

ADOT

Arizona Tribal Transportation and Injury Prevention Summit
Day 1 Working Lunch

Transportation Funding

Moderator:

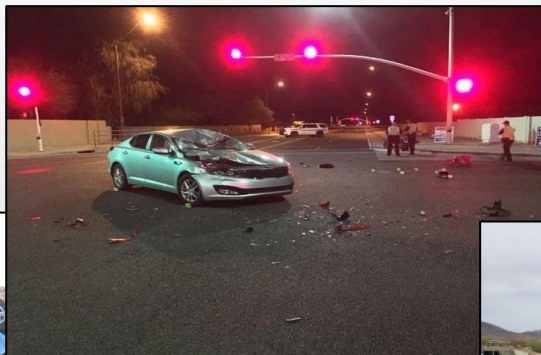
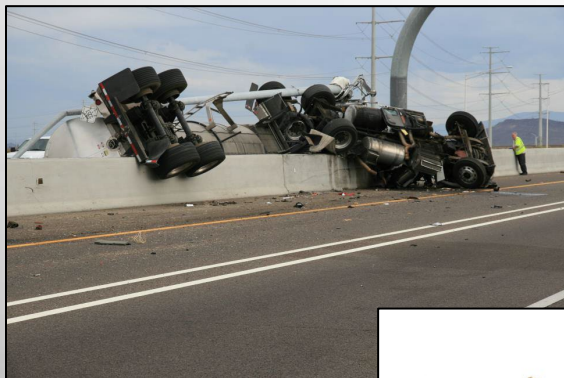
Kerry Wilcoxon, PE. PTOE, RSP₁

ADOT Traffic Safety

August 9, 2023



Crashes are random events occurring in predictable areas



2022 Traffic Fatalities

 **1288 Deaths***

9% Higher than 2021

Highest number since 2006

Every Day in Arizona:

More than **3 people died** in traffic crashes

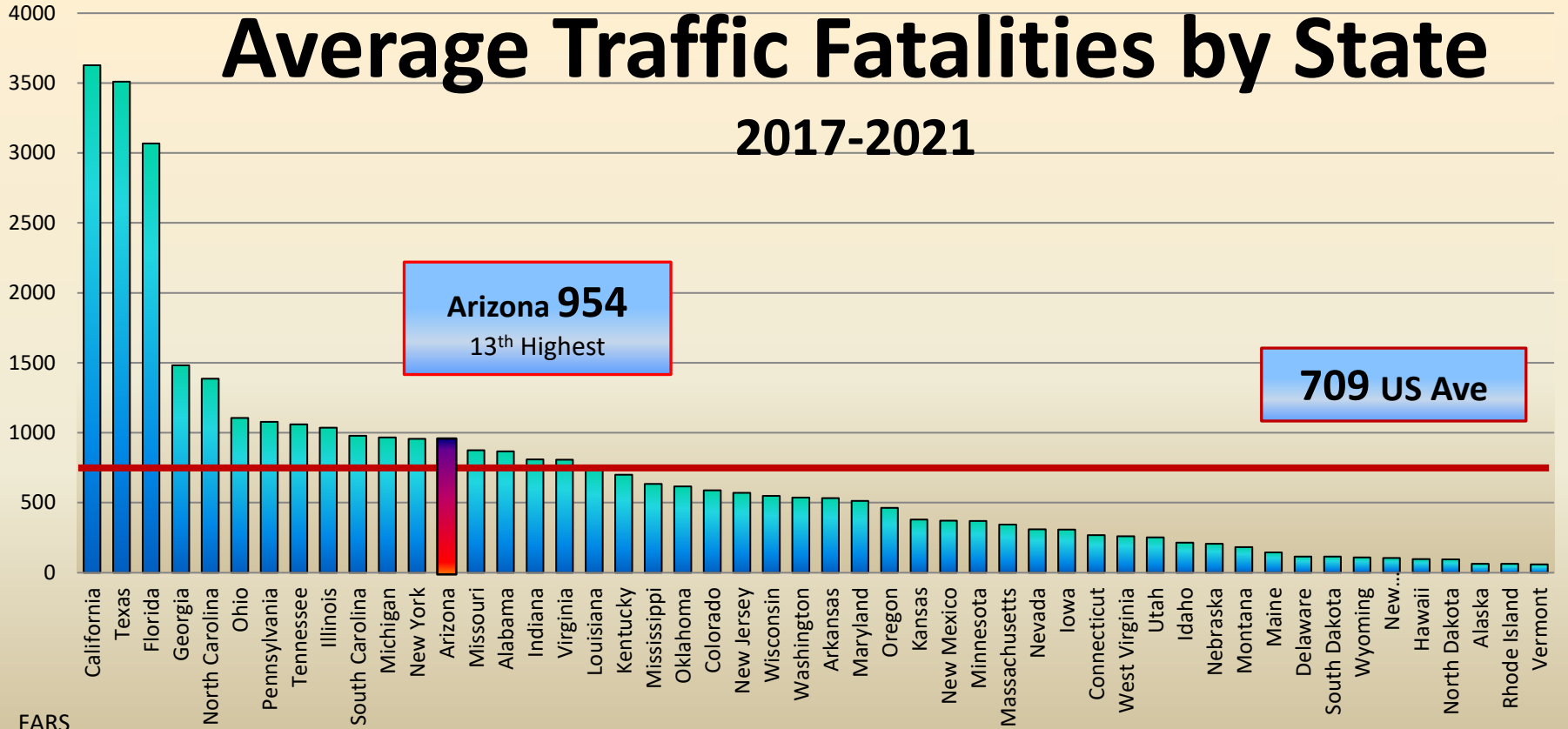
One person every 6 hours 46 minute
144 people were injured

*2022 data as of 8/7/23



Average Traffic Fatalities by State

2017-2021

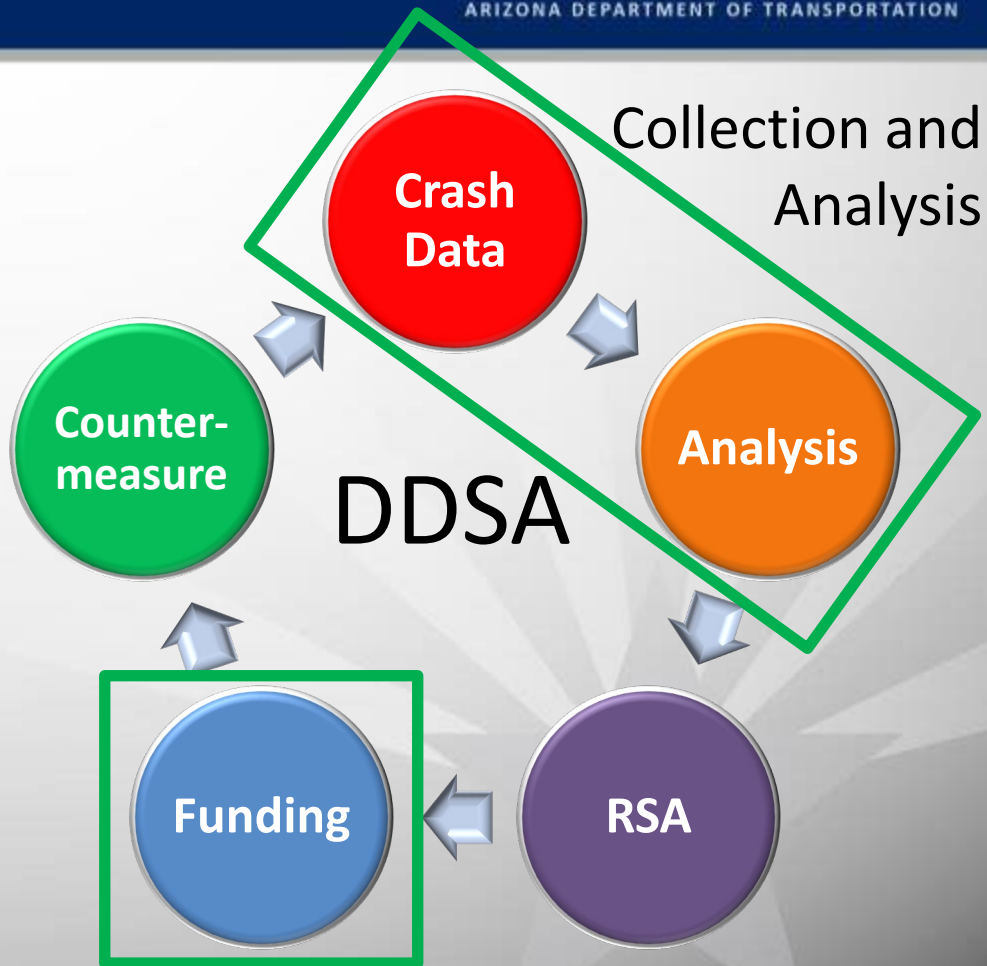


Data Driven Safety Analysis

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

Benefits

- Informed Decision-Making
- Targeted Investment
- Improved Safety

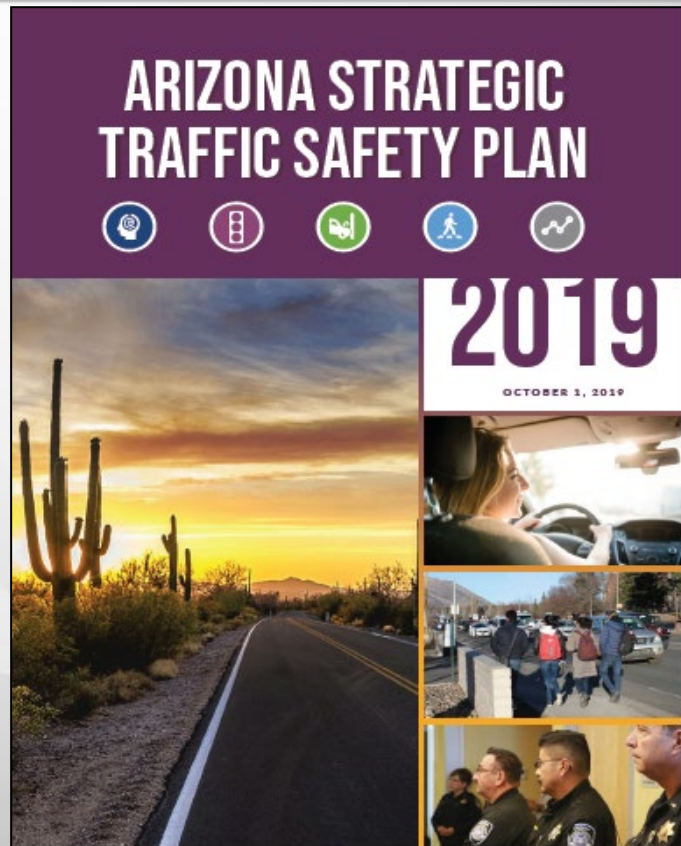


Arizona Strategic Traffic Safety Plan (STSP)

Formal document developed every five years to set safety priorities for next five years
Includes five emphasis areas: Pedestrian

- Lane Departure
- Intersection
- Crash Data
- Behavior Related

Next update October 2024



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

ADOT USE ONLY

ARIZONA CRASH REPORT

20191044335

COMPLETE THE TRUCKBUS SUPPLEMENT IF APPLICABLE

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 a distraction created by prior incident
- 4b) Roadway Clearance Time: time when collision debris/vehicles moved from road
- 4c) Incident Clearance Time: time when all vehs/debris moved from road/crash no longer distraction
- 5) Traffic Unit SV: 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 Link 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
- 5ff) Safety Devices: For motorcycle driver/passenger, must use either 1-None Used or 5-Helmet Used
- 5hh) 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 loss of blood, 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 travelling opposite directions & one vehicle makes left turn
 Include arrows on diagram to show direction of travel

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)

Road Safety Audits (RSA)

- RSAs performed on crash hotspots throughout the system
- RSA teams:
 - Investigate problem
 - Develop solutions
 - Recommend countermeasures
 - Develop preliminary cost estimates for countermeasures



What We Look For

Pattern? Yes – No

More than once or twice during study period

Solution? Yes – No

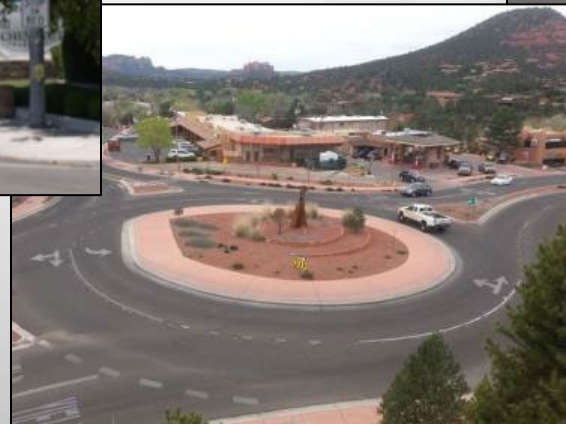
We can prevent future occurrences

Actionable? Yes – No

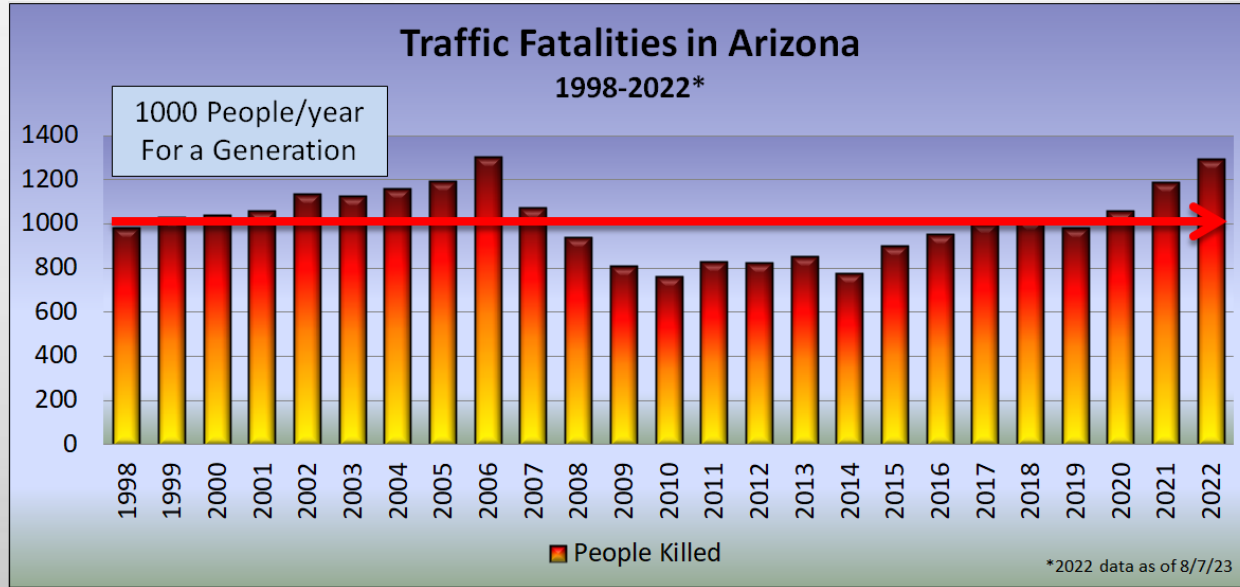
We can implement solution



Safety Projects



How Do We fund Safety Priorities?



How Do We Break this Cycle?

Today's Presentations

New Horizons for Tribal Safety Under the IIJA

- **Adam Larsen**, Safety Program Manager, FHWA Office of Tribal Transportation Specialist

Arizona Highway Safety Improvement Program (HSIP) Funding Opportunities

- **Mona Aglan-Swick**, ADOT Traffic Safety Section

Thank You!

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