Arizona Traffic Crash Data



Kerry Wilcoxon, P.E., PTOE, RSP₁ Southwestern Tribal Technical Assistance Program Summit Tribal and Local Police Departments Partnership for Crash Data Wednesday, March 13, 2024



2023 Crash Data*

121,684 Crashes 53,970 Injuries **1308 Fatalities**

36 Bicyclists

240 Pedestrians

194 Motorcyclists

838 Vehicle Occupants

*2023 data as of 3/4/2024









Traffic Crash Factors

Roadway use including:

- Road Design
- Speeds
- Distraction
- Growth





How do we stop this?



Crash Data

- Record of how a road is being used or misused.
- Backwards looking but one element in assessing risk.
- Can help save lives.



Agenda

Arizona Traffic Crash Data

- Crash definition
- Data collection
- Data use



Desired Outcome of Presentation

Collect and use your crash data to help save lives of your members, residents and guests using your roads ADOT can help you regardless of whether you send us your data or not



ADOT Traffic Safety ↑ Mission: End Traffic Deaths in $\stackrel{\cdot}{\leftarrow}$ Arizona Focus: Fatal and Serious Injury **Crashes Statewide** Task: Analyze traffic, roadway and crash data to improve safety **Motor Vehicle**

Division

Crash Records





ADOT Tribal Liaison Office

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ADOT Tribal Liaison Regions with COG's/MPO's & Transportation Board Districts





Traffic Crashes Random events occurring in predictable places



Fatal & Serious Injury Crashes For 2021





Causes

Often involves

- Multiple factors
- Lack of intent
- Chance



Multiple missed opportunities to avoid crash



What is a Traffic Crash?

- Incident involve one or more motor vehicles
- Resulted in bodily injury, death or damage to the property in excess of **two thousand dollars**
- Incident an **un-stabilized situation**
- Un-stabilized situation, injury or death originated or occurred on a public road



Crash Data Collection





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Collection Site ADOT or Tribal Agency



ADOT Data Collection





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Personal Identifying information (PII) can be removed before sending report to ADOT

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USPS

E-Transmission



Electronic Crash Reporting

Arizona recommends electronic crash reporting <u>regardless</u> of whether data is eventually sent to ADOT or not.

Electronic collection:

- 1. Reduces reporting time
- 2. Reduced risk of law enforcement and other parties to secondary crashes



Arizona Crash Report

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129/16/109 ADOT

Restand lanuary 30st, 2023

https://azdot.gov/business/transportation-systems-management-andoperations/operational-traffic-safety/arizona-crash



Page 1: General Details

Collected data includes:

- Date, time, location
- Injury severities
- Limited PII* (Age, sex only)
- Protective equipment use
 - Seatbelts, airbags, helmets, etc.
- * Name, address, citation data not collected to ADOT Traffic Crash Database

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ADOT

Safety Devices & Injury Severity

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FIC UNIT NO.	Color VIN Safety Devices Vehicle Removed to	Vehicle Year Airbag (Address/Storage	Make Auto Injury Severity Location Identifier)	nomous Va tan Poste Limit	1 - No Inj complain 2 - Possil soreness.	ury - no physi of injury ble Injury - in momentarv le	jury is claimed	of injury and perse d but not visible - I pusness	on does no imping,	ot

- 3 Suspected Minor Injury evident at scene of crash lump on head, minor cuts, abrasions, bruises
- **4 Suspected Serious Injury** severe cut with exposure to underlying tissue, broken, distorted extremity, crush injuries, skull, chest, abdominal injuries other that minor cuts/bruises, significant burns, paralysis, unconscious when taken from scene
- 5 Fatal Injury any injury which results in death within 30 days of crash
- 51 Unknown/Not Reported use if person not present during time of investigation

ADOT

-MANNER OF CRASH IMPACT

Manner of Crash Impact

17 -

Identifies that manner in which vehicles collide; if crash involved vehicle and pedestrian or pedalcyclist, use manner of crash based on vehicle action

 1 SINGLE VEHICLE
 2 ANGLE (front to side) (other than left turn)
 3 LEFT TURN
 4 REAR END (front-to-rear)
 5 HEAD ON (front to front)

5 HEAD-ON (front-to-front) (other than left turn)

6	SIDESWIPE, SAME DIRECTION
7	SIDESWIPE, OPPOSITE
	DIRECTION

- 10 U-TURN
- 50 OTHER
- 51 UNKNOWN

Single Vehicle - 1 vehicle involved in crash

Angle (front to side other than left turn) - 2 vehicles approaching from angle; example: T-bone crash
Left Turn - 2 vehicles approaching from opposite direction where 1 vehicle turns left in front of the other
Rear End - front of vehicle impacts rear of another
Head-On - front end of 2 vehicles impact together
Sideswipe, Same Direction - vehicles traveling same direction and impact is on the sides
Sideswipe, Opposite Direction - vehicles traveling opposite direction and impact is on the sides
U - Turn - at least 1 vehicle making U-turn and collision results
Other - used for any collision not described by the other attributes
Unknown - used when investigator could not determine manner of crash impact

Violations/Behavior	22 — VIOLATIONS/BEHAVIOR CHECK ALL THAT APPLY UNIT # 1 NO IMPROPER ACTION
Most misunderstood, improperly reported and	 2 SPEED TOO FAST FOR CONDITIONS 3 EXCEEDED LAWFUL SPEED 4 FOLLOWED TOO CLOSELY 5 RAN STOP SIGN 6 DISREGARDED TRAFFIC SIGNAL 7 MADE IMPROPER TURN 8 DROVE LEFT OF CENTER LINE
misquoted section of form <u>Be careful interpreting speed data!</u>	 9 WRONG WAY DRIVING 10 CROSSED MEDIAN 11 PASSED IN NO PASSING ZONE 12 UNSAFE LANE CHANGE 13 FAILED TO KEEP IN PROPER LANE 17 DID NOT USE CROSSWALK 20 FAILED TO YIELD RIGHT-OF-WAY

2. Speed Too Fast For Conditions - traveling at speed that was unsafe for road, weather or traffic conditions present at the time

- NOTE: Don't use for distraction, fatigue, impairment, or for other violations such as disregarded traffic signal or ran stop sign
- 3. Exceeded Lawful Speed used for driver exceeding speed limit



Arizona Traffic Crash Databases

- ALISS Accident Location Information Surveillance System soon to be replaced by CRIS – Crash Records Information System
 - Master crash data set for all collected traffic crash data entered
- FARS Fatality Analysis Reporting System
 - Detailed information on all fatal crashes
 - National database
- ACIS Arizona Crash Information System
 - ALISS data is imported and geo-coded onto roadway network



Fatality Analysis Reporting System

National dataset of all fatal traffic crashes

- Arizona data supplied by ADOT
- Includes details beyond the crash form including vehicle information and ME data
- Allows comparison of state datasets



Public access allowed through NHTSA and ADOT for state, regional, tribal and local governments, consultants and approved research.



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

Access limited to state, regional, tribal and local governments consultants & approved research.





Annual Network Screening



ARIZONA DEPARTMENT OF TRANSPORTATION TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO) DIVISION OPERATIONAL AND SAFETY GROUP TRAFFIC SAFETY

2021 NETWORK SCREENING OPERATIONAL STUDY REPORT

September 2022

Frequency analysis (hot spot) of high fatal & serious injury crash locations (SHS and Local)

•	Most	recent	five	years	of c	lata

	Arizona Department of Transportation Traffic Safety Section														
	Tran	sportation Systems Management an	d Operations			Network Screening									
					Pede	strian Crash Ty	pe - SHS Inter	sections							
		Crash Type 5:	Pedestrian												
G		Network:	SHS		Period:	2016-2020					Quer	y Date:	11/16/2021		
P'															
	Inte	ersections													
									Severity		- Pedestrian Crashes		Only	1	
	#	On Road / Milepost	Intersecting Street / MP	Traffic Control	ADOT District	DPS District	FHWA Region	ADOT Traffic Region	K+A Total	Fatal (K)	Serious (A)	Minor/ Poss (B/C)	PDO (0)	Total Crashes	Comments
	1	SR-260 (MP 208.78)	Western Dr	Signalized	Northcentral	District 12	A-1	Northern	2	2	0	0	0	2	
	2	SR-260 (MP 252.12)	Goodnow Rd	1-way stop	Northcentral	District 11	A-1	Northern	2	1	1	0	0	2	
	3	SR-89A (MP 372.45)	Mountain Shadows Dr / Northview Rd	Signalized	Northcentral	District 12	A-1	Northern	2	0	2	0	0	2	
	4	I-17 NB Frontage Rd (MP 202.41)	Osborn Rd	1-way stop	Central	Metro Central	A-4	Central	2	0	2	0	0	2	
	5	I-17 NB Frontage Rd (MP 202.91)	Indian School Rd	Signalized	Central	Metro Central	A-4	Central	2	0	2	0	0	2	
	6	I-10 EB on Ramp / Frontage Rd (MP 139.64)	51st Ave	Signalized	Central	Metro Central	A-4	Central	2	0	2	0	0	2	
_	Nate	E 117 Aritona Traffir Crash Manual Defi	nition only without intercention o	alatad chark how	Any crash within 15	a feet of the interse	ortion irresportive	of if the interse	ction relate	d hor was ch	erked or not on ti	he renort			



Annual Network Screening Report

- Input compiled into <u>Annual Network Screening</u> <u>Report</u> (November/December)
- Report informs traffic safety priorities on the state highway system
- Eventual goal is to shift network screening from frequency to predictive modeling



How We Use Crash Data

- Identify potential problem areas or trends
 - Network screening
- Inform/education
 - Contextualization
- Litigation defense
- Research





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



Results

Reviewed with:

- ADOT Management,
- District and Regional Traffic
- FHWA and
- DPS Command Staff
- **Results include:**
- 50-60 Staff Field Reviews
- 5-10 Formal RSA
- 3-5 HSIP applications per year





Crash Reporting Resources

- 1. Crash report form training
- 2. Electronic reporting setup and training
 - TraCS software
 - Scanners, servers, printers, etc. and other hardware
- 3. Crash data analysis
 - ADOT Traffic Safety, COG/MPO Safety Sections



Outcome

Regardless of whether you end up sending us your crash data, we hope you collect and use it.

ADOT can help you get started or make improvements to your reporting, collection or analysis of crash data.



Questions? Traffic Safety Starts at and Ends at Home,

Drive, bike and walk safely!

Don Sneed

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