ARIZONA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2023 ANNUAL REPORT

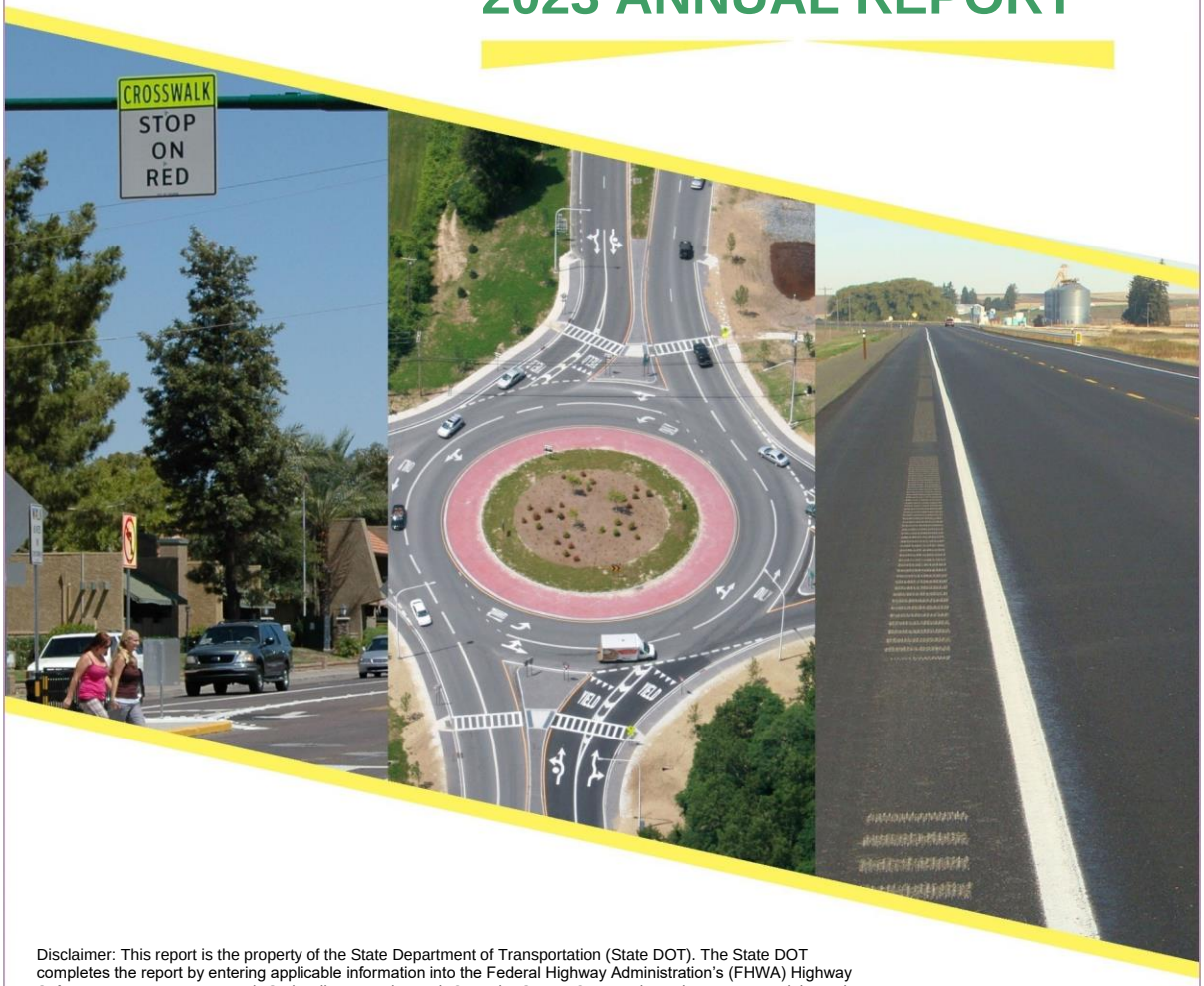

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Photo source: Federal Highway Administration

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Disclaimer

Protection of Data from Discovery Admission into Evidence

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], 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 identified or addressed in the reports, surveys, schedules, lists, or other data.”

23 U.S.C. 407 states “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.”

Executive Summary

This annual report has been prepared by the Arizona Department of Transportation (ADOT), the Transportation Systems Management and Operations (TSMO) Division, Traffic Safety Section (TSS) based on best available data and information collected from various internal and external sources.

Arizona DOT is continuing to make progress in the HSIP implementation on all public roads statewide. ADOT-TSS has been leading the efforts to deliver the HSIP program. Arizona Strategic Traffic Safety Plan (STSP) has been updated in October 2019 meeting requirements for SHSPs. The SHSP implementation phase began in early 2020. ADOT recognizes the importance of the implementation phase in continuing the collaboration, cooperation, and sharing of knowledge and resources by all safety stakeholders to make safety our top priority.

Arizona HSIP call for projects for State Fiscal Year 2025 and State Fiscal Year 2026 was announced on February 28, 2022, for all public roads. A total of 68 applications were received and 63 were determined to be HSIP eligible. With the additional funding provided by IIJA, ADOT was able to fund the design of all 63 projects in SFY 2024 and all construction in SFYs 2025 and 2026. Local and State agencies are actively applying for HSIP funds.

This annual report continues to reflect a combination of Arizona 2014 and 2019 SHSP emphasis areas and performance measures as projects were programmed under the 2014 SHSP.

NOTE: Data are presented by different reporting periods, e.g. funding data or project listing is given by State Fiscal Year (SFY) whereas annual fatality and serious injury data is by Calendar Year (CY). Fatalities and serious injury tables and charts in the output report are given in 5-year rolling average.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

The ADOT HSIP Program Manager issues a call for potential HSIP projects every other year for funding for two years. Agencies interested in applying must complete and submit HSIP applications and all required documents during the call for projects. The application process requires the agency to submit a cover/transmittal letter, a complete application, a cost estimate, a crash data spreadsheet, a Benefit to Cost Ratio (B/C) calculation sheet, a location map, a project limits map and any warrant studies (if applicable). HSIP applications and cost estimates are submitted to the ADOT Project Management Group (PMG), the ADOT Local Public Agency Group, State Traffic Safety Engineer, Districts and Regional Traffic Engineers for review and comments. All documents are evaluated by the ADOT HSIP Program Manager and staff to determine if the potential project is HSIP eligible, i.e. compliant with 23 USC 148 / 23 CFR 924, a proven safety countermeasure, identify fatal and suspected serious injury crashes that countermeasure can potentially reduce, supports the AZ Strategic Highway Safety Plan (SHSP), and B/C ratio of equal to or greater than 2.5. The draft comments are consolidated and returned to the submitting agency for review and incorporation into the final submittal to ADOT. The final applications are again reviewed and the approved HSIP eligible projects are then ranked by the HSIP Program Manager based on the B/C ratio. The HSIP Program Manager then presents the list to the Director, TSMO for final ranking and approval. A Safety Review Committee comprised of FHWA, ADOT staff, COG/MPO's, Inter Tribal Council and locals, reviews and approves the proposed list. Once the prioritized HSIP eligible list for the year is approved, the HSIP Program Manager issues the approved HSIP eligibility letters and enters the State projects in the ADOT Five Year Transportation Facilities Construction Program. COGs/MPOs add local projects in their Transportation Improvement Programs (TIPs).

Where is HSIP staff located within the State DOT?

Other-TSM&O

How are HSIP funds allocated in a State?

- Central Office via Statewide Competitive Application Process

Describe how local and tribal roads are addressed as part of HSIP.

Arizona's HSIP funds are available for all public agencies and tribes to apply for as described in the prior general structure of the HSIP in the State. Prior year commitments are first identified and set aside. The remaining funds are available for statewide call for projects. ADOT and local public agencies, including Tribes, identify high crash locations using network screening, Arizona Crash Information System (ACIS) and develop safety improvement projects. In recent years COGs/MPOs have been provided HSIP funds to develop

Regional Strategic Transportation Safety Plans (STSP) with projects to support the State Strategic Highway Safety Plan (SHSP). ADOT reviews all potential projects on a statewide basis and prioritize projects for funding based on the B/C ratio analysis. ADOT Local Public Agency (LPA), in consultation with MPOs and COGs, provides assistance to local agencies throughout the process of identifying and developing the projects.

Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

- Design
- Districts/Regions
- Maintenance
- Operations
- Planning
- Traffic Engineering/Safety
- Other-ADOT Traffic Safety Section (TSS) and Local Public Agency Section (LPAS)

Describe coordination with internal partners.

Safety analyses begin with the compilation and correlation of data elements on a statewide system. Coordination takes place within ADOT including the State Engineer’s Office, the Director’s Office, Project Managers, District Engineers and others involved in safety projects as well as the Department of Public Safety (State enforcement agency). In addition, the ADOT Traffic Safety Section performs a crash data network screening process of the state highway system to identify "hot spots" and shares the top 5 locations for each District with the appropriate stakeholder (District representative and Regional Traffic Engineer). If a project is identified, depending on the nature of the project, justification of HSIP funding through evaluation and formal eligibility process is established by ADOT and FHWA Arizona Division Office. The top 5 locations can be recommended for Road Safety Assessment (RSA) and additional safety evaluations.

Identify which external partners are involved with HSIP planning.

- FHWA
- Governors Highway Safety Office
- Law Enforcement Agency
- Local Government Agency
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
- Tribal Agency

Describe coordination with external partners.

External coordination involves participation and membership in COGs/MPOs Safety Committee meetings, workshops, and advisory groups. ADOT TSS requires local and state agencies to submit their draft HSIP applications in advance of the final submittal date for the call for projects so the application can be reviewed and comments provided to the agencies to ensure a successful application. In addition, the ADOT Traffic Safety Section performs a crash data network screening process of the local highway system to identify "hot spots" and shares the top 5 locations with the appropriate stakeholder (Local Agency or Tribe). Local agencies are trained and encouraged to identify potential "hot spots" utilizing data from the ADOT Arizona Crash Information System (ACIS) database. If a project is identified, depending on the nature of the project, justification of HSIP funding through evaluation and formal eligibility process is established by ADOT and FHWA Arizona Division Office. In addition to the direct involvement through the HSIP application process, agencies can participate in the Road Safety Assessment (RSA) program which can lead to HSIP applications. RSA applications are made available at: https://azdot.gov/business/transportation-systems-management-and-operations/operational-and-traffic-safety/road-safety

Describe other aspects of HSIP Administration on which the State would like to elaborate.

AASHTO Safety Analyst has reached the end of its technology lifecycle. In the past few years ADOT has been working on the Safety Analyst implementation, ADOT has worked on improving the quantity and quality of the roadway, traffic volume and crash data that are the inputs for the data driven analysis for better results.

ADOT is currently working on a replacement for the AASHTO Safety Analyst. A Task Order has been issued for a scope of work which is intended to cover the definition of detailed requirements for a predictive modeling tool for the Arizona Department of Transportation (ADOT), and to conduct a fit analysis for the AASTHOWare Safety Management module using the defined requirements as the baseline for the analysis.

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

Yes

2022 HSIP Manual
2022 HSIP Appl
HSIP Appendix A (Rev Jun22)
HSIP Appendix_B
HSIP Appendix_C

https://azdot.gov/business/transportation-systems-management-and-operations/operational-traffic-safety/arizona-highway

Select the programs that are administered under the HSIP.

- Other-RSA

Program: Other-RSA

Date of Program Methodology:1/10/2006

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes	• Volume	• Median width • Horizontal curvature • Roadside features

What project identification methodology was used for this program?

- Crash frequency

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Other-Based on B/C Ratio

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Available funding:1
Other-Network Screening:2
Other-Owner Request:3

What percentage of HSIP funds address systemic improvements?

15.7

HSIP funds are used to address which of the following systemic improvements?

- Clear Zone Improvements
- Horizontal curve signs
- Wrong way driving treatments

What process is used to identify potential countermeasures?

- Crash data analysis
- Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
- Engineering Study
- Road Safety Assessment
- SHSP/Local road safety plan
- Stakeholder input

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

Describe how the State HSIP considers connected vehicles and ITS technologies.

If an application for HSIP funding were submitted it would be considered. Connected vehicles and ITS technologies are critical components in Arizona's transportation management systems and are effective at improving safety, as well as mobility. Arizona has leveraged ITS technologies for freeway traffic management with so many miles of freeways currently managed. ITS technologies are critical for providing data to travelers through the AZ511 system, including the highway road closure system. Connected vehicles are emerging as new technology that has the ability to significantly reduce crashes and save lives. ADOT is investing in connected vehicle technologies so that we can maximize the benefits as the technology becomes available in commercial freight and passenger vehicles. Connected vehicle infrastructure, comprised of the roadside units, on-board units, communication network and software platforms, will allow significantly improved traffic management systems through the dissemination of information, such as basic safety messages. Areas of potential improvement will be in speed harmonization, queue warning, and work zone traffic management. The primary goal of connected vehicles is improving safety and Arizona believes that this emerging technology will save lives. Therefore, State HSIP fund can be utilized for connected vehicles and associated ITS technologies. ITS projects compete for HSIP funds with B/C ratio used to prioritize projects for funding.

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

The HSM methods are used on a regular basis primarily to support B/C ratio analysis and determining CMFs guidance and methodology.. Arizona has also supported an emphasis on predictive modeling over the last few years. The Arizona Crash Information System (ACIS) is used to identify hot spots and systemic projects on the State Highway System. HSM methods are also used to support any requested design exceptions.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

Enter the programmed and obligated funding for each applicable funding category.

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$40,000,000	$42,472,862	106.18%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$0	$1,607,177	0%
Totals	$40,000,000	$44,080,039	110.2%

How much funding is programmed to local (non-state owned and operated) or tribal safety projects?

$6,903,415

How much funding is obligated to local or tribal safety projects?

$6,903,415

How much funding is programmed to non-infrastructure safety projects?

$726,393

How much funding is obligated to non-infrastructure safety projects?

$726,393

RSA Program, AzTraCS (mobile electronic crash reporting system) Yearly Fees, & Local Transportation Safety Plans

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

$0

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

$0

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

Underestimating of construction cost estimates and increased unit costs resulted in significant underestimating of final project design and construction costs. As a result ADOT Management decided to conduct an eight step HSIP Plan-Do-Check-Act (PDCA) which is a process in Continuous Improvement that takes on a challenge and makes sure progress is being made. In this case, better and more efficient and effective cost estimating. The team will be comprised of members from the Multi-Modal Planning Division, Project Management Group, Senior TSM&O Management, JPA Section, HSIP Team Members and others.

General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
F019301C: Chinle - Black Mountain Wash - Shoulder Widening & Rumble Strips	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	12.3	Miles	$16456810		HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,521	65	State Highway Agency	Spot	Roadway Departure	
F031101X: Statewide Road Safety Assessment (RSA) FY 20	Miscellaneous	Road safety audits		RSA Reports	$14145		HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Roadway Owner Request	All EAs	
F033801C: US 60 & CR 3148 - Oversize Signage & Advance Warning Signs	Intersection traffic control	Intersection signing – add basic advance warning	8	Signs	$167673		HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,486	65	State Highway Agency	Spot	Intersections	
F033901C: SR 264 / IR 4 - Multi Use Path/Lighting	Pedestrians and bicyclists	Install sidewalk	0.24	Miles	$691122		HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,937	55	State Highway Agency	Spot	Pedestrians	
F035001C: I-10; Bowie to New Mexico State Line - Tree Removal	Roadside	Removal of fixed objects (trees, poles, etc.)	22	Miles	$872315		HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	13,525	75	State Highway Agency	Spot	Roadway Departure	
F035201C: US 60 N Cherry Ave to Radanovich Blvd - Install Street Lighting	Lighting	Continuous roadway lighting	1.8	Miles	$349119		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	45,796	45	State Highway Agency	Spot	Pedestrians	
F035301C: US-60; Salt River Canyon to SR-260 - Tree Removal	Roadside	Removal of fixed objects (trees, poles, etc.)	33.6	Miles	$884460		HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,232	65	State Highway Agency	Systemic	Roadway Departure	
F035701C: SR-287; Hacienda to SR-87 - Rumble Strips and Right Turn Lane	Roadway	Rumble strips – edge or shoulder	8	Miles	$726297		HSIP (23 U.S.C. 148)	Rural	Minor Arterial	7,550	55	State Highway Agency	Spot	Lane Departure	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
F037301D: SR-87 - Kenworthy Rd & SR-287 at Christensen Rd - Turn Lanes	Intersection geometry	Add/modify auxiliary lanes	2	Intersections	$270641		HSIP (23 U.S.C. 148)	Rural	Minor Arterial	11,368	55	State Highway Agency	Spot	Intersections	
F038001C: South Fork Santa Maria River - SR 71, South of Wikieup - Centerline Rumble Strips	Roadway	Rumble strips – edge or shoulder	20.8	Miles	$683236		HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,994	65	State Highway Agency	Spot	Lane Departure	
F039401C: Mule Pass Tunnel - Roadway Lighting	Lighting	Continuous roadway lighting	0.83	Miles	$5700000		HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	5,220	45	State Highway Agency	Spot	Pedestrians	
F043201C: WRONG WAY DO NOT ENTER SIGNS - PHASE IV	Roadway signs and traffic control	Roadway signs (including post) - new or updated	199	Signs	$931007		HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Older Drivers	
F043301C: WRONG WAY DO NOT ENTER SIGNS - PHASE V	Roadway signs and traffic control	Roadway signs (including post) - new or updated	412	Signs	$1165668		HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Older Drivers	
F051201D: Grant Woods Parkway to I-17 - Centerline Rumble Strips	Roadway	Rumble strips – center	11.5	Miles	$91000		HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	31,986	65	State Highway Agency	Spot	Lane Departure	
F051901D: SR-89; MP 339 to MP 363 - Centerline Rumble Strips	Roadway	Rumble strips – center	24	Miles	$433160		HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,600	65	State Highway Agency	Spot	Lane Departure	
F052001D: US 160 & SR 98 - Flashing Stop Ahead Signs	Intersection traffic control	Intersection signing – add basic advance warning	1	Intersections	$380120		HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,495	45	State Highway Agency	Spot	Intersections	
F052101D: SR87 and Skousen Road - Turn Lanes and	Intersection traffic control	Modify control – new traffic signal	1	Intersections	$400000		HSIP (23 U.S.C. 148)	Rural	Minor Arterial	10,206	65	State Highway Agency	Spot	Intersections	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Signal Modifications															
H824501C: RIM RD TO GIBSON RD - Shoulder Widening	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	21.58	Miles	$6247153		HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,894	65	State Highway Agency	Spot	Roadway Departure	
H8877CAX: RANDOLPH RD INTERSECTION - Turn Lane and Lighting	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$450		HSIP (23 U.S.C. 148)	Rural	Minor Arterial	10,206		State Highway Agency	Spot	Intersections	
M714301X: STATEWIDE AZTracs YEARLY LICENSE FEE	Miscellaneous	Data collection	1	License	$84210		HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	N/A	All EAs	
M717901X: Strategic Traffic Safety Plan FY19	Miscellaneous	SHSP Development	1	Strategic Plan	$188600		HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	N/A	All EAs	
M718801X: Statewide Road Safety Assessment (RSA) FY22	Miscellaneous	Road safety audits	50	Road Safety Assessments	$439438		HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Network Screening	Data	
SH53501U: 75TH AVE & CACTUS TI - Intersection Safety Improvements	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$114500		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,264	40	City or Municipal Highway Agency	Spot	Intersections	
T011901C: AR LOCATIONS - CITY OF GLENDALE FYA PHASE III	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	34	Intersections	$2758201		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,000	40	City or Municipal Highway Agency	Systemic	Intersections	
T024701R: FOURTH ST, CEDAR AVE, LOCKETT RD - ROUNDABOUT	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$92398		HSIP (23 U.S.C. 148)	Urban	Major Collector	17,771	30	City or Municipal Highway Agency	Spot	Intersections	
T026401C: IR 34 AND IR 42 EXTENSION - Signing & Striping	Roadway delineation	Longitudinal pavement markings – new	9.17	Miles	$751956		HSIP (23 U.S.C. 148)	Rural	Local Road or Street	982	60	Indian Tribe Nation	Systemic	Roadway Departure	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
T026601C: SKOUSEN RD / ELEVEN MILE CORNER; SR87 - BATTAGLIA RD - Rumble Strips & Oversize Signs	Roadway	Rumble strips – edge or shoulder	9.06	Miles	$541734		HSIP (23 U.S.C. 148)	Rural	Major Collector	4,267	50	City or Municipal Highway Agency	Spot	Lane Departure	
T027101C: STOCKTON HILL RD - KNG CITY LIMITS MP 6.75-21.75 - Centerline & Edgeline Rumble Strips	Roadway	Rumble strips – edge or shoulder	15	Miles	$549600		HSIP (23 U.S.C. 148)	Rural	Minor Collector	2,175	45	County Highway Agency	Spot	Roadway Departure	
T027201D: Northern Ave-Stockton Hill Rd to Castle Rock Rd - Install Sidewalks & Pedalcycle Improvements	Pedestrians and bicyclists	Install sidewalk	2.48	Miles	$196351		HSIP (23 U.S.C. 148)	Urban	Minor Collector	7,800	35	Town or Township Highway Agency	Spot	Pedestrians	
T027501C: KINGS RANCH RD AT SUNRISE SKY DR - Install RRFB	Pedestrians and bicyclists	Rapid Rectangular Flashing Beacons (RRFB)	1	Locations	$180072		HSIP (23 U.S.C. 148)	Urban	Major Collector	10,100	35	County Highway Agency	Spot	Pedestrians	
T028001C: KNG SPOT IMPVS - CALMING FEATURES AND SPEED FEEDBACK SIGNS	Speed management	Dynamic Speed Feedback Signs	12	Locations	$234000		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	22,247	35	City or Municipal Highway Agency	Spot	Lane Departure	
T030501D: GOLF COURSE RD - COTTONWOOD WASH RD - Shoulders & Rumble Strips	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	3.95	Miles	$103		HSIP (23 U.S.C. 148)	Rural	Minor Collector	3,334	30	County Highway Agency	Spot	Roadway Departure	
T031001D: PPN Systemic Lane	Roadway	Rumble strips – edge or shoulder	4.98	Miles	$180000		HSIP (23 U.S.C. 148)	Urban	Minor Collector	2,020	55	City or Municipal	Spot	Roadway Departure	

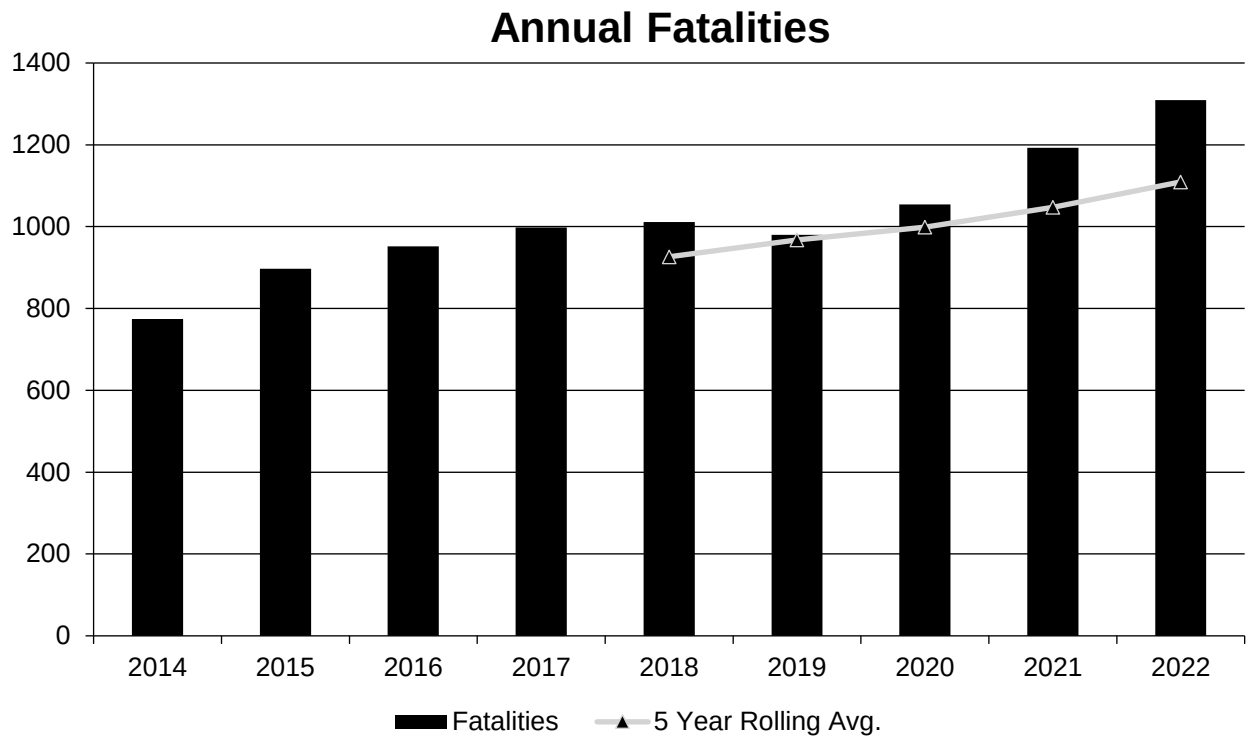
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Departure-Rumble Strips												Highway Agency			
T031601D: Harquahala Rd-Salome Rd to Monroe St - Street Lighting & Signage	Lighting	Continuous roadway lighting	1	Miles	$170000		HSIP (23 U.S.C. 148)	Urban	Minor Collector	2,000	35	County Highway Agency	Spot	Roadway Departure	
T034901D: GLN 6 intersections-Pos Offsets and FYA	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	21	Intersections	$273000		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	25,000	40	City or Municipal Highway Agency	Spot	Intersections	
T035103D: London Bridge Road - Bike Lanes	Pedestrians and bicyclists	On road bicycle lane	2.98	Miles	$199500		HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,071	35	City or Municipal Highway Agency	Spot	Bicyclists	
T035301D: Boundary Cone Rd & Oatman Hwy - Rumble Strips	Roadway	Rumble strips – edge or shoulder	28.73	Miles	$252000		HSIP (23 U.S.C. 148)	Rural	Minor Collector	865	45	County Highway Agency	Spot	Roadway Departure	
T035401D: MMO Various Locations-Raised Pavement Markers	Roadway delineation	Raised pavement markers	18	Curves	$210000		HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	500	45	County Highway Agency	Systemic	Roadway Departure	
T035803D: Sign Panel Replacement Phase 2	Roadway signs and traffic control	Roadway signs (including post) - new or updated	4195	Signs	$200000		HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	County Highway Agency	Systemic	Lane Departure	

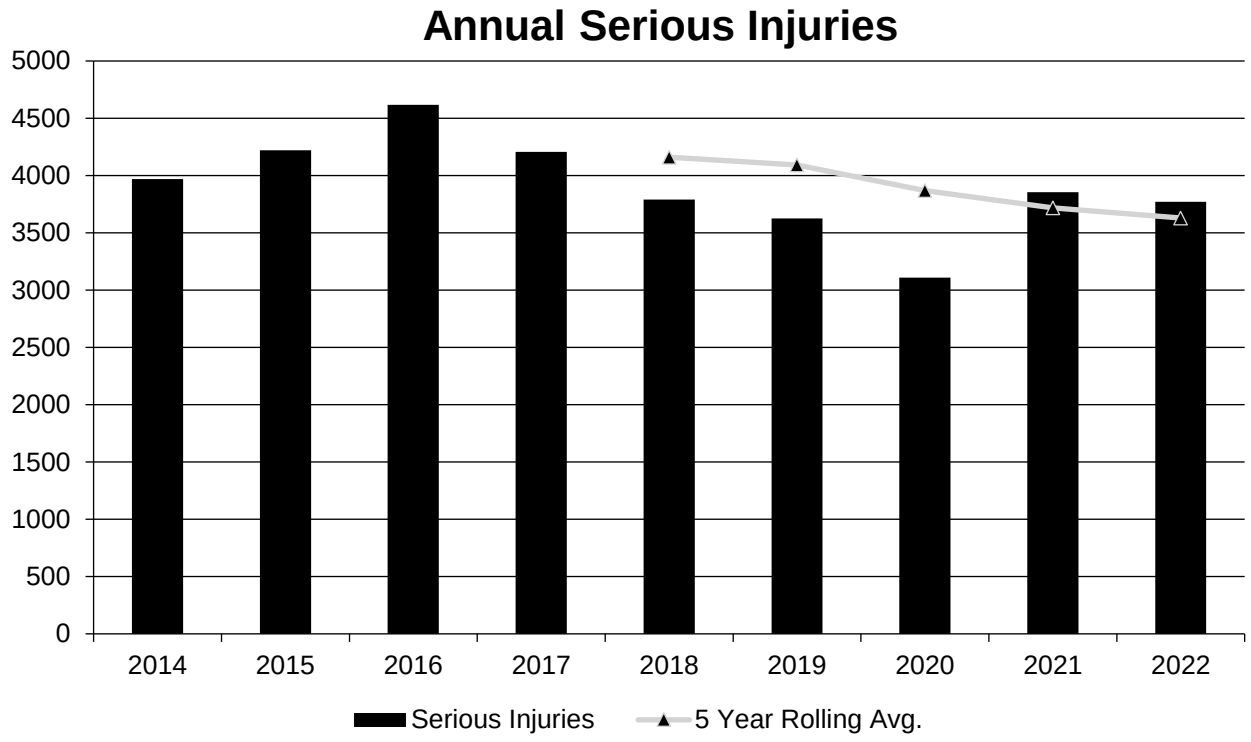
Safety Performance

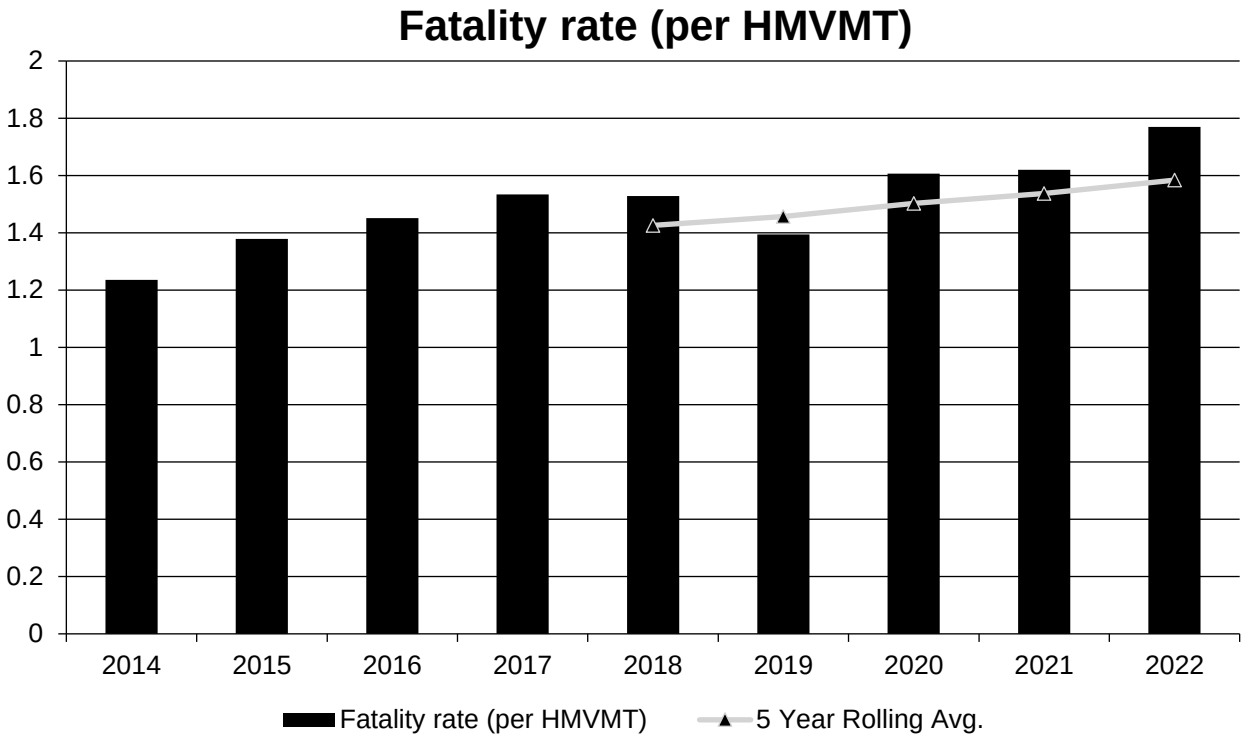
General Highway Safety Trends

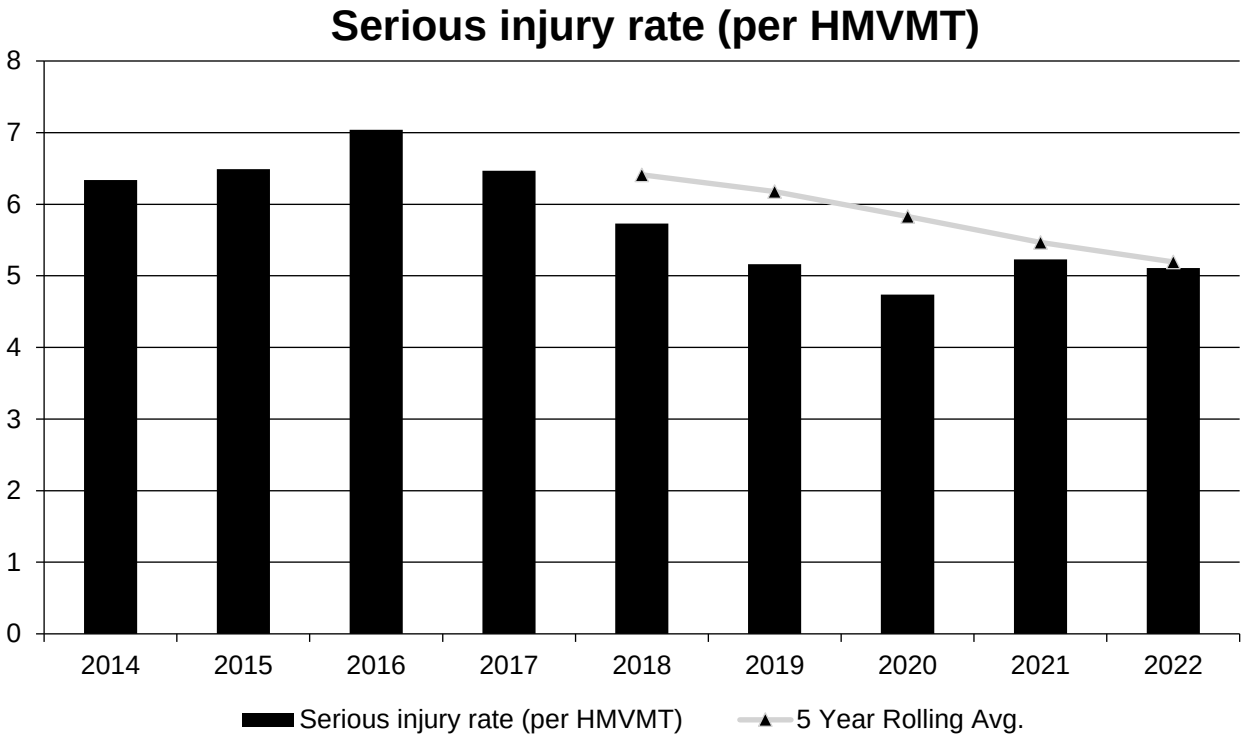
Present data showing the general highway safety trends in the State for the past five years.

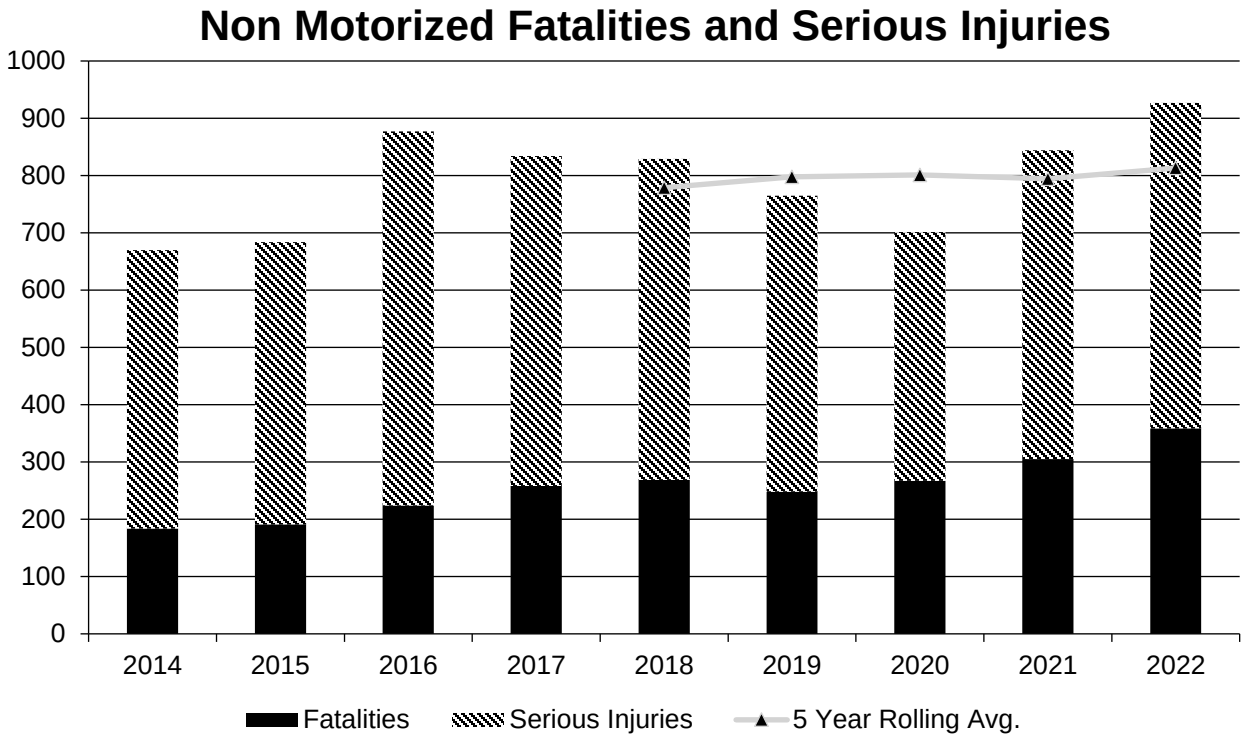
PERFORMANCE MEASURES	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatalities	774	897	952	998	1,011	980	1,054	1,193	1,309
Serious Injuries	3,968	4,220	4,617	4,207	3,790	3,627	3,108	3,854	3,770
Fatality rate (per HMVMT)	1.236	1.379	1.451	1.534	1.528	1.394	1.607	1.620	1.770
Serious injury rate (per HMVMT)	6.336	6.488	7.037	6.465	5.730	5.161	4.738	5.230	5.110
Number non-motorized fatalities	184	191	224	258	269	248	267	305	359
Number of non-motorized serious injuries	486	493	653	576	560	517	434	539	568


Annual Fatalities
1400
1200
1000
800
600
400
200
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
5000
4500
4000
3500
3000
2500
2000
1500
1000
500
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
2
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
8
7
6
5
4
3
2
1
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

FARS

To the maximum extent possible, present this data by functional classification and ownership.

Year 2022

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	87.4	213.2	0.13	0.3
Rural Principal Arterial (RPA) - Other Freeways and Expressways	0.8	0.4	0	0
Rural Principal Arterial (RPA) - Other	85.4	204	0.12	0.29
Rural Minor Arterial	64.2	122.4	0.09	0.17
Rural Minor Collector	11.8	34.8	0.02	0.05
Rural Major Collector	55.4	123.8	0.08	0.18

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Local Road or Street	6.2	21.4	0.01	0.03
Urban Principal Arterial (UPA) - Interstate	53.8	158.8	0.08	0.23
Urban Principal Arterial (UPA) - Other Freeways and Expressways	47.2	156.4	0.07	0.22
Urban Principal Arterial (UPA) - Other	128.2	483.8	0.18	0.69
Urban Minor Arterial	272.4	1,077	0.39	1.55
Urban Minor Collector		50.2		0.07
Urban Major Collector	40.8	180	0.06	0.26
Urban Local Road or Street	7	30.8	0.01	0.05

Year 2022

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	434.6	1,169.6	0.62	1.67
County Highway Agency	109.4	356.6	0.16	0.51
Town or Township Highway Agency	27.6	116.6	0.04	0.16
City or Municipal Highway Agency	443.6	1,777.6	0.63	2.55
State Park, Forest, or Reservation Agency	0	0	0	0
Local Park, Forest or Reservation Agency	0.2	0	0	0
Other State Agency	0	0	0	0
Other Local Agency	0	0	0	0
Private (Other than Railroad)	2.6	10.8	0	0.02
Railroad	0	0	0	0
State Toll Authority	0	0	0	0
Local Toll Authority	0	0	0	0
Other Public Instrumentality (e.g. Airport, School, University)	0	0.4	0	0
Indian Tribe Nation	12	4.6	0.02	0.01

Provide additional discussion related to general highway safety trends.

In Arizona the total number of crashes in 2022 is 119,991, this represents a 1.25 percent decrease from the years 2021. 1314 people died in motor vehicle traffic crashes in Arizona in 2022, the largest number of fatalities since 2008. This represents an increase of about 10.14 percent as compared to the 1193 fatalities reported in 2021. The 2022 Arizona Motor Vehicle Crash Facts shows vehicle miles traveled (VMT) in 2022 increased by about a 0.02 percent from the year 2021. ADOT will continue to analyze the various data to identify the contributing factors for the increase.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2024 Targets *

Number of Fatalities:1286.1

Describe the basis for established target, including how it supports SHSP goals.

The 2024 Arizona Safety Projections (Targets) was established on August 28, 2023, at that time the Statewide VMT and crash data for 2022 were preliminary and subject to change. The 2022 Fatalities increased by 10.14 % from the 2021 Fatalities. The targets were established based on the review of a rolling average of five years, as well as the most recent five years results. 2023 and 2024 numbers and rates are based on five years 2018-2022 annual crash trends. The 2022 annual number of fatalities that was used in the establishment of the projection (target) was 1314.

Number of Serious Injuries:3636.0

Describe the basis for established target, including how it supports SHSP goals.

The 2024 Arizona Safety Projections (Targets) was established on August 28, 2023, at that time the Statewide VMT and crash data for 2022 were preliminary and subject to change. The 2022 Serious Injuries decreased by 2.0% from the 2021 Serious Injuries. The targets were established based on the review of a rolling average of five years, as well as the most recent five years results. 2023 and 2024 numbers and rates are based on five years 2018-2022 annual crash trends. The 2021 annual number of serious injuries that was used in the establishment of the projection (target) was 3778.

Fatality Rate:1.745

Describe the basis for established target, including how it supports SHSP goals.

The 2024 Arizona Safety Projections (Targets) was established on August 28, 2023, at that time the Statewide VMT and crash data for 2022 were preliminary and subject to change. The 2022 fatality rate per millions of vehicle miles traveled (VMT) increased by 10.12 % from the year 2021.The targets were established based on the review of a rolling average of five years, as well as the most recent five years results. 2023 and 2024 numbers and rates are based on five years 2018- 2022 annual trends. Statewide VMT for 2023 and 2024 are projected based on 5 Years Ave change (2015-2019), 1.6% increase per year. The 2022 annual number of fatalities that was used in the establishment of the projection (target) was 1314.

Serious Injury Rate:5.001

Describe the basis for established target, including how it supports SHSP goals.

The 2024 Arizona Safety Projections (Targets) was established on August 28, 2023, at that time the Statewide VMT and crash data for 2022 were preliminary and subject to change. The 2022 serious injury rate per Millions of vehicle miles traveled (VMT) decreased by 2.02 % from the year 2021.The targets were established based on the review of a rolling average of five years, as well as the most recent five years results. 2023 and 2024 numbers and rates are based on five years 2018-2022 annual trends. Statewide VMT for 2022 and 2023 are projected based on 5 Years Ave change (2015-2019), 1.6% increase per year. The 2022 annual number of serious injuries that was used in the establishment of the projection (target) was 3777.

Total Number of Non-Motorized Fatalities and Serious Injuries:883.5

Describe the basis for established target, including how it supports SHSP goals.

The 2024 Arizona Safety Projections (Targets) was established on August 28, 2023, at that time the Statewide VMT and crash data for 2022 were preliminary and subject to change. The total number of Non-Motorized Fatalities and Serious Injuries for 2022 increased by 9.94 % from 2021.The targets were established based on the review of a rolling average of five years, as well as the most recent five years results. 2023 and 2024 numbers and rates are based on five years 2018-2022 annual trends. Statewide VMT for 2023 and 2024 are projected based on 5 Years Ave change (2015-2019), 1.6% increase per year. The 2022 annual number of non-motorized fatalities and serious injuries that was used in the establishment of the projection (target) was 929.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

Individual meetings were held with each COG/MPO to discuss the State safety performance targets in addition to a general meeting with the State COG/MPO planners. Each COG/MPO was given the opportunity to establish their own targets or to adopt the State safety performance targets. Sample target letters and wording was provided to aid them in meeting the submittal date. Prior to adopting the proposed targets, a meeting was conducted with GOHS to reach consensus on the State's safety performance targets. The process that ADOT followed in reaching the recommended safety performance targets was described. Attendees agreed to support the suggested targets.

Does the State want to report additional optional targets?

No

No

Describe progress toward meeting the State's 2022 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	1045.2	1109.4
Number of Serious Injuries	3210.7	3629.8
Fatality Rate	1.568	1.584
Serious Injury Rate	4.797	5.194
Non-Motorized Fatalities and Serious Injuries	736.2	813.2

The Arizona 2022 Safety Performance Projections (Targets) were established in June 2021, Crash data was not complete and VMT was not final. The 2022 Safety Performance Projections (Targets) was created using the following analysis and assumptions:
1. Crash trend review of the five-year crash trend (2017-2021), three years crash trend (2019-2021) and crash data for the first quarter of the year 2022, the annual number of fatalities of 2021 and 2022 was anticipated to

will be 1078 and 1100, but as of August 28, 2023, the annual numbers of fatalities for 2021 and 2022 were 1193 and 1314. This increase in the number of fatalities caused the actual 2022 outcomes to be higher than the 2022 projections (targets) and higher than the baseline (2016-2020)
2. The annual number of serious injuries for 2021 and 2022 projected to be 2896 and 2693. The actual annual number for 2021 and 2022 as of August 28, 2023, were 3854 and 3777. This increase in the number of serious injuries caused the actual 2022 outcomes to be higher than the 2022 projections (targets) and less than the baseline (2016-2020)
3. The annual numbers of non-motorized fatalities and serious injuries for 2022 projected to be 689. The annual number for 2022 as of August 28, 2023, was 929. This increase in the number of non-motorized fatalities and serious injuries caused the actual 2022 outcomes to be higher than the 2022 projections (targets) and higher than the baseline (2016-2020)
4. The total number of traffic fatalities in Arizona in 2022 calendar year increased 10.14 % from the calendar year 2021.

Applicability of Special Rules

Does the VRU Safety Special Rule apply to the State for this reporting period?

No

Does the HRRR special rule apply to the State for this reporting period?

No

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2016	2017	2018	2019	2020	2021	2022
Number of Older Driver and Pedestrian Fatalities	121	131	170	169	151	153	210
Number of Older Driver and Pedestrian Serious Injuries	424	373	386	362	293	314	363

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Change in fatalities and serious injuries

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

In Arizona the total number of crashes in 2022 is 119,991, this represents a 1.25 percent decrease from the years 2021. As of August 2023, 1314, people died in motor vehicle traffic crashes in Arizona in 2022.This represents an increase of about 10.14 percent as compared to the 1193 fatalities reported in 2021. The 2022 Arizona Motor Vehicle Crash Facts shows vehicle miles traveled (VMT) in 2021 increased by about a 0.02 percent from the year 2022. The annual fatality rate for 2022 was 1.75 fatalities per 100 million VMT, up from 1.62 fatalities per 100 million VMT in 2021. ADOT will continue to analyze the various data to identify the contributing factors for the increase. Under the Plan Do Check Act (PDCA) program at ADOT, ADOT began an analysis in looking at it to increase the number of programmed projects and obligations and update the HSIP Standard Work.

Crash Data and VMT for 2022 are not final.

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

- # RSAs completed
- HSIP Obligations
- Increased awareness of safety and data-driven process
- Increased focus on local road safety
- More systemic programs

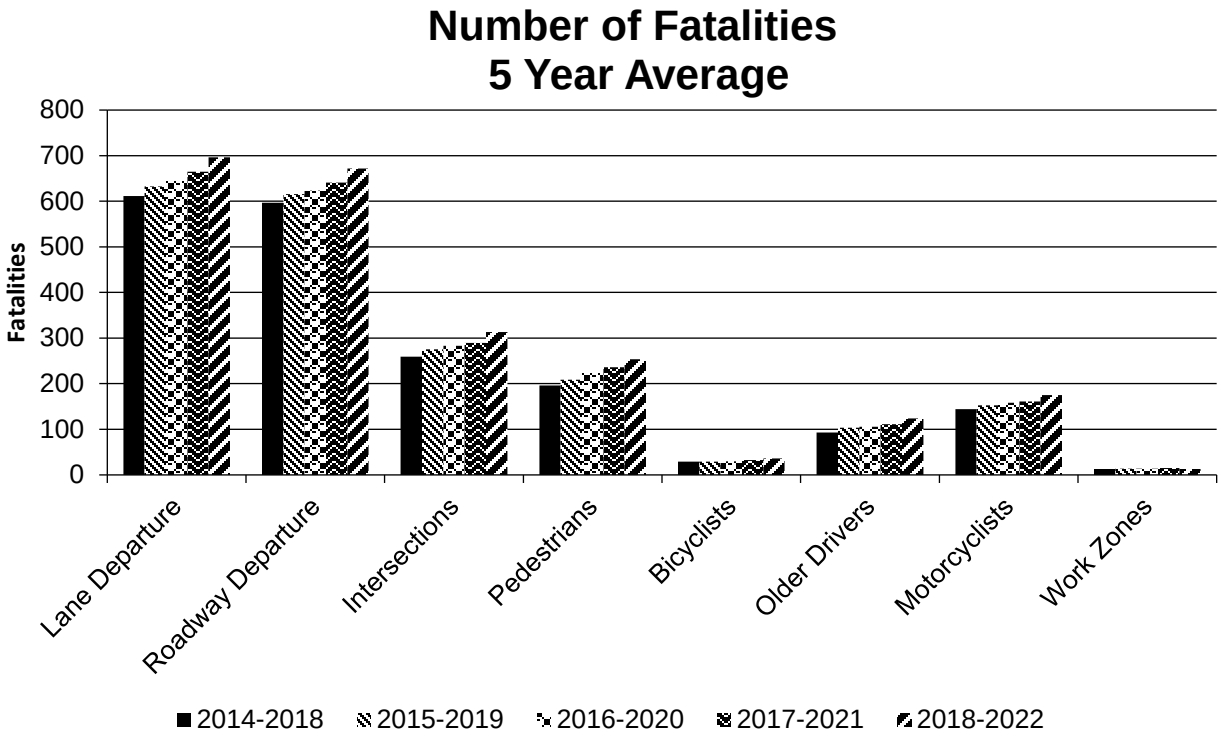
Effectiveness of Groupings or Similar Types of Improvements

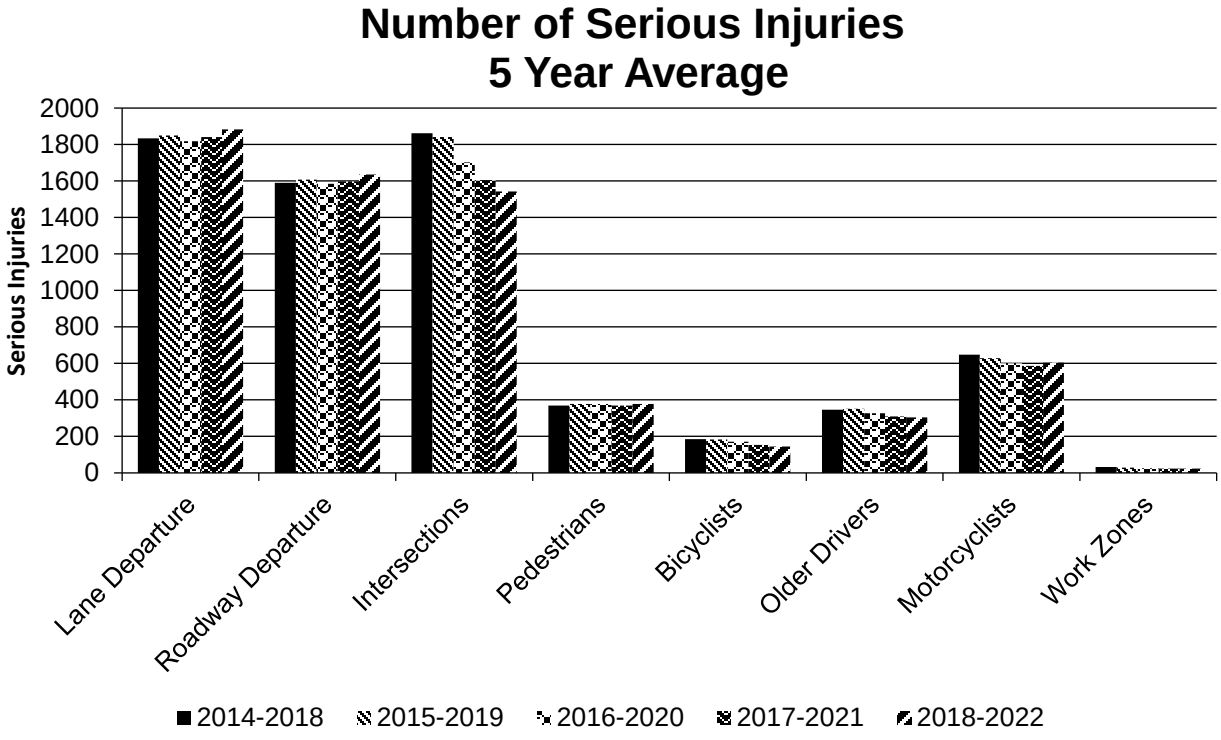
Present and describe trends in SHSP emphasis area performance measures.

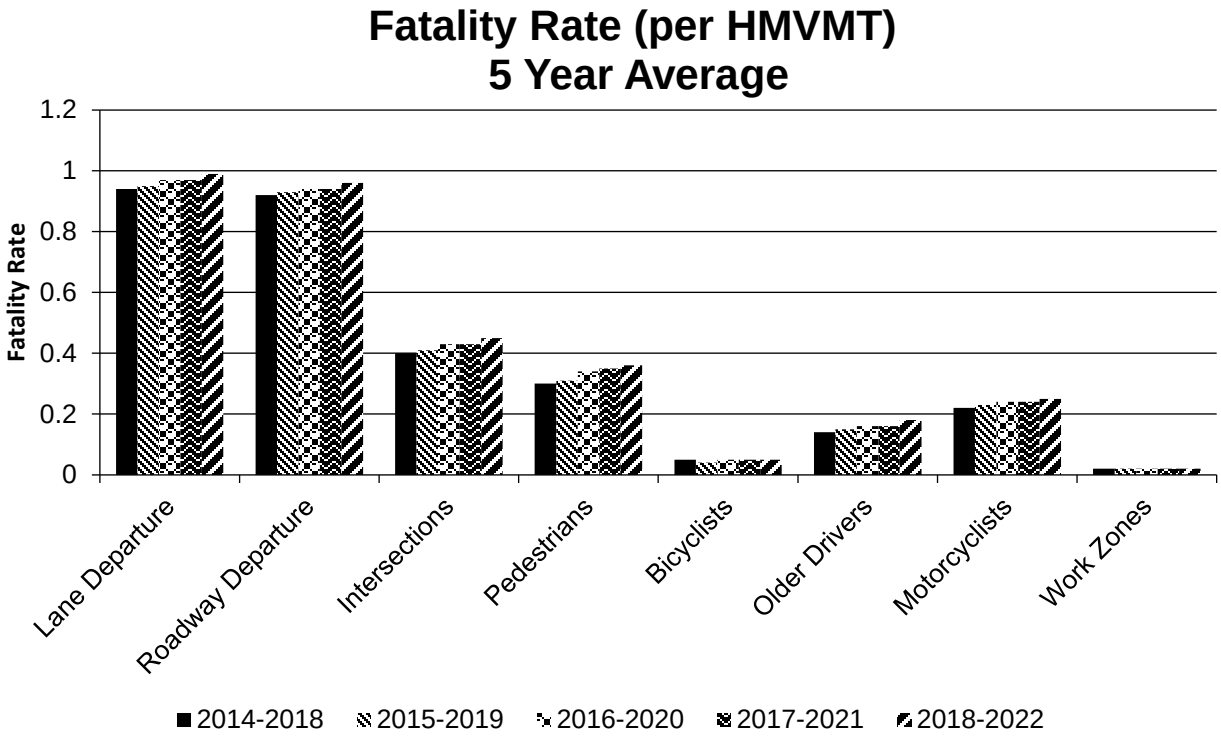
Year 2022

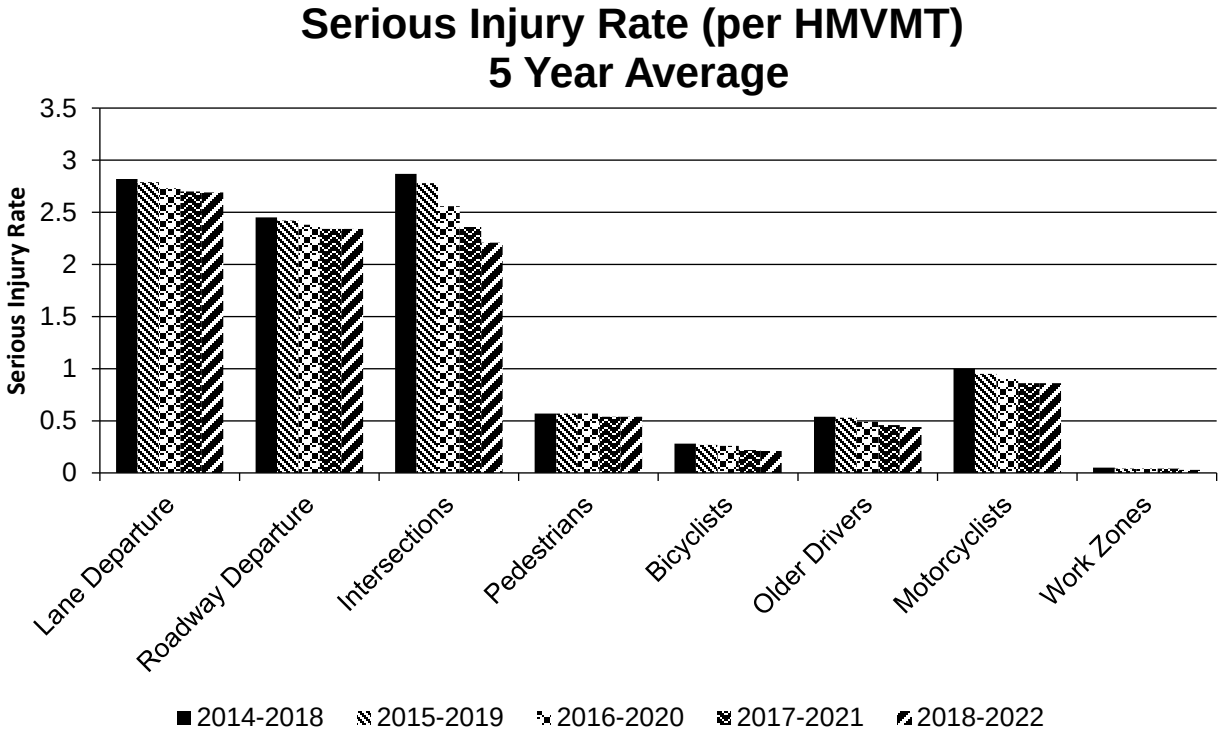
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Lane Departure		696.2	1,882.2	0.99	2.69
Roadway Departure		672	1,635	0.96	2.34
Intersections		313	1,542	0.45	2.21
Pedestrians		253.6	377.8	0.36	0.54

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Bicyclists		35.8	144.2	0.05	0.21
Older Drivers		123.6	304.2	0.18	0.44
Motorcyclists		175	604	0.25	0.86
Work Zones		13.2	24	0.02	0.03


Number of Fatalities
5 Year Average
Fatalities
800
700
600
500
400
300
200
100
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022


Number of Serious Injuries
5 Year Average
Serious Injuries
2000
1800
1600
1400
1200
1000
800
600
400
200
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022


Fatality Rate (per HMVMT)
5 Year Average
Fatality Rate
1.2
1
0.8
0.6
0.4
0.2
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022


Serious Injury Rate (per HMVMT)
5 Year Average
Serious Injury Rate
3.5
3
2.5
2
1.5
1
0.5
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022

Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

Compliance Assessment

What date was the State's current SHSP approved by the Governor or designated State representative?

10/01/2019

What are the years being covered by the current SHSP?

From: 2019 To: 2024

When does the State anticipate completing it's next SHSP update?

2024

Funds have been allocated and a consultant selected to update the SHSP in 2024.

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]	1	1					1	0.9	1	0.9
	Route Number (8) [8]	1	1								
	Route/Street Name (9) [9]	1	1								
	Federal Aid/Route Type (21) [21]	1	1								
	Rural/Urban Designation (20) [20]	1	1					1	1		
	Surface Type (23) [24]	1	0.6					1	0.6		
	Begin Point Segment Descriptor (10) [10]	1	0.9					1	0.9	1	0.9
	End Point Segment Descriptor (11) [11]	1	0.9					1	0.9	1	0.9
	Segment Length (13) [13]	1	1								
	Direction of Inventory (18) [18]	1	0.6								

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Functional Class (19) [19]	1	1					1	1	1	1
	Median Type (54) [55]	1	0.6								
	Access Control (22) [23]	1	1								
	One/Two Way Operations (91) [93]	1	1								
	Number of Through Lanes (31) [32]	1	1					1	0.6		
	Average Annual Daily Traffic (79) [81]	1	0.25					1	0.25		
	AADT Year (80) [82]	1	0.25								
	Type of Governmental Ownership (4) [4]	1	0.8					1	0.8	1	0.8
INTERSECTION	Unique Junction Identifier (120) [110]			1	1						
	Location Identifier for Road 1 Crossing Point (122) [112]			1	1						
	Location Identifier for Road 2 Crossing Point (123) [113]			1	1						
	Intersection/Junction Geometry (126) [116]			0.6	0.7						
	Intersection/Junction Traffic Control (131) [131]			0.6	0.7						
	AADT for Each Intersecting Road (79) [81]			1	1						
	AADT Year (80) [82]			1	1						
	Unique Approach Identifier (139) [129]			0.75	0.8						
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					1	1				

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Location Identifier for Roadway at Beginning of Ramp Terminal (197) [187]					1	0.9				
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					1	0.9				
	Ramp Length (187) [177]					1	0.9				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					1	0.6				
	Roadway Type at End Ramp Terminal (199) [189]					1	0.6				
	Interchange Type (182) [172]										
	Ramp AADT (191) [181]					1	0.25				
	Year of Ramp AADT (192) [182]					1	0.25				
	Functional Class (19) [19]					1	1				
	Type of Governmental Ownership (4) [4]					1	0.8				
Totals (Average Percent Complete):		**1.00**	**0.83**	**0.87**	**0.90**	**0.91**	**0.65**	**1.00**	**0.77**	**1.00**	**0.90**

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

This discussion focuses on the steps (actions) ADOT is taking to meet the requirement for States to have access to the MIRE fundamental data elements on all public roads by September 30, 2026 and is updated each year based on current progress. Each of the following steps describes necessary actions and completion dates to meet the goal.

ADOT proposes that, due to the high level of completion of MIRE data and the short time period that a task force is typically associated with, the MIRE task force committee that was proposed in a previous report is no longer appropriate. ADOT proposes the following steps to support meeting the requirement to have complete access to the MIRE fundamental data elements on all public roadways by September 30, 2026 as well as to serve the GIS data governance needs of ADOT at large. Each of the following steps describe necessary actions and completion dates to meet this goal

Step 1. Establish a GIS Data Standing Committee comprising representatives from FHWA, GOHS, the Transportation Systems Management and Operations Division (TSMO), the Information Technology Group (ITG), and the Multimodal Planning Division (MPD) who will take responsibility in ensuring completion of the following steps. Other teams may join as needed.

ADOT has formed a preliminary GIS Data Standing Committee consisting of nine members, three from each division stated above, plus representatives from FHWA and GOHS.

Each division of the GIS Data Standing Committee will work closely to ensure the following steps are completed timely and accurately.

As of June 2023, staff from each division have been identified as key stakeholders to attend the meeting.

Step 2. Establish a charter for the GIS Data Standing Committee. The charter will establish specific goals and timelines for the committee, among which will be to establish roles and responsibilities for GIS data, as well as create a pathway for communicating across teams about GIS data. The charter will be established by July 2022. ADOT parties involved: MPD/ITG/TSMO.

As of June 2023, a draft charter has been written with vision, mission, gaps and goals set with input from MPD, ITG and TSMO members. A draft manual has been started which outlines roles and responsibilities within the committee, and a Google Site has been created to facilitate communication of activities within the committee to other data centric teams within ADOT.

Step 3. Quarterly meetings will be conducted to work towards goals established in the charter. Representatives from FHWA, GOHS and teams outside of the MPD, ITG, and TSMO will join as needed.

As of June 2023, quarterly meetings have not been scheduled as an Executive Sponsor has not been identified

Optional Attachments

Program Structure:

HSIP Manual Appendix_C.pdf
2022 HSIP Manual.pdf
2022 HSIP_Appl.xlsx
HSIP Appendix_A (Rev Jun22).pdf
HSIP Manual Appendix_B.pdf
Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average: means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area: means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project: means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT: means hundred million vehicle miles traveled.

Non-infrastructure projects: are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule: applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure: means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds: mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification: means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP): means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systematic: refers to an approach where an agency deploys countermeasures at all locations across a system.

Systemic safety improvement: means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer: means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.