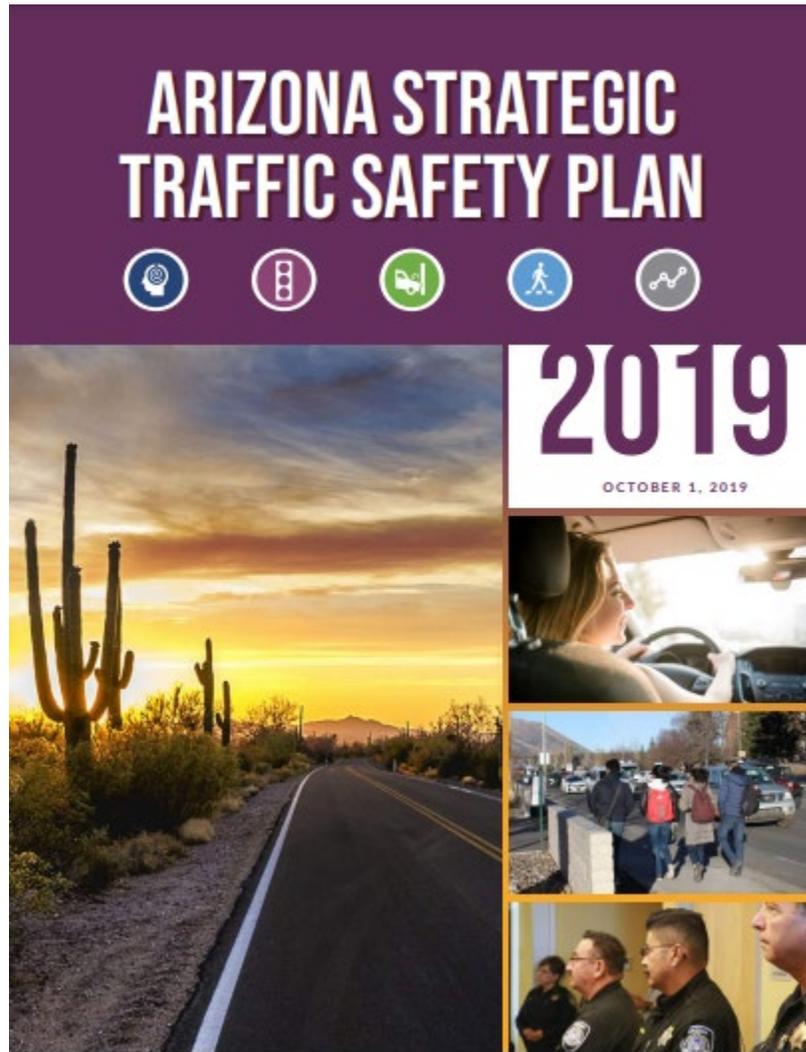


Arizona Strategic Traffic Safety Plan 2019 Annual Update Report



April 2021

Traffic Safety

Arizona Department of Transportation

Transportation Systems Management & Operations Division



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2019 Arizona STSP Annual Update

Executive Summary

The following is an annual Strategic Traffic Safety Plan (STSP) update to include and amend the annual trend in all five emphasis areas related to fatalities and serious injuries for the first calendar year of implementation, the year 2019, for the Arizona STSP 2019. Throughout the year, there were accomplishments in Emphasis Area action items, and changes in statewide crash data. The information and data contained within this report is current as of April 2021. When examining Emphasis Area specific crashes, note that most individual crashes involve multiple characteristics and potential contributing factors; this may result in a single crash being reflected in the statistics for one or several Emphasis Areas.

The Arizona 2019 STSP was a collaborative effort in its creation, and continues as such during its implementation. The Emphasis Area teams embody this collaboration by having the 4 E's of transportation safety (Engineering, Education, Enforcement and Emergency Medical Response) represented in each Emphasis Area team meeting.

During Emphasis Area quarterly meetings, the leaders and members compiled their successes, concerns, and needs identified throughout this implementation period.

The goal of the Arizona 2019 STSP is to reduce Traffic Fatalities on Arizona's Roadways, and Arizona 2019 STSP Vision measures this by aiming towards zero death by reducing crashes for a safer Arizona. Ultimately, to eliminate all traffic fatalities and serious injuries, engineers must design safe roads and public must make good choices and drive defensively and safely. As we continuously strive to meet an ultimate vision of eliminating all traffic fatalities, goals will be reviewed annually and modified appropriately based on progress achieved.

The crash data used for analysis was pulled from ACIS data base, April 13, 2021; see Table 1-2 and Appendix A – Data Summary, Appendix Figures. These findings from this data may differ slightly from previous or future crash summaries as the data is continually updated. In 2019, there were 980 fatalities from crashes on Arizona roadways. This is a 3.1% decrease from the previous year, 2018, with 1,011 fatalities and a 9.3% increase from the base 2015's count of 897 fatalities. Serious injuries have also decreased in 2019, a 5.2% decrease to 3,593 from 3,790 in 2018 but a decrease to 3,593 from 4,220 in 2015, a 14.8% decrease from base year 2015. Combining fatalities and serious injuries, 2019 saw a 10.6% decrease from the base year 2015, dropping from 5,117 fatalities and serious injuries in 2015 to 4,573 in 2019.

The current STSP initiative is viewed positively through the collaboration of different safety disciplines working together for a common goal of reducing crashes, fatalities, and injuries. The Arizona STSP effort is moving in a positive direction and will continue to be successful because of the support from agency leadership and the dedication of the Emphasis Area leaders and members.

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Arizona Strategic Traffic Safety Plan 2020 Annual Update

Introduction:

Arizona STSP Overview

The Arizona 2019 STSP contains five Emphasis Areas. The purpose of the STSP is to direct transportation project investment decisions and ensure best safety practices are adopted to achieve a meaningful reduction in transportation-related fatalities and serious injuries on all public roadways. In 2019, there were 980 fatalities from crashes on Arizona roadways. This is a 3.1% decrease from the previous year, 2018, with 1,011 fatalities. Serious injuries have also decreased in 2019, a 5.2% decrease to 3,593 from 3,790 in 2018. There were 1842 pedestrian crashes in 2019, a 3.7% increase from the previous year from 1776 in 2018. In 2019, there were 220 pedestrian fatalities, a 10.2% decrease from the previous year from 245 in 2018. There were 53,980 intersection crashes in 2019, a 6.2% increase from previous year from 50,823 in 2018. There were 287 total intersection fatalities in 2019, a 2.5% increase from previous year from 280 in 2018. In 2019, ACIS data capabilities were improved and access expanded.

Over the past year in 2019 Arizona conducted 10 Road Safety Assessments (RSAs) and participated as a Federal Highway Administration (FHWA) Focus State for Pedestrians, Roadway Departure, and Intersections. The five 2019 STSP Emphasis Areas:

- Highway Safety (Behavior-Related)
- Intersections
- Lane Departure
- Pedestrians
- Safety-Related Data

The Executive Committee, consisting of the directors of five state departments and administrators of three federal agencies, FHWA, FMCSA, and NHTSA provides high-level guidance and resources for the Emphasis Area teams. The Emphasis Area teams are led by experienced and motivated leaders and the teams are composed of diverse community members, dedicated agency employees, traffic engineers, and several public and private agency representatives. The Emphasis Area teams focus on encouraging and implementing safety strategies through action items specific to their Emphasis Area. Each Emphasis Area team meets quarterly to facilitate open dialogues among participants about safety action items and how to reduce crashes with fatalities and serious injuries in Arizona.

2019: The First Year Implementation

The first year implementation of the Arizona 2019 STSP has seen a lot of activities and concerted efforts put in by emphasis area teams making progress in implementing safety strategies and action items including conducting virtual field observations with input from the team members on hot spot locations identified by ADOT Statewide Network Screening related to pedestrians, intersections and lane departures, and an overview of High Friction Surface Treatments (HFST) projects administered by local agencies. The teams built on the momentum generated during the development of the STSP and have continued to increase their collaborative efforts. Year 2019 saw a significant drop in the number of severe crashes in Arizona, fatality and serious injury crashes are lower than 2018. The underlying factors causing this year-to-year fluctuation is

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unknown. However, driving behavior coupled with economy plays a significant role as found in some of the recent national studies.

Roles and Responsibilities of Arizona STSP Management Structure

The Arizona STSP serves as an overarching, statewide plan because of the committee structure established for implementation, See Figure 1-1 below. Detailed information regarding each group's respective role and responsibilities can be found in the 2019 STSP available online.

Figure 1-1: 2019 STSP Management Structure



Emphasis Area Team Participation

Having five emphasis areas, organizing and conducting regular meetings every quarter is a large undertaking. Throughout the process, four emphasis areas expressed a desire to meet quarterly. Behavior- Related Team is being run by GOHS and we have not received a report of activities from GOHS.

Emphasis Area Teams:

- I. Intersection - We have no committed chair and the Co-Chair is currently George Williams of ADOT. There are no objectives changes and no new goals.
- II. Lane Departure - The current chair is Steven Latoski of Mohave County DOT, and the co-chair is Michael DenBleyker of ADOT. There are no objectives changes and no new goals
- III. Pedestrians – The current chair is Mailen Pankiewicz of the City of Phoenix, and the co-chair is Brian Fellows also of the City of Phoenix. There are currently some suggestions for a better way to outreach accomplishments to the state jurisdictions. It was also suggested for polishing some goals to include Safe Route to school, collection of ped volume, and promoting Ped Safety in Development process, and
- IV. Safety-Related Data- The current chair is Glen Robison and the co-chair is Saroja Devarakonda both from ADOT. There are no objectives changes and no new goals.

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- V. Highway Safety (Behavior-Related) - The current chair is Alberto Gutier the Director of the Arizona Governor's Office of Highway Safety (GOHS) and the co-chair is Nicole Costanza also of GOHS. There is no information on any objectives or new goals.

Future Plans

The STSP effort is moving in positive direction. We began conducting virtual field reviews on hot spot locations identified by Network Screening related to pedestrians, intersections, and lane departures. We will quarterly review the Emphasis areas team objectives for changes. In 2020 the RSA program was expanded and we began looking at more sites.

Table 1-1: Emphasis Area Team Meetings

Emphasis Area Team	Meeting Dates
Intersections	December 19,2019
	March, 4, 2020
	June 3,2020
	September 3,2020
Pedestrians-	October 2,2019
	January 21,2019
	April 28, 2020
	July 20,2020
Lane Departure	December 5,2019
	March 5,2020
	June 2,2020
	September 1,2020
Safety-Related Data	November 19, 2019
	February 18,2020
	May 20,2020
	August 18,2020

STSP Outreach/Recruitment

Vital to the process is having diverse, dedicated individuals engaged. This is accomplished through various outreach activities, agency wide involvement, and local jurisdictions. Several team leaders and Emphasis Area team members have personally reach out to local agencies to encourage participation.

Conclusion

Arizona finished the first year of its 2019 STSP implementation with an established management structure and active stakeholders. The first year, 2019 was full of learning experience to understand how to engage and retain stakeholders in STSP-specific conversations. Moving forward, the Arizona STSP will be better equipped to face any challenges of the second year of implementation. The Arizona STSP effort is moving in a positive direction and will continue to be successful because of the support from agency leadership and dedication of the Emphasis Area leaders and members.

Data Summary Parameters Used

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- **Pedestrians** – This is based on person type of pedestrians being marked on the crash report. And there was no change from the original 2019 STSP Appendix.
- **Intersections** – This is based on the intersection flags in ACIS, there was no change from the original 2019 STSP Appendix.
- **Lane Departure** – This is based on the LD flag in ACIS, this is different from the original STSP Appendix in that the first event sequence was used instead of all possible event sequences (4 for each unit) and the FHE of the crash.
- **Speeding** – this is based on the speed related flags in ACIS, there was no change from the original STSP Appendix.
- **Unrestrained Occupant** – This is based on occupants (drivers and passengers of any vehicle type including motorcycles) not wearing a safety device, this includes any safety device type such as seatbelt, lap belt, helmet, child restraint, etc.
- **Distracted Driving Flag** – This is based on the distracted driving flag in ACIS for 2015 data onward, prior to 2015 which the violation inattention/distraction was used. There was no change from the original STSP Appendix.
- **Impairment-Related** – This is based on the impairment flag in ACIS which includes all impairment type (alcohol, drugs, meds, and marijuana) for drivers, pedestrians, and pedal cyclists, the original STSP used drivers only which made the numbers much lower (the title for this section was changed to impairment related instead of impaired driving).
- **Motorcycles** - This is based on the body style code MC being marked on the crash report, this is different from the STSP in that it included other codes such as ATV, ATC, Moped, Golf Carts, etc.

The 2019 Data used for analysis and update was pulled from the Arizona Crash Information System (ACIS) database and received on April 13, 2021.

TABLE 1-2: FATALITIES AND SERIOUS INJURIES

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Table 1-2: Fatalities and Serious Injuries
April 13, 2021

Note: All the graphs and tables in this dashboard represent **PERSON** counts.

YEAR	FATALITIES	SERIOUS INJURIES
2010	759	4,648
2011	827	4,598
2012	821	4,508
2013	849	4,329
2014	774	3,968
2015	897	4,220
2016	952	4,617
2017	998	4,207
2018	1,011	3,790
2019	980	3,593

Appendix A – DATA SUMMARY

APPENDIX A – DATA SUMMARY

NOTE: DATA SUMMARIES ARE BASED ON DATA EXTRACTED FROM ACISDM CUBE, APRIL 13, 2021.

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PEDESTRIANS

FIGURE A-1: ANNUAL TREND IN PEDESTRIAN-INVOLVED FATALITIES AND SERIOUS INJURIES

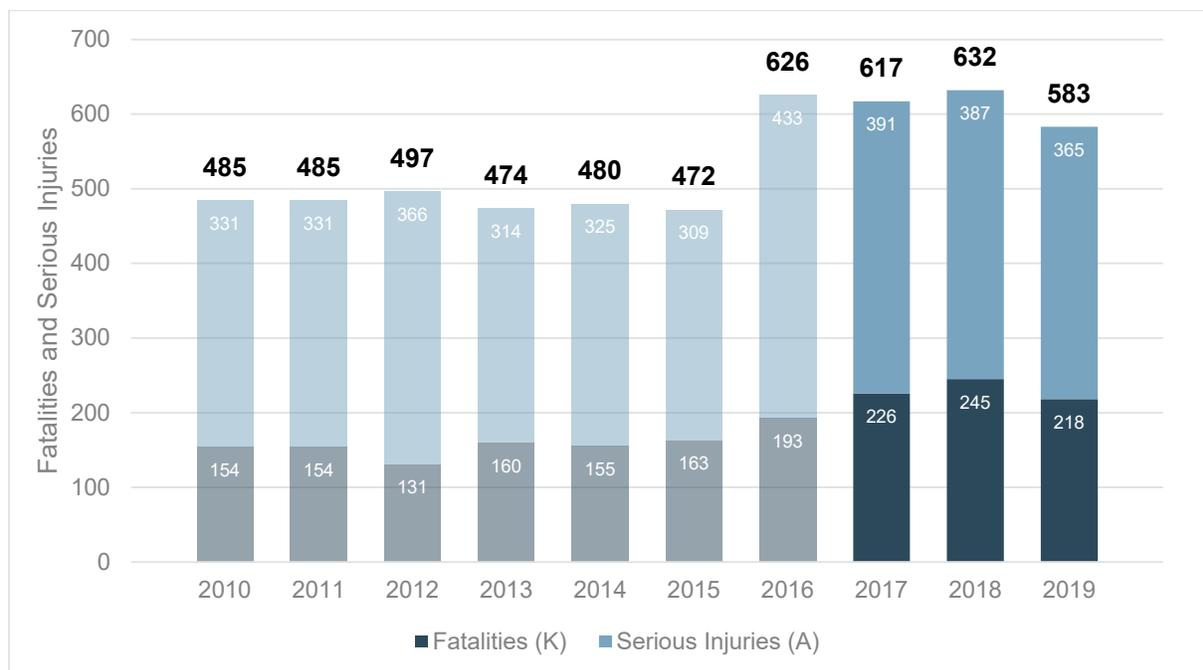
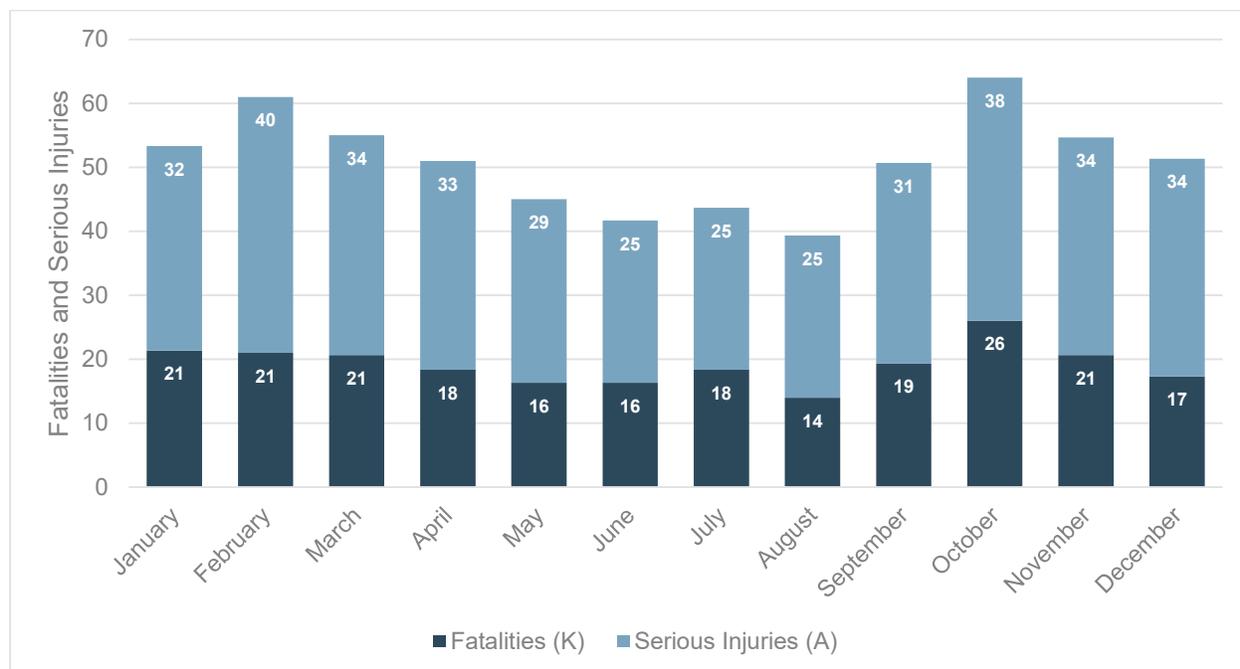


FIGURE A-2 PEDESTRIAN FATALITIES AND SERIOUS INJURIES BY MONTH (3-YEAR AVERAGE)



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FIGURE A-3 PEDESTRIAN FATALITIES AND SERIOUS INJURIES BY DAY-OF-WEEK (3-YEAR AVERAGE)

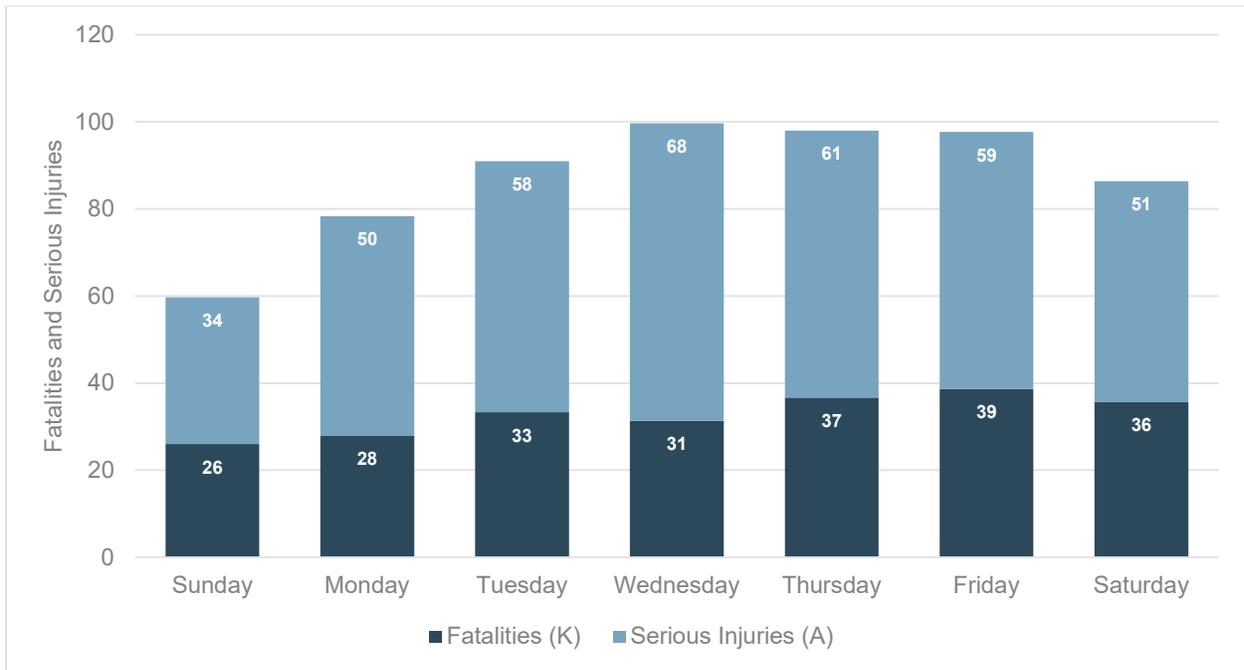
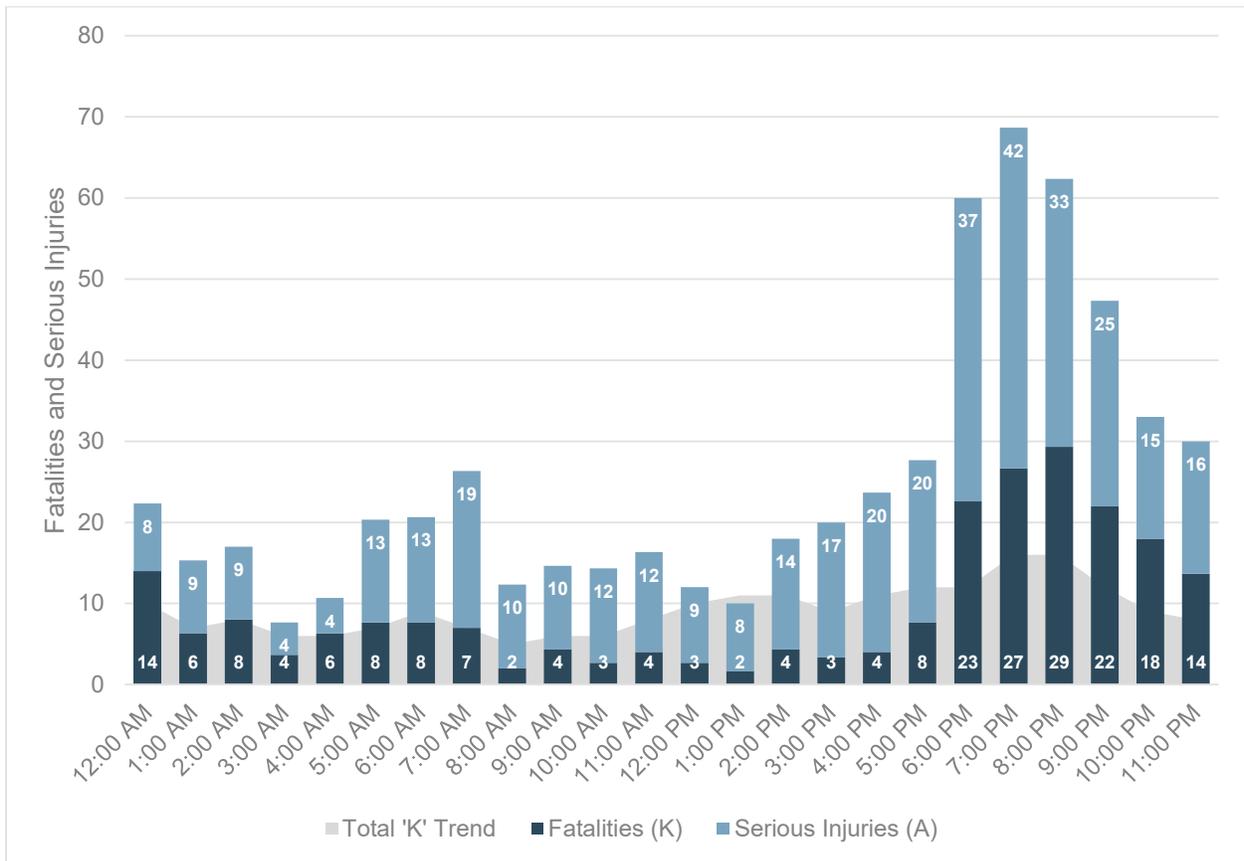
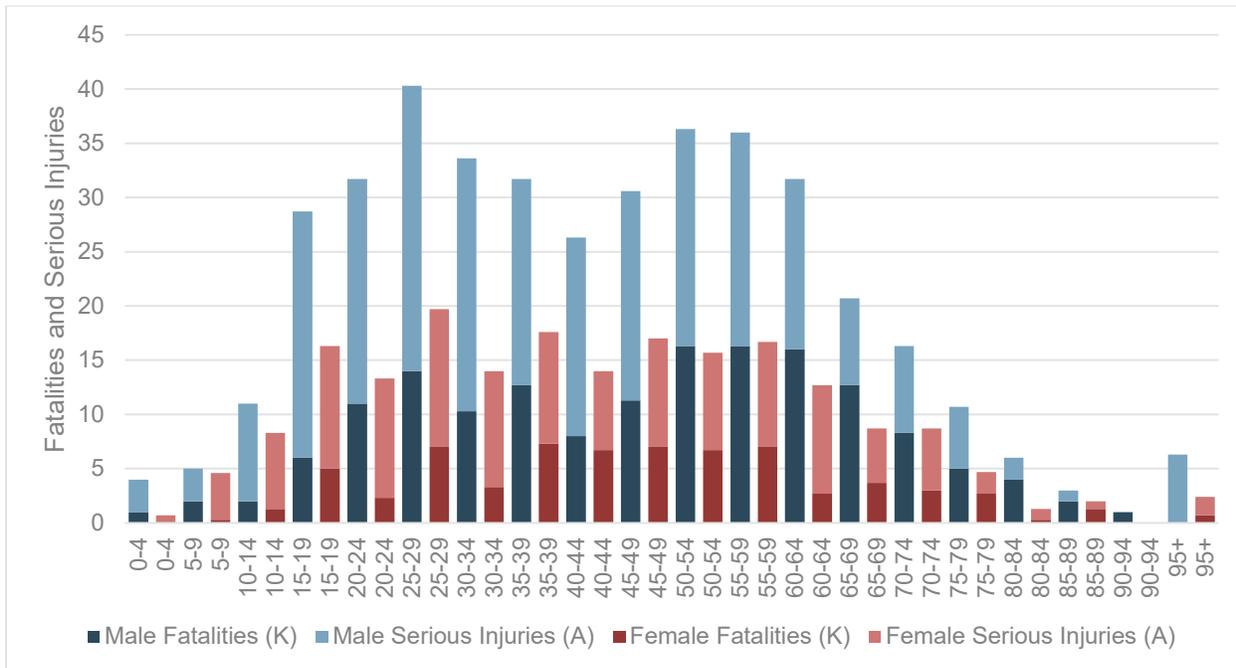


FIGURE A-4: PEDESTRIAN FATALITIES AND SERIOUS INJURIES BY TIME-OF-DAY (3-YEAR AVERAGE)



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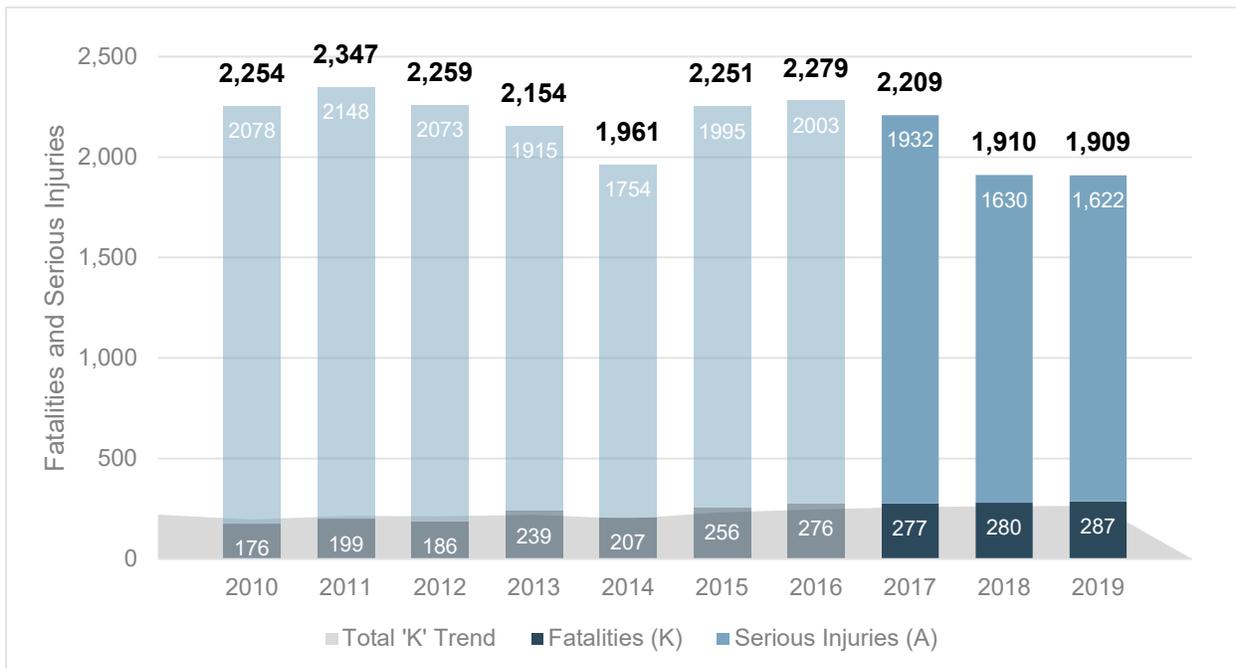
FIGURE A-5 PEDESTRIAN FATALITIES AND SERIOUS INJURIES BY AGE AND GENDER OF PEDESTRIAN (3-YEAR AVERAGE)



*Note: Age group of 95+ includes unknown age

INTERSECTIONS

FIGURE A-6: ANNUAL TREND IN INTERSECTION-RELATED FATALITIES AND SERIOUS INJURIES



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FIGURE A-7 INTERSECTION FATALITIES AND SERIOUS INJURIES BY MONTH (3-YEAR AVERAGE)

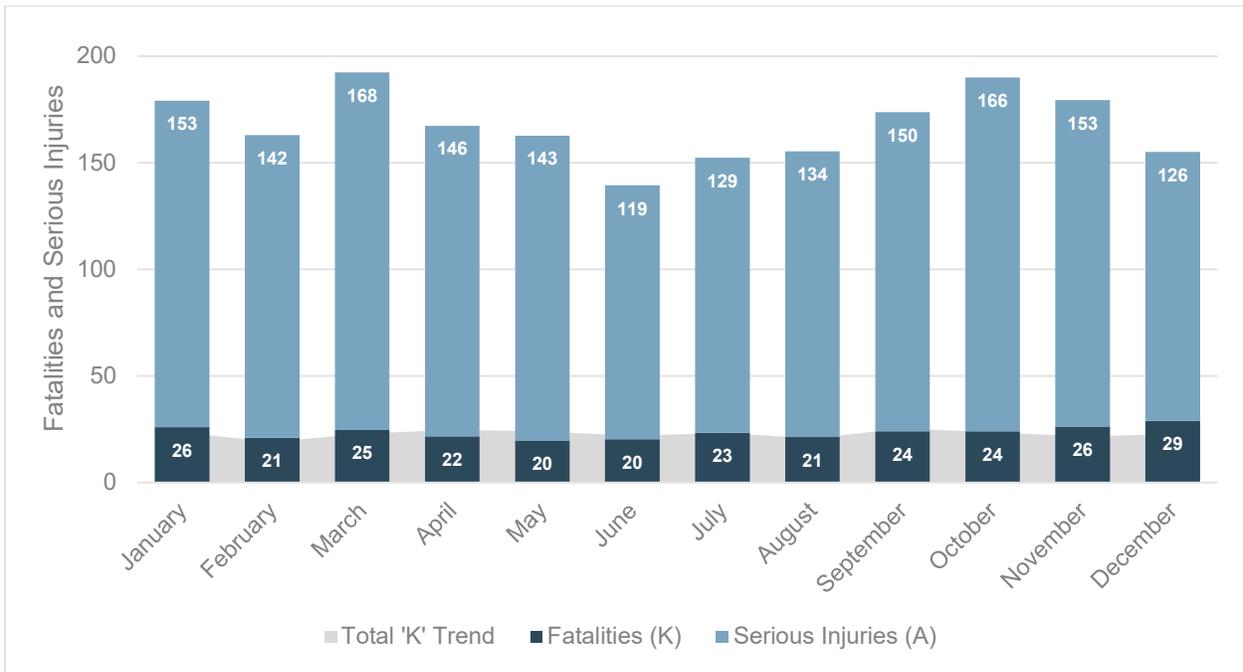
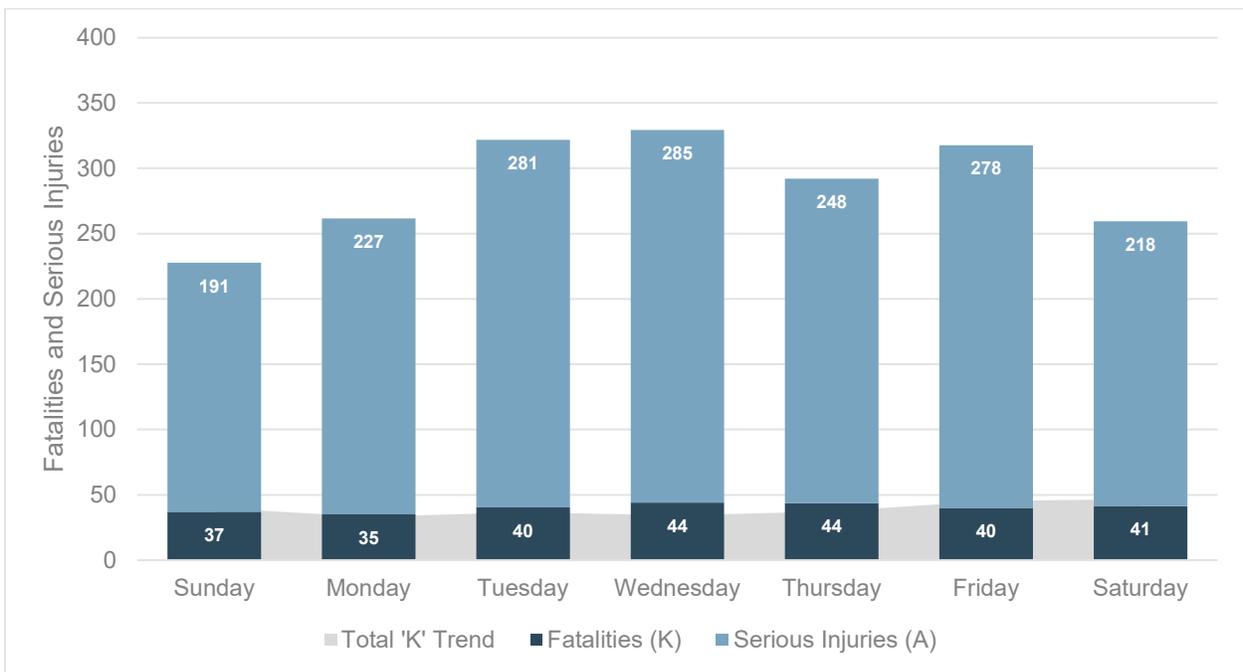


FIGURE A-8: INTERSECTION FATALITIES AND SERIOUS INJURIES BY DAY-OF-WEEK (3-YEAR AVERAGE)



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FIGURE A-9: INTERSECTION FATALITIES AND SERIOUS INJURIES BY TIME-OF-DAY (3-YEAR AVERAGE)

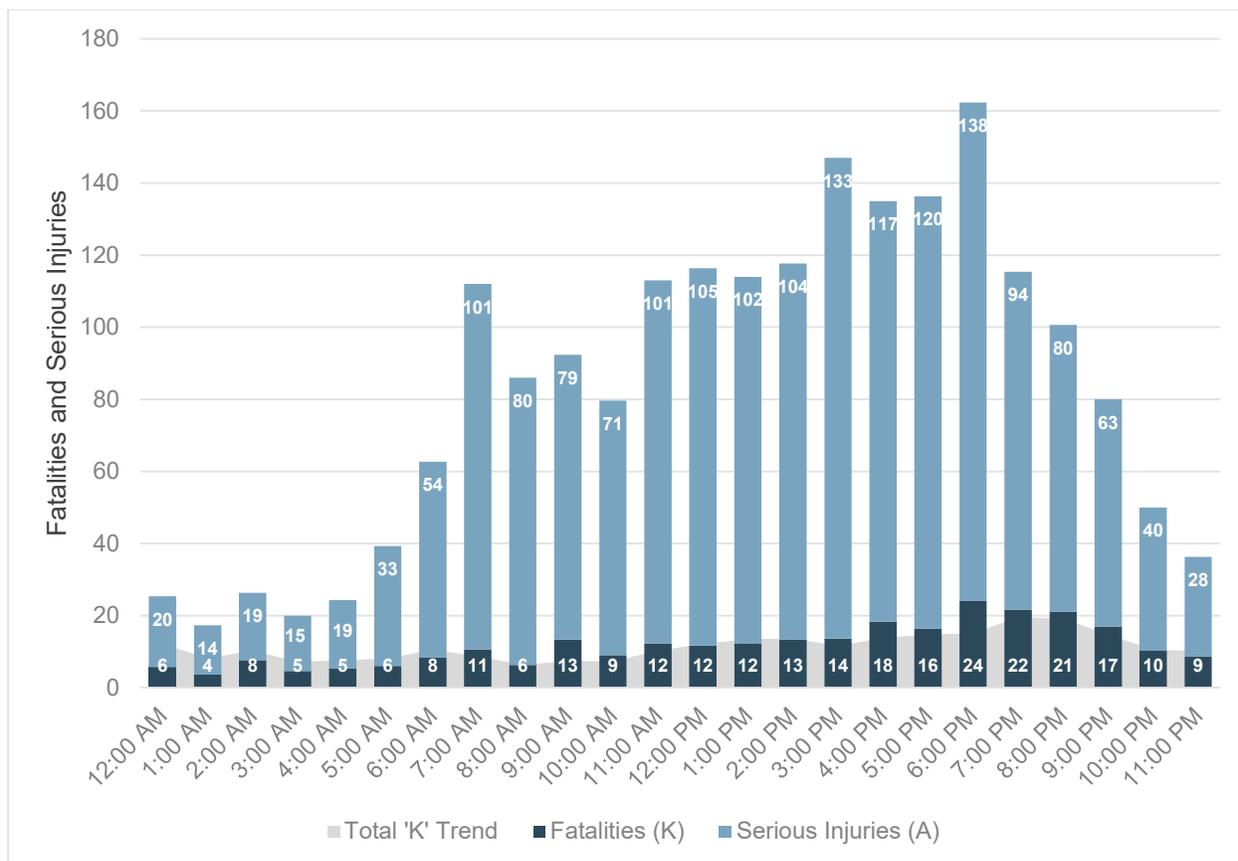
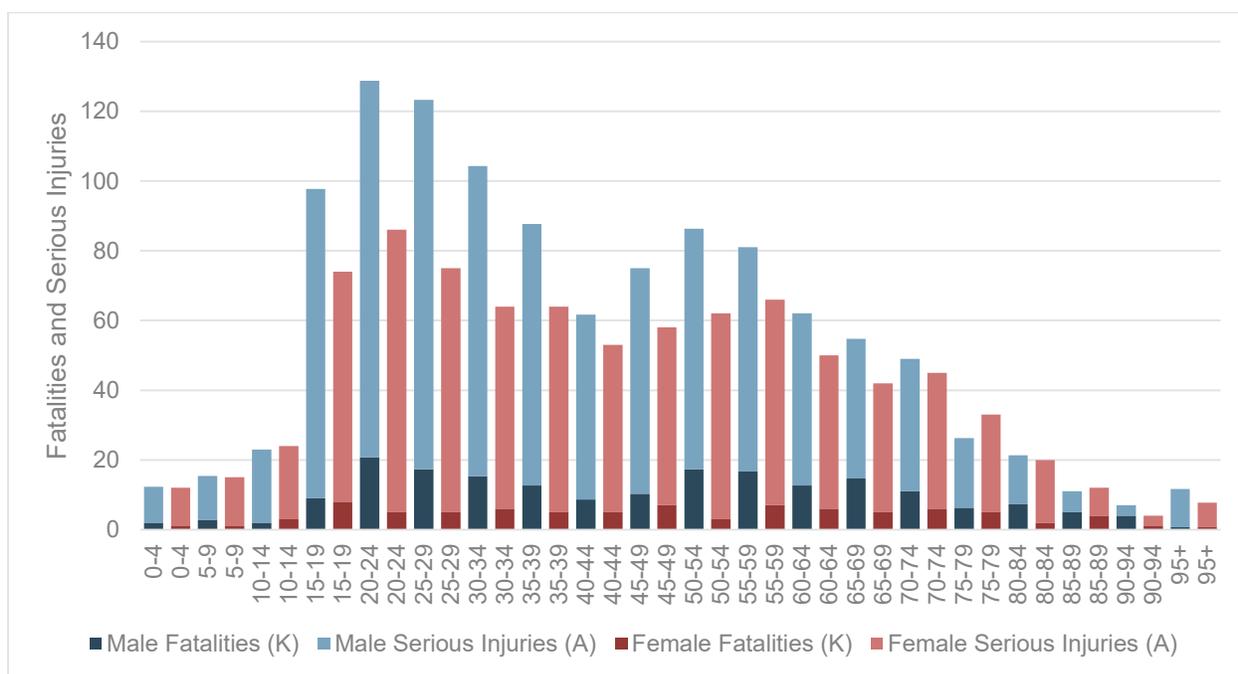


FIGURE A-10: INTERSECTION FATALITIES AND SERIOUS INJURIES BY AGE AND GENDER (3-YEAR AVERAGE)



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*Note: Age group of 95+ includes unknown age

LANE DEPARTURE

FIGURE A-11: ANNUAL TREND IN LANE-DEPARTURE-RELATED FATALITIES AND SERIOUS INJURIES

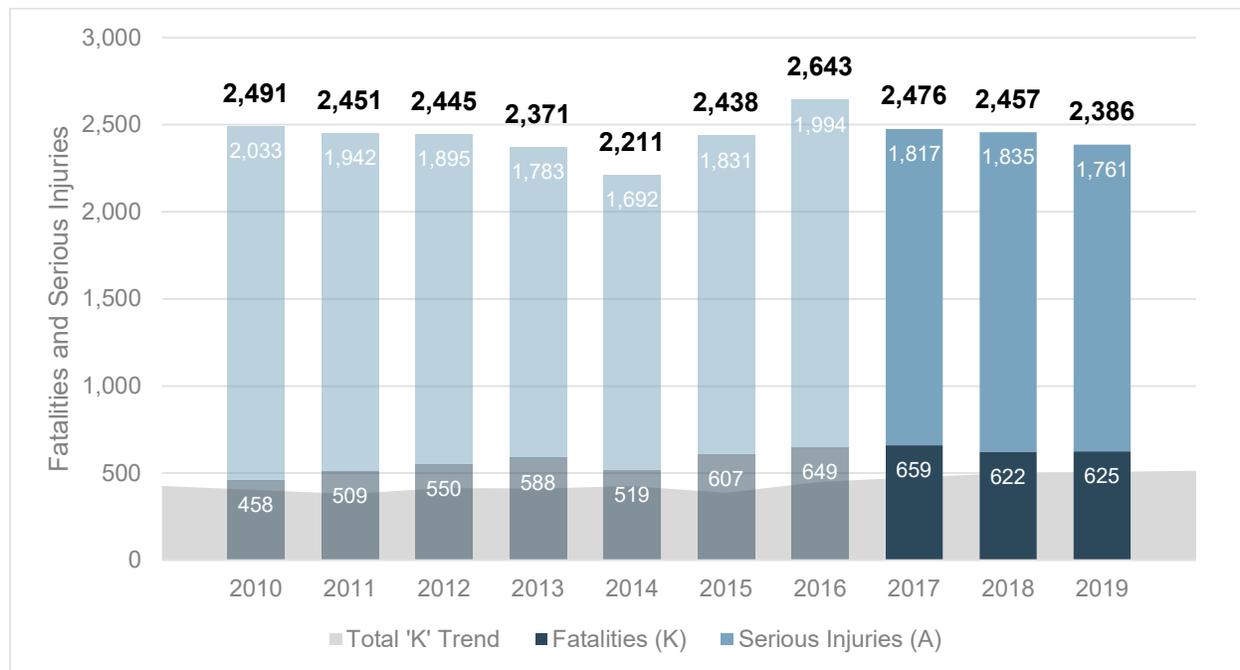
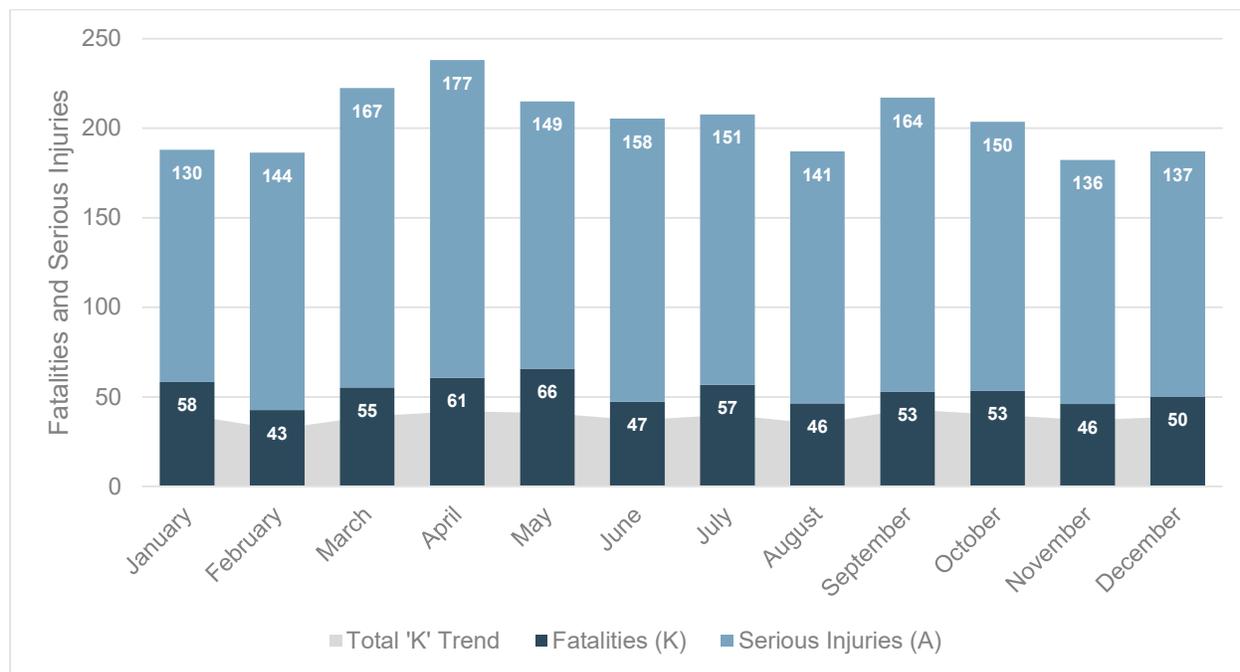


FIGURE A-12: LANE-DEPARTURE FATALITIES AND SERIOUS INJURIES BY MONTH (3-YEAR AVERAGE)



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FIGURE A-13: LANE-DEPARTURE FATALITIES AND SERIOUS INJURIES BY DAY-OF-WEEK (3-YEAR AVERAGE)

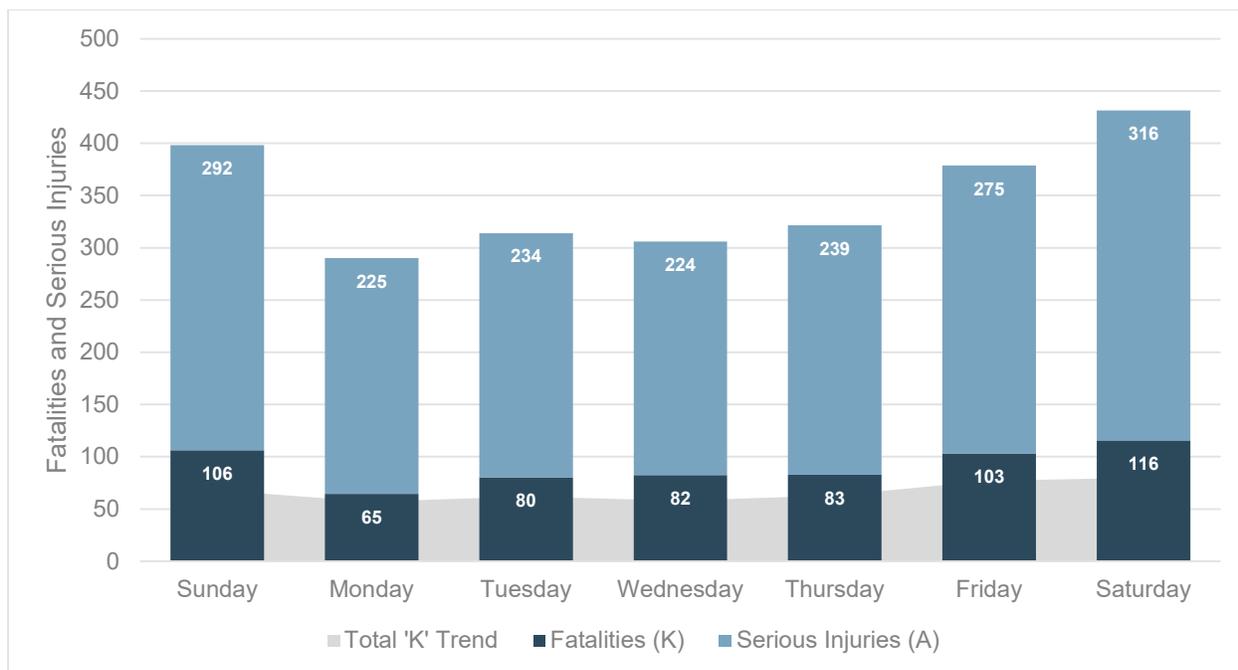
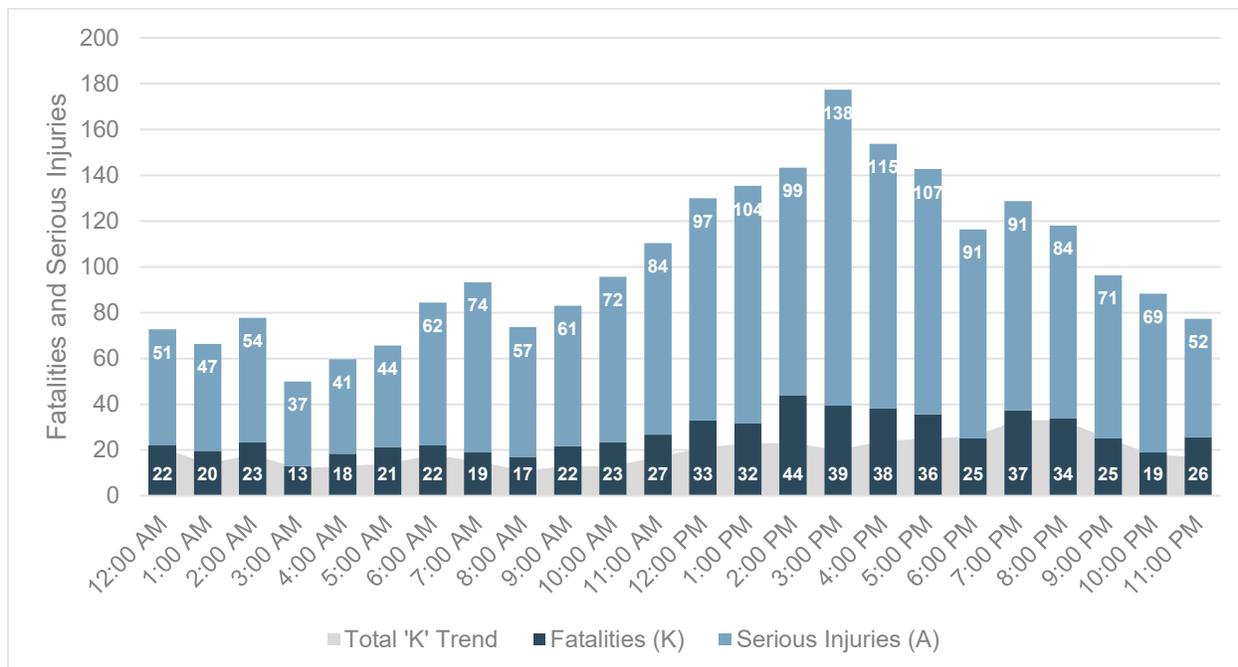
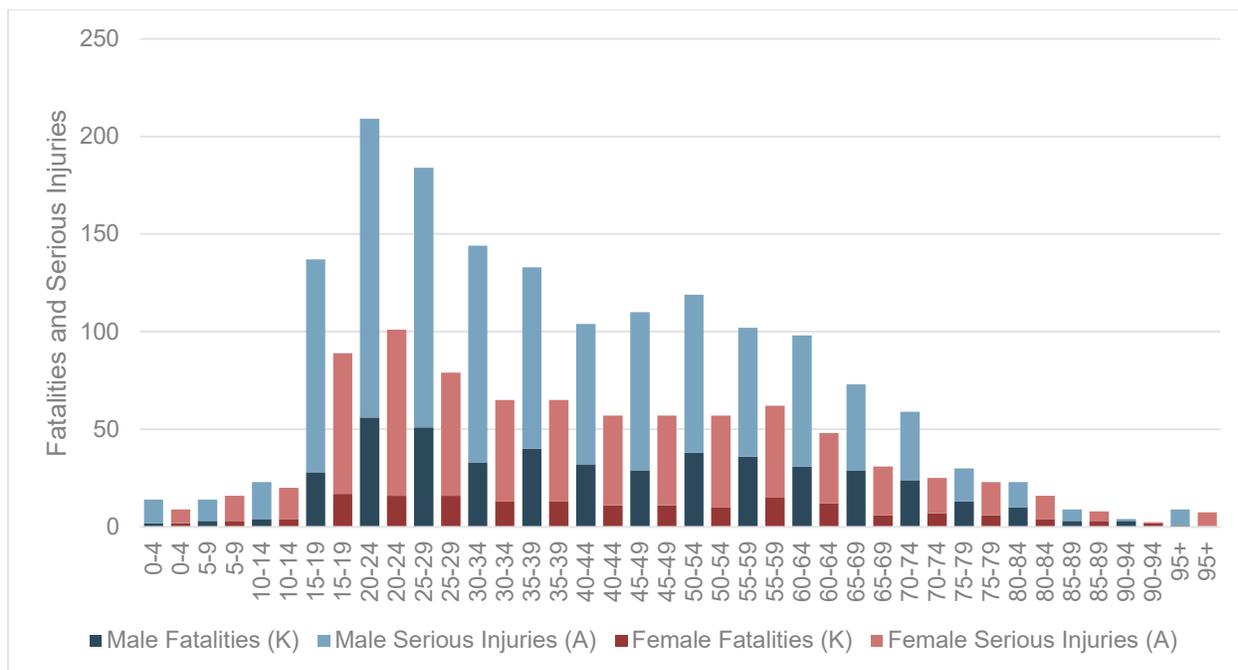


FIGURE A-14: LANE-DEPARTURE FATALITIES AND SERIOUS INJURIES BY TIME-OF-DAY (3-YEAR AVERAGE)



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FIGURE A-15: LANE DEPARTURE FATALITIES AND SERIOUS INJURIES BY AGE AND GENDER (3-YEAR AVERAGE)



*Note: Age group of 95+ includes unknown age

HIGHWAY SAFETY (BEHAVIOR-RELATED)

SPEEDING AND AGGRESSIVE DRIVING

FIGURE A-16: ANNUAL TREND IN SPEEDING-INVOLVED/AGGRESSIVE DRIVING FATALITIES AND SERIOUS INJURIES



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FIGURE A-17: SPEEDING/AGGRESSIVE DRIVING FATALITIES AND SERIOUS INJURIES BY MONTH (3-YEAR AVERAGE)

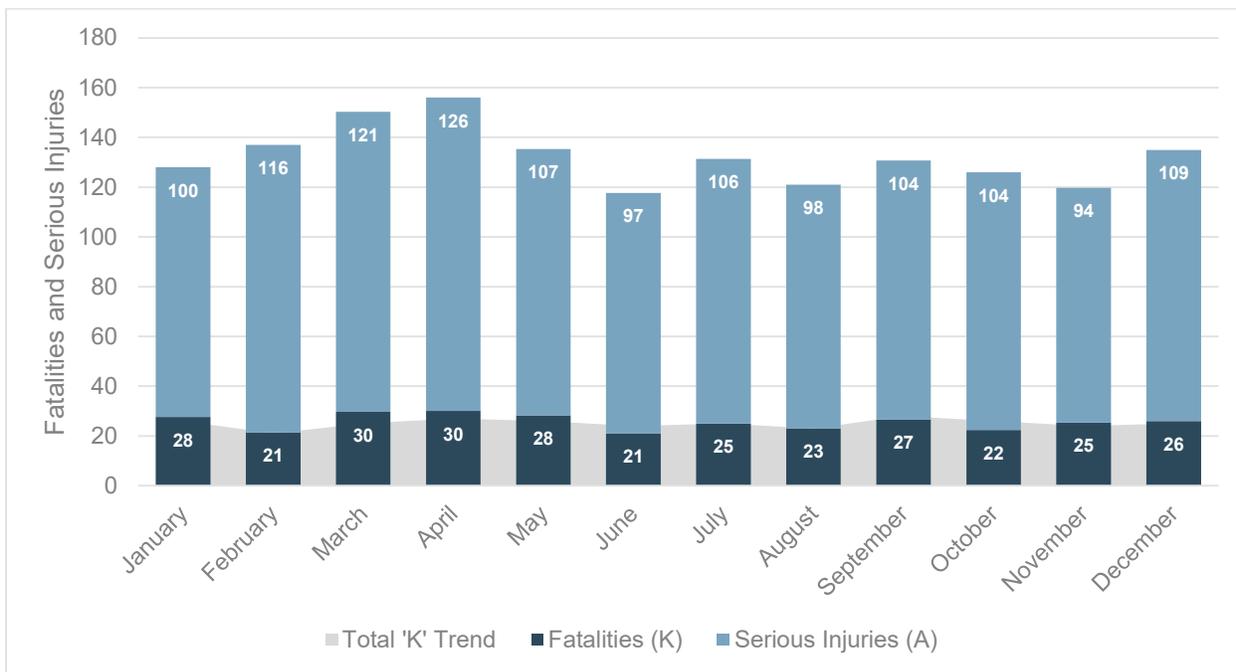
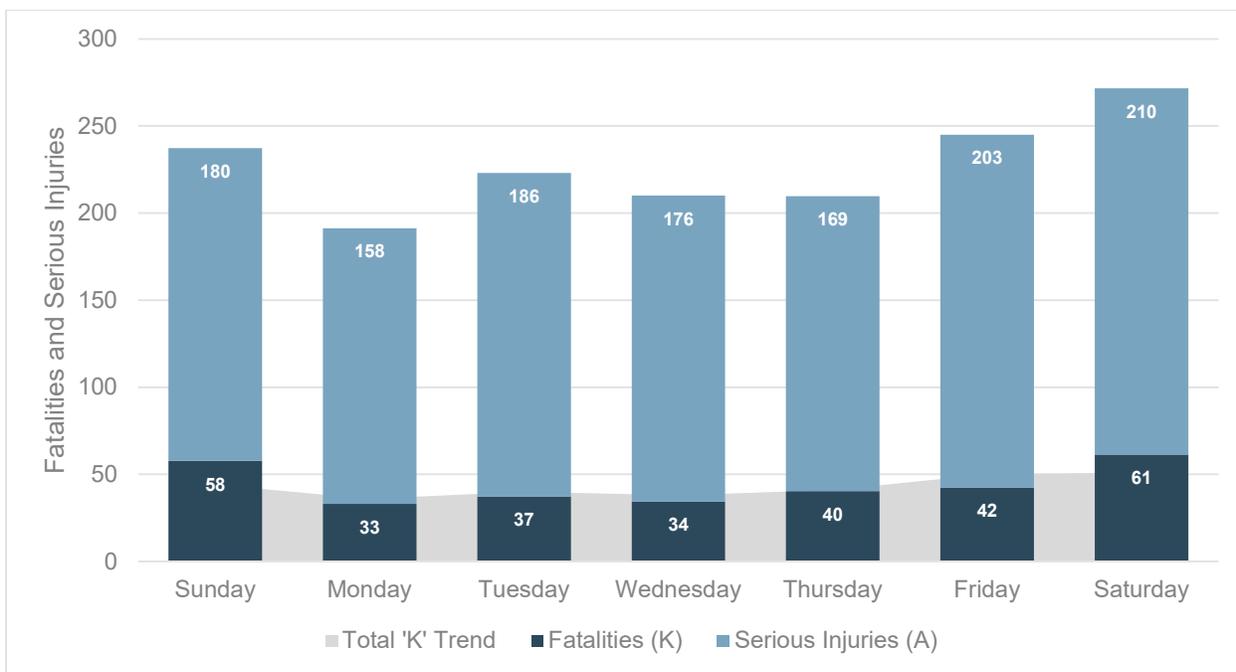


FIGURE A-18: SPEEDING/AGGRESSIVE DRIVING FATALITIES AND SERIOUS INJURIES BY DAY-OF-WEEK (3-YEAR AVERAGE)



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FIGURE A-19: SPEEDING/AGGRESSIVE DRIVING FATALITIES AND SERIOUS INJURIES BY TIME-OF-DAY (3-YEAR AVERAGE)

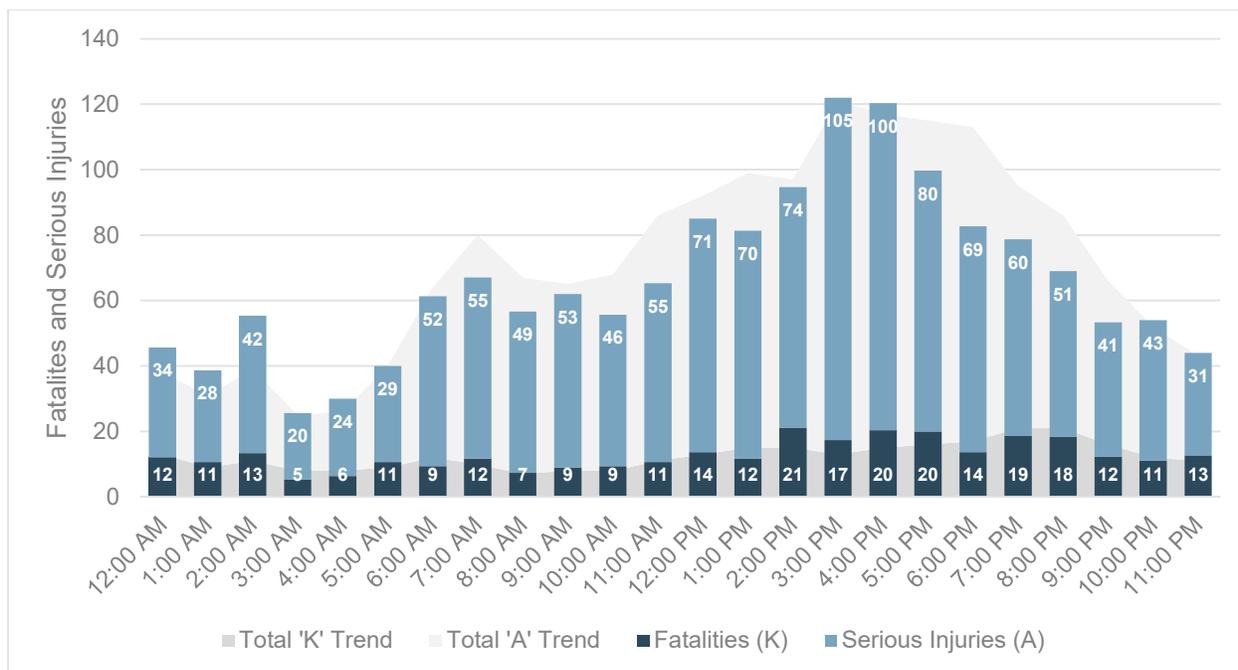
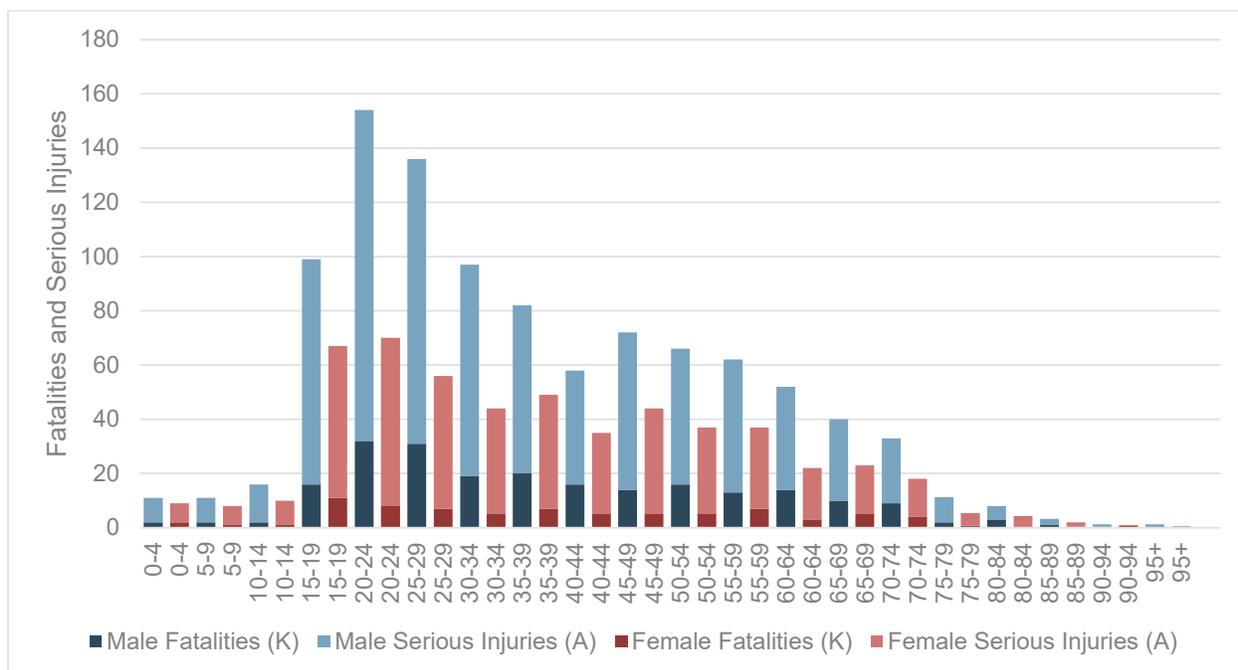


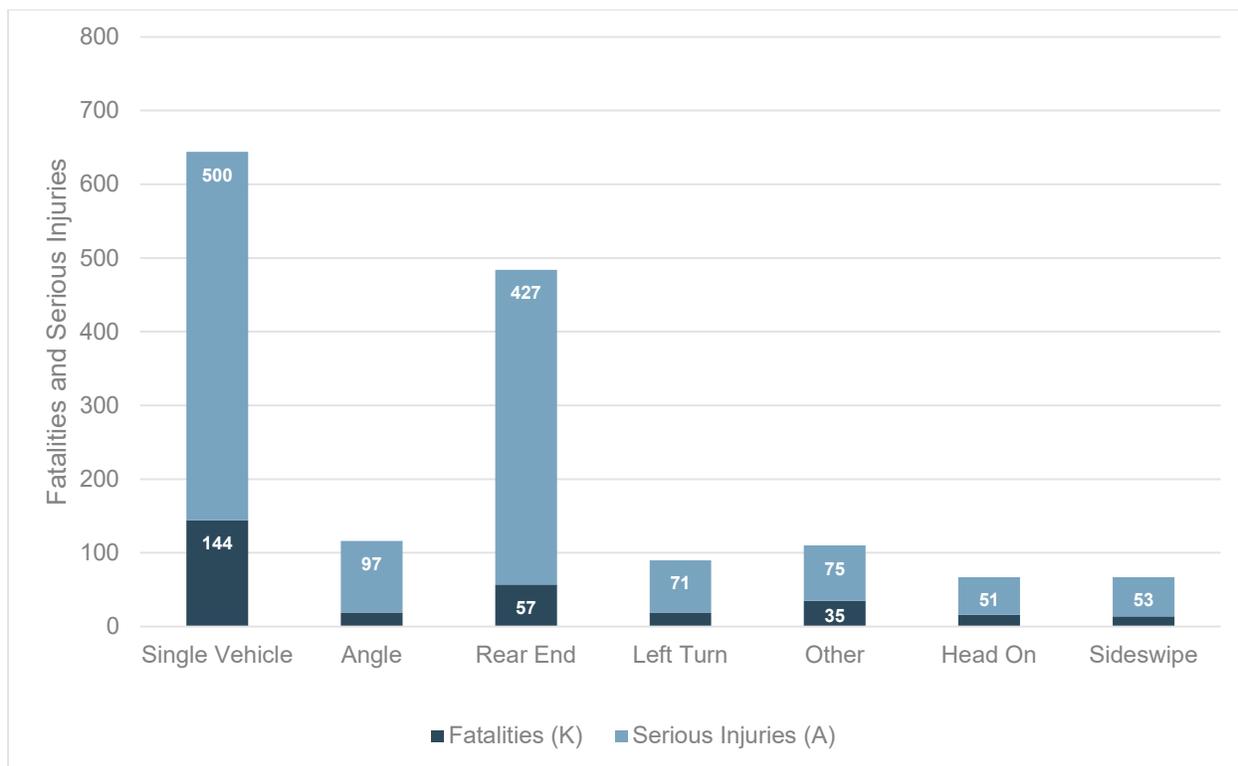
FIGURE A-20: SPEEDING/AGGRESSIVE DRIVING FATALITIES AND SERIOUS INJURIES BY AGE AND GENDER OF DRIVER (3-YEAR AVERAGE)



*Note: Age group of 95+ includes unknown age

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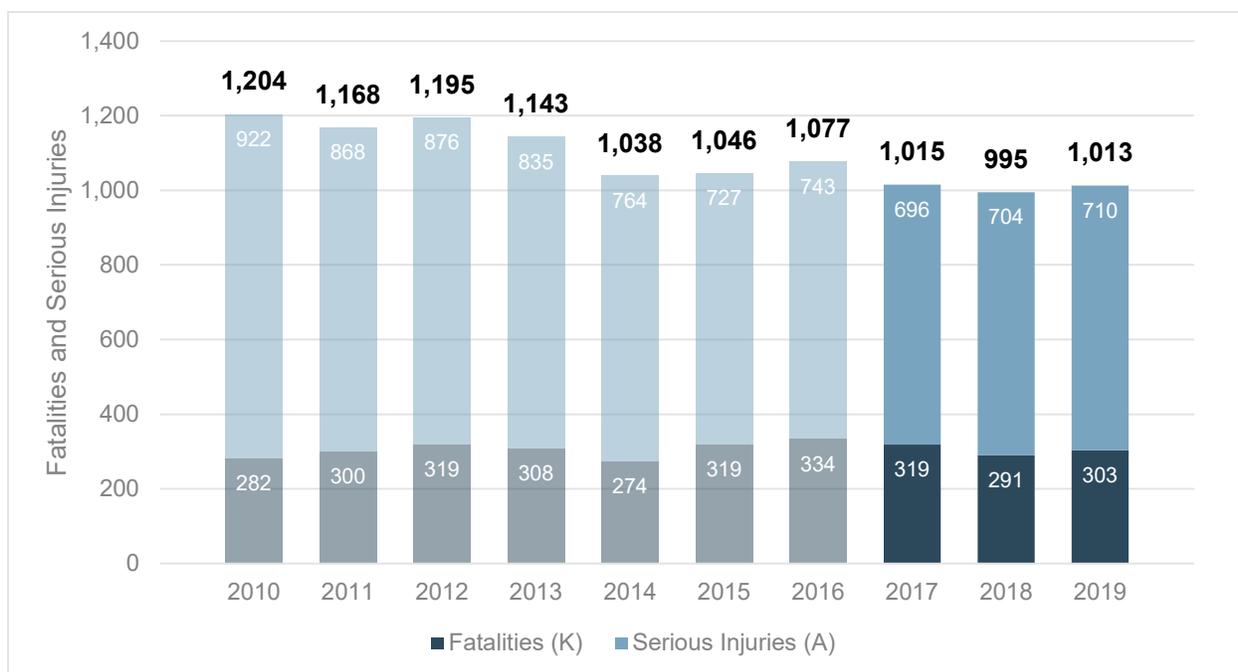
FIGURE A-21: SPEEDING/AGGRESSIVE DRIVING FATALITIES AND SERIOUS INJURIES BY CRASH TYPE (3-YEAR AVERAGE)



*Note: Other includes pedestrian and pedal cyclist crashes

UNRESTRAINED OCCUPANT

FIGURE A-22: ANNUAL TREND IN UNRESTRAINED-OCCUPANT FATALITIES AND SERIOUS INJURIES



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FIGURE A-23: UNRESTRAINED-OCCUPANT DRIVING FATALITIES AND SERIOUS INJURIES BY MONTH (3-YEAR AVERAGE)

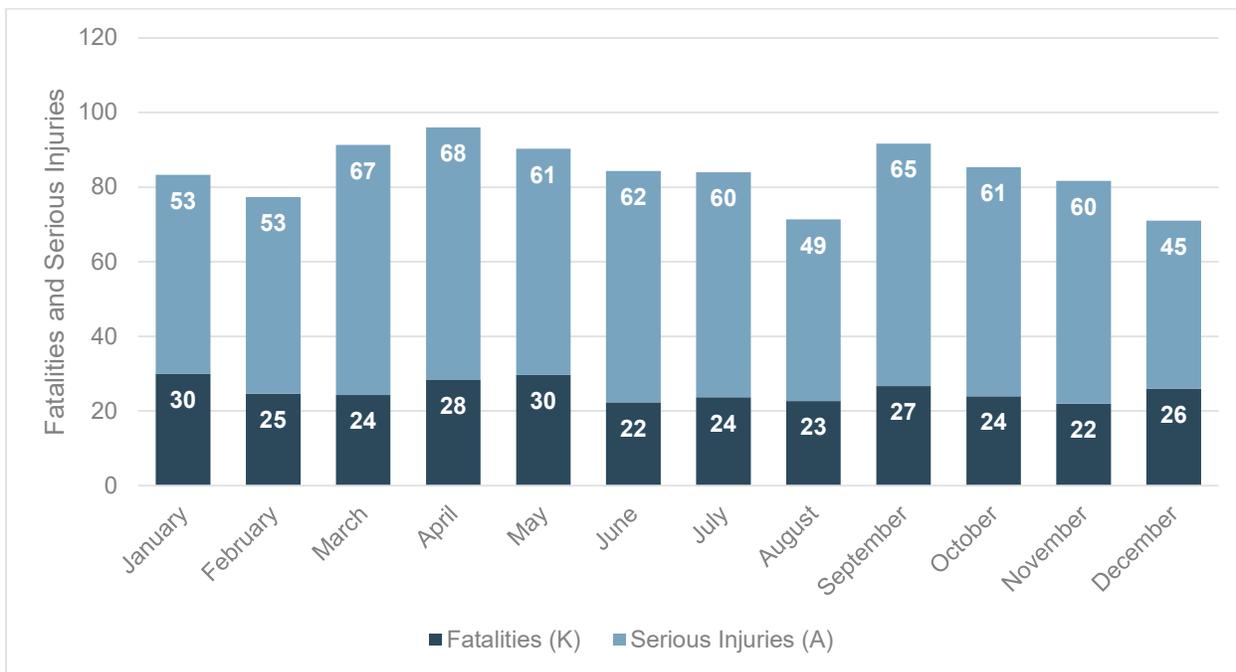
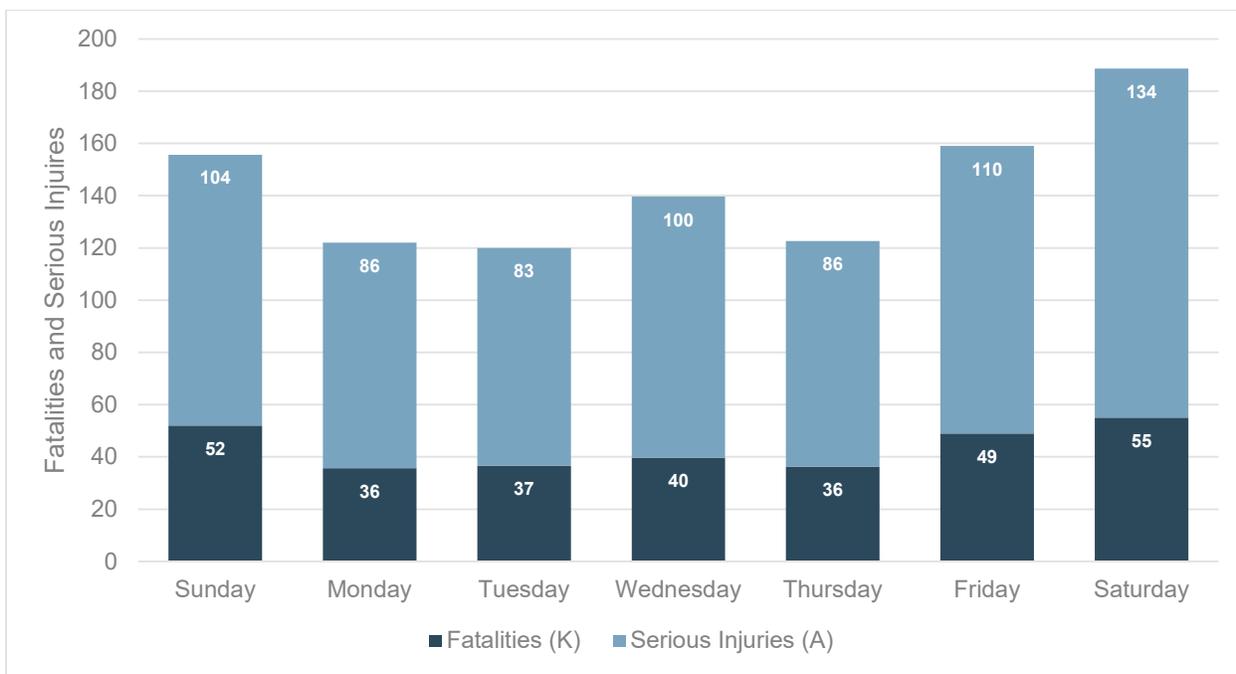


FIGURE A-24: UNRESTRAINED-OCCUPANT FATALITIES AND SERIOUS INJURIES BY DAY-OF-WEEK (3-YEAR AVERAGE)



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FIGURE A-25: UNRESTRAINED-OCCUPANT FATALITIES AND SERIOUS INJURIES BY TIME-OF-DAY (3-YEAR AVERAGE)

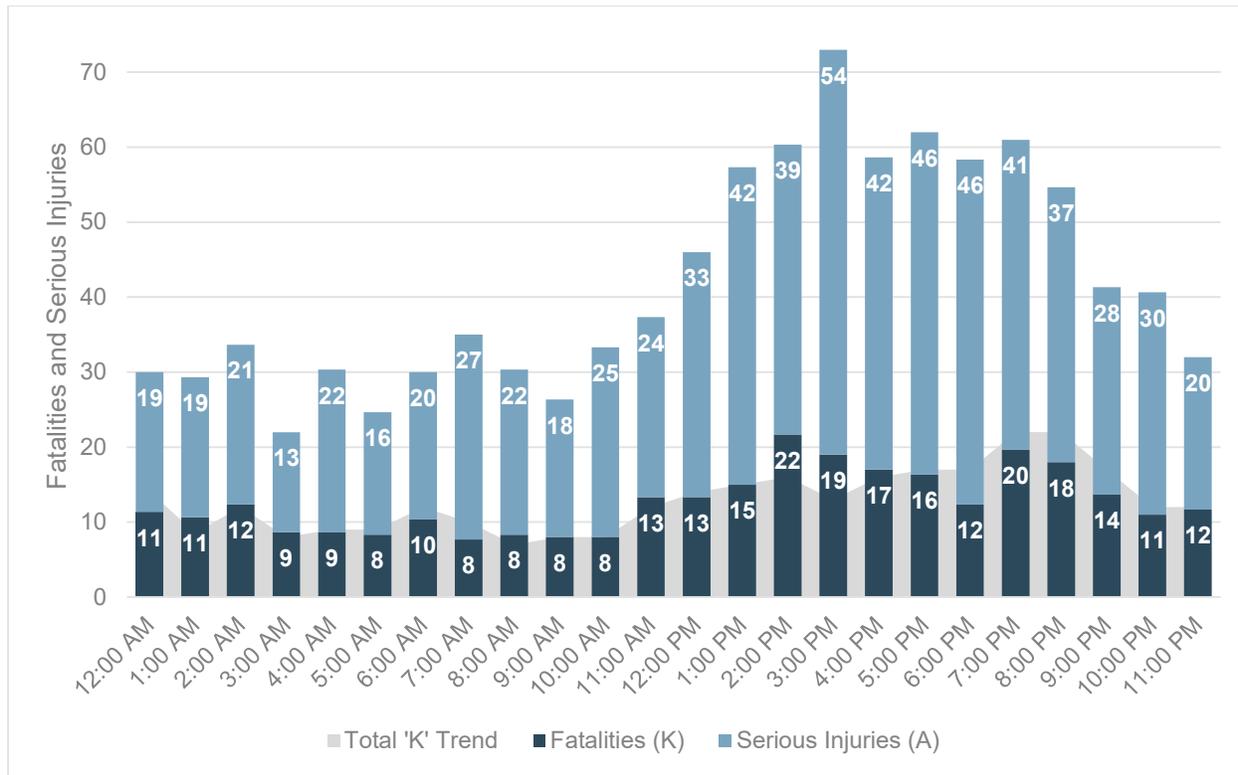
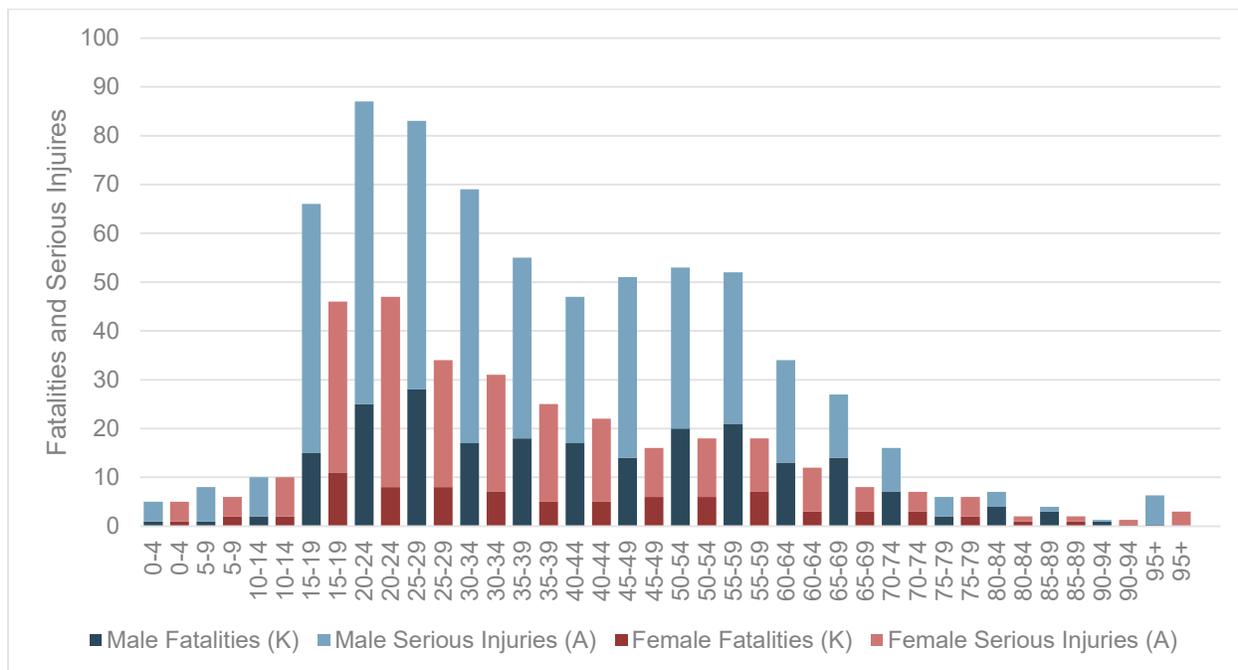


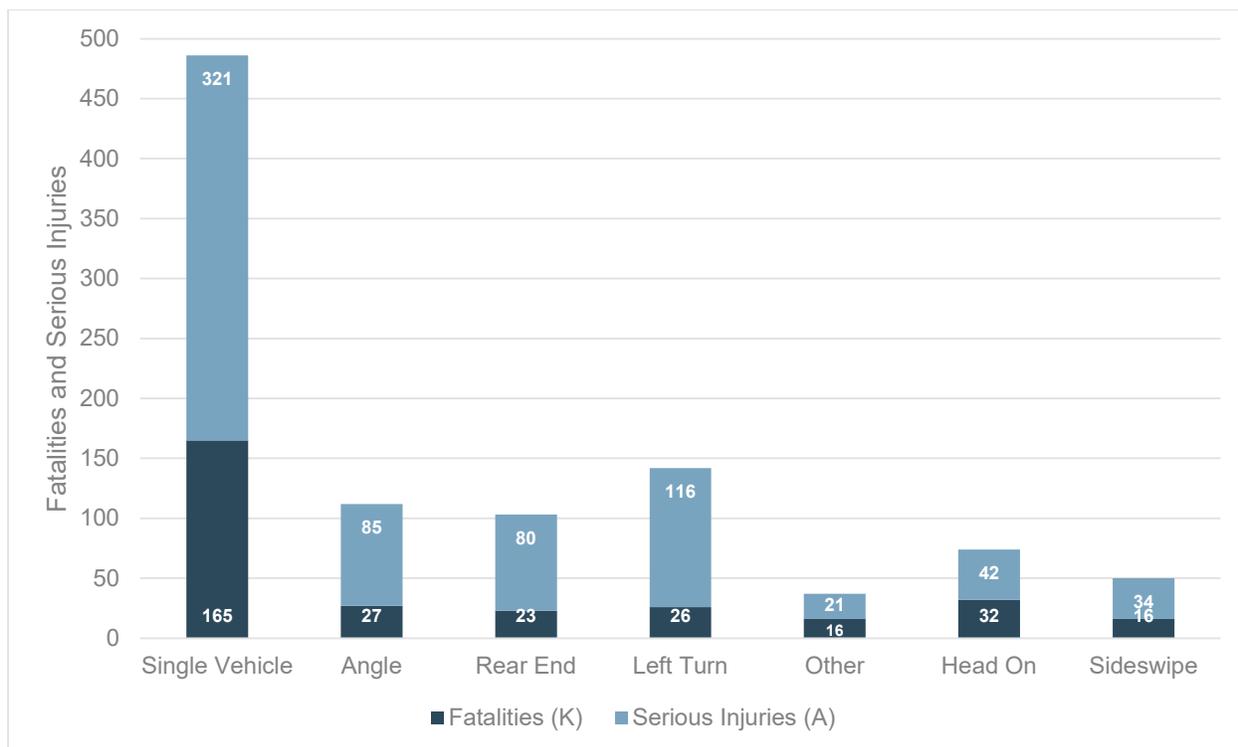
FIGURE A-26: UNRESTRAINED-OCCUPANT FATALITIES AND SERIOUS INJURIES BY AGE AND GENDER (3-YEAR AVERAGE)



*Note: Age group of 95+ includes unknown age

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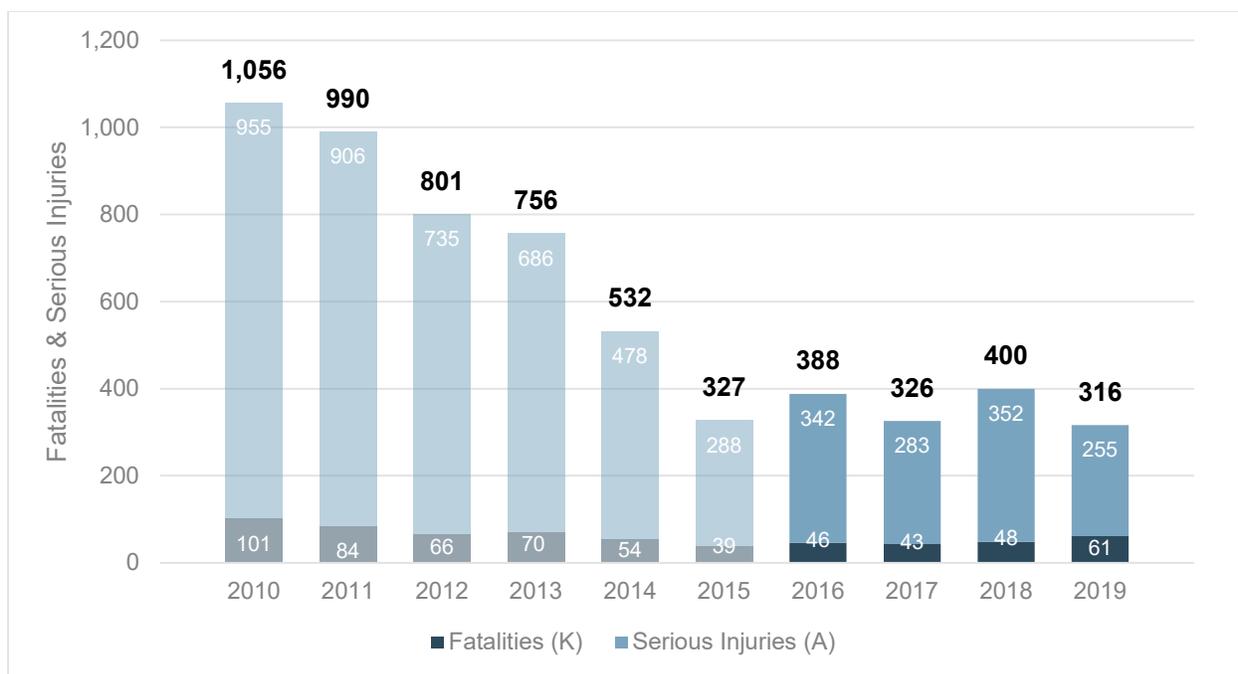
FIGURE A-27: UNRESTRAINED-OCCUPANT FATALITIES AND SERIOUS INJURIES BY CRASH TYPE (3-YEAR AVERAGE)



*Note: Other includes pedestrian and pedal cyclist crashes

DISTRACTED DRIVING

FIGURE A-28: ANNUAL TREND IN DISTRACTED DRIVING FATALITIES AND SERIOUS INJURIES



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FIGURE A-29: DISTRACTED DRIVING FATALITIES AND SERIOUS INJURIES BY MONTH (3-YEAR AVERAGE)

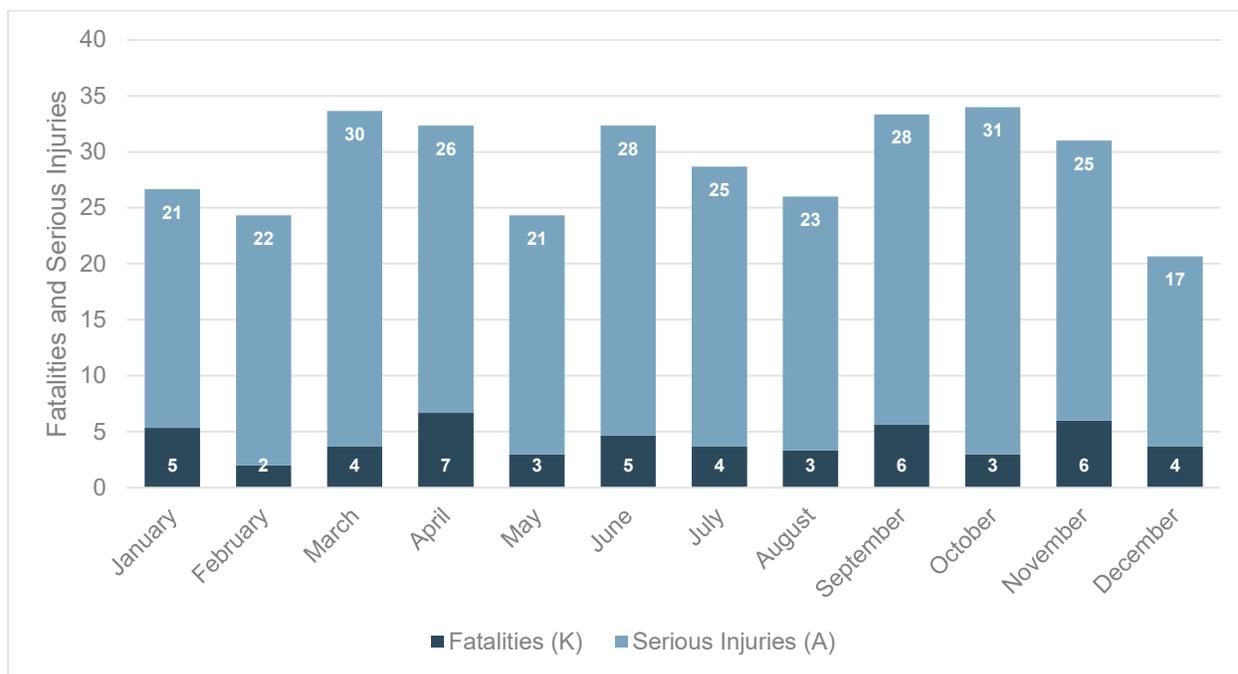
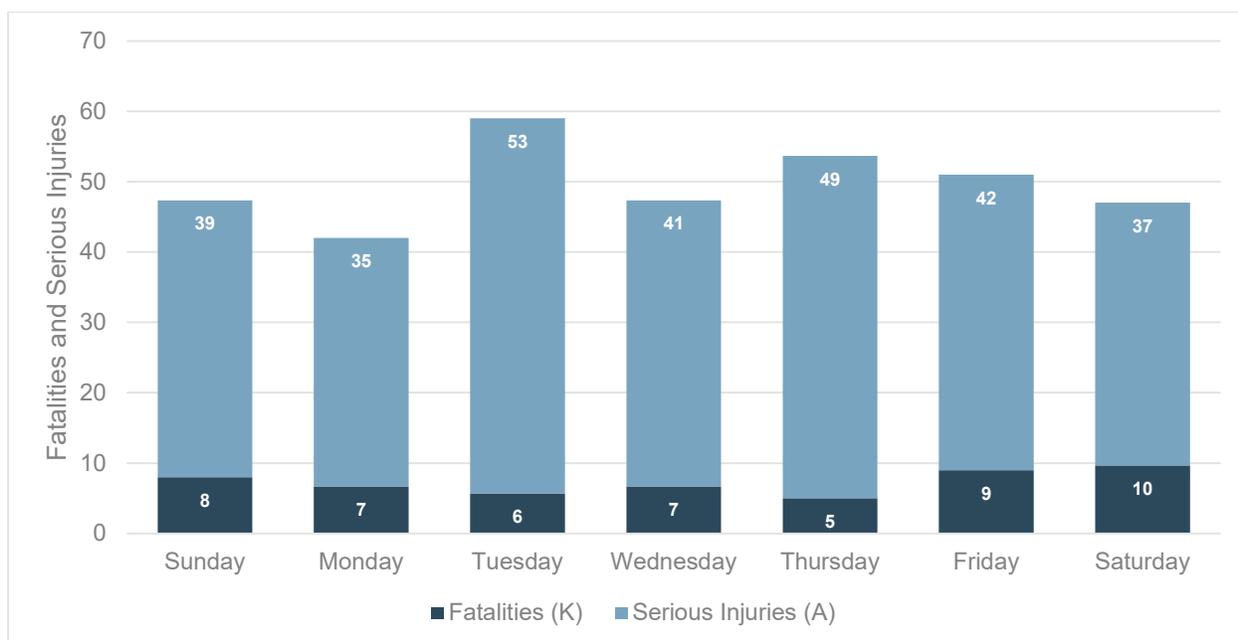


FIGURE A-30: DISTRACTED DRIVING FATALITIES AND SERIOUS INJURIES BY DAY-OF-WEEK (3-YEAR AVERAGE)



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FIGURE A-31: DISTRACTED DRIVING FATALITIES AND SERIOUS INJURIES BY TIME-OF-DAY (3-YEAR AVERAGE)

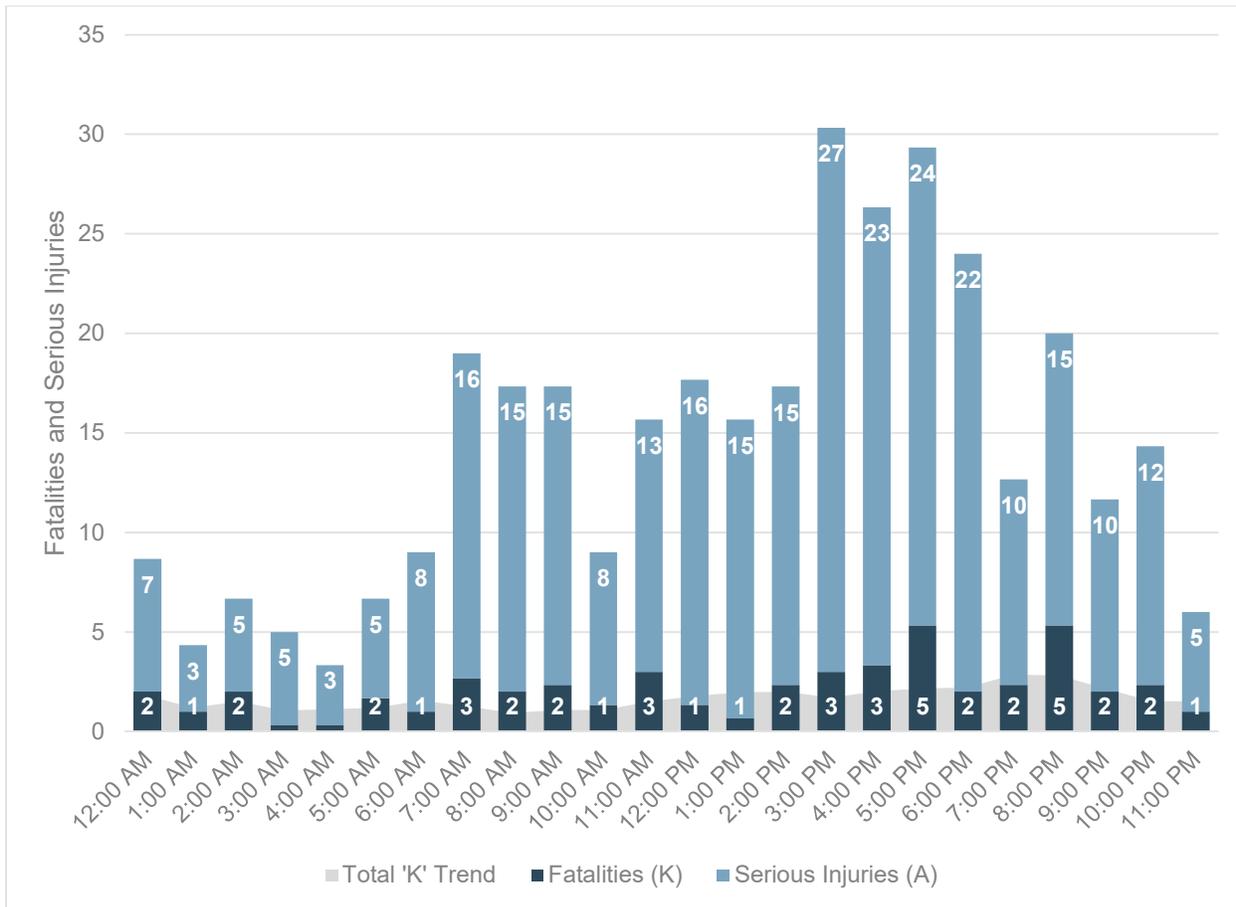
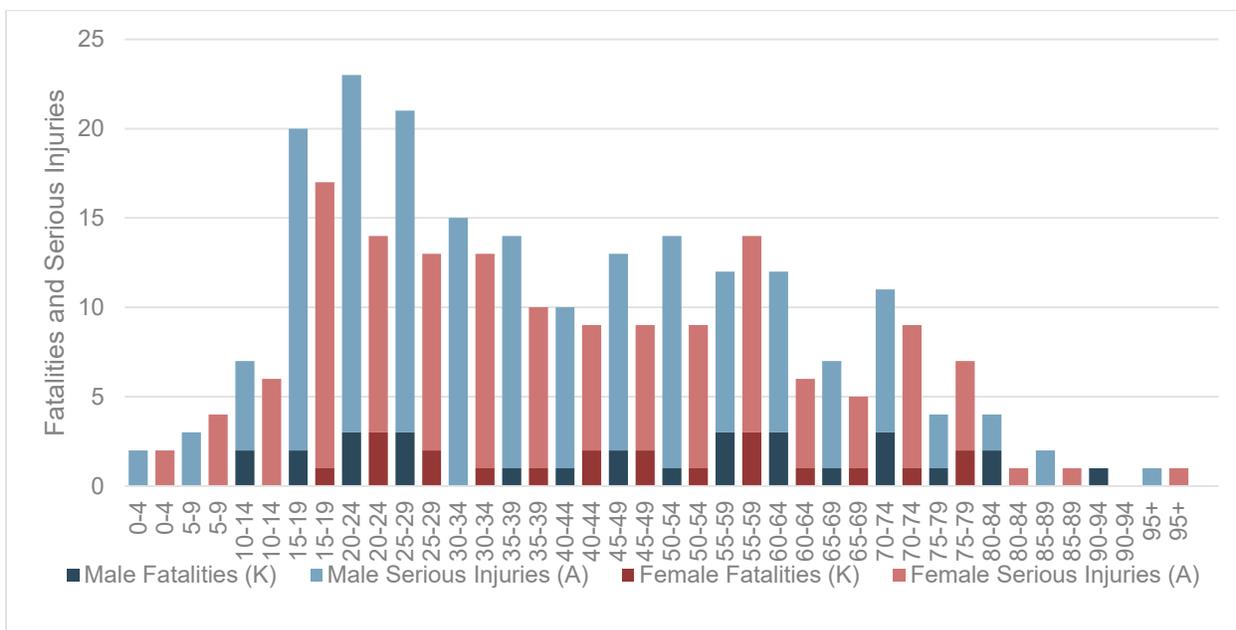


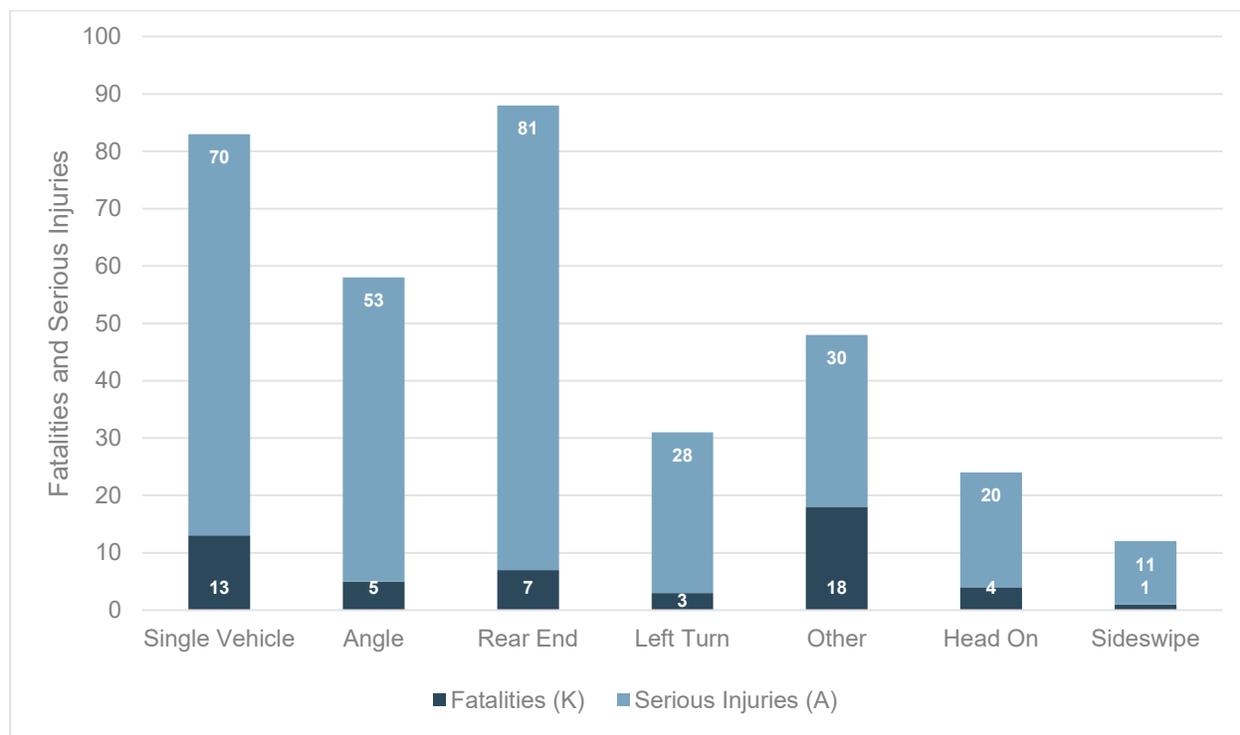
FIGURE A-32: DISTRACTED DRIVING FATALITIES AND SERIOUS INJURIES BY AGE AND GENDER (3-YEAR AVERAGE)



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*Note: Age group of 95+ includes unknown age

FIGURE A-33: DISTRACTED DRIVING BY CRASH TYPE (3-YEAR AVERAGE)



*Note: Other includes pedestrian and pedal cyclist crashes

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IMPAIRMENT RELATED

FIGURE A-34: ANNUAL TREND IN IMPAIRMENT RELATED FATALITIES AND SERIOUS INJURIES

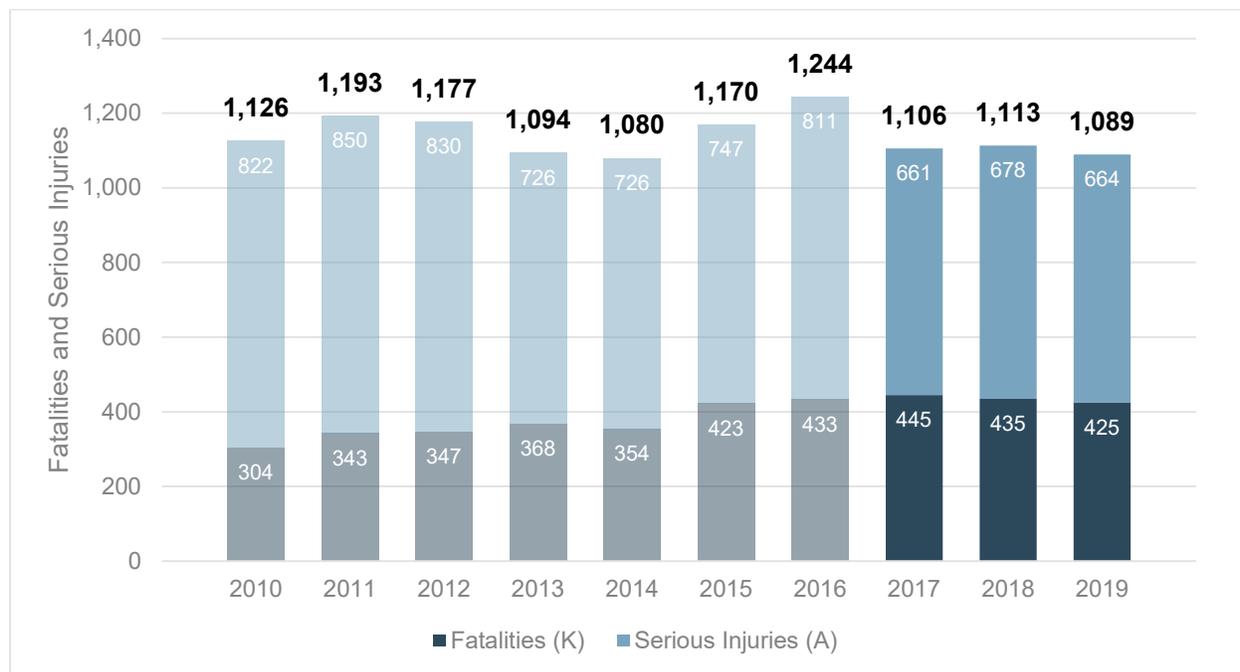
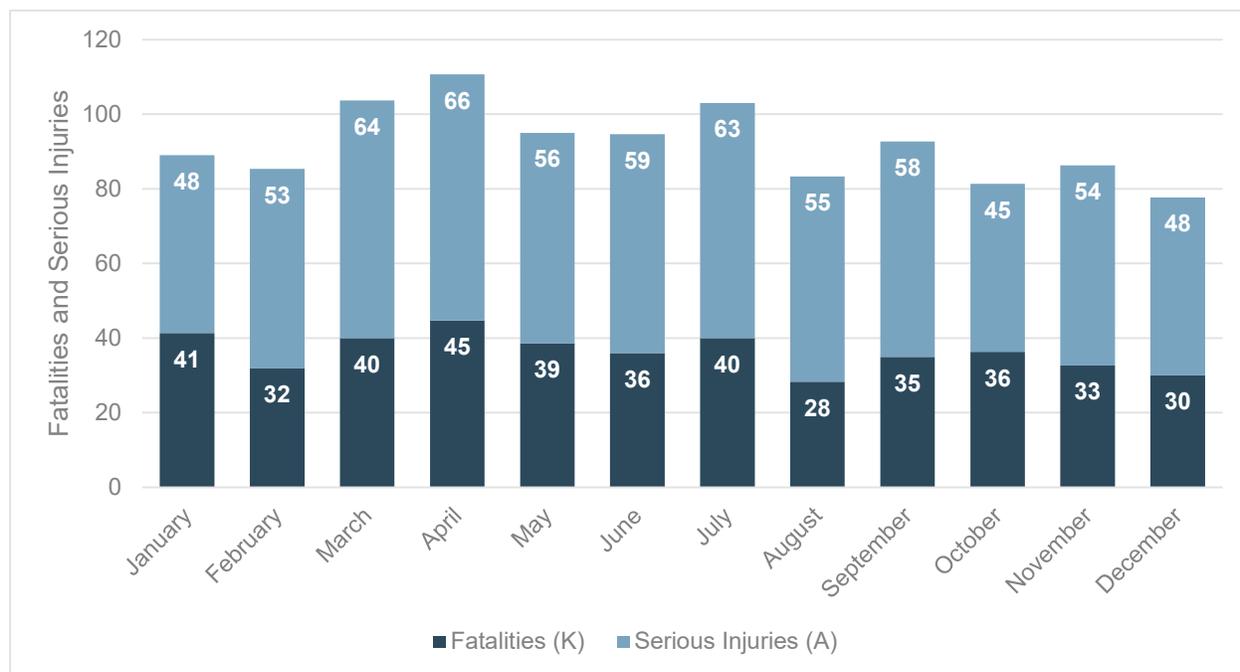


FIGURE A-35: IMPAIRMENT RELATED FATALITIES AND SERIOUS INJURIES BY MONTH (3-YEAR AVERAGE)



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FIGURE A-36: IMPAIRMENT RELATED FATALITIES AND SERIOUS INJURIES BY DAY-OF-WEEK (3-YEAR AVERAGE)

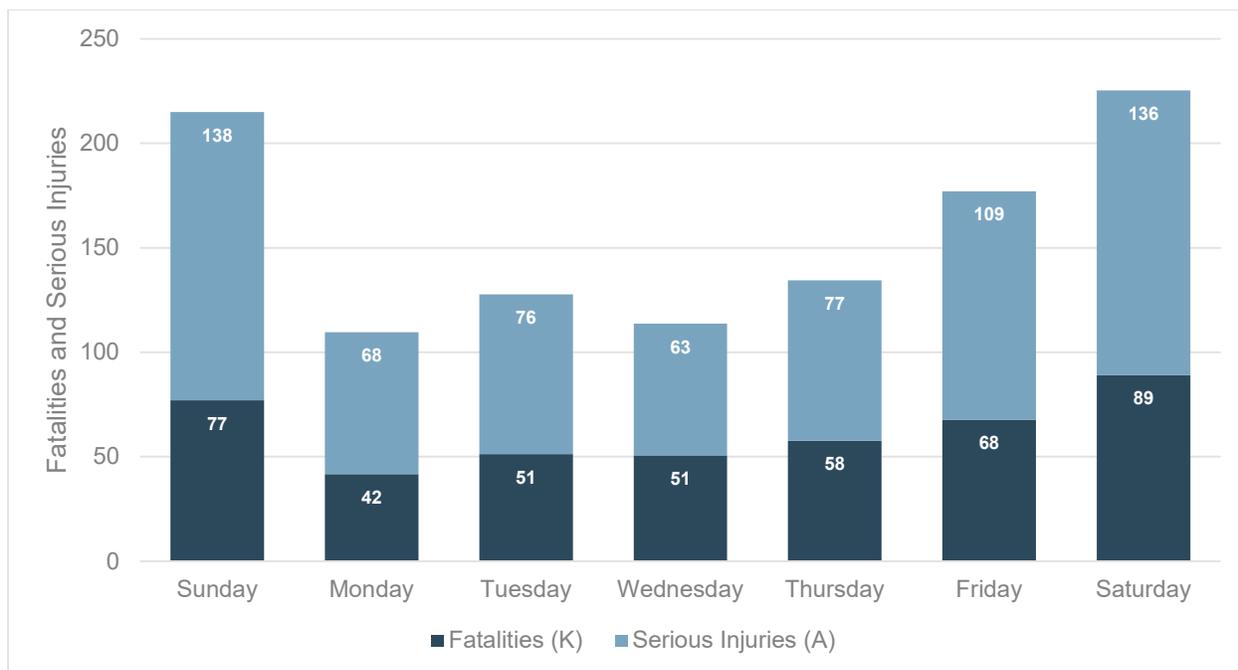
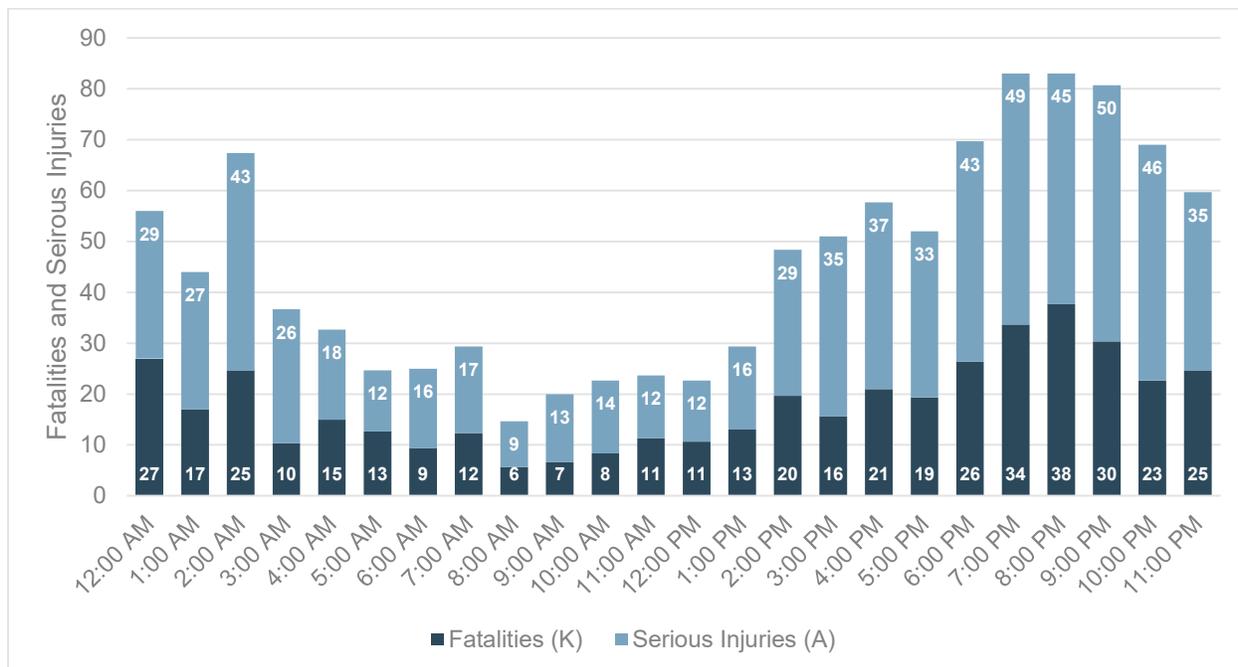
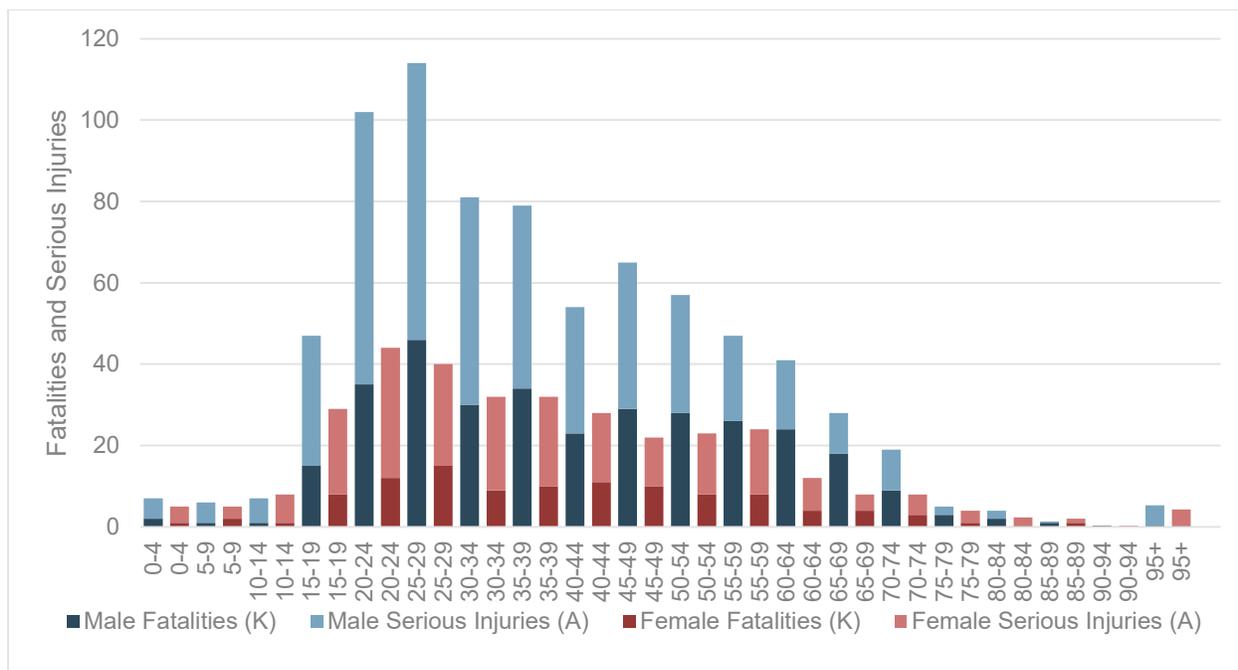


FIGURE A-37: IMPAIRMENT RELATED FATALITIES AND SERIOUS INJURIES BY TIME-OF-DAY (3-YEAR AVERAGE)



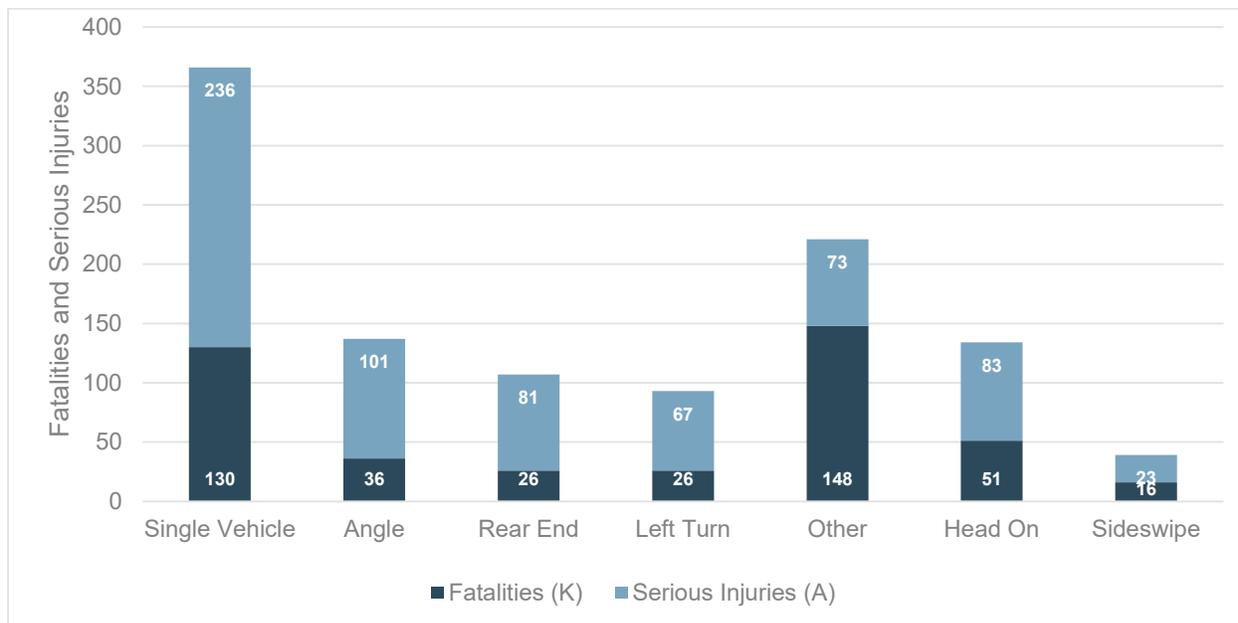
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FIGURE A-38: IMPAIRMENT RELATED FATALITIES AND SERIOUS INJURIES BY AGE AND GENDER (3-YEAR AVERAGE)



*Note: Age group of 95+ includes unknown age

FIGURE A-39: IMPAIRMENT RELATED FATALITIES AND SERIOUS INJURIES BY CRASH TYPE (3-YEAR AVERAGE)



*Note: Other includes pedestrian and pedal cyclist crashes

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MOTORCYCLES

FIGURE A-40: ANNUAL TREND IN MOTORCYCLE-INVOLVED FATALITIES AND SERIOUS INJURIES

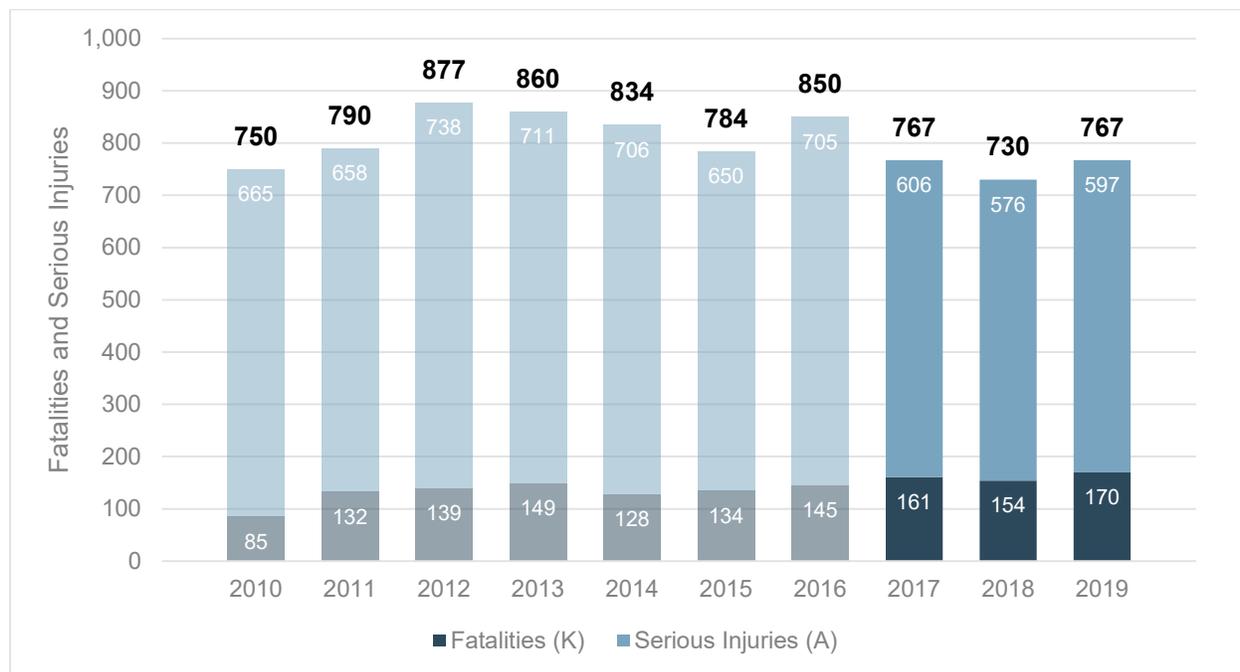
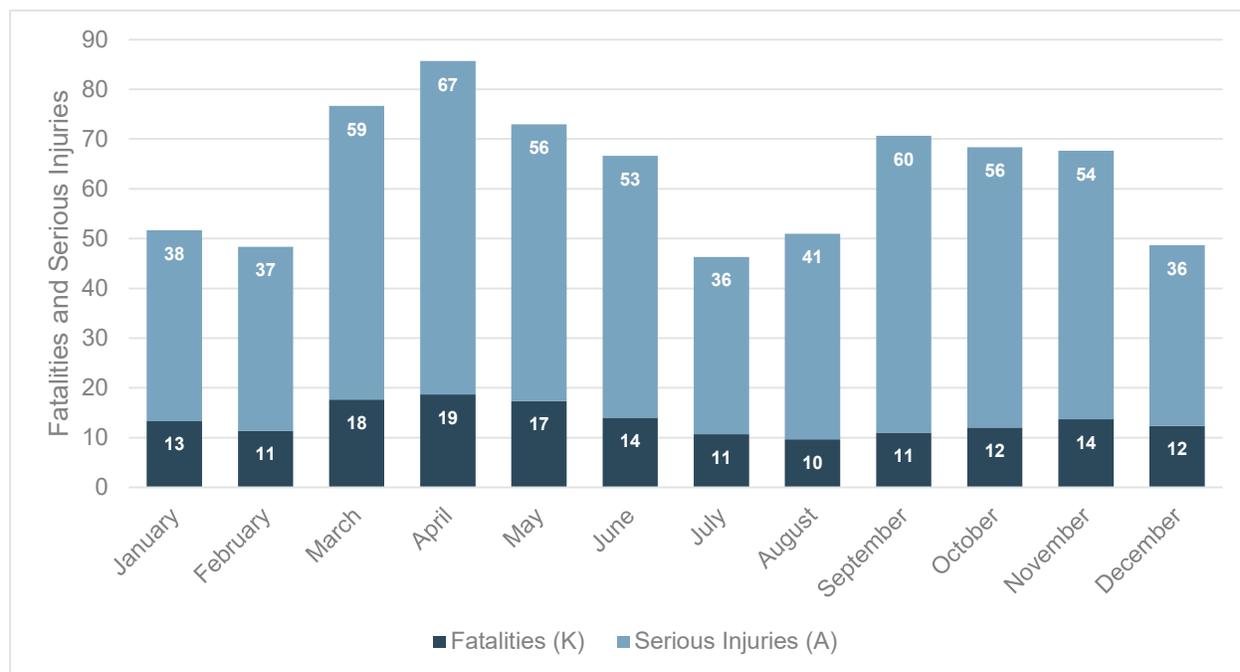


FIGURE A-41: MOTORCYCLE-INVOLVED FATALITIES AND SERIOUS INJURIES BY MONTH (3-YEAR AVERAGE)



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FIGURE A-42: MOTORCYCLE-INVOLVED FATALITIES AND SERIOUS INJURIES BY DAY-OF-WEEK (3-YEAR AVERAGE)

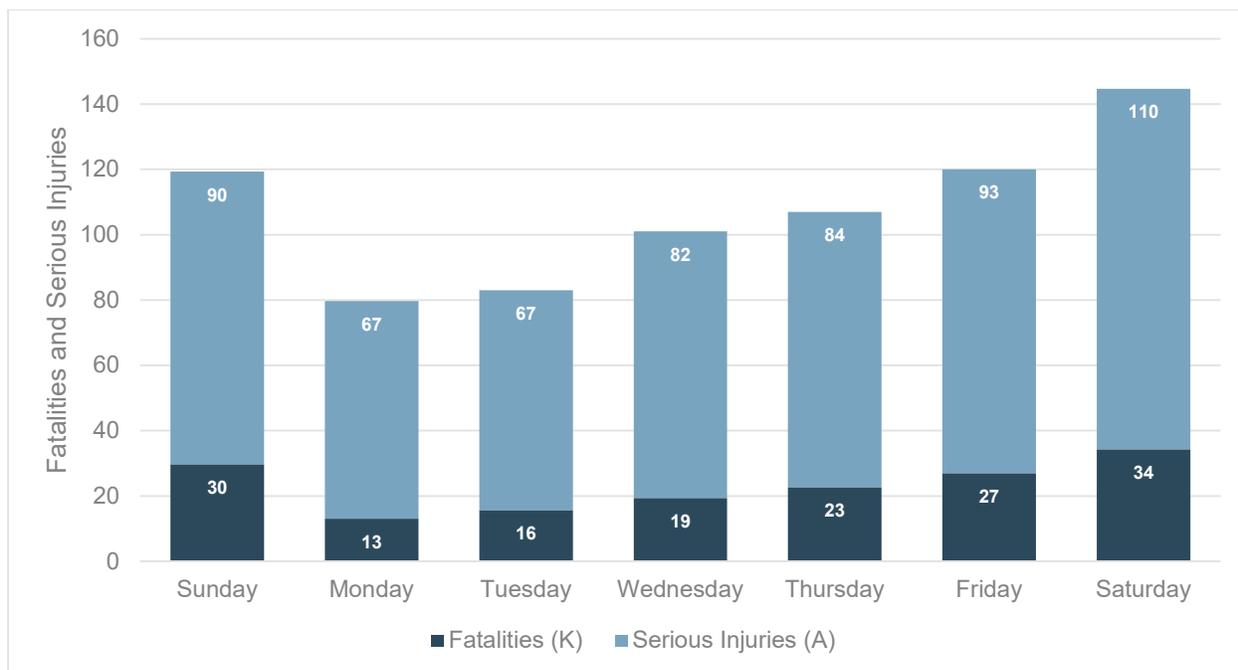
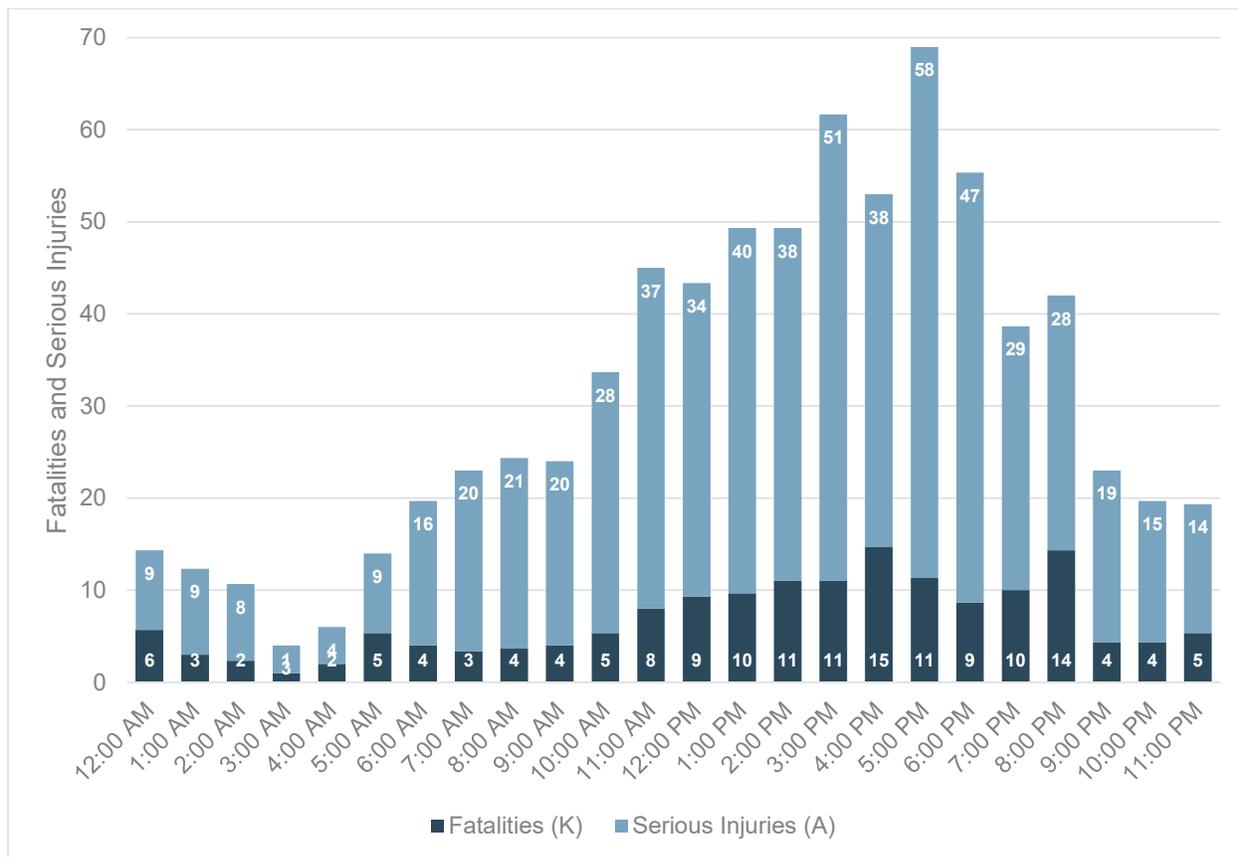
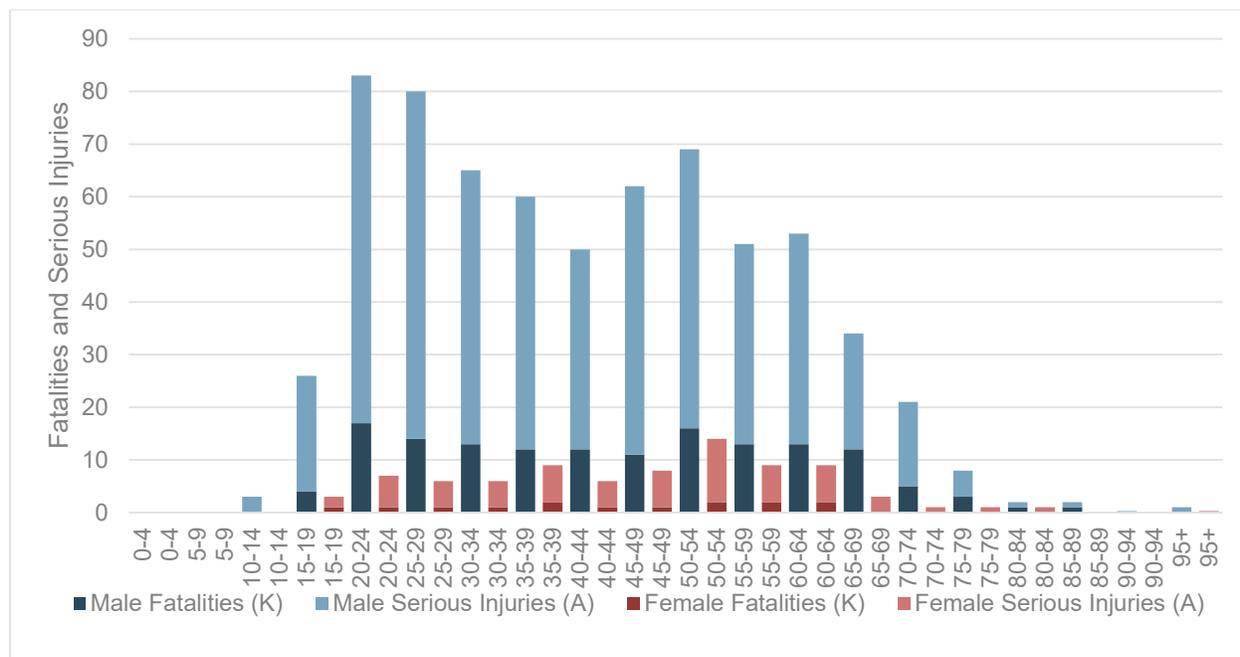


FIGURE A-43: MOTORCYCLE-INVOLVED FATALITIES AND SERIOUS INJURIES BY TIME-OF-DAY (3-YEAR AVERAGE)



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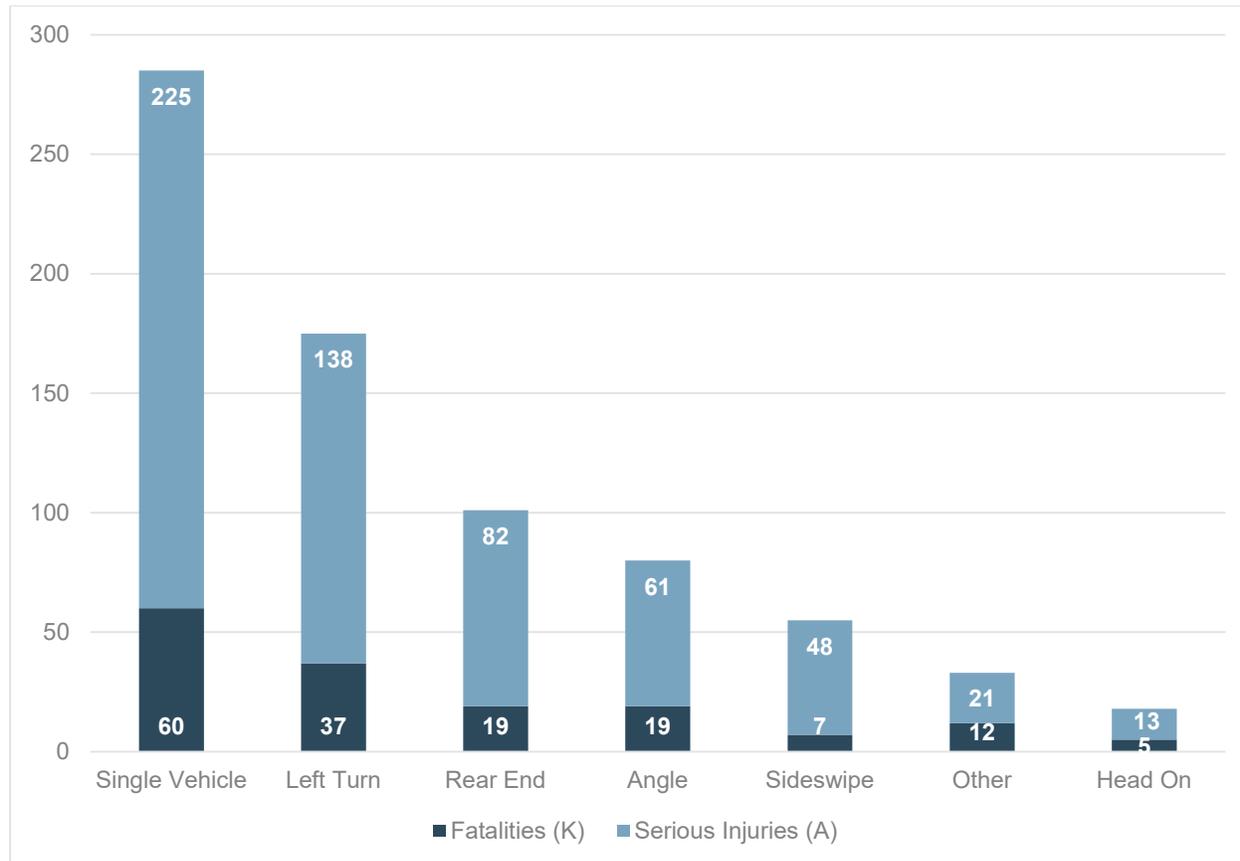
FIGURE A-44: MOTORCYCLE-INVOLVED FATALITIES AND SERIOUS INJURIES BY AGE AND GENDER (3-YEAR AVERAGE)



*Note: Age group of 95+ includes unknown age

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FIGURE A-45: MOTORCYCLE-INVOLVED FATALITIES AND SERIOUS INJURIES BY CRASH TYPE (3-YEAR AVERAGE)



*Note: Other includes pedestrian and pedal cyclist crashes