



Arizona Tribal Transportation and Injury Prevention Summit  
Focus Area 1A

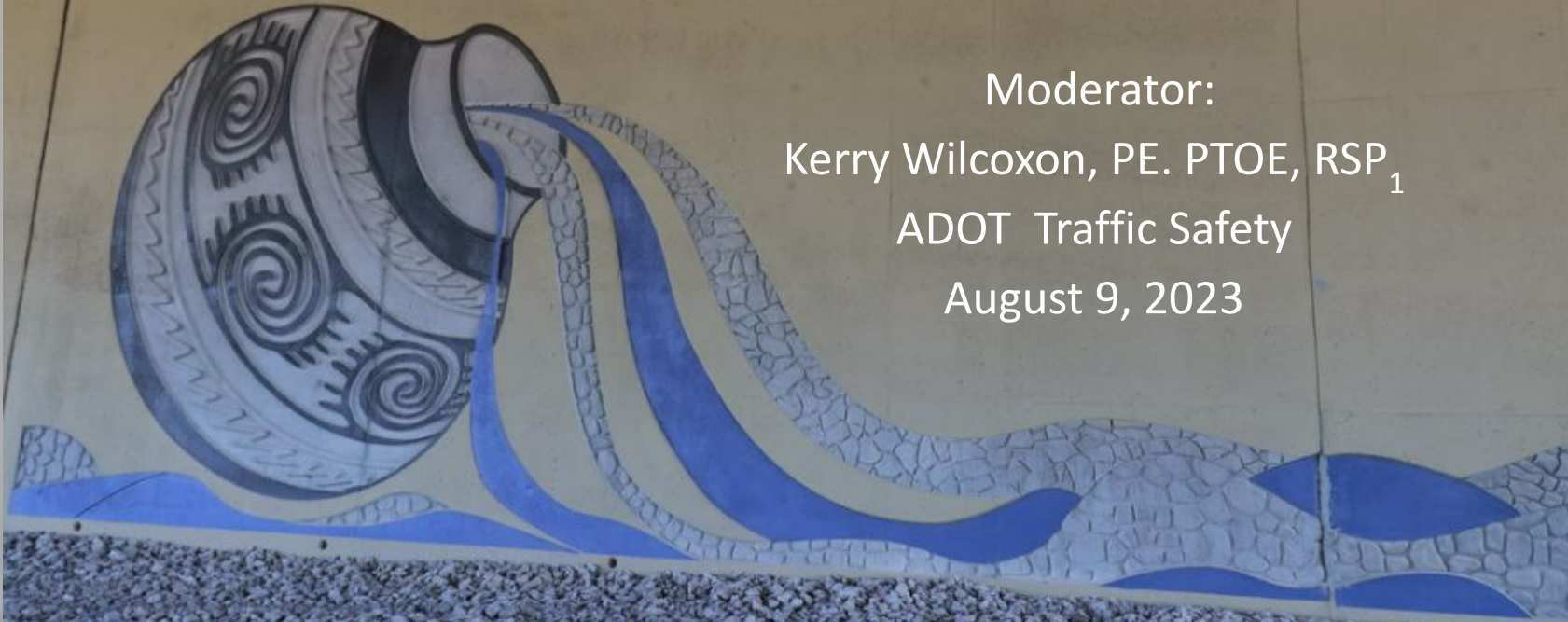
# Crash, Roadway and Traffic Count

Moderator:

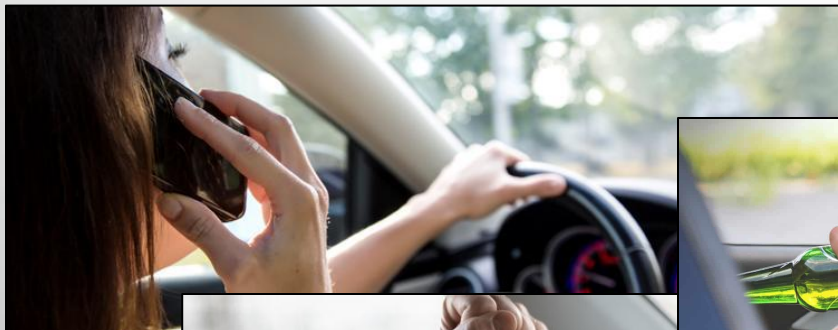
Kerry Wilcoxon, PE. PTOE, RSP<sub>1</sub>

ADOT Traffic Safety

August 9, 2023



# Road Use Today



# 2022 Traffic Fatalities

**1288 Deaths\***

***9% Higher than 2021***

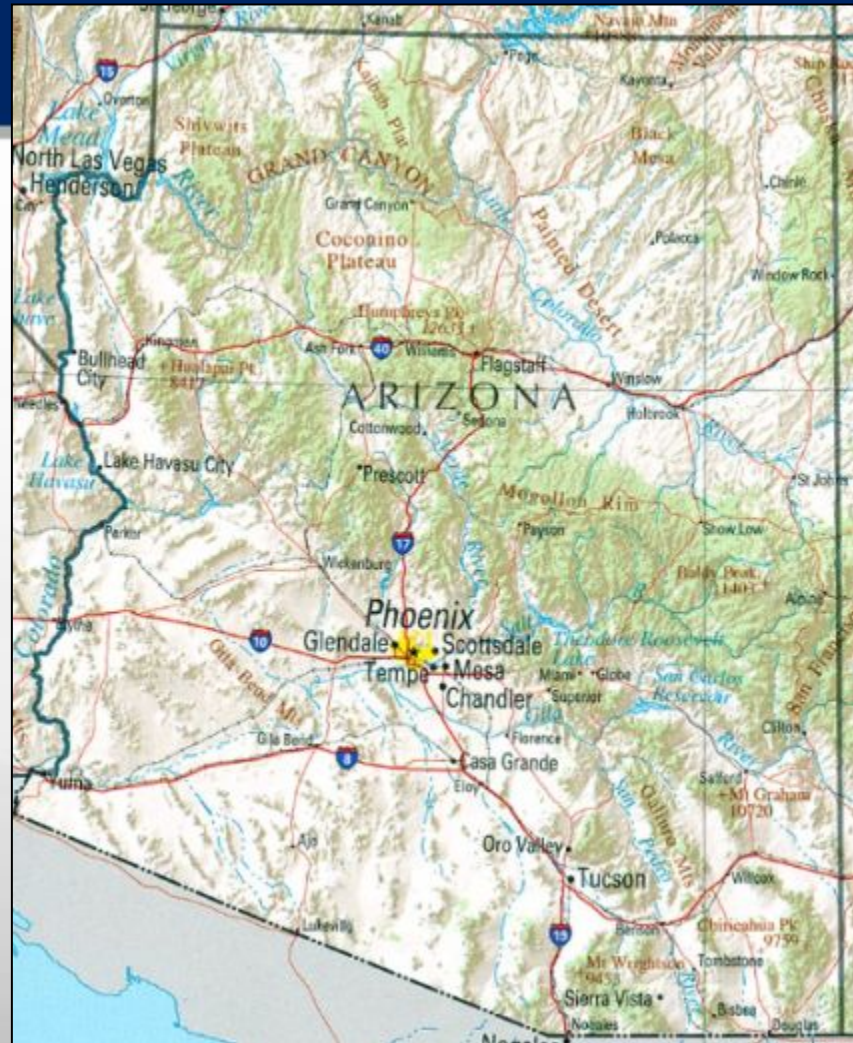
***Highest number since 2006***

**310 Pedestrian (Record High)**

**682 Lane Departure**

**209 Motorcycle**

\*2022 data as of 7/31/23



# Traffic Fatalities in Arizona

1998-2022\*



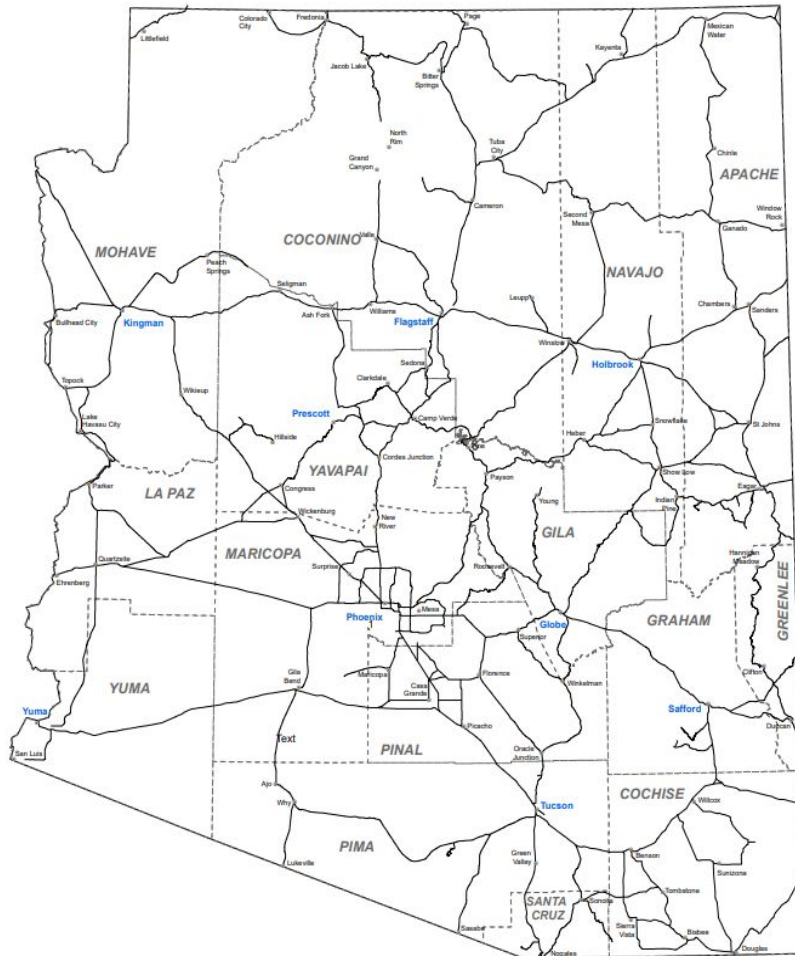
\*2022 data as of 8/7/23

Is 1000 deaths a year  
acceptable?

Can you imagine our state as a  
place where *nobody* dies in  
vehicle crashes?

How do we get here?

Fatal & Serious Injury Crashes For 2021



# The Safe System Approach

A new systemic approach aims to eliminate fatal and serious injuries for all road users by:



**Accommodating human mistakes**



**Keeping impacts on the human body at tolerable levels**

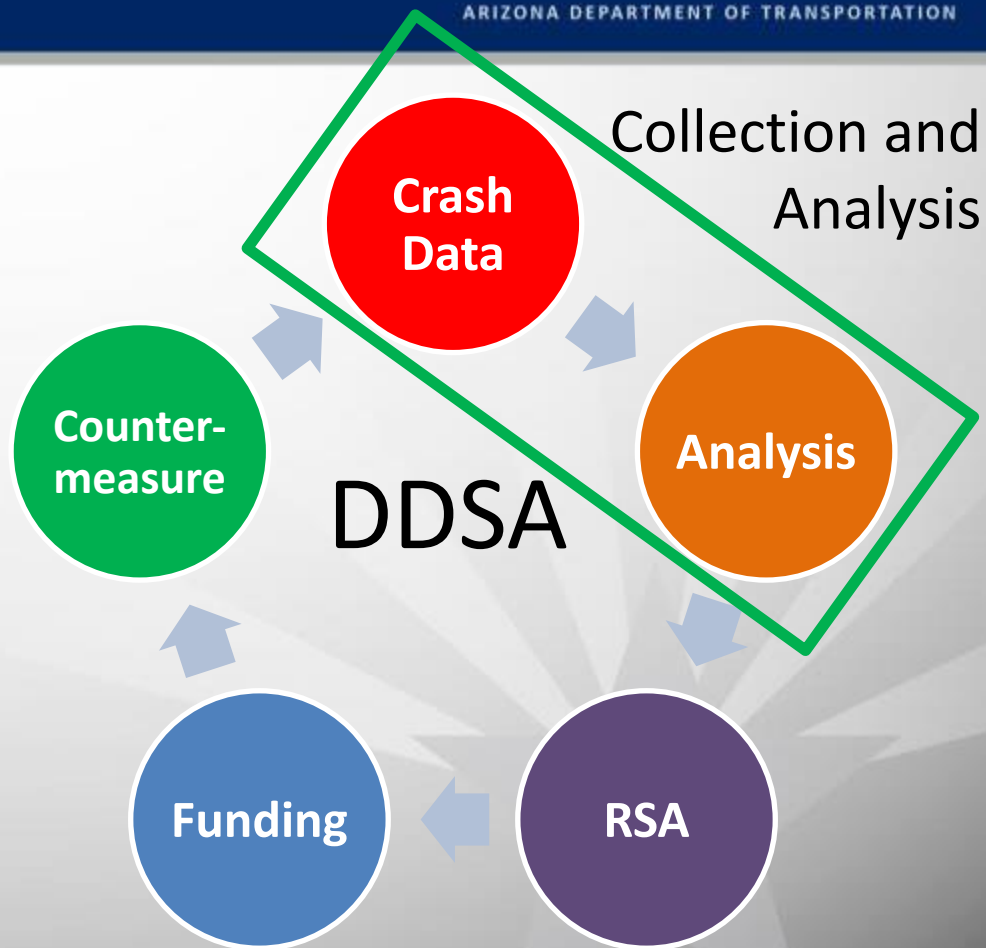


# Data Driven Safety Analysis

Scientific method of collecting information, analyzing data and making testable decisions based on the results

## Benefits

- Informed Decision-Making
- Targeted Investment
- Improved Safety



# Crash Reporting

## ADOT develops Arizona Traffic Crash Form and Instruction Manual

- Reports submitted to ADOT by law enforcement agencies across the state
- Crash data entered into statewide crash database
  - No Personal Identification Information (PII) entered
- Database screened annually to identify high fatal and serious injury hot spots

**2023 Arizona**

**Crash Manual Quick Reference Guide**

- 1) Report ID: Hour represents the time the crash occurred not when reported or when arrived
- 2) General Information: Estimated Total Damage Compared to \$2,000 Limit/possible injury or greater
- 3) Location: Use "at" when crash occurred in intersection, "from" when crash occurred outside intersection; do not use addresses unless crash occurred on private property  
do not use light poles or other landmarks that are not identifiable on map
- 4a) In This is Secondary Collision: if occurred as a direct result of or distraction created by prior incident
- 4b) Roadway Clearance Time: time when collision debris/vehs moved from road
- 4c) Incident Clearance Time: time when all vehs/debris moved from road-crash no longer distraction
- 5) Traffic Unit S: Autonomous Veh box checked if vehicle had autonomous capabilities; then check whether veh was being manually controlled at time of crash or whether it was autonomous; if unknown then check Unk box  
 Partial automation: examples: electronic stability or automatic braking; cruise control along with lane centering  
 Full automation: driver not expected to provide any vehicle control
- 5f) Safety Devices: For motorcycle driver/passenger, must use either 1-None Used or 5-Helmet Used
- 5h) Injury Severity: Possible injury: reported or claimed but nothing observed  
 Suspected Minor Injury: observed at the scene; bump on head, abrasion, bruise, minor cut  
 Suspected Serious Injury: severe cut where tissue, muscle, organs exposed, severe lacerations, broken bones, crush injuries, severe skull or chest injuries, significant burns, unconscious when taken from scene, paralysis
- 14) Relation to Junction: 2-Intersection related: usually within 150' of intersection  
 7-Driveway or alley access: Be sure to check this box if crash is caused by vehicle entering/leaving driveway/alley
- 15) Trafficway Description: 4-Two-Way, Divided, Unprotected Median  
 Depressed, raised or flush with the pavement, grass, landscaped or pavement exceeding 2' in width  
 5-Two-Way, Divided Positive Median Barrier  
 Concrete wall, guardrail-not trees, curbing, rumble strips or drain depressions
- 17) Manner of Crash Impact: Angle vs. Left Turn  
 Angle: typically T-bone crash (front impacts side of veh  
 Left Turn: 2 vehicles traveling opposite directions & one vehicle makes left turn  
 Include arrows on diagram to show direction of travel



# Electronic Crash Reporting - TraCS

ADOT supports electronic reporting through Traffic and Criminal Software or TraCS



- Reporting is faster and more accurate than manual reports
  - Officers can clear scene faster and stay safe
  - Menu guide report writing
- Software and hardware provided to law enforcement through grants

# Arizona Crash Information System (ACIS)

Statewide database of all traffic crash reports geo-coded to roadway system

- Allows searching by agency, region, segment or intersection
- Customized queries
- Production of maps, charts and dashboards

Database contains NO personal identifying information (PII)

# This Morning's Presentations

## *Arizona Crash Form*

- **Glen Robison**, FHWA Arizona Division Safety Specialist

## *Electronic Reporting*

- **Tim Jordan and Dave Porter**, ADOT Electronic Reporting Section
- **Officer Michael Espinoza**, Gila River Indian Community Police Department

## *Arizona Crash Information System*

- **Saroja Devarakonda**, ADOT Traffic Safety Section

# Thank You!

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