveler Education Methods	Safe Roads	Other - Congestion/Capacity	Merge management on highways is a big safety weakness.
Q7. Effective Traveler Education Methods	Safe Roads	Other - Congestion/Capacity	Please fix highway 93. You know, we call it murder highway. All of the work that's been done hasn't changed anything. Two lanes completely separated might cause less deaths. I've lost people that live here in Wickenburg who only use that to get to high school and back and now they're dead. Just got to be a better plan.
Q7. Effective Traveler Education Methods	Safe Roads	Other - Congestion/Capacity	Please widen the 93 between wickenburg and wikieup!!

Category	Safe System Approach	Safety Focus Area	Comment
Q7. Effective Traveler Education Methods	Safe Roads	Other - Construction/TTC	Accidents on AZ95 are fatal and completely shut down the only south link to interstate 10 for Lake Havasu City residents and others. I feel that more attention needs to be given to improving this roadway and the Bill Williams bridge all the way to Parker.
Q7. Effective Traveler Education Methods	Safe Roads	Other - Construction/TTC	Can you please consider finishing one construction project before moving on to another one. It's ridiculous that the I-10 has so much construction.
Q7. Effective Traveler Education Methods	Safe Roads	Other - Construction/TTC	finish all construction projects quickly within a week. do one project at a time and a 20 square mile area.
Q7. Effective Traveler Education Methods	Safe Roads	Other - Maintenance	Educating travelers about safety is pointless because ADOT is intentionally maintaining decrepit roadways. Fix the roads, repave them so they are safe to use. ADOT is the primary cause of personal injury and vehicle damage on the roadways.
Q7. Effective Traveler Education Methods	Safe Roads	Other - Maintenance	Please fix the pot holes in northern AZ. They are horrible!
Q7. Effective Traveler Education Methods	Safe Roads	Other - Maintenance	Please fix Tucson and Pima county roadways. The potholes are ridiculous
Q7. Effective Traveler Education Methods	Safe Roads	Other - Maintenance	Put me or someone else that knows what they're doing in charge of the Arizona highway infrastructure system so we can save lives, prevent injuries, and save billions on highway maintenance and construction by making the system safer with better traction and line markings that stay pristine longer. I also developed a new pavement in 2005 here in Bisbee which is permanent with very little maintenance. It is only 1 inch thick and can also be painted with 100% acrylic exterior paint with sand.
Q7. Effective Traveler Education Methods	Safe Roads	Vulnerable Road Users	Create zones 3 blocks wide around schools where only the school bus can enter. Parents driving their kids to school is a hazard for those walking and riding bikes to school. parents who insist on driving can park 3 blocks away and drop off their kids,so as to not

Category	Safe System Approach	Safety Focus Area	Comment
			endanger the pedestrians.
Q7. Effective Traveler Education Methods	Safe Roads	Vulnerable Road Users	Education does not change behavior. Updating physical infrastructure and forcing drivers to acknowledge cyclists in a safe way is the quickest and most effective solution we can do today
Q7. Effective Traveler Education Methods	Safe Roads	Vulnerable Road Users	Education is not helpful. Only physical barriers would protect me from a car. Not 'awareness'. It's of little impact how 'aware' a pickup truck is if they can't see me and they have a momentary laps of attention. It's silly to think that education is going to make someone put the cell phone down and make the car smaller
Q7. Effective Traveler Education Methods	Safe Roads	Vulnerable Road Users	In Washington state there are timed warning flashers that can be activated by cyclists entering dangerous stretches, to alert motorists to Bicycles Ahead.
Q7. Effective Traveler Education Methods	Safe Roads	Vulnerable Road Users	Look up Strong Towns and learn from them on how to make safer, more effective roadway systems that don't always favor cars: https://www.strongtowns.org/
Q7. Effective Traveler Education Methods	Safe Roads	Vulnerable Road Users	Paint more bike lanes green like some are in Flagstaff and Tempe. More signage notifying the public cyclists get 3'.
Q7. Effective Traveler Education Methods	Safe Roads	Vulnerable Road Users	Possibly having an active display next to the stop light indicating whether and how many pedestrians are trying to cross the street - lit up so it could always be seen like the stoplight can be seen. If it were off, there would be no pedestrians around and no need for heightened awareness. If there are pedestrians around, it would be like an alert message to pay more attention to where pedestrians may be.
Q7. Effective Traveler Education Methods	Safe Roads	Vulnerable Road Users	Signs for pedestrians near roadways

Category	Safe System Approach	Safety Focus Area	Comment
Q7. Effective Traveler Education Methods	Safe Roads	Vulnerable Road Users	Signs on road side reminding about 3 feet between car and cyclist, about yielding to pedestrians in crosswalk, reminding cyclists not to ride in sidewalk and to ride in the direction of traffic. Signs or lane markers explaining traffic flow when cars and cyclists come together at corners. This is just going to increase with e-bikes. Short reminder video about rules of road when renting ebike
Q7. Effective Traveler Education Methods	Safe Speeds	Human Behavior	Add Radar speed detection and ticketing
Q7. Effective Traveler Education Methods	Safe Speeds	Human Behavior	hard line speed enforcement needs to happen in the valley. too many high speed drivers on the road now.
Q7. Effective Traveler Education Methods	Safe Speeds	Human Behavior	Have the current governor declare a temporary speed reduction of ten mph on all roadways that are maintained by taxpayers. With ZERO Tolerance and strict enforcement. Fwys with 65 mph will be reduced to 55. Streets that are 45 will be reduced to 35. So on, ans so forth until drivers change their unsafe driving habits. We drive on Rodeways, Not Racways. Safe, polite, and courteous driving is required on Roadways.
Q7. Effective Traveler Education Methods	Safe Speeds	Human Behavior	It is the age old adage...you can take a horse to water, but you can't make it drink. Most people already know and understand safety rules. Some interstate roads have requirements for a "minimum" speed limit for safety reasons, perhaps that would help on two lane, shoulderless, curvy roads.
Q7. Effective Traveler Education Methods	Safe Speeds	Human Behavior	Not increasing lanes in roadways. Seems to encourage speeding.
Q7. Effective	Safe Speeds	Human Behavior	Please reduce speed limit, Black Canyon - Anthem is a death trap,

Category	Safe System Approach	Safety Focus Area	Comment
Traveler Education Methods			cars and trucks traveling at 80-90mph, it's crazy!
Q7. Effective Traveler Education Methods	Safe Speeds	Human Behavior	Slow down speeds!
Q7. Effective Traveler Education Methods	Safe Speeds	Human Behavior	Start enforcing speed limits. People learn fastest when there is a monetary incentive
Q7. Effective Traveler Education Methods	Safe Speeds	Human Behavior	The complete lack of any speed limit enforcement is the major problem. I regularly drive in several large US cities. Phoenix stands out in this regard. I have on numerous occasions been overtaken by law enforcement vehicles that were themselves travelling 20+ MPH over the posted speed limit. It is a bit of a running joke. You won't be able to improve safety with engineering and education, you need some enforcement.
Q7. Effective Traveler Education Methods	Safe Vehicles	Human Behavior	Big rig trucks should be restricted to the right lane only on freeways. This works well in California
Q7. Effective Traveler Education Methods	Safe Vehicles	Human Behavior	I feel like this is all directed at the vehicles needing to be safer. I think bikes and pedestrians do not belong on any road that has a posted speed limit of 35.
Q7. Effective Traveler Education Methods	Safe Vehicles	Human Behavior	Regulate vehicle size and shape, and implement road diets-- these solutions reduce the risks of the WORST drivers instead of relying on bad or malicious drivers developing patience, skill, or heart

Vision Board Responses

The plan survey website also had a Vision Board tool that allowed respondents to submit an action that they could commit to take to improve safety in Arizona. Those comments were categorized based on Safe System Approach and Safety Focus Areas. If the comments did not fit into a category or were not applicable/spam, they were sorted as “General Comment” or “Not Applicable”, respectively.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	General Comment	General Comment	Thank you for caring enough to ask the public!! I'm sure most responses want increased police and fire. I believe DRIVERS are responsible!
Creating a Safety Plan (Vision Board)	General Comment	General Comment	Close off the Border!! Unfortunately, I cannot do that!
Creating a Safety Plan (Vision Board)	General Comment	General Comment	We drive in off hours to avoid the terrible commuting traffic on major roads such as Shea Blvd, Cactus Rd and Tatum Blvd, and on highways.
Creating a Safety Plan (Vision Board)	General Comment	General Comment	I am a CODI Commissioner in Tucson.
Creating a Safety Plan (Vision Board)	General Comment	General Comment	Public shaming
Creating a Safety Plan (Vision Board)	General Comment	General Comment	Vote our liberal lawmakers out of office
Creating a Safety Plan (Vision Board)	General Comment	General Comment	Little cost, good PR: Car Light Replacement Days: parts stores, AAA participate. Drivers stop to check, get installation with purchase.
Creating a Safety Plan (Vision Board)	General Comment	General Comment	- Permanent HOV lanes, all day long. - High speed train between PHX & LA, TUC & LAS - We need more forms
Creating a Safety Plan (Vision Board)	General Comment	General Comment	You want ideas, allow more than 140 characters. We've spent billions on beautiful roads, buy a ton more busses reduce transit time.
Creating a Safety Plan (Vision Board)	General Comment	General Comment	Traveling on I-10 between Benson a Tucson is unsafe. Serious accidents, semi's tailgating, speeding, semi tire strips on hwy.
Creating a Safety Plan (Vision Board)	General Comment	General Comment	Alleviate the problem, altogether! Raise, or lower, the pedestrian walkways. Most of us could use the exercise, anyway.
Creating a Safety Plan (Vision Board)	General Comment	General Comment	Leave us alone. Safety is fine in AZ. We don't need more gvt, don't need more laws, don't need more nanny state.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	General Comment	General Comment	Close the boarder!
Creating a Safety Plan (Vision Board)	General Comment	General Comment	How can I tell you a "plan" in 140 characters? Collector vans, convenience store hubs and express buses, all 24x7 free. Cut car use.
Creating a Safety Plan (Vision Board)	General Comment	General Comment	Talk to people!
Creating a Safety Plan (Vision Board)	General Comment	General Comment	Get Adot off our roads!
Creating a Safety Plan (Vision Board)	General Comment	General Comment	Do not waste money on installing electric charging infrastructure. Let public demand (if it occurs) drive private investment.
Creating a Safety Plan (Vision Board)	Not Applicable	Not Applicable	Driving skills and road etiquette are a bad joke! Driving +85 mph through construction zones & elsewhere is too common. Do something!
Creating a Safety Plan (Vision Board)	Not Applicable	Not Applicable	.
Creating a Safety Plan (Vision Board)	Not Applicable	Not Applicable	Idea.
Creating a Safety Plan (Vision Board)	Not Applicable	Not Applicable	.
Creating a Safety Plan (Vision Board)	Not Applicable	Not Applicable	None
Creating a Safety Plan (Vision Board)	Not Applicable	Not Applicable	No additional comments.
Creating a Safety Plan (Vision Board)	Not applicable	Not applicable	NA
Creating a Safety Plan (Vision Board)	Not applicable	Not applicable	N/A
Creating a Safety Plan (Vision Board)	Not applicable	Not applicable	na
Creating a Safety Plan (Vision Board)	Not Applicable	Not Applicable

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Not Applicable	Not Applicable	None
Creating a Safety Plan (Vision Board)	Not Applicable	Not Applicable	I don't do essay questions.
Creating a Safety Plan (Vision Board)	Not Applicable	Not Applicable	No
Creating a Safety Plan (Vision Board)	Not applicable	Not applicable	NA
Creating a Safety Plan (Vision Board)	Not Applicable	Not Applicable	I did above.
Creating a Safety Plan (Vision Board)	Not Applicable	Not Applicable	I have nothing to say right now. Safety is always a concern with drivers out there. The main thing is to stay alert and keep my eyes on the
Creating a Safety Plan (Vision Board)	Not Applicable	Not Applicable	No suggestion
Creating a Safety Plan (Vision Board)	Not Applicable	Not Applicable	test
Creating a Safety Plan (Vision Board)	Not Applicable	Not Applicable	Test comment
Creating a Safety Plan (Vision Board)	Not Applicable	Not Applicable	None
Creating a Safety Plan (Vision Board)	Not Applicable	Not Applicable	None
Creating a Safety Plan (Vision Board)	Not applicable	Not applicable	n/a
Creating a Safety Plan (Vision Board)	Not Applicable	Not Applicable	TEST submission
Creating a Safety Plan (Vision Board)	Not Applicable	Not Applicable	.
Creating a Safety Plan (Vision Board)	Not applicable	Not applicable	Na
Creating a Safety	Not applicable	Not applicable	N/A

Category	Safe System Approach	Safety Focus Area	Comment
Plan (Vision Board)			
Creating a Safety Plan (Vision Board)	Not Applicable	Not Applicable	P
Creating a Safety Plan (Vision Board)	Not Applicable	Not Applicable	Don't assume anything.
Creating a Safety Plan (Vision Board)	Not Applicable	Not Applicable	Test
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I will lay blame for much of the increased accidents and fatalities on highways squarely on Republicans who outlawed speed cameras.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Not drive when I'm tired
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	We need more dps officers being visible. It seems the only time you see an officer is at a crash scene
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Stay alert and be aware of how other drivers are moving along the roadways
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Drivers need to use their TURN SIGNALS!!! That way we all know what others are doing. BIKE lanes are needed throughout the city!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I will stop reading/writing on my phone while I drive.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I can slow down, and maintain patience while driving. Stress safe arrival vs. quick arrival.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I am a defensive driver. Perhaps more education about DEFENSIVE driving. I don't hear it mentioned very often.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I already drive defensively. Next thing is to post flyers of with images of crash fatalities in public spaces?
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	People texting and driving should lose their license
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	We need more enforcement.....with real consequences.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Stay out of the right lane on the freeway when people are entering from a ramp.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Honk like crazy when bikes block vehicle traffic.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More truck lanes for big trucks and a lot more traffic law enforcement.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Try "public service" announcements on TV and social media, which show accidents and how to prevent them; uselessness of speeding, too.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Encourage the use of headphone instead of handheld devices.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I will allow extra time on my drive and make a stronger effort to be a more courteous driver.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Provide full attention to driving and avoid distractions.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Real life pictures of accident. Everywhere.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	To be more aware, as I've noticed some errors on my part lately.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	control road rage.....
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Be mindful while driving and yield the way when appropriate.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Bring back the law that requires drivers to keep right. Fine people who don't pass in a timely manner.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Better patrols. Too many trucks on I-10 in left lane between Phoenix and Casa Grande in the prohibited section.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Be more careful driving.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Move out of the way of aggressive drivers as soon as possible! Move to the right and get away from the folks that are tailgating!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Enforce traffic laws with more hwy patrol officers.

Category	Safe System Approach	Safety Focus Area	Comment
Plan (Vision Board)			
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	get more police and let them do their job without fear of reprisal from leadership Pay them appropriately and Support them greatly
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Use more officers for enforcement of traffic laws.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I can start earlier so I don't feel as if I have to drive over the speed limit to get to where I'm going.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Drive the way I want other people to drive. Keep up with traffic but not be aggressive. Use turn signals. No tailgating. No hand gestures.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Why are semi's, trailers, boxtrucks allowed past the right two lanes? They should not be able to be in the carpool lane. It holds up traffi
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Learn to drive defensively, be aware of surroundings at all times, watch for bad drivers. Also more enforcement of speed limits.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Pay attention to the road and other drivers by eyes up, every second, be prepared to use defensive driving. Be the difference.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Attempt to set a slower pace while driving
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Treat others on the road the way I want to be treated. ie: stay in the right lane if not passing and know & follow 4-way stop sign laws
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I will keep riding the bus my bike and keep speaking up about the infrastructure that has been put in place by systemic car supremacy
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	That it's not a big deal if an aggressive driver passes you (better, and more relaxing, if they're in front of you, vs behind you)
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	common sense
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Keep right except to pass.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	On freeway: Drive defensively, keep buffer zone around me, know where I am going. On surface streets: Go speed limit, watch 4 bikes and pets
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Commit to driving safely without distractions. Be alert and cognizant of bicycles.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I can only drive safely, not trying to keep up with the flagrant speeders in the left lane and the HOV lane.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Leave early, relax, be polite, don't make stupid moves that endanger others, enjoy the journey.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I'm fortunate & joyful that I can reduce my driving time & on road stressors on any AZ road because of retirement. I feel safer now.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Make my phone unaccessable before driving.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Improve IDOT website to include videos and other educational (non preachy) materials re defensive driving, left turn lanes, tailgating, etc.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I'm always watching out for the other guy.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	We need to develop a COMPREHENSIVE public outreach program that includes: education; public info ads; etc.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Less distracted driving
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More officers monitoring speeds and more enforcement especially on thoroughfares like Oracle where drivers go as much as 10 to 15 mph over t
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I can be responsible for me and make safe driving decisions. I cannot control what others do. We need better traffic enforcement.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Planning ahead, slowing down. Undivided attention.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More enforcement and continued improvement of undivided highways such as Highway 93.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Avoid driving unless it's absolutely necessary
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More motorcycle safety from making sure riders and drivers understand the laws that have so been unwisely approved.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Stop texting while I drive.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Avoid other erratic drivers!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Increase DPS in marked cars on the freeways.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Bring back the “drive defensively “ campaign! Especially on Hwy 93 north of Wickenburg. Your life depends on it!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Report serious road conditions to ADOT that pose a safety hazard to motorists such as debris and potholes. Drive consistently and safely.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Crack down hard on repeat offenders. And provide mental health counseling.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	For drug and alcohol offenders, install drug and alcohol detectors in their cars so that the cars won't start if they are impaired.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Let the public know how recreational marijuana has increased traffic accidents, if that is true.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Have families, who have suffered the loss or maiming of family members, speak out to the public.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Consult with Heather McDonald who analyzes trends in public safety and she helped NYC reduce crime by analyzing the data.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Analyze the states that are similar in population to AZ and have the safest traffic, highway and roadway ratings.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I can commit to driving safely and courteously.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Be more patient in slow moving traffic
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Education has not changed anything. Until strict driving laws are

Category	Safe System Approach	Safety Focus Area	Comment
Plan (Vision Board)			enacted and enforced, more people will lose their lives. More cops!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Defensive driving
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Educate and enforcement in the commercial trucking sector.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More difficult drivers test! Min age 18. 0 alcohol tolerance. Make people PAY if they get a fine.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Follow the laws on the books including laws related to speed, aggressive driving, and distracted driving.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	My personal goal is to say the word "clear" as I approach every intersection to focus my attention on the intersection I'm approaching.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I believe that Arizona needs to enforce and update enforcement of tie down and rock cover laws. Too much debris flies off trucks.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Education is the best answer. People believe they are the only ones on the road. There is a BIG lack of common sense these days.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Drive in a relaxed, defensive manner. Keep distance between my vehicle and others.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Be nice, look twice! An extra pause before you make a move saves lives!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I will continue to follow the rules, to keep myself safe and other's around me.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Due to high traffic, speeders and aggressive drivers we face every day on major roads and highways, TOTAL ATTENTION ON THE ROAD IS NEEDED!!!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	We paid money to have each of our four children take a driving education class before they got their driver's license in high school.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Continue to speak out about the lack of patrols on all of our roadways to discourage unsafe driving habits.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Stricter licensing. Drivers need to understand the rules of the road before receiving a driver's license
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Focus on what is happening around me instead of thinking about personal issues for me that day.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Not tell people don't act like a baby also offer them a piece of candy and let them go first.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Zero percent tolerance policy for DUI drivers loss driving rights permanently. Its 2024 so many safe options out there.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Implement 3 strike rule automatically revoke license for aggressive driving (speeding, tailgating etc)
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Have ADOT MVD teach a mandatory educational Driving and Bicycling 101 course at all high schools in Arizona.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Enforce the current safety laws.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I have taught driving safety and have been featured in a distracted driving PSA. I'm willing to do more but I want ADOT to step it up fast.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Make drivers retake tests every 5 years to renew license
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Will have to drive even more defensively than I do now. Just because you put on a directional doesn't mean you can move to the next lane.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Plan each trip, leave with plenty of time to arrive on time. Periodically take a safe driving course.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Counting to three at stop signs.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I can stay off the roads during rush hours and when traveling the roads/highways, drive defensively.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I already participate in GPS monitoring while driving.
Creating a Safety	Safe Road Users	Human Behavior	People will not stop without personal consequences.

Category	Safe System Approach	Safety Focus Area	Comment
Plan (Vision Board)			
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Law enforcement should be increased. It odd that cameras were removed from the highways because speeders were so vocal! Texting is a problem!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Stop to use phone
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Continue reporting to the proper channels. Check for insurance before a person purchases a vehicle to reduce uninsured drivers.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Eliminate distractions while driving.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	If drivers see red reflectors on the roadway on the highways, they are going the wrong way. Educate the roadways.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I refuse to pass on the right and remain in the right hand lane unless overtaking
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Aggressively enforce existing traffic laws. Invest in traffic calming. Prioritize the most vulnerable road users - bikes and pedestrians.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Ticket violators of traffic laws. Have a police presence on our highways. Require traffic school for all violators. I need more characters.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	ENFORCE the traffic laws that are on the books. With no punishment there will be no behavior change.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	too many uninsured drivers and non licensed drivers on the roads, fix that first
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Why not use drones manned by sworn officers for enforcement, or at least to direct officers on the ground to intervene in unsafe behavior.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Stay alert, and mindful while in my vehicle. No multi-tasking!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Bring back cameras at intersections, on freeways, & throughout the cities streets to reduce speeding & red light runners.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Law officers that don't have a blind eye to traffic violators.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	No longer allow motorcyclists to split the lane or drive on freeways. This city is too deadly for motorcycles. People don't watch for them!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I worry, the senior citizens fearing to drive. I fear for the kids learning how to drive, the intimidation it creates for them. cops/tickets
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Too many cars driving without lights on after dark. I wish we could send a ping to alert drivers, or that automatic lights were required.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Recent visitors from Wisconsin thought drivers here were more kind compared to Twin Cities, letting them in when they signaled.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More Law Enforcement
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I try to stay hypervigilant while driving, and maintain safe distances between other cars.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Having laws are only good if they are enforced. Unfortunately, they haven't been for too long.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	re-install the cameras that capture folks that run red lights. Establish end points for school safety zones. We have starting points.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	stay away from drivers who seem impaired, angry and speeding
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Be mindful of other vehicles, always use turn signal, stay in right lanes when possible except for passing, stay speed limit
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Care about the lives of other people! Obey speed limits. Be kind when driving. We will never kill anyone with kindness.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I won't drink and drive.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Drive the speed limit, be polite, kind and not aggressive. Is it worth your life or someone else's life to get someplace 5 minutes sooner?
Creating a Safety	Safe Road Users	Human Behavior	I can drive the speed limit, drive carefully and non-aggressively,

Category	Safe System Approach	Safety Focus Area	Comment
Plan (Vision Board)			use appropriate signals and use all mirrors to ensure my driving is safe.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Take a safe driving course through AARP or the National Safety Council. Maintain focus on my driving and refrain from distractions.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	People are beyond aggressive in the circle by Harley Davidson in N. Scottsdale (Hayden / Northsight) area. Pedestrians almost get hit.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Drive with courtesy . Pull off to side of road if possible for dangerous tailgating
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	People need to calm down when driving. I've never seen anything like the aggression I've experienced over the past few years.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	1: Make it illegal to cruise in the left lane! For passing only and move over for those who are going faster than you. It's the law elsewhe
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Rerouting the garbage trucks to 195th. This would make it safer for us to travel to and from our homes to work. The garbage trucks speed.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Bring attention to matters of concern to proper authorities like Road Safety committee of SCHOA in Sun City
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Drivers over the age of 65 should have to pass a driving test every 3-5 years.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Have a contest to create reels about safe driving and leaving the left lane open on the highway.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Support providing young people driving education through videos and class rooms.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Take a breath. You'll get where you're going just fine without being aggressive or speeding.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Report bad road conditions and become a better defensive driver to report bad/dangerous drivers.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Slow down, be aware, be kind and courteous to others. Learn and follow specific road rules for drivers, pedestrians and

Category	Safe System Approach	Safety Focus Area	Comment
			bicyclists.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Aggressive drivers is the biggest problem
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Enforce a hefty fine for drivers that stay in the left lane regardless their speed, causing other drivers to make unsafe lane changes.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Be more patient.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Defensive driving Situational awareness at all times
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Increased enforcement is #1. There are some crazy drivers on the west side, where they clearly get away with it.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Train school bus drivers and monitors to use correct child restraint seating and punish violators for child abuse and neglect.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Personally, I like to protect motorcyclists by acting as a boundary between them & the unaware driver.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Make it harder to obtain bloated, oversized, fragile ego lifted pickup trucks by requiring harder licensure and taxing them.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More traffic officer's and strict enforcement of law. Heavy visibility of law enforcement presence.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Enforce the laws. Would take care of budget issues with more citations written.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Decrease the number of vehicles on the road by creating state incentives that encourage businesses to support more remote positions.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I wish you would enforce the left lane for only passing, not traveling, I am seeing more and more passing in the number two and three lane.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	When public makes suggestions to ADOT employees. They should consider their ideas by ADOT not just the Engineers.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Huge signage, road markings and unfortunately visible police/traffic cameras. I HATE IT.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Should a special number similar to 911 be used for the Hlghways? Calling 911 in Phoenix when on the Freeway gets you local enforcement?
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Listen to the citizens. They actually use the roadways that are designed hypothetically.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Keep the "funny" highway signs. Tell the FEDS that they are over stepping their bounds. I doubt that a proper analysis has been done
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Setup AND enforce Special Enforcement areas.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Slow down, and avoid people who don't care, and have no common sense.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	My personal safety is I do not have my cell phone with me; it's in the back seat where I cannot reach it.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	pay more attention to the traffic around me.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Traffic enforcement , speeding and red light running
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Just being aware that other drivers may not follow rules and laws, We not only drive our own vehicle, we must be aware of what the other guy
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More patrol cars on the I-10 would hinder the speeding, accidents and deaths.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Obey all road rules, and concentrate 100% on driving and the road itself.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Driver Education. Emphasize that Driving in Arizona is a privilege. Citizen involvement to report unsafe drivers.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Better enforcement of existing laws for all who use the roads. All motor vehicles, bicycles, and pedestrians!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	cell phones while driving is responsible for many accidents based on what I see daily while driving. Stiffer laws & fines are my suggestion.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Require semi trucks to use the right 2 lanes
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Have ADOT provide a number to report reckless driving for the passengers to use for reporting, not the drivers.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More enforcement! bigger police presence on roads
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Defensive driving. I subscribe to my insurance company monitoring.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	We need people not looking at phones while driving and slow down.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Driver training requirements for adults? Ticketing for unsafe driving? Camera, drone patrol?
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I have recently sent out a long communication to the NHTSA about how many accidents we have had. I was told to contact someone else.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	we should put up more signs saying slower traffic move to the right this will cut down on some of the road rage these people that drive slow
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	1. DPS needs to enforce HOV rules. 2. Target excessive speeders/racers with fines (1,500+) license revoked, vehicle impounded & jail.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	A campaign: Watch the Road, Watch Your Speed, Watch Your Step.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Slow down and pay attention
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I will continue to drive defensively and not aggressively.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Put more Officers on the streets and Highways and better Signage and Lighting
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Drive by the laws, use front and rear dash cameras, the lack of traffic law enforcement for years and ADOT only meets minimum standards.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Time to Accept that no education program or initiative will be effective without firm enforcement and clear consequences.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Crack down on left lane campers. Per existing AZ law, keep right except to pass!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Pay attention to road and all surroundings, Stop texting while driving! If you are going use substances-please do not drive!!!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Have more enforcement of current laws. The most efficient method is using technology. Sensors, cameras. And appearance of police
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Drive responsibly and defensively.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Drive as little as possible.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Increase speed/reckless/distracted fines and take away license after 2nd time. Put them to work to clean up the litter on the roads
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I put my phone on do not disturb and use Bluetooth or Apple CarPlay while driving so there are no notifications and distractions
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	There is a lack of enforcement of traffic laws, the police don't even abide by them! Drivers education needs to be put back in high school.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Is there a way to report aggressive drivers? That and improve road conditions i.e. I-10 section from Houghton to Vail and Marsh Sta. section
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Cameras to ticket single riders using the HOV during HOV hours. Unreal how much this is abused.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Learn how to merge you animals. One at a time. Stop passing on the right. You are the traffic.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Get rid of traffic school in order to keep points off your driving record. Make them pay with higher insurance or whatever it takes.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Drive less
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Leave early, never rush, give space, always use your turn signals, and keep your phone out of your hands while driving!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I can continue to always use my blinkers and follow speed limits.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	We can focus on the task of driving more by eliminating distractions such as sending or receiving texts, making or receiving phone calls.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Defensive driving, checking left and right before entering an intersection even when the light is green.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Heavily use police to enforce speeding and bad intersection behavior. More left turn arrows and/ or roundabouts. Road paint for sunset/rise.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I plan to stay off the freeways using alternate routes as much as possible and will check traffic reports before any trips.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More police and actually having the Police doing something other than letting people get away with bad behaviors.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More traffic police officers patrolling and issuing tickets.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Listen to the citizens, have them meet with law enforcement. Listen to us. I see it all the time on our online forum.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Law Enforcement needs to enforce no cell phone use while driving
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Continue to drive the speed limits along roads/highways; watch other drivers and road conditions. Always pay attention to drivers around me
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Driving is a privilege, not a right! DPS Troopers need to pull over drivers on I-10 who feel the rules of the road don't apply to them!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Tell our governor to increase, not decrease DPS budget!

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I can drive less.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Look out for res light runner so they do not hit me!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Move over to the left lane when passing a a car/truck that has pulled off the highway.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Enforce left passing only lanes. And below minimum speed drivers. Also unsecured loads.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Program 2-3 sec pause between red light one way & green light perpendicular to help left turns. Pedestrians start crossing bef light turns.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Drive defensively and politely
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	No more distracted driving!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Make driver pass a drivers course maybe every 10 years or so
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Pay attention to red lights and stop for them. Slow down when driving. Wear light-colored or reflective gear when biking at night.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Please do not go slow in the higher speed lane, move to the right. Keep commercial trucks in the right lane on highways and intersate routes
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Eliminate distracted driving
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Reinstate the red light cameras. Repair potholes. Resurface roads in Tucson. Enforce speed limits.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	to have more signs posted slower traffic move to the right a lot of these out of staters they sit going slow in the fast lane and I see it a
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	no distracted driving
Creating a Safety	Safe Road Users	Human Behavior	We must have more patrol officers on the roads! People already

Category	Safe System Approach	Safety Focus Area	Comment
Plan (Vision Board)			know what they are doing wrong and really have a hard time "adulting" !
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Not driving while distracted with cell phone
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Stop wasting time and money on educating people. They already know what is right and wrong. Instead write more tickets with big fines
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	New laws and more specific signage!!!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Semi trucks are traveling much faster and passing vehicles that are going at a reasonable speed. Need more training. & restrictions.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Signage for "no trucks in left lanes" for some areas. No left lane cruising. Left lanes are for passing. Slow cars in wrong lanes=danger.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	1. PSAs for walking safety. 2. Fix 93 around Wickenburg now. 3. Distracted driving enforcement. 4. Stage tow trucks to move rush hour incide
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I will plan to drive defensively every day even when the dangerous and disrespectful behavior of other drivers annoys me.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I believe the Freeway speed cameras worked well-hence all the complaining about them not being fair- but they worked There is not enough DPS
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I need to do a better job of yielding to aggressive drivers on SR-347, especially the illegal lane splitters who are risking their lives.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I drive a lot for work and find myself distracted after a while. I'll try to do better :-)
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Pay more attention to those outside of cars as a driver. Support advocates for safer and less car-dependent infrastructure like Strong Towns
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Stay alert and drive carefully.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I believe obeying speed and safety laws can make a difference. Distracted driving also can and does occur to even the most safe drivers.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Aggressive and distracted drivers are the most dangerous.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Put the phone down, pay attention and share the responsibility of the road.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Consistent driving defensively!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Better traffic enforcement, no one is held accountable for speeding on the streets.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Remind passengers to use blinkers. Drivers aren't mind readers.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Stop driving because no one cares what anyone else thinks
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Reduce tailgating.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Drive the speed limit, pay attention and let drivers merge in. The less accidents mean you will get to your destination faster and safely.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I-10 between Casa Grand and Phoenix is one of the most deadly roads in the U.S. Bring back automatic speed cameras.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Stop using the highway/freeway right lanes as a passing lane! Drivers, move over to allow faster vehicles to pass!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Be more patient in traffic situations. Model good courteous driving.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I always pause long enough at a light to see that traffic has stopped and there's no red light speed demons flying through the intersection.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Travel in the right lane unless passing another vehicle needs enforce. On I-19 slower vehicles camp out in the passing lane (the fast lane)

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	drive as little as possible
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I am a older driver and plan to take the AARP driving course. Older drivers need to be tested more often before their licenses are renewed.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Never run a red light. Not speeding - but dangerous when everyone else is going way over. Use turn indicators, including lane changes.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	The signs read "HOV Violation \$400 Minimum". Make it \$4000. Slow drivers are more of a road hazard than speeders. Ticket those people too.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Reduce speed, reduce lane changes on urban freeways
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Stay off of my phone while driving. Always look for bikes and pedestrians when I am turning on a green light.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Implement Radar Traps to reduce the tremendous increase in speeding
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Create or promote a number other than 911 to report aggressive driver's, and the like, all important but in an effort to free up 911.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I would love to see an expanded 347 and a much higher police presence.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Speed enforcement, headlight brightness enforcement, etc. E N F O R C E M E N T. Too many bad apples ruining the roads, need to be punished.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Come to a complete stop before proceeding at a stop.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I try to drive defensively and leave space between me and the car in front of me. Wish others would do the same.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Mobile Phones need to be off!! There are so many people driving with one hand on the wheel with the other holding their cell phones.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Using the blinker when changing lanes makes a big difference in safety. It takes minimal effort, but has a huge effect
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More highway patrol on I-10 west of the valley. People are driving in the HOV lane illegally and erratically.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More cameras to monitor traffic and enforce tickets. Less heavy trucks going too fast and too slow, enforcement of bicycle rules, No roundabouts
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Bring back speeding cameras
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I pull over if someone calls me on my cellphone before I talk to them ...
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Put your phone in airplane mode before you buckle your seatbelt. Turn off the TV screen in the car. Drive the speed limit. It's that easy.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Law enforcement to ticket drivers, pedestrians and bicyclists who under the influence, are distracted, tailgating, speeding w/ high fines!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	We need more cops doing enforcement
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I am committed to traveling safely without excessive speed and stupid lane changes
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	We need more traffic enforcement. I think lots of people don't think about speed limits and distractions
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Allow enough time to travel safely. Remain unplugged.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Focus more on not getting distracted. Staying the speed limit.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Reduce my tailgate tendencies when drivers in the left lane don't keep up with traffic and move over to let others pass
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Personal commitment to remain attentive while driving and stay unplugged
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Put drivers training back in high school. Increase requirements to

Category	Safe System Approach	Safety Focus Area	Comment
Plan (Vision Board)			get license. When someone reaches 90, cancel their license.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I am obeying the laws.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Stay focused when driving . It's your job. When riding bicycle it's my responsibility to ride smart and safely and anticipate.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I will not tailgate drivers (tractor trailers to motorcyclists) who dawdle in the left lane and slow down the flow and safety of travel.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Complete stops at signals and stop signs. When turning right at a signal on red, first stop behind the stop bar, slowly proceed.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	law enforcement is key. you can drive anywhere (except Oro Valley) and there are no cops anywhere.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I think driving in the right lane unless passing would be very helpful.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Require all tractor trailer trucks to travel in right two lanes only on all freeways
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Drive drive defensively
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	There needs to be more enforcement of traffic laws in the more rural areas of the state. Speed limits need to be adjusted (higher or lower)
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Increase the cost to obtain a driver's license to \$3,000 per person. Increase minimum age to 18. Require completion of a driving school.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Alot more traffic enforcement stiffer fines less traffic school red light cameras and speed cameras
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Make slower traffic move to the right lanes as is down in some European countries
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Obey traffic laws even when those about you don't.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Reduce travel speed; Drive more safely & defensively; Eliminate distractions while driving, especially electronics/communication

Category	Safe System Approach	Safety Focus Area	Comment
			devices.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More photo radar.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	There's no one great idea however Sheriff lamb and Pinal County enforces the state law slower traffic move right we don't do that up here
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I pass on police, city, job, charitable flyers I come across on Nextdoor.com. I can do so with information from the Highway Safety Plan.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Taking the bus or light rail when I'm able to.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Be more patient with the lack of lanes on Interstate 10 between Verrado Way and the Loop 303
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Stay focused on vehicles around me and be a defensive driver.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Don't eat while driving!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Be patient, drive safe, use defensive driving, and be considerate of others.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	DO NOT BECOME AGITATED/FRUSTRATED regarding drivers that are caught up with irresponsible driving habits.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I will maintain a two-second or greater following distance when driving
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Commit to safe and considerate driving.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	do not be in such a hurry constantly & have some manners while driving
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Backoff and slowdown. Rushing through traffic rarely saves time. Be the example.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Drive defensively.Pick-ups running red lights are my biggest personal concern.It is hard for all to maintain composure in heavy traffic.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	take a breath and not be triggered by someone else's driving
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Set an example simply by being attentive and obeying traffic laws.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I pause at a green light to make sure all cars adjacent to me are stopping at their red light. Also allowing cyclists grace and space.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Consistent and reliable enforcement of DLA (driving like an a*****)) offenses (speeding, tailgating) and cell phone use.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Drive a speed that matches general traffic flow, and maintain enough space so that others can change lanes safely. Tap the brakes at times.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	The major highways have too many drivers staying in the left lanes. We need the "keep right except to pass signs" everywhere!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	To be present in driving, to follow speed limits and safety rules and not pass when unsafe to do so, and most important, have patience.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Stay up to date with new traffic technology and rules.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More DPS officers on interstate highways.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More enforcement is needed. Drivers seem invisible on the highways and are causing more fatal or severe accidents/injuries.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Stay in the moment and focused on the task at hand, getting from point A to point B in the safest manner possible!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Cell phone usage while driving is not allowed yet people do it all of the time. People ignore traffic rules/law; speed; drive aggressively;
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Pay total attention when driving or traveling by car

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Require more defensive driving training to landscaping companies, making sure they know how to tarp their vehicles and not use the HOV lanes
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Enforce the rules for appropriate left lane use.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I will continue to follow posted speed limits & driving rules, be courteous when driving. Most importantly is to be present when driving.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Stay out of the left lane; yield to faster traffic.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Need to figure out how to stop wrong way drivers. Need to make intersections safer for pedestrians.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Crack down, on aggressive drivers, and speeding. You will not get there any faster.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Heavy fines for cell phones usage while vehicle is in motion. Cover bed for trucks.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Do a better job in screening who gets a drivers license . Jail and fine any one driving without a license or driving under the influence of
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I've made more time for my travel plans enabling me to slow down when traveling.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Reinstall red light cameras. And use cameras to track speeders and reckless drivers. More enforcement of drivers sitting in passing lanes
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Speeding enforcement and aggressive driving abatement.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Distracted drivers are the biggest problem on the road today. Make cell phones only operate in the blue tooth mood while a vehicle is movin
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Increased law enforcement patrol
Creating a Safety	Safe Road Users	Human Behavior	Fines proportional to wealth (the rich should feel the same weight

Category	Safe System Approach	Safety Focus Area	Comment
Plan (Vision Board)			of punishments as the poor). And automate enforcement like we used to!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Be attentive to my speed, roadway ahead, and plan ahead on where to exit and turn.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Share the road, give pedestrians and cyclists more room.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Red light cameras at busy intersections.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Cameras with ability to identify reckless vehicles and pass info to next camera down road to confirm behavior, then police can intercept
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I drive a car with a low hood, and I fill out surveys. This does very little. You cannot put responsibility on us for your failures.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Bring photo radar back. A lot of peoples lives are ruined because they didn't want to stop for that red light.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	ADOT needs to place signs 'Keep Right, except to pass' on all 4 lane roadways, like I-17, 87 from PHX to Payson.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	We need to aggressively ticket HOV violators, speeders, and reckless drivers. Too many people think they own the road.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Honor the speed limit , do not use cell phones as distractions are lethal, roads are not in the best condition and traffic uses passing lane
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Slow down and move out of passing lane
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Always be prepared for the unexpected. Don't assume the other person will do what they should do.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Reduce traveling at times of known high congestion whenever possible.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I preach to friends, family, and neighbors to slow down and put the cell phones down.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	As a commuter, they should start giving tickets to drivers camped out in the HOV lane that are impeding traffic. HOV rules should

Category	Safe System Approach	Safety Focus Area	Comment
			be 24/7.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Always use my turn signal & look to the right & left before changing lanes.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More cameras to enforce speed limits. AZ leg. should have zero input on this. ADOT job is to provide safe roads. AZ leg full of Rep clowns
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Avoid driving into downtown Phoenix during commuter rush hours.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	get rid of the law that says I have to zig zag out of someone's way that wants to go more than 10 mph over the speed limit
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More law enforcement officers on the highways to combat aggressive drivers and speeders
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	You are the problem. Stop wasting billions expanding highways to no avail and start with bare bones enforcement of the speed limit.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Not to react to bully drivers. Many aggressive drivers seem to be looking for a fight, not engaging with them would be safer.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I will plan sufficient time to reach my planned destination. And, I will stay involved in opportunities to provide input to inform planning.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Hands-free devices for using phones.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Using blinkers - make it mandatory!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	@ vehical renewal, proof of insurance should be required as should testing/education courses. This will capture people annually/biannually.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Place more cameras, reinforce Drivers understand of driving while under the influence of Pot use hold the Store accountable.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Silly to say, but maybe a law using the directional when turning and lane changes. Too many inconsiderate drivers.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Tougher penalties on those caught/ convicted of traffic laws. Criminal speed, aggressive driving, window tint in windshields.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Use drones to identify speeders and aggressive drivers. Electronically ticket based on video of the offending vehicle.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Be more considerate of other drivers.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Maybe a commercial on how to successfully drive with semi trucks , thank you for your time.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Would love to see education to the public on an on going basis of laws of the road . Ex. Illegal to drive in fast lane, right way on red
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Definitely hands free Device. Slow down. Still stop at red lights and stop signs.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Look twice, both directions. Cars seemingly come out of nowhere at times.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Annual driver's tests for under 21. Driver's test every 5 years starting at age 65.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I agree to not driving while intoxicated or impaired. In addition I will continue to be a "hands free" no phone driver.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Provide a clear path to regulate and encourage drivers to use automated driving systems.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Drive less and use alternatives like walking, biking and public transportation.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	one drivber under the influence or distracted entering the exit causing oned fatality is enough to put the spikes in the road to destroy tir
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Paying attention to your surroundings. Drive with the flow whether faster or slower. If you miss that exit/turn please take the next one.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Road rage causes most accidents..
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Remember that even though drivers with out-of-state plates may be lost or confused, drivers with AZ plates can be inexperienced

Category	Safe System Approach	Safety Focus Area	Comment
			as well.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Raise driving age to 18
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Pau more attention and slow down.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Use a turn signal. Stay right except to pass. Ban cell phones while driving and ENFORCE it.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I leave for my destination with extra time to spare for road construction, rush hours traffic and traffic accidents. Speed limit observed.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	(1)Post highway signs on I-19 South and North that vehicles are only allowed in left lanes when passing, otherwise must stay in right lanes.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Don't tailgate
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More police officers patrolling. Red light cameras and more stop checks for drunken drivers
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Pull off by fast lane each way defeats moving more traffic and causes high speed rear end accidents (can't see) than moving off to RH side
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Wasting time trying to educate drivers. They drive the way they want. They are aggressive and think the own the road.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Look before you change lanes and used the turn signal.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	No cell phone use while driving!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Fine drivers and bicyclists. Money talks.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	About the only thing I can do is drive defensively and obey traffic laws, unlike most of the others I observe.
Creating a Safety	Safe Road Users	Human Behavior	Slow down for traffic and roadway (weather) conditions. Give

Category	Safe System Approach	Safety Focus Area	Comment
Plan (Vision Board)			increased distance from traffic in front. Follow the speed limit.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I support stronger law enforcement measures to curb speeding, tailgating and "cowboy" racing on our major highways and Interstates.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Exhibit more patience. Create more space between cars even though the chance of being cutoff and need to act swiftly increases exponentially
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Defensive driving.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Build a database of every intersection and every length of highway been intersections. Write tickets based on what caused accidents
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Keep my eyes & head on a swivel. Be mindful of the changing traffic conditions all around me, looking beyond the 2-car length minimum.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I firmly support our public safety professionals; I believe that we need more traffic enforcement.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Be a courteous driver and drive defensively
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Put law enforcement officers at "dangerous" intersections at peak times. Those violating can personally pay for officers time stationed ther
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	The worst time to drive in Phoenix is rush hours in the morning and evening. More enforcement of traffic laws during these times!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	WE need enforcement of distracted driver laws. You can tell - drivers are texting talking tweeting all the time!!!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	ALWAYS look both ways before jumping into intersection after light turns green. Too many drivers run right through red lights.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Need the proper amount of law enforcement, and other tech. Information to reduce the number of citations
Creating a Safety	Safe Road Users	Human Behavior	Practice defensive driving. Teach my kids to drive properly.

Category	Safe System Approach	Safety Focus Area	Comment
Plan (Vision Board)			
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I can drive less by combining my chores to do. I can be more selective in what time I drive to avoid adding to the congestion.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Require driving test when licensing renewals are required.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Pretend your an autonomous vehicle. They don't speed. They don't weave in and out. Get into your lane and be patient.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Please consider requiring drivers education either back in schools or a certificate from a licensed instructor. Also driving test when renew
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Enforce speed limits. Stop turning on RED. More traffic cameras. Stop advertising where mobile traffic cameras are located.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	It pains me to suggest it but more public safety officers on the road.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Adhering to traffic regulations related to speed and pedestrians
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Educate drivers to be aware of all of their surroundings; not just in front, but each side and behind them.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More oversight and enforcement on high accident prone highways. Need to set an example to drivers. Police Need to observe more.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Educate self of all rules and follow safety first
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Take away the license of anyone who causes an accident due to unsafe speed or reckless driving, thus endangering us all.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Use 311 reporting to report unsafe street conditions. Dangerous Tucson drivers know they will never get caught so "anything goes" out there.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	The roads are generally fine. High drivers a problem! Crowding on major roads such as I-10 through Tucson not bad, even rush hour.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I stay far behind the cars in front of me by using the 3 second rule and I turn off my cell phone when driving.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More cops on the road...we don't live in a "defund the police" state, so I'd prefer to see more of their presence.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Provide better education across the state, reinforced laws around staying out of lane. and impeding traffic, do better jobs of predicting
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More officers to ticket speeding and stupid drivers Drivers drive 90 mph with no fear of consequences
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Drive sober.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Enforcement
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Ensure I do not follow vehicles ahead too closely; give them plenty of room.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Other than stay off the roads to be safe??? Seriously, I fear for my life on these highways. It shouldn't be that way at all!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Review current highway codes to refresh my knowledge of the laws.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I can drive 10 miles in any direction from my house and see about 10 infractions. Speeding, running red lights and stop signs, etc. NO cops
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Be more watchful for pedestrians, especially in areas where I don't expect them.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	(1) Driver's Education (2) More enforcement of traffic laws in town and more so on freeways and highways
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	1) require actual driver training 2) more more more traffic enforcement 3) zero tolerance/high \$\$ (\$500) tix for being on phone while drivin
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Greatly step-up enforcement of current traffic laws regarding speeding/aggressive driving/distracted driving. Coordinated with State/Locals

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	We see multiple dangerous moves every mile. Why don't the police see them and have the individuals prosecuted? MORE POLICE
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	No trucks or large vehicles in the left lane and no slow drivers in the passing lanes.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Following speed limits and being courteous to other drivers.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I try to back off anytime there is a person acting erratic or angry while driving. I have certainly avoided more than one accident this way
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I'll drive a small car, obeying traffic laws and driving at a safe speed. I'll ride my bike for short trips to reduce the # of cars in AZ.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Stay situationally aware at all times. Be aware of pedestrians and bicyclists while driving and aware of vehicles while walking or biking.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I listen to audiobooks as I drive, and the software is glitchy. I often have to pull over because my book isn't playing.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I try to advocate for improvement in mental health care on a regular basis. Emotional driving causes accidents. The ER doesn't ask about it
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Obey the traffic laws.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Don't drive tired. Don't drive distracted. Don't drink and drive. Wake up people! It is not all about you!!!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	There needs to be a lot more enforcement of speeding, and lower speeds period.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Sharing information to chamber of commerce newsletters, local newspapers and through speakers from ADOT who want to inform at meetings.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	be a considerate driver, give space keep at speed to move consistently , be defensive and aware someone on your tail move out of the way

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Educate drivers or make part of the drivers manual "Driving in construction zones; what the signs mean". Explain the zipper merge to driver
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Unmarked police and state trooper vehicles.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Drivers license requirements and testing need to be increased. Take the standard from either the UK or Europe.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I will always come to a complete stop before turning right at intersections where there is a red light or a stop sign.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Make semis and trailers ride in the right hand lane of the interstates and max of 65mph like they do in California.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Have drivers renew licenses every few years. If a driver gets one infraction in that time they will need to retake the driver's test at DMV.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More patrols
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Constantly monitor traffic in front of vehicle, behind vehicle and on both sides of vehicle, follow traffic laws.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Stay off cell phone while driving
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More enforcement but that takes more tax money and the people refuse to pay it. Difficult to get people to work for nothing.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Real stories have an impact.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Remain focussed on driving and avoid distractions from radio and cell phone.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	No cell phone use in the car.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More police on the roadways to slow down traffic.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Be a defensive driver and practice patience on the roadway. Remind others; Flashing lights, move over or slow down!!

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I think individuals need to have refresher courses when they renew their licenses. I would do it.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Slow down, give adequate time to reach a destination, and make sure my vehicle lights are working and/or charged.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Eyes up, phone down
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	teach people how to use traffic circles and crosswalks
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	defensive driving -- be a model and teach everyone
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Take active steps to be less distracted. My phone's bad Bluetooth connection to the car stereo sometimes eats up too much of my attention.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Fix the fundamental persona of DPS as tax collectors with guns. Refocus them on making the highways safer.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I know there are cameras installed at Bell and Scottsdale. Would cameras that get triggered by high speed or erratic lane changes work to de
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Remember that when I am driving, driving is my number one responsibility and I need to give it my full attention.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I will leave earlier to give myself adequate time to arrive to destination
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Always use signal change lights and mirrors when turning out Lane changing
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Pay more attention to other drivers/ cyclists/pedestrians. Regarding lighting we try to be a low light city- so you have a big problem
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I can advocate for improved non-vehicle infrastructure to limit how much time I interact with cars on the road.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Enforce the laws by issuing tickets. No new laws are needed.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Drive less
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	permanently remove AZ the driving privileges of uninsured drivers forever
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	ADOT should allow All residents to sponsor Safety Signs & Small Billboards which provide reminders and mark sites of Injuries or Deaths.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Professional drivers education in order to get a license
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Billboards, tv ads against cellphone use and alcohol use
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Instead of billboards and signage at any given intersection or Street have an electronic billboard that show who's on the highway photo ID.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Use of drones and other advanced technologies to increase enforcement resources. Education is good but only enforcement will change behavior
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Respect speed limits . No phone while driving
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	To renew your license you most watch a safety video
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Keep begging Law enforcement to do their job!
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	TV ads that demonstrate proper behavior.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I stay at the speed limit. I look for pedestrians and bicycles as well as motor cycles for giving them room.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	revocation if distracted or under influence of alcohol or drugs
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I try my best to follow in town speed limits. I try to be a courteous driver with the other id iots around me. I try to leave early.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Keep my phone in my bag out of reach while driving. Also, slow

Category	Safe System Approach	Safety Focus Area	Comment
Plan (Vision Board)			down
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More patrols and warnings for speeders on I-10 and I-95 to Parker and Lake Havasu .
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More police visibility and traffic enforcement
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I drive reasonably in parking lots, looking for backup lights. Looking for little children who might dart out. Drive defensively.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Identify the demographic most responsible for incidents and target that demographic and data-supported causes.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Continue to drive defensively and ensure my children know the rules of the road before they get behind the wheel and/or ride their bicycle.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Fine anyone tailgating and speeding while passing.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	18 wheeler trucks should be fined for not allowing drivers to merge onto interstate from exit ramps by passing on left lane.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Hands free communications, reduce high speed driving, give right-of-way to pedestrians and bicycles as necessary.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	Don't drive tired.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	I believe outside the city areas highway driving in the left lane should be for passing only, and no trucks allowed in the left lane.
Creating a Safety Plan (Vision Board)	Safe Road Users	Human Behavior	More police issuing citations
Creating a Safety Plan (Vision Board)	Safe Road Users	Intersections	Pause before entering intersection when the light turns green. Wait behind line when attempting left turns
Creating a Safety Plan (Vision Board)	Safe Road Users	Intersections	Check both ways when light turns green before proceeding through the intersection.
Creating a Safety Plan (Vision Board)	Safe Road Users	Intersections	Take a few seconds after the light turns green.
Creating a Safety Plan (Vision Board)	Safe Road Users	Lane Departure	have a massive campaign RE: lane splitting laws. lane splitting is ONLY if cars are stopped. A moving vehicle can swerve if they are

Category	Safe System Approach	Safety Focus Area	Comment
			moving!
Creating a Safety Plan (Vision Board)	Safe Road Users	Lane Departure	I don't pass in no passing zones. FAR TOO MANY people do on US rte 93, it NEEDS to be 2 lanes in each direction and a divided highway.
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Lowering speed limits is a symptom. Address WHY people think it's ok to ignore stop signs, tailgate cars, ignore basic road rules.
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Continue to safely use my bicycle or walk for all trips less than 2 miles from my house.
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	educate bicyclists not to ride double wide, use mirrors and share the road with golf carts and pedestrians- do not swerve and you dont own
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	educate drivers in sharing the road with golf carts and bicycles. educate bicyclists on responsibility for sharing the road with golf carts
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	While bike riding, I can follow all traffic signals and stop signs. While driving, I can always look for pedestrians/cyclists before turning
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Require single file bicycle riding. Side by side runs them over lines . Groups of cyclists often ride three + abreast. Ticket them!
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	HAVE A SAFETY CLASS FOR BICYCLIST, OR SOME KIND LISENCE FOR THEM. MAYBE WHEN SOMEONE BUYS A BICYCLE THEY HAVE TO WATCH A VIDEO FOR SAFETY
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Increase fines for speeding through Construction sites. Especially during Peek times.
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	I have started to ride my bicycle for short trips to have one less car on the road. I try to drive defensively and within the speed limit.
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	People crossing the streets need to use the crosswalks and drivers need to be more patient while driving.
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Be mindful of pedestrians and people riding bicycles -- give them the room they need to travel safely
Creating a Safety	Safe Road Users	Vulnerable Road	I always look around to see if everyone has stopped before

Category	Safe System Approach	Safety Focus Area	Comment
Plan (Vision Board)		Users	crossing at a intersection with a light or stop sign
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Give you input to reinstate MGT 02-1, and follow it to increase cyclist safety.
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Bicyclists follow the rules of the road like everyone else!
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Be more aware of pedestrians and bicycles on the road, even if they are not riding where they supposed to be (single-file, no bike lane).
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	As a cyclist, I will continue to look out for other cyclists and pedestrians while on the road and continue to inform others.
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	I can raise awareness of pedestrian & cyclist safety. If you drive all the time, you don't realize the risks to people who aren't in a car.
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Be Courteous!! There needs to be consequences for excessive speeding and erratic lanes changing! It seems like there is "No Consequence!"
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Report aggressive driving
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	criminalize smartphone use and make hands free violations a misdemeanor. seize phones until case adjudicated.
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Drive respectful and considerate of other drivers, pedestrians and bicyclists. Share the road rather than "the road is only mine" mentality.
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Please contact me. I would like help making sure the woman that killed my cyclist husband is held accountable. Chris Sorensen 4802041095
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Ticket bicyclists when they don;t follow traffic laws.
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Streets should be strictly for motorized vehicles. Sidewalks should be for people powered "vehicles" i.e. walking, bicycles, strollers, etc

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Many cyclists and pedestrians are cycling/walking due to driving while addicted/using addictive substances. Others are just learning cycling
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	No more bike lanes. They don't follow the traffic rules and laws. I have seen so many cyclists who disrespect the dangers surrounding them.
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Move over a lane when passing a bicycle, just like we do for broken down vehicles.
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	walk or bike instead of getting in a car
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	I will only ride my bicycle with a flashing white front light and a flashing red rear light to alert drivers I'm there. Texting voids alert.
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	As a cyclist, I can pull over when I am in the right lane and have a red light to allow cars behind me to safely turn right on the red light
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	No Bike Groups or Biking on roadways during rush hour traffic or they will be issued a fine
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Remind bicyclists to ride with traffic (right side of the road) and for pedestrians to look both ways before crossing the street.
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Watch for cyclists, motorcycles and pedestrians. Slow down and get over a lane when someone is walking or biking on the side of the road
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	i always move over for both pedestrians & cyclists whether there is a lane or not for them. monkey see, monkey do psychology.
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Educating pedestrians that they don't own the roads. Too many pedestrians walk in front of cars like they own the roads and get hit.
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Be more mindful of the drivers, pedestrians, and bicyclists around me. Everyone deserves to get where they're going safely.
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Start with Work Zone Safety standards and compliance; and then a campaign to educate bicyclists, call it "Share the Road... Share the Rules.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Turn on walk signs before allowing traffic flow - all lights red. then walk light for direction next up - give 10 secs for peds before flow
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	When I see bicyclists riding on the wrong side of the road, or not following other laws, I pull over & educate them.
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Ride my bike even more lessening traffic by one vehicle
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Wear a reflective vest at night, or additional reflectors on bikes, to increase visibility. Can distribute to homeless and/or bicyclists.
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Ride my bike more, even though it is scary in town. The more of us do this, the more the demand for better infrastructure will be clear.
Creating a Safety Plan (Vision Board)	Safe Road Users	Vulnerable Road Users	Swerve to avoid bicyclists especially those that are riding irresponsibly
Creating a Safety Plan (Vision Board)	Safe Roads	Human Behavior	I will help build bollards and bump-outs! I will give you money for it, too!
Creating a Safety Plan (Vision Board)	Safe Roads	Human Behavior	More signs discouraging tailgating/referring to posted speed limits
Creating a Safety Plan (Vision Board)	Safe Roads	Human Behavior	I like the large signs that have been on the highway as reminders. Referring to keeping eyes on the road to lessen the load would be good.
Creating a Safety Plan (Vision Board)	Safe Roads	Human Behavior	Install tire shredders and flashing lights at the most frequent locations where impaired drivers enter the highway the wrong way.
Creating a Safety Plan (Vision Board)	Safe Roads	Human Behavior	Slow down cars through better road design. Even careful drivers make mistakes... Current road designs depend on drivers being responsible..
Creating a Safety Plan (Vision Board)	Safe Roads	Human Behavior	Increase electronic boards across the state to educate and warn - make the messages clever!
Creating a Safety Plan (Vision Board)	Safe Roads	Human Behavior	With many visiting drivers unfamiliar with our freeway on/off ramps, tire spikes at the start of the ramps.
Creating a Safety Plan (Vision Board)	Safe Roads	Human Behavior	PLEASE remove the decorative bridge and wall gingerbread from the construction specs on new projects. They are distracting for

Category	Safe System Approach	Safety Focus Area	Comment
			drivers.
Creating a Safety Plan (Vision Board)	Safe Roads	Human Behavior	PLEASE remove the decorative bridge and wall gingerbread from the construction specs on new projects. They are distracting for drivers.
Creating a Safety Plan (Vision Board)	Safe Roads	Human Behavior	To stop wrong way drivers on the highway, simply paint white arrows on the ramps that lead to the highway for the direction you travel.
Creating a Safety Plan (Vision Board)	Safe Roads	Human Behavior	Prevent wrong way drivers by installing prevention devices found at Rental car facilities, at most frequent On ramps have wrong way occurring
Creating a Safety Plan (Vision Board)	Safe Roads	Human Behavior	Echo Summit on Hwy 50, CHP placed signs that looked like replicas of their cars on side of road. Then, they'd put a real car, sometimes.
Creating a Safety Plan (Vision Board)	Safe Roads	Human Behavior	I like the visuals on the road that inform drivers of upcoming transitions like Interstate 10 boldly printed ahead to alleviate situations.
Creating a Safety Plan (Vision Board)	Safe Roads	Human Behavior	On overhead freeway traffic alert signs, limit the words to maximum of 7. Reading more than that distracts from watching the road/traffic.
Creating a Safety Plan (Vision Board)	Safe Roads	Human Behavior	The lanes and signs are not very visual and reflective enough after dark especially during inclement weather on both SR highways and streets
Creating a Safety Plan (Vision Board)	Safe Roads	Human Behavior	Put wrong way road spikes in the off ramp for drivers going the wrong way embedded in the pavement.
Creating a Safety Plan (Vision Board)	Safe Roads	Human Behavior	Design and build roadways to require drivers to pay attention to their surroundings.
Creating a Safety Plan (Vision Board)	Safe Roads	Human Behavior	better signage for reverse lane drivers, automatic sensors with flashing warning lights
Creating a Safety Plan (Vision Board)	Safe Roads	Human Behavior	Quit decorating highways with gravel!
Creating a Safety Plan (Vision Board)	Safe Roads	Human Behavior	At major intersections and areas where highway access can lead to wrong way drivers, reflective lines on the pavement may help

Category	Safe System Approach	Safety Focus Area	Comment
			direct driver
Creating a Safety Plan (Vision Board)	Safe Roads	Human Behavior	Start implementing better signage so people can see, or read signs better.
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Pennington & baseline in Mesa visibility issues due to bushes looking east and light timing is heading north south
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Create delay between end of left turn signal and start of oncoming green to help clear intersection. End flashing yellow turns on four lanes.
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Better synchronization of traffic lights leading to work zones to ease congestion. Flex traffic light sequencing to time of day/rush hours.
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Pause traffic lights in all directions on red simultaneously for several seconds.
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Road racing needs to be on the survey. How about movable night-vision cameras to be set up in all directions at impacted intersections?
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Please give an xtra 15 sec. between light changes at intersections. Give extra time to left turn lanes in heavily trafficked intersections.
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Speed cameras and roundabouts are common in Europe and results in much less speeding and reckless behavior.
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Traffic light 260 at prairie lave
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	need traffic signals both diections on 66 and Thompson. Too many critical motor vehicles accidents at intersection. Speed for area unsafe.
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Reduce "round-about" ... Wickenburg is not Belgium! "People on 'ludes should not drive!"
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Right turns only coming out of Frys food store and other stores Country Club / Main St Mesa. No left turn signs need to be posted
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Left hand turns only with left turn green arrow at as many intersections as possible

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	We need to eliminate multiple use lanes. An Exit Lane should be for one change not multiple changes.
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	If traffic lights were timed to increase traffic flow you would decrease speeding, decrease red light running, and decrease pollution.
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Having 2 different freeways merging into 1 lane and 1 exit ramp is not an effective way to handle our increased traffic. 51&10 101&60
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	I would like to see, and would support, roundabouts in Vail where stop signs now exist. It is really hard to get out of Vail in the morning.
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Construct a new interchange at I-17 & 89A. Too many deadly accidents.
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Lengthen yellow light time to reduce red light running
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Intelligent traffic light system for better traffic flows. Radar/camera speed enforcement.
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Please make the yellow lights longer. It is very hard to stop when the speed limit is 45 and the yellow light is so short.
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Create a 4 way stop light and widen lanes at the intersection of N Skousen Rd and Highway 87 in Coolidge AZ.
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Roundabouts safe in low traffic areas. They are unsafe in high traffic areas. Hayden Road near FLW being an example. Easy to get cutoff.
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Time the traffic lights (specifically) on Scottsdale Rd. Widening Scottsdale Rd beginning at Thompson Peak and going north is badly needed.
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Retime stop light , if you are going the speed limit when approaching the next single it turns green, rather than red.
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Traffic lights are purposely mis-timed to slow traffic.That causes road rage, worn brakes, low gas mileage and air pollution.They

Category	Safe System Approach	Safety Focus Area	Comment
			don't care
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	E. Ajo @ Mission needs a longer turn lane, Broadway and 22nd under I-10 needs the lights timed. Bicycles riding 2 wide or over the line.
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Continue to consider yellow lights as a signal to slow down and stop, not speed up and run red lights. Continue to drive defensively.
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Jackrabbit and I10 needs traffic lights.
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Better timing of traffic lights in high-impedance areas such as described above. Strict ticketing of slow "left lane campers" on freeways.
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Better trimming of plants alongside roads/sidewalks in neighborhoods. Also more red curbs near intersections. All restrict visibility.
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Get rid of the roundabouts on SR179 and SR89A. I was ran over by a semi at Brewer Rd. & SR89A last week. Who is going to pay for the damage?
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Please improve light timing to improve traffic flow and reduce driver frustration.
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Improve light timing!
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	Utilize more roundabouts. Increase number of signaled pedestrian crossings. 140 characters is insufficient to mention necessary improvement
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	I live off Old Holbrook road and could use a turning lane for safety and 377 itself need to be widened.
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	On interstate the lanes coming onto highway need yield signs and should not just end need longer lanes
Creating a Safety Plan (Vision Board)	Safe Roads	Intersections	AZ needs to evaluate the use of roundabouts. They slow traffic and reduce accidents.
Creating a Safety	Safe Roads	Lane Departure	Use concrete barriers in no-passing lanes on 2 lane hwy's to

Category	Safe System Approach	Safety Focus Area	Comment
Plan (Vision Board)			protect innocent drivers from aggressive ones especially on Hwy 93 Bloody Alley
Creating a Safety Plan (Vision Board)	Safe Roads	Lane Departure	invest in dayglow neon paint for road lines
Creating a Safety Plan (Vision Board)	Safe Roads	Lane Departure	Scottsdale Road, north of Thompson Peak needs a barrier to separate lanes of traffic. There's a curve and spot where feel like head-on.
Creating a Safety Plan (Vision Board)	Safe Roads	Lane Departure	maintain proper lane markings (not done now) and install frwy entrance signs (like in California)
Creating a Safety Plan (Vision Board)	Safe Roads	Lane Departure	I -10 WB needs new striping, you can not see the line at 5:00 pm. Merge signs @ 101 & I-17, slow speed limit down to 35 at 5:00 pm
Creating a Safety Plan (Vision Board)	Safe Roads	Lane Departure	Longer merge lanes on freeway interchanges to lessen congestion and quick lane changes. (202 SM to 10 W and SR-24 to 202 N too short)
Creating a Safety Plan (Vision Board)	Safe Roads	Lane Departure	Install highway median barriers. You had a plan for it and didn't do it.
Creating a Safety Plan (Vision Board)	Safe Roads	Lane Departure	Ban passing into oncoming traffic on 2-lane highways. Eliminate traffic lights on divided highways i.e. SR85 & Broadway.
Creating a Safety Plan (Vision Board)	Safe Roads	Lane Departure	Making sure the lanes are marked so they can be easily distinguished regardless of weather or sun conditions.
Creating a Safety Plan (Vision Board)	Safe Roads	Lane Departure	Many AZ roads don't have high- tension cable barriers in the medians which can significantly reduce the cross median crashes and fatalities.
Creating a Safety Plan (Vision Board)	Safe Roads	Lane Departure	Shut down the Southern Rd on ramp for the U.S. 101 freeway south bound. It is too Close to the U.S. 60 on ramp. It causes multiple crashes.
Creating a Safety Plan (Vision Board)	Safe Roads	Lane Departure	Label with paint what lane to be in to exit one Hwy to another hwy
Creating a Safety Plan (Vision Board)	Safe Roads	Lane Departure	Well it is hard to understand why some of the passing sections (two lanes not passing designated stretches) are located and so short. AZ 60

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Roads	Lane Departure	shut down the on and off ramps along the 101 between the 60 and the 202. too much merging occurring at one time. recipe for accidents
Creating a Safety Plan (Vision Board)	Safe Roads	Lane Departure	Marking with signs or marking the passing lane. Too many people take chances going around people that don't use a a passing lane correctly.
Creating a Safety Plan (Vision Board)	Safe Roads	Lane Departure	Barriers needed on I 17 to prevent lane changes from black canyon city to sunset point
Creating a Safety Plan (Vision Board)	Safe Roads	Lane Departure	Spend money on dayglow/neon paint for the roadlines like they do in Europe, fix every dam pothole, speeding cameras have to come back
Creating a Safety Plan (Vision Board)	Safe Roads	Lane Departure	Change the lane markings in merge zones to discourage drivers from changing lanes into a merge.
Creating a Safety Plan (Vision Board)	Safe Roads	Lane Departure	Advocate for retrofitting all Az highways with adequate median barriers
Creating a Safety Plan (Vision Board)	Safe Roads	Lane Departure	Extend exit ramps from Rimrock to I17N and I17S so drivers have enough time to merge safely onto interstate in both directions.
Creating a Safety Plan (Vision Board)	Safe Roads	Other	Traffic crisis in the US <ul style="list-style-type: none"> • Multi-faceted issue • Vehicle-first design • Car culture • Behavioral challenges Use Human Centered Design
Creating a Safety Plan (Vision Board)	Safe Roads	Other	I try to not drive on SR-74 or US-93 North of Wickenburg since both are unsafe roads.
Creating a Safety Plan (Vision Board)	Safe Roads	Other	Rural development of gated communities that have inadequate updated roads. Vulture Mine In Wickenburg road has 100 new homes being built.
Creating a Safety Plan (Vision Board)	Safe Roads	Other	Upzone and promote infill development so that a car-free lifestyle is more of an option. Stop highway expansion. Make car use more expensive

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Roads	Other	Focus on the most dangerous highway in America, which is in Arizona US Route 93 to Las Vegas, this needs to be priority.
Creating a Safety Plan (Vision Board)	Safe Roads	Other	Stop widening roads; implement calming road designs instead. Driver education is meaningless if licenses never have to be renewed.
Creating a Safety Plan (Vision Board)	Safe Roads	Other	Improve the freeway system south and east of Maricopa County!
Creating a Safety Plan (Vision Board)	Safe Roads	Other	Route the new I-11 through Tucson on I-10. A high-speed truck route through Avra Valley would be a safety hazard.
Creating a Safety Plan (Vision Board)	Safe Roads	Other	Continuing from above- area. Also make it a divided road. Keep 64 as a historic and local road, repave and slow down traffic on 64
Creating a Safety Plan (Vision Board)	Safe Roads	Other	ADOT is more than highways and roads. D of Transportation implies everything to deal with trans. Should be more intermodal in scope..
Creating a Safety Plan (Vision Board)	Safe Roads	Other	Advocate for safety-related improvements to infrastructure for all travel modes in the community.
Creating a Safety Plan (Vision Board)	Safe Roads	Other	Use alternate transportation methods-cycling or Waymo.
Creating a Safety Plan (Vision Board)	Safe Roads	Other	Rural Arizona needs safe transportation too! Investing in alternative commuting options that will benefit metro and rural areas is vital.
Creating a Safety Plan (Vision Board)	Safe Roads	Other	It would be great to move bus stops away from intersections or even have it indented into the roads. That way, traffic can keep flowing.
Creating a Safety Plan (Vision Board)	Safe Roads	Other	Speed up timeline on current HCT studies & apply them. Redefine streets vs. roads & eliminate stroads. Design for the speed you want.
Creating a Safety Plan (Vision Board)	Safe Roads	Other	W/ AGFD id wildlife corridors & mitigate at intersect w/ roads. Create accurate statewide wildlife accident reporting w/ avoidance stats
Creating a Safety	Safe Roads	Other	Adding more lanes to roads only creates short term relief to

Category	Safe System Approach	Safety Focus Area	Comment
Plan (Vision Board)			congestion. We need more transportation alternatives in addition driving.
Creating a Safety Plan (Vision Board)	Safe Roads	Other	Loop 101 southbound between university and US60 is hazardous. There are numerous reasons for so many daily accidents. The design is flawed
Creating a Safety Plan (Vision Board)	Safe Roads	Other	The roundabouts in Sedona are wonderful. But here are only 3 ways out of town. In an emergency (eg fire) we'd be another Paradise.
Creating a Safety Plan (Vision Board)	Safe Roads	Other	We need to get vehicles off the road but improving transportation options that do not include more automobiles.
Creating a Safety Plan (Vision Board)	Safe Roads	Other	improve road/hwy Mtn, lighting/ signs, more lanes , upgrades, increase penalties for impaired driving speed up delayed road improve
Creating a Safety Plan (Vision Board)	Safe Roads	Other	USA has the belief that you can't move without a car, leading to prioritizing car culture. This is just wrong and it is time we change this!
Creating a Safety Plan (Vision Board)	Safe Roads	Other	For rural areas, especially those that have deer/elk herds, there should be more wildlife overpasses and underpasses to reduce accidents.
Creating a Safety Plan (Vision Board)	Safe Roads	Other	Arizona needs to turn into a high density low care usage safe street haven. This will allow cities to provide free cover and extra shade.
Creating a Safety Plan (Vision Board)	Safe Roads	Other	Reasonable solutions to congestion. EG Keeping all lanes open with lower speed limits where road narrowing necessary, construction zone
Creating a Safety Plan (Vision Board)	Safe Roads	Other	I-40 needs a lot of work. Very dangerous for motorcycles
Creating a Safety Plan (Vision Board)	Safe Roads	Other	101s fwy and us 60 transition is hazardous and needs to be redesigned for safety.
Creating a Safety Plan (Vision Board)	Safe Roads	Other	Speak out that our government officials have an obligation to implement evidence-based road design.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Roads	Other	Better safety for I-10 downtown Phoenix More signage / education on how to drive on the 17 (downgrades/upgrades)
Creating a Safety Plan (Vision Board)	Safe Roads	Other	Remove landscaping from medians AND turns where blocking view of oncoming traffic/pedestrians!
Creating a Safety Plan (Vision Board)	Safe Roads	Other	Improve highway 87 north of Payson
Creating a Safety Plan (Vision Board)	Safe Roads	Other	Improve roads and conduct a media blitz.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Rebuild Hwy 89 from Flagstaff to Utah state line... 4 lne expressway, new 4 lane bridge at lake Powewll crossing. Double the tate Troopers
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	89 between Flagstaff & Page is a death trap. Need additional lanes to allow safe passing. Need more police on the road to watch out for DUI
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Widen I-10 between I-19 to Houghton Road to 4 lanes in each direction.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Maricopa now has more than 73,000 residents and we have only one highway out of town!!!!!!!!!!
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Make US 93 4 lanes all of the way between Wickenburg and I-40. Also in places that don't have medians place a center barrier.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Congestion leads to anger which leads to unsafe driving. ADOT needs to increase the number of lanes and expressways faster.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Public transit increases will not decrease the amount of drivers on the road, we need more freeways.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	It is difficult for officers to stop violators when freeways are too packed for even them to get around. More freeways are necessary.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Freeways become too densely packed during rush hour leading to accidents with drivers panicking to get to work on time.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Add freeways for people to use on the west valley instead of only having the I10. Too many cars on the road lead to more accidents.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Fix I10. Add another freeway for west valley residents. There is only 1 freeway causing all residents to pile up onto one road = accidents
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	You NEED to fix the Avondale bottleneck on the 101.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Fix and expand SR 347
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Start the building of the I 11 to Las Vegas.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Install passing lanes on highway 377. This highway is a major corridor from Phoenix/Mesa and Interstate 40. There are fatalities too often.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Create a 4 lane divided highway from Henderson, NV to the Surprise, AZ area with no more two lane areas of travel on Highway 93 or I11.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Complete SR-24 to help with traffic. Multiple on and off ramps isn't working
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	I-19 and 1-10 should be three lanes in both directions! Sahuarita Road and Nogales highway should be widened to two lanes in both directions
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	We need another lane through Flagstaff on I-40, semi's should not be allowed to drive over the speed of 60 through town.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Passing lanes will prevent DEADLY HEADON COLLISIONS. Slow drivers should pull over if holding up 3 or more vehicles!
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Hey 93 needs 4 lanes for safety between Wickenburg & Wikieup. There have been to many deaths due to the 2 lane hwy,or add safety barrier.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	We need to expand the US 93 to be two lanes for both directions from Wikiup to Wickenburg.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Add an additional lane where single lane highway mergers currently exist, where shoulders can partially be utilized over short stretches.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Ease road congestion of main surface streets by having half mile streets (Osborn, Campbell, Missouri, Maryland, etc. cross over I-17.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Asshats passing on US93 to & from Kingman/Phoenix when shouldn't be causing accidents and fatalities. Hurry up and get I-11 done
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Expansion of existing highways building new highways to eliminate traffic congestion. Congestion leads to frustration which leads to aggre
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Highway 93 from Wickenburg to Kingman needs be widen, people drive reckless on this highway whether it's a passing lane or no passing lane.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Construct I-11 to address the massive amount of traffic between Phoenix and Las Vegas; get this traffic off of Wickenburg roads.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	BUILD MORE ROADS!!!! BUILD MORE ROADS!!! BUILD MORE ROADS!!!!
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Add an acceleration lane WB where US 60 meets Interstate 10 and immediately starts uphill where semi trucks slow down.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Add lanes to state rt 347
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Take a look at the most congested roadways, one's that have the most accidents and fatalities and then, develop a plan to reduce congestion.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Add lanes
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	I-17 needs to be 3 lanes northbound and southbound all the way to Flagstaff. Anthem to Sunset Point is good progress.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	SR 347 has to be improved and widened. Maricopa is growing and traffic is getting worse.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Passing lanes on both SR 277 and SR 377.
Creating a Safety	Safe Roads	Other -	we need to widen the 347. The Highway in and out of Maricopa

Category	Safe System Approach	Safety Focus Area	Comment
Plan (Vision Board)		Congestion/Capacity	can't substatine the amount of people now. unsafe for emergency vehicles to
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Widen surface streets that are still one lane in each direction in high traffic areas (broadway from 99th to 51st for example)
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Begin construction on the 30 Cotton Lane to the 202. That will help with a lot of the congestion on that side of town.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Make 74 Carefree Highway four lanes all the way from I-17 to US-60!
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Add an additional lane to SR 347 & eliminate stop lights.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Add passing lanes to narrow highways with signage letting drivers know that in 1/2 mile, passing lane to increase safety for all.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	just let traffic flow stop trying to slow everyone down, make roads big enough so people can pass other drivers.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	You need to make all two lane sections of Highway 93 north or Wickenburg to Las Vegas into four lanes of traffic so that drivers can be safe
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	HOV lane on I17 from Flagstaff to Phoenix with improved intersections on I17
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Fix highway 347. Replace stop lights from I-10 to the city limits of Maricopa with overpasses. Also, make this 3 lanes in each direction.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Keep advocating for widened highways and passing lanes between Holbrook and Heber; and Holbrook and Snowflake.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Finish Hwy 93 between Wickenburg and I-40. Blood Alley north of Wickenburg only 2 lanes, head-on collisions are killing people.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	HWY 69 2-lanes into 3-lanes back into 2-lanes creates merge chaos. Complete 3-lanes throughout to eliminate lane merges
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	People are losing their patience in Pinal county because they are stuck in traffic. Need more highway access especially north south travel
Creating a Safety	Safe Roads	Other -	101E to 51S has a mile backup everyday. That's unacceptable as

Category	Safe System Approach	Safety Focus Area	Comment
Plan (Vision Board)		Congestion/Capacity	51S is empty!! Rapid deceleration is a major safety issue. Please expand.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Add an extra lane on the 347 coming and going from Maricopa. Could a lane be made on the shoulder of the 347 for motorcycles ?
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Dedicated trucker lanes on I-10 have greatly improved my driving experience on that stretch to allow safe passing but some rigs still block
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	With driving from Southern Arizona to Northern Arizona, more Phoenix Bypasses are needed. One is connecting the 202 with the 303.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Congestion/Capacity	Build a new East/West Interstate
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Construction/TTC	I will stay off of 101 between Hayden and Shea when possible.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Construction/TTC	Turn portable road construction signs sideways when construction is not currently underway; remove sign from roadway, too.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Lighting	Advocate for better shielding and more appropriate placement, color temperature, and intensity of LED street lighting.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Lighting	Maybe do something about the blinding lights these guys need to see the road. They blind on coming traffic and now even put them in back.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Lighting	Consider the impact of Sunlight on roadways. Do NOT go just east and west which is a major cause for sight blindness.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Lighting	Visibility: We seldom see LEO's out and about any more. We need to see them to make us aware of our driving, riding or walking on the roads.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Lighting	More street lighting on major streets in Pinal county.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	What can I do? Hire my company to repave the highway for you.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	Repair streets. Enforce laws.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	Improve surface conditions, remove debris faster, synch any traffic lights, longer yellows.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	Our freeways and highways are outdated. Use 21st century technology like drone patrols and artificial intelligence to make the roads safe.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	You seem to be concentrating on blaming drivers for the accidents. I blame ADOT entirely for the bad roads! Spend some money, fix them!
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	Fix potholes and improve the condition of roadways.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	Enforce loads on vehicles; remove debris from roadways; consider clover-leaf type exits; widen I 17 in the Downtown area;
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	In addition to the goal to improve traffic safety, I would add the need to have highways and adjacent areas cleaned up similar to Adopt Hwy.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	Highway maintenance. Crumbling asphalt and concrete roadways leading to potholes and surface cracks.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	Many of our roads have pot holes that bounce cars and drives lose control. Large trucks entering highways need time to speed up and do get.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	The quality of the highways and constructions makes the commute a spooky experience.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	Fix the multiple pot holes and a traffic light at pierce ferry and 93
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	Please make highway 93 a divided highway all the way to Kingman, AZ. Please repair potholes on this highway.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	Fix the roads they are horrible
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	Degraded pavements and road surfaces are pervasive throughout the city. Potholes at intersections extremely dangerous for peds,

Category	Safe System Approach	Safety Focus Area	Comment
			cyclists etc
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	Many roads are in terrible condition. Chunks of Happy Valley road have to be picked up and cleared to the side of the road.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	Repair roads people try to avoid holes and bad sections on defective roads More police patrols to enforce traffic infractions
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	actually using the money collected from lotteries to improve roads in Tucson, not just Phoenix
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	Fixing potholes and increasing police presence would be two major improvements.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	fix the roads, roads going on to an over pass, makes my back end of the truck almost go sideways, fix the holes in the road.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	I believe I have given it -- we need to maintain what we have which is the cause of many accidents trying to avoid potholes, people & trash.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	I drive safe! fix the roads! If I drove only on good roadways I would not be able to drive in Arizona. roads are BAD.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	1. Fix rough road surfaces. 2. Fine tailgaters and aggressive drivers. 3. Fine people who are driving 20 miles over the limit.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	Being a frequent traveler between Phoenix and Las Vegas, I am astounded at the poor conditions of the highways I have to use! Potholes!!!
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	Fix the quality of the road surfaces, improve road signage, require large trucks to keep to the Right lanes except for passing.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	31.547826,-110.150463 Don't pave over roller coaster 'rough road' without planing crap foundation first. lawsuit waiting to happen.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	Unterstate hywy 40 & others have deteriorated - makes traveling unsafe. Vehicles drive in passing lane. Make public service announcements.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	Fix the dam roads
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	Widen road keep road up ie potholes more lighting and pedestrian and bike areas
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	Better maintainence on the roads.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	resurface US60 in Apache County
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	Replace State Route 64 between Williams, AZ and the Grand Canyon. Current road is very dangerous.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	The huge potholes on US-93 Wickenburg to Hoover Dam, north and south bound, are dangerous. This stretch of road needs serious repair.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	65mph>45 multiple skidmarks evidence of autos airborne from lousy job of repaving roller coaster 'rough road'. "great" job :/
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	Fix all the potholes and corroded roads!!!! Or pay for all the repairs to my vehicle! Uneven roads.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Maintenance	Just maintain the roads as they should be maintained. Poor roads = unsafe roads
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Transit	Please increase public transportation on surface streets. To outlying communities.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Transit	Trains over interstates. Every other mode of transportation should be prioritized over cars in cites. Paint is not infrastructure. Life>cars
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Transit	ADOT should limit the number of vehicles in the urban core of Phoenix to encourage the use of public transportation.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Transit	Making public transportation more appealing and accessible would help to keep less drivers on the road. Safety and environmental benefits
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Transit	Put more \$\$\$\$\$\$\$ into a train system
Creating a Safety	Safe Roads	Other - Transit	Expand and improve public transportation!! Less people on the

Category	Safe System Approach	Safety Focus Area	Comment
Plan (Vision Board)			road is good for the planet and good for saving lives.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Transit	Invest in safe and clean public transportation and infrastructure to make non-car commuting more viable throughout Arizona.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Transit	High speed rail to California
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Transit	More safe public transit for the whole Valley , Train to Tucson from Phoenix. Focus more on public transit to decrease cars on the road.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Transit	Remove the dependency on the freeways by adding rail service for daily commuters.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Transit	More mass transit, less highway expansion
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Transit	Passenger rail trains connecting Arizona cities are essential to lessening traffic and thus making our highways safer.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Transit	Develop mass transit to reduce traffic in the I-17/I-10 corridors - consider Monorail and elevated transit solutions
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Transit	We need expanded transportation options across the State. More buses, streetcars, light rail, cyclists, and trains = LESS vehicle traffic.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Transit	Would love to see rail options from the Grand Canyon to the U.S./Mexico border. Let's give Arizonans and tourists transit options.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Transit	We need more transit alternatives. If more lanes worked, California wouldn't have traffic. More lanes = more lane changes; and slower speed.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Transit	Advocate for public transit by participating in local surveys for street improvements, attending public meetings, and informing friends
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Transit	More High capacity public transportation
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Transit	We need light rail, commuter rail, intercity rail, and a metro to reduce traffic 🚆🚊🚗🚇

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Transit	A train from Tucson-Phoenix-Flagstaff
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Transit	Advocate for more public transit and safer road design by creating infrastructure for transit user, pedestrians and cyclist.
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Transit	Widening of lanes to encourage faster/more traffic is not a solution A comprehensive public transportation system to encourage less driving
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Transit	Light rail is future to reduce traffic not more lanes
Creating a Safety Plan (Vision Board)	Safe Roads	Other - Transit	Take cars off AZ roads by bringing AMTRAK & commuter train service to the Valley, w/ a rail link to "S.W. Chief" @ Williams Jct. & Cadiz CA.
Creating a Safety Plan (Vision Board)	Safe Roads	Tribal Lands	HWY 377 in Navajo County is a mess, Heavy traffic, no turn lanes on two lane roads for major turn points such as Duck Lake Road and Hutch Ro
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Put wide enough bike lanes on roads. Learn what bikers need for safety. Bikers not allowed to ride on sidewalks or roads with no bike lanes
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Keep advocating for effective public transportation, safer bike lanes, and less reliance on personal vehicles for EVERYTHING.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Shoulders and bike lanes badly needed on roads that cross state highways i.e. Rudasill Rd in Tucson that intersects AZ 77 (Oracle Road)
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	I would love to see protected bike lanes. I would love to see the bike lanes where cars cannot enter.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	We need more bikeways/walking paths AWAY FROM roadways!!!! An easement plan for all areas of development should set aside SAFE paths.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	More walk/bikeways that are separate from driving lanes. This is more than just painting a line which provides no protection.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	I would like to see bicycle lanes standardised in width (no min/max). Some streets have wider bike lanes while other have

Category	Safe System Approach	Safety Focus Area	Comment
			narrower lanes.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Create more bicycle/pedestrian over- and underpasses. That means less chances for vehicles to collide with cyclists/pedestrians.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	I will continue to construct shared use paths to give residents and visitors a safer place to travel
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Please provide sidewalks on orange grove/Oracle area, unsafe also Grant/greasewood please provide sidewalks and lights to see pedestrians.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Stop designing dangerous stroads and start taking bike and pedestrian infrastructure seriously.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Ride my bike more and advocate for safer designed roads
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Meeting with two Council members of Mesa on May 8th, 2024 to talk about improving this city's bicycling infrastructure.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Require the decision makers to actually use public transit, bike lanes and sidewalks. Take away their car keys away for a week.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	I can tell you to provide better facilities for bicyclists and pedestrians, and That road widening makes roads unsafe.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	We need to provide safe, protected cycling infrastructure to keep bikes away from cars, which are only getting larger and more dangerous.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Bike lanes and safe passage route when bike lanes are taken away during road construction.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Protected bike lanes, flashing lights when someone is in the crosswalk. Lower speeds . Round abouts do slow people down.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Report lights that are out and bushes that are growing into bike lanes so the city can send crews out to fix these issues.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	More and wider bike lanes. More enforcement of speed limits and texting while driving.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Increase active transportation infrastructure. More bike lanes & road diets. Accelerated investment in public transport & final

Category	Safe System Approach	Safety Focus Area	Comment
			mile solutio
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Increase public transport connections. More protected bike lanes. Safer sidewalks. Shaded sidewalks.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Start guerilla installations of barriers to keep cyclists and pedestrians safe from drivers
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	As a pedestrian and cyclist, I can clearly see that we need safer road design, slower speeds, and better enforcement. Stroads = Unsafe
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Reduce lane widths and excessively wide state owned roads throughout Arizona. Safe and comfortable bike and walk options for all
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Road diets, ban right turns on red, add of protected intersections and pedestrian crossing leads on lights, improved transit frequency.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	When and where possible I commute for everyday errands by bike. More protected lanes equals less cars on the roads.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Add bike lanes and well marked pedestrian crossings with HAWK flashing lights in high use pedestrian areas.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	I only ride my bike on canal pathways. Driving in the narrow "bike" lanes near the road is too dangerous.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Put the bike/ped facilities where they are most used & needed, not where they are convenient/cost effective.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	More well lit cross walks .
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Hold people accountable. Do not try to fit 3 lanes and a bike lane into a roadway designed for 2 lanes and a sidewalk.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	We must have separated and safe bike lanes. Slow drivers must stay our of left lane!
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	no green light when people are in cross walk all traffic should be stop pedestrians should have the right of way
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Vision Zero. Maricopa Cty 1-mile grid streets a recipe high-kinetic accidents & cyclist & pedestria deaths. Protected bike lanes,

Category	Safe System Approach	Safety Focus Area	Comment
			road diets
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Please include protected bike lanes for cyclists!
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Add sidewalks to HWY 69, in Prescott Valley and Prescott, or widen the road shoulders to provide additional room for pedestrians/cyclists
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	More bike paths, more shoulders on rural roads, more pull offs for drivers with signs to let them know that they are ahead. More patience!
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Have on demand crosswalks in the middle of major streets. Increase lighting on busy dark streets downtown.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Build separate and parallel bike lanes to mitigate traffic. If there aren't enough police to patrol then use speed cameras.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	I would like to see more reflective lines and marks on the roadways, especially in low-lit areas and for safety of pedestrians and bicycles
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	Any bush or tree lining the street should not be above a small cats line of site. Can we have Pedestrian bridges over our busiest roads.
Creating a Safety Plan (Vision Board)	Safe Roads	Vulnerable Road Users	I would love to participate in a city or state sponsored clean sidewalk program as a resident to keep our sidewalks clear of trash/debris.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Enforce speed limits
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	We are staying closer within the speed limits. And I'm trying to minimize my anger at drivers who make mistakes.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Better speed enforcement
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Set MINIMUM speed limits (too many mexican vehicles loaded beyond safe limits) driving down I-10 @ 60 mph. Maybe allowances between 10p-4a.
Creating a Safety	Safe Speeds	Human Behavior	Enforce the speed limit on Tom Darlington coming downhill

Category	Safe System Approach	Safety Focus Area	Comment
Plan (Vision Board)			toward Cave Creek Rd.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Slow down
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Reduce Tom Darlington from 30 to 25 mph. Cut shrubbery back at all entrances to the roads. Fine the owners of overgrown property. Visa Drivr
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Photo speed & red light cameras need to be installed, more law enforcement on highways to ticket speeders. Better lane markings for rain.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Enforce speed limits on all streets and freeways and excessive speed and lane changing on the freeways!
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	More enforcement of speed limits. This is a problem on all types of roads, interstates, and city streets.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Photo speed and red light enforcement
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Reduce speed limits on city freeways. 65 to 60. Increase police monitoring speeders.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	I need to remember to slow down and not speed.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Slow down and give other drivers plenty of room.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	I can drive more slowly, and I would suggest longer green turn arrows, most only let 3-4 cars through encouraging running the red arrow
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Drive slower
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	PLEASE INCREASE THE SPEED LIMIT TO 70 this would reduce accidents and create a better flow of traffic
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Cameras to detect speeders and those who don't follow the rules
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Use of speed cameras to cite speeders. Use of HOV cameras to cite HOV lane violators. This would add revenue and free up

Category	Safe System Approach	Safety Focus Area	Comment
			LOEs.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Slow down, phone down. Institute vehicle road checks for proof of insurance, expired tags, expired license, etc., similar to DUI checks.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Reduce speed limits and enforce them. For example: 75 mph on I-17 far too dangerous of speed especially going south bound.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Slow down to the "speed limit" of the road or interstate i'm on and let speeders pass me, so the cops will get them!
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	I'm going to limit my speed to within 10% of the posted speed limit. Regardless of other cars. Enforcing limits would make a huge difference
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Slow down and take a deep breath
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	I do speed limit, signal intentions, follow at proper distance, don't run lights, watch for pedestrians and bicyclists, yield to ramp traffic
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	I will not exceed interstate speed limits. ADOT needs to reduce speeds to 65 m.p.h. It will reduce accident severity and save fuel.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Hire more motorcycle cops to enforce speeding and red lights. Need to tighten up ,and ticket more motorists. A motorcycle police unit wins
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Watch my speed
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	When you post a speed limit / or pass a law - law enforcement needs to enforce the speed limit or the law. Without enforcement why?
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Deploy photo-radar and red-light cameras EVERYWHERE to catch speeders and red-light runners. Sentence aggressive drivers to use only transit
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Reduce the speed limit. Many drivers seemed to think the speed limit it doesn't apply to them and goes 10 to 15 miles over.
Creating a Safety	Safe Speeds	Human Behavior	Slowing traffic down while moving steadily needs to be a factor in

Category	Safe System Approach	Safety Focus Area	Comment
Plan (Vision Board)			road design. I see the benefits of roundabouts having this effect.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Photo Radar on all of the state highways can enforce speed limits without burdening law enforcement. Wont be popular, but will work!
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Reduce the freeway speed back to 55 mph so people are only traveling 65 mph instead of 75/80 mph. This will cut down on fatalities.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Advocate for narrower roads and traffic calming features which are proven to increase safety by slowing down vehicles.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Don't speed - there's no reason to go above the speed limit! Be kind about letting others merge. It costs nothing and makes you feel good!
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Drive the speed limit through the I17 construction project.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Decrease speed in neighborhoods and around bicyclists
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Slow the speed limits to 65. Everywhere ! NO bike lanes on narrow dangerous roadways. No lane splitting by motorcyles. More enforcement
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Put the cameras back and arrest speeders. Or will that offend KKKatie!
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	I feel safer driving on Highway 79 at night, because I can at least see that there is someone driving toward me head on at 80 mph. Everytime
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	I feel safer driving on Highway 79 at night, because I can at least see that there is someone driving toward me head on at 80 mph. Everytime
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	I already set my cruise control at 65 mph and stay in the outside lane on SR 347 .
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Every stroad designed with a higher speed limit than the posted speed limit is a policy failure.
Creating a Safety	Safe Speeds	Human Behavior	Speed is the big thing on almost every Hwy.

Category	Safe System Approach	Safety Focus Area	Comment
Plan (Vision Board)			
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	I drive the speed limit on all Arizona arteries and maintain that speed despite the tailgaters, horn-honkers and bird-flippers behind me.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	I always use my cruise control when on freeways and other high speed highways. It boosts my gas mileage and means I can't speed.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Continue to try to abide by speed limits. Enforcement must be a priority. Aggressive driving is threatening everyone on the roads.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Take a few seconds to relax and focus of where I'm heading. Realizing that excessive speed will at most save only few seconds. Not worth it
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Drive slower. Limit driving to non rush-hour. Drive a car with crash protection tech.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	SPEED KILLS.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	I drive the speed limit almost get run over by aggressive drivers mostly from California who think that this is a speedway and a highway in
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Reduce the speed limit 55 mph within city limits on interstate hwy City streets 35 3mph grace speed INFORCE THE LAWS
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Make 35 MPH the max speed on EVERY road in Scottsdale, ticketed at 42MPH. Clearly, lives would be saved, it takes guts to do the right thing
Creating a Safety	Safe Speeds	Human Behavior	I will adhere to posted speed limits.

Category	Safe System Approach	Safety Focus Area	Comment
Plan (Vision Board)			
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Use cruise more so speed stays consistent
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Enforce speed limits.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Traffic calming devices on US180 within Flagstaff City limits. 35mph is too fast... cannot enter/exit 180 into neighborhoods safely.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Help get photo radar installed on all highways & at every intersection, and revise laws to make a photo radar ticket equal to a cop's ticket
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Lower speed limits and increase the visibility of law enforcement. I never see DPS vehicles on the loop 202. I see Mesa and Gilbert police.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Inforce speed limits. Aggressive drivers is a real problem tailgating an. passing when unsafe. Speeding does not save time
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Employ various speed traps to get people to slow down.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	I am committed to driving the speed limit. I desperately want to see more enforcement of speed limit and aggressive drivers
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Lower the speed limit in business and residential areas. More traffic enforcement.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Overall, speeding/aggressive driving and lack of enforcement is creating havoc on our roadways, it's AWFUL! Need enforcement!
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	I slow down and leave lots of room from the vehicle in front of me even though I know some one will jump in and cut me off
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Speed cameras on freeways set every two miles with tickets issued. A police officer stationed every few miles to slow down traffic.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	I follow and adhere to speed limits now.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	We need speed cameras and red light cameras that have enforced penalties. Enhance drivers license removal for issues.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Maintain safe speed
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Drive the speed limit or stay with the flow of traffic in the far right lane when possible. On 347; trucks in right lane only.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	The 260, 277,377 on top of the rim. Speeds need to be addressed. When the 40 was shut down. It was a freeway here. No patrols.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	No speeding and no tailgating.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	I already follow speed limits(at my own peril because it makes people very angry)and road rules, stay off roads during high traffic times
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Vehicles going to fast on virginia off of pebblecreek in Goodyear.Also to fast on Bullard between indian school & cambridge.also talgating.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Enforce speed postings - like on I-19 south of Valencia and through the construction zone on I-10 south of Marana. Have patrol visible.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	More speed cameras. Fill pot holes. Use concrete it lasts about 30 years. Stop drag racers on via linda shea and mountain view road
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Lower the speed limit on freeways to 65. People will still go 70-75. With a posted speed of 75, people go 80-85! SPEED KILLS!
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Make speed limits reasonable for safety: the actual speed that most people drive: 75-80 on Phoenix area freeways, 80-90 on rural freeways.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Slow down my own speed when traveling interstate highways.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	The speeds on the highways & freeways are absolutely absurd. Tickets could be written against all but a very few drivers.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Speed enforcement, please!
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Enforce speed limits and build contiguous bike/ped facilities along freeways.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Not speed on the freeway.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Drive the speed limit!
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Fines for speeding and reckless driving should be increased by at least two-fold. When the infraction is low the bad behavior continues.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Reduce speed
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Adhere to the speed limit.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Reduce speed limits 10mph across the board..75=85 on rotting Interstates. Ridiculous...
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Fri. and Sat. nights speeding is out of control, more patrol please. Could solve national debt with fines from people illegally in HOV lane.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	It would be most helpful for everyone to keep to the speed limits. Also, feel that if we added "passing lanes" (Two each way) on Hwy 79
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	I promise not to exceed the posted speed limit and at times travel lesser than that speed If I feel conditions warrant it.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	ADOT needs to design roads to align WITH the posted speed. VS just posting a speed and then blaming issues on drivers, instead of designers.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	I will drive at safe speeds.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Obey the posted speed limits. Allow adequate travel distances between myself and vehicles in front of me with speed/distance

Category	Safe System Approach	Safety Focus Area	Comment
			traveled tool.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Slow down. Be more thoughtful of others.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	People must slow down!
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Drive to conditions! Follow speed limit
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	To slow down a bit
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Speeding is a huge problem. There needs to be more law enforcement officers on the roads.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Reduce freeway speed limits, more police patrolling highways, and remove slow left lane drivers with tickets.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	I have been and continue to be committed to drive at or under the speed limit at all times.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Set the speed limit by scientific method not governmental fiat . When you artificially lower the limit the delta between the limit and 85th
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Lower the speed on the 260 hwy and the 277hwy in Heber-Overgaard to 35 while in approaching town and in town, as in Taylor/Snowflake does.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	certainly for the duration of the northern I-17 widening project, the speeds should be lowered!!!
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Always obey the speed limit, and do NOT get distracted.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Leave earlier for work so I'm not rushing and getting frustrated. aka speeding
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	People get away with speeding. People drive 80 mph on state highways when the speed limit is 65 and never get stopped. It's ridiculous!
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Drive slower. Don't respond to aggressive drivers. Encourage the people in charge to build cities that prioritize humans over

Category	Safe System Approach	Safety Focus Area	Comment
			vehicles.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Leave in plenty of time to avoid speeding unnecessarily.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Add radar speed detection and ticketing.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Controlling speed and enforcement
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Controlling speed and enforcement
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Obey the speed limit!
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Slow down.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Drive speed limit
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Reduce freeway speeds, more excessive speed enforcement, reduce right hand turns on red on heavy pedestrian use intersections
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	I have already lowered my speed to 5 under on i17 to avoid problems. This usually puts me in a vacant zone between speeders and trucks.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Speed less when traffic is moving.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Continue to abide by the posted speed limit
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Reduce speed limits especially on the Interstates. Increase enforcement to include the impoundment of vehicles.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	I am driving slower in town and watch out for other drivers. On the highway I am keeping a safe distance between cars.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Obey posted limits.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Lower speed limit. Physical barrier for bicycle lanes. Improved lighting. Traffic lights at intersections.
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Lower speed limits, roundabouts, more police monitoring traffic
Creating a Safety Plan (Vision Board)	Safe Speeds	Human Behavior	Reduce speed limits (ex. on Old Spanish Road where a cyclist and motorcyclist were killed.) Omit opposing left hand turns at intersections.
Creating a Safety Plan (Vision Board)	Safe Speeds	Lane Departure	260 going in to the Forest Lakes Area we really need something to slow people down. Dots or rumble strips to indicate or flashing signs
Creating a Safety Plan (Vision Board)	Safe Speeds	Tribal Lands	On Highway 160 in Tuba City Arizona. 1/2 mile east of the Western Navajo Fair turnoff, speed limit to 35 mph and middle turnoff lane.
Creating a Safety Plan (Vision Board)	Safe Speeds	Vulnerable Road Users	To observe speed limits and pedestrian crossings.
Creating a Safety Plan (Vision Board)	Safe Speeds	Vulnerable Road Users	Support road diets, reduced speed limits, and multimodal transportation infrastructure
Creating a Safety Plan (Vision Board)	Safe Speeds	Vulnerable Road Users	Slow down when driving in the presence of pedestrians or cyclists!
Creating a Safety Plan (Vision Board)	Safe Vehicles	Human Behavior	I will not partake in the vehicle arms race that costs more lives outside my vehicle. My car is not a battering ram. Smaller is better.
Creating a Safety Plan (Vision Board)	Safe Vehicles	Human Behavior	Set up and conduct vehicle checkpoints to examine wipers, tires, seat belts, windows, exhaust pipes, look for drugs and weapons
Creating a Safety Plan (Vision Board)	Safe Vehicles	Human Behavior	Ban excessively large trucks and SUVs. Reduce speeds in urban areas by redesigning roads for safety. Create car-free streets in dense areas.
Creating a Safety Plan (Vision Board)	Safe Vehicles	Human Behavior	Better enforce laws with big Rigs. They are out of control.

Category	Safe System Approach	Safety Focus Area	Comment
Creating a Safety Plan (Vision Board)	Safe Vehicles	Human Behavior	Outlaw illegal mods on vehicles including exhaust and spoilers. These things encourage street racing and speeding.
Creating a Safety Plan (Vision Board)	Safe Vehicles	Human Behavior	Pass a law the restrict commercial vehicle to the far right lane.
Creating a Safety Plan (Vision Board)	Safe Vehicles	Human Behavior	With newer vehicles, which are safer, speed limits are too low and slower traffic not moving to right lanes creates unsafe situations when p
Creating a Safety Plan (Vision Board)	Safe Vehicles	Human Behavior	Drive smaller vehicles! Stop the arms race of massive cars (with massive blind spots).
Creating a Safety Plan (Vision Board)	Safe Vehicles	Human Behavior	One more thing, golf carts can only go on roads that are 35 or below. The same should be for bikes.
Creating a Safety Plan (Vision Board)	Safe Vehicles	Human Behavior	Ensure well maintenance of my vehicle so my lights are in working condition and adjusted to where they can't blind other drivers.
Creating a Safety Plan (Vision Board)	Safe Vehicles	Human Behavior	Require and enforce covers on truck beds to prevent dangerous debris escaping onto the roadway or causing crashes.
Creating a Safety Plan (Vision Board)	Safe Vehicles	Human Behavior	Require and enforce covers on truck beds — they spew dangerous debris onto the road and vehicles.
Creating a Safety Plan (Vision Board)	Safe Vehicles	Human Behavior	Regulate vehicle size & shape, implement road diets-- mitigate risks of WORST drivers instead of praying they gain skill, patience, & heart
Creating a Safety Plan (Vision Board)	Safe Vehicles	Human Behavior	Put my car on full self driving it's a Tesla. If you use it, you will understand. It will save many many. Many many lives starting about now
Creating a Safety Plan (Vision Board)	Safe Vehicles	Other - Lighting	Find a way to measure and alter headlight blindness caused by newer headlights.
Creating a Safety Plan (Vision Board)	Safe Vehicles	Other - Lighting	Make car headlights meet regulations and enforce them. Widen I-10 to 3 lanes from Tucson to Phoenix.

Email and Public Meeting Comments

Respondents could also email comments or make them at the public meeting (in-person or virtual). A list of comments submitted via email or public meeting are listed below.

Comments	Comment	Team Response
Public Meeting Comment	Attendee asked about first-mile and last-mile connections and if they would be included and connected to transit?	The project team stated that was not within the scope of this plan but that they would pass the comment to the appropriate ADOT department.
Public Meeting Comment	Attendee asked for a normalized data set?	The crash data trends were compared against state population and registered number of vehicles. The rate of fatalities and serious injuries are growing faster than either of the other data sets.
Public Meeting Comment	Attendee asked how highways were defined?	A state highway is generally a public roadway between two population centers that has been paved or otherwise improved to allow travel by motorized vehicles and maintained/operated by ADOT. The SHSP includes all public roadways regardless of classification or ownership.
Public Meeting Comment	Attendee asked how the plans were being funded?	The ATSAP and the SHSP studies are being funded through FHWA federal funds provided to ADOT. Any recommendations from these studies will be implemented over the course of many years and funding has not yet been determined.
Public Meeting Comment	Attendee asked how we are addressing Arizona specific issues such as dust storms? Is there information available on what to do? Also, agrees with emphasis on road workers.	This plan does not explicitly cover dust storms as they are a small fraction of the serious crashes. ADOT does address dust storms and has information online regarding steps to take to remain safe.
Public Meeting Comment	Attendee asked if ADOT would move safety higher on their project selection process?	The project team stated that was not within the scope of this plan but that they would pass the comment to the appropriate ADOT department.
Public Meeting Comment	Attendee asked if after planning process is done if ADOT will review its criteria for selection process?	The project team stated that was not within the scope of this plan but that they would pass the comment to the appropriate ADOT department.

Comments	Comment	Team Response
Public Meeting Comment	Attendee asked if maintenance being considered as safety improvements?	The project team will take maintenance into consideration as a strategy for the plan.
Public Meeting Comment	Attendee asked if the data differentiated between private vehicles and buses?	The project team stated that more details on the metrics and measurements would be included in the draft plan.
Public Meeting Comment	Attendee asked if the data included cyclists and motorcycles or just cyclists?	The project team stated that the data included motorcycles and bicycles.
Public Meeting Comment	Attendee asked if the project team had reviewed fatalities by location, including Scottsdale as the sidewalks can be very narrow?	The project team said that at a policy-level, they were reviewing strategies and parameters for safety recommendations but that the plan was not location-based.
Public Meeting Comment	Attendee asked if the SHSP covered all roads.	The SHSP covers all roads in the states but only at policy-level. The ATSAP is for state highways only and is project specific.
Public Meeting Comment	Attendee asked if there was a benefit to uniformity between state and local safety planning?	The project team stated there was a benefit but that the plan for Arizona should consider unique Arizona needs.
Public Meeting Comment	Attendee asked if there was a reason that fatalities between 25–34-year-old people was so high, and what some of the rationale might be?	The project team said there were some hypothesizes about the increase of fatalities in that age group, including safety compliance, cell phone usage and risky behaviors like speeding.
Public Meeting Comment	Attendee asked if there was data on crashes that showed resident Arizona drivers vs. visitors?	The project team stated that population did affect traffic and that Arizona's population has grown, but statistics show that there are other reasons other than people moving to Arizona.
Public Meeting Comment	Attendee asked if there were any way of characterizing metrics for human behavior? How is that measured?	The project team stated that more details on the metrics and measurements would be included in the draft plan.

Comments	Comment	Team Response
Public Meeting Comment	Attendee asked if they could start teaching drivers ed at high schools.	The project team stated that they understand the concern/perspective and will consider it as they further develop the SHSP and ATSAP.
Public Meeting Comment	Attendee asked if they could talk about local safety issues with the team after the meeting.	The project team stated there would be an open house after the meeting.
Public Meeting Comment	Attendee asked what ADOT had learned from the 2019 plan, and that it did not seem to be successful. Attendee asked what will be different from 2019 to 2024?	The project team stated that lessons learned included: the pandemic made planning a challenge in 2020 and "engineering our way" out of problems is not a viable solution. ADOT is planning on changing direction in 2024 and all needs support from all agencies.
Public Meeting Comment	Attendee asked which state highways were included in the Active Transportation Safety Action Plan?	The SHSP covers all roads in the states but only at policy-level. The ATSAP is for state highways only and is project specific.
Public Meeting Comment	Attendee asked why the statistics for fatalities fell in 2006?	The project team stated that it wasn't known for sure, but a working hypothesis would include socioeconomic factors like the Great Recession and drop in vehicle usage. The team also suggested increased cell phone use could have increased crashes since 2006.
Public Meeting Comment	Attendee asked why there was a reduction in crashes after 2006?	The project team stated that it wasn't known for sure, but a working hypothesis would include socioeconomic factors like the Great Recession and drop in vehicle usage. The team also suggested increased cell phone use could have increased crashes since 2006.
Public Meeting Comment	Attendee commented on median barriers noting with high speeds EVs are not stopped.	The project team stated that they understand the concern/perspective and will consider it as they further develop the SHSP and ATSAP.

Comments	Comment	Team Response
Public Meeting Comment	Attendee commented that they had noticed many impatient drivers and that it had gotten worse.	The project team stated that they understand the concern/perspective and will consider it as they further develop the SHSP and ATSAP.
Public Meeting Comment	Attendee commented that they had spoken to ADOT about planning and zoning, and that their community was recovering after a recent train derailment. They said that they are trying to work to have the BNSF railway relocated. Attendee said that there were biohazards near Sanders, AZ and that ADOT should prioritize cleaning up the area.	Thank you for your comment. This is outside the scope of this study but we will share the information with the appropriate group.
Public Meeting Comment	Attendee read from a prepared statement about cross median barriers. Provided typed statement to ADOT for the comment record.	The project team stated that they understand the concern/perspective and will consider it as they further develop the SHSP and ATSAP.
Public Meeting Comment	Attendee said ADOT does not maintain roads well during the winter - Sanders to St John's- have to wait days for the snow to clear causing safety concerns	Thank you for your comment. This is outside the scope of this study but we will share the information with the appropriate group.
Public Meeting Comment	Attendee said freeway striping especially during construction can be confusing and unsafe.	The project team stated that they understood the concern/perspective and will consider it as they further develop the SHSP and ATSAP.
Public Meeting Comment	Attendee said texting while driving is an issue.	The project team stated that they understood the concern/perspective and will consider it as they further develop the SHSP and ATSAP.

Comments	Comment	Team Response
Public Meeting Comment	Attendee said that ADOT did not maintain roads in winter in Sanders, AZ and that there were a lot of safety concerns.	Thank you for your comment. This is outside the scope of this study but we will share the information with the appropriate group.
Public Meeting Comment	Attendee said that ADOT should get rid of level railroad crossing and that they did not like the crossing of the BNSF railway and Route 66.	The project team stated that they understood the concern/perspective and will consider it as they further develop the SHSP and ATSAP.
Public Meeting Comment	Attendee said that electric scooters and alternative mobility devices should be regulated better, especially when they travel at high speeds.	The project team stated that they understood the concern/perspective and will consider it as they further develop the SHSP and ATSAP.
Public Meeting Comment	Attendee said that it was difficult to change people and that technology should be used to mitigate problems.	The project team stated that they understood the concern/perspective and will consider it as they further develop the SHSP and ATSAP.
Public Meeting Comment	Attendee said that open freeways are faster, and that safety and health issues arise from closing freeways.	The project team stated that they understood the concern/perspective and will consider it as they further develop the SHSP and ATSAP.
Public Meeting Comment	Attendee said that part of the issue was disappearing right lanes when turning into a shopping complex and they needed to be better marked.	The project team stated that they understood the concern/perspective and will consider it as they further develop the SHSP and ATSAP.
Public Meeting Comment	Attendee said that the new construction along the Broadway Curve doesn't include properly painted road stripes and it makes it more dangerous to travel.	Thank you for your comment. This is outside the scope of this study but we will share the information with the appropriate group.

Comments	Comment	Team Response
Public Meeting Comment	Attendee said that the signage for the I-10 transition is good and that signage should be increased for the airport exits.	Thank you for your comment. This is outside the scope of this study but we will share the information with the appropriate group.
Public Meeting Comment	Attendee said that there is a bus stop on Southern and 48th Street that needs to be made into a bus pullout for traffic flow.	Thank you for your comment. This is outside the scope of this study but we will share the information with the appropriate group.
Public Meeting Comment	Attendee asked if all the tribes in Arizona were represented because they have different issues.	The project team stated that there is tribal engagement with all 22 tribes in Arizona.
Public Meeting Comment	Attendee said they don't hear of ADOT outside of going to DMV. Why doesn't ADOT produce advertisements for public education?	The project team stated that they understood the concern/perspective and will consider it as they further develop the SHSP and ATSAP.
Public Meeting Comment	Attendee said they had several concerns relating to Sanders, AZ. They said that the exits are dirty with trash and urine bottles and said that there were many potholes near the state line. Attendee said they needed animal warning signs and better striping for the interstate.	Thank you for your comment. This is outside the scope of this study but we will share the information with the appropriate group.
Public Meeting Comment	Attendee stated that ADOT needed to fix the potholes throughout the state highway system.	Thank you for your comment. This is outside the scope of this study but we will share the information with the appropriate group.

Comments	Comment	Team Response
Public Meeting Comment	Attendee stated that HAWK crossings should be utilized more frequently for bike infrastructure.	The project team stated that they understood the concern/perspective and will consider it as they further develop the SHSP and ATSAP.
Public Meeting Comment	Attendee stated that motorcycle weaving in lanes should be prohibited and passing methods should be more tightly controlled.	The project team stated that they understood the concern/perspective and will consider it as they further develop the SHSP and ATSAP.
Public Meeting Comment	Attendee stated that she lives in Vail and that the streets have not changed much even though there has been population growth. Feels they are getting forgotten in Vail. She noted a few specific areas for safety concerns: <ul style="list-style-type: none"> - Exit 269 – cars lined up to get off - No passing zones – suggested removing those - Creating straight, wide lanes - Colossal Cave Road/Houghton intersection - Wildlife crossings - I-10 expanded to three lanes 	Thank you for your comment. This is outside the scope of this study but we will share the information with the appropriate group.
Public Meeting Comment	Attendee stated that the 101 is being widened in Scottsdale and they would like to see these procedures and guidelines reviewed to increase safety in the merge points.	Thank you for your comment. This is outside the scope of this study but we will share the information with the appropriate group.
Public Meeting Comment	Attendee stated that they hoped the numbers would go down in 2029 but that changing people's behavior was important. They stated that speeding seems to be increasing since the pandemic and how will ADOT work to change that?	The project team stated that more details on the metrics and strategies would be included in the draft plan.

Comments	Comment	Team Response
Virtual Meeting Comment	A four-way stoplight with a right turn signal needs to happen in St. Michaels, Arizona Junction on HWY 264	Thank you for your comment. This is outside the scope of this study but we will share the information with the appropriate group.
Virtual Meeting Comment	Attendee asked whether funds are budgeted to correct traffic issues. Does ADOT have any idea on what it would take to get to your 20% goal to improve traffic fatalities.	The project team stated that no, ADOT does not have a set budget number yet. The team stated that there would need to be a combination of strategies from a variety of audiences to reach the goal.
Virtual Meeting Comment	Are the roads in tribal lands in poorer condition than other ADOT roads?	The project team stated that wasn't a correct statement, especially for ADOT maintained facilities. Local agencies have jurisdiction over local roads.
Virtual Meeting Comment	Are there any foreseen rural road safety programs that may be incorporated into the SHSP? I find it interesting that crashes occurring on tribal lands.	The project team said the federal roads safety program is being looked at by ADOT, and that several efforts are being made with the tribal agencies to improve conditions.
Virtual Meeting Comment	Are there specific roadways that are being targeted? I am here on behalf of a copper mine on HWY 60 and FS RD 287 and question if there is any plan specific to our area?	The project team said that the SHSP is not location-specific, but it is a policy document. The ATSAP will focus on pedestrians and bicycles and will be more safety specific. The project team thanked for comment and advised it would be logged and passed on to the appropriate teams.
Virtual Meeting Comment	Are there specific roadways that are of higher importance due to higher fatalities/crashes?	The project team said that there is a priority for high-fatality areas, which are scattered throughout the state. The SHSP covers all roads in the states but only at policy-level.
Virtual Meeting Comment	As technology is evolving to eliminate the human behavior by introducing driver less vehicle, does the strategy plan accommodate that?	This SHSP effort will incorporate the Safe System Approach which is a new comprehensive approach to traffic safety. It will involve stakeholders and strategies related to Safe Vehicles including the evolving vehicle technology.
Virtual Meeting Comment	As there have been documented cases of fatalities caused by the inability to call 9-1-1 and for First Responders not having the proper voice/text/data access, why is this not in the plan?	The project team said that we are not at the stage of developing strategies but thank you for the comment. The project team said they would pass the comment along to the appropriate partners in emergency response.

Comments	Comment	Team Response
Virtual Meeting Comment	As this is a five-year strategic plan update, what are your thoughts on the growing use of Autonomous Vehicles? What statistics do you have with them (self-driving, robots, etc.)?	The project team said that statistically AV operate safer than humans, and that the team would continue to consider how to improve safety with AV on the road.
Virtual Meeting Comment	Bicyclists need their own bike lane from the main highways and roads	The project team stated that they understood the concern/perspective and will consider it as they further develop the SHSP and ATSAP.
Virtual Meeting Comment	Can concrete barriers be installed on dangerous two-lane highways to prevent passing in no passing zones so innocent drivers are protected from aggressive drivers?	The project team stated that they understood the concern/perspective and will consider it as they further develop the SHSP and ATSAP.
Virtual Meeting Comment	Can we have access to the recording after the meeting?	The presentation is currently posted to the SHSP/ATSAP web page at www.azdot.gov/safetyplan as well as exhibit boards displayed at the in-person meetings. The virtual meeting recording will also be posted to the website following the meeting.
Virtual Meeting Comment	Can you elaborate more on Creating Shared Responsibility? I hope that you mean working with communities to identify dangerous areas to make meaningful changes. I worry that what you really mean is putting the responsibility of navigating an unforgiving road system on the user.	The project team said shared responsibility involves all agencies, all people, all groups. It is a multi-faceted problem and requires a multi-faceted solution.
Virtual Meeting Comment	Can you speak to any plans to address fatal accidents on State Route 95 between Lake Havasu City and Parker? There have been 4 deaths in a 30-mile stretch in the last 3 months alone.	The project team said from a pedestrian and bicyclist standpoint, there had been concerns raised. The project team said that they were trying to identify patterns in the crash data. The project team thanked for comment and advised it would be shared with the appropriate group.
Virtual Meeting Comment	Attendee stated that they cannot click on survey link or copy it	The voluntary Self-ID link is https://azdot.gov/LRTP-SelfID

Comments	Comment	Team Response
Virtual Meeting Comment	Do we know what lowered the fatalities from 2007-2010 from the AZ Fatalities table at the beginning of the presentation?	The project team stated that it wasn't known for sure, but a working hypothesis would include socioeconomic factors like the Great Recession and drop in vehicle usage. The team also suggested increased cell phone use could have increased crashes since 2006.
Virtual Meeting Comment	Does ADOT have bicycle safety standards regarding lighting, clothing, understanding some cities may have their own safety standards. looks like a can of worms.	The project team stated that there are state laws that govern bicycle standards, and ADOT is consistent with state law. ADOT does not have any additional standards for bicyclists at this time, but local agencies may.
Virtual Meeting Comment	Does ADOT look at post-crash data for area hot spots to review contributing factors such as road design, lighting, speed limits, etc. to prioritize budget for improvements?	Yes, the project team is looking at those parameters for ADOT's programming process.
Virtual Meeting Comment	Does AZDOT track the type of vehicle involved in the crash? And does AZDOT have any jurisdiction over personal vehicle regulations? Personal vehicles have gotten significantly larger, particularly as it relates to SUVs and pickup trucks and these larger vehicles are known to be more dangerous. It would seem like regulations around personal vehicle size is something the state should be looking at, but it may be out of AZDOT's legal jurisdiction.	The project team said that they are looking at some vehicle and state data, including type of vehicle. The plan could potentially have some policy recommendations for that.
Virtual Meeting Comment	Does Jay (other attendee) have one of the studies that he referred to? I'd like to see more information on that.	The meeting comment was referred to another audience member and was unable to be clarified by the project team.
Virtual Meeting Comment	Enforcement is critical - if there are no consequences for speeding, distracted driving, aggressive driving, etc. there will be no changes in human behavior.	The project team stated that they understood the concern/perspective and will consider it as they further develop the SHSP and ATSAP.

Comments	Comment	Team Response
Virtual Meeting Comment	Enforcement!	The project team stated that they understood the concern/perspective and will consider it as they further develop the SHSP and ATSAP.
Virtual Meeting Comment	FARS Data 2021 - Arizona is # 13 Total Number of Fatal Crashes: 1,063	Thank you for your comment and additional information.
Virtual Meeting Comment	Follow-up to the 911 question: ADOT has been communicative about the I-17, I-19 project stringing fiber along those roads. Shouldn't that also be done for SR-87? Without laying that fiber, progress is impeded.	Thank you for your comment. This is outside the scope of this study but we will share the information with the appropriate group.
Virtual Meeting Comment	For vulnerable road users do you have a breakdown of the direct cause of these injuries and fatalities? Simply noting that a fatality or injury occurred while crossing the road, it doesn't tell us much about the nature of that collision or who was at fault. Do you have these statistics?	The project team stated that more details on the metrics and measurements would be included in the draft plan.
Virtual Meeting Comment	How can we have less truck/semi rollovers on I-40? I suggest trucks drive 10 mph below the speed limit and have all semi's drive on one lane.	The project team stated that they understood the concern/perspective and will consider it as they further develop the SHSP and ATSAP.
Virtual Meeting	How do we stop speeders on our highways, lane changers, aggressive drivers?	The project team said that changing human behavior is not an easy fix, but it will be a combination of education, enforcement

Comments	Comment	Team Response
Comment		and safety culture.
Virtual Meeting Comment	How do you measure success on the strategies listed in the current plan and past ones? How are these strategies valued to budget for them? There seems to be a lot of similar strategies listed to achieve similar goals for different SHSP emphasis areas.	There are several performance measures to look at, including fatality and serious injuries (number and rate).
Virtual Meeting Comment	How much of these accidents are caused by drivers from out of state?	The project team stated that population did affect traffic and that Arizona's population has grown, but statistics show that there are other reasons other than people moving to Arizona.
Virtual Meeting Comment	I already filled out the survey. How should we submit ideas to improve our roadways beyond the survey?	The public can provide feedback on safety concerns and help identify potential safety strategies to incorporate in the safety plans through May 17 in the following ways: Complete an online survey at: adotsafetyplan.com Email: ngbecerra@azdot.gov Call the bilingual phone line at: 1-855-712-8530 Mail ADOT at: ADOT SHSP & ATSAP, 1655 W. Jackson, MD 126F, Phoenix, AZ 85007 Attend a public meeting
Virtual Meeting Comment	I like the 80/20 rule. Has ADOT identified the 20% of roads that cause 80% of the traffic fatalities.	The project team said that there is a priority for high-fatality areas, which are scattered throughout the state. The SHSP covers all roads in the states but only at policy-level.
Virtual Meeting Comment	I think involving school children is a good way to disseminate information. Do you have any plans to do programs through the schools?	The project team stated that they understood the concern/perspective and will consider it as they further develop the SHSP and ATSAP.
Virtual Meeting Comment	I was under the impression that freeway deaths dropped partially as a result of the speed cameras that used to be all around the freeways. The numbers started rising when	The project team stated that there was current legislation that prohibited use of speed cameras on freeways, but that it could change. The project team encouraged communication with legislators and elected officials.

Comments	Comment	Team Response
	the cameras went away. Why not bring them back?	
Virtual Meeting Comment	If a state highway runs on a street in my town, who should I contact regarding safety issues? My town or ADOT?	As a general rule, ADOT typically would own/operate all State Highways. However, there will likely be coordination with the local town depending on the concern particularly if the issue relates to an intersecting local road or land use.
Virtual Meeting Comment	Is ADOT working on education to tackle human behavior errors? Is that going to be part of licensing and permitting or registering a car? What about streamlining safety funds not as a grant reimbursement program, but as direct funding through an IGA?	The project team said education is an important part of the strategy and the team was open to suggestions.
Virtual Meeting Comment	Is the data broken down by city? There are different left-turn signal lights from city to city.	Yes, the ADOT team has evaluated crashes by jurisdiction. Annual details are readily available at ADOT Crash Facts but will also be included in the draft SHSP for public review in June-September 2024. https://azdot.gov/mvd/services/statistics/arizona-motor-vehicle-crash-facts
Virtual Meeting Comment	Are the traffic fatalities adjusted by the number of vehicle miles per year? Otherwise, the percentage increase is inaccurate.	The project team has considered the vehicle miles (VMT). The percent increase in fatalities is a larger increase than VMT and concern to ADOT.
Virtual Meeting Comment	Is there a federal traffic/road safety plan?	Yes. More information is available at the link below: https://www.transportation.gov/NRSS
Virtual Meeting Comment	Is there a gap in fully funding the strategic plan and what is the gap? Strategy can only go so far. How do we see the execution of it?	The project team said that there is a gap, and part of the plan is to recommend improvements. The project team recommended engaging with local leaders and agencies and encouraging the allocation of dollars to improve safety.
Virtual Meeting	Is there a plan to improve driver education programs?	The project team said education is an important part of the strategy and the team was open to suggestions.

Comments	Comment	Team Response
Comment		
Virtual Meeting Comment	Is there a plan to provide at least one organized and controlled VRU crossing in rural communities which have a state route going thru the middle of them regardless of Average Daily Traffic? Help prevent a repeat of the tragic crash that happened in Yarnell on SR89.	The project team said that at a policy-level, they were reviewing strategies and parameters for appropriate locations for protected crossings.
Virtual Meeting Comment	Is there any effort to correlate state crash data with insurance companies and emergency responders? There are times when crashes are not officially reported.	The focus of the SHSP is on the most serious crashes resulting in death and serious injury. The team is coordinating with stakeholders involved in post-crash care and medical services. If crashes are minor and not reported, they would fall outside the scope of this effort.
Virtual Meeting Comment	Is this meeting only addressing pedestrians and bicyclists?	The plans address safety for all roadway users.
Virtual Meeting Comment	It seems that most effort to prevent wrong-way accidents on our highways is focused on preventing accidents AFTER a driver is already going the wrong way. I'd like to see more effort toward preventing those wrong-way drivers from getting on the road.	The project team stated that they understood the concern/perspective and will consider it as they further develop the SHSP and ATSAP.
Virtual Meeting Comment	It's well known that larger vehicles, including with front blind zones, cause more severe crashes. From what I've seen, ADOT is not supplying info on vehicle make and model. Why not? Would ADOT consider a policy to reduce the usage of larger vehicles that are more dangerous?	The project team said that they are looking at some vehicle and state data, including type of vehicle. The plan could potentially have some policy recommendations for that.
Virtual Meeting Comment	Just curious, how many people attended tonight?	Over 100 attendees were present at the virtual meeting.

Comments	Comment	Team Response
Virtual Meeting Comment	Laws in some states differ from other states which would have a direct impact in the ability to set accurate strategies to lower crashes. That's another reason you can't copy what one state has done.	n/a
Virtual Meeting Comment	Many of us want to feel safe on the roads now, what are your solutions?	The project team said that there was not a perfect solution, but it started with everyone being more careful and educating others around us. The project team said it was also important to work with policy makers for improved safety.
Virtual Meeting Comment	My question still has not been answered. Please explain what actions are being taken to reduce pedestrian fatalities? Also, I am unclear where AZ highways interface with roadways in cities, such as Tucson where I live. Do these intersections have audible crossing signals for blind pedestrians and safety islands as an example. Have all stop at these intersections for pedestrians to safely cross been considered?	The ATSAP is intended to tackle some of those questions. The plan should help specify criteria and more detail will be available in the draft plan.
Virtual Meeting Comment	Plans for the rural road areas? Widening road ways, adding lanes?	The project team said it depended on what kind of crashes, safety problems, etc. might be causing the issues and that the SHSP was a policy document to look at strategies that could best be implemented.
Virtual Meeting Comment	Please create an option to download the underlying data from where these graphics and statistics have been created.	Annual details are readily available at ADOT Crash Facts but will also be included in the draft SHSP for public review in June-September 2024. https://azdot.gov/mvd/services/statistics/arizona-motor-vehicle-crash-facts
Virtual Meeting Comment	Road debris is a huge safety issue. It causes broken windshields ,car damage and more. This additionally causes insurance rates to skyrocket. What are you doing to help in this area? Also, what about mandating tarp	The project team stated that they understood the concern/perspective and will consider it as they further develop the SHSP and ATSAP.

Comments	Comment	Team Response
	covers for ALL open back on vehicles and trucks?	
Virtual Meeting Comment	The percentages within the safety focus areas do not add up to 100%, why not?	The project team stated that some of the safety focus areas categories overlap, leading to an increase greater than 100%.
Virtual Meeting Comment	Separation of ped/bicycle paths from motor ways is a basic principle of injury prevention and safe engineering. I encourage development of dedicated, separate walkways and bicycle paths.	The project team stated that they understood the concern/perspective and will consider it as they further develop the SHSP and ATSAP.
Virtual Meeting Comment	Shouldn't every mile of state highway have cellular coverage enabling the ability to successfully call 9-1-1?	The project team stated that they understood the concern/perspective and will consider it as they further develop the SHSP and ATSAP.
Virtual Meeting Comment	Since highways induce car dependent development, what is ADOT's position on highway expansion in general? Is pivoting to alternatives to highways part of the strategic safety plan?	The project team stated that the highways play an important role in economic success, but part of ADOT's decision every year is how to best allocate their funding. More funding is currently going toward modernization and maintenance of Arizona's current freeways than expansion.
Virtual Meeting Comment	Since VMT per capita is one of the factors most correlated with frequency of crashes, what is ADOT's plan for lowering VMT per capita across Arizona?	The project team stated that VMT had many factors and lowering it could be accomplished by encouraging alternative modes of travel, working from home, reducing commuting, etc. ADOT is encouraging people to drive less to help reduce VMT per capita.
Virtual Meeting Comment	Some of the issues that we are dealing with include dealing with tribal bureaucracy. What steps are being made for better feedback in those areas?	The SHSP and ATSAP projects both involve local government, including tribal agencies. We are actively working to develop a data transfer improvement group to try and facilitate faster communication between ADOT and local groups.
Virtual Meeting Comment	Speeding too fast for conditions is a very general category. It can mean anything from exceeding the speed limit to traveling below the speed limit but too fast for conditions	The project team stated that additional information would be available in the draft report, including there more detail of the crash parameters.

Comments	Comment	Team Response
	such as inclement weather. Do you have a more detailed breakdown of this category?	
Virtual Meeting Comment	The fact that the crash occurred in the intersection absolutely does not mean that someone ran a red light.	Correct.
Virtual Meeting Comment	The plan should increase the number of Digital Message Signs (DMS). For example, on SR-87 northbound from the Valley the last DMS is at the Verde River, there are no sign either direction from there to Payson (60+ Miles away).	The project team said that ADOT has an overall plan about DMS installation. The project team said they would pass that along to the appropriate department for potential strategy development.
Virtual Meeting Comment	The rise in fatalities may be a partial result of LACK of traffic enforcement. There are NO consequences to Human Behavior...speeding, lane departures, DUI, left-turn issues, red light issues... When was the last time you saw a law enforcement actually making a traffic stop.?? I realize your Plan has no ability to "fix" this.	The project team stated that they understood the concern/perspective and will consider it as they further develop the SHSP and ATSAP.
Virtual Meeting Comment	The United Nations has declared that speed limits over 30kph/20mph within urban, “built up” areas are a human rights violation. Does ADOT have the authority to limit the urban speed limits across Arizona and has it considered doing so?	ADOT only has jurisdiction for speed limits for state highway facilities. Local agencies set speed limits for local roads.

Comments	Comment	Team Response
Virtual Meeting Comment	Vehicle-animal collisions are bad not only for the animal, but also are associated with death of riders. Can the plan consider increasing safe passage of animals over and under roadways, especially in crucial wildlife corridors such as stream crossings?	Crashes involving wildlife are part of the SHSP plan and strategies will be developed. Additional information can be found within the following prior study: https://azdot.gov/planning/transportation-studies/completed-transportation-studies/wildlife-vehicle-conflict-study
Virtual Meeting Comment	We have not heard about ADOT recommendations to improve safety. What is your first cut at what you are thinking, considering.	ADOT is currently in the public input phase, seeking the concerns and ideas of the general public. A draft SHSP document with recommendations will be available for public review in the June-September timeframe.
Virtual Meeting Comment	What is ADOT's plan to address distracted. impaired speeding etc. with law enforcement to increase awareness.	The Arizona Department of Public Safety is being included in strategy development. ADOT is in conversation with many partners to develop holistic solutions.
Virtual Meeting Comment	What is being done with the 303 / Grand area?	Thank you for your comment. This is outside the scope of this study but we will share the information with the appropriate group.
Virtual Meeting Comment	What methods are you using to account for seasonality and snowbirds?	The project team stated that population did affect traffic and that Arizona's population has grown, but statistics show that there are other reasons other than people moving to Arizona. There are certain times of the year that the freeways are busier but looking at a 10-year timeframe helps.
Virtual Meeting Comment	What mitigations are being considered to reduce road departure crashes?	The project team said several mitigation measures are considered. The project team is reviewing federal recommendations, including wider shoulders and rumble strips.
Virtual Meeting Comment	What percentage of the 70% fatality increase is due to pedestrian and bicycle accidents vs vehicular only facilities.	The project team said that about 25% of all fatalities have been bicycle and pedestrians, and the increasing rate has been higher for these groups.
Virtual Meeting Comment	What proportion of the 70% increase of traffic fatalities is due an increase in traffic because of people moving to Arizona.	The project team stated that population did affect traffic and that Arizona's population has grown, but statistics show that there are other reasons other than people moving to Arizona.
Virtual Meeting	What types of roadways are under consideration the SHSP? Interstates, state	The SHSP is a statewide plan that addresses all public roads regardless of jurisdiction/ownership. However, the plan does not

Comments	Comment	Team Response
Comment	and federal roads, county roads, off roads, etc.?	address "off road" facilities.
Virtual Meeting Comment	When will appropriate environmental assessment be included in your planning process. I refer especially to any activities that do or have the potential to impact the Sonoran Desert Tortoise and the Mojave Desert Tortoise and their habitats before, during, and after construction activities?	The project team stated environment review would come into play during the environmental phase/documents for preliminary strategy with ADOT. As the project moved toward implementation, that would be more accounted for.
Virtual Meeting Comment	Where does AZ stand relative to other states in traffic fatalities recognizing differences in types of roads, population, VMT, etc.?	The project team stated that Arizona seems to have a high incident of safety issues, which is why the team is working on a SHSP/ATSAP.
Virtual Meeting Comment	Why are the bicycle lanes so narrow?	The project team said there are different standards for bike lanes and what is appropriate. ADOT currently stripes shoulders and they can vary in width based on roadway type.
Virtual Meeting Comment	Why can't other states' DOT Safety action plans be adapted for Arizona? Would this not save a bit of money?	The project team said that every state is required to produce a safety highway plan on a federal level. The project team said that states have various issues and plans should be customized to each situation as safety is a responsibility that everyone shares.
Virtual Meeting Comment	Why does ADOT have the same 3 points for Criminal Excessive Speed (ARS 28-701.02) for going 20+ MPH over the posted speed limit, which is the same for civil speeding (ARS 28-701A)?	The project team said the policies could be reevaluated based on this plan and its recommendation.
Virtual Meeting Comment	Will the plan recommend to our Legislature to bring back photo enforcement on state highways, especially in rural areas where the lack of DPS enforcement is problematic.	The project team said that automated photo enforcement is a strategy that could be considered and encouraged the public to share this strategy with their legislators.

Email Comment	Comment	Response
Email Comments	<p>I have asked for years to please give us a secondary road from lake montazuma to Camp Verde and all I get is no when Phx drivers come up and monopolize rt 17 we can't even get off of our lousy scary exits, rimrock/Lake Montezuma exits are the worst on rt 17 & we don't get how you can't make these better we need side roads either by rt 17 so we can get to our destinations or we need a road from the back end of Lake Montezuma to Camp Verde to come out by the monazuma castle area. Our only way put over L.M. bridge almost got wiped out & still nothing just told excuses & we'll get helicoptered out to where & how do we get home gregory of yavapai county is ridiculous. We live in a tourist trap area & we need more side roads to get around cause its getting way to husy up here & when phx driver come up they are aggressive pushy & dangerous.</p> <p>We need rt 17 widened to 6 or 8 lanes all the way up toward Page or at least flagstaff</p> <p>We do not need or want a switch lane we are scared of this with phx drivers they will kill us. City folk are too aggressive & we wish they would stay down there but they wont.</p> <p>Know L.M. is going to have a winery & on our little roads & bridge this will be a major mess. Please give us more side roads that dont eat up all peoples land like the last mess from middle verde all u had to do was move it down more toward beaver flats road to Cottonwood but No.</p>	<p>Thank you for completing our survey and your comments on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation. Your comments have been documented for our records and will be shared with the project team for review and consideration. Visit the project website at adotsafetyplan.com to learn more about public involvement opportunities and sign up to receive information and updates by email.</p>

Email Comment	Comment	Response
Email Comments	<p>We appreciate that Adot is out there cleaning up what they can by filling up the holes in the road while policing traffic along the way. 377 is a very busy hwy with not just traffic of a community that live off of "Old Holbrook Road" but also continue alot of traffic from Heber, Overland, and many people from the valley coming thru.</p> <p>Yesterday they carelessly blocked off "Old Hol brook road" which made my turn very dangerous when I turned in.</p> <p>I had first spoke with a worker to let him know that not just I lived down this road but an entire community and his response was rude. It was not like anyone else at the time was needing to pull in where there is a small paved blacktop and a cattlegard opening. I was forced to drive off the road and through the ditch because the driveway was unnecessarily blocked. Even when we have bad accidents the police and ambulances leave the way into Old Holbrook open to let us all in as we come home home from work. It's sad the am I until of accidents that happen on hwy 377, but afot of all people need to be a little bit curteous as well as thoughtful to not blocking an open driveway 1/4th of a mile from mm25.</p> <p>I know their job is not easy or fun but creative thinking when blocking a driveway would be appreciated.</p>	<p>Thank you for your comment on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation. Your comment has been documented for our records and will be shared with the project team for review and consideration. Visit the project website at adotsafetyplan.com to learn more about public involvement opportunities and sign up to receive information and updates by email.</p>

Email Comment	Comment	Response
Email Comments	<p>Hi, I have suggestions for 2 freeways needs, and 1 off ramp need.</p> <p>These 3 requests are noted below:</p> <p>The 101 heading N for Frany Lloyd Wright past princess, and as it curves W towards Hayden has some serious glare challenges. During sunset, the sun causes glare om the pavement, and the new lane lines are leas visible than the old lines (which were sandblasted off, but the texture from the removal left what looks like lines). New high contrast lines are needed along the curve from N to W. Serious risk for collisions here.</p> <p>The 60 E, where it transitions from the 101 S to the 60 has a similar issue with glare during sunset. The glare is making the new paint lines hidden, as the old sandblasted residual area show up and confuse drivers. Serious concern for accidents in this area.</p> <p>The Black Mountain off ramp exit, where the 51 ends in N Phoenix has a dangerous situation. The on and off ramp passes in front of Pinnacle High School. My daughter is a student there, and her and I often witness students running across the ramp, as they head to and from school, via the neighborhoods E of the school. Because there is a wire fence along part of this area, students will cross at the S most end, right at the traffic circle ramp. It is very concerning that this hadn't been resolved prior.</p>	<p>Thank you for your comment on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation. Your comment has been documented for our records and will be shared with the project team for review and consideration. Visit the project website at adotsafetyplan.com to learn more about public involvement opportunities and sign up to receive information and updates by email.</p>
Email Comments	<p>I can personally attest to the fact that the sheer number of constant crashes [i.e. hit-and-runs, red-light runners, wrong-way motorists, road-rage drivers, and drunken/drugged drivers] in the 'Greater Metro Phoenix' area is positively horrific. In all seriousness, I've never seen this much devastation in any other part of the country, apart from what goes on at a staged demolition derby. Motorist insurance costs, vehicle repair expenses, as well as hospitalisation, rehabilitation and funeral costs for the human victims are off the charts. We probably can use radar cameras at all major arterial intersections in Greater Phoenix and Tucson, not just for those few locations where they were</p>	<p>Thank you for your comment on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation. Your comment has been documented for our records and will be shared with the project team for review and consideration. Visit the project</p>

Email Comment	Comment	Response
	<p>previously. An easy recommendation to implement would be for ADOT to have legislators permanently require 2 license plates for each vehicle: Besides increasing ADOT MVD income, this will also make it that much easier to identify violators and fleeing hit-and-run vehicles, plus those engaged in other unsafe or criminal activities. The cancelled speed camera program might have been more useful than the current 'Operation Safe Roads' scheme. While driving to or from work, I regularly see damaged vehicles by the side of the road, or the tell-tale scattered debris left behind after a nasty collision. Just a few weeks ago, my cousin narrowly escaped being T-boned by a speeding red light-runner, right as he pulled out of his company's parking lot in broad daylight. There are more and more vehicle-vs-building and utility pole/box or transformer crashes, where electrical power to thousands goes down for several hours, too. You might have seen the big news story today, where a pickup truck impacted natural gas piping, resulting in a massive leak that caused the evacuation of entire neighborhoods. Any locations where a serious vehicular-related injury or death has occurred, can be the first to receive such cameras. The insane amount of reckless driving in Metro Phoenix requires speed/red light cameras wherever we can put them, and a side effect of this will be plenty of extra income for both ADOT and other Government agencies, plus the camera contractor(s). If needed, why not work with more than 1 camera operator company? With all of the dangerous drivers here, there is more than enough business to go around! We can't get enough replacement Police Officers, but we can get as many cameras as it takes to lower the carnage levels. Many thanks,</p>	<p>website at adotsafetyplan.com to learn more about public involvement opportunities and sign up to receive information and updates by email.</p>
Email Comments	<p>I completed survey and here are my suggestions. Add pull off areas on the right side of road where people can pull off safely in event of car trouble. Add more exits especially between Casa Grande and Riggs Road. This will help to offload traffic with congestion or accidents and facilitate Emergency services getting to accidents faster. This will also offer more options to build highway support services in surrounding areas.</p>	<p>Thank you for your comment on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation. Your comment has been documented for our records and will be shared with the project team for review</p>

Email Comment	Comment	Response
		and consideration. Visit the project website at adotsafetyplan.com to learn more about public involvement opportunities and sign up to receive information and updates by email.
Email Comments	<p>I found an email message from ADOT for a transportation safety plan survey. There are way too many collisions around here resulting from intoxication and distraction, and it is possible that intense heat during certain times of the year also plays a major part. People are tired, miserably hot, and many attempt to conserve increasingly expensive fuel by using the A/C as little as possible. Unfortunately, druggies along with problem drinkers seem to be rather resistant to the ordinary health and safety messages out there, but ADOT should include roadside warnings that Narcotics now kill with a single hit, because of Fentanyl.</p> <p>Remember how ADOT put up those fun freeway decorations years ago, the "Wall Cycle to Ocotillo" giant pots and dishes? What if the agency could bring in rotating displays on ADOT land along highways, but safety displays? These might even include wrecked vehicles as part of an impactful visual message, a stark reminder to get the attention of even the most jaded motorist. Many people laughed at those supersized pots when they first showed up, but pretty much everyone enjoys them now.</p> <p>I would encourage ADOT to find places along its roads to install safety displays as real-time reminders to drivers, making them fully visible at nighttime with a simple solar-battery lighting setup. And at the same time, there is no reason why a modern version of the Wall Cycle to Ocotillo can't be improved upon — but this time, please let local artists make the pots — and include actual Native American color themes from tribal artists. Trust me, drivers will slow down from their perpetual rush to see these fascinating decorations.</p>	<p>Thank you for your comment on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation. Your comment has been documented for our records and will be shared with the project team for review and consideration. Visit the project website at adotsafetyplan.com to learn more about public involvement opportunities and sign up to receive information and updates by email.</p>

Email Comment	Comment	Response
Email Comments	<p>I have lived in the Phoenix metro area since 2015. I'm a 61 year old very active and healthy female who has had experienced driving in the majority of US states, and in several large metro areas as well across the country. I was in outside sales for several decades and have driven many, many miles. I have never before experienced such terrible driving habits as I have seen here! It is literally so risky to get on the road I find myself not wanting to go to a lot of events due to risk of the drive.</p> <p>My experience driving all over the Phoenix area is that a good majority of the drivers here (with AZ tags) do not even know or practice the very basics of safe and/or considerate driving. For instance, 1) not using a turn signal to indicate AHEAD OF TIME or at all, where you plan to move to go - in a lane or for a turn, 2) lane changes across several lanes at once, 3) STILL ON PHONES WHILE DRIVING despite the new law, 4) making left hand turns without noticing oncoming drivers in more than the closest lane, 5) road-rage, bullying other drivers, and 6) (the single most prevalent problem – PEOPLE DRIVING WAY TOO FAST like they are the only ones who need to get somewhere!!). Being on time is not worth someone's life!</p> <p>I learned how to drive in northeast Ohio in snow, rain, black ice, roads full of severe potholes, and also lived in Minnesota for quite some time where I was a delivery driver. Prior to even taking my driving test when I was 16 we were required to take a full semester of driver's education that included in classroom and on the road classes. They also showed us really graphic photos of people's bodies who had been injured in crashes – yes, some traumatic, but def made an impression on me that lasts through today! Show graphic photos of accident scenes – quit babying everyone!</p> <p>I live in a house with a 16 year old new driver. He did not have to do ANY ACTUAL DRIVER TRAINING REQUIREMENTS to get his license... and he and his compadres in high school are all piss poor drivers – and there are lots of them! Please please make receiving a driver's license require driving classes which</p>	<p>Thank you for your comment on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation. Your comment has been documented for our records and will be shared with the project team for review and consideration. Visit the project website at adotsafetyplan.com to learn more about public involvement opportunities and sign up to receive information and updates by email.</p>

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	<p>are taught by cops or fire-fighters (or retired) who have absolutely seen the most horrific crash scenes.</p> <p>Also, the laws here for vehicular manslaughter are a joke! People make a DECISION to drive like a maniac much of the time. Make harsher sentencing overall and make the punishments for hitting cyclists much more severe.</p> <p>Get more traffic cops out so drivers see AZ laws mean business. Right now it is just a free-for-all!</p>	

Email Comment	Comment	Response
Email Comments	<p>New York State has text and phone use pull offs on the thruway.</p> <p>Simple on off areas and people use them all day.</p> <p>Would be a great idea here.</p>	<p>Thank you for your comment on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation. Your comment has been documented for our records and will be shared with the project team for review and consideration. Visit the project website at adotsafetyplan.com to learn more about public involvement opportunities and sign up to receive information and updates by email.</p>

Email Comment	Comment	Response
Email Comments	<p>Thank you for the opportunity to convey my concerns about the traffic safety in and around Cottonwood AZ.</p> <p>I am a homeowner and have lived in the area for more than 6 years.</p> <p>I am 61 years old and female.</p> <p>I'm in excellent health and wear corrective lenses when driving.</p> <p>I work part time in Sedona and drive back and forth or I take the shuttle. The Verde Valley shuttle is great.</p> <p>Here are my observations.</p> <ol style="list-style-type: none"> 1. I believe we need more street lights in Cottonwood. Take a look at Sedona which is also a dark sky community. They have more street lights and it's easier to see turns and people. 2. We could use a three way stop light at the corner of 89A and Camino real at the Shell gas station. People cut thru the gas station to go out the other driveway so they can turn left, which they can't do at the corner. This causes unsafe cars racing thru the gas station area. If there was a stop light it would let drivers turn left off Camino real and it would also help driver turn left off 89A on to Camino real. It's difficult to make a safe turn as the cars and trucks are going too fast and people have no patience. 3. The painted lane lines on the street are too hard to see at night. With more lights and fresh paint it would help a lot. 4. The intersection at 89A and E. Cottonwood street is very dangerous. Speed limit should be 35 mph. Cars continuously turn left on red and this makes it difficult to exit and enter the bank or the shopping centers. Perhaps a No Turn on Red when turning left on 89A going towards hwy 260. 	<p>Thank you for your comment on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation. Your comment has been documented for our records and will be shared with the project team for review and consideration. Visit the project website at adotsafetyplan.com to learn more about public involvement opportunities and sign up to receive information and updates by email.</p>

Email Comment	Comment	Response
Email Comments	<p>The intersection of Skousen and 87 in Coolidge Arizona is extremely dangerous. It needs a stop light. In the two years. I have lived here there has been so many accidents at this intersection that I feel like could have been 100% preventable with proper infrastructure. I am not sure why something hasn't been done prior or if you need permission from the Gila River Indian Community Governor Lewis is awesome and I am sure he would be more than willing to facilitate putting a light there. I understand it will affect the flow of traffic, but I think people driving a bit longer is better than people dying. Also the other intersection of 87 and signal peak has a similar issue just not quite as bad. I ask that you please consider taking the proper steps to prevent motor vehicle deaths on this road. Thank you.</p>	<p>Thank you for your comment on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation. Your comment has been documented for our records and will be shared with the project team for review and consideration. Visit the project website at adotsafetyplan.com to learn more about public involvement opportunities and sign up to receive information and updates by email.</p>
Email Comments	<p>Trends seem to identify younger drivers & the higher our population, the more inexperienced & youth related incidents will increase accordingly. And the more congested results in frustrated drivers. Then add the impaired Marijuana drivers & cellphone distractions! Bicyclists do not follow the rules of the road. Pedestrians won't make eye contact and don't care where they walk- middle of the road, " jaywalking " etc. So I suggest the news has daily reminders of proper driving etiquette whether a car, bike or walker. Everyone needs to PAY ATTENTION TO WHAT THEY ARE DOING! A constant reminder campaign could help set common expectations. Road sign reminders too. The more people hear what the rules are could "educate" and condition us all to follow the best practice to protect everyone. Even moments of humor on radio/tv that could uplift people thru out each day. Thanks for your consideration. Sincerely, Doni Bond - Goodyear resident Sent from my iPhone</p>	<p>Thank you for your comment on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation. Your comment has been documented for our records and will be shared with the project team for review and consideration. Visit the project website at adotsafetyplan.com to learn more about public involvement opportunities and sign up to receive information and updates by email.</p>

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Email Comments	<p>As part of its safety plan, what if ADOT might allow Arizona companies and residents to sponsor safety-themed signage along roadways, especially in areas with a history of bad accidents? These signs, like those cute little Adopt-A-Highway examples employed over the border in California, may be installed on ADOT and municipal or county Right-Of-Way alongside roadways. They can also be installed on private land, like in a sidewalk planter, with the permission of the property owner or lessor; these signs would feature a relevant safety message or specific local warning. Due to this sponsorship, taxpayers would not have to cover any of the cost.</p> <p>In exchange, the sign may have minimal artwork of a nature which won't distract drivers, being vetted so that there is nothing inappropriate being sneaked in, and the signage can include a small "Sponsored By (NAME)" notation. ADOT, counties and cities could even design these standardized smaller billboard and signs themselves, or commission local graphic artists to do it, then allow local businesses and individuals to bid for sponsorship of these individual signs. In certain cases, families of crash victims might desire to have some input for the sign at a particular location where a relative or friend was struck.</p> <p>In such a case, the "Sponsored By" message can be replaced by a Memorial Notation. By cutting down on injury collisions, especially in the Phoenix region where there is a chronic shortage of paramedic crews, with only a mere 35 percent of patients being able to get emergency transport, emergency personnel can concentrate on regular, non-vehicular medical calls, so that everyone who needs an ambulance can actually get one.</p>	<p>Thank you for your comment on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation.</p> <p>Your comment has been documented for our records and will be shared with the project team for review and consideration.</p> <p>Visit the project website at adotsafetyplan.com to learn more about public involvement opportunities and sign up to receive information and updates by email.</p>

Email Comment	Comment	Response
Email Comments	<p>COMING FROM THE MOTOR CITY & HAVING LIVED IN, FLA., OH., DETROIT, & NOW AZ.... THERE IS DOUBLE THE TRAFFIC, TRIPPLE THE PEOPLE (ESPC.PER LANE & HWY. 's)& THEE WORST DIRECT,- TONAL DRIVING & ROADS/INSTR TIONAL DIRECTING I'VE EVER SEEN OR HAD TO DEFENSIVELY DRIVE IN MY 43 YRS OF DRIVING TO & FROM ALL STATES MENTIONED ABOVE. ... 1 SIMPLE SOLUTION FOR CAR CRASHES LOCALLY & ESP ECIALLY AT INTERSECTIONS & ST. LIGHTS, SIGNS ETC. BEING VERY OBVIOUS FIRST OF ALL,:: DO NOT HAVE ANY SOURCE OF DIRECTION, INSTRUCTING DRIVERS TO TURN INTO OR EVEN CONTINUE MOVING FORWARD INTO ONCOMING TRAFFIC/FLO (ESPC. IF THE ROAD CURVES/CHANGES COURSE OF DIRECTION) PER EA. AUTOMOBILE &/OR INDIVIDUAL, AS SO MANY DO HERE IN AZ....ie:LIKE WHEN WE ARE AWAITING FOR THE LIGHT TO CHANGE, & DEFINITELY "NOT" ON A EXIT/ENTRANCE HWY. RAMP!!</p> <p>.... REMOVE ALL, EACH AND EVERY SIGN, LIGHT, PAINTED ARROW OR ANY TYPE OF INSTRUCTION THAT INSINUATES , A DRIVER TO PROCEED OR MOVE FORWARD INTO, ON TO, NEAR OR SAFELY FACING TRAFFIC COMING AT YOU, THIS IS INSANE AND DAILY, WE ARE BEING DIRECTED TO DELIBERATELY CRASH-HEAD ON & INTO: ONCOMING VEHICLES(as if NO OUTAGES(ST. LIGHTS) COMPUTERS DOWN- EVER OCCUR OR WON'T)...WHY IN THE HELL WOULD WE EVEN STUPIDLY CHANGE IT- "NOT HAPPENING"..INSTEAD WHEN THE ANSWER IS SO VERY SIMPLE</p>	<p>Thank you for your comment on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation.</p> <p>Your comment has been documented for our records and will be shared with the project team for review and consideration.</p> <p>Visit the project website at adotsafetyplan.com to learn more about public involvement opportunities and sign up to receive information and updates by email.</p>

Email Comment	Comment	Response
	<p>TO GO UP, OVER OR HERES AN IDEAL=AROUND!!! CAN U SAY MICHIGAN LEFT?? - MAYBE A RT. TURN RIGHT OF WAY FOR A "ONE WAY" ROAD/STREET(MEANS U DON'T HAVE TO EVEN STOP UPON TURNING INTO/APPROACHING A ONE DIRECTION ROAD/STREET(OR YEILD TO ONCOMING TRK.) ALSO CREATES =compensation for the previous distance,or complaint thereof....JUST A FEW THOUGHTS OF A "STUCK IN TRAFFIC THINK" HOPE IT HELPS, I AM A LIL' TOO DISABLED AT THIS TIME TO ATT END A MEETING, SORRY!!....BUT I AM STILL A CONCERNED PINAL CO. RESIDENT/ HOME & SM.BUIS. OWNER!! (P.S.- W/my florist, & previously known to have to travel 2-3 diff.Cou nties, streets etc. w/500 to 1000 Del iveries in 1day, & usually B4 5pm,all being perishable items & often myself &/or my drivers are very very frustrated, and always in some way Ends up negatively effecting Buis., when I can Not Make My Custom ers Happy & Worse Yet;Ability To Do "NOTHING" About....A MAJOR SOURCE OF OUR CUSTOMER SATISFACTION'S GUARANTEED,ie: REQUESTED DELIVERY TIMES. ALL THAT SAID, IT DOES NOT EVEN START ON THESE ISSUES AND THE HORRIFIC MATTER OF LIFE AND DEATH,(usually being Death,when it comes to a needed police resp)SIT UATION AND HELP IS "URGENTLY" NEEDED,& COULD PREVENT FROM HAPPENING, LIKE ASSAULTS ETC. PLEASE FEEL FREE TO FORWARD THIS EMAIL TO A APPROPRIATE RECIPIENT IF IT COULD EVEN POSSIBLY HELP AND/OR PUSH FORWARD ANY TYPE OF AZ. CHANGE PERTAINING TO THE ISSUES ABOVE, IF NECESSARY/FURTHERINFORMATION IS NEEDED, PLEASE FEEL FREE TO CONTACT ME.</p>	

Email Comment	Comment	Response
Email Comments	<p>I am writing because I downloaded your news app so I can be a little closer to my son who is on base there. I saw the Strategic Highway Safety Plan and Active Transportation Safety Plan Survey and I did fill it out but I wanted to explain a little more. This was the first time I have ever been to Arizona. Very beautiful, but the only thing that bothered me so much there was the way the people drove, the speed, the lack of respect for the law, I was even more shocked that I never saw any cops, no one getting pulled over for tickets. I remember seeing a police station full of cop cars in the station and saying to myself, why are they all in there, they need to be on the streets.</p> <p>I drove into Arizona from flagstaff to glendale arizona. I got so much anxiety, my stomach was turning, I almost threw up in my son's car when we were in flagstaff seeing that it was 70 miles an hour on curbs and I just kept saying what is this, are they crazy, people can die. It was even worse at night seeing cars go so fast. It wasn't normal for me. The first thing that came to mind is, are they trying to kill the population out here or something and not care. It was the worst driving experience I ever had and I am 44 years old. I live in Northern Illinois and I used to be scared of driving in Chicago but now I just came over that fear and said that is nothing compared to Arizona.</p> <p>I was talking with the hotels, the locolas, the security, and they all said the same thing. Everyone speeds around here and I just kept shaking my head. I would definitely reduce speed on the roads, especially on curbs, the tollway needs to reduce speed. There needs to be more cops on the road giving people tickets for speeding, take them to court and if they keep violating it, taking the license away. Once they say more strickness then you will see more improved safety and less crashes on the road. No one takes it seriously out there.</p>	<p>Thank you for your comment on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation.</p> <p>Your comment has been documented for our records and will be shared with the project team for review and consideration.</p> <p>Visit the project website at adotsafetyplan.com to learn more about public involvement opportunities and sign up to receive information and updates by email.</p>

Email Comment	Comment	Response
	<p>When I got home to drive on the road, I felt a sense of contentment and I felt reassured and safe on the road. I could feel the difference. You should come out and see for yourself and see.</p> <p>They always say Arizona is a senior retirement place, which I can see but I feel for them and their safety. I feel sorry for the teens learning how to drive on the road. I feel for the bikes, which I must say the way you have the bike roads in between lanes causes more danger. I didn't like how that was set up. Very scary. Even for the people to walk.</p> <p>When I saw this on the news I was so happy because I knew I wasn't going crazy. I am glad I did the survey because either way I was going to write to you. I literally pray everyday for my son's safety out there. I even told him don't drive to flagstaff either.</p> <p>I hope you take my information and really think about what I am saying. I sure don't want to get there to hear that my son got hurt in a car accident. Thank you for your time and giving me the opportunity to tell my story. Have a blessed day.</p>	

Email Comment	Comment	Response
Email Comments	<p>I can't attend the highway safety meeting tonight, but I wanted to make sure my voice is heard.</p> <p>The main issue with highway safety is speeding, reckless drivers, and the reason they have become so prevalent is there are so few highway patrolmen on the highways.</p> <p>Pleas hire and train more highway patrolmen. I used to see several patrolmen on my way to work, but no more. Hardly ever see one. And drivers know it. They're nuts today.</p> <p>Thank you for hearing me.</p>	<p>Thank you for your comment on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation.</p> <p>Your comment has been documented for our records and will be shared with the project team for review and consideration.</p> <p>Visit the project website at adotsafetyplan.com to learn more about public involvement opportunities and sign up to receive information and updates by email.</p>

Email Comment	Comment	Response
Email Comments	<p>I saw a recent news story regarding the eventual return of AMTRAK passenger service to downtown Phoenix. It then occurred to me that by bringing passenger rail back to the Phoenix area (instead of just the City of Maricopa as it now stands), a great many vehicles can be taken off Arizona roads -- thus reducing wear / tear on pavement, plus cutting traffic levels and accidents.</p> <p>As such, I would like to ask, please, if maybe a "back door" connector / shuttle train could operate between downtown Phoenix and AMTRAK's Southwest Chief at Cadiz, California (by way of Matthie Junction & Parker, AZ)? For the relatively short segment on the California side, some matching funds from Caltrans' existing "Amtrak California" can be obtained -- as our neighboring State's highways shall likewise benefit from reduced vehicle numbers.</p> <p>Such a shuttle train could also then run up the "Peavine" through central Arizona to Williams Junction, connecting with AMTRAK's transcontinental passenger service there as well -- and also especially with those popular tourist trains at both Drake (Verde Canyon Railroad) and Williams (Grand Canyon Railway).</p> <p>As these are ex-Santa Fe (now BNSF-allied) lines, passenger service will be welcomed, unlike on our local ex-Southern Pacific (now Union Pacific) routes, where slow freights are commonly allowed to delay AMTRAK.</p> <p>On the separate subject of the proposed Phoenix-to-Tucson passenger service, I believe that a commuter-type train (similar to Metrolink) would do very well.</p> <p>As Buckeye (and the proposed 'Smart City') expands, this commuter train service can extend a bit to the west. If needed, UPRR would likely be willing to allow for an additional parallel track to be added to most of the route, so that freight operations would be interfered with as little as possible.</p>	<p>Thank you for your comment on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation.</p> <p>Your comment has been documented for our records and will be shared with the project team for review and consideration.</p> <p>Visit the project website at adotsafetyplan.com to learn more about public involvement opportunities and sign up to receive information and updates by email.</p>

Email Comment	Comment	Response
Email Comments	<p>I'm submitting comments for ADOT's Strategic Highway Safety Plan.</p> <ul style="list-style-type: none"> - Most Phoenix metro freeways are easy to navigate and can be driven by an intelligent child, many adults ADOT says are qualified (and presumably many unlicensed drivers) clearly can't navigate the freeways and this can be seen at nearly every moment of every day. - ADOT has qualified many many people to drive that clearly can't drive and we can see it at nearly every moment in the car; this is why we are at this point. ADOT and their "approved" third parties can't seem to ensure citizens that ADOT licenses to drive are actually qualified and fit to operate a vehicle; once these licenses are granted, they don't expire until one turns 65 - Perhaps an enhanced driver's license to drive on the freeways should be considered; freeway driving requires special skills, many of which many AZ drivers seem to not possess. https://autoclubsouth.aaa.com/Assets/PDFs/freeway_driving.pdf - ADOT should consider requiring a short "refresher" course for people moving to AZ and getting an AZ driver's license about how to operate their vehicle, particularly how to merge on and off the freeways. - Many ADOT approved drivers think merging onto a freeway going 50mph and waiting for traffic to slow down to let you in is good and safe. They also think slowing down on the freeway when there is a 1/4mi empty off ramp exit to slow down on is good and safe. - Consider providing a discount on VLT for smaller, lighter weight cars with better visibility while increasing VLT for big vehicles with poor visibility often being driven by unqualified drivers. This could be waived for citizens that can show the vehicle is for a business instead of simply going to costco. 	<p>Thank you for your comment on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation.</p> <p>Your comment has been documented for our records and will be shared with the project team for review and consideration.</p> <p>Visit the project website at adotsafetyplan.com to learn more about public involvement opportunities and sign up to receive information and updates by email.</p>

Email Comment	Comment	Response
	<p>- Perhaps ADOT can remind their licensed drivers that if they aren't passing a vehicle on the freeway, they should be moving out of the left lanes so others can move and they aren't obstructing traffic, I can see that this causes much frustration among many drivers and can be seen constantly. Right now, it seems ADOT isn't concerned about this, even though it is mentioned in AZ law: https://www.azleg.gov/ars/28/00721.htm</p> <p>- I guess this all boils down to ADOT doing their actual job of testing and licensing instead of wasting money on widening freeways that will simply be congested again in a few years since ADOT can't ensure **qualified** people are operating motor vehicles and viable alternatives aren't really available (a 2hr bus ride for a 20min drive is not viable) if one is unable to drive or simply would prefer not to.</p> <p>- Since ADOT can't even staff their divisions, consider allowing submission of dash-cam video for review. It is understood that not much can come of this, but simply accepting and logging issues that can be demonstrated via dash-cams might help.</p> <p>I understand most of this will not be considered, but thanks for your time and attention anyway! :-)</p>	

Email Comment	Comment	Response
Email Comments	<p>Thank you for the opportunity to provide input to your ADOT safety program.</p> <p>The dramatic increase of traffic on US-60 through Gold Canyon has made the section of road from Mountainview to Peralta Trail very dangerous at many times during the day.</p> <p>As outlined in the latest ADOT Safety Recommendation, the eastbound left turn lanes at Superstition Mountain Drive and Mountainbrook need to be lengthened and twinned. At present the 18 car holding area is being exceeded on a regular basis and vehicles are stranded in the eastbound fast lane. In addition, there have been several fatal accidents in the last 15 months in this corridor.</p> <p>It is my understanding that the next step for these 2 intersections is to create an engineering design to expand the left turn capability.</p> <p>Hopefully you can add this engineering design to your priority list.</p> <p>We understand the next step would be the actual construction of the extended and twinned left lanes.</p> <p>This same recommendation has been made to ADOT executives with support from Senator Farnsworth and Representative David Cook.</p> <p>If you have any questions, please give me a call or email.</p>	<p>Thank you for your comment on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation.</p> <p>Your comment has been documented for our records and will be shared with the project team for review and consideration.</p> <p>Visit the project website at adotsafetyplan.com to learn more about public involvement opportunities and sign up to receive information and updates by email.</p>

Email Comment	Comment	Response
Email Comments	<p>This is in reply to “Strategic Highway Safety & Active Transportation Safety Action Plans”. I am a Registered Professional Engineer in the state of Arizona and have observed the following Lag Left Turns result in fewer major traffic injuries than Lead Left Turns.</p> <p>When a vehicle pushes the red light at a Lead Left Turn intersection it hits the left turning vehicle on the drivers side, and often in the drivers door. There is always a person in the driver’s seat next to this door. The driver in the left turning vehicle does not a natural view of the vehicle pushing the red light.</p> <p>When a vehicle pushes the red light at a Lag Left Turn intersection it hits the left turning vehicle on the front passenger’s side, and often in the front quarter panel. Many times, the passenger side is unoccupied. The left turning driver has a better view of the vehicle pushing the red light.</p> <p>Please see the diagrams below.</p> <p>Investigation conducted in a wrecking yards of a community with mostly Lead Lefts verses mostly Lag Lefts confirms the above to the point where lawyers could be filing suits against Lead Left installations.</p> <p style="text-align: center;">LEAD LEFT COLLISION</p> <p>(LEFT TURNER IN RED, VEHICLE PUSHING THE RED LIGHT IN YELLOW)</p> <p>LAG LEFT COLLISION</p> <p>(LEFT TURNER IN ORANGE, VEHICLE PUSHING THE RED LIGHT IN TAN)</p> <p>Please consider making State owned intersections Lag Left and encouraging communities to do the same.</p> <p>Thank You, Jim</p>	<p>Thank you for your comment on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation.</p> <p>Your comment has been documented for our records and will be shared with the project team for review and consideration.</p> <p>Visit the project website at adotsafetyplan.com to learn more about public involvement opportunities and sign up to receive information and updates by email.</p>

Email Comment	Comment	Response
Email Comments	<p>With our commonplace Red light running having become a kind of veritable vehicular Valley sport, ADOT should implement a "timed lockout" for its traffic signals (also recommending that local counties and cities do the same.) Instead of turning Green right away, All directions of traffic should see a Red light for about 6 to 8 seconds, just to accommodate these seemingly omnipresent reckless drivers, who are hellbent upon speeding thru anyway. This would be a safety feature that only needs the easiest timing modifications and will cost very little to place in effect, slashing wrecks, injuries and collision deaths across the state's most populous regions</p>	<p>Thank you for your comments on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation. Your comments have been documented for our records and will be shared with the project team for review and consideration. Visit the project website at adotsafetyplan.com to learn more about the plan and sign up to receive information and updates by email.</p>
Email Comments	<p>After reviewing the data, where I saw that the vast majority of pedestrian and bicycle accidents relate to “crossing the road,” both at the intersection and midblock, I want to express my concern about all the effort to get support for “traffic calming” and roadway reductions to slow traffic, will have little to no effect on traffic accidents, and will materially impede traffic flow, for which roads are the primary support for automobile traffic.</p> <p>Bicycle and pedestrian traffic will NEVER increase materially due to the weather and distances in Phoenix, and Tucson metropolitan areas.</p> <p>It is clear that intersection crossing improvements must be accomplished, with longer yellow lights to allow for controlled traffic stopping, and additional time for pedestrian / bicycle crossing time. Additionally, midblock pedestrian cross walks with stop lights would be beneficial.</p> <p>Thanks for the opportunity to comment.</p>	<p>Thank you for your comments on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation. Your comments have been documented for our records and will be shared with the project team for review and consideration. Visit the project website at adotsafetyplan.com to learn more about the plan and sign up to receive information and updates by email.</p>

Email Comment	Comment	Response
Email Comments	Hi there, I did miss the deadline to respond but I would still like to share some input since I travel it every week. They highway needs passing lanes without going into oncoming traffic. Also it needs right hand exit lanes so all traffic does not have to come to a complete stop. Too many people are traveling at approximately 90mph. It definitely a safety hazard. One last thing is there definitely needs to be a light at Skousen/87!	Thank you for your comments on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation. Your comments have been documented for our records and will be shared with the project team for review and consideration. Visit the project website at adotsafetyplan.com to learn more about the plan and sign up to receive information and updates by email.
Email Comments	I have been asking for 3 years why hasn't the east and west bound on and off ramps been paved at McCartney road and Florence Blvd east of Phoenix. There are holes, rocks, uneven pavement, roughly roads etc. All other surrounding areas are being paved. Why hasn't anything been addressed with these issues. It's extremely dangerous at these area's	Thank you for your comments on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation. Your comments have been documented for our records and will be shared with the project team for review and consideration. Visit the project website at adotsafetyplan.com to learn more about the plan and sign up to receive information and updates by email.

Email Comment	Comment	Response
Email Comments	<p>I wish oracle road ie AZ-77 would be a double highway for entire AZ -77 in Pinal county. We have had fatalities and accidents on this road, and I think its because the traffic has grown considerably since its inception. While there are parts that are 2 lanes on each side there are still many parts that are single lane. Also you have passing allowed on areas of highway that are not safe, as due to increase in traffic there is not enough time to pass in areas where you cannot see far enough on opposite lane. I almost got hit a few weeks ago from a SUV who thought they could pass a large boom truck and 3 vehicles in front of that. They probably could not see the vehicles that were in front of the boom truck and were all in a line as the 1st car was going slower than posted speed. Luckily I saw him in time (or her) and slowed to 30 got all way over on shoulder and boom truck let person get in front of them. Many older residents are afraid to drive at dark on this highway due to no light at all and amount of accidents. Also it would be awesome if you could put a light at the San Manuel exit. It is really hard to see at night. With increase of larger construction and commercial trucks using the road and places where there is not a double passing lane for awhile causes other vehicles to try to pass the slower trucks and with a more significant amount of traffic using the highway making it unsafe to pass.</p>	<p>Thank you for your comments on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation. Your comments have been documented for our records and will be shared with the project team for review and consideration. Visit the project website at adotsafetyplan.com to learn more about public involvement opportunities and sign up to receive information and updates by email.</p>

Email Comment	Comment	Response
Email Comments	<p>In support of safe transportation between Tucson and Phoenix, Interstate 10 should be doubled if used by passenger cars only, and a separate truck route added in parallel to move large trucks away from cars. Between Sacaton Rest Area North of Casa Grande and the 202 interchange, there needs to be 4 lanes in each direction, with wide emergency lanes instead of deadly drop-offs into mesquite trees. The bridge over Gila River should be able to support four lanes of traffic in each direction and two lanes for emergency vehicles in each direction. The interchanges north of Sacaton at Riggs and Queen Creek should be improved for wider lanes below them on I-10.</p> <p>This entire area between Tucson and Phoenix will soon fill in with homes and businesses.</p> <p>The bridges on Interstate 19 at W Pima Mine Road are still not smooth in either direction, and the speed limit should be around 30 mph for the size of the bump encountered. Cars can lose control from the bounce, or pop re-tread tires in the heat.</p>	<p>Thank you for your comments on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation. Your comments have been documented for our records and will be shared with the project team for review and consideration. Visit the project website at adotsafetyplan.com to learn more about public involvement opportunities and sign up to receive information and updates by email.</p>
Email Comments	<p>It's interesting that with your planned meetings nothing is mentioned about a meeting in Pinal County. How about you get off your collective high horses and fix hwy 347.</p> <p>For a 16 mile roadway there are many fatal and serious accidents.</p> <p>Ed Demain Maricopa, Az</p>	<p>Thank you for your comments on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation. Your comments have been documented for our records and will be shared with the project team for review and consideration. Visit the project website at adotsafetyplan.com to learn more about the plan and sign up to receive information and updates by email.</p>

Email Comment	Comment	Response
Email Comments	<p>The biggest issue in Phoenix is Speed we are not a small city any longer and we still have the same speed limits as 20 yrs ago.</p> <p>There is no longer enforcement for speed and car noise pollution. Speed adds to anger which leads to property damage, car repair and insurance increases and personal injury.</p> <p>The City needs to get a handle on speed especially in a test area. This is the cheapest fix. Issuing traffic tickets brings in department income</p>	<p>Thank you for your comments on the Arizona Department of Transportation (ADOT) Strategic Highway Safety Plan and Active Transportation Safety Action Plan. We appreciate your interest and participation. Your comments have been documented for our records and will be shared with the project team for review and consideration. Visit the project website at adotsafetyplan.com to learn more about the plan and sign up to receive information and updates by email.</p>
Phone Comment	<p>some areas you cant see any lines on the roads. need more research on development of stripping or need to renew the lines more frequently.</p> <p>construction merging needs to be placed further back. We need statistics on wrong way drivers. that is an issue that needs to be addressed. bicyclist riding the middle lane is dangerous. There ought to be more enforcement for speed in construction zones. Drivers manual need to make it clear to drivers the dangerous of right turns on red.</p>	<p>Took his comments over the phone and thanked him for his input</p>

Other Comments

Additional comments or letters that were mailed in have been included below.

NAVAJO NATION CHAPTER - NAHATA DZIIL COMMISSION GOVERNANCE

In attendance:

- Lyndel Curley, Vice-President
 - Loretta Bahe, Treasurer
-

Identified below are comments captured at the ADOT SHSP/ATSAP Public Meeting held on 5/2/2024:	
Trash along I-40	<ul style="list-style-type: none">• The Chapter Officials expressed concerns of the trash buildup along the Interstate on both sides as well as at Exits. The trash is littered along the interstates between Navajo, AZ and Lupton, AZ (Exit 320-335).• There is a major safety concern for community members that live near these areas that are exposed to the dirty trash. The litter includes bathroom tissues, empty bottles, and bottles filled with urine (from humans). It was stated that truck drivers park along the Exit routes and dispose of the “urine bottles” and in some areas, the ground is completely covered.• The Chapter Officials are bringing awareness of this major problem to ADOT and would like measures taken to address the matter.
Proposed Pinta Project / Sanders Port of Entry Relocation	<ul style="list-style-type: none">• The Chapter made mention of ongoing discussion of a proposed development at the Pinta Road Exit Interchange which would include a hotel, museum, truck stop with truck parking and other infrastructure.• If the development should happen, this would create jobs for the Navajo people as the unemployment rate is high, significantly for the Nahata Dziil community which is situated on the south side of the Interstate, apart or not adjacent to the Navajo Nation.• A proposal of relocating the Sanders Port of Entry to the Pinta Road Exit was brought forth as well. The concern is for the safety of the schools located near the POE. The Port has a high volume traffic of semis, and commercial trucks and there is a safety concern of unexpected chemical spills.
Undesignated Truck Parking along I-40	<ul style="list-style-type: none">• The Chapter Officials also stated that 20-30 semis (trucks) parked undesignated areas along the interstates at Exits. There is a major need for additional truck parking lots or spaces. In the proposed Pinta Project it mentions a development of a truck stop, truck repair shop and truck parking.
I-40 Shut Down (Recent Train Derailment)	<ul style="list-style-type: none">• The recent train derailment that occurred near the AZ/NM stateline caused major traffic congestion through the New Lands Area and its subdivisions. Semis (trucks) and cars were diverted from Navajo, AZ off of I-40, via BIA Route which connected to US191 south of Sanders, which has resulted in potholes in the road.
US191	<ul style="list-style-type: none">• It was mentioned the US191 is not maintained or snow plowed during the winter months between Sanders and Witchwell and on through to St. Johns. Why are roads not snow plowed? This is an important route for residents that live in the area if they need to connect to Interstate 40.• The Chapter Officials expressed concern of wildlife on the road, within ADOT ROW from Sanders to Witchwell. There is no signage to warn travelers of animals on the road. Are the ROW fences at the required height?

PUEBLO OF ZUNI

In attendance: Hon. Councilman Edward W. Wemytewa / Malcolm Bowekaty, Tribal Administrator / Royce Gchachu, Roads Department Manager

Identified below are comments captured at the ADOT SHSP/ATSAP Public Meeting held on 5/2/2024:	
SR61	<ul style="list-style-type: none"> The Tribal Officials expressed dire need for roadway improvements on SR61. Each lane is 12 feet with no shoulders and no safe recovery if incurred, pavement is deteriorating, there are cracks, dips and potholes in the road, there are gravel rocks on the road and it is a safety concern. The road needs major rehabilitation. The Councilman shared that there is climate change happening, with water level dropping by 49 feet, there are sinkholes in surrounding areas near highway, which may also be the cause for clay forming under the roadways. Navajo Nation Chapter community Nahata'Dzil (New Lands) has 8 to 10 subdivisions and with that there is an increase in population, which has also caused a major increase in traffic on the US191 and SR61 as people are traveling from New Lands area to Zuni Village for doctor visits and shopping. Ms. Brown introduced Daniel Oldham, ADOT STSP/RSA Engineering Specialist who provided information on the RSA process. The Tribe will pursue submitting an RSA application.
US191	<ul style="list-style-type: none"> The Tribal Officials expressed need for roadway improvements of US191 from Sanders to St. Johns. There has been an increase in traffic as the population has increased in nearby communities. There are 8-10 sub divisions in the Newlands Area. Community members travel to Zuni for IHS appointments daily. There is a need for lighting as there is a lot of pedestrian traffic near the New Lands Area. There was mention of development of a bike path.
Pueblo of Zuni Reservation and Trust Land	<ul style="list-style-type: none"> A portion of US180 in Arizona traverses through the Zuni reservation. The Tribe also has trust land near US180, US191 and SR 61. The Tribe is in discussion of future developments, a possible subdivision for the area near US180. The area near US180 is also used for hunting and grazing.
Pueblo of Zuni Cultural Sites	<ul style="list-style-type: none"> The land located near US180 is also utilized to hold Tribal cultural and ceremonial activities. There are cultural sites in the area of Hunt Valley, near the Little Colorado River and Lyman Lake.
Transit System Expansion	<ul style="list-style-type: none"> The Tribe manages and operates the A:Shiwi Transit with routes within NM. The Tribe is interested in expanding transit routes into AZ, specifically the New Lands area and is interested in collaborating with Navajo Nation Transit System, ADOT and local communities in this future endeavor.
Request for Meeting with Director Toth	<ul style="list-style-type: none"> Councilman Wemytewa is requesting a meeting with Director Toth to have high level, government to government discussions such as strategic planning.
I-40 Shut Down (Due to recent Train Derailment)	<ul style="list-style-type: none"> The train derailment that happened on 5/26 caused increased traffic through the Zuni Village. It was a major safety concern as there are quite a number of pedestrians (foot traffic) through the village.
Crash Data	<ul style="list-style-type: none"> The Tribe sends crash data to NMDOT; also indicated the Tribe should be able to retrieve crash data records; Crash data is also shared with the BIA for input into their system. Ms. Brown provided brief overview of ADOT TraCS Program; the Tribe is interested in learning more about Program;

BIG PARK COUNCIL LETTERHEAD

Big Park Council Resolution Regarding Ongoing Unsafe Traffic Conditions at Exit 298 of the Interstate Highway I-17

April 11, 2024:

WHEREAS the Big Park Council represents the interests of the residents of the residential community known as the Village of Oak Creek (the "Village");

WHEREAS the interchange of Interstate Highway I-17 and State Route 179 (also known as Exit 298) has experienced in the last ten years, at least three multi-fatality collisions between passenger vehicles and semi-tractor trailer vehicles, the brakes of which had failed while southbound on I-17;

WHEREAS there are multiple unsafe conditions at that interchange, as listed below:

Issue A: Inadequate, substandard and unsafe sight lines (non-existent) for drivers of vehicles leaving Northbound I-17 and proceeding North on SR 179 under the I-17 main line bridges

Issue B: Inadequate, substandard and unsafe sight lines for drivers exiting Northbound I-17 and, after stopping at the stop sign, proceeding Northbound on SR 179

Issue C: Inadequate, substandard and unsafe length of the uphill acceleration lane for drivers merging on to Southbound I-17 from the interchange

WHEREAS the Big Park residents and a high percentage of visitors to Sedona use that interchange to access the Village and the City of Sedona;

WHEREAS the Big Park Council has repeatedly communicated its concerns to the Arizona Department of Transportation (ADOT), even proposing low-cost solutions to the primary problem;

WHEREAS to date no substantive action has been taken by ADOT to mitigate these safety concerns;

WHEREAS the Big Park Council believes there are certain interchange modifications that would contribute to safer driving conditions, as follows:

Issue A: In the *immediate short* term, placement of signs along Southbound I-17, North of the interchange, similar to those used by the Colorado Department of Transportation, warning drivers with failing brakes not to exit at Exit 298, as shown here



In the *near* term, physical separation of the I-17 Southbound ramp away from the main line bridges to allow for adequate and safe sightlines.

Issue B: Placement of a stop sign for Northbound SR 179 traffic approaching the interchange from Beaver Creek and/or removal of vegetation and/or slope interfering with safe sightlines.

Issue C: Lengthen the uphill Southbound and Northbound acceleration lanes to allow for safe merging speeds.

WHEREAS the unsafe conditions listed above cause ongoing anxiety among residents of the Big Park region who are reminded of the many traffic deaths at that interchange;

WHEREAS the Big Park Council wishes to manifest its extreme concern for these unsafe conditions, and wishes to demand immediate action by ADOT.

RESOLVED: I, Susan Barber, President of the Big Park Council, hereby certify that this is a true and complete copy of a resolution of the members of the Council adopted on April 11, 2024.

☐ - By unanimous written consent of the members of the Council as permitted in the Corporation's bylaws, articles of incorporation, and the law of the state of Arizona.

☐ - By a vote of the members of the Board at the Board meeting taking place on April 11, 2024. A quorum was present and the vote complied with the bylaws of the corporation.

In witness whereof, I have set my hand on behalf of the Corporation on April 11, 2024.

By: _____


Print Name: Susan Barber

Title: President



Comments to the AZ State Transportation Department
regarding the Strategic Highway Safety Plan & Active
Transportation Safety Action Plan

Good evening.



For the last 16 years I have been advocating for the expansion of median barriers at cross median crash prone areas across the State. My interest in this issue was sparked by the death of my wife and sister in a cross median crash on I-10 in 2008.

Cross median crashes typically result in fatalities and serious injuries. NHTSA research has shown that median barriers are over 90% effective in reducing these fatalities.

Over the years, my research on cross median crashes have identified multiple locations on Arizona roadways which require median barrier remediation. Much of that information has been provided by ADOT in previous reports, specifically the Arizona Roadway Departure Safety Improvement Plan which was published in 2013. That report identifies multiple location requiring median barrier intervention. To my knowledge many/most of the areas identified have not been remediated.

In 2022, the Arizona Legislature considered a bill (SB1525) to create a committee to implement a public process to identify

where existing median barriers are located, determine the feasibility of installing median barrier, perform an historical accounting of fatalities and crossover accidents – all with the goal of increasing safety on highways, interstates and state routes.

Although SB 1525 was not approved, the need for such a statewide advisory committee to review and recommend median safety improvements on Arizona roadways remains and is vitally important to improve both public safety and public transparency on this issue.

Thank you for your time and consideration of my recommendation.

[REDACTED]

[REDACTED]

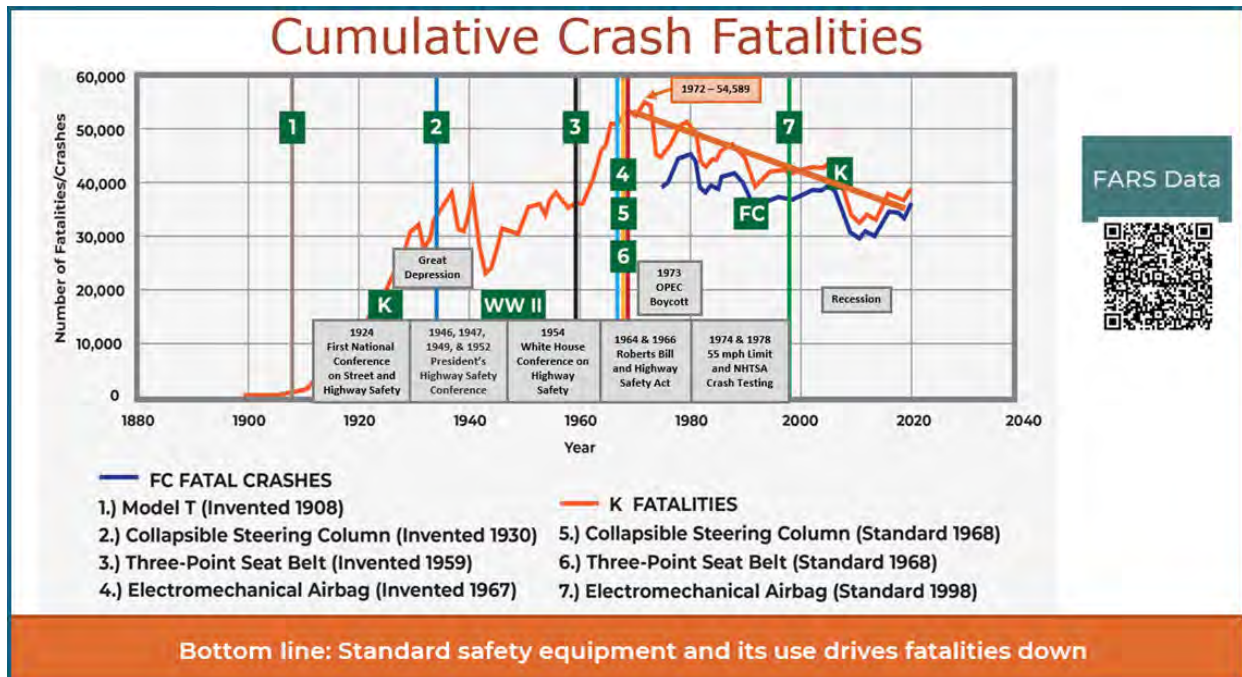
Subject: FW: AZITE - Road Safety Committee Meeting

You don't often get email from seth.chalmers@dibblecorp.com. [Learn why this is important](#)

Good job last night I was amazed on how much interest there is out there on the plan Sorry I had to leave early

Below is a graphic I developed in support of my SAE EDGE report that I did last year on the potential safety benefits of Advance Driver Assistance Systems I think this is a good way to content the fatal crash rates from the beginning You can see all the ups and downs caused by various world events and then the impact that in vehicle safety devices have had since we peak out in 1972 Perhaps you all should develop a similar graphic just for Arizona The one item that is missing on the graphic is the number of registered drivers, registered vehicle and vehicle miles traveled (VMT) I have played with the idea of adding this to it to help clarify that our exposure has significantly increased at the same time the fatal rates created by the exposure have decreased significantly I believe the VMT in 1972 was half of what it is today But the key point of this graphic is standard safety equipment is where we get our most safety! I wish our legislators could understand this better The sad part of this graph is the area under the curve is around 3.6 million people killed I think having one for Arizona will provide us with a power communication tool, this is not a crisis, this is a continuing under mitigated disaster that has killed more Americans that have died in all of our wars in the same period of time

That is why I am very encouraged by this article [U.S. to Require Automatic Emergency Braking on New Vehicles in 5 Years | IMPO \(impomag.com\)](#) This is exactly what needs to be done to provide safer vehicle and drivers A new one to add to the graph The next one should be to require Advance Lane Keep Assist, that should significantly impact lane departure crashes, both single vehicle and two vehicle head-on!





You don't often get email from web.chalmers@auburn.edu [Learn why this is important](#)

We set a goal that some paved safety shoulder is better than no paved safety shoulder. Make sure we called it a safety shoulder to make sure folks know it is no for bikes or if it is they use it at their own risk.

Auburn University/Alabama Department of Transportation (ALDOT) Report



2-foot or 4-foot paved shoulders reduced crashes by over 10%.

Some paved shoulder is better than none.

Rural Road Safety

Just think of the possibility to improve safety if we combine rural road improvements with [LDW/LKA!](#)



Auburn University/ALDOT Paved Shoulders Study

TABLE 4.7 Benefit/Cost ratios for each treatment

Treatment	Total Benefits	Total Costs	B/C ratio
Two-lane Combined Paved Shoulder (2-4 ft) and Shoulder Rumble Strips	\$839,369,222	\$19,816,155	42:1
Two-lane Combined Paved Shoulder (2-4 ft) and Shoulder Rumble Strips	\$193,191,490	\$5,777,951	33:1
Two-lane Paved Shoulder (2-4 ft)	\$852,266,031	\$15,961,356	53:1
Four-lane Combined Paved Shoulder (2-4 ft) and Shoulder Rumble Strips	\$252,975,328	\$5,988,378	42:1
Four-lane Paved Shoulder (2-4 ft)	\$68,494,122	\$3,637,355	19:1

APPENDIX F

Stakeholder Engagement Summary



HUMAN BEHAVIOR SAFETY FOCUS AREA - FLAGSTAFF

Safe Roads

Appropriate Signage – 3 votes
 Beacons at school/pedestrian crossing – 2 votes
 Environmental change warnings – 1 vote
 Directional /informational – 2 votes
 Preventive measures
 Maintenance – 2 votes
 Road design – 2 votes
 Road sight hazards
 Weather-related issues
 Traffic calming
 Rumble strips/RPM's – 2 votes
 Consistent road – 1 vote
 Cable median barriers – 1 vote
 Road design that will eliminate some road users – 1 vote
 Road design inviting – 1 vote
 Multimodal use through space & Time – 1 vote
 Consistency of designs – 2 votes
 Increased budget & great utilization
 S54A – 1 vote
 Visibility at night – 1 vote
 Road diet – 1 vote
 VSL's
 Rest areas!!! – 3 votes
 Public works support
 Roundabouts, reducing kinetic energy
 Diverging diamond intersections

Safe Road Users

Public education – 4 votes
 Partnerships between COG5 & ADOT- 2 votes
 Stringent driver's license testing – 6 votes
 Partnership between Health & Transportation
 More public events – 1 vote
 Alternative transportation- 3 votes
 Education (seatbelts!!!) – 5 votes
 *incentivizing education
 Start Younger!!! – 1 vote
 Lower BAC (0.08) – 3 votes
 Education for more multi-modal use – 5 votes
 Awareness for alternative transportation
 Seat belts – 1 vote
 Technology education
 Deliver education, prioritize more education - 1 vote
 Delicensing?? Renewals? – 1 vote

Input shown reflects the ideas that workshop attendees suggested for consideration. A prioritization exercise provided an opportunity for attendees to vote on the ideas they thought were highest priority.



Safe Speeds

Enforcement – 3 votes
 Statewide effort on safe speeds, speed campaigns – 1 vote
 Automated enforcement for the right reasons – 4 votes
 Work ZONES -1 vote
 Speed feedback & traffic calming
 Community feedback – 2 votes
 Data driven
 Education – 2 votes
 Roads that are not possible to speed on
 Road design (signage)
 VSL (variable speed limits)
 More for vulnerable road users – 1 vote
 More appropriate speeds to environment – 3 votes
 Automated enforcement – 2 votes
 Data driven speed assessments

Safe Vehicles

More transit – 1 vote
 Self-driving
 Too comfortable – 2 votes
 Maintenance
 Breathalyzer – 1 vote
 Erratic driving – 2 votes
 Speed limiters/governors – 2 votes
 ADAS – 1 vote
 Autonomous vehicles – 1 vote
 Driver alerts
 Heads up display – 1 vote
 Licensing based on vehicle – 3 votes
 Connected vehicle
 Automated alarm system

Post Crash Care

Cell coverage – 5 votes
 Ambulance response time – 1 vote
 Secondary crashes
 Trauma Centers
 TIM – 1 vote
 Accurate data collection comprehensive – 3 votes
 Accountable justice – 2 votes
 Improve cell coverage – 5 votes
 Better ambulance response times
 Better crash reporting
 Reverse engineering – 2 votes
 Emergency response buttons – 1 vote
 Automated notifications
 Accurate crash review
 Consistent crash reports (TRACS) – 1 vote

Input shown reflects the ideas that workshop attendees suggested for consideration. A prioritization exercise provided an opportunity for attendees to vote on the ideas they thought were highest priority.



INTERSECTIONS SAFETY FOCUS AREA - FLAGSTAFF

Safe Roads

Roundabouts - 6 non-ADOT votes
 Separated crossings
 Daylighting (restrict parking)
 Curb extensions
 Bus pullouts - 1 non-ADOT vote
 Tighter curb radii - 1 non-ADOT vote
 Passing lanes
 High ped zones – changes iX design for an area
 Access management –1 ADOT vote/1 non-ADOT vote
 Eliminate RTOR - 1 non-ADOT vote
 Displaced lefts - 4 non-ADOT votes
 High visibility crosswalks - 2 non-ADOT vote
 Buffers between road and ped/bike facilities - 4 non-ADOT votes
 Education/laws for distracted drivers –1 ADOT vote/4 non-ADOT vote
 Consider sun angle/vehicle size
 Speed limit reinforcement - 2 non-ADOT vote
 Signage/education for newer treatments - 2 non-ADOT vote
 Regular driver education after driver's ed, PSAs, social - media, consequences –1 ADOT vote/8 non-ADOT votes
 Police Education - 1 non-ADOT vote
 No FYAs – 1 non-ADOT vote
 Striping maintenance
 Signage maintenance/timing, progression – 1 non-ADOT vote
 Larger signs, flashing warning signs – 2 non-ADOT votes
 Lighting – 1 ADOT vote/1 non-ADOT vote
 Retro reflective signal backplates
 Lighting/reflectivity on obstructions
 Systemic intersection improvements – 1 non-ADOT votes
 Enforcement –32 non-ADOT votes
 Turn lanes – 1 non-ADOT vote
 Channelized turns
 Attenuators
 Pedestrian refuge islands
 RSAs/more planning/intersections audits – 2 non-ADOT votes
 Funding – 1 non-ADOT vote

Safe Road Users

AI/Cameras at intersections
 Trigger for improvements at a ped/bike threshold- 2 non-ADOT votes
 Consistent geometry of signage (people know what to expect), simplify messaging – 1 ADOT vote/ 1 non-ADOT vote
 Stricter driver licensing requirements - 2 non-ADOT votes
 Education campaigns - 1 non-ADOT vote
 Lighting - 2 non-ADOT votes
 Driver's education-focus on intersection procedures -2 non-ADOT votes
 Enforcement – Underage drivers, rules of the road-3 non-ADOT votes
 Speed limits -2 non-ADOT votes
 Enhanced penalties -1 non-ADOT vote

Safe Vehicles

Heads up display
 V2I, drivers alters -4 non-ADOT votes/1 ADOT vote
 Passing procedures
 Simplified interior of vehicles -1 non-ADOT vote
 More inspections – 2 non-ADOT votes
 Appropriate vehicles for weather conditions -4 non-ADOT votes
 Counterproductivity of safety tech
 Automatic braking
 Speed governors – 1 non-ADOT vote
 Safety sensor reliability, false sense of security
 State mandated safety features

Input shown reflects the ideas that workshop attendees suggested for consideration. A prioritization exercise provided an opportunity for attendees to vote on the ideas they thought were highest priority.



Safe Speeds

Photo Enforcement –1 ADOT vote/1 non-ADOT vote
 Horizontal shift (deflection)
 Right-sizing (not too many lanes)-2 non-ADOT votes
 Take average travel speeds for all users (ped/bike) - 3 non-ADOT votes
 Provide alternative routes - 1 non-ADOT vote
 Signal timing/program
 Tail light failure
 Warning signs/Notice - 2 non-ADOT votes
 Reduce speed limits - 3 non-ADOT votes
 Transverse rumble strips -2 non-ADOT votes
 Speed limit signs in pavement -1 non-ADOT vote
 Tighter turn radii - 1 non-ADOT vote
 Narrow lanes
 Roundabouts, larger/wider/design for trucks, symbols instead of words on signage - 4 non-ADOT votes, 1 ADOT vote
 Photo enforcement - 5 non-ADOT votes
 Signal timing
 Deed lanes -2 non-ADOT votes
 Pavement treatment – 1 non-ADOT vote
 Raised intersections
 Speed feedback signs – 3 non-ADOT votes
 DDI – 1 non-ADOT vote/ 1-ADOT vote
 Rumble strips – 4 non-ADOT votes
 Fake enforcement vehicles, school enforcement

Post Crash Care

Clear Regulations for assessing intersection danger- 2 non-ADOT votes
 On star type technology
 Automaker notifications to phones/ears near crash – 1 ADOT vote
 Driver training after a crash – 1 non-ADOT vote
 Emergency preemption
 Variable signage alters of crashes
 Better data collection -1 non-ADOT vote
 Better cell services -5 non-ADOT votes
 App that automatically alerts police – 1 non-ADOT vote
 Accurate crash reporting
 Wider shoulders – 3 non-ADOT users
 More responsive improvements – 1 non-ADOT user
 Clear minor crashes from IX, signage, education
 Red light warning Signage

Input shown reflects the ideas that workshop attendees suggested for consideration. A prioritization exercise provided an opportunity for attendees to vote on the ideas they thought were highest priority.



LANE DEPARTURE SAFETY FOCUS AREA - FLAGSTAFF

Safe Roads

Rumble strip, medium/edge line – 5 non-ADOT votes
 Cable barrier/guardrail-1 ADOT vote; 1 non-ADOT vote
 Shoulder widths – 2 non-ADOT vote, 1 ADOT vote
 Add shoulders – 1 non-ADOT vote
 Reflective RPMs- 1 non-ADOT vote
 Transferable slope/recovery zone
 Flashing warning signs – 2 non-ADOT votes
 Lighting – 1 ADOT vote; 4 non-ADOT vote
 Striping/wider stripes
 Winds/lane drift/dust – 1 non-ADOT vote
 Paving Roads – 3 non-ADOT vote
 Condition-maintenance/base construction – 3 non-ADOT votes
 Raised medians
 Formal shoulder – 2 non-ADOT vote
 Targeted improvements – 1 non-ADOT vote
 Turn lanes – 2 non-ADOT vote
 Flatten slopes – 1 non-ADOT vote
 Impact attenuators – 1 non-ADOT vote
 Emergency turn-off – 1 non-ADOT vote
 Design for semi trucks – 1 non-ADOT vote
 Animal/wildlife crossing signs – 5 non-ADOT votes
 Flooding – 1 non-ADOT vote
 Passing/climbing lanes
 Cattleguard – 1 non-ADOT vote
 Turn lanes – school bus
 Right-size features, slow down – 1 non-ADOT vote
 Provide better passing option – 2 non-ADOT votes
 White edge line
 Delineators
 Buffer space – 2 non-ADOT votes

Input shown reflects the ideas that workshop attendees suggested for consideration. A prioritization exercise provided an opportunity for attendees to vote on the ideas they thought were highest priority.

Safe Road Users

Education (Youth)/State Mandated MVD testing - 1
 Driver Education for Lane Department
 Education for young drivers – 2 non-ADOT votes
 ADOT vote; 3 non-ADOT votes
 Media/Photos of consequences
 Inattentiveness/Cell Phone – 2 ADOT votes
 Licensing process (make stricter) - 1 ADOT vote; 5 non-ADOT votes
 Public awareness – 1 non-ADOT vote
 Message Signs – 2 non-ADOT votes
 Weather awareness – 3 non-ADOT vote
 Don't depend on tech too much
 Education on drowsy/distractions – 2 non-ADOT votes
 Increasing fines
 Enforcement of drunk driving – 3 non-ADOT votes
 Lowering BAC limit – 2 non-ADOT votes
 Older adults – increase testing and renewal
 Increasing alternative transportation modes – 1 non-ADOT vote

Safe Vehicles

Connected vehicles – 1 non-ADOT vote
 Auto Braking
 Self-Correcting -1 ADOT vote; 1 non-ADOT vote
 Speed governors/Limiters (semi/fleet) – 2 non-ADOT vote
 Commercial Laws
 State mandate Safety factions
 Vehicle Maintenance
 Increase driver involvement to reduce distractions
 Drowsy-awareness – 2 non-ADOT vote
 Simplify interior of car/features- 1 non-ADOT vote
 Animal Sensors – 2 non-ADOT vote
 Crash Impact improvements/seat belt system -
 Retrofitting Technology – 1 non-ADOT vote
 More public transportation – 4 non-ADOT votes



Safe Speeds

Enforcement - 2 non-ADOT votes
Mobile Radar Unit -
Photo Enforcement/cameras - 1 non-ADOT vote
Physical Reductions, visual cues – 2 non-ADOT votes
More signs – 1 non-ADOT vote
Flashing signs – 2 non-ADOT votes
Review geometry for speed
Add speed calming – bumps – 1 non-ADOT vote
Look into all user speeds, not just vehicles - 1 non-ADOT vote
Evaluate limits - 2 non-ADOT votes

Post Crash Care

App Messaging for event – 1 non-ADOT vote
Crash Data -1 ADOT vote; 1 non-ADOT vote
Access During weather/Snow – 1 non-ADOT vote
Trauma Center locations
Mobile Trauma/EMS – 2 non-ADOT vote
Cellular coverage – 3 non-ADOT votes
Collaboration/training across agencies – 1 non-ADOT vote
Sharing Resources – 1 non-ADOT vote
reporting system – 3 non-ADOT votes
Consistency in report data (unknown) – 1 ADOT votes
Helicopter – 3 non-ADOT votes

Input shown reflects the ideas that workshop attendees suggested for consideration. A prioritization exercise provided an opportunity for attendees to vote on the ideas they thought were highest priority.

2024 ADOT SHSP and ATSAP SAFETY STAKEHOLDER WORKSHOP



TRIBAL LANDS SAFETY FOCUS AREA - FLAGSTAFF

Safe Roads

Remove barriers to accessing grant funds – 1 non-ADOT vote
Road Maintenance – 3 non-ADOT votes/2 ADOT votes
Junction improvements – 1 non-ADOT vote
Rumble strips – 4 non-ADOT votes
Wayfinding (symbols) – 2 non-ADOT votes
Lighting – 1 ADOT vote
Signage for slower speed/buses – 2 non-ADOT votes
Funding rest areas & truck parking – 1 non-ADOT vote
Passing lanes – 1 non-ADOT vote/1 ADOT vote
Frontage roads
Shoulder improvements- 1 ADOT vote/2 non-ADOT votes
Separate bike lane
Reflective striping – 2 non-ADOT votes
Flashing beacons at schools – 2 non-ADOT votes
Intersection improvements, pre-warning – 3 non-ADOT votes
Identifying appropriate funding – 1 non-ADOT vote
Pavement – 7 non-ADOT votes
Passing/climbing lanes – 2 non-ADOT votes
Deceleration lanes (longer) – 3 non-ADOT votes
Improvements of Bia roads (and local)
Bus stop infrastructure – 4 non-ADOT votes
Animal crossings – 1 non-ADOT vote

Post Crash Care

Improved cell service – 6 non-ADOT votes/1 ADOT vote
Improved reporting for public transportation improvement requests – 1 non-ADOT vote/1 ADOT vote
Increased access to trauma units, i.e. helicopters – 5 non-ADOT votes
Increased ER service coordination – 2 non-ADOT votes
Emergency route planning – 1 non-ADOT vote
Accessible Crash data – 1 non-ADOT vote/1 ADOT vote
Increased broadband – 2 non-ADOT votes/1 ADOT vote
Improve funding
Call boxes – 1 non-ADOT vote
Long range safety plans – 1 non-ADOT vote
Accurate, timely, and complete crash reports – 1 non-ADOT vote

Safe Road Users

Education campaigns – 4 non-ADOT votes/2 ADOT votes
Transportation messaging – 1 non-ADOT vote
Public awareness campaign (GOHs), car seat, seatbelt education, driving under the influence – 3 non-ADOT votes/1 ADOT vote
Education for schools – 4 non-ADOT votes
Education/enforcement of seatbelt use & Child restraint – 1 non-ADOT vote
Incentives for education or compliance, i.e. insurance inc.
Increased enforcement – 4 non-ADOT votes
Targeted enforcement for high tourist area - 2 non-ADOT votes
Traffic school requirement – 1 non-ADOT vote
Educational materials for tourist locations – 3 non-ADOT votes

Safe Speeds

Access management
Roundabouts and traffic calming – 2 non-ADOT votes, 2 ADOT votes
Visible enforcement – 2 non-ADOT votes
Speed feedback signs – 2 non-ADOT votes
Signage - 3 non-ADOT votes
Speed cameras – 6 non-ADOT votes
Slow down rumble strips, intersections – 4 non-ADOT votes
Transitioned speed limits – 1 non-ADOT votes

Safe Vehicles

Large vehicle awareness (trucks) – 3 non-ADOT votes
Smart speed governors – 2 non-ADOT vote
V2V, V2I technology – 1 non-ADOT vote
Vehicle maintenance
Safety inspections (trucks) – 5 non-ADOT votes

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VULNERABLE ROAD USERS SAFETY FOCUS AREA - FLAGSTAFF

Safe Roads

Policy – acceptable service, speed, congestion – 1 vote
 Rural AZ no shoulder
 Bicyclists needs/safety – 4 votes
 Safe networks, partnerships – all state/local, etc. (eg Milton Rd - manage UCGSS & mobility)
 Over/under crossing (89 Cameron, Milton Rd)- 3 votes
 Separate road users (car, bike or road) – 2 votes
 P2P safety criteria - 1 vote
 Sight triangle – 2 votes
 Roundabouts at intersections – 2 votes
 Better transit integration – 1 vote
 Safer intersections and roundabouts – 1 vote
 Mid-block engineering standards be more flexible
 Higher tolerance for speed & congestions – 1 vote
 Improve bike and pedestrian safety
 Separation (physically and in time) of users – 2 votes
 Protected intersections, improve sight distance – 2 votes
 Pre-emptive measures – 1 vote
 Down Focus lighting
 Improved lighting (add-strategic LED conversion) – 2 votes
 No right on pedestrian in the same area
 Policy proactive analysis, HSIP – 2 votes
 Prioritize safety in P2P (weighting & project funded) – 1 vote
 Policy – predictive & HSIP
 Sight visibility – 2 votes
 Advanced flashers before stop – 1 vote
 Bike lane walk pattern – 1 vote
 Incorporate visibility on pavement, lighting, sight line – 2 votes
 Rural shoulders, tribal, maintenance, have priority – 4 votes
 Shoulder maintenance for bike/pedestrians – 2 votes

Safe Road Users

SRTS- 1 vote
 5th grade education bike/pedestrian
 Insurance policy (eg large trucks) – 2 votes
 Bicyclist license/certification
 Bike education (roundabout) – 4 votes
 V rental - education – 1 vote
 Bike rental companies, education for cyclists
 Knowledge of better route for bicyclist (google; map info) – 1 vote
 Education for new infrastructures – 1 vote
 Driver's ed – 3 votes
 Education, all levels of school – 3 votes
 Monitor driver's license – 6 votes
 PSA announcements – 1 vote
 Licensing for bicyclist – 2 votes
 Lower BAC to .05- 2 votes
 Educational incentive registration – 3 votes
 Grand Canyon signals not knowing rules of road, symbols vs words -4 votes
 Reflective vest – bikes
 Encourage multimodal travel – 1 votes
 Bike incentives in education
 Education – cross at intersections

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Safe Speeds

Median design (foliage etc.) – 5 votes
Create enclosed space – speeds reduce – 1 vote
Narrow roadway (lane width & visual marking on pavement – 2 votes
Access management to reduce speed
Automated enforcement (cameras) – 2 votes
Remote enforcement
Policy AASHTO – manage speed transitions
Enforcement to 25 mph – 1 vote
Design to 25 mph – 2 votes
Geometric design speed (visual cues) – 1 votes
Encourage public input for traffic design in neighborhood – 1 vote
E-bike speed on shared use path
Pedestrian/bike placement – 3 votes
Enforcement – 3 votes
New muted – 1 vote
Visual cues for speed reduction (Foliage, lane separation, pavement paint) – 1 vote
Target speed vs design speed – 1 vote
Lower speed limit, traffic calming, visual cues – 3 vote
Community feedback – 3 votes
New MUTCD, don't need to use 85%
US limits (context)
Pile of bricks – 1 vote
Target speed – 3 votes

Safe Vehicles

Safety inspection – vehicle – 2 votes
Visualization around vehicle – 1 vote
Blinkers for bikes

Post Crash Care

Lead vehicle to clean route
Rural AZ pre-emption for energy vehicles – 1 vote
Increase helicopter pad – 1 vote
First aid kit in car – 1 vote

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HUMAN BEHAVIOR SAFETY FOCUS AREA - PHOENIX

Safe Roads

Street design in context with land use – 3 votes
 Design incorporating human factor/user perspective – 4 votes
 More data on countermeasures, AZ specific. Ex speed humps – 5 votes
 Better understanding KSI crash causes – 1 vote
 Narrow Lanes – 2 votes
 Responsive flashers/alerts
 Enhanced sidewalks (offset) and separated bikeways – 2 votes
 Improved lighting – 6 votes
 Remove roadside distractions – 1 vote
 Increased channelization around crosswalks separated bikeways
 Integrate roads with land use improve site visibility, road designs with neighborhood – 4 votes
 Speed feedback signs
 Self-enforcing roadways – 4 votes
 Safety counter measures, i.e. reflective backplates, LED flash on stop signs
 Forgiving roads/barriers increase clear zone – 1 vote
 Messages on DMS – 1 vote
 Increase site visibility – 4 votes
 Road diets, “self-enforcing”
 Landscaping – 2 votes
 Countermeasures-striping, rumble strips – 4 votes
 Context based speed limits – 1 vote
 Roundabouts – 3 votes
 Protected intersections – 1 vote
 Improved signage, high visibility - 1 vote
 Improve clear/recovery zones – 2 votes
 Traffic calming

Safe Road Users

Primary seat belt – 12 votes
 Mandatory helmet – 3 votes
 Increase graduated driver’s license – 2 votes
 Marijuana testing
 Targeted enforcement (HVE) – 1 vote
 Reduce victim blaming – 1 vote
 Educate on safety purpose & safety counter measures – 2 votes
 Enforcement and education on seat belts, promote programs – 2 votes
 Look at alcohol establishment issues
 Educate on Safety benefits and against road rage – 1 vote
 Increase enforcement
 Increase child seat belt use, educate/train/enforce – 3 votes
 Educate public elected on safety issues & benefits – 3 votes
 Insurance incentives – 2 votes
 Educate on socio economic equity impacts – 3 votes
 Remove distractions – 4 votes

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Safe Speeds

Prioritize safe speeds over capacity, especially VRU areas – 5 votes
 Automated enforcement – 3 votes
 Improve adjudication – 2 votes
 Speed feedback signs
 Increase enforcement & coordinated targeted HVE – 17 votes
 Increase education – 1 vote
 Automated enforcement
 E-bike/scooter regulations & education – 1 vote
 Increase speeding & impairment enforcement, targeted HVE
 Increase automated enforcement – 1 vote
 Adjudication, target repeat offenders – 1 vote

Safe Vehicles

Speed limiters/changes – 3 votes
 Vehicle alcohol detection – 1 vote
 Vehicle size/hood height – 3 votes
 Incentivize fleet turnover/new vehicle – 1 vote
 Safety warnings, auto ratio – 1 vote
 Education on safety features – 2 votes
 Remove option of disabling safety features, make mandatory – 1 vote
 Standardize interlock
 Increase safety alerts/features in all vehicles & measure fleet turnover – 6 votes
 Disable cell use of driver – 1 vote
 Lane departure/conflict data – 1 vote
 Collision warning with auto braking – 3 votes
 V2x demo projects
 Speed governors

Post Crash Care

Improve cell coverage – 6 votes
 Access to Level 1 trauma – 1 vote
 Update diversion course material – 1 vote
 Emergency signal preemptions – 1 vote
 Increase cell coverage
 Increase crash reporting – 2 votes
 Reduce response & clearance times – 7 votes
 Stronger penalties for all risky behavior – 1 vote
 Licensing education – 2 votes
 Crash blanket/curtain to limit rubber necking – 3 votes
 High penalties for repeat offenders – 1 vote
 More surveillance for crash detection/management response

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INTERSECTIONS SAFETY FOCUS AREA - PHOENIX

Safe Roads

RAB – 4 votes
 Protected intersections – 2 votes
 High visibility signage
 High visibility cross walk – 1 vote
 Improved sign distance
 Positive LT offset – 1 vote
 LT phasing – 2 votes
 Reflective signage
 Active warning (stop, cross-traffic) - 1 vote
 Drainage
 Curb extensions
 Reflective backplates – 1 vote
 Protected left turn phasing, can be by time of day – 4 votes
 Positive offsets for lefts – 1 vote
 Access control standards
 Warning signage
 Countdown pedestrian heads – 1 vote
 Adaptive sign control – adv. Detection – 1 vote
 Advanced warning – 1 vote
 Widen shoulder – 1 vote
 Sight triangle maintenance
 Positive offsets
 Leading pedestrian intervals
 Friction courses near intersections
 Striping (solid lane lines) – 1 vote
 One signal head/lane
 Crosswalk signage
 HAWK – 1 vote
 MUPs – 1 vote
 Shorter signal cycle lengths
 Green bike lanes
 Leading lefts
 Flexible delineators for bike lanes
 Lighting – 3 votes
 Protected LTs

Safe Roads (Continued)

Medians/access control – 6 votes
 Bulb-outs – 1 vote
 Signal visibility
 Crosswalk countdowns
 ADA improvements
 Signal timing – 1 vote
 Pedestrian signals/HAWKS – 4 votes
 Advanced RR Xing signage, detour information
 RR crossing medians/gates
 Roundabouts
 Signal timing for left turns
 Yellow/red clearance intervals
 Left-turn lanes
 LPI – 1 vote
 Bus pull-outs & queue jump lanes
 Alt intersection designs – 2 votes
 Sight distance/land development
 Access control
 Texted crosswalks – 1 vote

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2024 ADOT SHSP and ATSAP SAFETY STAKEHOLDER WORKSHOP



Safe Speeds

Reduce speed limits (rural)
More friction near intersections – 3 votes
Raised medians – 1x
1X control visibility
Photo enforcement – 4 votes
RAB – 2 votes
Enforcement – parked police car,, automated/photo – 12 votes
Roundabout – 1 votes
Protected left turns – 2 votes
Signal timing and coordination – 1 vote
Transverse rumble strips – 1 vote
Warning signage – 2 votes
Traffic calming – bulb outs
AH 1X designs, displaced lefts, RRO
Turn radii – 2 votes
Narrow lanes at approaches
Hard ended centerline
Roundabouts – 3 votes
Narrow lane widths – 3 votes
Advanced warning
Reduced speed limits near 1X (rural)
Curb radius
Automated/photo enforcement – 3 votes
Sight distance – 1 vote
Enforcement – 1 vote
Speed feedback signs – 2 votes
V2I – 2 votes
Curb extensions – 1 vote
Reduced speed limits – 3 votes

Safe Road Users

Reduce bikes on sidewalks (clarify rules of road)
Golf cart rules clarification
VRU protection – reduce jaywalking – 1 vote
Education on dangers of intersections, signage reinforcing rules – 1 vote
Retesting for driver's licensing
Education campaigns, young drivers, seatbelt campaigns, limited English proficiency – 4 votes
Mandatory testing at a certain age
Enforcement
Anonymous driver's license revocation program
Photo enforcement – 1 vote
Get people to plan ahead
Primary seatbelt laws
Enhanced signage/stripping – 1 vote
Driver user education, new infrastructure types/treatments
Ignition interlocks
Reduce distraction for all users, transverse rumble trips ,
Pedestrian signage
Passive crosswalk detection/warning – 3 votes
Educations, left-turn hazards, cyclists (rules of the road) – 2 votes
Micromobility regulations & education
Auto insurance – driver behavior incentives

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2024 ADOT SHSP and ATSAP SAFETY STAKEHOLDER WORKSHOP



Post Crash Care

- Incident management
- Response times – 3 votes
- Secondary crash prevention – 1 vote
- Incident clearance procedures – 1 vote
- Emergency vehicle preemption – 2 votes
- Crash blankets (blocks view of crash)
- TMC – law enforcement integration
- Mandatory crash reporting system – 2 votes
- Penalties for VRU crashes – 2 votes
- Increased L1 trauma centers
- EMS training – 1 vote
- First aid kits
- Incident management procedures
- Minor crash procedure education
- Crash reporting – 2 votes
- Cameras

Safe Vehicles

- Communications with vehicles and phones – 2 votes
- Vehicle sizes/grille height
- EV mm noise level
- Communication between vehicle and signals – 2 votes
- Lane detection
- Distraction limitation
- Automatic braking – 5 votes
- Blind spot warning
- Pedestrian detection
- Lower profile vehicles
- Smart speed governing
- AVs – 2 votes
- Lower weight vehicles
- Bike helmet/motorcycle helmets – 1 vote
- V2I-2 votes
- Driver assist features

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LANE DEPARTURE SAFETY FOCUS AREA - PHOENIX

Safe Roads

Cable median barriers, EV compatible – 2 votes
 Bigger shoulder – 11 votes
 Rumble strip (Medium edge) – 12 votes
 Striping + maintenance – 2 votes
 Curve Super elev.
 Lighting – 3 votes
 Medians (landscaped) – 3 votes
 Raised pov markers
 Curve signage
 Variable message boards
 HOV buffer/entry/exit
 Safety edge/transition – 9 votes
 Maintenance, clearing vegetation
 Vertical delineation – 1 vote
 Raised medians (urban) – 2 votes
 Active warning signs (ITS)
 Rock removal – 1 vote
 Wildlife fencing
 Centerline rumble strip – 2 votes
 Delineator – 1 vote
 Guardrail – 1 vote
 Super elevation – 2 votes
 Lane transitions (scalloping)- 1 vote
 CIZ maintenance – 3 vote
 Drainage
 Variable message boards
 HOV buffer/entry/exit
 Narrow lanes
 Center buffers – 1 vote
 Curve delineation – 2 votes
 Curb/gutter
 Wider pavement markings – brighter – 1 vote
 High friction pavement, curve, downgrade – 2 votes
 VRU area/paths – 1 vote
 Signage
 Chevrons (night vision)
 Thermoplastic Dots/RPMs
 Clear zone barrier – 1 vote

Safe Road Users

Education/compliance, DMS messages, seat belt + use + child – 6 votes
 Distractions – 4 votes
 Enforcement – 7 votes
 Fatigue, advisory limits, rest area – 2 votes
 Driver license term limit
 Safety recommendations
 Seatbelt law – 5 votes
 Driver license age removal – 2 votes
 Move over law – 1 vote
 SRTS
 MVD driver license reg
 Enhanced visibility (Signs)
 Helmet, motorcycle training
 Impairment

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2024 ADOT SHSP and ATSAP SAFETY STAKEHOLDER WORKSHOP



Safe Speeds

- Enforcement (any) – 14 votes
- Automated/radar – 1 vote
- Setting (not 85th)
- Queue notification
- Advisory speeds
- Speed feedback sign – 2 votes
- Lower speeds
- Signal progression
- Context – sensitive limits – 2 votes
- Auto/cameras
- Variable speed limit – 1 vote
- Limit approach vs compliance
- Self-enforcing roadways
- Photo enforcement
- Active warning/feedback
- Optical striping – 1 vote
- Not 85th% (US limits)
- Optical speed bars – 2 votes
- Curve speed (ITS) warning- 2 votes
- Speed legends
- Transverse rumble- 2 votes
- Advisory speed
- Day vs night speed – 1 vote

Safe Vehicles

- Warning systems – 4 votes
- V2x pilot study – 1 vote
- Distracted/eye tracking – 2 votes
- Lane departure warning – 1 vote
- Tires
- Automation Sensors – 2 votes
- Seatbelts – 1 vote
- Automated /radar – 1 vote
- Setting (not 85th)
- Queue notification
- Advisory speeds
- Speed governors – 1 vote
- Wind spot monitoring – 1 vote
- Auto braking
- Lower vehicle front end- 1 vote
- Lower vehicle gross weight
- Smart headlights
- Rollover protection
- Lane assistant – 1 vote
- Seatbelt alarms (rear)
- Maintenance, brakes – 1 vote
- Active queue warning – 1 vote
- CAV

Post Crash Care

- Cell phone coverage – 5 votes
- Crash detection/alerts – 2 votes
- EMS reduced response
- TMC coordination
- Pull off further
- Smaller, more care center – 3 votes
- EV crash response
- EV fire response
- Rural EMS training – 2 votes
- Violation penalties - 1 vote
- Response time
- Auto Directions- 1 vote
- Secondary crash manage – 1 vote
- Electronic reporting – 1 vote

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TRIBAL LANDS SAFETY FOCUS AREA - PHOENIX

Safe Roads

Road maintenance - 4 votes
 Shoulder improvement – 2 votes
 Rumble strips, center line, edge line – 8 votes
 Improving transition lanes – 1 vote
 Recovery area – 5 votes
 Walking paths – 2 votes
 Integrate HSIP funding into maintenance program, life extension projects – 2 votes
 Intersection lighting – 2 votes
 *ADOT does not pay for power – make hard to implement
 Better policy for funding lighting/signal – 1 vote
 Transition lanes – 1 vote
 Passing lane
 Lighting – 8 votes
 Systemic roadway improvements
 Upgrade 4 way stops to signals
 Flashing stop signs – 3 votes
 Shared use paths- 1 vote
 Pedestrian lighting
 Access to funding for improvements – TTP, MAG funding, SS4A- 4 votes
 Staffing capacity – 2 votes
 Pedestrian/bike infrastructure – 3 votes
 Improved bus pullouts
 Flooding responses – 1 vote

Safe Road Users

Education on bicyclist/pedestrian safety
 Enforcement – 6 votes
 Gateway signage & place marking – 3 votes
 Behavior campaigns – 5 votes
 Seatbelt campaign
 Impaired driving campaign -3 votes
 SRTs – 1 vote
 Pedestrian and bike safety education – 2 votes
 Support & Enhance transit – 2 votes
 Education & Enforcement
 Seatbelt user – 4 votes
 Wayfinding signage
 SRTS assessments – 2 votes

Safe Vehicles

Seatbelt technology – 1 vote
 education for safety features on older vehicles – 2 votes
 Speed governors – 1 vote

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2024 ADOT SHSP and ATSAP SAFETY STAKEHOLDER WORKSHOP



Safe Speeds

- Enforcement – 5 votes
- Education on speeding
- Speed feedback signs – 2 votes
- ITS infrastructure
- Fleet vehicle upgrades, speed governors – 1 vote
- Speed limit signs – 3 votes
- Photo enforcement – 1 vote
- Traffic calming - 3 votes

Post Crash Care

- Investment in healthcare & ER services – 1 vote
- Improved data sharing – 1 vote
- Consistent education
- Police presence/ER at crashes – 2 votes
- Improve data recording – 6 votes
- Record secondary crashes
- EMS response
- Improve coordination of EMS response across jurisdictions – 1 vote
- Improve crash reporting, depends on who is reporting – 6 votes
- EMS training “stop the Bleed” – 1 vote
- Improve analysis of enforcement data – 4 votes

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2024 ADOT SHSP and ATSAP SAFETY STAKEHOLDER WORKSHOP



VULNERABLE ROAD USERS SAFETY FOCUS AREA - PHOENIX

Safe Roads

Better lighting, half street lighting (improve) and intersections – 2 votes
Build better intersections – 1 vote
Like lane drops
Don't forget about intersections
Funding (HSIP, TA with broaden efficient)
Risk-based approach – 2 votes
Tie funding to road crossings – 2 votes
Hawks for midblock crashes – 2 votes
Wide shoulders, separate from bikes that are using this area already. Policies that allow/encourage/facilitate markings of shoulders for bicycling.
Lighting (avoid half lighting)
Promote and fund lighting all 4 cores – 3 votes
LPIs – 1 vote

Safe Speeds

Enforcement – 4 votes
Speed feedback signs – 3 votes
Pedestrian ahead warning signs – 2 votes
Context specific speed limit – 1 vote
*Design context specific speed (traffic calming, roadway reconfiguration/reallocation, lane optimization)
Automated enforcement – 4 votes
Optimize timing of signals to promote platooning & maintain consistent speed – 3 votes
Emoji speed feedback – 1 vote

Post Crash Care

Safe Road Users

Safe Vehicles

Promote policies to receive auto vehicles – 1 vote
Lower front-end profile
Auto maintenance (lights, tires, headlights) – 3 votes
Blindspot monitor – 1 vote
Auto braking – 1 vote
Auto headlights
Collision avoidance test

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2024 ADOT SHSP and ATSAP SAFETY STAKEHOLDER WORKSHOP



HUMAN BEHAVIOR SAFETY FOCUS AREA - TUCSON

Safe Roads

Vulnerable road users & multimodal - 1 non-ADOT vote
Couple street decision - 1 ADOT vote, 1 non-ADOT vote
Less distractions on the road (billboards, signage, etc)
Educational campaigns
Start younger!!
Lighting -1 non-ADOT vote
Flashing signs especially rural
Proper Maintenance - 3 non-ADOT vote

Safe Speeds

Reduce lane width – 1 non-ADOT vote
Automated Enforcement- 1 ADOT, 5 non-ADOT votes
Beyond just fines, Points? -
Traffic calming - 1 ADOT, 1 non-ADOT votes
Side friction -
Speed Feedback-Signs with enforcement – 1 non-ADOT vote
Variable speed limits VSL's, for Bigger vehicles -
Nighttime speed limits -
Speeds that prioritize safety – 2 non-ADOT votes
Road diet – 1 non-ADOT vote

Post Crash Care

Cell phone coverage improvement - 1 non-ADOT vote
Consistent crash data - 1 ADOT vote, 3 non-ADOT vote
Accurate data - 1 non-ADOT vote
Ambulance coverage improvement
Can judges convict?
Keep a stacked car
Judge training with PD
EMS data needs to be connected to crash data - 1 non-ADOT vote

Safe Road Users

Education - 1 non-ADOT vote
Enforcement – 1 ADOT vote, 5 non-ADOT votes
Measurement of Enforcement - 3 non-ADOT votes
Data-driven - 4 non-ADOT votes
Make people a little less comfortable
Lack of shared values (shared community) - 2 non-ADOT votes
Rewarding positive behavior (insurance tracking)
More focus on distracted driving - 2 non-ADOT votes
More data on impaired driving
Justice system, shared value at justice system - 1 non-ADOT vote
Consistent enforcement
Testing and training - 1 non-ADOT votes
Lack of compliance
Professional divers need to drive professionally - 3 non-ADOT votes

Safe Vehicles

Incentive smaller vehicles
Connected & autonomous vehicles - 1 ADOT vote, 1 non-ADOT vote
"Autonomous" vehicles?
More simplistic controls - 1 ADOT vote, 1 non-ADOT vote
Forceful seatbelt use
Interlock, Breathalyzer before car use
Consistent vehicle design

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2024 ADOT SHSP and ATSAP SAFETY STAKEHOLDER WORKSHOP



INTERSECTIONS SAFETY FOCUS AREA - TUCSON

Safe Roads

Permissive lefts at same time as pedestrians/pedestrian activated protected lights- 1 ADOT, 3 non-ADOT votes
Roundabouts - 2 ADOT, 4 non-ADOT votes
Lighting - 4 non-ADOT votes
Protected Intersections - 1 ADOT, 2 non-ADOT votes

Safe Road Users

Education on intersections
Guidance on changes - 1 ADOT, 3 non-ADOT votes
RWIS - 1 non-ADOT votes

Safe Vehicles

Smaller vehicles - 1 non-ADOT votes
Connected/automated vehicle - 2 non-ADOT votes
Visibility -

Safe Speeds

NA

Post Crash Care

NA

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2024 ADOT SHSP and ATSAP SAFETY STAKEHOLDER WORKSHOP



LANE DEPARTURE SAFETY FOCUS AREA - TUCSON

Safe Roads

Maintenance - 3 non-ADOT votes
Rest areas -
CL and edge line rumble strips - 1 ADOT, 1 non-ADOT votes
Paved shoulders
Lighting - 4 non-ADOT votes
Clear zone -
Safety edge - 2 non-ADOT votes
High friction surface treatment -- 2 non-ADOT votes
VMS -

Safe Road Users

Education on intersections
Automated Enforcement - 1 ADOT, 2 non-ADOT votes

Safe Vehicles

NA

Safe Speeds

NA

Post Crash Care

NA

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2024 ADOT SHSP and ATSAP SAFETY STAKEHOLDER WORKSHOP



TRIBAL LANDS SAFETY FOCUS AREA - TUCSON

Safe Roads

Road Maintenance
Safety edge - 2 non-ADOT votes
Rumble strips
Paved roads - 1 non-ADOT votes
Paved shoulders - 2 non-ADOT votes
Visible pavement markings - 1 non-ADOT votes
Clear zone - 1 ADOT, 1 non-ADOT votes
Wildlife crossings
Intersection lighting

Safe Road Users

Culturally sensitive community engagement - 3 non-ADOT votes
Increased education - 3 non-ADOT votes
Collaboration - 1 ADOT, 3 non-ADOT votes
Increased enforcement - 1 non-ADOT votes

Safe Speeds

Speed limits appropriate for unpaved roads - 3 non-ADOT votes
Speed signage
Speed feedback signs - 1 non-ADOT votes
Advisory signage - 1 ADOT, 2 non-ADOT votes

Safe Vehicles

NA

Post Crash Care

Crash reporting – 1 ADOT, 5 non-ADOT votes
Data sharing – 2 non-ADOT
TraCS software - 2 non-ADOT
Assistance for Data Analysis - 3 non-ADOT
Crash report form training - 3 non-ADOT
TTP strategies
Engineer on lean programs - 1 non-ADOT
Partnerships - 5 non-ADOT
Proximity to healthcare
Professional training to tribes - 1 ADOT, 2 non-ADOT votes

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2024 ADOT SHSP and ATSAP SAFETY STAKEHOLDER WORKSHOP



VULNERABLE ROAD USERS SAFETY FOCUS AREA - TUCSON

Safe Roads

Lighting to standards – 1 ADOT vote, 6 non-ADOT votes
Protected left - 2 non-ADOT votes
Make designated crossing more comfortable -
Roundabouts - 1 non-ADOT vote
Separated bike/pedestrian paths – 1 ADOT vote, 2 non-ADOT votes
Line of sight 1 ADOT vote
Hawks/bike Hawks/Safe crossing - 2 non-ADOT votes
High visibility crosswalks as appropriate
Grade separation - 1 non-ADOT vote
Bridges and tunnels
Multi-use paths
Roadside memorials - 1 non-ADOT vote
LPI as makes sense - 1 ADOT vote
Connectivity-networks-Bike Blvd./multiuse paths - 3 non-ADOT votes

Safe Road Users

Impairment all users - 2 non-ADOT votes
Visibility of pedestrians (education) - 3 non-ADOT votes
Reflective gear, clothing (people and dogs)
Cross at designated crossing
Understand why people are crossing - 1 non-ADOT votes
Younger/older judging spread
Wrong way riding (education) - 2 non-ADOT votes
Homeless (education)
Education of drivers (don't drive in bike lanes)
Distracted driving - 2 non-ADOT votes
Large groups of people crossing and impatient drivers - 2 non-ADOT votes
Helmets (micro mobility and bike share) - 2 non-ADOT votes

Safe Speeds

Traffic calming
Slow people down - 5 non-ADOT votes
Slow speeds in different areas with mix housing and commercial – 1 ADOT vote
More congestion to slow people down
Reduce lane width
Increase sidewalks
Complete streets infrastructure
Context contingent speeds
reduce speed limit (variable)
Automated enforcement - 2 non-ADOT votes
Raised cross walks – 1 ADOT vote
Roundabouts – 1 ADOT vote

Safe Vehicles

Smaller vehicles
Micro mobility - 2 non-ADOT votes
AV/CV
Artificial noise for vehicles
A-pillar in vehicle (blindspot) - 1 non-ADOT vote
Back-up Cameras

Post Crash Care

Report on pedestrian fatalities
More data analysis - 3 non-ADOT votes
Data on crashes on multi-use paths
ADA compliance

Input shown reflects the ideas that workshop attendees suggested for consideration. A prioritization exercise provided an opportunity for attendees to vote on the ideas they thought were highest priority.



HUMAN BEHAVIOR SAFETY FOCUS AREA - VIRTUAL

Safe Roads

Education
 Slow street design (color the streets) to bring driver attention
 Better road design
 Example for safe road - Roundabout
 Access management
 Design road with road user perspective to encourage safe road user behavior. Example - roundabouts / speed humps
 Sidewalks / dedicated bike lanes - budgeting projects to include facilities for all road user
 RPM/ Striping / recovering zone
 HAWK / pedestrian crossing
 Forgivable design - example roundabouts
 Self enforcing roads
 More clear signage to remove driver confusion and help better driver decision
 Lighting
 More in-lane marking
 Separated /isolated - walk and bike paths
 Reduce human distractions in the design
 Narrowing Lanes
 Self enforceable roads
 Changing the design of roads to be more forgivable
 Primitive roads in rural areas that are not maintained. AZ Drivers manual should include them to educate the drivers.
 Lighting - improve visibility of all road users

Safe Road Users

Education
 Road design - based on perspective of the road user.
 For example bikers may be comfortable on collector roads than on an arterial road.
 Awareness of your actions
 Focusing on specific modes of transportation.
 Starting them young on safe road users
 Education - distracted driving
 Education - speeding Awareness that driving speed limit will be safer and may get you to destination faster.
 Education for younger road users
 Educating on how heat affects the driver behavior Provide linkage of excessive environmental heat and behavior (anger, attention changes, etc.) Provide the link to the ADHS Extreme Weather & Public Health website in the SHSP:
<https://www.azdhs.gov/preparedness/epidemiology-disease-control/extreme-weather/heat-safety/index.php#heat-home>
 Educating the younger road users. Tony Abbo - If there are no consequences, then people will continue to do bad things.
 Education drivers near schools with consequence
 Grants for safe routes to schools (infrastructure and non-infrastructure)
 Partnership with housing - for smarter growth - shelters/ homes/ safer streets
 Autonomous vehicles
 Education - better tool for delivering the message
 Education starting at younger age
 Less impairment drivers (drugs / alcohol/ distraction)
 Drivers manual update
 Mandating driver's test or more frequent renewal
 Angry road users - EDUCATION
 More frequent visit to driver's manual needed??
 Work on distracted driving - Enhanced LAWS
 Being visible - reflective / visible wear, hats ..

Input shown reflects the ideas that workshop attendees suggested for consideration.

2024 ADOT SHSP and ATSAP SAFETY STAKEHOLDER WORKSHOP



Safe Speeds

Education

Slow street design that are self enforcing

Auto enforcement

[1:33 PM] Kevin Davidson (Unverified)

Good afternoon. For me I ride my bike along SR 66 between Kingman and Peach Springs on ADOT's 8-foot shoulder; however, I feel more at risk on Kingman's bike lanes where the speed is about 40 mph vs. 70 mph on the state highway where you a bit of a draft to . . .

ENFORCEMENT

Education – speeding Awareness that driving speed limit will be safer and may get you to destination faster.

Automated enforcement

Enforcement with punishment/consequence

Autonomous vehicles

Appropriate speed limit setting

Enforcement - automated enforcement (can capture red light and speed on green)

Flashing speed limit signs (VSL)

Insurance companies monitoring the driving behavior and determine your insurance rates based on your behavior

Enforcement

Automated enforcement

Enforcement with penalty/consequence

Speed enforced by children throwing rocks

Safe Vehicles

Speed limit

Governor – truck

Advanced driver assistance system

Energy absorbing vehicles

Communication with infrastructure

Intelligent speed detection technology

Emergency brake away system KK - CV and AV both have a lot to do with human behaviors. It's a complex task for the industry to come up with a holistic approach that encompasses all.

Autonomous vehicles

Connected vehicles

[2:12 PM] Kenneth Steel (Unverified) in addition to autonomous vehicles, neighborhood level transit solutions. like Chandler flex, avondale weride, etc.

chandler flex does low cost rides for high schoolers

chandler flex does low cost rides for high schoolers

Technology in vehicle - Distraction / speeding / seat belt / fatigue

Automatic emergency braking

Connected vehicles

Auto detection of intoxication

Educate the users on the value of technology in the vehicle

DUI meters in vehicles

Scooter – hand eye technology (SPIN scooters)

Visible VRU

Post Crash Care

Cellular coverage in rural areas

Response time in the rural areas

Increase funding for TIM (traffic incident management)

Modules for driver training for distracted driving

Increasing first aid and Stop The Bleed training for schools

Private driving school data

Full disclosure in civil cases (litigation)

Cell phone coverage in rural areas

Stop the Bleed training

Better TIM management and training

Governance tools like – cell phone coverage in rural areas

Stronger justice deterrence

Input shown reflects the ideas that workshop attendees suggested for consideration.



INTERSECTIONS SAFETY FOCUS AREA - VIRTUAL

Safe Roads

Protected left-turn signal phasing
 Fix negative offset of left-turn lanes
 Pavement preservation
 Striping maintenance upkeep
 Roundabouts Education – emphasize in driver training about need to focus on intersections
 Consistency in yellow and all-red intervals; calculate them all the same
 Provide yellow back-plates
 Improve delineation on median noses as hard to see especially at night
 At railroad crossings, improve advance warning signage, gates, flashing lights, lighting
 HAWK crosswalks research and benefits, education and enforcement
 Reduce crossing time/distance for pedestrians with refuge islands
 Avoid left turns (jug handle, Michigan left) Flashing yellow arrows for left-turn signals Reflective backplates on signals
 Roundabouts
 Traffic sign maintenance upkeep, reflectivity Remove negative left-turn offsets
 Lengthen all-red time
 Improve sight distance
 Align signal heads with lanes Addition of I2V technology
 Roundabouts reduce conflict points
 Traffic circles that can still accommodate larger vehicles
 Review of standard details to make sure accommodate human error (like get rid of negative left-turn offset)**
 Make intersections narrower so easier to cross**
 Reassess weights for safety vs throughput
 Implement Road Safety Assessments during planning and design of intersection improvements
 Roundabouts, reduce conflict points
 Slow streets treatment – closed block parties with painted intersection
 High-friction surface treatments

Safe Road Users

Educate/enforce pedestrians/bicyclists to cross only when have signal phasing
 Educate drivers to reduce speed at intersections ITS technology for transit providers to signal adjacent buses to wait for passengers
 Educate users on HAWKs
 Increase visibility of pedestrians with leading pedestrian interval signal phasing
 Light rail education about jaywalking dangers Increased funding for traffic incident management (TIM) training (including modules on off-duty TIM circumstances) and equipment
 Enforcement improvement – staff or automated Leading Pedestrian Intervals
 Enforcement of red-light running
 Public service announcement about light-red running risks
 Electric scooter/bike education and enforcement
 Educate people on how to cross really wide intersections and use two-stage crossing
 Provide more equipment for two-stage crossing in median
 Get buses to communicate to adjacent buses to wait or increase frequency of buses
 More driver education requirement, like in high schools, as well as ongoing education
 Smarter signal detection to shift unused crossing time back to vehicles because otherwise drivers get frustrated

Input shown reflects the ideas that workshop attendees suggested for consideration.



Safe Speeds

Context-based speed limit setting instead of 85th percentile
 Enforcement improvement – staff or automated Speed feedback signs – effective at school zones, high-risk areas
 More visual infrastructure to alert drivers to slow down
 Improve access control near intersections
 Hardened left turns, tighter right-turn radius to slow vehicles
 Slip lanes – get rid of them
 Better signal timing progression at speed limit
 Flashing intersection advance warning in rural areas
 Fund more photo enforcement (red light running and speed on green)
 Traffic signal timing progression
 Update standard details that encourage speeding
 Red-light enforcement
 Signal visibility
 Rumble strips across the road
 More driver education on high speed risks at intersections, discuss energy at T-bones
 More advance warning of intersection through flashing lights, alert system, rumble strips

Safe Vehicles

Show stop sign/signal in all vehicles in dashboard
 Vehicle dashboard showing signal phasing for red light showing how many seconds have left until turns red
 Automatic emergency braking
 Signal-to-vehicle communication, take control of vehicle if coming too fast or light about to turn red
 Mandate video recorders in vehicles
 Get buses to communicate to adjacent buses to wait or increase frequency of buses
 Discourage high, lifted vehicles through higher registration fees, legislation, education campaign because hard to see pedestrians
 More sensors to high, lifted vehicles
 Connected vehicles
 Signal timing connected to dashboard about intersection ahead
 More regular check of brakes, tire condition
 More regular check of hauling, load-securing

Post Crash Care

Deploy 3D camera for fatality/serious injury to document/analyze crash scenes, reducing time law enforcement has to be on the road
 Increased funding for traffic incident management (TIM) training (including modules on off-duty TIM circumstances) and equipment
 Make mileposts more visible for callers
 Mandate video recorders in vehicles
 Improve first responder time through signal preemption
 Provide medical training for all drivers
 Educate drivers to move to the right
 Clear intersections quicker – more education
 Emergency vehicle preemption, make eligible for HSIP or find other funding sources
 Encourage drivers to call 911 if see debris on the road
 Drivers impatient when lanes closed due to crashes – improve clearance time, educate drivers on why restrictions at crashes

Input shown reflects the ideas that workshop attendees suggested for consideration.



LANE DEPARTURE SAFETY FOCUS AREA - VIRTUAL

Safe Roads

Shoulder gradient in relation to speeds/turns
 Visual signage and reflective materials
 Rumble strips based on crash data
 Lighting especially around curves and intersections to help with difficulty seeing the edge of the roadway
 Consistency on signing
 Cushioning/dampening around immovable items on shoulders
 Better Striping
 Larger clear zones
 Rumble strips
 Better traffic signage
 More delineators for roadway guidance
 Concrete barriers instead of guard rail
 Centerline rumble strips
 Cable barriers
 Wildlife crossings
 Road markings - reflective along the edge (wider) to keep people in their lane
 Reflectorized pavement markings
 Adequate passing lanes especially in rural areas
 Wider shoulders and bike friendly lanes
 Safe clear zone and rumble strips
 Surface treatment - something that gets checked/maintenance
 Median cable barrier where appropriate not just on highways but also in urban where a little higher speeds
 Rumble strips
 Wider lanes/shoulders
 Increased ride of way (more control of clear zones)
 How to ensure safe recovery when lane departures occur - maybe having bushes on the side road instead of trees?
 High friction surface treatment
 Lighting
 Guardrails and cushionings around objects/bridges
 Clear obstructions on side of road
 Proper edging
 Lighting
 Maintain pavement/striping
 Determine risk factors of crashes at curved locations to then make systemic changes

Safe Road Users

Increase funding for TIM training (including off-duty circumstances) for both urban and rural
 Provide specific modules and drive training classes concerning how to respond when a crash occurs or when you approach a crash
 Provide additional advance warning materials for both u & r to help with EVs
 Enforcement – more support needed from upper management
 Avoid driving tired/impaired
 More awareness/education on driving while tired
 More Rest Areas or more pull off areas
 Increased enforcement - make sure there is a known penalty
 Distracted driving - reaching over to change radio or mess with phone
 Keep auto-sellers/dealerships from encouraging the disabling of safety devices
 Decluttering of roadway signage
 Defining primitive roads better/explaining better in driver's manual for license
 Education on distraction, speed, and under the influence
 Conversation with private driving schools about education on the safe system and requiring them to include more safety aspect/materials
 Education on dangers of fatigue

Input shown reflects the ideas that workshop attendees suggested for consideration.

2024 ADOT SHSP and ATSAP SAFETY STAKEHOLDER WORKSHOP



Safe Speeds

- Shoulder gradient in relation to speeds/turns
- More enforcement
- Being an absolute state - not allowing exceptions to the speed limit and getting a ticket - strict enforcement
- Speed feed/warning signs on curves
- Speed limit written on the road in the lane for certain areas
- Speed feedback signs
- Lowering speeds along curves to keep people from going past the curve
- More enforcement - but people see the enforcement presence out on the roads
- Determining speed limits based on safety/infrastructure rather than 85th percentile
- Variable speed limits based on conditions
- Giving active information to drivers on DMS
- Roadway design to match desired speeds and including the safe system approach
- Urban roadway design to match roadway conditions/users

Safe Vehicles

- Devices in vehicles similar to technology from the aviation industry which detects drowsiness
- Making lane departure features standard in new cars/making them mandated by Federal government
- Speed limit tech on navigation maps
- Better google maps/apps tech that does not make you make unsafe decisions/directions
- Develop tech to prevent people from texting/browsing while driving
- Vehicle ability to limit phone usage
- Seat vibration when you are going off the road either left or right
- Connected vehicle technology once they are fully tested
- Ensure road infrastructure is maintained so it can be detected by vehicles
- Warning systems using cameras to notice vehicles
- Some audio
- Lane departure technology
- Wide variety of vehicles which have tech and not... needing to narrow that spread
- Altering drivers against fatigue and need to rest - "Car saying, you have been driving awhile - you need to get out and stretch"
- Steering wheel vibrations
- Maintenance - tire pressure

Post Crash Care

- Adequate cell phone coverage
- Especially in Tribal Areas

Input shown reflects the ideas that workshop attendees suggested for consideration.



TRIBAL LANDS SAFETY FOCUS AREA - VIRTUAL

Safe Roads

- Develop training/checklist for maintenance
- Shoulder improvements and maintenance
- Establish adequate sight distance
- Pavement marking improvements (retro-reflectivity)
- Frequent crossings for pedestrians and bicyclists
- Improve standards
- High friction surface treatments
- Advance curb warnings
- Rumble strips
- Update design standards that accommodate human mistakes
- IGAs for road maintenance
- Signage that accommodates high tourism areas
- Guardrail
- Right-hand exiting where terrain permits
- Shoulder edge
- Diversity of infrastructure to reduce speeds (i.e. shared use path)
- Increase funds for Safe Routes to School for Tribes.
- Wider shoulders
- Rumble strips
- Design and maintenance standards
- Complete streets approach
- Lighting at junctions/intersections
- Appropriate traffic signs
- Improve striping frequency and reflectivity
- Improve pavement quality

Safe Road Users

- Community advocacy groups
- Develop educational materials
- Safety device education at community events
- Distribute lights to bicyclists
- Improve transit access
- Driver education
- Education for children (i.e. count bicyclists)
- Driving behavior apps (i.e. insurance apps)
- Public service announcements for speeding
- Sense of community
- Education campaigns i.e. speeding, VRUs, driving at night
- Strict driver education and testing
- Work with news to promote safety messaging.
- Education campaigns on heat/extreme weather preparedness
- Tribal leaders should collaborate with state health officials to reduce substance use
- Education campaigns for rural pedestrian and bicycle use
- Safe routes to school
- Education on occupant protection
- Education for drivers and road users in native languages
- Education in public school system

Input shown reflects the ideas that workshop attendees suggested for consideration.

2024 ADOT SHSP and ATSAP SAFETY STAKEHOLDER WORKSHOP



Safe Speeds

- Establish speed limit guidelines
- Rumble strips
- Horizontal stripes
- Speed feedback signs
- Appropriate speed limits
- Variable speeds based on weather
- Identify times of high speeding and target enforcement at those times
- Increase funding for improved enforcement
- Provide ways for public to report speeding violations
- Speed feedback signs
- Self-enforcing roadway design
- Context-sensitive speed limits
- Improve speed transitions

Safe Vehicles

- Education on safety features and benefits
- Normalize safety features on vehicles
- Designing vehicles for all users
- Education campaigns to address vehicle maintenance
- Standard safety features (air bag systems, lane departure, emergency braking)
- Standard side canopy and back seat air bags
- Infrared technology/warning system for night time driving

Post Crash Care

- Identify high-crash locations
- Access to medical and police services
- Support EMS workforce
- Improvement of telecommunications service
- Improve accuracy of crash locations
- Support integration with ACIS
- Collect and submit crash data to justify funding
- Improve crash clean up – proper warning signs to reduce secondary crashes i.e. provide detours, advanced warning signs
- ADOT Transportation Alternatives Program – prioritize project in tribal areas
- Technical assistance for tribes to acquire funding (i.e. SS4A)
- Increase funding for Traffic Incident Management training for tribal first responders
- Establish mechanisms to develop proven crash and EMS data collection use agreements/MOUs between Arizona's 22 tribes to increase data capture
- Collecting thorough data for all crashes
- Better cell phone coverage
- Improved training for EMS in rural areas

Input shown reflects the ideas that workshop attendees suggested for consideration.



VULNERABLE ROAD USERS SAFETY FOCUS AREA - VIRTUAL

Safe Roads

Appropriate lighting (ped crossings per standard)
 Adequate space for VRUs (state hwy don't have paved shoulder – esp in rural areas)
 Inc multiuse paths off the roadway
 Education (ped re: midblock)
 Separated bike lanes (esp arterial roads)
 Wider sidewalks (for bikes/peds) also for ADA compliance
 Fund and implement AT programs (work w/ MAG)
 Safer width of bike lanes do not include curb and gutter as width
 Protected bike lanes – more space between faster and large vehicles
 Concern with wider bike lane and consequences (7-8ft)
 Protected bike lanes w/ vertical
 Wider bike lanes provide perceived and actual safety
 Connectivity in access /networks for safety
 Reduce speeds
 Separate users in time and space (especially with higher speeds)
 Protected facilities, separated bike lane with raised buffer, also helps pedestrians
 Improve lighting, improve lighting standards
 Allow standards so striping across state bridges/underpasses can match adjacent roads
 Designing entrance/exit ramps for arterial/city speeds, prioritize safety
 Make VRU facilities stand out by material/texture and color, like green pavement and textured crosswalk
 Bulb-outs have been game changer in downtowns, Prescott is an example
 Daylighting intersections
 Parking protected bike lanes, bike lane next to the curb, parking adjacent to lane
 Enhanced lighting
 Pavement condition, smooth for bicyclists; good friction for drivers, well maintained roads,

Safe Road Users

Education before enforcement (PSAs rules of the road; bike path rules)
 Conflicts after dark for peds (consider wearing something bright)
 Enforcement for all road users
 Mandatory lighting on bikes (enforcement)
 Education – bike safety on what is required; basic rules of the road (no wrong-way riding, etc.,)
 Driver's Ed (esp high schools)
 increase funding TIM members when off duty
 increase funding and education for bike
 Increase Helmets and proper attire to reduce road rash
 increase funding SRTS
 Better transit access
 Better bus stop placement and/or better crossings at stops
 More improved crossings
 Teach designers to understand motivation/perspective of pedestrians
 Education related to distractions for VRUs and drivers
 Separated facilities and crossings
 More enhanced crossings
 High visibility crossings at key locations
 Good crossing at transit stop locations

Input shown reflects the ideas that workshop attendees suggested for consideration.



Safe Speeds

Separate facilities by speeds
w/in urban areas: separate users
separate bicyclists bike path/shared use path vs. on-street bike lane on arterials
Expand definition of VRU to include motorcyclists
Work zone workers (are included in current definition)
Education re: complete streets (i.e. road diet); respond to context
Education re: use of roundabouts
Design roundabouts safer for bikes/peds
Signals designed for hearing impaired (more visual)
Pull out lanes to pass slower vehicle (rural/tribal areas)
VRU crossings; signal where state highway is main street of town
Education of peds (where to walk)
Inform drivers of impact of their speed on VRUs (injury and fatality)
Self-enforcing streets
Set speed on context vs 85th percentile.
inc signage and enforcement in focused/ targeted area
Increase enforcement, rural and urban
Allow automated speed enforcement
Ties back to Safe Roads
Increase "self-enforcing" roads
Evaluate/allow/increase reduced speed limits
Narrow street width (Safe Roads)
Adequate passing lanes on rural roads
Increase "self-enforcing" roads

Post Crash Care

Drone flyover to get crash photos to better understand crash cause etc (for emergency response; crash investigation)
Increase funding TIM members when off duty
PDO limits to \$2 K, decreases reporting of ped/bike crashes, losing data,
Look to modify rule so all ped/bike crashes are reported (Ellie to take as a note, with MPD Crash Records, intake crash forms)

Safe Vehicles

Fleet of vehicles have become larger (and more dangerous)
Awareness
Lighting on bikes
Make sure bikes sold (Walmart) all bike equipped with lights
Auto braking and ped detection on new vehicles
Improved transit options
Better connections w/ transit
Safe bus / school bus– proper passenger restraints
In event of crash if fire – passengers may get trapped
Regulate size of vehicles and front ends
Use of anonymous technology in all cars, not just high end upgrades
Promote advanced braking and VRU detection systems in vehicles
E-bike regulations/education/enforcement/training etc.

Input shown reflects the ideas that workshop attendees suggested for consideration.

Q4 What potential safety strategies do you think would be most effective to implement in Arizona?

Answered: 13 Skipped: 1

#	RESPONSES	DATE
1	Context sensitive / complete streets design, continued development & refinement of connected and autonomous vehicles, setting of speed limits based on a comprehensive understanding of roadway characteristics and driver behavior (not just the 85th % speed), and eliminating any design features that crash data has demonstrated result in significant safety risks (e.g. protected-permissive dual lefts with obstructed sight distance and/or long turning path).	5/9/2024 8:31 AM
2	All what we discussed in the workshop (highlighting automated enforcement); less focus on education strategies. They simply are not as effective. A citation to consider: https://www.ncbi.nlm.nih.gov/pmc/articles/PMC8142340/	5/8/2024 7:32 PM
3	Human behavior is, in my mind, the big one. There needs to be a way for stakeholders to speak in one voice about the necessity for drivers to obey traffic laws.	5/8/2024 6:05 PM
4	P2P safety prioritization	5/7/2024 9:39 AM
5	Keeping up with maintenace and figuring out ways to better educate drivers, walkers, and bikers	5/6/2024 2:18 PM
6	Enforcement and education. I think bring back speed cameras and more red-light cameras. Bringing back drivers ed to schools.	5/6/2024 12:22 PM
7	Provide greater aid to Tribal Lands so their heavily traveled highways can be brought up to industry standard. Also, allow flexibility to guidance when setting speed limits in dense areas	5/6/2024 9:53 AM
8	Enforcement! on speeders.	5/6/2024 9:19 AM
9	Automated enforcement, road design to self-enforce speeds and provide adequate, quality multimodal transportation facilities.	4/23/2024 12:40 PM
10	Increased enforcement and better collaboration between law enforcement and engineers.	4/22/2024 12:36 PM
11	Prioritizing the safety of VRU should be front and center on implementation strategies.	4/22/2024 10:38 AM
12	Driver awareness to have no distractions. Slow speeds through variable and feedback signs Bike/ped safe streets	4/22/2024 7:58 AM
13	implement a primary seatbelt and helmet law, automated enforcement	4/22/2024 7:05 AM

Input shown reflects the ideas that workshop attendees suggested for consideration.

Q5 What “lessons learned” do you have, or have you heard about from others, regarding past successes/failures in implementing safety strategies?

Answered: 11 Skipped: 3

#	RESPONSES	DATE
1	One of the biggest lessons I have learned in my career is that a significant traffic control change (e.g. 2-way stop to All-Way stop) requires what might appear to be overkill in the way of temporary signage, flashers, message boards, etc. to attract motorists' attention to the change. Otherwise, commuters have a strong tendency to ignore or fail to recognize the change, no matter how well its permanent features have been designed.	5/9/2024 8:31 AM
2	We have to change how people consider road safety if we expect a culture change. We have to make them feel the fear on the roadway when they are speeding, for example; we have to make drivers uncomfortable. Without this, we cannot expect them to behave in a way we want them to. Ideally, we change our safety culture quickly; but until we do that, we need to assume that people will only be thinking of themselves on the road and that they think nothing bad will happen to them. Given this information, enforcement and infrastructure changes need to guide the behavior of people. Following the increase of risk homeostasis we saw across the US after the start of the pandemic, this is needed.	5/8/2024 7:32 PM
3	Plan for oversized vehicles using roundabouts.	5/8/2024 6:05 PM
4	Its about the money	5/7/2024 9:39 AM
5	There are always more options, just have to think outside the box and maybe don't always do things the way they have always been done.	5/6/2024 2:18 PM
6	Following ADOT guidance when setting speed limits suggested faster speeds despite dense multimodal conditions along an urban arterial. This was highly unpopular and was ultimately overruled by city Council. Write guidance that encourages flexibility to following the 85th percentile and allows engineers/planners to take the roadway context into consideration.	5/6/2024 9:53 AM
7	My group had same issue and concerns as I did rather on Tribal land or other locations.	5/6/2024 9:19 AM
8	It takes significant, persistent funding to make true changes in traffic crash trends. It also takes commitment to safety as a priority over moving vehicles from point A to B as fast as possible. A minute longer of average travel time needs to be a worthwhile cost to reduce fatal and serious injury crashes.	4/23/2024 12:40 PM
9	Following through and ensuring strategies are being deployed once the SHSP and ATSAP are developed.	4/22/2024 12:36 PM
10	Plans get done, but not enough funds to implement. Start planning realistic solutions	4/22/2024 7:58 AM
11	bring together law enforcement and engineers when considering making changes to infrastructure.	4/22/2024 7:05 AM

Input shown reflects the ideas that workshop attendees suggested for consideration.

2024 ADOT SHSP and ATSAP SAFETY STAKEHOLDER WORKSHOP



VULNERABLE ROAD USERS SAFETY FOCUS AREA – COALITION FOR TRANSPORTATION CHOICES

Safe Roads

- See more narrow roads to encourage drivers to slow down
- Medians
- Design to limit cars access to help bike/ped live
- More roundabouts

Safe Speeds

- Roundabouts
- Enforcement avoidance causing other safety issues
- Widths of roadways - more traffic and identify areas to include buffered/protected bike lanes and space for peds
- On rural roads and SHS need wider shoulders for bike/ped/ breakdown/pull over space
- Narrow roads provide visual to go slower
- Speed limit reduction on arterials - what is the result? How is enforcement supporting these efforts?

Post Crash Care

Safe Road Users

- Do the data show behavior since text/drive laws (wasn't on crash forms before a few years ago)?
- Text drive law is a secondary law. Must do something else unsafe first. Perhaps make it a primary law
- Provide protected bike lanes (safe roads)
- Do data tell story about jaywalkers - where are they trying to go? What's causing the behavior?
- Education for all road users (rules of the road for all, what to expect)
- Are seniors involved in more crashes? Education, transit options for those who can't/shouldn't drive. Recognize as people age that transportation needs change
- Look more at age going forward
- Crosswalk signals need to be automatic (safe roads)
- Increasing crossing time (safe roads)

Safe Vehicles

- Advocate for SUV and trucks to make smaller vehicles; those with lower frontal/height area
- Restriction on trucks for non-commercial use
- E-bike safety (regulation for minimum safety standards. Brakes that can handle speeds)

Input shown reflects the ideas that workshop attendees suggested for consideration.

APPENDIX G

2025 National Highway Safety- Related Observances

2025 NATIONAL HIGHWAY SAFETY RELATED OBSERVANCES CALENDAR (8-15-24)

JANUARY

Observance	Dates	Lead Entity	Collaboration Options
National Passenger Safety Week	Last Week in Jan	National Road Safety Foundation & We Save Lives	ADHS/BEMSTS ADHS/Office of Injury Prevention GOHS ADOT AZDPS

FEBRUARY

Observance	Dates	Lead Entity	Collaboration Options
No Applicable Observances Identified	NA	NA	NA

MARCH

Observance	Dates	Lead Entity	Collaboration Options
National Drug & Alcohol Facts Week	Mar 16-22	National Institute on Drug Abuse	ADHS GOHS ADOT AZDPS

APRIL

Observance	Dates	Lead Entity	Collaboration Options
Alcohol Awareness Month	Apr 1-30	National Institutes of Health	ADHS GOHS ADOT AZDPS
National Distracted Driving Awareness Month	Apr 1-30	National Safety Council NHTSA	Ofc. of Injury Prevention Wellness Ambassadors ADOT GOHS
Injury Prevention Month	Apr 1-30	American Academy of Ortho. Surgeons	Ofc. of Injury Prevention Wellness Ambassadors
National 911 Public Safety Communicators Week	2nd Week in Apr	NHTSA	ADOA/911 Program
National Work Zone Safety Awareness Week	Apr 14-18	NHTSA American Traffic Safety Services Assoc.	ADOT GOHS County/Municipal DOTs

MAY

Observance	Dates	Lead Entity	Collaboration Options
National Trauma Awareness Month	May 1-31	American Trauma Society	Ofc. of Injury Prevention Wellness Ambassadors
Motorcycle Safety Awareness Month	May 1-31	NHTSA	Ofc. of Injury Prevention ADOT GOHS
National Youth Traffic Safety Month	May 1-31	NHTSA	ADOT GOHS AZ Governor's Office of Youth, Faith & Family
National Bicycle Safety Month	May 1-31	NHTSA	

National Bike Month	May 1-31	League of American Bicycles	Ofc. of Injury Prevention NHTSA ADOT GOHS
National Police Week	May 14-20	Police Week.Org	AZPOST AZDPS GOHS
National EMS Week	May 18-24	American College of Emergency Physicians	ADHS/BEMSTS AZ Ambulance Association AZ Fire Districts Association AZ Fire Chiefs Association GOHS
Global Youth Traffic Safety Month	May 1-31	Students Against Drunk Driving (SADD)	GOHS AZ Governor's Office of Youth, Faith & Family ADOT AZDPS
Older Americans Month	May 1-31	Administration for Community Living	Area Agency on Aging Region One AZ's Area Agencies on Aging ADOT – Older Drivers ADHS – Healthy Aging
National Heatstroke Prevention Day	May 1	NHTSA	AZ Governor's Office ADHS ADOT DEMA
Bike to School Day	May 7	League of American Bicyclists	AZ Dept of Ed
Bike to Work Day	May 21	Valley Metro League of American Bicyclists	Valley Metro AZ Commerce Authority
National Stop the Bleed Day	May 22	Stop the Bleed.Org	ADHS/BEMSTS
JUNE			
Observance	Dates	Lead Entity	Collaboration Options
National Safety Month	Jun 1-30	National Safety Council	Ofc. of Injury Prevention Wellness Ambassadors
National CPR & AED Awareness Week	Jun 1-7	American Heart Association	ADHS/BEMSTS AZ Ambulance Association AZ Fire Districts Association AZ Fire Chiefs Association
Secure Your Load Day	Jun 6	ADOT	ADOT AZDPS ADOA/911 Program
Ride to Work Day	3rd Mon in May	NHTSA	ADOT AZDPS
National Tire Safety Week	Jun 23- Jul 2	U.S. Tire Manufacturers Association	ADOT AZDPS
JULY			
Observance	Dates	Lead Entity	Collaboration Options
National Speed Prevention Campaign	Jul 7-30	NHTSA	ADOT/Enforcement Compliance Division AZDPS

AUGUST			
Observance	Dates	Lead Entity	Collaboration Options
National Stop on Red Week	1st Week in Aug	FHWA NHTSA National Coalition for Safer Roads	Ofc. of Injury Prevention Wellness Ambassadors ADOT GOHS
Drive Sober or Get Pulled Over High-Visibility Enforcement	Aug 15-Sep 1	NHTSA	GOHS ADOT/Enforcement Compliance Division
SEPTEMBER			
Observance	Dates	Lead Entity	Collaboration Options
Natl. Alcohol & Drug Addiction Recovery Month	Sep 1-30	SAMHSA	ADHS AHCCCS
National Preparedness Month	Sep 1-30	Ready.org	Bureau of Pub Health Emergency Prep. Wellness Ambassadors State of Arizona Citizen Corps Council
National Child Passenger Safety Week	Sep 21-27	NHTSA	NASEMSO/Safe Transport of Children Cmte ADHS/BEMSTS - EMS or Children AGOHS/Children are Priceless Passengers (CAPP)
National Seat Check Saturday	Sep 27	NHTSA	GOHS ADHS/Office of Injury Prevention
OCTOBER			
Observance	Dates	Lead Entity	Collaboration Options
Pedestrian Safety Month	Oct 1-31	NHTSA	GOHS ADOT
Walk and Roll to School Day	Oct 1	National Center for Safe Routes to Schools	ADOT GOHS AZ Dept of Ed
Drive Safely to Work Week	Oct 6-12	Network of Employers for Traffic Safety	Ofc. of Injury Prevention ADHS HR/Workforce Development Wellness Ambassadors ADOT GOHS
National Teen Driver Safety Week	Oct 15-21	USDOT/Traffic Safety Marketing	Ofc. of Injury Prevention Wellness Ambassadors ADOT GOHS
National School Bus Safety Week	Oct 20-24	National Assoc. for Pupil Transportation	Ofc. of Injury Prevention Wellness Ambassadors ADOT GOHS AZ Dept. of Education

NOVEMBER			
Observance	Dates	Lead Entity	Collaboration Options
National Injury Prevention Day	Nov 17	Injury Free Coalition for Kids	Ofc. of Injury Prevention
National Crash Responder Safety Week (2024 not yet updated)	Nov 17-21	FHWA	ADHS/BEMSTS ADOT GOHS AZDPS APTRA AZ TIM Coalition Responder Safety Institute
DECEMBER			
Observance	Dates	Lead Entity	Collaboration Options
Older Driver Safety Awareness Week	Dec 1-5	NHTSA	AZ Area Agency on Aging AZ Dept. of Economic Security/Aging & Adult ADHS Arizona Healthy Aging ADOT Traffic Safety Resources - Age-Related
National Impaired Driving Prevention Month	Dec 1 -31	NHTSA SAMHSA Youth.gov	Wellness Ambassadors Ofc. of Injury Prevention ADOT; AZGOHS/Know Your Limits Program
National Drunk & Drugged Driving Awareness Month	Dec 1-31	American Safety Council	Wellness Ambassadors Ofc. of Injury Prevention ADOT GOHS/Know Your Limits Program
Drive Sober or Get Pulled Over High-Visibility Enforcement	Dec 11-Jan 1, 2025	NHTSA	GOHS ADOT AZDPS