Agency 5-Year Plan

Issu 1   Decrease the fatality rate per 100 million vehicle miles traveled (VMT).

Description: The fatality rate per 100 million VMT increased from 1.26 in 2010 to 1.39 in 2011. This increase followed a succession of years where the rate decreased from 2.07 per 100 million VMT in 2006 and likely represents a regression to the mean. The 5-year moving average data show a nearly straight line decrease from 2007 to 2011.

The GOHS has set the 2014 fatality goal at 820. This is three less than the 823 fatalities experienced in 2012 and 10 less than the 5-year moving average of 830. Because of the facts of an improving economy and continued increases in VMT combined with an apparent regression to the mean, the GOHS considers the goal of 820 fatalities in 2014 to be aggressive yet achievable.

Based on the trend data, the GOHS has set the 2014 fatality rate goal at 1.37 per 100 million VMT. This is nearly the same as the 1.38 million per 100 million VMT experienced in 2011 but 4.9 percent less than the 2011 5-year moving average of 1.44.

Solutions:

GOHS will analyze statewide/local traffic data and develop a Highway Safety Plan (HSP), which serves as a means for the reduction of traffic crashes, deaths, injuries, and property damage resulting from the accidents on public roads.

GOHS develops, promotes, and implements effective education and enforcement programs geared towards ending preventable crashes and reducing economic costs associated with vehicle use and highway travel.   This includes requesting grant proposals from jurisdictions for highway safety projects. These proposals will be reviewed by GOHS staff to determine performance during enforcement periods, past grant award expenditures and crash data provided from the jurisdiction that indicates a serious problem.

The HSP also promotes safety belt and child safety seat use through strong, cohesive statewide enforcement and education campaigns under the banner of "Buckle Up Arizona...It's the Law!" Arizona is a secondary safety belt violation state, but the law enforcement agencies implement a zero-tolerance policy when they encounter nonuse of safety belts coincidental to a stop for another traffic infraction.

Issu 2   Reduce the alcohol involvement in crashses.

Description: To combat the prevalence of impaired driving, GOHS devotes significant resources to overtime enforcement, equipment, and training for law enforcement officers statewide.

Arizona's impaired driving program utilizes enforcement, education, training, and public awareness to reduce the number of fatalities and injuries resulting from alcohol- and drug-impaired collisions.

Solutions:

To combat the prevalence of impaired driving, GOHS devotes significant resources to overtime enforcement, equipment, and training for law enforcement officers statewide. The GOHS will pursue the following strategies to reduce impaired driving on our roadways.

1. DUI enforcement program (overtime);
2. Funding for equipment and supplies (Portable Breath Testing Devices (PBT), phlebotomy supplies, PBT and
Intoxilyzer mouthpieces, drug testing kits, urine and blood kits, and gas cylinders used to calibrate PBTs, Intoxilyzers, and Livescan Instruments;
3. Training (Standardized Field Sobriety Test (SFST) Drug Recognition Expert (DRE) Horizontal Gaze Nystagmus (HGN) DUI report writing and testimony, law enforcement phlebotomy, Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Impairment Training for Educational Professionals (DITEP);
4. Traffic Safety Resource Prosecutor; and
5. Public awareness activities.

GOHS will continue to fund these proven effective strategies to reduce the number of alcohol and drug driving-related fatalities by increasing the number of DUI arrests, training law enforcement on effective tools and techniques, and regularly informing the public about the danger associated impaired driving and the threat of arrest for those who break the laws.

Issu 3   Decrease serious traffic injuries.

Description: The total number of injuries has remained essentially constant in 2012 as compared to 2011. This level is significantly higher than the 68,574 injuries recorded in 2006. The leveling process seen in recent years can be explained with the same economic growth argument as described in the fatality discussion in the previous section. Essentially, the economic recovery that began in 2010 resulted in higher employment, rising home values, and increasing business activity and created new demand for automobiles and motorcycles and increased VMT along with a corresponding number of injuries.

Speeding is the number one contributing factor in the State's fatal crashes. According to ADOT and FARS data, in 2011 294 speed-related fatalities occurred, which constitutes a 12.22 percent increase from 2010. Speeding-related fatalities make up 35.64 percent of all traffic fatalities; however, the number is down from 2006 (584), which likely is due to fewer vehicle miles traveled and stronger law enforcement.

Countless tragedies are caused by excessive speed crashes, which injure and kill innocent people. Arizona's wide thoroughfares are conducive to driving far in excess of the posted speed limit, changing lanes, tailgating, and passing dangerously on the daily commute. Some drivers ignore the most important rules of safe driving, which are common sense and courtesy.

Solutions:

GOHS supports several strategies to reduce speeding, aggressive driving, and red light running. They include:

1. Law enforcement (overtime for sustained traffic enforcement campaigns conducted throughout the year);
2. Equipment purchases (speed trailers, Laser and Radar guns);
3. Materials and support for public information and media campaigns;
4. Training for project and program managers (Lifesavers Conference);
5. An annual public opinion survey

Resource Assumptions

	FY2016 Estimate	FY2017 Estimate	FY2018 Estimate
Full-Time Equivalent Positions	11.0	11.0	11.0
General Fund	0.0	0.0	0.0
Other Appropriated Funds	0.0	0.0	0.0
Non-Appropriated Funds	1,497.5	1,497.5	1,497.5
Federal Funds	11,814.3	11,814.3	11,814.3