

Appendix C Crash Characteristic Data Map Book

Crash Characteristic Data Map Book

Individual crashes potentially result from several contributing causal factors relating to the roadway or environmental conditions, the vehicle and ultimately the decisions made by drivers. This crash characteristic data map book is intended to present a high-level overview of crash occurrences associated with various characteristics and provide some guidance of where efforts may be effectively directed in reducing crashes. Further study and analysis of crash characteristics is often needed. The crash data shown in this book is for the previous eight years from January 2005 through December 2012.

Crash Data Source

Crash information for the state of Arizona was obtained from the Accident Location Identification Surveillance System (ALISS) database. The ALISS database is maintained by the Arizona Department of Transportation (ADOT) and is composed of data from the standard crash report form filled out by the law enforcement officer responding to each crash incident. A crash report is required anytime a crash involves an injury or at least \$1,000 dollars in property damage. The following table summarizes the total number of crashes by year for each of the eight years included in this analysis.

Count of Statewide Crash Records by Severity for Years 2005-2012

Coverity	Year									
Severity	2005	2006	2007	2008	2009	2010	2011	2012	Total	
(K) Fatal	1,049	1,126	952	843	709	695	755	742	6,871	
(A) Incapacitating Injury	5,212	4,934	4,860	4,133	3,738	3,576	3,589	3,509	33,551	
(B) Nonincapacitating	17,506	16,642	16,120	14,108	12,342	12,374	12,690	12,757	114,539	
(C) Possible Injury	23,108	23,818	22,580	19,274	17,409	17,440	16,861	17,114	157,604	
(O) Property Damage Only	93,699	96,983	96,681	82,199	72,917	72,741	69,878	69,173	654,271	
Total Crash Count	140,574	143,503	141,193	120,557	107,115	106,826	103,773	103,295	966,836	
Total Percent Change	NA	2%	-2%	-15%	-11%	0%	-3%	0%	-27%	

Source: Accident Location Identification Surveillance System (ALISS), Data Section, Multimodal Planning Division, Arizona Department of Transportation (ADOT), received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.

Severity of Crashes Analyzed

Crashes accounted for in this data summary include only those classified as Fatal (K) and Incapacitating Injury (A). Other injury and property-damage-only crashes are not shown.

The severity of each crash event is identified in the police crash report by the most severe injury to take place using the KABCO severity scale, which is classified as follows:

- (K) Fatal injury crashes, resulting in at least one fatality
- (A) Incapacitating injury, but non-fatal crashes
- (B) Nonincapacitating injury crashes

- (C) Possible injury crashes
- (O) Property-damage-only crashes

Individual crash incidents that involve multiple injuries of differing severity are categorized by the most severe injury associated with that particular crash incident.

Crash Characteristic Selection

Crash data has been categorized to reflect 30 crash characteristics, which includes the initial 16 Emphasis Areas (i.e., crash-related conditions or characteristics) originally identified and analyzed in the 2007 Strategic Highway Safety Plan (SHSP). Original terms used for Emphasis Areas in the 2007 SHSP have been fully incorporated in this analysis when possible. Clarifications based on federal guidance have resulted in some terms being modified. Additional crash characteristics, beyond those shown in the 2007 SHSP, were those determined to be of interest to ADOT after examining available data and consulting with the Executive Committee providing management guidance for this project. The 30 crash characteristics have been organized under these six categories:

- Geographic area of crash
- Geometric type of crash
- Person type involved in crash
- Behavioral characteristics associated with the crash
- Vehicle type involved
- Environmental conditions

A brief description of each of the 30 crash characteristics under these six broader categories is provided on the next page.

Description of Data Sheets

Each summary data sheet is intended to communicate and highlight the number of fatal and incapacitating injury crashes and information about the relationship of each crash characteristic to the other characteristics being summarized. Also communicated is geographic, temporal and proportional information about the crash occurrences associated each crash characteristic.

Provided as part of the introductory material for this data map book is a User Guide that describes some of the relevant information for how to read and understand the summary data sheets. The User Guide was made using the characteristic-specific data sheet for Young Drivers, and brief examples are presented referencing Young Driver crashes for the different sections of these data sheets. The first data sheet encountered following the introductory material will be the summary sheet for all fatal and incapacitating-injury crashes for all public roads in the state during years 2005 through 2012. Subsequent data sheets summarize only the crashes associated with each of the 30 respective crash characteristics.

	Characteristics	Description
	Urban	Count of crashes within an urban boundary based on the 2010 U.S. Census designation of urbanized areas
hic	Rural	Count of crashes not within an urban boundary based on the 2010 U.S. Census designation of urbanized areas
Geographic	Highway	Count of crashes on the state highway system, which includes all Interstate, U.S. Highways, and State Routes
eog	Other Road	Count of crashes on a road other than the state highway system, usually local jurisdictions
G	Tribal Land	Count of crashes within tribal reservation lands, including portions of highways or interstate freeway sections within a reservation boundary
try	Intersection Related	Count of crashes involving an intersection location
Geometry	Lane Departure	Count of crashes involving a vehicle departing the travel lane into adjacent or opposing lanes or off the roadway
Geo	Work Zone	Count of crashes involving a work zone
pe	Young Driver (13-24)	Count of crashes involving at least one driver age 13 through 24 years old
Type	65 and Older	Count of crashes involving at least one senior driver or senior pedestrian or cyclist
Person	Pedalcyclist Involved	Count of crashes involving a pedalcyclist (bicyclist) and a motor vehicle
Pe	Pedestrian Involved	Count of crashes involving a pedestrian and a motor vehicle
	Aggressive Driver	Count of crashes involving a driver that was indicated on the crash report as speeding and one of several other aggressive violations at the time of the crash
	Alcohol Involved	Count of crashes involving an alcohol impaired driver, pedestrian or bicyclist
	Distracted Driver	Count of crashes involving a driver where Inattention/Distraction was indicated on the Violation/Behavior portion of the crash report
ior	Drug Involved	Count of crashes involving a drug impaired driver, pedestrian, or bicyclist
Behavior	Impaired Driver	Count of crashes involving a driver that was impaired with alcohol, drug, fatigue or sleepiness, medication or a physical disability
Be	Unhelmeted Motorcyclist	Count of crashes involving an unhelmeted motorcyclist
	No Restraint Used	Count of crashes involving at least one unrestrained motorist (Restraint Usage)
	Sleepy or Fatigued	Count of crashes involving a sleepy or fatigued driver, pedestrian, or bicyclist
	Speeding Involved	Count of crashes where at least one driver was indicated on the crash report as exceeding lawful speed or going too fast for conditions
	Motorcycle Involved	Count of crashes involving a motorcycle
Vehicle	Train Involved	Count of crashes involving a railway or light-rail train
Veh	Truck Involved	Count of crashes involving at least a truck, bus or other vehicle greater than 10,000 pounds, seating nine or more persons, or carrying hazardous material
	Multiple Vehicle	Count of crashes involving two or more parties, including crashes between a vehicle and a pedestrian or bicycle
<u>.</u>	Dust Related (Windy)	Count of crashes involving dusty or windy conditions
lent	Wildlife/Animal Involved	Count of crashes involving wildlife, livestock or other animals
ли	Wet Weather	Count of crashes involving wet weather conditions
Environmental	Dusk/ Dawn	Count of crashes during dusk or dawn light conditions
둅	Dark - No Light	Count of crashes during night at unlit locations

User Guide to Understanding the Crash Summary

Updating the Arizona State Highway Safety Plan (SHSP) required a data-driven process. Statewide crash data were provided by the Arizona Department of Transportation (ADOT) for each of the previous eight years: January 1, 2005, through December 31, 2012.

Each Crash Summary for a given characteristic—in this case, Young Driver Involved—shows the total number of serious injury crashes, i.e., those resulting in a Fatality or Incapacitating Injury, associated with the characteristic. Each Crash Summary relates this crash information to 29 other crash characteristics grouped into six categories that describe specific attributes of the crashes, such as location (Geographic) and condition of the persons involved (Behavior). This cross-tabular relationship reveals the number and percentage of crashes that involved the subject characteristic and one or more of the other characteristics.

of Crashes

Young Driver (13-24)

65 and Older

What Crashes are Included?

Fatal Incapacitating Injury

The severity of a crash event is identified in the police crash report by the most severe injury to take place using the KABCO severity scale, which is defined as follows:

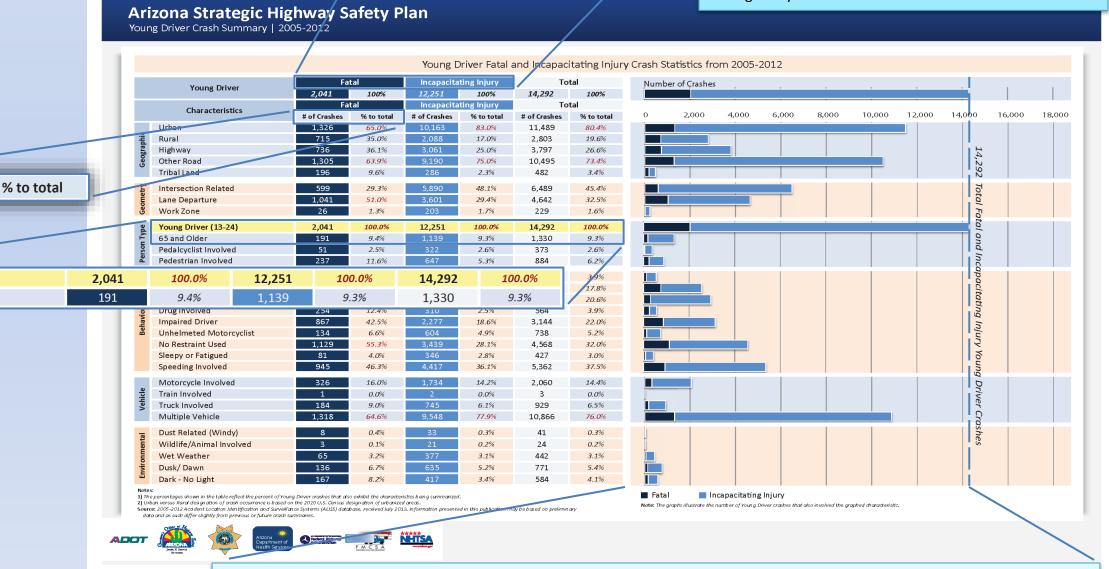
- K) Fatal Injury crashes, resulting in at least one fatality
- A) Incapacitating-injury, but non-fatal, crashes
- B) Nonincapacitating Injury crashes
- C) Possible-injury crashes
- O) Property-damage-only crashes

Crashes accounted for in this Summary include only those normally classified as Serious Injury, which includes Fatal (K) and Incapacitating Injury (A). Other injury and property-damage-only crashes are not shown.

What are we counting? The number of crashes shown

The number of crashes shown corresponds to the number of collision events and not the number of persons who may have been involved. Crashes are multi-faceted, resulting from varying combinations of circumstances categorized here by 30 separate characteristics. The objective of this summary is aid in pinpointing the characteristics (or potential causes or factors) contributing to crashes that occur most frequently.

The example here shows 2,041 Young Driver Involved crashes resulting in one or more Fatalities and 12,251 of the Young Driver Involved crashes resulted in one or more persons experiencing Incapacitating Injuries. We can also see that, of these Young Driver Involved Fatal and Incapacitating Injury crashes, 191 (9.4%) Fatal and 1,139 (9.3%) Incapacitating Injury crashes also involved persons 65 years in age and Older. The potential influence or association of all other characteristics, such as Impairment, Speeding, or Motorcycle can also be seen.



<u>Visual</u> <u>Comparison</u> These Bar Charts display the cumulative total number of Fatal and Incapacitating Injury crashes involving each characteristic relative to the subject characteristic—Young Driver Involved. These bars provide a visual comparison, contrasting the magnitude of involvement of the various characteristics associated with the subject characteristic. In this example the bars reveal that the majority of serious crashes involving Young Drivers take place in Urban areas and involved Multiple Vehicles.

User Guide to Understanding Crash Distribution

Updating the Arizona State Highway Safety Plan (SHSP) required a data-driven process. Statewide crash data were provided by the Arizona Department of Transportation (ADOT) for each of the previous eight years: January 1, 2005, through December 31, 2012.

The data driven process included identifying where and when Serious Injury crashes have occurred during the reporting period. The maps shown on this page (sometimes referred to as Heat Maps or Hot Spot Maps) are presented to reveal the geographic distribution of high concentrations or densities of Serious Injury crashes (i.e., Fatalities and Incapacitating Injuries) associated with a given crash characteristic – in this case, Young Driver Involved.

■ 1 - 9 crashes

The data table shows the number of Serious Injury crashes involving Young Drivers by year for the period 2005 to 2012. These annual counts show the trend in the number of Fatalities and Incapacitating Injuries and demonstrate whether the occurrence of Young Driver involved crashes are increasing, staying the same, or decreasing. The crash data for the give crash characteristic – Young Driver Involved – is compared to the overall trend of all serious crashes for the State.

Crash Trend

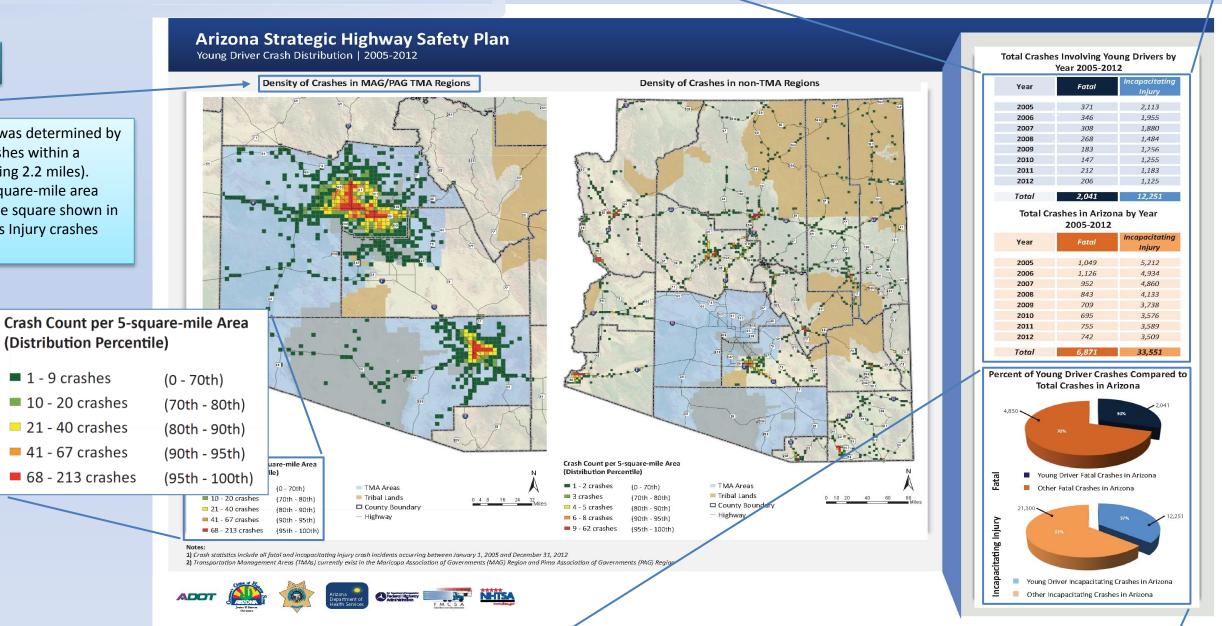
What is being Mapped?

Density of Crashes

The Density (or concentration) of crashes was determined by counting the number of Serious Injury crashes within a 5-square-mile area (length of each side being 2.2 miles). Each square on the maps represents a 5-square-mile area with at least one crash, and the color of the square shown in the legend indicates the number of Serious Injury crashes that occurred within the square.

Understanding the Map Legend

Visual comparison of densities, as shown on the maps, helps to readily identify locations within the State where crashes are most prevalent. The map legend identifies the percentile rank of all 5-square-mile areas shown in the maps. In this example 70% or less of the squares shown involved at least one but no more than 9 serious crashes, and the highest 5% of the areas – the 95th Percentile, shown in red – involved between 68 and 213 serious crashes. These are the "Hot Spots."



Comparison of Crash Characteristic with Statewide Crashes

The Pie Charts provide a direct comparison of the number of severe crashes involving the specific characteristic—Young Drivers—and all serious crashes statewide for the period 2005–2012. It is clear from these Pie Charts that Young Drivers are involved in just under one-third (30%) of all Fatal crashes, and over one-third (37%) of all Incapacitating Injury crashes.

Total Crash Count Summary | 2005-2012

Total Fatal and Incapacitating Injury Crash Statistics from 2005-2012 Fatal **Incapacitating Injury Total** Number of Crashes **Total** 6,871 100.0% 40,422 33,551 100.0% 100.0% **Incapacitating Injury** Fatal **Total Characteristics** 10,000 20,000 40,000 50,000 30,000 # of Crashes % to total # of Crashes % to total # of Crashes % to total Urban 3.746 54.5% 26.277 78.3% 30,023 74.3% Rural 3,125 45.5% 7,274 21.7% 10,399 25.7% Highway 2,979 43.4% 9,713 28.9% 12,692 31.4% Other Road 3,892 56.6% 23.838 71.1% 27,730 68.6% Tribal Land 872 12.7% 945 2.8% 1,817 4.5% 40,422 Intersection Related 1.638 14,967 23.8% 44.6% 16,605 41.1% 3,514 10,566 14,080 Lane Departure 51.1% 34.8% 31.5% Total Fatal and Incapacitating Injury 95 Work Zone 1.7% 650 1.6% 1.4% Young Driver (13-24) 2,041 29.7% 12,251 36.5% 14,292 35.4% 65 and Older 1,248 18.2% 5,273 15.7% 6,521 16.1% Pedalcyclist Involved 191 2.8% 1,770 5.3% 1,961 4.9% Pedestrian Involved 1,176 17.1% 2,908 4,084 10.1% 8.7% **Aggressive Driver** 282 920 1,202 4.1% 2.7% 3.0% 2,265 Alcohol Involved 33.0% 4,868 14.5% 7,133 17.6% **Distracted Driver** 981 14.3% 7,289 21.7% 8,270 20.5% 678 714 **Drug Involved** 9.9% 2.1% 1,392 3.4% 2,342 6.184 8,526 **Impaired Driver** 34.1% 18.4% 21.1% 572 2,426 **Unhelmeted Motorcyclist** 8.3% 7.2% 2,998 7.4% No Restraint Used 3,219 46.8% 8.533 25.4% 11,752 29.1% 207 Sleepy or Fatigued 3.0% 860 2.6% 1,067 2.6% 2,524 10,944 Speeding Involved 36.7% 32.6% 13,468 33.3% Crashes 1,109 Motorcycle Involved 16.1% 5,920 17.6% 7,029 17.4% Vehicle Train Involved 12 0.2% 0.0% 22 0.1% Truck Involved 853 2.788 3,641 12.4% 8.3% 9.0% Multiple Vehicle 4.034 58.7% 24,550 73.2% 28,584 70.7% 40 117 Dust Related (Windy) 0.6% 0.3% 157 0.4% Wildlife/Animal Involved 22 146 0.3% 0.4% 168 0.4% 211 Wet Weather 3.1% 994 3.0% 1,205 3.0% 439 Dusk/ Dawn 6.4% 1.773 5.3% 2,212 5.5% 608 Dark - No Light 1.261 3.8% 1,869 4.6% Fatal Incapacitating Injury 1) The percentages shown in the table reflect the percent of Total crashes that also exhibit the characteristics being summarized 2) Urban versus Rural designation of crash occurrence is based on the 2010 U.S. Census designation of urbanized areas. **Note:** The graphs illustrate the number of Total crashes that also involved the graphed characteristic. Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary







data and as such differ slightly from previous or future crash summaries.



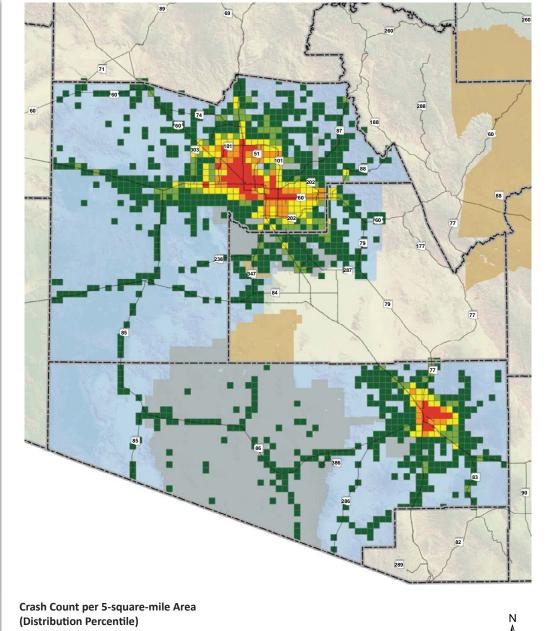






Total Crash Distribution | 2005-2012

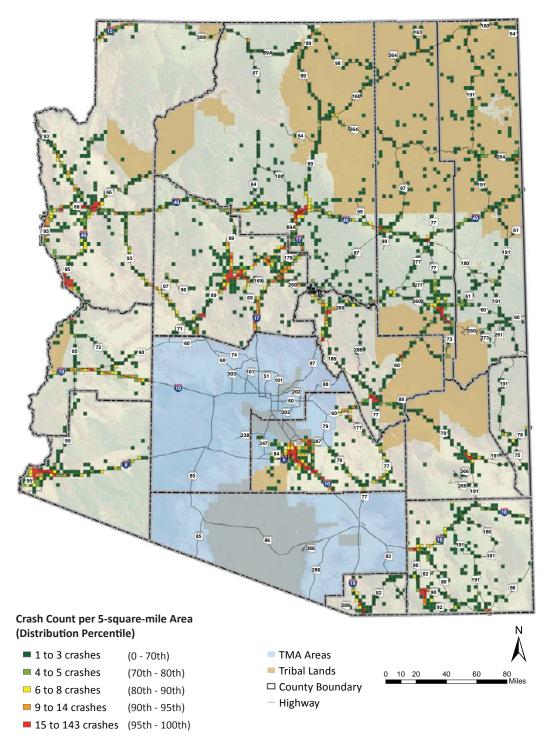
Density of Crashes in MAG/PAG TMA Regions





- 14 to 25 crashes (70th 80th)
- 26 to 78 crashes (80th 90th)
- **79** to 138 crashes (90th 95th)
- 139 to 650 crashes (95th 100th)

Density of Crashes in non-TMA Regions





1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

TMA Areas

Tribal Lands

Highway

□ County Boundary

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.











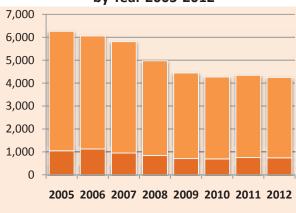




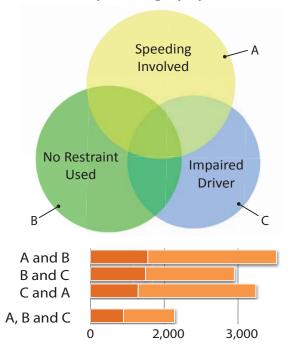
Total Serious Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	1,049	5,212
2006	1,126	4,934
2007	952	4,860
2008	843	4,133
2009	709	3,738
2010	695	3,576
2011	755	3,589
2012	742	3,509
Total	6,871	33,551

Annual Trend in Total Serious Crashes by Year 2005-2012



Interaction of Most Common Behavioral Characteristics in Fatal and Incapacitating Injury Crashes



Urban Crash Summary | 2005-2012

Urban Fatal and Incapacitating Injury Crash Statistics from 2005-2012

Urban		tal	incapacita	ting Injury	То	tal	Number	of Crashes						
	3,746	100%	26,277	100%	30,023	100%								
Characteristics	Fat	tal	Incapacita	ting Injury	То	tal								
Characteristics	# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total	0	5,000	10,000	15,000	20,000	25,000	30,000	35,000
Urban	3,746	100.0%	26,277	100.0%	30,023	100.0%								
Rural	0	0.0%	0	0.0%	0	0.0%								
Highway	922	24.6%	5,184	19.7%	6,106	20.3%								
Other Road	2,824	75.4%	21,093	80.3%	23,917	79.7%							ω	
Tribal Land	111	3.0%	211	0.8%	322	1.1%							0,0	
Intersection Related	1,384	36.9%	13,770	52.4%	15,154	50.5%							30,023	
Lane Departure	1,286	34.3%	6,018	22.9%	7,304	24.3%								
Work Zone	60	1.6%	449	1.7%	509	1.7%							tal	
Young Driver (13-24)	1,326	35.4%	10,163	38.7%	11,489	38.3%								
65 and Older	747	19.9%	4,340	16.5%	5,087	16.9%							tai	
Pedalcyclist Involved	167	4.5%	1,652	6.3%	1,819	6.1%							0	
Pedestrian Involved	930	24.8%	2,723	10.4%	3,653	12.2%							nd .	
Aggressive Driver	170	4.5%	694	2.6%	864	2.9%							Inc	
Alcohol Involved	1,382	36.9%	3,748	14.3%	5,130	17.1%								
Distracted Driver	398	10.6%	5,288	20.1%	5,686	18.9%							aci	
Drug Involved	441	11.8%	558	2.1%	999	3.3%							tat	
Impaired Driver	1,269	33.9%	4,397	16.7%	5,666	18.9%							tin	
Unhelmeted Motorcyclist	392	10.5%	1,812	6.9%	2,204	7.3%								
No Restraint Used	1,577	42.1%	5,995	22.8%	7,572	25.2%							nju	
Sleepy or Fatigued	27	0.7%	339	1.3%	366	1.2%								
Speeding Involved	1,221	32.6%	7,475	28.4%	8,696	29.0%							Ş	
Motorcycle Involved	707	18.9%	4,233	16.1%	4,940	16.5%							baı	
Train Involved	3	0.1%	9	0.0%	12	0.0%								
Truck Involved	403	10.8%	1,986	7.6%	2,389	8.0%							ra	
Multiple Vehicle	2,796	74.6%	21,739	82.7%	24,535	81.7%							she	
Dust Related (Windy)	4	0.1%	28	0.1%	32	0.1%							SS	
	3	0.1%	24	0.1%	27	0.1%								
	88	2.3%	647	2.5%	735	2.4%								
	219	5.8%	1,325	5.0%		5.1%								
	202	5.4%	531	2.0%	733	2.4%								
	Young Driver (13-24) 65 and Older Pedalcyclist Involved Pedestrian Involved Aggressive Driver Alcohol Involved Distracted Driver Drug Involved Impaired Driver Unhelmeted Motorcyclist No Restraint Used Sleepy or Fatigued Speeding Involved Train Involved Truck Involved Multiple Vehicle Dust Related (Windy) Wildlife/Animal Involved Wet Weather Dusk/ Dawn Dark - No Light	Young Driver (13-24) 747 Pedalcyclist Involved Pedestrian Involved Aggressive Driver Alcohol Involved Distracted Driver Unhelmeted Motorcyclist No Restraint Used Speeding Involved Train Involved Train Involved Truck Involved Dust Related (Windy) Wet Weather Dusk Polypin Alloholist (Windy) Dark - No Light Pedalcyclist (1,326 1,777 1,70	Work Zone 60 1.6% Young Driver (13-24) 1,326 35.4% 65 and Older 747 19.9% Pedalcyclist Involved 167 4.5% Pedestrian Involved 930 24.8% Aggressive Driver 170 4.5% Alcohol Involved 1,382 36.9% Distracted Driver 398 10.6% Drug Involved 441 11.8% Impaired Driver 1,269 33.9% Unhelmeted Motorcyclist 392 10.5% No Restraint Used 1,577 42.1% Sleepy or Fatigued 27 0.7% Speeding Involved 707 18.9% Train Involved 3 0.1% Truck Involved 403 10.8% Multiple Vehicle 2,796 74.6% Dust Related (Windy) 4 0.1% Wet Weather 88 2.3% Dusk/ Dawn 219 5.8% Dark - No Light 202 5.4%	Work Zone 60 1.6% 449 Young Driver (13-24) 1,326 35.4% 10,163 65 and Older 747 19.9% 4,340 Pedalcyclist Involved 167 4.5% 1,652 Pedestrian Involved 930 24.8% 2,723 Aggressive Driver 170 4.5% 694 Alcohol Involved 1,382 36.9% 3,748 Distracted Driver 398 10.6% 5,288 Drug Involved 441 11.8% 558 Impaired Driver 1,269 33.9% 4,397 Unhelmeted Motorcyclist 392 10.5% 1,812 No Restraint Used 1,577 42.1% 5,995 Sleepy or Fatigued 27 0.7% 339 Speeding Involved 1,221 32.6% 7,475 Motorcycle Involved 707 18.9% 4,233 Train Involved 3 0.1% 9 Truck Involved 403 10.8% 1,986 Multiple Vehicle 2,796 74.6% 21,739 <	Work Zone 60 1.6% 449 1.7% Young Driver (13-24) 1,326 35.4% 10,163 38.7% 65 and Older 747 19.9% 4,340 16.5% Pedalcyclist 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1,577 42.1% 5,995 22.28% 7,572</td> <td>Work Zone 60 1.6% ∆49 1.7% 509 1.7% Young Driver (13-24) 1.326 35.4% 10,1083 38.2% 11,489 38.3% 65 and Older 747 19.9% 4,340 16.5% 5,087 16.9% Pedaltyclist timolwed 167 4,5% 1,652 6.3% 1,819 6.1% Pedestrian Involved 930 24.8% 2,723 10.0% 3,653 12.2% Aggressive Driver 170 4.5% 694 2.6% 864 2.9% Alcohol Involved 1.382 36.0% 3,748 1.4.3% 5,130 17.1% Distracted Driver 398 10.6% 5,288 20.1% 5,686 18.9% Drug involved 4.41 11.2% 558 2.1% 999 3.3% Unhelmeted Motorcyclist 392 10.5% 1,812 6.9% 2,204 7.3% Unbellometed Motorcyclist 392 10.5% 1,593 4,237 5,995</td>	Work Zone 60 1.6% 449 1.7% 509 1.7% Young Driver (13-24) 1,326 35.4% 10,163 38.7% 11,489 38.3% 65 and Older 747 19.9% 4,340 16.5% 5,087 16.9% Pedalcyclist Involved 167 4.5% 1,652 6.3% 1,819 6.1% Pedestrian Involved 930 24.8% 2,723 10.4% 3,653 12.2% Aggressive Driver 170 4.5% 694 2.6% 864 2.9% Alcohol Involved 1,382 36.9% 3,748 14.3% 5,130 17.1% Distracted Driver 398 10.6% 5,288 20.1% 5,686 18.9% 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999 3.3% Unhelmeted Motorcyclist 392 10.5% 1,812 6.9% 2,204 7.3% Unbellometed Motorcyclist 392 10.5% 1,593 4,237 5,995

Note: The graphs illustrate the number of Urban crashes that also involved the graphed characteristic.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.













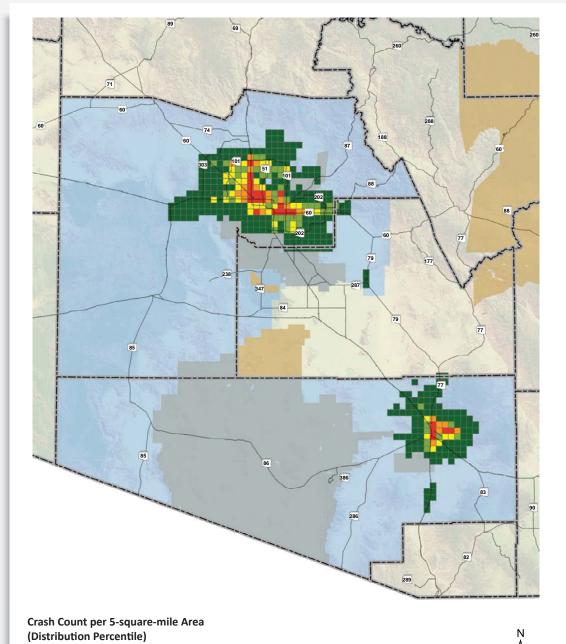


¹⁾ The percentages shown in the table reflect the percent of Urban crashes that also exhibit the characteristics being summarized.

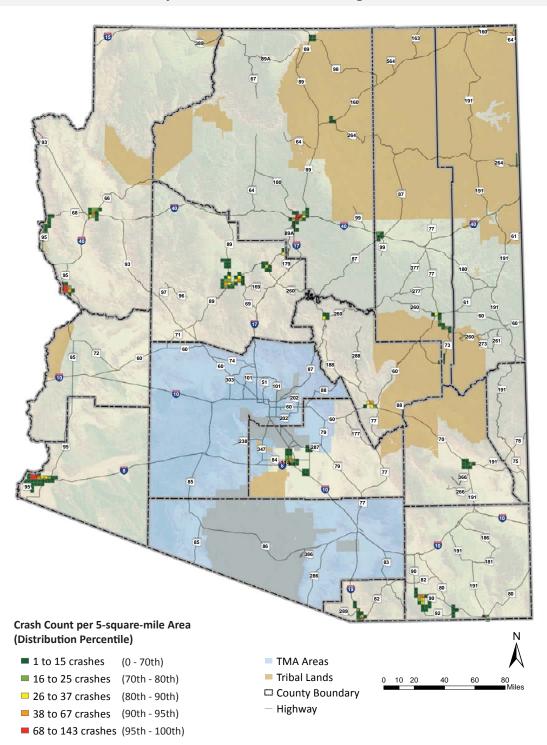
²⁾ Urban versus Rural designation of crash occurrence is based on the 2010 U.S. Census designation of urbanized areas.

Urban Crash Distribution | 2005-2012

Density of Crashes in MAG/PAG TMA Regions



Density of Crashes in non-TMA Regions



1 to 68 crashes

69 to 108 crashes (70th - 80th)

109 to 162 crashes (80th - 90th)

■ 163 to 225 crashes (90th - 95th)

226 to 650 crashes (95th - 100th)

1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.













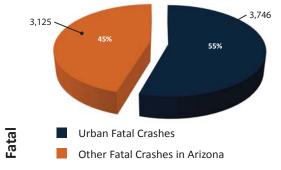
Total Urban Serious Crashes by Year 2005-2012

	•	
Year	Fatal	Incapacitating Injury
2005	593	4,166
2006	594	3,962
2007	505	3,769
2008	441	3,175
2009	353	2,661
2010	408	2,829
2011	428	2,930
2012	424	2,785
Total	3,746	26,277

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	1.040	5 242
2005	1,049	5,212
2006	1,126	4,934
2007	952	4,860
2008	843	4,133
2009	709	3,738
2010	695	3,576
2011	755	3,589
2012	742	3,509
Total	6,871	33,551

Urban Crashes Compared to Total Crashes in Arizona







TMA Areas

Tribal Lands

Highway

□ County Boundary

Arizona Strategic Highway Safety Plan Rural Crash Summary | 2005-2012

Rural Fatal and Incapacitating Injury Crash Statistics from 2005-2012

	Rural	Fa	tal		ting Injury	To	tal	Number of 0	Crashes					1
		3,125	100%	7,274	100%	10,399	100%				1	1		
	Characteristics		tal	Incapacita	ting Injury	To								
		# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total	0	2,000	4,000	6,000	8,000	10,000	12,000
ပ	Urban	0	0.0%	0	0.0%	0	0.0%							
Geographic	Rural	3,125	100.0%	7,274	100.0%	10,399	100.0%							
ogra	Highway	2,057	65.8%	4,529	62.3%	6,586	63.3%							
Ge		1,068	34.2%	2,745	37.7%	3,813	36.7%						1,	
	Tribal Land	761	24.4%	734	10.1%	1,495	14.4%						10,	
etry	Intersection Related	254	8.1%	1,197	16.5%	1,451	14.0%						399	
Geometry	Lane Departure	2,228	71.3%	4,548	62.5%	6,776	65.2%							
Ge	Work Zone	35	1.1%	106	1.5%	141	1.4%						Tota	
be	Young Driver (13-24)	715	22.9%	2,088	28.7%	2,803	27.0%						_	
Person Type	65 and Older	501	16.0%	933	12.8%	1,434	13.8%						Fatal	
rsor	Pedalcyclist Involved	24	0.8%	118	1.6%	142	1.4%						1/0	
Pe	Pedestrian Involved	246	7.9%	185	2.5%	431	4.1%						Ind	
	Aggressive Driver	113	3.6%	228	3.1%	341	3.3%						Inc	
	Alcohol Involved	883	28.3%	1,120	15.4%	2,003	19.3%							
	Distracted Driver	583	18.7%	2,001	27.5%	2,584	24.8%) 000	
<u>ö</u> .	Drug Involved	237	7.6%	156	2.1%	393	3.8%						apacitating	
Behavior	Impaired Driver	1,073	34.3%	1,787	24.6%	2,860	27.5%						Iti	
Be	Unhelmeted Motorcyclist	180	5.8%	614	8.4%	794	7.6%							
	No Restraint Used	1,642	52.5%	2,538	34.9%	4,180	40.2%						Injury	
	Sleepy or Fatigued	180	5.8%	521	7.2%	701	6.7%						u _z	
	Speeding Involved	1,303	41.7%	3,469	47.7%	4,772	45.9%						R	
	Motorcycle Involved	402	12.9%	1,687	23.2%	2,089	20.1%						ura	
'ehicle	Train Involved	9	0.3%	1	0.0%	10	0.1%						10	
Veh	Truck Involved	450	14.4%	802	11.0%	1,252	12.0%						rag	
	Multiple Vehicle	1,238	39.6%	2,811	38.6%	4,049	38.9%						ishe	
_	Dust Related (Windy)	36	1.2%	89	1.2%	125	1.2%						S	
ent	Wildlife/Animal Involved	19	0.6%	122	1.7%	141	1.4%	Ī						
mu	Wet Weather	123	3.9%	347	4.8%	470	4.5%							
Environmental	Dusk/ Dawn	220	7.0%	448	6.2%	668	6.4%							
굡	Dark - No Light	406	13.0%	730	10.0%	1,136	10.9%							
Note 1) T	es: the percentages shown in the table reflect the percent of Rura than versus Bural designation of crash occurrence is based or							■ Fatal	Incapacit	ating Injury			_	

Note: The graphs illustrate the number of Rural crashes that also involved the graphed characteristic.

2) Urban versus Rural designation of crash occurrence is based on the 2010 U.S. Census designation of urbanized areas.









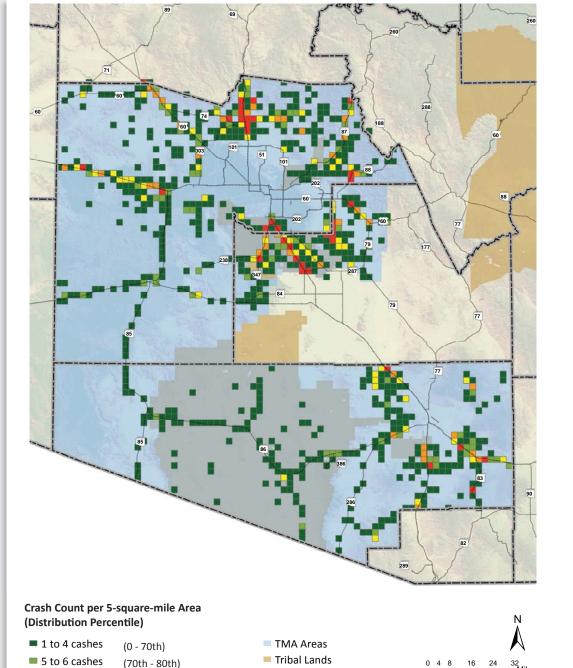




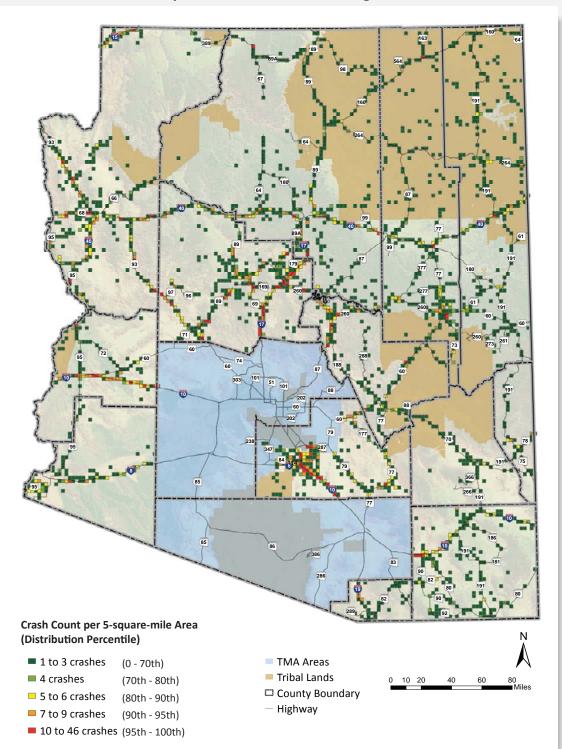


Rural Crash Distribution | 2005-2012





Density of Crashes in non-TMA Regions



Notes:

1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

□ County Boundary

Highway

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.





■ 7 to 9 cashes (80th - 90th)

■ 10 to 14 cashes (90th - 95th)

■ 15 to 57 cashes (95th - 100th)











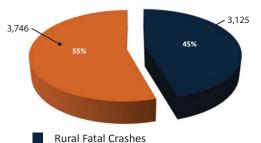
Total Rural Serious Crashes by Year 2005-2012

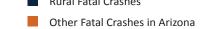
by icai 2005 2012								
Year	Fatal	Incapacitating Injury						
	45.6	1.016						
2005	456	1,046						
2006	532	972						
2007	447	1,091						
2008	402	958						
2009	356	1,077						
2010	287	747						
2011	327	659						
2012	318	724						
Total	3 1 <i>2</i> 5	7 274						

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	1,049	5,212
2006	1,126	4,934
2007	952	4,860
2008	843	4,133
2009	709	3,738
2010	695	3,576
2011	755	3,589
2012	742	3,509
Total	6,871	33,551

Rural Crashes Compared to Total Crashes in Arizona







Arizona Strategic Highway Safety Plan Highway Crash Summary | 2005-2012

Highway Fatal and Incapacitating Injury Crash Statistics from 2005-2012

Characteristics ban ral ghway her Road bal Land ersection Related ne Departure	2,979 # of Crashes 922 2,057 2,979 0 510	100% tal % to total 30.9% 69.1% 100.0% 17.1%	9,713 Incapacita # of Crashes 5,184 4,529 9,713	% to total 53.4% 46.6% 100.0%	# of Crashes 6,106 6,586	% to total 48.1%	0	2,000	4,000	6,000	8,000	10,000	12,000	14,000	16,0
ban ral ghway her Road bal Land ersection Related ne Departure	# of Crashes 922 2,057 2,979 0 510	% to total 30.9% 69.1% 100.0% 0.0%	# of Crashes 5,184 4,529 9,713 0	% to total 53.4% 46.6% 100.0%	# of Crashes 6,106 6,586	% to total 48.1%	0	2,000	4,000	6,000	8,000	10,000	12,000	14,000	16,0
ral ghway her Road bal Land ersection Related ne Departure	922 2,057 2,979 0 510	30.9% 69.1% 100.0% 0.0%	5,184 4,529 9,713 0	53.4% 46.6% 100.0%	6,106 6,586	48.1%	U	2,000	4,000	0,000	8,000	10,000	12,000	14,000	10,0
ral ghway her Road bal Land ersection Related ne Departure	2,057 2,979 0 510	69.1% 100.0% 0.0%	4,529 9,713 0	46.6% 100.0%	6,586										
ghway her Road bal Land ersection Related ne Departure	2,979 0 510	100.0% 0.0%	9,713 0	100.0%											
her Road bal Land ersection Related ne Departure	0 510	0.0%	0		12 602	51.9% 100.0%		_							
bal Land ersection Related ne Departure	510			0.0%	12,692 0	0.0%									
ersection Related ne Departure		17.170	/12	7.3%	1,223	9.6%		9					1,2)	
ne Departure	323		713)	
•		10.8%	2,160	22.2%	2,483	19.6%							92		
	1,916	64.3%	4,838	49.8%	6,754	53.2%							ğ	l	
ork Zone	41	1.4%	197	2.0%	238	1.9%							10101		
ung Driver (13-24)	736	24.7%	3,061	31.5%	3,797	29.9%		·					2	1	
and Older	547	18.4%	1,431	14.7%	1,978	15.6%			_					•	
dalcyclist Involved	28	0.9%		1.5%	173	1.4%							2	`	
destrian Involved	354	11.9%	304	3.1%	658	5.2%									
gressive Driver	112	3.8%	279	2.9%	391	3.1%							1776		
													ap		
													ac		
					·				-				2	1	
				21.4%										:	
	166	5.6%	618	6.4%	784	6.2%							9,		
Restraint Used	1,490	50.0%	2,836	29.2%	4,326	34.1%							Tyc		
epy or Fatigued	171	5.7%	559	5.8%	730	5.8%							l V		
eeding Involved	1,161	39.0%	4,476	46.1%	5,637	44.4%									
otorcycle Involved	371	12.5%	1,746	18.0%	2,117	16.7%							Gin	•	
•	2		3										2		
	525		1,155												
ultiple Vehicle	1,532	51.4%	5,503	56.7%	7,035	55.4%							27.2)	
st Related (Windy)	27	0.9%	81	0.8%	108	0.9%							Sire		
													3		
d d d d d d d d d d d d d d d d d d d	and Older dalcyclist Involved destrian Involved gressive Driver ohol Involved tracted Driver ug Involved paired Driver helmeted Motorcyclist Restraint Used epy or Fatigued eeding Involved in Involved int Involved ack Involved	and Older dalcyclist Involved destrian Involved	and Older 547 18.4% dalcyclist Involved 28 0.9% destrian Involved 354 11.9% gressive Driver 112 3.8% ohol Involved 755 25.3% tracted Driver 571 19.2% tag Involved 205 6.9% paired Driver 870 29.2% thelmeted Motorcyclist 166 5.6% Restraint Used 1,490 50.0% epy or Fatigued 171 5.7% eeding Involved 1,161 39.0% et orcycle Involved 371 12.5% in Involved 2 0.1% et Related (Windy) 27 0.9% et Related (Windy) 27 0.9% et Weather 132 4.4% et Weather 132 4.4% et No Light 341 11.4%	and Older 547 18.4% 1,431 dalcyclist Involved 28 0.9% 145 destrian Involved 354 11.9% 304 destrian Involved 354 11.9% 304 destrian Involved 25 25.3% 1,327 destriant Univer 571 19.2% 2,853 destriant Univer 870 29.2% 2,074 destriant Used 1,490 50.0% 2,836 depty or Fatigued 171 5.7% 559 detering Involved 1,161 39.0% 4,476 detering Involved 2 0.1% 3 det Introlved 2 0.1% 3 det Introlved 525 17.6% 1,155 det Related (Windy) 27 0.9% 81 det Weather 132 4.4% 425 det Weather 132 4.4% 425 det No Light 341 11.4% 610	and Older 547 18.4% 1,431 14.7% dalcyclist Involved 28 0.9% 145 1.5% destrian Involved 354 11.9% 304 3.1% gressive Driver 112 3.8% 279 2.9% ohol Involved 755 25.3% 1,327 13.7% tracted Driver 571 19.2% 2,853 29.4% ug Involved 205 6.9% 190 2.0% paired Driver 870 29.2% 2,074 21.4% helmeted Motorcyclist 166 5.6% 618 6.4% Restraint Used 1,490 50.0% 2,836 29.2% epy or Fatigued 171 5.7% 559 5.8% peeding Involved 1,161 39.0% 4,476 46.1% per or Fatigued 1,161 39.0% 4,476 46.1% per or Fatigued 1,161 39.0% 4,176 18.0% per or Fatigued 1,161 39.0% 4,176 18.0% per or Fatigued 1,25%	and Older 547 18.4% 1,431 14.7% 1,978 dalcyclist Involved 28 0.9% 145 1.5% 173 destrian Involved 354 11.9% 304 3.1% 658 gressive Driver 112 3.8% 279 2.9% 391 ohol Involved 755 25.3% 1,327 13.7% 2,082 tracted Driver 571 19.2% 2,853 29.4% 3,424 ug Involved 205 6.9% 190 2.0% 395 paired Driver 870 29.2% 2,074 21.4% 2,944 helmeted Motorcyclist 166 5.6% 618 6.4% 784 Restraint Used 1,490 50.0% 2,836 29.2% 4,326 epy or Fatigued 171 5.7% 559 5.8% 730 percycle Involved 371 12.5% 1,746 18.0% 2,117 in Involved 2 0.1% 3 0.0% 5 ick Involved 525 17.6% 1,155	and Older 547 18.4% 1,431 14.7% 1,978 15.6% dalcyclist Involved 28 0.9% 145 1.5% 173 1.4% destrian Involved 354 11.9% 304 3.1% 658 5.2% gressive Driver 112 3.8% 279 2.9% 391 3.1% ohol Involved 755 25.3% 1,327 13.7% 2,082 16.4% tracted Driver 571 19.2% 2,853 29.4% 3,424 27.0% ag Involved 205 6.9% 190 2.0% 395 3.1% paired Driver 870 29.2% 2,074 21.4% 2,944 23.2% helmeted Motorcyclist 166 5.6% 618 6.4% 784 6.2% Restraint Used 1,490 50.0% 2,836 29.2% 4,326 34.1% epy or Fatigued 171 5.7% 559 5.8% 730 5.8% seding Involved 371 12.5% 1,746 18.0% 2,117 16.7%	and Older 547 18.4% 1,431 14.7% 1,978 15.6% dalcyclist Involved 28 0.9% 145 1.5% 173 1.4% destrian Involved 354 11.9% 304 3.1% 658 5.2% destrian Involved 755 25.3% 1,327 13.7% 2,082 16.4% destrian Involved 755 25.3% 1,327 13.7% 2,082 16.4% destrianed Driver 571 19.2% 2,853 29.4% 3,424 27.0% destrianed Driver 870 29.2% 2,074 21.4% 2,944 23.2% destrianed Driver 870 29.2% 2,074 21.4% 2,944 23.2% destrianed Motorcyclist 166 5.6% 618 6.4% 784 6.2% deserging Involved 171 5.7% 559 5.8% 730 5.8% deserging Involved 1,161 39.0% 4,476 46.1% 5,637 44.4% deserging Involved 2 0.1% 3 0.0% 5 0.0% deserging Involved 2 0.1% 3 0.0% 5 0.0% deserging Involved 2 0.1% 3 0.0% 5 0.0% deserging Involved 1,532 51.4% 5,503 56.7% 7,035 55.4% deserging Involved 16 0.5% 84 0.9% 100 0.8% deserging Involved 16 0.5% deserging Involved 16 0.5% deserging Involved 16 0.5% deserging	and Older 547 18.4% 1,431 14.7% 1,978 15.6% dalcyclist Involved 28 0.9% 145 1.5% 173 1.4% destrian Involved 354 11.9% 304 3.1% 658 5.2% spressive Driver 112 3.8% 279 2.9% 391 3.1% ohol Involved 755 25.3% 1,327 13.7% 2,082 16.4% tracted Driver 571 19.2% 2,853 29.4% 3,424 27.0% aginvolved 205 6.9% 190 2.0% 395 3.1% paired Driver 870 29.2% 2,074 21.4% 2,944 23.2% helmeted Motorcyclist 166 5.6% 618 6.4% 784 6.2% Restraint Used 1,490 50.0% 2,836 29.2% 4,326 34.1% epy or Fatigued 171 5.7% 559 5.8% 730 5.8% eding Involved 371 12.5% 1,746 18.0% 2,117 16.7% are defined in Involved 2 0.1% 3 0.0% 5 0.0% of the Involved 525 17.6% 1,155 11.9% 1,680 13.2% of the Involved 525 17.6% 1,155 11.9% 1,680 13.2% of the Involved 16 0.5% 84 0.9% 100 0.8% of the Involved 16 0.5% 84 0.9% 100 0.8% of the Involved 132 4.4% 425 4.4% 557 4.4% of the Involved 132 4.4% 425 4.4% 557 4.4% of the Involved 148 0.9% 178 6.0% 494 5.1% 672 5.3%	and Older 547 18.4% 1,431 14.7% 1,978 15.6% 1dalcyclist Involved 28 0.9% 145 1.5% 173 1.4% destrian Involved 354 11.9% 304 3.1% 658 5.2% 304 3.1% 658 5.2% 304 3.1% 658 5.2% 305 3.1% 306 3.1% 3.1% 306 3.1% 3.1% 3.1% 3.1% 3.1% 3.1% 3.1% 3.1%	and Older	and Older	and Older 547 18.4% 1,431 14.7% 1,978 15.6% alatycist involved 28 0.9% 145 1.5% 173 1.4% destrian involved 354 11.9% 304 3.1% 658 5.2% 11.9% 304 3.1% 658 5.2% 13.7% 2,082 16.4% tracted Driver 571 19.2% 2,853 29.4% 3,424 27.0% ag involved 205 6.9% 190 2.0% 395 3.1% alatical Driver 870 29.2% 2,074 21.4% 2,944 23.2% alatical Driver 870 29.2% 2,074 21.4% 2,944 23.2% alatical Driver 870 29.2% 2,074 21.4% 2,944 23.2% alatical Driver 870 5.6% 618 6.4% 784 6.2% alatical Driver 870 5.0% 2,836 29.2% 4,326 34.1% alatical Driver 9.5% 559 5.8% 730 5.8% alatical Driver 9.0% 5.6% 618 6.4% 784 6.2% alatical Driver 9.0% 5.6% 618 6.4% 784 6.2% alatical Driver 9.0% 5.5% 5.5% 730 5.8% alatical Driver 9.0% 5.5% 5.5% 730 5.8% alatical Driver 9.0% 5.5% 5.5% 730 5.5% alatical Driver 9.0% 5.5% 5.5% 5.5% 730 5.5% alatical Driver 9.0% 5.5% 5.5% 5.5% 7.035 5.5% alatical Driver 9.0% 5.5% 5.5% 5.5% 5.5% 5.5% 5.5% 5.5% 5	### Section Involved ### Secti	and Older 547 18.4% 1,431 14.7% 1,978 15.6% 131cyclist Involved 28 0.9% 145 1.5% 173 1.4% 15.6% 173 1.4%

Note: The graphs illustrate the number of Highway crashes that also involved the graphed characteristic.

2) Urban versus Rural designation of crash occurrence is based on the 2010 U.S. Census designation of urbanized areas.









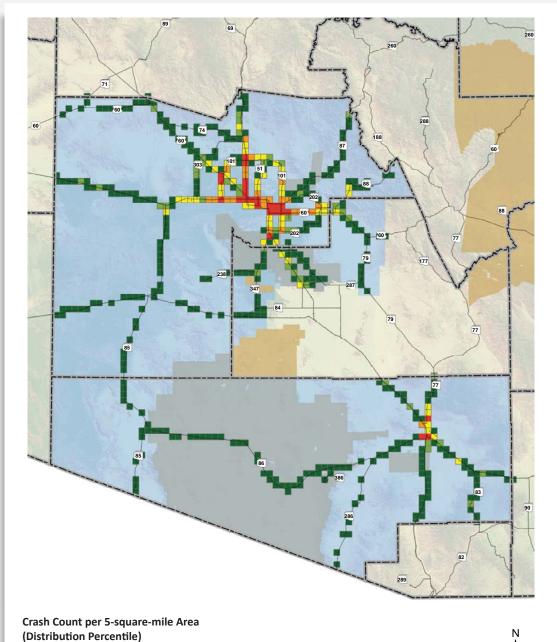




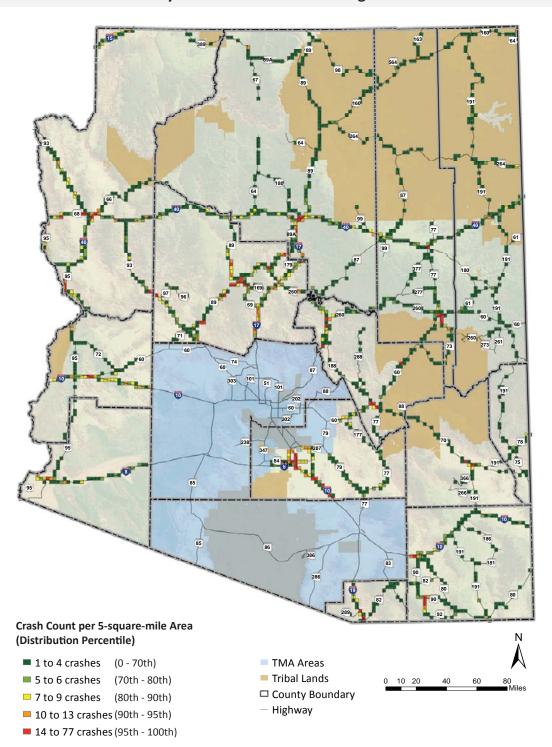


Highway Crash Distribution | 2005-2012

Density of Crashes in MAG/PAG TMA Regions



Density of Crashes in non-TMA Regions



Notes:

1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

TMA Areas

Tribal Lands

Highway

□ County Boundary

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.





■ 1 to 12 crashes (0 - 70th)

■ 13 to 18 crashes (70th - 80th)

■ 19 to 32 crashes (80th - 90th)

33 to 47 crashes (90th - 95th)

■ 48 to 137 crashes (95th - 100th)









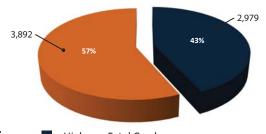
Total Highway Serious Crashes by Year 2005-2012

by ical 2005 2012								
Year	Fatal	Incapacitating Injury						
2005	457	1 277						
2005	457	1,377						
2006	487	1,426						
2007	411	1,511						
2008	369	1,240						
2009	319	1,090						
2010	298	1,022						
2011	316	1,009						
2012	322	1,038						
Total	2 979	9 713						

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	1,049	5,212
2005	1,049	5,212
2006	1,126	4,934
2007	952	4,860
2008	843	4,133
2009	709	3,738
2010	695	3,576
2011	755	3,589
2012	742	3,509
Total	6,871	33,551

Highway Crashes Compared to Total Crashes in Arizona







Arizona Strategic Highway Safety Plan Other Road Crash Summary | 2005-2012

Other Road Fatal and Incapacitating Injury Crash Statistics from 2005-2012

	Other Road Fatal		tal	Incapacita	ting Injury	То	tal	Number o	of Crashes					J			
	Other Road	3,892	100%	23,838	100%	27,730	100%										
	Characteristics	Fa	tal	Incapacita	ting Injury	То	tal										
	Characteristics	# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total	0	5,000	10,000	15,000	20,000	25,000	30,000	35,000		
u	Urban	2,824	72.6%	21,093	88.5%	23,917	86.2%										
phi	Rural	1,068	27.4%	2,745	11.5%	3,813	13.8%										
Geographic	Highway	0	0.0%	0	0.0%	0	0.0%							2			
Gec	Other Road	3,892	100.0%	23,838	100.0%	27,730	100.0%							N, I			
	Tribal Land	362	9.3%	232	1.0%	594	2.1%							730			
etry	Intersection Related	1,315	33.8%	12,807	53.7%	14,122	50.9%										
Geometry	Lane Departure	1,598	41.1%	5,728	24.0%	7,326	26.4%							Total			
g	Work Zone	54	1.4%	358	1.5%	412	1.5%							<i> </i>			
be	Young Driver (13-24)	1,305	33.5%	9,190	38.6%	10,495	37.8%							Fatal and			
Person Type	65 and Older	701	18.0%	3,842	16.1%	4,543	16.4%							1 a			
rsor	Pedalcyclist Involved	163	4.2%	1,625	6.8%	1,788	6.4%		_					nd			
Pe	Pedestrian Involved	822	21.1%	2,604	10.9%	3,426	12.4%							150			
	Aggressive Driver	171	4.4%	643	2.7%	814	2.9%							Incapacitating Injury			
	Alcohol Involved	1,510	38.8%	3,541	14.9%	5,051	18.2%							ac			
	Distracted Driver	410	10.5%	4,436	18.6%	4,846	17.5%							ita			
ō	Drug Involved	473	12.2%	524	2.2%	997	3.6%							ti.			
Behavior	Impaired Driver	1,472	37.8%	4,110	17.2%	5,582	20.1%							9			
Be	Unhelmeted Motorcyclist	406	10.4%	1,808	7.6%	2,214	8.0%							<u>ק</u>			
	No Restraint Used	1,729	44.4%	5,697	23.9%	7,426	26.8%							3			
	Sleepy or Fatigued	36	0.9%	301	1.3%	337	1.2%							Ò			
	Speeding Involved	1,363	35.0%	6,468	27.1%	7,831	28.2%							Other			
	Motorcycle Involved	738	19.0%	4,174	17.5%	4,912	17.7%							r R			
ehicle	Train Involved	10	0.3%	7	0.0%	17	0.1%							Road			
Veh	Truck Involved	328	8.4%	1,633	6.9%	1,961	7.1%							d C			
	Multiple Vehicle	2,502	64.3%	19,047	79.9%	21,549	77.7%							Cra			
=	Dust Related (Windy)	13	0.3%	36	0.2%	49	0.2%							Crashes			
Environmental	Wildlife/Animal Involved	6	0.2%	62	0.3%	68	0.2%							S			
Ü U	Wet Weather	79	2.0%	569	2.4%	648	2.3%										
viro	Dusk/ Dawn	261	6.7%	1,279	5.4%	1,540	5.6%										
En	Dark - No Light	267	6.9%	651	2.7%	918	3.3%										
	: percentages shown in the table reflect the percent of Other on versus Rural designation of crash occurrence is based on							■ Fatal	Incapac	itating Injury	•						

Note: The graphs illustrate the number of Other Road crashes that also involved the graphed characteristic.

²⁾ Urban versus Rural designation of crash occurrence is based on the 2010 U.S. Census designation of urbanized areas.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.









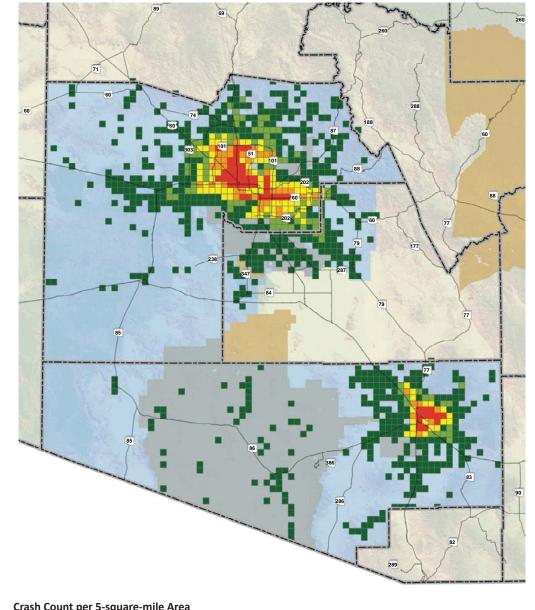


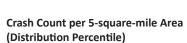




Other Road Crash Distribution | 2005-2012

Density of Crashes in MAG/PAG TMA Regions

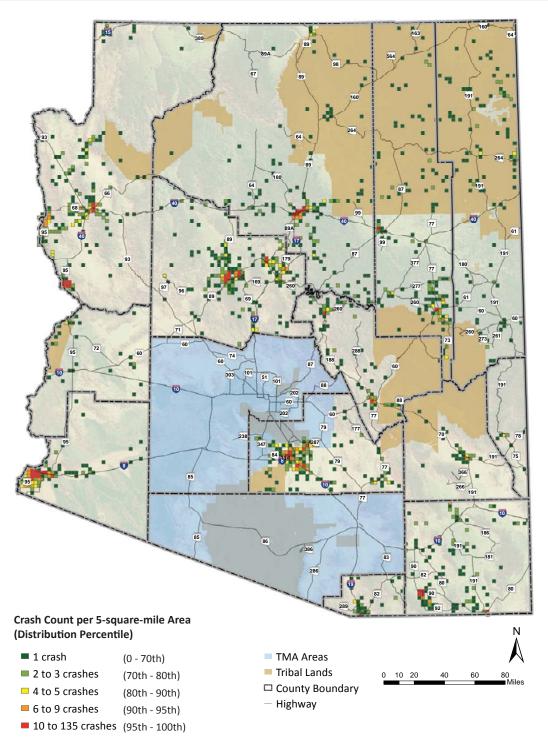






- 13 to 29 crashes (70th - 80th)
- 30 to 77 crashes (80th - 90th)
- **78** to 133 crashes (90th 95th)
- 134 to 574 crashes (95th 100th)

Density of Crashes in non-TMA Regions



1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

TMA Areas

Tribal Lands

Highway

☐ County Boundary

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.















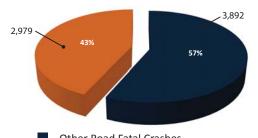
Total Other Road Serious Crashes by Year 2005-2012

	•						
Year	Fatal	Incapacitating Injury					
2005	592	3,835					
2006	639	3,508					
2007	541	3,349					
2008	474	2,893					
2009	390	2,648					
2010	397	2,554					
2011	439	2,580					
2012	420	2,471					
Total	3,892	23,838					

Total Crashes in Arizona by Year 2005-2012

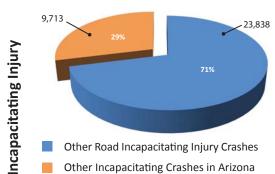
Year	Fatal	Incapacitating Injury				
2005	1,049	5,212				
2006	1,126	4,934				
2007	952	4,860				
2008	843	4,133				
2009	709	3,738				
2010	695	3,576				
2011	755	3,589				
2012	742	3,509				
Total	6,871	33,551				

Other Road Crashes Compared to Total Crashes in Arizona





Fatal



Arizona Strategic Highway Safety Plan Tribal Land Crash Summary | 2005-2012

Tribal Land Fatal and Incapacitating Injury Crash Statistics from 2005-2012

Tribal Land Characteristics	872					tal	Number	0. 0.00.00					1.5	
Chavastavistics		100%	945	100%	1,817	100%								
	Fat	Fatal		Incapacitating Injury		Total								
Citaracteristics	# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total	0	300	600	900	1,200	1,500	1,800	2,100
oan	111	12.7%	211	22.3%	322	17.7%								
ral	761	87.3%	734	77.7%	1,495	82.3%							l l	
hway	510	58.5%	713	75.4%	1,223	67.3%							1,1	
ner Road	362	41.5%	232	24.6%	594	32.7%							∞	
bal Land	872	100.0%	945	100.0%	1,817	100.0%								
ersection Related	70	8.0%	164	17.4%	234	12.9%							Tota	
ne Departure	489	56.1%	527	55.8%	1,016	55.9%								
ork Zone	9	1.0%	22	2.3%	31	1.7%							-at	
ung Driver (13-24)	196	22.5%	286	30.3%	482	26.5%								
and Older	90	10.3%	125	13.2%	215	11.8%							3	
dalcyclist Involved	10	1.1%	10	1.1%	20	1.1%		_						
destrian Involved	150	17.2%	27	2.9%	177	9.7%							Ca	
gressive Driver	27	3.1%	30	3.2%	57	3.1%							pa	
													Cita	
									_				ati.	
													ng	
paired Driver	316	36.2%	265	28.0%	581	32.0%]	
helmeted Motorcyclist	10	1.1%	33	3.5%	43	2.4%			_					
Restraint Used	380	43.6%	314	33.2%	694	38.2%							7	
epy or Fatigued	23	2.6%	50	5.3%	73	4.0%							rib	
eeding Involved	251	28.8%	431	45.6%	682	37.5%							al.	
torcycle Involved	37	4.2%	115	12.2%	152	8.4%							Lan	
in Involved	0	0.0%	0	0.0%	0	0.0%								
ick Involved	82	9.4%	116	12.3%	198	10.9%								
ıltiple Vehicle	397	45.5%	492	52.1%	889	48.9%							dsk	
st Related (Windy)	5	0.6%	16	1.7%	21	1.2%							es	
Idlife/Animal Involved	6	0.7%	17	1.8%		1.3%								
·														
e de la	pal Land ersection Related e Departure rk Zone ling Driver (13-24) end Older lalcyclist Involved lestrian Involved ersesive Driver chol Involved eracted Driver leg Involved eracted Motorcyclist Restraint Used epy or Fatigued leding Involved in Involved et Involved et Related (Windy) dlife/Animal Involved et Weather ek / Dawn ek - No Light	pal Land pal Land pal Land presection Related persection Relat	ger Road 362 41.5% bal Land 872 100.0% er section Related 70 8.0% e Departure 489 56.1% rk Zone 9 1.0% and Dider 90 10.3% and Older 90 10.3% alacyclist Involved 10 1.1% destrian Involved 150 17.2% destrian Involved 343 39.3% destracted Driver 98 11.2% deg Involved 65 7.5% dealing Driver 316 36.2% delimeted Motorcyclist 10 1.1% Restraint Used 380 43.6% depty or Fatigued 23 2.6% deding Involved 251 28.8% det torcycle Involved 37 4.2% det Related (Windy) 5 0.6% det Related (Windy) 5 0.6% det Related (Windy) 5 0.6% det Related (Windy) 5 0.5% det Related (Windy) 5 0.5%	ger Road 362 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30.6% racted Driver 98 11.2% 276 29.2% 374 20.6% glirowhold 10 1.1% 33 3.5% 43 2.4% lestrian Involved 65 7.5% 21 2.2% 86 4.7% lestrian Involved 98 11.2% 265 28.0% 581 22.0% lestrian Involved 234 36.8% 314 33.2% 694 38.2% lestrian Involved 234 36.8% 314 33.2% 694 38.2% lestrian Involved 251 28.8% 431 45.6% 682 37.5% lestrian Involved 252 29.8% 33 3.5% 58 3.2% lestrian Involve</td> <td>ser Road 362 41.5% 232 24.6% 594 32.7% 100.0% 1817 100</td> <td> See Road 362 41.5% 232 24.6% 594 32.7% 100.0% 125 13.2% 215 11.6% 100.0% 100.0% 100.0% 125 13.2% 215 11.6% 100.0% </td>	See See	ger Road 362 41.5% 232 24.6% 594 bal Land 872 100.0% 945 100.0% 1,817 ersection Related 70 8.0% 164 17.4% 234 e Departure 489 56.1% 527 55.8% 1,016 rk Zone 9 1.0% 22 2.3% 31 and Direct (13-24) 196 22.5% 286 30.3% 482 and Older 90 10.3% 125 13.2% 215 alloyclist Involved 10 1.1% 10 1.1% 20 destrain Involved 150 17.2% 27 2.9% 177 dressive Driver 27 3.1% 30 3.2% 57 ohol Involved 343 39.3% 213 22.5% 556 tracted Driver 98 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Note: The graphs illustrate the number of Tribal Land crashes that also involved the graphed characteristic.

2) Urban versus Rural designation of crash occurrence is based on the 2010 U.S. Census designation of urbanized areas.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.









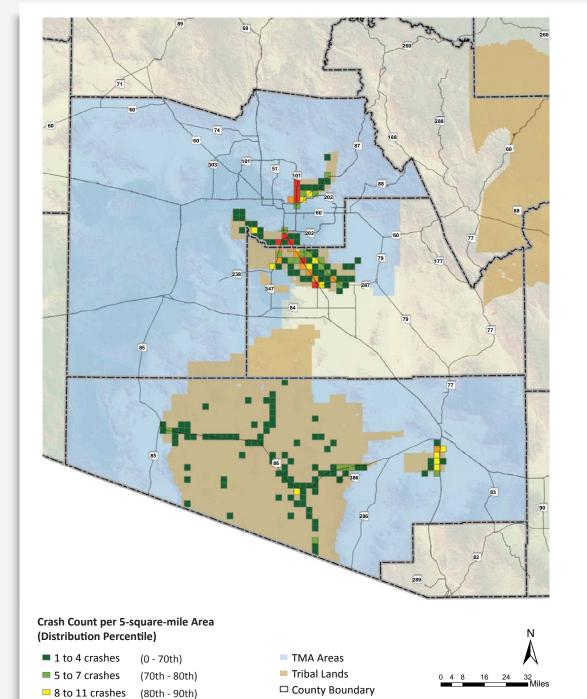




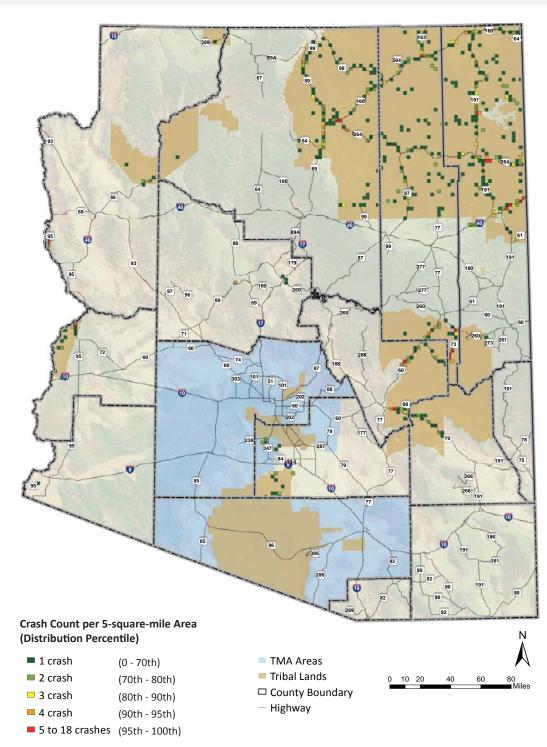


Tribal Land Crash Distribution | 2005-2012

Density of Crashes in MAG/PAG TMA Regions



Density of Crashes in non-TMA Regions



1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

Highway

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.





■ 12 to 23 crashes (90th - 95th)

24 to 65 crashes (95th - 100th)











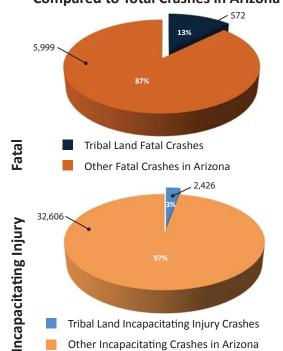
Total Tribal Land Serious Crashes by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	116	138
2006	152	142
2007	149	155
2008	104	114
2009	90	107
2010	73	96
2011	113	88
2012	<i>75</i>	105
Total	872	945

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury			
2005	1,049	5,212			
2006	1,126	4,934			
2007	952	4,860			
2008	843	4,133			
2009	709	3,738			
2010	695	3,576			
2011	755	3,589			
2012	742	3,509			
Total	6,871	33,551			

Tribal Land Crashes Compared to Total Crashes in Arizona



Arizona Strategic Highway Safety Plan Intersection Related Crash Summary | 2005-2012

Intersection Related Fatal and Incapacitating Injury Crash Statistics from 2005-2012

Intersection Related		Fa	ital	Incapacita	ting Injury	To	tal	Number	of Crashes						
intersection	i Kelated	1,638	100%	14,967	100%	16,605	100%								
Characto	Characteristics		ital	Incapacita	ting Injury	To	tal			"	"				
Characte	ristics	# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total	0	3,000	6,000	9,000	12,000	15,000	18,000	21,000
Urban		1,384	84.5%	13,770	92.0%	15,154	91.3%							16,	
Rural Highway Other Road		254	15.5%	1,197	8.0%	1,451	8.7%							5,6	
Highway		323	19.7%	2,160	14.4%	2,483	15.0%							05	
9 Other Road		1,315	80.3%	12,807	85.6%	14,122	85.0%							70	
Tribal Land		70	4.3%	164	1.1%	234	1.4%							ota/	
Intersection Rel	ated	1,638	100.0%	14,967	100.0%	16,605	100.0%							1 Fc	
Lane Departure Work Zone		265	16.2%	1,728	11.5%	1,993	12.0%							rta	
W ork Zone		18	1.1%	186	1.2%	204	1.2%		_					tal and	
Young Driver (13	3-24)	599	36.6%	5,890	39.4%	6,489	39.1%								
Young Driver (13) 65 and Older Pedalcyclist Invol		439	26.8%	2,916	19.5%	3,355	20.2%							Incap	
Pedalcyclist Invo	lved	73	4.5%	1,015	6.8%	1,088	6.6%							ap	
Pedestrian Invol	ved	283	17.3%	1,167	7.8%	1,450	8.7%							ac	
Aggressive Drive	r	85	5.2%	334	2.2%	419	2.5%							acitating	
Alcohol Involved		484	29.5%	1,666	11.1%	2,150	12.9%							tin	
Distracted Drive		211	12.9%	2,886	19.3%	3,097	18.7%							9 1	
		183	11.2%	282	1.9%	465	2.8%							Injury	
Impaired Driver Unhelmeted Mo		499	30.5%	2,010	13.4%	2,509	15.1%							\$	
Unhelmeted Mo	torcyclist	197	12.0%	875	5.8%	1,072	6.5%		_					3	
No Restraint Use	ed	706	43.1%	3,212	21.5%	3,918	23.6%							tersec	
Sleepy or Fatigue	ed	13	0.8%	113	0.8%	126	0.8%							sec	
Speeding Involve	ed	412	25.2%	2,895	19.3%	3,307	19.9%							ction	
Motorcycle Invo	lved	369	22.5%	2,015	13.5%	2,384	14.4%							Š A	
Train Involved		1	0.1%	6	0.0%	7	0.0%		_					Relat	
Truck Involved		215	13.1%	1,197	8.0%	1,412	8.5%							ate	
Multiple Vehicle		1,452	88.6%	13,783	92.1%	15,235	91.7%							ted (
Dust Related (W	indy)	2	0.1%	13	0.1%	15	0.1%							Cras	
Wildlife/Animal		0	0.0%	7	0.0%	7	0.0%							2	
Wet Weather		29	1.8%	331	2.2%	360	2.2%							es	
Wildlife/Animal Wet Weather Dusk/ Dawn		112	6.8%	769	5.1%	881	5.3%								
Dark - No Light		59	3.6%	197	1.3%	256	1.5%								
Notes:								■ Fatal		citating Injury					

Note: The graphs illustrate the number of Intersection Related crashes that also involved the graphed characteristic.

2) Urban versus Rural designation of crash occurrence is based on the 2010 U.S. Census designation of urbanized areas.









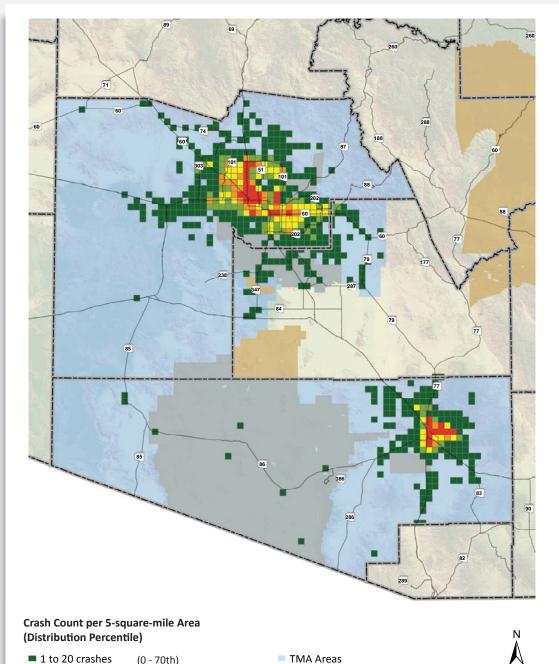




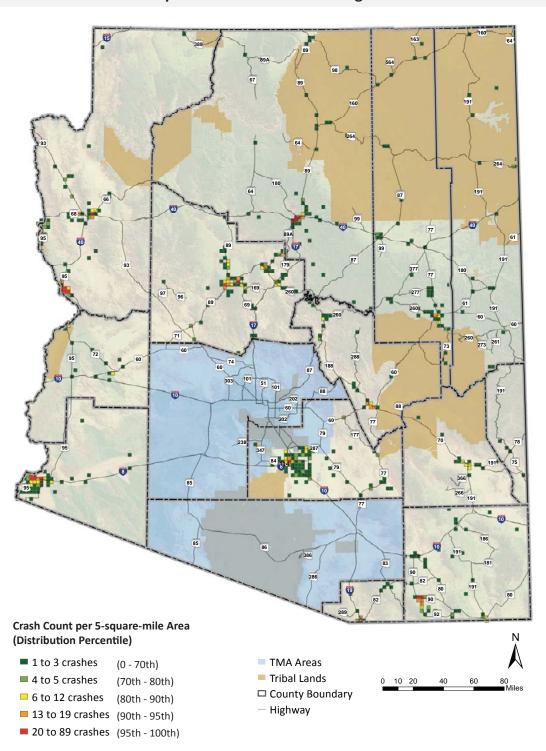


Intersection Related Crash Distribution | 2005-2012

Density of Crashes in MAG/PAG TMA Regions



Density of Crashes in non-TMA Regions



21 to 40 crashes

41 to 71 crashes

72 to 109 crashes (90th - 95th)

■ 110 to 287 crashes (95th - 100th)

1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Tribal Lands

Highway

□ County Boundary

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.







(70th - 80th)

(80th - 90th)







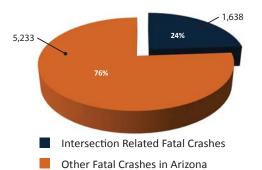
Total Intersection Related Serious Crashes by Year 2005-2012

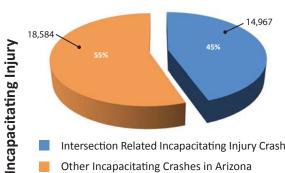
	•						
Year	Fatal	Incapacitating Injury					
2005	245	2,401					
2006	285	2,219					
2007	223	2,071					
2008	206	1,759					
2009	156	1,613					
2010	164	1,593					
2011	186	1,689					
2012	173	1,622					
Total	1,638	14,967					

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury			
	1.010	= 0.10			
2005	1,049	5,212			
2006	1,126	4,934			
2007	952	4,860			
2008	843	4,133			
2009	709	3,738			
2010	695	3,576			
2011	755	3,589			
2012	742	3,509			
Total	6,871	33,551			

Intersection Related Crashes Compared to Total Crashes in Arizona





Intersection Related Incapacitating Injury Crashes



Lane Departure Crash Summary | 2005-2012

Lane Departure Fatal and Incapacitating Injury Crash Statistics from 2005-2012

	Lane Departure	Fatal Incapaci		Incapacita	ting Injury	То	tal	Number	Number of Crashes								
	Lane Departure	3,514	100%	10,566	100%	14,080	100%										
	Characteristics		tal	Incapacita			tal										
		# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total	0	2,000	4,000	6,000	8,000	10,000	12,000	14,000	16,000	18,00
္ပ	Urban	1,286	36.6%	6,018	57.0%	7,304	51.9%										
Geographic	Rural	2,228	63.4%	4,548	43.0%	6,776	48.1%			-					14,		
ogr	Highway	1,916	54.5%	4,838	45.8%	6,754	48.0%		_			_			0,7		
ğ	Other Road	1,598	45.5%	5,728	54.2%	7,326	52.0%		_			-			080		
	Tribal Land	489	13.9%	527	5.0%	1,016	7.2%								70		
etry	Intersection Related	265	7.5%	1,728	16.4%	1,993	14.2%								tal		
Geometry	Lane Departure	3,514	100.0%	10,566	100.0%	14,080	100.0%				·				FC		
ge.	Work Zone	47	1.3%	164	1.6%	211	1.5%								ata		
e c	Young Driver (13-24)	1,041	29.6%	3,601	34.1%	4,642	33.0%								1 a		
Ţ	65 and Older	461	13.1%	1,067	10.1%	1,528	10.9%								nd		
Person Type	Pedalcyclist Involved	6	0.2%	116	1.1%	122	0.9%		-						15		
	Pedestrian Involved	13	0.4%	133	1.3%	146	1.0%	Ī							Incap		
	Aggressive Driver	173	4.9%	434	4.1%	607	4.3%								acitating		
	Alcohol Involved	1,250	35.6%	2,360	22.3%	3,610	25.6%								tat		
	Distracted Driver	549	15.6%	2,244	21.2%	2,793	19.8%								ing		
ior	Drug Involved	334	9.5%	337	3.2%	671	4.8%								11 6		
Behavior	Impaired Driver	1,586	45.1%	3,510	33.2%	5,096	36.2%								Injury		
Be	Unhelmeted Motorcyclist	275	7.8%	891	8.4%	1,166	8.3%								3		
	No Restraint Used	2,137	60.8%	3,663	34.7%	5,800	41.2%								Lane		
	Sleepy or Fatigued	179	5.1%	664	6.3%	843	6.0%								ne		
	Speeding Involved	1,774	50.5%	5,066	47.9%	6,840	48.6%								De		
	Motorcycle Involved	524	14.9%	2,137	20.2%	2,661	18.9%								par		
ehicle	Train Involved	0	0.0%	0	0.0%	0	0.0%								15		
Ve	Truck Involved	334	9.5%	744	7.0%	1,078	7.7%								ire		
	Multiple Vehicle	975	27.7%	3,296	31.2%	4,271	30.3%								5		
_ 	Dust Related (Windy)	24	0.7%	56	0.5%	80	0.6%								rashes		
Environmental	Wildlife/Animal Involved	0	0.0%	0	0.0%	0	0.0%								es		
nuc	Wet Weather	137	3.9%	435	4.1%	572	4.1%										
virc	Dusk/ Dawn	217	6.2%	618	5.8%	835	5.9%										
Ē	Dark - No Light	358	10.2%	747	7.1%	1,105	7.8%										









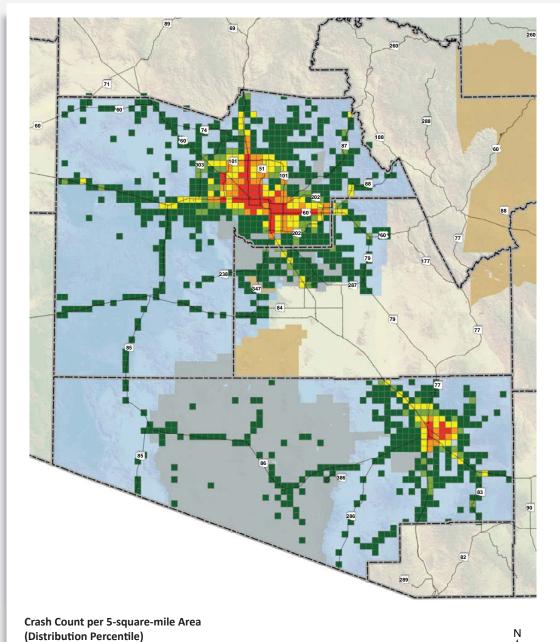




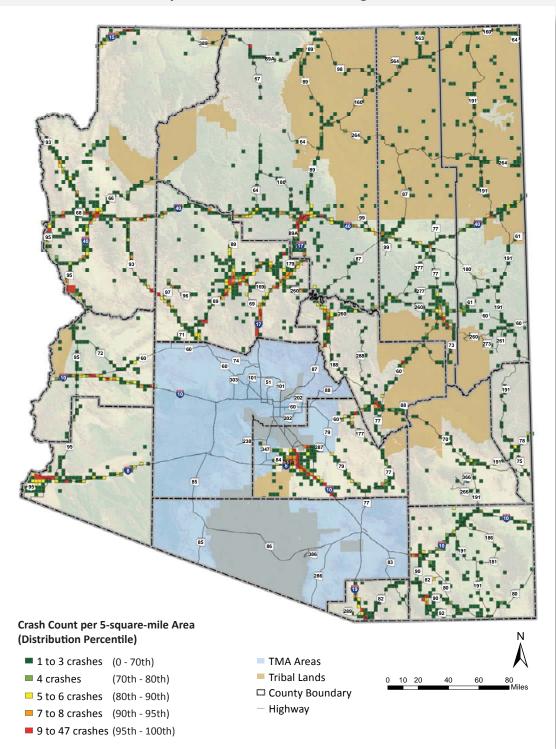


Lane Departure Crash Distribution | 2005-2012

Density of Crashes in MAG/PAG TMA Regions



Density of Crashes in non-TMA Regions



Notes:

1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

TMA Areas

Tribal Lands

Highway

□ County Boundary

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.





■ 1 to 7 crashes (0 - 70th)

■ 8 to 10 crashes (70th - 80th)

□ 11 to 21 crashes (80th - 90th)

22 to 31 crashes (90th - 95th)

■ 32 to 235 crashes (95th - 100th)











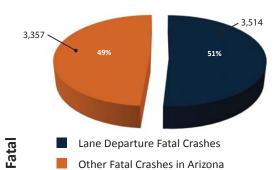
Total Lane Departure Serious Crashes by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	522	1,492
2006	552	1,504
2007	508	1,523
2008	449	1,259
2009	392	1,383
2010	339	1,225
2011	364	1,106
2012	388	1,074
Total	3,514	10,566

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury				
2005	1,049	5,212				
2006	1,126	4,934				
2007	952	4,860				
2008	843	4,133				
2009	709	3,738				
2010	695	3,576				
2011	755	3,589				
2012	742	3,509				
Total	6,871	33,551				

Lane Departure Crashes Compared to Total Crashes in Arizona





Arizona Strategic Highway Safety Plan Work Zone Crash Summary | 2005-2012

Work Zone Fatal and Incapacitating Injury Crash Statistics from 2005-2012

Work Zone	Work Zone Fatal Incapacitating Injury		То	tal	Number of Crashes							,			
VVOI N ZOITE	95	100%	<i>555</i>	100%	650	100%									
Characteristics	Fa	tal	Incapacita	ting Injury	То	tal								•	
Characteristics	# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total	0	100	200	300	400	500	600	700	8
Urban	60	63.2%	449	80.9%	509	78.3%									
Rural	35	36.8%	106	19.1%	141	21.7%									
Highway	41	43.2%	197	35.5%	238	36.6%									
Other Road	54	56.8%	358	64.5%	412	63.4%								650	
Tribal Land	9	9.5%	22	4.0%	31	4.8%								77	
Intersection Related	18	18.9%	186	33.5%	204	31.4%								Total	
Lane Departure	47	49.5%	164	29.5%	211	32.5%									
Work Zone	95	100.0%	555	100.0%	650	100.0%								Fata	
Young Driver (13-24)	26	27.4%	203	36.6%	229	35.2%								10	
65 and Older	18	18.9%	70	12.6%	88	13.5%								nd	
Pedalcyclist Involved	1	1.1%	23	4.1%	24	3.7%								15	
Pedestrian Involved	9	9.5%	51	9.2%	60	9.2%								Incap	
Aggressive Driver	7	7.4%	23	4.1%	30	4.6%								ас	
Alcohol Involved	32	33.7%	90	16.2%	122	18.8%								ita	
Distracted Driver	22	23.2%	150	27.0%	172	26.5%								acitating	
Drug Involved	7	7.4%	19	3.4%	26	4.0%			_						
Impaired Driver	35	36.8%	108	19.5%	143	22.0%								'nj	
Unhelmeted Motorcyclist	12	12.6%	52	9.4%	64	9.8%								Injury	
No Restraint Used	47	49.5%	154	27.7%	201	30.9%								Š	
Sleepy or Fatigued	2	2.1%	5	0.9%	7	1.1%								Work	
Speeding Involved	47	49.5%	245	44.1%	292	44.9%								KZ	
Motorcycle Involved	24	25.3%	105	18.9%	129	19.8%								Zone	
Train Involved	0	0.0%	1	0.2%	1	0.2%								Cra	
Truck Involved	17	17.9%	68	12.3%	85	13.1%								ras	
Multiple Vehicle	67	70.5%	429	77.3%	496	76.3%								ashe	
Dust Related (Windy)	0	0.0%	6	1.1%	6	0.9%								25	
Wildlife/Animal Involved	0	0.0%	1	0.2%	1	0.2%									
Wet Weather	4	4.2%	14	2.5%	18	2.8%									
Dusk/ Dawn	6	6.3%	27	4.9%	33	5.1%									
Dark - No Light	5	5.3%	23	4.1%	28	4.3%									

Note: The graphs illustrate the number of Work Zone crashes that also involved the graphed characteristic.

2) Urban versus Rural designation of crash occurrence is based on the 2010 U.S. Census designation of urbanized areas.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.









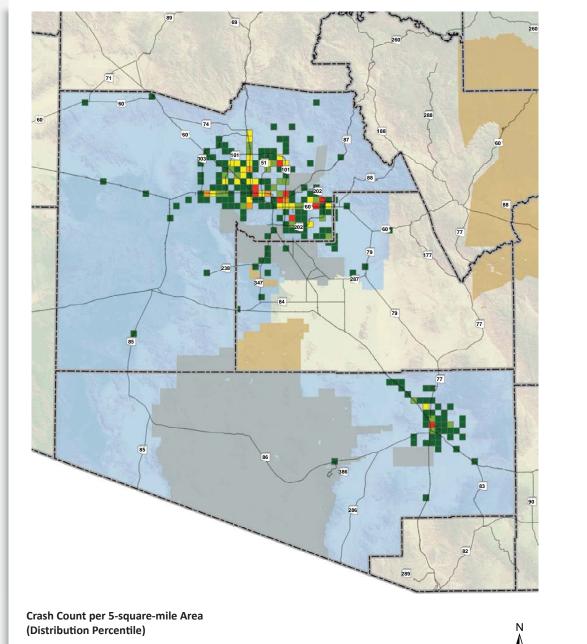




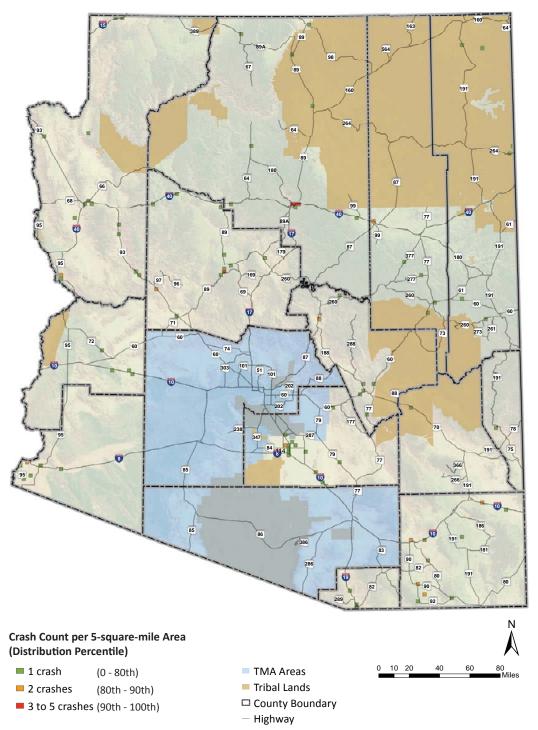


Work Zone Crash Distribution | 2005-2012

Density of Crashes in MAG/PAG TMA Regions







3 crashes

6 crashes

1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

TMA Areas

Highway

Tribal Lands

□ County Boundary

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.





■ 1 to 2 crashes (0 - 70th)

4 to 5 crashes (80th - 90th)

■ 7 to 15 crashes (95th - 100th)

(90th - 95th)











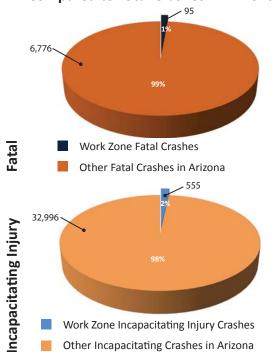
Total Work Zone Serious Crashes by Year 2005-2012

	=	
Year	Fatal	Incapacitating Injury
2005	15	81
2006	23	103
2007	19	114
2008	13	109
2009	4	49
2010	8	37
2011	6	32
2012	7	30
Total	<i>9</i> 5	555

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	1,049	5,212
2006	1,126	4,934
2007	952	4,860
2008	843	4,133
2009	709	3,738
2010	695	3,576
2011	755	3,589
2012	742	3,509
Total	6,871	33,551

Work Zone Crashes Compared to Total Crashes in Arizona



Work Zone Incapacitating Injury Crashes Other Incapacitating Crashes in Arizona

Arizona Strategic Highway Safety Plan Young Driver Crash Summary | 2005-2012

Young Driver Fatal and Incapacitating Injury Crash Statistics from 2005-2012

Young Driver		Fa	tal	Incapacita	ting Injury	То	tal	Numbe	er of Crashes								
	Tourig Driver	2,041	100%	12,251	100%	14,292	100%										
	Characteristics	Fa	tal	Incapacita	ting Injury	То	tal										
		# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total	0	2,000	4,000	6,000	8,000	10,000	12,000	14,000	16,000	18,00
ပ	Urban	1,326	65.0%	10,163	83.0%	11,489	80.4%										
Geographic	Rural	715	35.0%	2,088	17.0%	2,803	19.6%										
ogre	Highway	736	36.1%	3,061	25.0%	3,797	26.6%		_						14,		
Ge	Other Road	1,305	63.9%	9,190	75.0%	10,495	73.4%								,29		
	Tribal Land	196	9.6%	286	2.3%	482	3.4%								1 22		
try	Intersection Related	599	29.3%	5,890	48.1%	6,489	45.4%			'					70		
Geometry	Lane Departure	1,041	51.0%	3,601	29.4%	4,642	32.5%								Total		
Gec	Work Zone	26	1.3%	203	1.7%	229	1.6%								Fa		
oc	Young Driver (13-24)	2,041	100.0%	12,251	100.0%	14,292	100.0%								ital		
Ţ	65 and Older	191	9.4%	1,139	9.3%	1,330	9.3%								and		
Person Type	Pedalcyclist Involved	51	2.5%	322	2.6%	373	2.6%		-								
Pel	Pedestrian Involved	237	11.6%	647	5.3%	884	6.2%								Inc		
	Aggressive Driver	127	6.2%	433	3.5%	560	3.9%								apo		
	Alcohol Involved	754	36.9%	1,784	14.6%	2,538	17.8%								in		
	Distracted Driver	303	14.8%	2,646	21.6%	2,949	20.6%								citatin		
jor	Drug Involved	254	12.4%	310	2.5%	564	3.9%								ing		
Behavior	Impaired Driver	867	42.5%	2,277	18.6%	3,144	22.0%										
Be	Unhelmeted Motorcyclist	134	6.6%	604	4.9%	738	5.2%								Inju		
	No Restraint Used	1,129	55.3%	3,439	28.1%	4,568	32.0%								5		
	Sleepy or Fatigued	81	4.0%	346	2.8%	427	3.0%								9		
	Speeding Involved	945	46.3%	4,417	36.1%	5,362	37.5%								ung		
	Motorcycle Involved	326	16.0%	1,734	14.2%	2,060	14.4%								7 Dr.		
hicle	Train Involved	1	0.0%	2	0.0%	3	0.0%								rive		
Veh	Truck Involved	184	9.0%	745	6.1%	929	6.5%								7		
	Multiple Vehicle	1,318	64.6%	9,548	77.9%	10,866	76.0%								Crc		
<u>=</u>	Dust Related (Windy)	8	0.4%	33	0.3%	41	0.3%								ishes		
Environmental	Wildlife/Animal Involved	3	0.1%	21	0.2%	24	0.2%								Sə		
nuc	Wet Weather	65	3.2%	377	3.1%	442	3.1%										
virc	Dusk/ Dawn	136	6.7%	635	5.2%	771	5.4%										
En	Dark - No Light	167	8.2%	417	3.4%	584	4.1%										
2) Uri	s: e percentages shown in the table reflect the percent of You ban versus Rural designation of crash occurrence is based on the: 2005-2012 Accident Location Identification and Surveille	on the 2010 U.S. Census d	lesignation of urbanized	d areas.				Fatal		capacitating		ilso involved the gr	aphed characteristic		-		









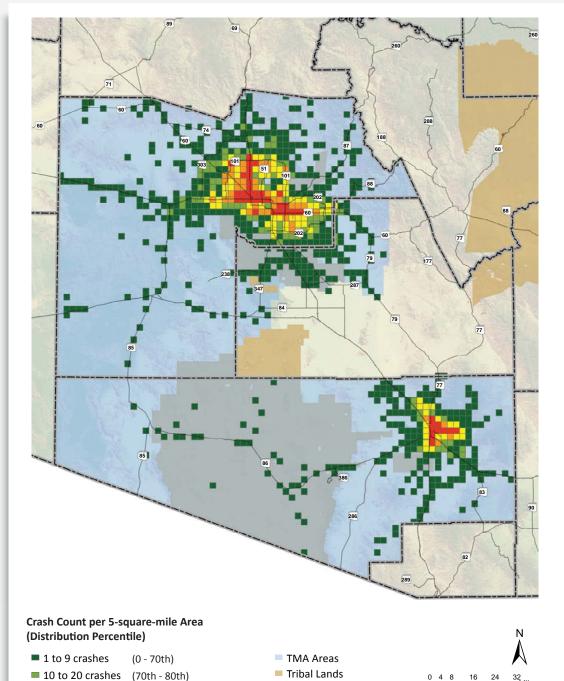




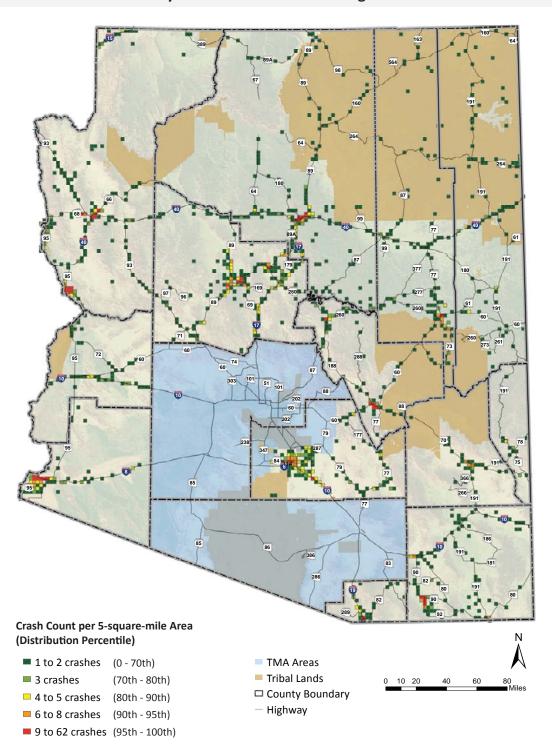


Young Driver Crash Distribution | 2005-2012

Density of Crashes in MAG/PAG TMA Regions



Density of Crashes in non-TMA Regions



1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

□ County Boundary

Highway

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.





21 to 40 crashes (80th - 90th)

41 to 67 crashes (90th - 95th)

■ 68 to 213 crashes (95th - 100th)











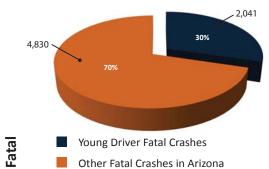
Total Young Driver Serious Crashes by Year 2005-2012

	•	
Year	Fatal	Incapacitating Injury
2005	371	2,113
2006	346	1,955
2007	308	1,880
2008	268	1,484
2009	183	1,256
2010	147	1,255
2011	212	1,183
2012	206	1,125
Total	2.041	12.251

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury				
2005	1,049	5,212				
2006	1,126	4,934				
2007	952	4,860				
2008	843	4,133				
2009	709	3,738				
2010	695	3,576				
2011	755	3,589				
2012	742	3,509				
Total	6,871	33,551				

Young Driver Crashes Compared to Total Crashes in Arizona



Other Fatal Crashes in Arizona



Arizona Strategic Highway Safety Plan 65 and Older Crash Summary | 2005-2012

65 and Older Fatal and Incapacitating Injury Crash Statistics from 2005-2012

65 and Older		Fa	ital	Incapacita	ting Injury	To	tal	Number	of Crashes							
	65 and Older	1,248	100%	5,273	100%	6,521	100%									
	Characteristics	Fa	ital	Incapacita	ting Injury	To	tal	,								'
	Cital acteristics	# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total	0	1,000	2,000	3,000	4,000	5,000	6,000	7,000	8,000
	Urban	747	59.9%	4,340	82.3%	5,087	78.0%									
Geographic	Rural	501	40.1%	933	17.7%	1,434	22.0%									
gra	Highway	547	43.8%	1,431	27.1%	1,978	30.3%								6,5	
Gec	Other Road	701	56.2%	3,842	72.9%	4,543	69.7%								6,521	
	Tribal Land	90	7.2%	125	2.4%	215	3.3%									
etry	Intersection Related	439	35.2%	2,916	55.3%	3,355	51.4%								Total	
Geometry	Lane Departure	461	36.9%	1,067	20.2%	1,528	23.4%								FC	
Ge	Work Zone	18	1.4%	70	1.3%	88	1.3%								Fatal	
be	Young Driver (13-24)	191	15.3%	1,139	21.6%	1,330	20.4%								d and	
Ţ	65 and Older	1,248	100.0%	5,273	100.0%	6,521	100.0%					'				
Person Type	Pedalcyclist Involved	38	3.0%	257	4.9%	295	4.5%								Inc	
Pe	Pedestrian Involved	265	21.2%	470	8.9%	735	11.3%								300	
	Aggressive Driver	39	3.1%	115	2.2%	154	2.4%								Incapacitating	
	Alcohol Involved	178	14.3%	325	6.2%	503	7.7%								ita	
	Distracted Driver	207	16.6%	1,292	24.5%	1,499	23.0%								tin	
ō	Drug Involved	56	4.5%	46	0.9%	102	1.6%									
Behavior	Impaired Driver	206	16.5%	563	10.7%	769	11.8%							,	<u>2</u> .	
Be	Unhelmeted Motorcyclist	80	6.4%	251	4.8%	331	5.1%		_					, I	Injury	
	No Restraint Used	389	31.2%	888	16.8%	1,277	19.6%								65	
	Sleepy or Fatigued	31	2.5%	92	1.7%	123	1.9%									
	Speeding Involved	275	22.0%	1,171	22.2%	1,446	22.2%								and	
	Motorcycle Involved	167	13.4%	698	13.2%	865	13.3%								Older	
ehicle	Train Involved	3	0.2%	3	0.1%	6	0.1%		_					i	ter	
Veh	Truck Involved	160	12.8%	489	9.3%	649	10.0%									
	Multiple Vehicle	966	77.4%	4,683	88.8%	5,649	86.6%					l			as	
_	Dust Related (Windy)	9	0.7%	19	0.4%	28	0.4%								Crashes	
enta	Wildlife/Animal Involved	1	0.1%	7	0.1%	8	0.1%									
Environmental	Wet Weather	40	3.2%	128	2.4%	168	2.6%									
Viro	Dusk/ Dawn	60	4.8%	208	3.9%	268	4.1%									
En	Dark - No Light	60	4.8%	97	1.8%	157	2.4%									
lote								■ Fatal		apacitating Inj						

Note: The graphs illustrate the number of 65 and Older crashes that also involved the graphed characteristic.

2) Urban versus Rural designation of crash occurrence is based on the 2010 U.S. Census designation of urbanized areas.









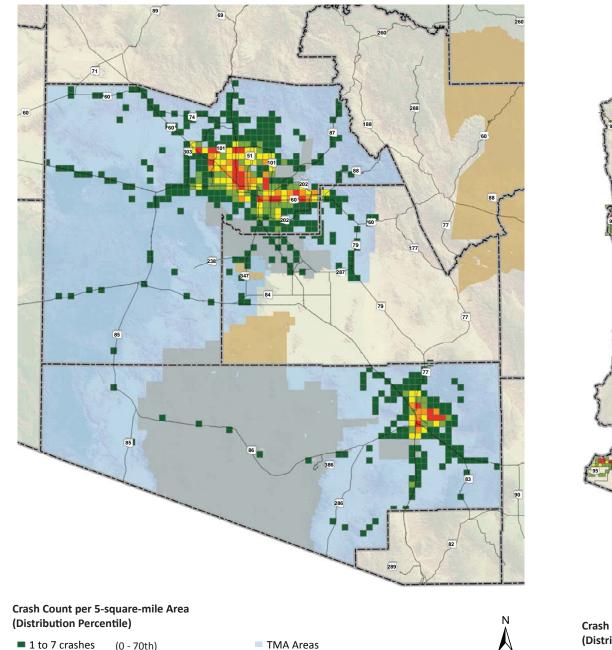




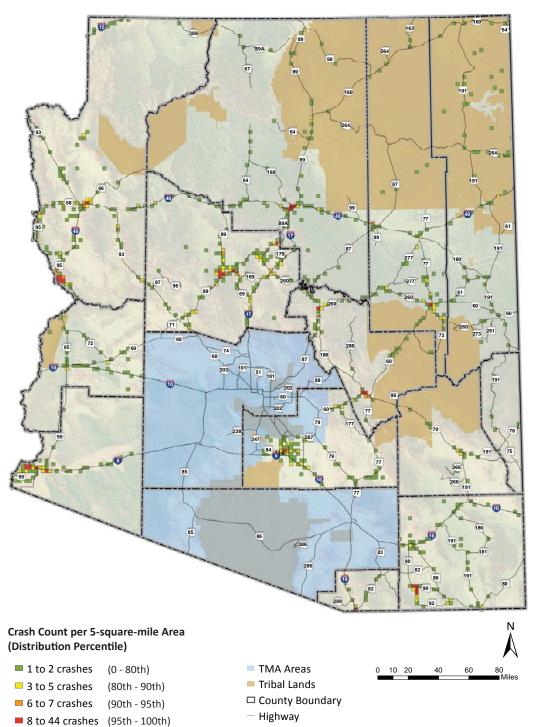


65 and Older Crash Distribution | 2005-2012

Density of Crashes in MAG/PAG TMA Regions



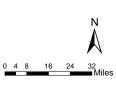
Density of Crashes in non-TMA Regions



- 1 to 7 crashes (0 70th)
- 8 to 14 crashes (70th 80th)
- **25** to 33 crashes (90th 95th)
- 34 to 85 crashes (95th 100th)

□ 15 to 24 crashes (80th - 90th)

Tribal Lands □ County Boundary Highway





Highway

1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.















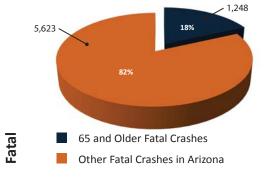
Total 65 and Older Serious Crashes by Year 2005-2012

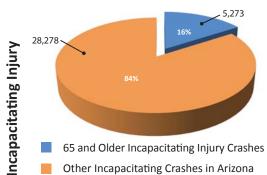
Year	Fatal	Incapacitating Injury
2005	166	722
2006	173	714
2007	164	709
2008	152	638
2009	135	609
2010	155	580
2011	170	641
2012	133	660
Total	1,248	5,273

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	1,049	5,212
2006	1,126	4,934
2007	952	4,860
2008	843	4,133
2009	709	3,738
2010	695	3,576
2011	755	3,589
2012	742	3,509
Total	6,871	33,551

65 and Older Crashes Compared to Total Crashes in Arizona





Pedalcyclist Involved Crash Summary | 2005-2012

Pedalcyclist Involved Fatal and Incapacitating Injury Crash Statistics from 2005-2012

Pedalcyclist Involved		Fa	ıtal	Incapacita	ting Injury	To	otal	Number of	Crashes					
	r edalcyclist involved	191	100%	1,770	100%	1,961	100%							
	Characteristics	Fa	ital	Incapacita	ting Injury	To	otal							
		# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total	0	400	800	1,200	1,600	2,000	2,40
,	Urban	167	87.4%	1,652	93.3%	1,819	92.8%							
Geographic	Rural	24	12.6%	118	6.7%	142	7.2%						1,	
)	Highway	28	14.7%	145	8.2%	173	8.8%						96.	
	Other Road	163	85.3%	1,625	91.8%	1,788	91.2%						1	
	Tribal Land	10	5.2%	10	0.6%	20	1.0%						Total	
•	Intersection Related	73	38.2%	1,015	57.3%	1,088	55.5%							
	Lane Departure	6	3.1%	116	6.6%	122	6.2%						Fat	
	Work Zone	1	0.5%	23	1.3%	24	1.2%						tal	
	Young Driver (13-24)	51	26.7%	322	18.2%	373	19.0%						an	
	65 and Older	38	19.9%	257	14.5%	295	15.0%		_				٥	
	Pedalcyclist Involved	191	100.0%	1,770	100.0%	1,961	100.0%						Inc	
	Pedestrian Involved	0	0.0%	6	0.3%	6	0.3%						apa	
		U											ac	
	Aggressive Driver	4	2.1%	11	0.6%	15	0.8%	<u>J</u>					cita	
	Alcohol Involved	42	22.0%	126	7.1%	168	8.6%		_				ting	
	Distracted Driver	24	12.6%	248	14.0%	272	13.9%						91	
	Drug Involved	31	16.2%	16	0.9%	47	2.4%						Injury	
	Impaired Driver	27	14.1%	65	3.7%	92	4.7%						15	
	Unhelmeted Motorcyclist	0	0.0%	6	0.3%	6	0.3%						ī Ɗ	
	No Restraint Used	13	6.8%	62	3.5%	75	3.8%						<u>edalc</u>	
	Sleepy or Fatigued	0	0.0%	8	0.5%	8	0.4%						alc	
	Speeding Involved	32	16.8%	85	4.8%	117	6.0%						V _C /	
	Motorcycle Involved	1	0.5%	18	1.0%	19	1.0%						list	
	Train Involved	0	0.0%	0	0.0%	0	0.0%						i ~	
	Truck Involved	31	16.2%	101	5.7%	132	6.7%						ηνοί	
	Multiple Vehicle	191	100.0%	1,770	100.0%	1,961	100.0%						lve	
	Dust Related (Windy)	0	0.0%	3	0.2%	3	0.2%						7 (7	
	Wildlife/Animal Involved	0	0.0%	0	0.0%	0	0.0%						ras	
	Wet Weather	1	0.5%	31	1.8%	32	1.6%						he	
	Dusk/ Dawn	17	8.9%	93	5.3%	110	5.6%						S	
	Dark - No Light	9	4.7%	35	2.0%	44	2.2%							









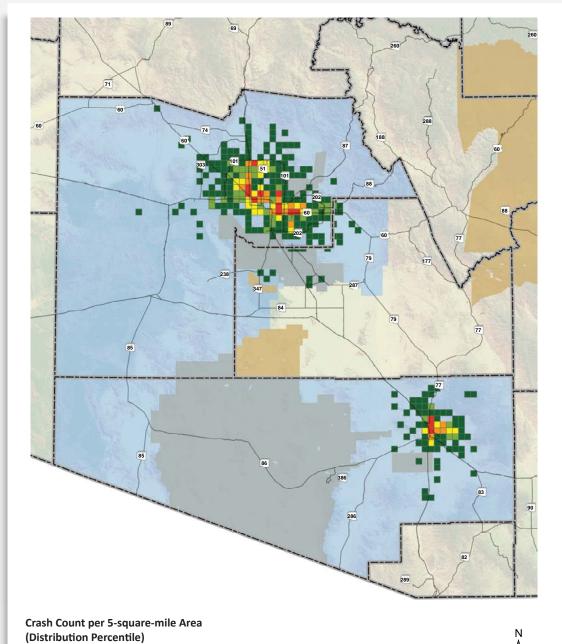




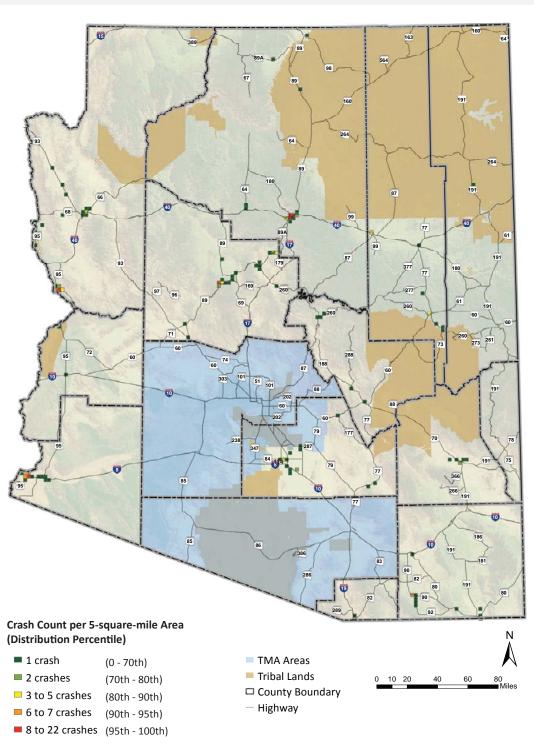


Pedalcyclist Involved Crash Distribution | 2005-2012

Density of Crashes in MAG/PAG TMA Regions



Density of Crashes in non-TMA Regions



1 to 5 crashes

■ 6 to 9 crashes (70th - 80th)

■ 10 to 14 crashes (80th - 90th)

■ 15 to 19 crashes (90th - 95th)

■ 20 to 36 crashes (95th - 100th)

1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

TMA Areas

Tribal Lands

Highway

□ County Boundary

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.







(0 - 70th)









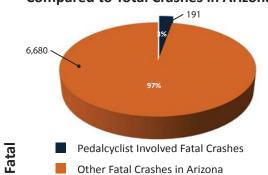
Total Pedalcyclist Involved Serious Crashes by Year 2005-2012

by ical 2005 2012												
Year	Fatal	Incapacitating Injury										
2005	36	247										
2006	30	218										
2007	21	220										
2008	19	201										
2009	25	225										
2010	19	221										
2011	23	236										
2012	18	202										
Total	191	1 770										

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury
	1.010	5 040
2005	1,049	5,212
2006	1,126	4,934
2007	952	4,860
2008	843	4,133
2009	709	3,738
2010	695	3,576
2011	755	3,589
2012	742	3,509
Total	6,871	33,551

Pedalcyclist Involved Crashes Compared to Total Crashes in Arizona





Pedalcyclist Involved Incapacitating Injury Crashes

Arizona Strategic Highway Safety Plan Pedestrian Involved Crash Summary | 2005-2012

Pedestrian Involved Fatal and Incapacitating Injury Crash Statistics from 2005-2012

	Pedestrian Involved	Fa	ital	Incapacita	ting Injury	To	otal	Number of 0	Crashes				
	r edestriaii ilivolved	1,176	100%	2,908	100%	4,084	100%						
	Characteristics		ital		ting Injury		tal						
		# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total	0	1,000	2,000	3,000	4,000	5,00
ပ	Urban	930	79.1%	2,723	93.6%	3,653	89.4%						
geographic	Rural	246	20.9%	185	6.4%	431	10.6%		_			4	
200	Highway	354	30.1%	304	10.5%	658	16.1%					0,0	
ט כ	Other Road	822	69.9%	2,604	89.5%	3,426	83.9%					4,084	
	Tribal Land	150	12.8%	27	0.9%	177	4.3%					177	
deometry	Intersection Related	283	24.1%	1,167	40.1%	1,450	35.5%					ntal	
	Lane Departure	13	1.1%	133	4.6%	146	3.6%					i ¬	
	Work Zone	9	0.8%	51	1.8%	60	1.5%					atal	
)	Young Driver (13-24)	237	20.2%	647	22.2%	884	21.6%					Q	
	65 and Older	265	22.5%	470	16.2%	735	18.0%					nd	
reison iype	Pedalcyclist Involved	0	0.0%	6	0.2%	6	0.1%		_			Inc	
ב ב	Pedestrian Involved	1,176	100.0%	2,908	100.0%	4,084	100.0%					Cap	
	Aggressive Driver	2	0.2%	13	0.4%	15	0.4%					acitating	
	Alcohol Involved	508	43.2%	648	22.3%	1,156	28.3%					lat	
	Distracted Driver	88	7.5%	373	12.8%	461	11.3%					jng	
5	Drug Involved	139	11.8%	64	2.2%	203	5.0%					"	
	Impaired Driver	122	10.4%	204	7.0%	326	8.0%					Injury	
2	Unhelmeted Motorcyclist	5	0.4%	11	0.4%	16	0.4%						
	No Restraint Used	98	8.3%	175	6.0%	273	6.7%					Pe	
	Sleepy or Fatigued	3	0.3%	12	0.4%	15	0.4%					Pede	
	Speeding Involved	99	8.4%	265	9.1%	364	8.9%					str	
	Motorcycle Involved	8	0.7%	40	1.4%	48	1.2%					strian	
	Train Involved	1	0.1%	0	0.0%	1	0.0%					Invo	
,	Truck Involved	112	9.5%	157	5.4%	269	6.6%						
	Multiple Vehicle	1,176	100.0%	2,908	100.0%	4,084	100.0%					lve	
	Dust Related (Windy)	3	0.3%	3	0.1%	6	0.1%					d Cra	
	Wildlife/Animal Involved	0	0.0%	0	0.0%	0	0.0%					ras	
	Wet Weather	36	3.1%	115	4.0%	151	3.7%					ishe.	
	Dusk/ Dawn	66	5.6%	159	5.5%	225	5.5%					, v	
j	Dark - No Light	159	13.5%	160	5.5%	319	7.8%						









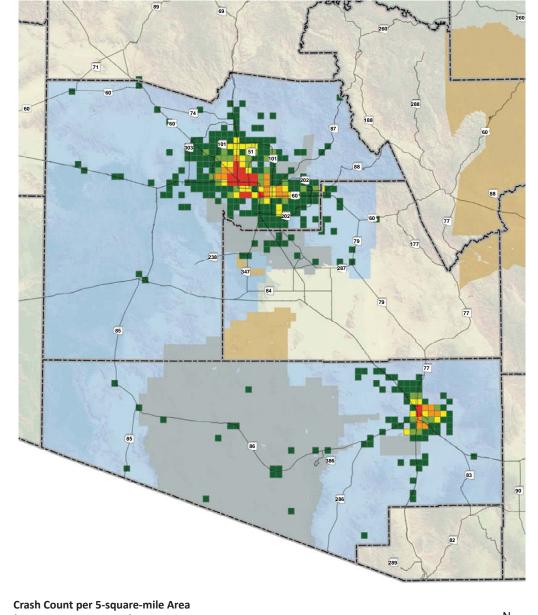


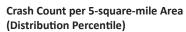


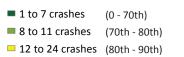


Pedestrian Involved Crash Distribution | 2005-2012

Density of Crashes in MAG/PAG TMA Regions



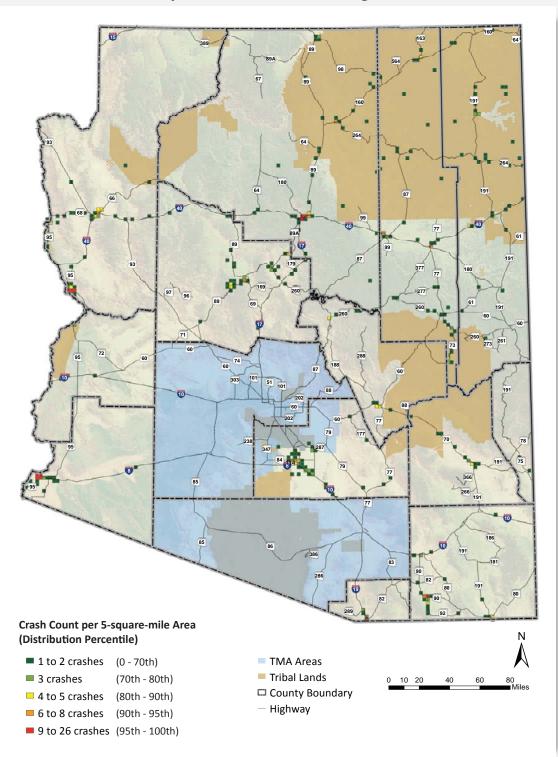




25 to 44 crashes (90th - 95th) ■ 45 to 90 crashes (95th - 100th)



Density of Crashes in non-TMA Regions



1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.















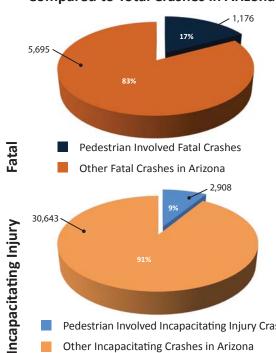
Total Pedestrian Involved Serious Crashes by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	462	200
2005	163	390
2006	173	404
2007	158	420
2008	124	379
2009	121	337
2010	155	320
2011	152	318
2012	130	340
Total	1,176	2,908

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	1,049	5,212
2006	1,126	4,934
2007	952	4,860
2008	843	4,133
2009	709	3,738
2010	695	3,576
2011	755	3,589
2012	742	3,509
Total	6,871	33,551

Pedestrian Involved Crashes Compared to Total Crashes in Arizona



Pedestrian Involved Incapacitating Injury Crashes

Aggressive Driver Crash Summary | 2005-2012

Aggressive Driver Fatal and Incapacitating Injury Crash Statistics from 2005-2012

Aggressiv	e Driver	Fa	tal	Incapacita	ting Injury	Tot	tal	Number	r of Crashes						
Aggicssiv	e Dilvei	282	100%	920	100%	1,202	100%								
Characte	eristics	Fa	tal	Incapacita	ting Injury	To	tal								
Charact	cristics	# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total	0	200	400	600	800	1,000	1,200	
Urban		169	59.9%	692	75.2%	861	71.6%								
Rural		113	40.1%	228	24.8%	341	28.4%							1,	
Rural Highway Other Road		112	39.7%	279	30.3%	391	32.5%							202	
Other Road		170	60.3%	641	69.7%	811	67.5%								
Tribal Land		27	9.6%	30	3.3%	57	4.7%							Total	
Intersection Rel	lated	84	29.8%	332	36.1%	416	34.6%							il Fa	
Lane Departure		173	61.3%	434	47.2%	607	50.5%							atal	
Intersection Rel Lane Departure Work Zone		7	2.5%	23	2.5%	30	2.5%							0	
Young Driver (1	3-24)	126	44.7%	433	47.1%	559	46.5%							nd	
65 and Older		39	13.8%	115	12.5%	154	12.8%							Inc	
Young Driver (1) 65 and Older Pedalcyclist Invo	olved	3	1.1%	9	1.0%	12	1.0%							Cap	
Pedestrian Invo	lved	2	0.7%	13	1.4%	15	1.2%	Ī						Incapacita	
Aggressive Driv	ver	282	100.0%	920	100.0%	1,202	100.0%								
Alcohol Involved		136	48.2%	260	28.3%	396	32.9%							ting	
Distracted Drive		0	0.0%	2	0.2%	2	0.2%								
Drug Involved		56	19.9%	42	4.6%	98	8.2%							Injury	
Impaired Driver	-	162	57.4%	306	33.3%	468	38.9%							Ş	
Drug Involved Impaired Driver Unhelmeted Mo	otorcyclist	14	5.0%	69	7.5%	83	6.9%							A	
No Restraint Us	ed	168	59.6%	313	34.0%	481	40.0%							991	
Sleepy or Fatigu	ıed	3	1.1%	13	1.4%	16	1.3%							ggres	
Speeding Involv	red .	282	100.0%	920	100.0%	1,202	100.0%							Siv	
Motorcycle Invo	olved	32	11.3%	153	16.6%	185	15.4%							e D	
Train Involved		0	0.0%	1	0.1%	1	0.1%		_					rive	
Train Involved Truck Involved		44	15.6%	78	8.5%	122	10.1%							er	
Multiple Vehicle	е	214	75.9%	729	79.2%	943	78.5%							5	
Dust Related (W	Vindy)	0	0.0%	3	0.3%	3	0.2%							Crashes	
Wildlife/Animal		0	0.0%	1	0.1%	1	0.1%							es	
Wet Weather		4	1.4%	40	4.3%	44	3.7%								
Wildlife/Animal Wet Weather Dusk/ Dawn		19	6.7%	44	4.8%	63	5.2%								
Dark - No Light		21	7.4%	33	3.6%	54	4.5%								

Note: The graphs illustrate the number of Aggressive Driver crashes that also involved the graphed characteristic.

2) Urban versus Rural designation of crash occurrence is based on the 2010 U.S. Census designation of urbanized areas.









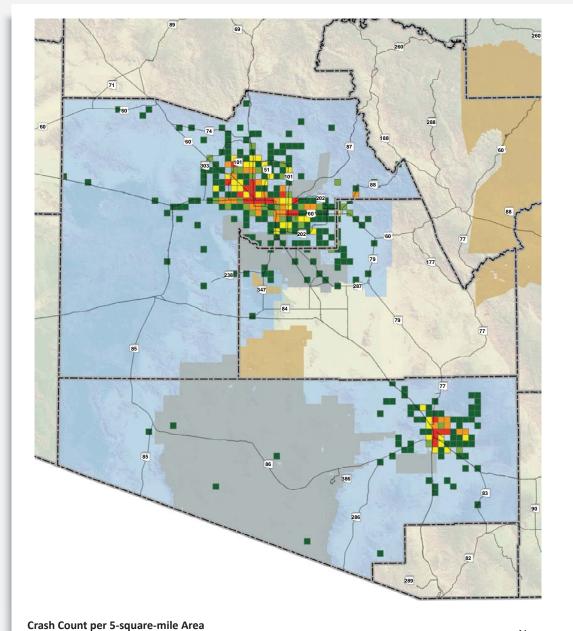




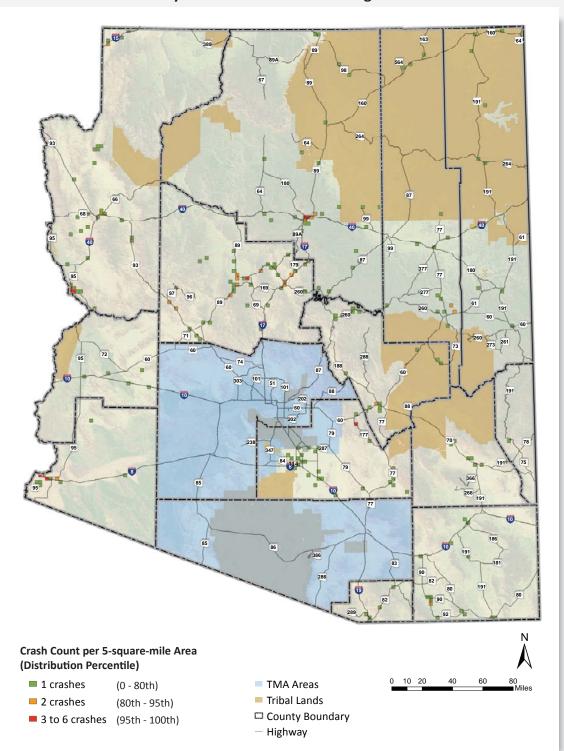


Aggressive Driver Crash Distribution | 2005-2012

Density of Crashes in MAG/PAG TMA Regions



Density of Crashes in non-TMA Regions



1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

TMA Areas

Tribal Lands

Highway

□ County Boundary

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.





(Distribution Percentile)

3 crashes

4 crashes

■ 1 to 2 crashes (0 - 70th)

■ 5 to 6 crashes (90th - 95th)

7 to 13 crashes (95th - 100th)



(80th - 90th)









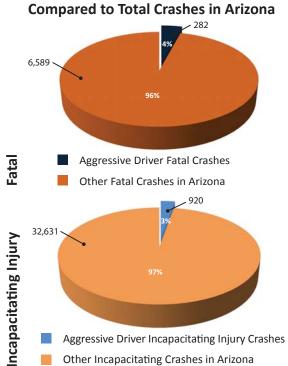
Total Aggressive Drivers Serious Crashes by Year 2005-2012

	,	
Year	Fatal	Incapacitating Injury
2005	37	150
2006	53	149
2007	43	142
2008	36	134
2009	23	92
2010	17	91
2011	37	80
2012	36	82
Total	282	920

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	1.040	F 212
2005	1,049	5,212
2006	1,126	4,934
2007	952	4,860
2008	843	4,133
2009	709	3,738
2010	695	3,576
2011	<i>755</i>	3,589
2012	742	3,509
Total	6,871	33,551

Percent of Aggressive Driver Crashes



Arizona Strategic Highway Safety Plan Alcohol Involved Crash Summary | 2005-2012

Alcohol Involved Fatal and Incapacitating Injury Crash Statistics from 2005-2012

	Alcohol Involved		ital	Incapacita		То		Number	of Crashes							Ī
		2,265	100%	4,868	100%	7,133	100%									
	Characteristics		ital	Incapacita		To		0	1 000	2 000	2 000	4.000	E 000	6.000	7,000	8 000
	Lluban	# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total	U	1,000	2,000	3,000	4,000	5,000	6,000	7,000	8,000
ر	Urban	1,382	61.0%	3,748	77.0%	5,130	71.9%		_				_			
aeograpinic	Rural	883	39.0%	1,120	23.0%	2,003	28.1%								7,7	
200	Highway	755	33.3%	1,327	27.3%	2,082	29.2%								,13	
,	Other Road	1,510	66.7%	3,541	72.7%	5,051	70.8%						_		33	
	Tribal Land	343	15.1%	213	4.4%	556	7.8%								70	
בו א	Intersection Related	484	21.4%	1,666	34.2%	2,150	30.1%								tal	
	Lane Departure	1,250	55.2%	2,360	48.5%	3,610	50.6%								i ¬	
ָ כ	Work Zone	32	1.4%	90	1.8%	122	1.7%								atal	
บ	Young Driver (13-24)	754	33.3%	1,784	36.6%	2,538	35.6%								9	
<u></u>	65 and Older	178	7.9%	325	6.7%	503	7.1%								nd	
rson Iype	Pedalcyclist Involved	42	1.9%	126	2.6%	168	2.4%								Inc	
P.	Pedestrian Involved	508	22.4%	648	13.3%	1,156	16.2%								cap	
	Aggressive Driver	136	6.0%	260	5.3%	396	5.6%								apaci	
	Alcohol Involved	2,265	100.0%	4,868	100.0%	7,133	100.0%								ta	
	Distracted Driver	241	10.6%	831	17.1%	1,072	15.0%								ting	
5	Drug Involved	371	16.4%	218	4.5%	589	8.3%									
aVI	Impaired Driver	1,835	81.0%	4,287	88.1%	6,122	85.8%								Injury	
per	Unhelmeted Motorcyclist	224	9.9%	465	9.6%	689	9.7%								Į	
	No Restraint Used	1,242	54.8%	1,883	38.7%	3,125	43.8%									
	Sleepy or Fatigued	31	1.4%	93	1.9%	124	1.7%								CO	
	Speeding Involved	1,064	47.0%	2,388	49.1%	3,452	48.4%								Alcohol	
	Motorcycle Involved	334	14.7%	754	15.5%	1,088	15.3%								Involve	
enicie	Train Involved	2	0.1%	0	0.0%	2	0.0%								10/	
ven	Truck Involved	163	7.2%	270	5.5%	433	6.1%									
	Multiple Vehicle	1,232	54.4%	2,835	58.2%	4,067	57.0%								d C	
	Dust Related (Windy)	10	0.4%	5	0.1%	15	0.2%								rashe	
ental	Wildlife/Animal Involved	4	0.2%	4	0.1%	8	0.1%								he	
	Wet Weather	57	2.5%	134	2.8%	191	2.7%								, s	
VI V	Dusk/ Dawn	141	6.2%	280	5.8%	421	5.9%									
ENVIL	Dark - No Light	300	13.2%	424	8.7%	724	10.2%									



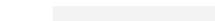






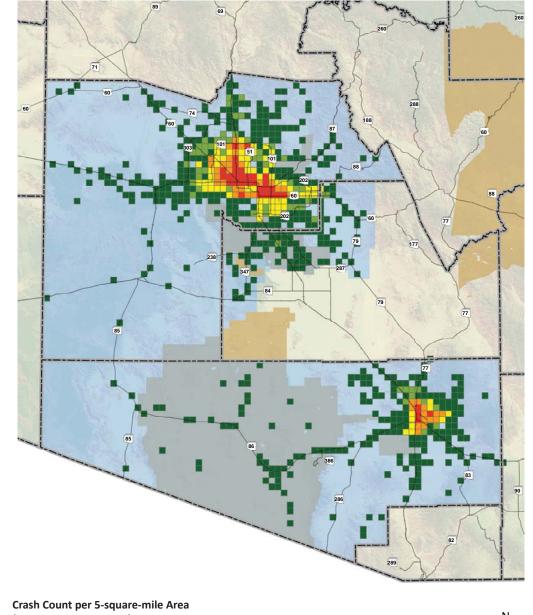


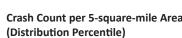




Alcohol Involved Crash Distribution | 2005-2012

Density of Crashes in MAG/PAG TMA Regions







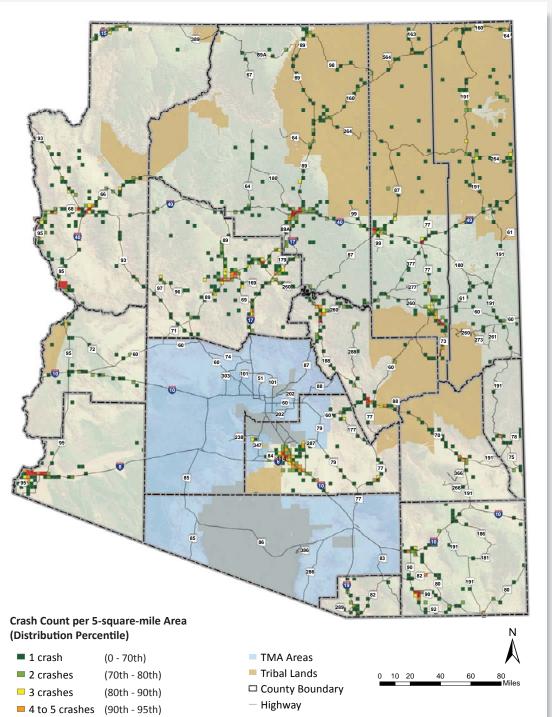
■ 6 to 9 crashes (70th - 80th)

□ 10 to 19 crashes (80th - 90th)

20 to 31 crashes (90th - 95th)

■ 32 to 123 crashes (95th - 100th)

■ 6 to 28 crashes (95th - 100th)



Density of Crashes in non-TMA Regions

1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

TMA Areas

Tribal Lands

Highway

□ County Boundary

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.













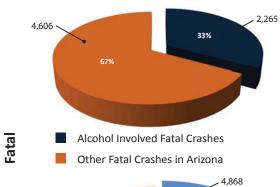
Total Alcohol Involved Serious Crashes by Year 2005-2012

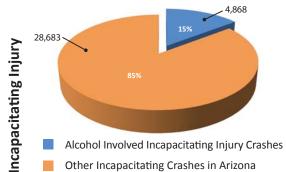
Year	Fatal	Incapacitating Injury
2005	256	704
2005	256	781
2006	335	747
2007	357	678
2008	320	624
2009	251	573
2010	240	505
2011	254	488
2012	252	472
Total	2,265	4,868

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	1,049	5,212
2006	1,126	4,934
2007	952	4,860
2008	843	4,133
2009	709	3,738
2010	695	3,576
2011	755	3,589
2012	742	3,509
Total	6,871	33,551

Alcohol Involved Crashes Compared to Total Crashes in Arizona





Distracted Driver Crash Summary | 2005-2012

Distracted Driver Fatal and Incapacitating Injury Crash Statistics from 2005-2012

	Distracted Driver	Fa			ting Injury	To	tal	Number of C	Crashes				
	Distructed Direct	981	100%	7,289	100%	8,270	100%						
	Characteristics	_	ital	Incapacita			tal	0	2.000	4.000	6.000	0.000	10.00
		# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total	0	2,000	4,000	6,000	8,000	10,00
ر	Urban	398	40.6%	5,288	72.5%	5,686	68.8%						
acogi apilic	Rural	583	59.4%	2,001	27.5%	2,584	31.2%						
0	Highway	571	58.2%	2,853	39.1%	3,424	41.4%		<u> </u>			8,2	
	Other Road	410	41.8%	4,436	60.9%	4,846	58.6%					270	
	Tribal Land	98	10.0%	276	3.8%	374	4.5%					7	
decimenty	Intersection Related	211	21.5%	2,886	39.6%	3,097	37.4%					otal	
	Lane Departure	549	56.0%	2,244	30.8%	2,793	33.8%					12/	
	Work Zone	22	2.2%	150	2.1%	172	2.1%					Fatal	
	Young Driver (13-24)	303	30.9%	2,646	36.3%	2,949	35.7%					0/0	
	65 and Older	207	21.1%	1,292	17.7%	1,499	18.1%					and	
24 ·	Pedalcyclist Involved	24	2.4%	248	3.4%	272	3.3%		_				
-	Pedestrian Involved	88	9.0%	373	5.1%	461	5.6%					caj	
	Aggressive Driver	0	0.0%	2	0.0%	2	0.0%					Incapacitatin	
	Alcohol Involved	241	24.6%	831	11.4%	1,072	13.0%					ita	
	Distracted Driver	981	100.0%	7,289	100.0%	8,270	100.0%					tin	
2	Drug Involved	68	6.9%	108	1.5%	176	2.1%					9	
Dellavio	Impaired Driver	354	36.1%	1,363	18.7%	1,717	20.8%						
נ	Unhelmeted Motorcyclist	99	10.1%	480	6.6%	579	7.0%					Injury	
	No Restraint Used	521	53.1%	1,857	25.5%	2,378	28.8%					/D	
	Sleepy or Fatigued	97	9.9%	407	5.6%	504	6.1%					ist	
	Speeding Involved	418	42.6%	2,697	37.0%	3,115	37.7%					Distrac	
	Motorcycle Involved	182	18.6%	1,215	16.7%	1,397	16.9%					ted	
	Train Involved	2	0.2%	1	0.0%	3	0.0%					1 Dri	
,	Truck Involved	161	16.4%	707	9.7%	868	10.5%						
	Multiple Vehicle	542	55.2%	5,318	73.0%	5,860	70.9%					ver	
	Dust Related (Windy)	12	1.2%	24	0.3%	36	0.4%					Cras	
)	Wildlife/Animal Involved	1	0.1%	9	0.1%	10	0.1%					sh	
	Wet Weather	20	2.0%	161	2.2%	181	2.2%					hes	
	Dusk/ Dawn	76	7.7%	373	5.1%	449	5.4%						
j	Dark - No Light	68	6.9%	236	3.2%	304	3.7%						

²⁾ Urban versus Rural designation of crash occurrence is based on the 2010 U.S. Census designation of urbanized areas.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.









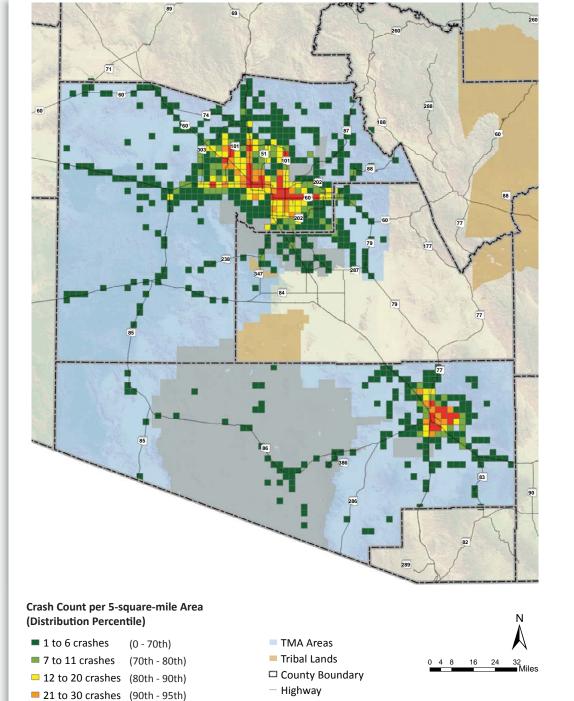




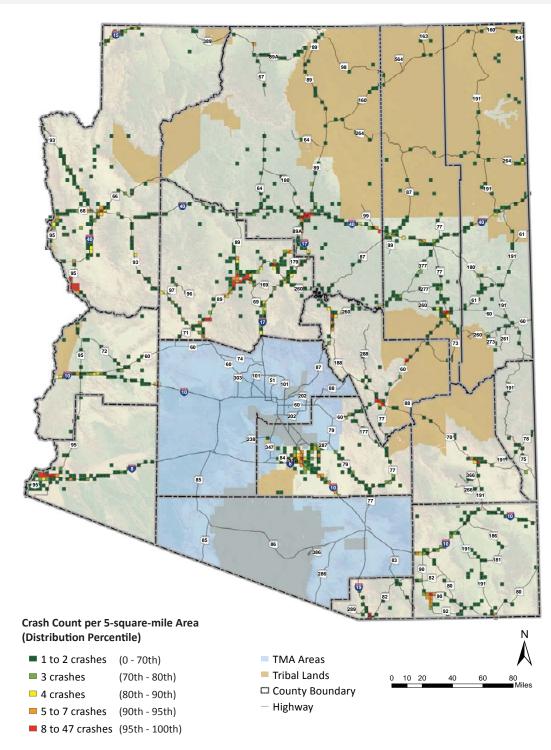


Distracted Driver Crash Distribution | 2005-2012





Density of Crashes in non-TMA Regions



1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.





■ 31 to 83 crashes (95th - 100th)











Total Distracted Driver Serious Crashes by Year 2005-2012

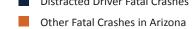
	=	
Year	Fatal	Incapacitating Injury
2005	165	1,241
2006	195	1,064
2007	152	1,142
2008	153	1,024
2009	99	762
2010	88	732
2011	69	720
2012	60	604
Total	981	7,289

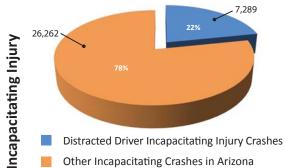
Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	1,049	5,212
2006	1,126	4,934
2007	952	4,860
2008	843	4,133
2009	709	3,738
2010	695	3,576
2011	755	3,589
2012	742	3,509
Total	6,871	33,551

Distracted Driver Crashes Compared to Total Crashes in Arizona







Drug Involved Crash Summary | 2005-2012

Drug Involved Fatal and Incapacitating Injury Crash Statistics from 2005-2012

1,200

Note: The graphs illustrate the number of Drug Involved crashes that also involved the graphed characteristic.

1,500

1,392 Total Fatal and Incapacitating Injury Drug Involved Crashes

	Characteristics Urban Rural Highway Other Road Tribal Land Intersection Related Lane Departure Work Zone Young Driver (13-24) 65 and Older Pedalcyclist Involved Pedestrian Involved Aggressive Driver Alcohol Involved Distracted Driver Unhelmeted Motorcyclist No Restraint Used Sleepy or Fatigued Speeding Involved Train Involved		tal		iting Injury	To		Number	of Crashes	,	
	Characteristics Urban Rural Highway Other Road Tribal Land Intersection Related Lane Departure Work Zone Young Driver (13-24) 65 and Older Pedalcyclist Involved Pedestrian Involved Aggressive Driver Alcohol Involved Distracted Driver Unhelmeted Motorcyclist No Restraint Used Sleepy or Fatigued Speeding Involved Motorcycle Involved	678	100%	714	100%	1,392	100%		The state of the s		
	Characteristics		tal		iting Injury	To					
		# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total	0	300	600	900
Ur	rban	441	65.0%	558	78.2%	999	71.8%				
Ru		237	35.0%	156	21.8%	393	28.2%				
Hi	-	205	30.2%	190	26.6%	395	28.4%				
		473	69.8%	524	73.4%	997	71.6%				
Tri	ibal Land	65	9.6%	21	2.9%	86	6.2%				
Int	tersection Related	183	27.0%	282	39.5%	465	33.4%				
Rucoumental Recometry Geographic Recometry Geographic Geographic Recometry Company of the Person I/Ne Geographic Recometry Com	ne Departure	334	49.3%	337	47.2%	671	48.2%				
W	ork Zone	7	1.0%	19	2.7%	26	1.9%				
Yo	oung Driver (13-24)	254	37.5%	310	43.4%	564	40.5%				
65	and Older	56	8.3%	46	6.4%	102	7.3%				
Pe	edalcyclist Involved	31	4.6%	16	2.2%	47	3.4%				
Pe	edestrian Involved	139	20.5%	64	9.0%	203	14.6%				
Ag	ggressive Driver	56	8.3%	42	5.9%	98	7.0%				
Ald	cohol Involved	371	54.7%	218	30.5%	589	42.3%				
Dis	stracted Driver	68	10.0%	108	15.1%	176	12.6%				
Dr	rug Involved	678	100.0%	714	100.0%	1,392	100.0%				
Im	npaired Driver	557	82.2%	682	95.5%	1,239	89.0%				
Ur	nhelmeted Motorcyclist	57	8.4%	29	4.1%	86	6.2%				
No	o Restraint Used	355	52.4%	286	40.1%	641	46.0%				
Sle	eepy or Fatigued	8	1.2%	18	2.5%	26	1.9%				
Sp	peeding Involved	295	43.5%	325	45.5%	620	44.5%				
M	otorcycle Involved	101	14.9%	76	10.6%	177	12.7%				
Tra	ain Involved	0	0.0%	0	0.0%	0	0.0%		_		
Tr	ruck Involved	76	11.2%	67	9.4%	143	10.3%				
M	ultiple Vehicle	451	66.5%	471	66.0%	922	66.2%				
Du	ust Related (Windy)	0	0.0%	1	0.1%	1	0.1%				
W	'ildlife/Animal Involved	1	0.1%	0	0.0%	1	0.1%				
W	et Weather	16	2.4%	22	3.1%	38	2.7%				
Dι	usk/ Dawn	47	6.9%	41	5.7%	88	6.3%				
	ark - No Light	98	14.5%	53	7.4%	151	10.8%				

¹⁾ The percentages shown in the table reflect the percent of Drug Involved crashes that also exhibit the characteristics being summarized.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.











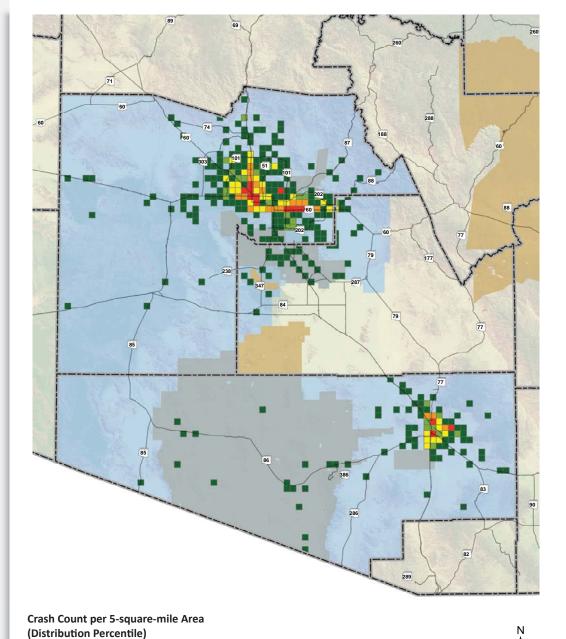




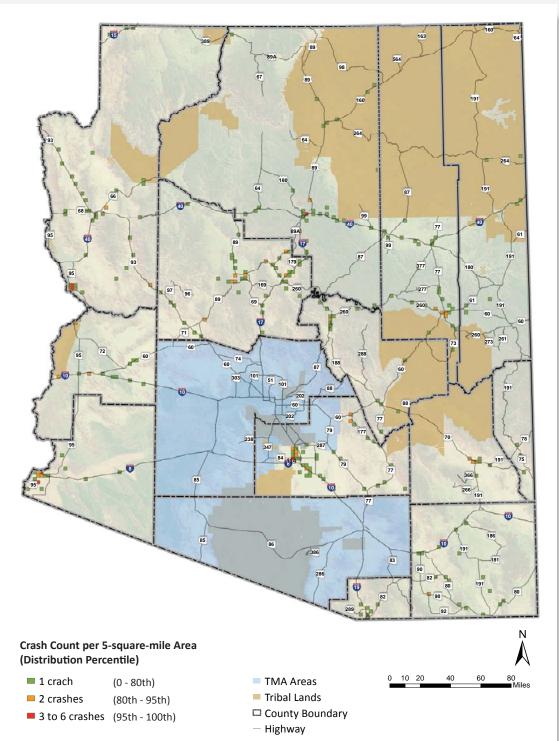
²⁾ Urban versus Rural designation of crash occurrence is based on the 2010 U.S. Census designation of urbanized areas.

Drug Involved Crash Distribution | 2005-2012





Density of Crashes in non-TMA Regions



1 to 3 crashes

5 to 7 crashes

8 to 10 crashes (90th - 95th)

■ 11 to 19 crashes (95th - 100th)

4 crashes

1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

TMA Areas

Tribal Lands

Highway

□ County Boundary

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.







(80th - 90th)









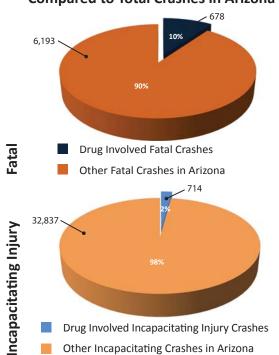
Total Drug Involved Serious Crashes by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	37	93
2006	59	86
2007	83	66
2008	86	54
2009	119	95
2010	85	102
2011	100	114
2012	109	104
Total	<i>678</i>	714

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	1,049	5,212
2006	1,126	4,934
2007	952	4,860
2008	843	4,133
2009	709	3,738
2010	695	3,576
2011	755	3,589
2012	742	3,509
Total	6,871	33,551

Drug Involved Crashes Compared to Total Crashes in Arizona



Impaired Driver Crash Summary | 2005-2012

Impaired Driver Fatal and Incapacitating Injury Crash Statistics from 2005-2012

	Impaired Driver	Fa	tal	Incapacita	ting Injury	To	tal	Number of	Crashes				
	inipalied briver	2,342	100%	6,184	100%	8,526	100%						
	Characteristics	Fa	tal	Incapacita	ting Injury	To	tal						
		# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total	0	2,000	4,000	6,000	8,000	10,000
ر	Urban	1,269	54.2%	4,397	71.1%	5,666	66.5%						
	Rural	1,073	45.8%	1,787	28.9%	2,860	33.5%						
Person Type Geometry Geograp	Highway	870	37.1%	2,074	33.5%	2,944	34.5%					80,15	
ָ כ		1,472	62.9%	4,110	66.5%	5,582	65.5%					526	
	Tribal Land	316	13.5%	265	4.3%	581	6.8%						
ינוץ	Intersection Related	499	21.3%	2,010	32.5%	2,509	29.4%					Total	
	Lane Departure	1,586	67.7%	3,510	56.8%	5,096	59.8%					7	
	Work Zone	35	1.5%	108	1.7%	143	1.7%					Fatal	
)	Young Driver (13-24)	867	37.0%	2,277	36.8%	3,144	36.9%					1 a	
Person Tyl	65 and Older	206	8.8%	563	9.1%	769	9.0%					and	
	Pedalcyclist Involved	27	1.2%	65	1.1%	92	1.1%					l j	
	Pedestrian Involved	122	5.2%	204	3.3%	326	3.8%					car	
	Aggressive Driver	162	6.9%	306	4.9%	468	5.5%					Incapacitating	
	Alcohol Involved	1,835	78.4%	4,287	69.3%	6,122	71.8%					ita	
	Distracted Driver	354	15.1%	1,363	22.0%	1,717	20.1%					tin	
5	Drug Involved	557	23.8%	682	11.0%	1,239	14.5%						
3	Impaired Driver	2,342	100.0%	6,184	100.0%	8,526	100.0%					Inju	
מ	Unhelmeted Motorcyclist	254	10.8%	502	8.1%	756	8.9%					Ş	
	No Restraint Used	1,491	63.7%	2,410	39.0%	3,901	45.8%					In	
	Sleepy or Fatigued	206	8.8%	856	13.8%	1,062	12.5%					Impa	
	Speeding Involved	1,293	55.2%	3,191	51.6%	4,484	52.6%					nired	
	Motorcycle Involved	401	17.1%	854	13.8%	1,255	14.7%					D D	
	Train Involved	2	0.1%	0	0.0%	2	0.0%						
ע א	Truck Involved	209	8.9%	438	7.1%	647	7.6%					rive	
	Multiple Vehicle	1,077	46.0%	3,174	51.3%	4,251	49.9%					Š	
	Dust Related (Windy)	10	0.4%	7	0.1%	17	0.2%					rashe	
	Wildlife/Animal Involved	5	0.2%	5	0.1%	10	0.1%					hes	
	Wet Weather	55	2.3%	146	2.4%	201	2.4%						
	Dusk/ Dawn	161	6.9%	376	6.1%	537	6.3%						
	Dark - No Light	258	11.0%	479	7.7%	737	8.6%						

Note: The graphs illustrate the number of Impaired Driver crashes that also involved the graphed characteristic.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.











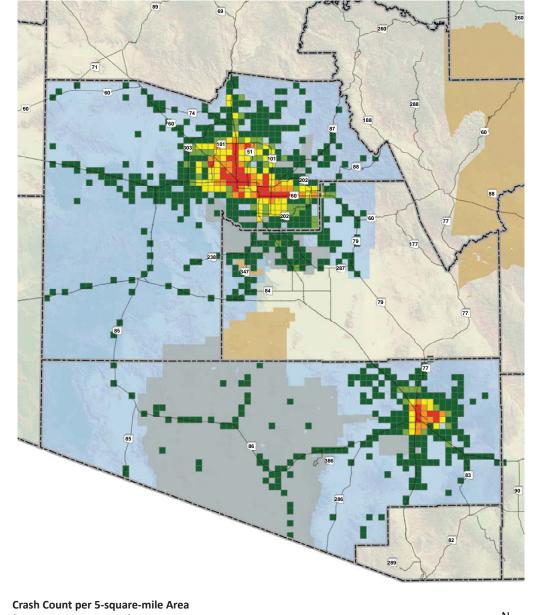




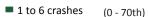
²⁾ Urban versus Rural designation of crash occurrence is based on the 2010 U.S. Census designation of urbanized areas.

Impaired Driver Crash Distribution | 2005-2012

Density of Crashes in MAG/PAG TMA Regions



(Distribution Percentile)



■ 7 to 10 crashes (70th - 80th)

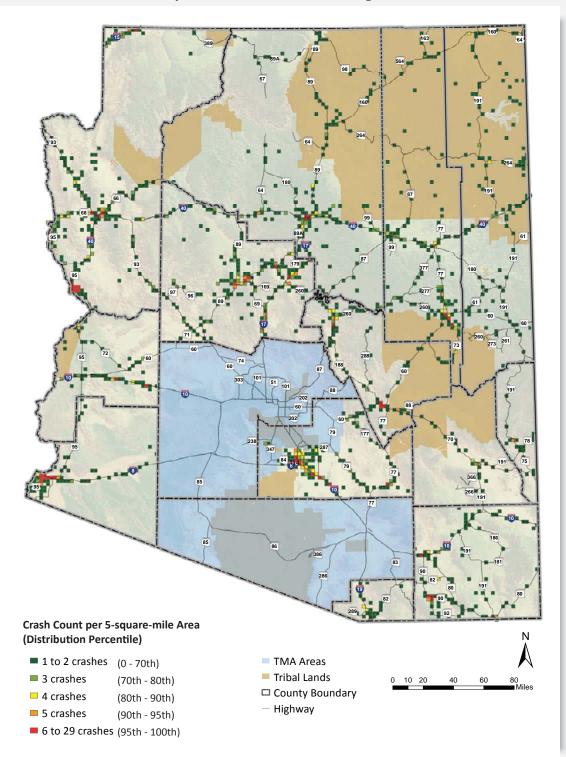
■ 11 to 22 crashes (80th - 90th) **23** to 31 crashes (90th - 95th)

■ 32 to 121 crashes (95th - 100th)

TMA Areas Tribal Lands □ County Boundary

Highway

Density of Crashes in non-TMA Regions



1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.















Total Impaired Driver Serious Crashes by Year 2005-2012

Year	Fatal	Incapacitating Injury
2007	205	250
2005	285	959
2006	339	880
2007	365	846
2008	331	751
2009	264	759
2010	236	660
2011	254	688
2012	268	641
Total	2,342	6,184

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	1,049	5,212
2006	1,126	4,934
2007	952	4,860
2008	843	4,133
2009	709	3,738
2010	695	3,576
2011	755	3,589
2012	742	3,509
Total	6,871	33,551

Impaired Driver Crashes Compared to Total Crashes in Arizona





Impaired Driver Incapacitating Injury Crashes

Unhelmeted Motorcyclist Crash Summary | 2005-2012

Unhelmeted Motorcyclist Fatal and Incapacitating Injury Crash Statistics from 2005-2012

	Unhelmeted Motorcyclist	Fa	ıtal	Incapacita	ting Injury	To	otal	Number	of Crashes						
	Office infected wiotorcyclist	572	100%	2,426	100%	2,998	100%								
	Characteristics	Fa	ıtal	Incapacita	ting Injury	To	otal	,					,		
	Characteristics	# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total	0	500	1,000	1,500	2,000	2,500	3,000	3,500
,	Urban	392	68.5%	1,812	74.7%	2,204	73.5%								
deogi apilic	Rural	180	31.5%	614	25.3%	794	26.5%							2,5	
200	Highway	166	29.0%	618	25.5%	784	26.2%							998	
	Other Road	406	71.0%	1,808	74.5%	2,214	73.8%								
	Tribal Land	10	1.7%	33	1.4%	43	1.4%							Tota	
	Intersection Related	197	34.4%	875	36.1%	1,072	35.8%							l Fa	
	Lane Departure	275	48.1%	891	36.7%	1,166	38.9%							ata .	
geometry	Work Zone	12	2.1%	52	2.1%	64	2.1%							1 a	
)	Young Driver (13-24)	134	23.4%	604	24.9%	738	24.6%							nd	
<u>^</u>	65 and Older	80	14.0%	251	10.3%	331	11.0%							Inc	
Person Type	Pedalcyclist Involved	0	0.0%	6	0.2%	6	0.2%							cap	
ר ח	Pedestrian Involved	5	0.9%	11	0.5%	16	0.5%	j						apac	
	Aggressive Driver	14	2.4%	69	2.8%	83	2.8%							ita	
	Alcohol Involved	224	39.2%	465	19.2%	689	23.0%							ting	
	Distracted Driver	99	17.3%	480	19.8%	579	19.3%							g /	
5	Drug Involved	57	10.0%	29	1.2%	86	2.9%							מלי	
Dellaviol	Impaired Driver	254	44.4%	502	20.7%	756	25.2%							Ş	
מ	Unhelmeted Motorcyclist	572	100.0%	2,426	100.0%	2,998	100.0%							9	
	No Restraint Used	572	100.0%	2,426	100.0%	2,998	100.0%					,		75	
	Sleepy or Fatigued	3	0.5%	6	0.2%	9	0.3%							eln	
	Speeding Involved	222	38.8%	932	38.4%	1,154	38.5%							lmet	
	Motorcycle Involved	572	100.0%	2,426	100.0%	2,998	100.0%			'		'		ed	
ב	Train Involved	0	0.0%	0	0.0%	0	0.0%							3	
ב ע	Truck Involved	26	4.5%	74	3.1%	100	3.3%							otc	
	Multiple Vehicle	316	55.2%	1,285	53.0%	1,601	53.4%							orc	
	Dust Related (Windy)	6	1.0%	12	0.5%	18	0.6%							torcyclist	
	Wildlife/Animal Involved	12	2.1%	34	1.4%	46	1.5%	Ö						st (
	Wet Weather	4	0.7%	17	0.7%	21	0.7%	Ī						Crc	
	Dusk/ Dawn	29	5.1%	132	5.4%	161	5.4%							rashe	
	Dark - No Light	34	5.9%	86	3.5%	120	4.0%							es	

Note: The graphs illustrate the number of Unhelmeted Motorcyclist crashes that also involved the graphed characteristic.

2) Urban versus Rural designation of crash occurrence is based on the 2010 U.S. Census designation of urbanized areas.









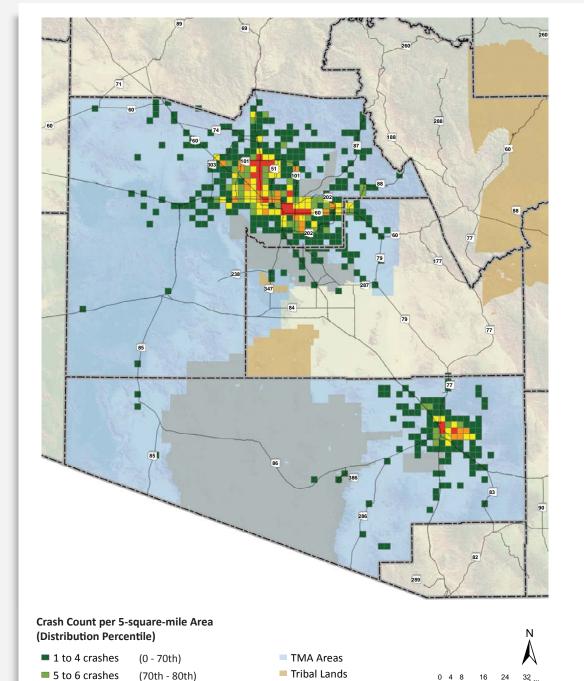




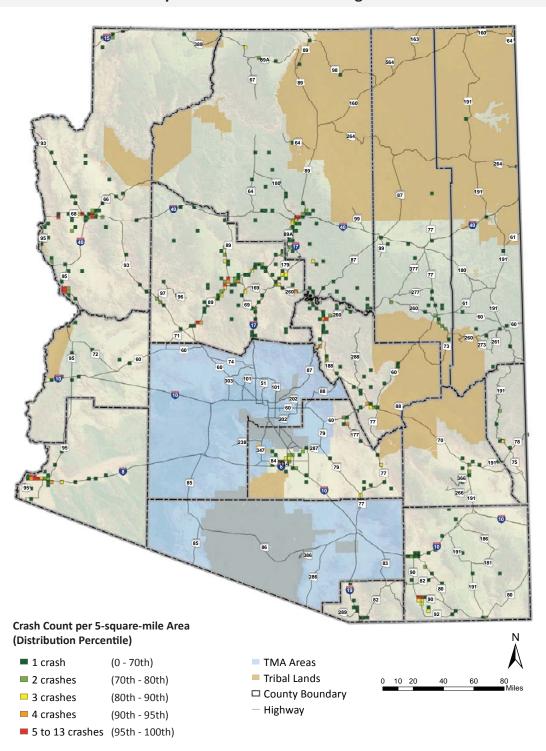


Unhelmeted Motorcyclist Crash Distribution | 2005-2012

Density of Crashes in MAG/PAG TMA Regions



Density of Crashes in non-TMA Regions



1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

□ County Boundary

Highway

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.





7 to 10 crashes (80th - 90th)

■ 11 to 14 crashes (90th - 95th)

■ 15 to 55 crashes (95th - 100th)











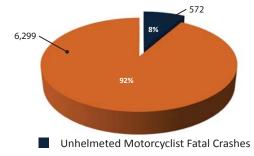
Total Unhelmeted Motorcyclist Serious Crashes by Year 2005-2012

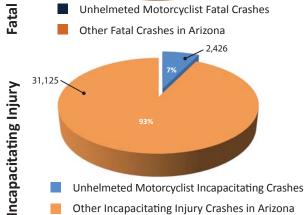
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Year	Fatal	Incapacitating Injury
2005	75	349
2006	88	347
2007	72	376
2008	76	352
2009	60	264
2010	51	250
2011	77	240
2012	73	248
Total	572	2.426

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	1,049	5,212
2006	1,126	4,934
2007	952	4,860
2008	843	4,133
2009	709	3,738
2010	695	3,576
2011	755	3,589
2012	742	3,509
	6.074	22 554
Total	6,871	33,551

Unhelmeted Motorcyclist Crashes Compared to Total Crashes in Arizona





No Restraint Used Crash Summary | 2005-2012

No Restraint Used Fatal and Incapacitating Injury Crash Statistics from 2005-2012

	No Restraint Used	Fa	tal	Incapacita	ting Injury	То	tal	Numl	ber
No Restraint Osea		3,219	100%	8,533	100%	11,752	100%		
	Characteristics	Fa ⁻	tal	Incapacita	ting Injury	То	tal		
Urban Rural Highway Other Road Tribal Land Intersection Lane Depart Work Zone Young Drive 65 and Olde Pedalcyclist Pedestrian I Aggressive I Alcohol Invo Distracted I Drug Involve Impaired Dr Unhelmeted No Restrain Sleepy or Fa Speeding In Motorcycle Train Involv Truck Involv Multiple Ve Dust Related Wildlife/Ani Wet Weather	Cildiacteristics	# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total	0	
	Urban	1,577	49.0%	5,995	70.3%	7,572	64.4%		
	Rural	1,642	51.0%	2,538	29.7%	4,180	35.6%		
200	Highway	1,490	46.3%	2,836	33.2%	4,326	36.8%		
ם פ	Other Road	1,729	53.7%	5,697	66.8%	7,426	63.2%		
	Tribal Land	380	11.8%	314	3.7%	694	5.9%		
, .	Intersection Related	706	21.9%	3,212	37.6%	3,918	33.3%		
	Lane Departure	2,137	66.4%	3,663	42.9%	5,800	49.4%		
;	Work Zone	47	1.5%	154	1.8%	201	1.7%		
	Young Driver (13-24)	1,129	35.1%	3,439	40.3%	4,568	38.9%		
	65 and Older	389	12.1%	888	10.4%	1,277	10.9%		
	Pedalcyclist Involved	13	0.4%	62	0.7%	75	0.6%		
Person	Pedestrian Involved	98	3.0%	175	2.1%	273	2.3%	<u> </u>	
	Aggressive Driver	168	5.2%	313	3.7%	481	4.1%		
	Alcohol Involved	1,242	38.6%	1,883	22.1%	3,125	26.6%		
	Distracted Driver	521	16.2%	1,857	21.8%	2,378	20.2%		
	Drug Involved	355	11.0%	286	3.4%	641	5.5%		П
3	Impaired Driver	1,491	46.3%	2,410	28.2%	3,901	33.2%		
3	Unhelmeted Motorcyclist	572	17.8%	2,426	28.4%	2,998	25.5%		
	No Restraint Used	3,219	100.0%	8,533	100.0%	11,752	100.0%		
	Sleepy or Fatigued	121	3.8%	286	3.4%	407	3.5%		
Behavior	Speeding Involved	1,555	48.3%	3,490	40.9%	5,045	42.9%		
	Motorcycle Involved	605	18.8%	2,546	29.8%	3,151	26.8%		
	Train Involved	3	0.1%	0	0.0%	3	0.0%		
Behavior	Truck Involved	378	11.7%	756	8.9%	1,134	9.6%		
	Multiple Vehicle	1,494	46.4%	5,059	59.3%	6,553	55.8%		
	Dust Related (Windy)	24	0.7%	39	0.5%	63	0.5%		
	Wildlife/Animal Involved	14	0.4%	52	0.6%	66	0.6%	j	
Note the person Type Geographic Geographic Person Type Geographic Geographic Person Type Geographic Person Type Geographic Person Type Geographic Person Type Pers	Wet Weather	120	3.7%	205	2.4%	325	2.8%	Ĭ	
	Dusk/ Dawn	216	6.7%	508	6.0%	724	6.2%		
i	•	290	9.0%	434	5.1%	724	6.2%		



Note: The graphs illustrate the number of No Restraint Used crashes that also involved the graphed characteristic.

2) Urban versus Rural designation of crash occurrence is based on the 2010 U.S. Census designation of urbanized areas.









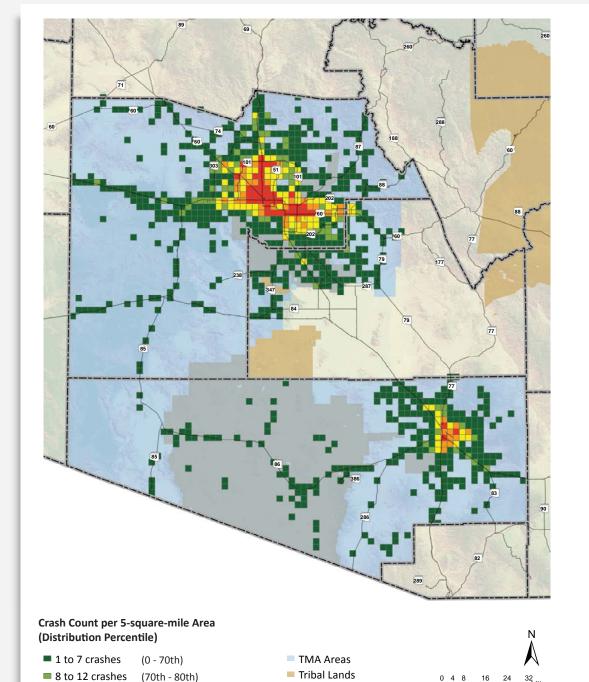




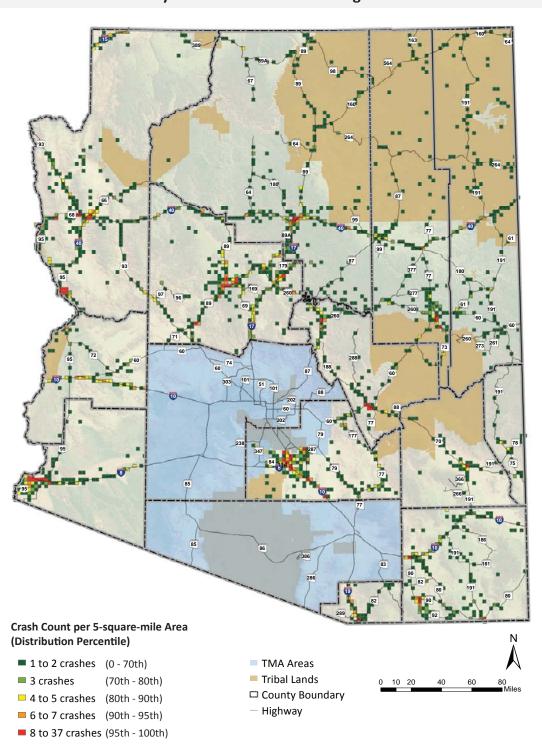


No Restraint Used Crash Distribution | 2005-2012

Density of Crashes in MAG/PAG TMA Regions



Density of Crashes in non-TMA Regions



1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

□ County Boundary

Highway

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.





□ 13 to 26 crashes (80th - 90th)

27 to 38 crashes (90th - 95th)

■ 39 to 165 crashes (95th - 100th)











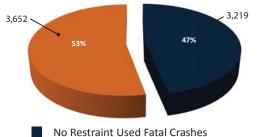
Total No Restraint Used Serious Crashes by Year 2005-2012

	-	
Year	Fatal	Incapacitating Injury
2005	F0F	1 510
2005	505	1,519
2006	586	1,358
2007	458	1,251
2008	408	1,054
2009	313	940
2010	300	854
2011	325	780
2012	324	777
Total	3,219	8,533

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	1,049	5,212
2006	1,126	4,934
2007	952	4,860
2008	843	4,133
2009	709	3,738
2010	695	3,576
2011	755	3,589
2012	742	3,509
Total	6,871	33,551

No Restraint Used Crashes Compared to Total Crashes in Arizona



No Restraint Used Fatal CrasheOther Fatal Crashes in Arizona

Fatal



Sleepy or Fatigued Crash Summary | 2005-2012

Sleepy or Fatigued Fatal and Incapacitating Injury Crash Statistics from 2005-2012

800

Note: The graphs illustrate the number of Sleepy or Fatigued crashes that also involved the graphed characteristic.

1,000

1,067 Tot<mark>al Fatal</mark> and Incapa<mark>citating Injury Sleepy o</mark>r Fatigued C<mark>rashes</mark>

1,200

Sleepy or Fatigued		Fa		Incapacita		To		Number	of Crashes		
	,	207	100%	860	100%	1,067	100%				
Cha	racteristics	Fa		Incapacita		To		0	200	400	
		# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total		200	400	· ·
Urban		27	13.0%	339	39.4%	366	34.3%				
Rural		180	87.0%	521	60.6%	701	65.7%		_		
Rural Highway Other Road		171	82.6%	559	65.0%	730	68.4%			_	
		36	17.4%	301	35.0%	337	31.6%				
Tribal Land		23	11.1%	50	5.8%	73	6.8%				
Intersection	n Related	13	6.3%	113	13.1%	126	11.8%				
Intersection Lane Depar Work Zone	ture	179	86.5%	664	77.2%	843	79.0%				
Work Zone		2	1.0%	5	0.6%	7	0.7%				
Young Drive	er (13-24)	81	39.1%	346	40.2%	427	40.0%				
65 and Old	·	31	15.0%	92	10.7%	123	11.5%				
Young Drive 65 and Olde Pedalcyclist Pedestrian		0	0.0%	8	0.9%	8	0.7%		-		
Pedestrian		3	1.4%	12	1.4%	15	1.4%	i			
Aggressive	Driver	3	1.4%	13	1.5%	16	1.5%				
Alcohol Inv		31	15.0%	93	10.8%	124	11.6%				
Distracted		97	46.9%	407	47.3%	504	47.2%				
		8	3.9%	18	2.1%	26	2.4%				
Impaired D		206	99.5%	856	99.5%	1,062	99.5%				
	d Motorcyclist	3	1.4%	6	0.7%	9	0.8%				
No Restrair	nt Used	121	58.5%	286	33.3%	407	38.1%				
Sleepy or F	atigued	207	100.0%	860	100.0%	1,067	100.0%				
Speeding Ir	nvolved	126	60.9%	468	54.4%	594	55.7%				
Motorcycle	e Involved	11	5.3%	16	1.9%	27	2.5%				
Train Involv	ved	0	0.0%	0	0.0%	0	0.0%				
Train Involv	ved	36	17.4%	99	11.5%	135	12.7%				
Multiple Ve	ehicle	60	29.0%	264	30.7%	324	30.4%				
Dust Relate	ed (Windy)	2	1.0%	2	0.2%	4	0.4%				
Wildlife/An	nimal Involved	0	0.0%	0	0.0%	0	0.0%				
Wet Weath	ner	3	1.4%	16	1.9%	19	1.8%				
Dusk/ Daw	n	23	11.1%	77	9.0%	100	9.4%				
Wildlife/An Wet Weath Dusk/ Daw		27	13.0%	78	9.1%	105	9.8%				

¹⁾ The percentages shown in the table reflect the percent of Sleepy or Fatigued crashes that also exhibit the characteristics being summarized.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.











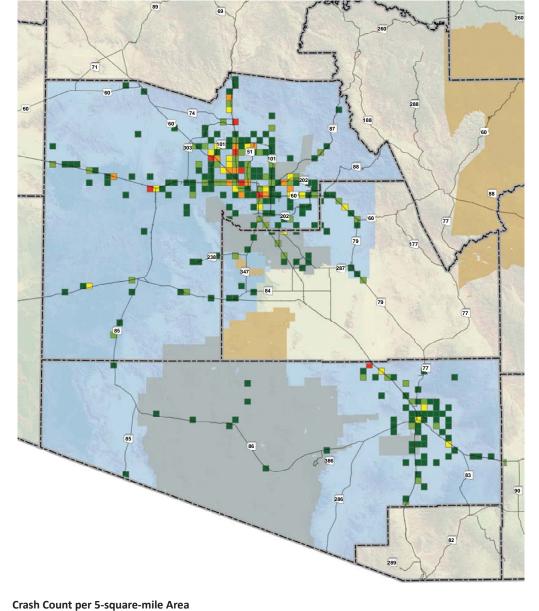




²⁾ Urban versus Rural designation of crash occurrence is based on the 2010 U.S. Census designation of urbanized areas.

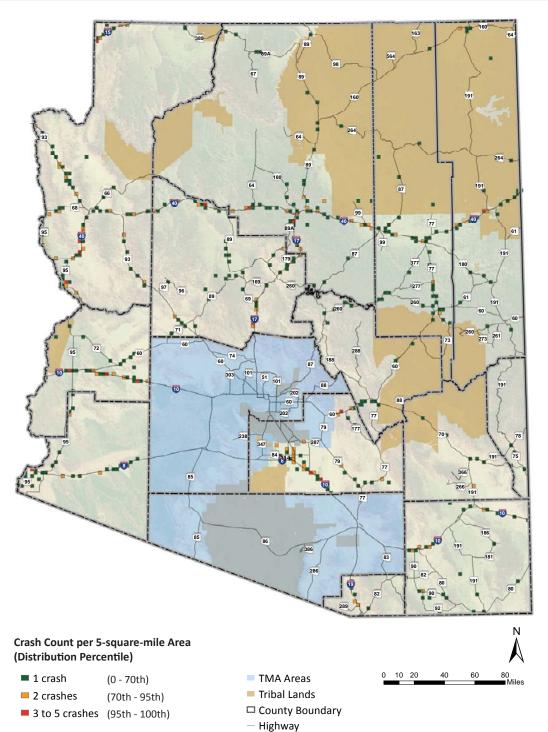
Sleepy or Fatigued Crash Distribution | 2005-2012











1 crash

2 crashes

3 crashes

4 crashes

1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

TMA Areas

Tribal Lands

Highway

□ County Boundary

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.





■ 5 to 14 crashes (95th - 100th)

(Distribution Percentile)

(0 - 70th)

(70th - 80th)

(80th - 90th)

(90th - 95th)











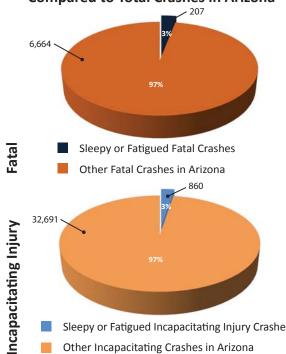
Total Sleepy or Fatigued Serious Crashes by Year 2005-2012

	•	
Year	Fatal	Incapacitating Injury
2005	46	130
2006	34	122
2007	27	149
2008	28	102
2009	21	113
2010	19	76
2011	13	94
2012	19	74
Total	207	860

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	1,049	5,212
2006	1,126	4,934
2007	952	4,860
2008	843	4,133
2009	709	3,738
2010	695	3,576
2011	755	3,589
2012	742	3,509
Total	6,871	33,551

Sleepy or Fatigued Crashes Compared to Total Crashes in Arizona



Sleepy or Fatigued Incapacitating Injury Crashes

Speeding Involved Crash Summary | 2005-2012

Speeding Involved Fatal and Incapacitating Injury Crash Statistics from 2005-2012

Speeding Involved	Fa	tal	Incapacita	ting Injury	To	tal	Number of	Crashes				
Speeding involved	2,524	100%	10,944	100%	13,468	100%						
Characteristics	Fa	tal	Incapacita	ting Injury	To	tal						
Characteristics	# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total	0	3,000	6,000	9,000	12,000	15,000
Urban	1,221	48.4%	7,475	68.3%	8,696	64.6%						
Rural		51.6%	3,469	31.7%	4,772	35.4%						1:
Highway		46.0%	4,476	40.9%	5,637	41.9%						8,4
Other Road		54.0%	6,468	59.1%	7,831	58.1%						88
Tribal Land	251	9.9%	431	3.9%	682	5.1%						77.
Intersection Related	412	16.3%	2,895	26.5%	3,307	24.6%						otal
Lane Departure	1,774	70.3%	5,066	46.3%	6,840	50.8%						Fc
Work Zone	47	1.9%	245	2.2%	292	2.2%						nta
Young Driver (13-24)	945	37.4%	4,417	40.4%	5,362	39.8%						l an
65 and Older	275	10.9%	1,171	10.7%	1,446	10.7%						nd
Pedalcyclist Involved	32	1.3%	85	0.8%	117	0.9%						Inc
Pedestrian Involved	99	3.9%	265	2.4%	364	2.7%						ар
Aggressive Driver	282	11.2%	920	8.4%	1,202	8.9%						aci
Alcohol Involved	1,064	42.2%	2,388	21.8%	3,452	25.6%						tat
Distracted Driver	418	16.6%	2,697	24.6%	3,115	23.1%						מוֹד
Drug Involved	295	11.7%	325	3.0%	620	4.6%						9 11
Impaired Driver	1,293	51.2%	3,191	29.2%	4,484	33.3%						nju
Unhelmeted Motorcyclist	222	8.8%	932	8.5%	1,154	8.6%						2
No Restraint Used	1,555	61.6%	3,490	31.9%	5,045	37.5%						Sp
Sleepy or Fatigued	126	5.0%	468	4.3%	594	4.4%						ee
Speeding Involved	2,524	100.0%	10,944	100.0%	13,468	100.0%						
Motorcycle Involved	446	17.7%	2,225	20.3%	2,671	19.8%						Q
Train Involved	1	0.0%	1	0.0%	2	0.0%						7
Truck Involved	272	10.8%	943	8.6%	1,215	9.0%						0/1
Multiple Vehicle	996	39.5%	6,098	55.7%	7,094	52.7%						'ed
Dust Related (Windy)	25	1.0%	64	0.6%	89	0.7%						Crc
Wildlife/Animal Involved	5	0.2%	22	0.2%	27	0.2%						nsh
Wet Weather	135	5.3%	505	4.6%	640	4.8%						es
Dusk/ Dawn	165	6.5%	626	5.7%	791	5.9%						
Dark - No Light	226	9.0%	566	5.2%	792	5.9%						
	Rural Highway Other Road Tribal Land Intersection Related Lane Departure Work Zone Young Driver (13-24) 65 and Older Pedalcyclist Involved Pedestrian Involved Aggressive Driver Alcohol Involved Distracted Driver Drug Involved Impaired Driver Unhelmeted Motorcyclist No Restraint Used Sleepy or Fatigued Speeding Involved Train Involved Truck Involved Multiple Vehicle Dust Related (Windy) Wildlife/Animal Involved Wet Weather Dusk/ Dawn	Characteristics (Fai # of Crashes Urban (Intersection Related (I	Characteristics Fatal # of Crashes % to total Rural 1,221 48.4% Rural 1,303 51.6% Highway 1,161 46.0% Other Road 1,363 54.0% Tribal Land 251 9.9% Intersection Related 412 16.3% Lane Departure 1,774 70.3% Work Zone 47 1.9% Young Driver (13-24) 945 37.4% 65 and Older 275 10.9% Pedalcyclist Involved 32 1.3% Pedestrian Involved 99 3.9% Aggressive Driver 282 11.2% Alcohol Involved 1,064 42.2% Distracted Driver 418 16.6% Drug Involved 295 11.7% Impaired Driver 1,293 51.2% Unhelmeted Motorcyclist 222 8.8% No Restraint Used 1,5555 61.6% Sleepy or Fatigued	Characteristics	Petal 1,00% 1,00							

Note: The graphs illustrate the number of Speeding Involved crashes that also involved the graphed characteristic.

2) Urban versus Rural designation of crash occurrence is based on the 2010 U.S. Census designation of urbanized areas.









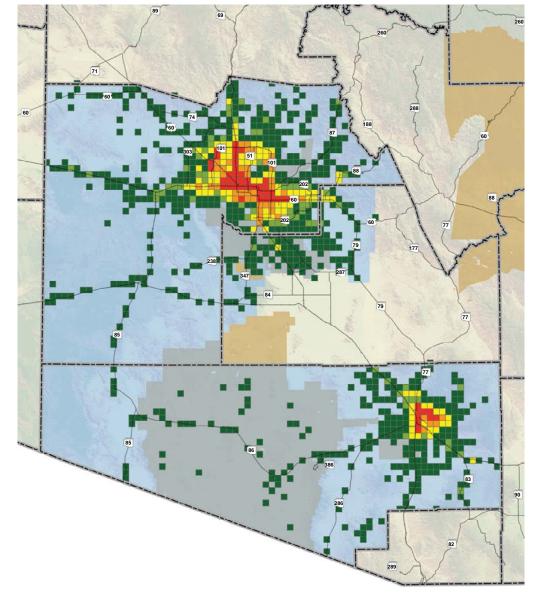






Speeding Involved Crash Distribution | 2005-2012

Density of Crashes in MAG/PAG TMA Regions



Crash Count per 5-square-mile Area

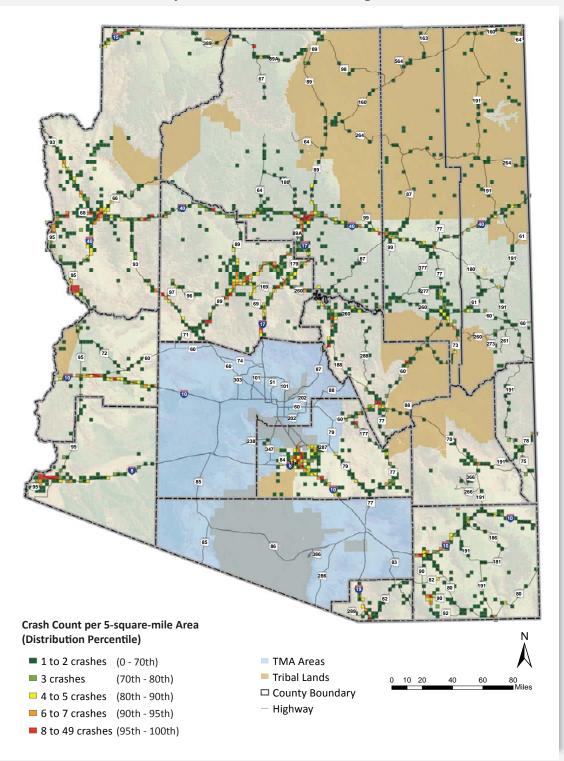


(Distribution Percentile)

- 8 to 12 crashes (70th 80th)
- 13 to 28 crashes (80th 90th)
- **29** to 44 crashes (90th 95th)
- 45 to 199 crashes (95th 100th)



Density of Crashes in non-TMA Regions



1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.















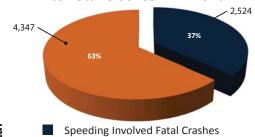
Total Speeding Involved Serious Crashes by Year 2005-2012

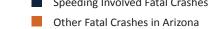
Year	Fatal	Incapacitating Injury
2005	408	1,671
2006	420	1,639
2007	384	1,655
2008	350	1,354
2009	245	1,207
2010	222	1,173
2011	251	1,115
2012	244	1,130
Total	2,524	10,944

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	1,049	5,212
2006	1,126	4,934
2007	952	4,860
2008	843	4,133
2009	709	3,738
2010	695	3,576
2011	755	3,589
2012	742	3,509
Total	6,871	33,551

Speeding Involved Crashes Compared to Total Crashes in Arizona







Motorcycle Involved Crash Summary | 2005-2012

Motorcycle Involved Fatal and Incapacitating Injury Crash Statistics from 2005-2012

	Motorcycle Involved	Fa	tal	Incapacita	ting Injury	To	tal	Numbe	r of Crashes					
	Motorcycle Involved	1,109	100%	5,920	100%	7,029	100%							
	Characteristics		tal	Incapacita	ting Injury	To	tal							
		Fatal	7,000	8,000										
ပ	Urban													
iphi	Rural												7,029 Total Fatal and Incapacitating Injury Motorcycle Involved Cra	
ogra	Highway												0,0	8,000
Š	Other Road												29	
	Tribal Land	37	3.3%	115	1.9%	152	2.2%						70	
try	Intersection Related	369	33.3%	2,015	34.0%	2,384	33.9%						tal	
	Lane Departure	524	47.2%	2,137	36.1%	2,661	37.9%						Fa	8,000
Environmental Vehicle Behavior Person Type Geometry Geographic	Work Zone	24	2.2%	105	1.8%	129	1.8%						tai	
טע	Young Driver (13-24)	326	29.4%	1,734	29.3%	2,060	29.3%						9	8,000
<u> </u>	65 and Older	167	15.1%	698	11.8%	865	12.3%							
Sor	Pedalcyclist Involved	1	0.1%	18	0.3%	19	0.3%						nc	
ד ח	Pedestrian Involved	8	0.7%	40	0.7%	48	0.7%	ĺ					ap	
	Aggressive Driver	32	2.9%	153	2.6%	185	2.6%						acit	
	Alcohol Involved	334	30.1%	754	12.7%	1,088	15.5%						at	
	Distracted Driver	182	16.4%	1,215	20.5%	1,397	19.9%						ing	
<u>o</u>	Drug Involved	101	9.1%	76	1.3%	177	2.5%							
havior	Impaired Driver	401	36.2%	854	14.4%	1,255	17.9%						ij <u>u</u>	
pe	Unhelmeted Motorcyclist	572	51.6%	2,426	41.0%	2,998	42.7%							
	No Restraint Used	605	54.6%	2,546	43.0%	3,151	44.8%							
	Sleepy or Fatigued	11	1.0%	16	0.3%	27	0.4%						oto	
	Speeding Involved	446	40.2%	2,225	37.6%	2,671	38.0%							
	Motorcycle Involved	1,109	100.0%	5,920	100.0%	7,029	100.0%						'cle	
<u> </u>	Train Involved	0	0.0%	0	0.0%	0	0.0%							and Incapacitating Injury Motorcycle Involved
Ven	Truck Involved	69	6.2%	172	2.9%	241	3.4%						VO	
	Multiple Vehicle	655	59.1%	3,198	54.0%	3,853	54.8%							
5	Dust Related (Windy)	8	0.7%	25	0.4%	33	0.5%							
עווי	Wildlife/Animal Involved	15	1.4%	73	1.2%	88	1.3%						7	
	Wet Weather	6	0.5%	56	0.9%	62	0.9%						she	
<u> </u>	Dusk/ Dawn	71	6.4%	307	5.2%	378	5.4%						SS	
1	Dark - No Light	65	5.9%	214	3.6%	279	4.0%							

Note: The graphs illustrate the number of Motorcycle Involved crashes that also involved the graphed characteristic.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.











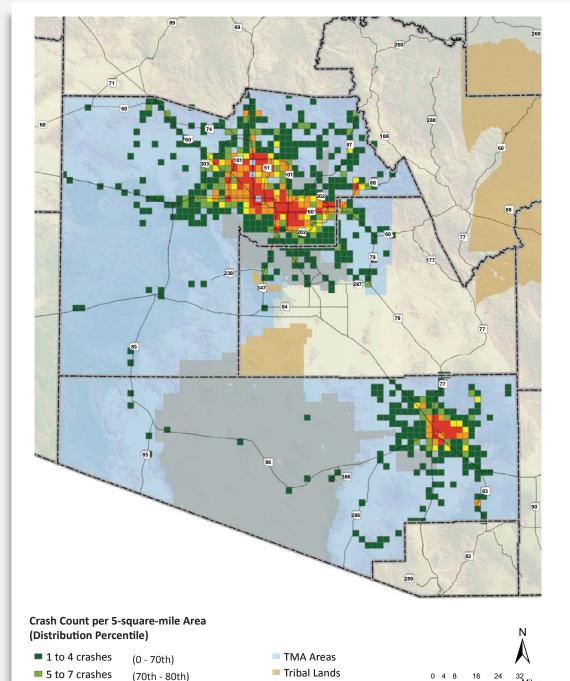




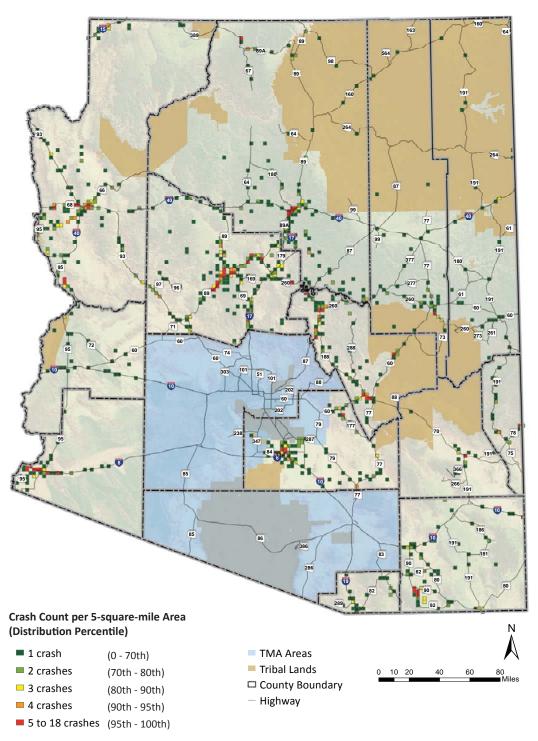
²⁾ Urban versus Rural designation of crash occurrence is based on the 2010 U.S. Census designation of urbanized areas.

Motorcycle Involved Crash Distribution | 2005-2012

Density of Crashes in MAG/PAG TMA Regions



Density of Crashes in non-TMA Regions



1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

□ County Boundary

Highway

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.





8 to 10 crashes (80th - 90th)

■ 11 to 18 crashes (90th - 95th)

■ 19 to 65 crashes (95th - 100th)











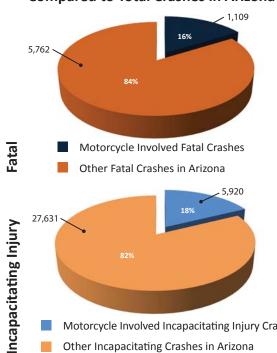
Total Motorcycle Involved Serious Crashes by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	143	724
2006	150	736
2007	143	835
2008	157	825
2009	129	729
2010	95	669
2011	148	664
2012	144	738
Total	1.109	5.920
iotai	1.109	3.3ZU

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	1,049	5,212
2006	1,126	4,934
2007	952	4,860
2008	843	4,133
2009	709	3,738
2010	695	3,576
2011	755	3,589
2012	742	3,509
Total	6,871	33,551

Motorcycle Involved Crashes Compared to Total Crashes in Arizona



Motorcycle Involved Incapacitating Injury Crashes

Arizona Strategic Highway Safety Plan Train Involved Crash Summary | 2005-2012

Train Involved Fatal and Incapacitating Injury Crash Statistics from 2005-2012

Train Involved	Fa	tal	Incapacita	ting Injury	To	otal	Number of	f Crashes				
Traili ilivolved	12	100%	10	100%	22	100%						
Characteristics	Fa	tal	Incapacita	ting Injury	To	otal		'	'	'		'
Cital acteristics	# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total	0	5	10	15	20	25
Urban	3	25.0%	9	90.0%	12	54.5%						
Rural Highway Other Road	9	75.0%	1	10.0%	10	45.5%						
Highway	2	16.7%	3	30.0%	5	22.7%						
Other Road	10	83.3%	7	70.0%	17	77.3%						22
Tribal Land	0	0.0%	0	0.0%	0	0.0%						70:
Intersection Related	1	8.3%	6	60.0%	7	31.8%						tal .
Intersection Related Lane Departure Work Zone	0	0.0%	0	0.0%	0	0.0%						Fa
Work Zone	0	0.0%	1	10.0%	1	4.5%						tal
Young Driver (13-24)	1	8.3%	2	20.0%	3	13.6%						ano
Young Driver (13-24) 65 and Older Pedalcyclist Involved Pedestrian Involved	3	25.0%	3	30.0%	6	27.3%						d :
Pedalcyclist Involved	0	0.0%	0	0.0%	0	0.0%						700
Pedestrian Involved	1	8.3%	0	0.0%	1	4.5%						2dk
Aggressive Driver	0	0.0%	1	10.0%	1	4.5%						Incapacit
Alcohol Involved	2	16.7%	0	0.0%	2	9.1%						\mathcal{O}
Distracted Driver	2	16.7%	1	10.0%	3	13.6%						rting
Drug Involved	0	0.0%	0	0.0%	0	0.0%		-				
Drug Involved Impaired Driver Unhelmeted Motorcyclist	2	16.7%	0	0.0%	2	9.1%						Injury
Unhelmeted Motorcyclist	0	0.0%	0	0.0%	0	0.0%						7
No Restraint Used	3	25.0%	0	0.0%	3	13.6%						rain
Sleepy or Fatigued	0	0.0%	0	0.0%	0	0.0%						2.
Speeding Involved	1	8.3%	1	10.0%	2	9.1%						74/
Motorcycle Involved	0	0.0%	0	0.0%	0	0.0%						0/0
Train Involved Truck Involved	12	100.0%	10	100.0%	22	100.0%						ed
Truck Involved	0	0.0%	1	10.0%	1	4.5%						Cras
Multiple Vehicle	1	8.3%	1	10.0%	2	9.1%						ast
Dust Related (Windy)	0	0.0%	0	0.0%	0	0.0%						hes
Wildlife/Animal Involved	0	0.0%	0	0.0%	0	0.0%						
Wet Weather	0	0.0%	0	0.0%	0	0.0%						
Dust Related (Windy) Wildlife/Animal Involved Wet Weather Dusk/ Dawn	1	8.3%	1	10.0%	2	9.1%						
Dark - No Light	1	8.3%	0	0.0%	1	4.5%						

Note: The graphs illustrate the number of Train Involved crashes that also involved the graphed characteristic.

2) Urban versus Rural designation of crash occurrence is based on the 2010 U.S. Census designation of urbanized areas.















Train Involved Crash Distribution | 2005-2012

Density of Crashes in MAG/PAG TMA Regions Density of Crashes in non-TMA Regions Crash Count per 5-square-mile Area Crash Count per 5-square-mile Area (Distribution Percentile) (Distribution Percentile) ■ 1 crash (0 - 80th) TMA Areas ■ 1 crash (0 - 100th) TMA Areas Tribal Lands Tribal Lands 2 crashes (80th - 100th) □ County Boundary □ County Boundary Highway Highway

- 1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.
- 2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.















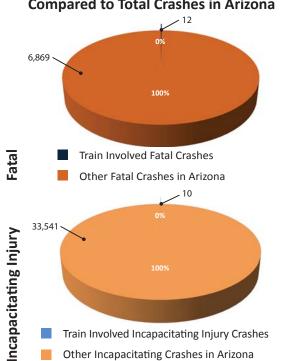
Total Train Involved Serious Crashes by Year 2005-2012

~	, .ca. 2005 20	
Year	Fatal	Incapacitating Injury
2005	2	0
2006	3	1
2007	0	0
2008	0	3
2009	2	2
2010	3	2
2011	2	1
2012	0	1
Total	12	10

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	1,049	5,212
2006	1,126	4,934
2007	952	4,860
2008	843	4,133
2009	709	3,738
2010	695	3,576
2011	755	3,589
2012	742	3,509
Total	6,871	33,551

Train Involved Crashes Compared to Total Crashes in Arizona



Truck Involved Crash Summary | 2005-2012

Truck Involved Fatal and Incapacitating Injury Crash Statistics from 2005-2012

	Truck Involved		tal	Incapacita		To		Number	of Crashes						
		853	100%	2,788	100%	3,641	100%								
	Characteristics	Fa		Incapacita		To		0	600	1 200	1 000	2.400	2.000	2.00	4 20/
	_	# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total	0	600	1,200	1,800	2,400	3,000	3,600	4,200
ပ္	Urban	403	47.2%	1,986	71.2%	2,389	65.6%								
Geographic	Rural	450	52.8%	802	28.8%	1,252	34.4%							ω	
ogr	Highway	525	61.5%	1,155	41.4%	1,680	46.1%							,641	
ט כ	Other Road	328	38.5%	1,633	58.6%	1,961	53.9%							11	
	Tribal Land	82	9.6%	116	4.2%	198	5.4%							70	
5	Intersection Related	215	25.2%	1,197	42.9%	1,412	38.8%							tal	
<u> </u>	Lane Departure	334	39.2%	744	26.7%	1,078	29.6%							T	
o o	Work Zone	17	2.0%	68	2.4%	85	2.3%			_				atal	
ע	Young Driver (13-24)	184	21.6%	745	26.7%	929	25.5%							2	
) }	65 and Older	160	18.8%	489	17.5%	649	17.8%							ınd	
	Pedalcyclist Involved	31	3.6%	101	3.6%	132	3.6%							Inc	
5	Pedestrian Involved	112	13.1%	157	5.6%	269	7.4%							Incapacitating	
	Aggressive Driver	44	5.2%	79	2.8%	123	3.4%							aci	
	Alcohol Involved	163	19.1%	270	9.7%	433	11.9%							ta	
	Distracted Driver	161	18.9%	707	25.4%	868	23.8%							tin	
	Drug Involved	76	8.9%	67	2.4%	143	3.9%							1.7	
	Impaired Driver	209	24.5%	438	15.7%	647	17.8%							Injury	
	Unhelmeted Motorcyclist	26	3.0%	74	2.7%	100	2.7%							Ş	
	No Restraint Used	378	44.3%	756	27.1%	1,134	31.1%							'	
	Sleepy or Fatigued	36	4.2%	99	3.6%	1,134	3.7%			_				Truck	
	Speeding Involved	272	31.9%	943	33.8%	1,215	33.4%							k .	
														Involv	
,	Motorcycle Involved	69	8.1%	172	6.2%	241	6.6%								
	Train Involved	0	0.0%	1	0.0%	1	0.0%							ed	
•	Truck Involved	853	100.0%	2,788	100.0%	3,641	100.0%							5	
	Multiple Vehicle	768	90.0%	2,528	90.7%	3,296	90.5%							rası	
	Dust Related (Windy)	11	1.3%	26	0.9%	37	1.0%							hes	
	Wildlife/Animal Involved	1	0.1%	5	0.2%	6	0.2%							"	
	Wet Weather	23	2.7%	70	2.5%	93	2.6%								
	Dusk/ Dawn	48	5.6%	138	4.9%	186	5.1%								
ū	Dark - No Light	95	11.1%	142	5.1%	237	6.5%								









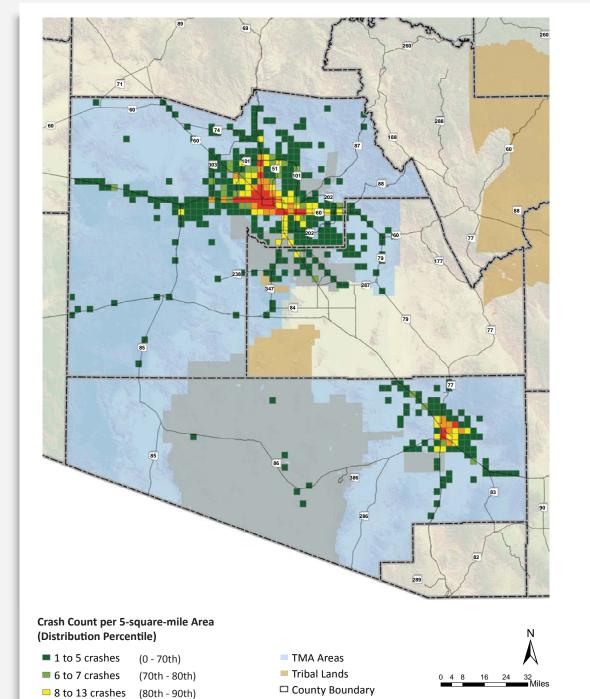




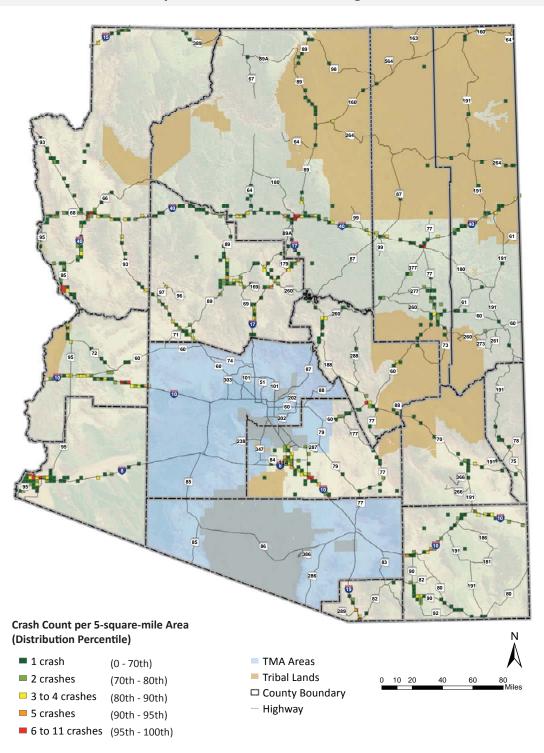


Truck Involved Crash Distribution | 2005-2012

Density of Crashes in MAG/PAG TMA Regions



Density of Crashes in non-TMA Regions



1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

Highway

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.





■ 14 to 19 crashes (90th - 95th)

■ 20 to 58 crashes (95th - 100th)











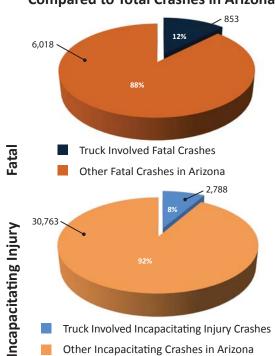
Total Truck Involved Serious Crashes by Year 2005-2012

	·, .caccc	
Year	Fatal	Incapacitating Injury
2005	119	367
2006	138	335
2007	97	309
2008	95	241
2009	105	392
2010	90	375
2011	109	406
2012	100	363
Total	<i>853</i>	2,788

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	1.040	5 242
2005	1,049	5,212
2006	1,126	4,934
2007	952	4,860
2008	843	4,133
2009	709	3,738
2010	695	3,576
2011	755	3,589
2012	742	3,509
Total	6,871	33,551

Truck Involved Crashes Compared to Total Crashes in Arizona



Multiple Vehicle Crash Summary | 2005-2012

Multiple Vehicle Fatal and Incapacitating Injury Crash Statistics from 2005-2012

Characteristics Dan Tal Thway There Road Dal Land Dersection Related The Departure The D	4,034 Fa # of Crashes 2,796 1,238 1,532 2,502 397 1,452 975 67 1,318 966	100% tal % to total 69.3% 30.7% 38.0% 62.0% 9.8% 36.0% 24.2% 1.7% 32.7%	24,550 Incapacita # of Crashes 21,739 2,811 5,503 19,047 492 13,783 3,296 429	100% Iting Injury % to total 88.5% 11.5% 22.4% 77.6% 2.0% 56.1% 13.4%	28,584 To # of Crashes 24,535 4,049 7,035 21,549 889 15,235	100% etal % to total 85.8% 14.2% 24.6% 75.4% 3.1%	0	5,000	10,000	15,000	20,000	25,000	30,000	35,000
pan ral hway ner Road pal Land ersection Related ne Departure ork Zone ung Driver (13-24)	# of Crashes 2,796 1,238 1,532 2,502 397 1,452 975 67 1,318	% to total 69.3% 30.7% 38.0% 62.0% 9.8% 36.0% 24.2% 1.7%	# of Crashes 21,739 2,811 5,503 19,047 492 13,783 3,296	% to total 88.5% 11.5% 22.4% 77.6% 2.0% 56.1%	# of Crashes 24,535 4,049 7,035 21,549 889	% to total 85.8% 14.2% 24.6% 75.4%	0	5,000	10,000	15,000	20,000	25,000	30,000	35,000
pan ral hway ner Road pal Land ersection Related ne Departure ork Zone ung Driver (13-24)	2,796 1,238 1,532 2,502 397 1,452 975 67	69.3% 30.7% 38.0% 62.0% 9.8% 36.0% 24.2% 1.7%	21,739 2,811 5,503 19,047 492 13,783 3,296	88.5% 11.5% 22.4% 77.6% 2.0% 56.1%	24,535 4,049 7,035 21,549 889	85.8% 14.2% 24.6% 75.4%	0	5,000	10,000	15,000	20,000	25,000	30,000	35,000
ral hway ner Road pal Land ersection Related ne Departure ork Zone ung Driver (13-24)	1,238 1,532 2,502 397 1,452 975 67 1,318	30.7% 38.0% 62.0% 9.8% 36.0% 24.2% 1.7%	2,811 5,503 19,047 492 13,783 3,296	11.5% 22.4% 77.6% 2.0% 56.1%	4,049 7,035 21,549 889	14.2% 24.6% 75.4%								
hway ner Road pal Land ersection Related ne Departure ork Zone ung Driver (13-24)	1,532 2,502 397 1,452 975 67 1,318	38.0% 62.0% 9.8% 36.0% 24.2% 1.7%	5,503 19,047 492 13,783 3,296	22.4% 77.6% 2.0% 56.1%	7,035 21,549 889	24.6% 75.4%								
ner Road pal Land ersection Related persection Related Rel	2,502 397 1,452 975 67 1,318	62.0% 9.8% 36.0% 24.2% 1.7%	19,047 492 13,783 3,296	77.6% 2.0% 56.1%	21,549 889	75.4%								
pal Land ersection Related ne Departure ork Zone ung Driver (13-24)	397 1,452 975 67 1,318	9.8% 36.0% 24.2% 1.7%	492 13,783 3,296	2.0% 56.1%	889								28	
ersection Related le Departure lirk Zone lung Driver (13-24)	1,452 975 67 1,318	36.0% 24.2% 1.7%	13,783 3,296	56.1%		3.1%							3,5	
e Departure ork Zone ung Driver (13-24)	975 67 1,318	24.2% 1.7%	3,296		15,235								28,584	
ork Zone ung Driver (13-24)	67 1,318	1.7%		13.4%	==,===	53.3%							Tota	
ung Driver (13-24)	1,318		429		4,271	14.9%							al	
		32.7%		1.7%	496	1.7%							Fa	
and Older	966		9,548	38.9%	10,866	38.0%							l Fatal	
	300	23.9%	4,683	19.1%	5,649	19.8%							an	
dalcyclist Involved	191	4.7%	1,770	7.2%	1,961	6.9%							0	
destrian Involved	1,176	29.2%	2,908	11.8%	4,084	14.3%							nca	
gressive Driver	215	5.3%	731	3.0%	946	3.3%							and Incapacitating Injury Multiple	
ohol Involved	1,232	30.5%	2,835	11.5%	4,067	14.2%							Cit	
tracted Driver	542	13.4%	5,318	21.7%	5,860	20.5%							at	
ıg Involved	451	11.2%	471	1.9%	922	3.2%							ing	
paired Driver	1,077	26.7%	3,174	12.9%	4,251	14.9%							15	
helmeted Motorcyclist	316	7.8%	1,285	5.2%	1,601	5.6%		_					Ju.	
Restraint Used	1,494	37.0%	5,059	20.6%	6,553	22.9%							5	
epy or Fatigued	60	1.5%	264	1.1%	324	1.1%							3	
eeding Involved	996	24.7%	6,098	24.8%	7,094	24.8%							ı/ti/	
torcycle Involved	655	16.2%	3,198	13.0%	3,853	13.5%							ole	
in Involved	1	0.0%	1	0.0%	2	0.0%		_					8	
ck Involved	768	19.0%	2,528	10.3%	3,296	11.5%							hia	
	4,034	100.0%	24,550	100.0%	28,584	100.0%								
Itiple Vehicle	22	0.5%	64	0.3%	86	0.3%							Crc	
		0.1%	10	0.0%	14	0.0%							ısh	
i <mark>ltiple Vehicle</mark> st Related (Windy)	4												es	
st Related (Windy) dlife/Animal Involved	4	2.7%												
i <mark>ltiple Vehicle</mark> st Related (Windy)	4 108	2.7% 6.5%	1,242		,									
in	Involved Involved iple Vehicle	Involved 1 k Involved 768 iple Vehicle 4,034 Related (Windy) 22	Involved 1 0.0% Involved 768 19.0% Iple Vehicle 4,034 100.0% Related (Windy) 22 0.5% Iife/Animal Involved 4 0.1%	Involved 1 0.0% 1 k Involved 768 19.0% 2,528 iple Vehicle 4,034 100.0% 24,550 Related (Windy) 22 0.5% 64 life/Animal Involved 4 0.1% 10 Weather 108 2.7% 649	Involved 1 0.0% 1 0.0% 1 0.0% 1 0.0% 1 0.0% 1 1 0.0% 1 1 0.0% 1 1 1 0.0% 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Involved 1 0.0% 1 0.0% 2 Involved 768 19.0% 2,528 10.3% 3,296 Inple Vehicle 4,034 100.0% 24,550 100.0% 28,584 Related (Windy) 22 0.5% 64 0.3% 86 Infe/Animal Involved 4 0.1% 10 0.0% 14 Weather 108 2.7% 649 2.6% 757	Involved 1 0.0% 1 0.0% 2 0.0% 2 1.5% 3,296 11.5% 3,296 11.5% 2,528 10.3% 3,296 11.5% 2,528 24,550 100.0% 28,584 100.0% 24,550 100.0% 28,584 100.0% 21.5% 22 0.5% 64 0.3% 86 0.3% 22 0.5% 100.0% 14 0.0% 24,550 2.6% 2.6% 2.6% 2.6% 2.6% 2.6%	Involved 1 0.0% 1 0.0% 2 0.0% 1 0.0% 3,296 11.5% 19.0% 2,528 10.3% 3,296 11.5% 19.0% 24,550 100.0% 28,584 100.0% 100.0% 100.0% 14 0.0% 100.0% 100.0% 14 0.0% 100.0% Weather 108 2.7% 649 2.6% 757 2.6%	Involved 1 0.0% 1 0.0% 2 0.0% 1 1.5% 3,296 11.5% 19.0% 24,550 100.0% 28,584 100.0% 11.5% 19.0% 22 0.5% 64 0.3% 86 0.3% 16.6/Animal Involved 4 0.1% 10 0.0% 14 0.0% Weather 108 2.7% 649 2.6% 757 2.6%	Involved 1 0.0% 1 0.0% 2 0.0% 1 1.5% 19.0% 2,528 10.3% 3,296 11.5% 19.0% 24,550 100.0% 28,584 100.0% 100.0% Related (Windy) 22 0.5% 64 0.3% 86 0.3% 16/e/Animal Involved 4 0.1% 10 0.0% 14 0.0% Weather 108 2.7% 649 2.6% 757 2.6%	Involved 1 0.0% 1 0.0% 2 0.0% 1 1.5% 19.0% 2,528 10.3% 3,296 11.5% 19.0% 24,550 100.0% 28,584 100.0%	Involved 1 0.0% 1 0.0% 2 0.0% 1 1.5% 19.0% 2,528 10.3% 3,296 11.5% 10.0% 24,550 100.0% 28,584 100.0% 1	Involved 1 0.0% 1 0.0% 2 0.0% 1 1.5% 19.0% 2,528 10.3% 3,296 11.5% 100.0% 24,550 100.0% 28,584 100.0% 100.0	Involved 1 0.0% 1 0.0% 2 0.0% 2 0.0% 3,296 11.5% 3,296

Note: The graphs illustrate the number of Multiple Vehicle crashes that also involved the graphed characteristic.

2) Urban versus Rural designation of crash occurrence is based on the 2010 U.S. Census designation of urbanized areas.









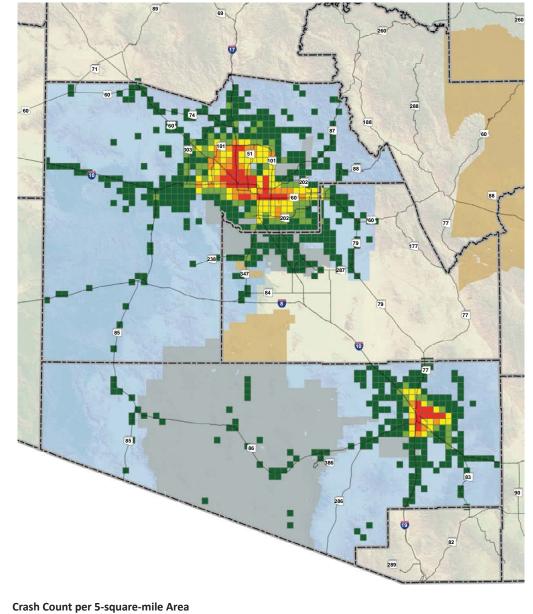


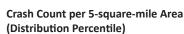




Multiple Vehicle Crash Distribution | 2005-2012

Density of Crashes in MAG/PAG TMA Regions





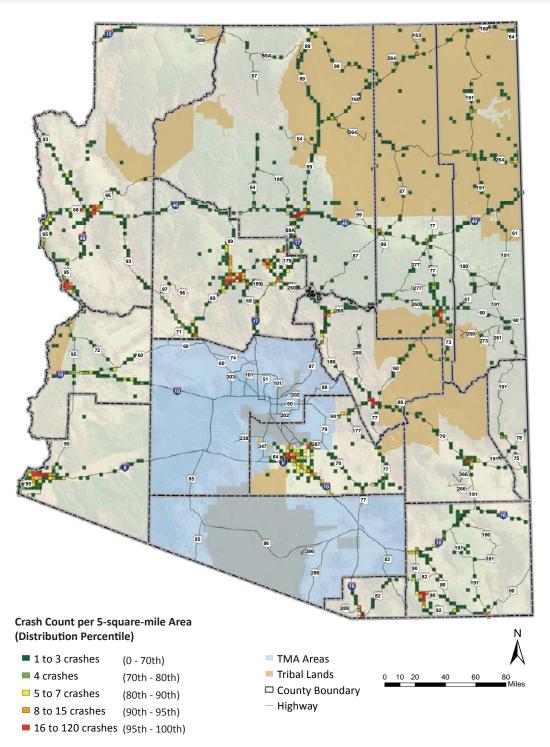


17 to 38 crashes (70th - 80th) 39 to 88 crashes

■ 89 to 150 crashes (90th - 95th)

■ 151 to 451 crashes (95th - 100th)

Density of Crashes in non-TMA Regions



1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

TMA Areas

Tribal Lands

- Highway

□ County Boundary

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.







(80th - 90th)









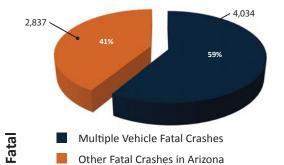
Total Multiple Vehicle Serious Crashes by Year 2005-2012

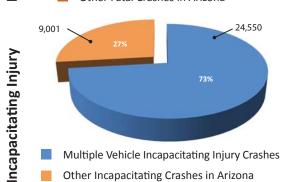
	•	
Year	Fatal	Incapacitating Injury
2005	634	3,927
2005	054	5,927
2006	691	3,644
2007	557	3,514
2008	473	2,976
2009	389	2,655
2010	415	2,598
2011	450	2,663
2012	425	2,573
Total	4.034	24.550

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury
	1 0 10	7 040
2005	1,049	5,212
2006	1,126	4,934
2007	952	4,860
2008	843	4,133
2009	709	3,738
2010	695	3,576
2011	755	3,589
2012	742	3,509
Total	6,871	33,551

Multiple Vehicle Crashes Compared to Total Crashes in Arizona

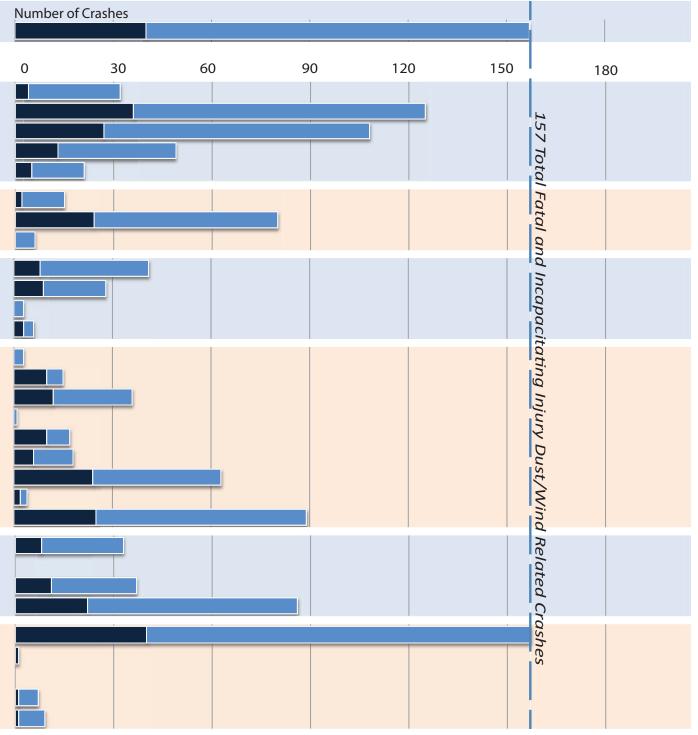




Dust/Wind Related Crash Summary | 2005-2012

Dust/Wind Related Fatal and Incapacitating Injury Crash Statistics from 2005-2012

	Dust/Wind Related	Fa	tal	Incapacita	ting Injury	То	tal	Number o	of Crashes	
	Dust/ Willa Related	40	100%	117	100%	157	100%			
	Characteristics	Fa	tal	Incapacita	ting Injury	То	tal			
	Cital acteristics	# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total	0	30	6
,	Urban	4	10.0%	28	23.9%	32	20.4%			
	Rural	36	90.0%	89	76.1%	125	79.6%			
	Highway	27	67.5%	81	69.2%	108	68.8%			
	Other Road	13	32.5%	36	30.8%	49	31.2%			
	Tribal Land	5	12.5%	16	13.7%	21	13.4%			
•	Intersection Related	2	5.0%	13	11.1%	15	9.6%			
	Lane Departure	24	60.0%	56	47.9%	80	51.0%			
	Work Zone	0	0.0%	6	5.1%	6	3.8%			
	Young Driver (13-24)	8	20.0%	33	28.2%	41	26.1%			
	65 and Older	9	22.5%	19	16.2%	28	17.8%			
	Pedalcyclist Involved	0	0.0%	3	2.6%	3	1.9%			
	Pedestrian Involved	3	7.5%	3	2.6%	6	3.8%			
	Aggressive Driver	0	0.0%	3	2.6%	3	1.9%			
	Alcohol Involved	10	25.0%	5	4.3%	15	9.6%			
	Distracted Driver	12	30.0%	24	20.5%	36	22.9%			
	Drug Involved	0	0.0%	1	0.9%	1	0.6%			
	Impaired Driver	10	25.0%	7	6.0%	17	10.8%			
	Unhelmeted Motorcyclist	6	15.0%	12	10.3%	18	11.5%			
	No Restraint Used	24	60.0%	39	33.3%	63	40.1%			
	Sleepy or Fatigued	2	5.0%	2	1.7%	4	2.5%			
	Speeding Involved	25	62.5%	64	54.7%	89	56.7%			
	Motorcycle Involved	8	20.0%	25	21.4%	33	21.0%			
	Train Involved	0	0.0%	0	0.0%	0	0.0%			
	Truck Involved	11	27.5%	26	22.2%	37	23.6%			
	Multiple Vehicle	22	55.0%	64	54.7%	86	54.8%			
	Dust Related (Windy)	40	100.0%	117	100.0%	157	100.0%			
	Wildlife/Animal Involved	1	2.5%	0	0.0%	1	0.6%			
	Wet Weather	0	0.0%	0	0.0%	0	0.0%			
	Dusk/ Dawn	1	2.5%	6	5.1%	7	4.5%			
	Dark - No Light	1	2.5%	8	6.8%	9	5.7%			



Note: The graphs illustrate the number of Dust/Wind Related crashes that also involved the graphed characteristic.

2) Urban versus Rural designation of crash occurrence is based on the 2010 U.S. Census designation of urbanized areas.







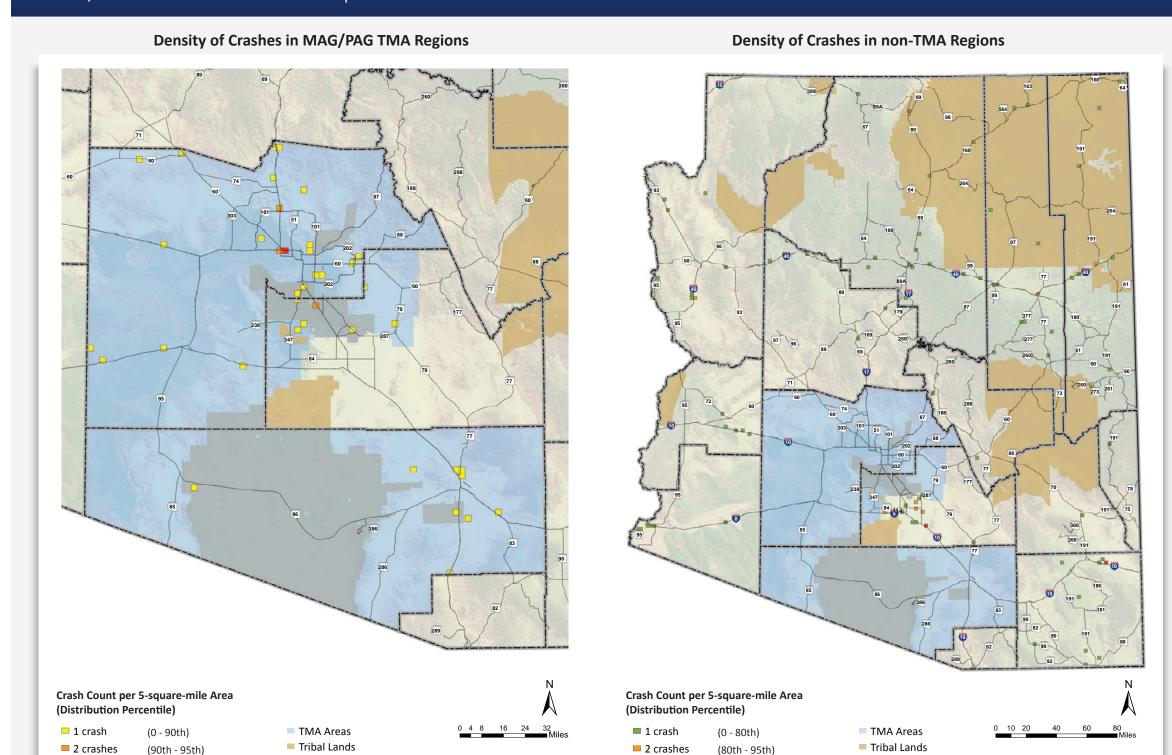








Dust/Wind Related Crash Distribution | 2005-2012



1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

Highway

□ County Boundary

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.

■ 3 to 8 crashes (95th - 100th)

□ County Boundary

Highway





■ 3 to 8 crashes (95th - 100th)











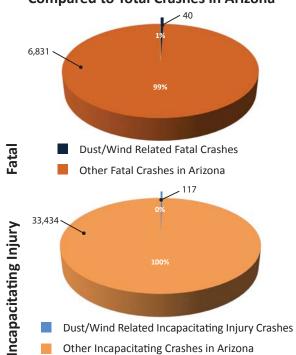
Total Dust/Wind Related Serious Crashes by Year 2005-2012

	,	
Year	Fatal	Incapacitating Injury
2005	4	6
2006	9	24
2007	7	19
2008	3	10
2009	7	19
2010	3	9
2011	3	16
2012	4	14
Tatal	40	117
Total	40	117

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	1,049	5,212
2006	1,126	4,934
2007	952	4,860
2008	843	4,133
2009	709	3,738
2010	695	3,576
2011	755	3,589
2012	742	3,509
Total	6,871	33,551

Dust/Wind Related Crashes Compared to Total Crashes in Arizona



Wildlife/Animal Involved Crash Summary | 2005-2012

Wildlife/Animal Involved Fatal and Incapacitating Injury Crash Statistics from 2005-2012

Wildlife/Animal Involved	Fat	tal	Incapacita	ting Injury	To	tal	Number	of Crashes				,
viidine, Ainiidi iiivoived	22	100%	146	100%	168	100%						
Characteristics	Fat	tal	Incapacita	ting Injury	Tot	tal						
	# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total	0	30	60	90	120	150
Urban	3	13.6%	24	16.4%	27	16.1%						
Rural Highway Other Road	19	86.4%	122	83.6%	141	83.9%						
Highway	16	72.7%	84	57.5%	100	59.5%						
Other Road	6	27.3%	62	42.5%	68	40.5%						
Tribal Land	6	27.3%	17	11.6%	23	13.7%						
Intersection Related	0	0.0%	7	4.8%	7	4.2%						
Lane Departure	0	0.0%	0	0.0%	0	0.0%						
Intersection Related Lane Departure Work Zone	0	0.0%	1	0.7%	1	0.6%						
Young Driver (13-24)	3	13.6%	21	14.4%	24	14.3%						
Young Driver (13-24) 65 and Older	1	4.5%	7	4.8%	8	4.8%		_				
Pedalcyclist Involved	0	0.0%	0	0.0%	0	0.0%						
Pedestrian Involved	0	0.0%	0	0.0%	0	0.0%						
Aggressive Driver	0	0.0%	1	0.7%	1	0.6%						
Alcohol Involved	4	18.2%	4	2.7%	8	4.8%						
Distracted Driver	1	4.5%	9	6.2%	10	6.0%						
Drug Involved	1	4.5%	0	0.0%	1	0.6%						
Impaired Driver	5	22.7%	5	3.4%	10	6.0%						
Drug Involved Impaired Driver Unhelmeted Motorcyclist	12	54.5%	34	23.3%	46	27.4%						
No Restraint Used	14	63.6%	52	35.6%	66	39.3%						
Sleepy or Fatigued	0	0.0%	0	0.0%	0	0.0%						
Speeding Involved	5	22.7%	22	15.1%	27	16.1%						
Motorcycle Involved	15	68.2%	73	50.0%	88	52.4%						
	0	0.0%	0	0.0%	0	0.0%						
Train Involved Truck Involved	1	4.5%	5	3.4%	6	3.6%						
Multiple Vehicle	4	18.2%	10	6.8%	14	8.3%						
Dust Related (Windy)	1	4.5%	0	0.0%	1	0.6%						
Wet Weather	22	100.0%	146	100.0%	168	100.0%						
Wet Weather	0	0.0%	0	0.0%	0	0.0%						
Dusk/ Dawn	1	4.5%	13	8.9%	14	8.3%						
Wet Weather Dusk/ Dawn Dark - No Light	7	31.8%	43	29.5%	50	29.8%						

Note: The graphs illustrate the number of Wildlife/Animal Involved crashes that also involved the graphed characteristic.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.















¹⁾ The percentages shown in the table reflect the percent of Wildlife/Animal Involved crashes that also exhibit the characteristics being summarized.

²⁾ Urban versus Rural designation of crash occurrence is based on the 2010 U.S. Census designation of urbanized areas.

Wildlife/Animal Involved Crash Distribution | 2005-2012

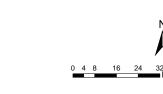
Density of Crashes in MAG/PAG TMA Regions Density of Crashes in non-TMA Regions

Crash Count per 5-square-mile Area (Distribution Percentile)

□ 1 crash (0 - 90th)

2 crashes (90th - 95th)

■ 3 crashes (95th - 100th)



(Distribution Percentile) 1 crash (0 - 90th) 2 crashes (90th - 95th) ■ 3 crashes (95th - 100th)

Crash Count per 5-square-mile Area

TMA Areas Tribal Lands □ County Boundary Highway

1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

□ County Boundary

TMA Areas

Tribal Lands

Highway

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.













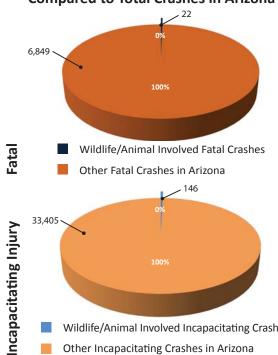
Total Wildlife/Animal Involved Serious Crashes by Year 2005-2012

Year	Fatal	Incapacitating Injury							
2005	3	20							
2006	2	18							
2007	5	21							
2008	1	19							
2009	4	23							
2010	1	16							
2011	2	11							
2012	4	18							
Total	22	1/16							

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	1,049	5,212
2006	1,126	4,934
2007	952	4,860
2008	843	4,133
2009	709	3,738
2010	695	3,576
2011	755	3,589
2012	742	3,509
Total	6,871	33,551

Wildlife/Animal Involved Crashes **Compared to Total Crashes in Arizona**



Wildlife/Animal Involved Incapacitating Crashes

Wet Weather Crash Summary | 2005-2012

Wet Weather Fatal and Incapacitating Injury Crash Statistics from 2005-2012

800

Note: The graphs illustrate the number of Wet Weather crashes that also involved the graphed characteristic.

1,000

1,200

1,205 Tot<mark>al Fata</mark>l and Incapa<mark>citating Injury Wet W</mark>eather Crash<mark>es</mark>

1,400

Wet Weather		Fat	tal	Incapacita	ting Injury	То	tal	Numbe	er of Crashes		
	vvet vvedtner	211	100%	994	100%	1,205	100%				
	Characteristics	Fat	tal	Incapacita	ting Injury	To	tal				
	Characteristics	# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total	0	200	400	
	Urban	88	41.7%	647	65.1%	735	61.0%				
	Rural	123	58.3%	347	34.9%	470	39.0%				
)	Highway	132	62.6%	425	42.8%	557	46.2%				
	Other Road	79	37.4%	569	57.2%	648	53.8%				
	Tribal Land	25	11.8%	33	3.3%	58	4.8%				
	Intersection Related	29	13.7%	331	33.3%	360	29.9%				
	Lane Departure	137	64.9%	435	43.8%	572	47.5%				
	Work Zone	4	1.9%	14	1.4%	18	1.5%				
	Young Driver (13-24)	65	30.8%	377	37.9%	442	36.7%				
l	65 and Older	40	19.0%	128	12.9%	168	13.9%				
ı	Pedalcyclist Involved	1	0.5%	31	3.1%	32	2.7%		_		
	Pedestrian Involved	36	17.1%	115	11.6%	151	12.5%				
	Aggressive Driver	4	1.9%	40	4.0%	44	3.7%				
	Alcohol Involved	57	27.0%	134	13.5%	191	15.9%				
	Distracted Driver	20	9.5%	161	16.2%	181	15.0%				
	Drug Involved	16	7.6%	22	2.2%	38	3.2%				
	Impaired Driver	55	26.1%	146	14.7%	201	16.7%				
	Unhelmeted Motorcyclist	4	1.9%	17	1.7%	21	1.7%				
	No Restraint Used	120	56.9%	205	20.6%	325	27.0%				
	Sleepy or Fatigued	3	1.4%	16	1.6%	19	1.6%			_	
	Speeding Involved	135	64.0%	505	50.8%	640	53.1%				
	Motorcycle Involved	6	2.8%	56	5.6%	62	5.1%				
ı	Train Involved	0	0.0%	0	0.0%	0	0.0%				
ı	Truck Involved	23	10.9%	70	7.0%	93	7.7%				
	Multiple Vehicle	108	51.2%	649	65.3%	757	62.8%				
	Dust Related (Windy)	0	0.0%	0	0.0%	0	0.0%				
	Wildlife/Animal Involved	0	0.0%	0	0.0%	0	0.0%				
	Wet Weather	211	100.0%	994	100.0%	1,205	100.0%				
	Dusk/ Dawn	10	4.7%	80	8.0%	90	7.5%				
	Dark - No Light	28	13.3%	67	6.7%	95	7.9%				

2) Urban versus Rural designation of crash occurrence is based on the 2010 U.S. Census designation of urbanized areas.









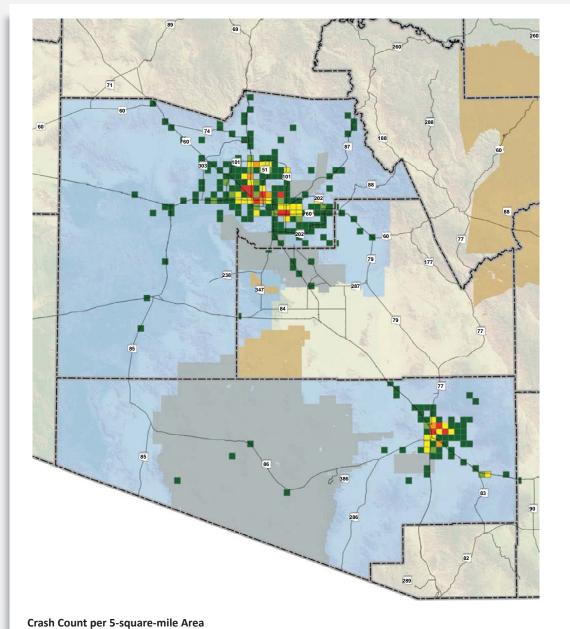




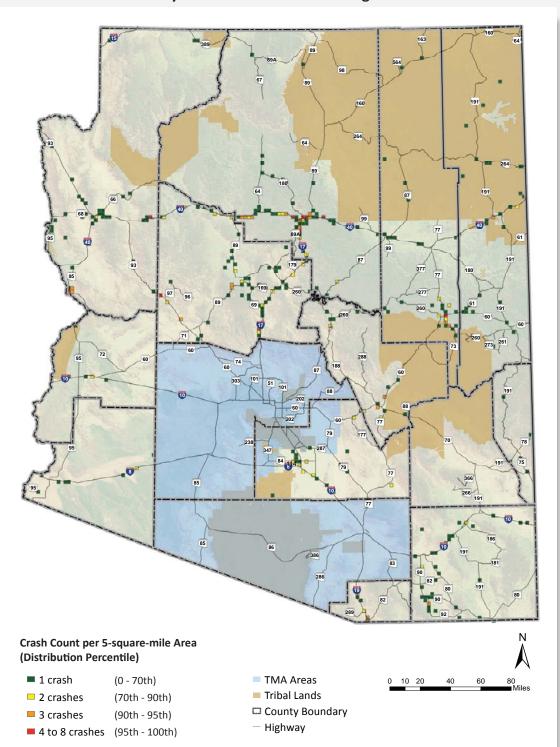


Wet Weather Crash Distribution | 2005-2012

Density of Crashes in MAG/PAG TMA Regions



Density of Crashes in non-TMA Regions



1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

TMA Areas

Tribal Lands

Highway

□ County Boundary

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.





■ 8 to 14 crashes (95th - 100th)

(Distribution Percentile)

1 to 3 crashes

5 to 6 crashes

4 crashes

7 crashes



(70th - 80th)

(80th - 90th)

(90th - 95th)









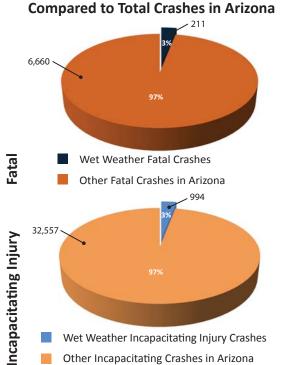
Total Wet Weather Serious Crashes by Year 2005-2012

Year	Fatal	Incapacitating Injury								
2005	43	189								
2006	41	126								
2007	27	161								
2008	19	142								
2009	20	68								
2010	28	150								
2011	20	76								
2012	13	82								
Total	211	994								

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury		
	1 0 10	7 040		
2005	1,049	5,212		
2006	1,126	4,934		
2007	952	4,860		
2008	843	4,133		
2009	709	3,738		
2010	695	3,576		
2011	755	3,589		
2012	742	3,509		
Total	6,871	33,551		

Wet Weather Crashes



Dusk/ Dawn Crash Summary | 2005-2012

Dusk/ Dawn Fatal and Incapacitating Injury Crash Statistics from 2005-2012

Fatal

Incapacitating Injury

Note: The graphs illustrate the number of Dusk/ Dawn crashes that also involved the graphed characteristic.

Dusk/ Dawn		Fa	tal	Incapacita	ting Injury	То	tal
	Dusky Dawii	439	100%	1,773	100%	2,212	100%
Characteristics		Fa	tal	Incapacita	ting Injury	То	tal
	Characteristics	# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total
	Urban	219	49.9%	1,325	74.7%	1,544	69.8%
Geographic	Rural	220	50.1%	448	25.3%	668	30.2%
gra	Highway	178	40.5%	494	27.9%	672	30.4%
Geo	Other Road	261	59.5%	1,279	72.1%	1,540	69.6%
	Tribal Land	57	13.0%	56	3.2%	113	5.1%
etry	Intersection Related	112	25.5%	769	43.4%	881	39.8%
Geometry	Lane Departure	217	49.4%	618	34.9%	835	37.7%
Ğ	Work Zone	6	1.4%	27	1.5%	33	1.5%
be	Young Driver (13-24)	136	31.0%	635	35.8%	771	34.9%
Person Type	65 and Older	60	13.7%	208	11.7%	268	12.1%
rsor	Pedalcyclist Involved	17	3.9%	93	5.2%	110	5.0%
Pe	Pedestrian Involved	66	15.0%	159	9.0%	225	10.2%
	Aggressive Driver	19	4.3%	44	2.5%	63	2.8%
	Alcohol Involved	141	32.1%	280	15.8%	421	19.0%
	Distracted Driver	76	17.3%	373	21.0%	449	20.3%
<u>o</u>	Drug Involved	47	10.7%	41	2.3%	88	4.0%
Behavior	Impaired Driver	161	36.7%	376	21.2%	537	24.3%
Be	Unhelmeted Motorcyclist	29	6.6%	132	7.4%	161	7.3%
	No Restraint Used	216	49.2%	508	28.7%	724	32.7%
	Sleepy or Fatigued	23	5.2%	77	4.3%	100	4.5%
	Speeding Involved	165	37.6%	626	35.3%	791	35.8%
	Motorcycle Involved	71	16.2%	307	17.3%	378	17.1%
/ehicle	Train Involved	1	0.2%	1	0.1%	2	0.1%
Ve P	Truck Involved	48	10.9%	138	7.8%	186	8.4%
	Multiple Vehicle	263	59.9%	1,242	70.1%	1,505	68.0%
<u>_</u>	Dust Related (Windy)	1	0.2%	6	0.3%	7	0.3%
ent	Wildlife/Animal Involved	1	0.2%	13	0.7%	14	0.6%
n n	Wet Weather	10	2.3%	80	4.5%	90	4.1%
Environmental	Dusk/ Dawn	439	100.0%	1,773	100.0%	2,212	100.0%
ш	Dark - No Light	0	0.0%	0	0.0%	0	0.0%



1) The percentages shown in the table reflect the percent of Dusk/ Dawn crashes that also exhibit the characteristics being summarized.

2) Urban versus Rural designation of crash occurrence is based on the 2010 U.S. Census designation of urbanized areas.









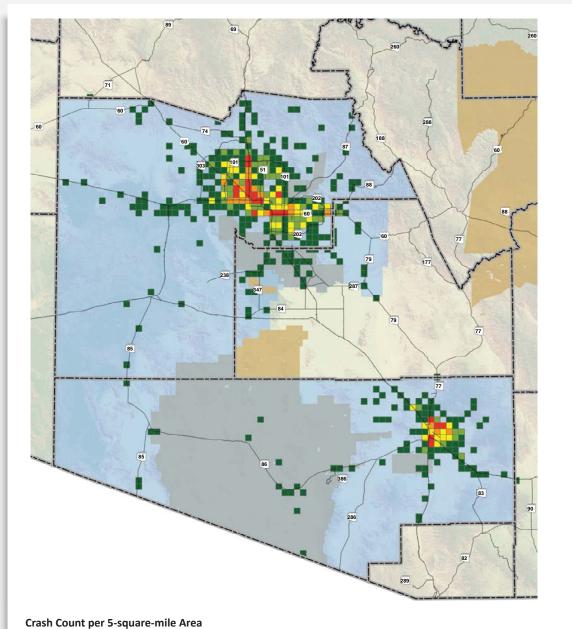




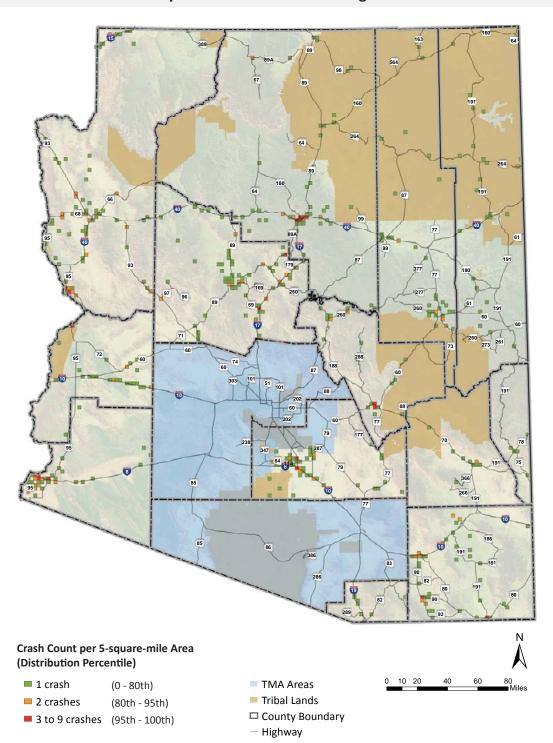


Dusk/ Dawn Crash Distribution | 2005-2012

Density of Crashes in MAG/PAG TMA Regions



Density of Crashes in non-TMA Regions



1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

TMA Areas

Tribal Lands

Highway

□ County Boundary

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.





■ 10 to 12 crashes (90th - 95th)

■ 13 to 28 crashes (95th - 100th)

(Distribution Percentile)

1 to 3 crashes

4 to 5 crashes

6 to 9 crashes



(80th - 90th)









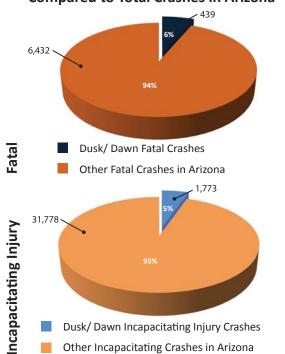
Total Dusk/ Dawn Serious Crashes by Year 2005-2012

by (ed. 2005 2012									
Year	Fatal	Incapacitating Injury							
2005	64	295							
2006	80	296							
2007	65	262							
2008	73	209							
2009	35	212							
2010	37	179							
2011	44	165							
2012	41	155							
Total	439	1 773							

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury
2005	1,049	5,212
2006	1,126	4,934
2007	952	4,860
2008	843	4,133
2009	709	3,738
2010	695	3,576
2011	755	3,589
2012	742	3,509
Total	6,871	33,551

Dusk/ Dawn Crashes Compared to Total Crashes in Arizona



Dusk/ Dawn Incapacitating Injury Crashes Other Incapacitating Crashes in Arizona

Dark (No Light) Crash Summary | 2005-2012

Dark (No Light) Fatal and Incapacitating Injury Crash Statistics from 2005-2012

Dark - No Light		tal	Incapacita		Tot		Number o	of Crashes				
	608	100%	1,261	100%	1,869	100%				The state of the s		
Characteristics		tal	Incapacita		To		0	400	222	1 200	1 000	2.0
	# of Crashes	% to total	# of Crashes	% to total	# of Crashes	% to total	0	400	800	1,200	1,800	2,00
Urban	202	33.2%	531	42.1%	733	39.2%						
Rural Highway Other Road	406	66.8%	730	57.9%	1,136	60.8%						!
Highway	341	56.1%	610	48.4%	951	50.9%						1,
	267	43.9%	651	51.6%	918	49.1%						1,869
Tribal Land	111	18.3%	88	7.0%	199	10.6%						9 7
Intersection Related	59	9.7%	197	15.6%	256	13.7%						Total
Lane Departure	358	58.9%	747	59.2%	1,105	59.1%						9//
Intersection Related Lane Departure Work Zone	5	0.8%	23	1.8%	28	1.5%				_		Fatal
Young Driver (13-24)	167	27.5%	417	33.1%	584	31.2%						
Young Driver (13-24) 65 and Older	60	9.9%	97	7.7%	157	8.4%						and
Pedalcyclist Involved	9	1.5%	35	2.8%	44	2.4%						d In
Pedestrian Involved	159	26.2%	160	12.7%	319	17.1%						700
Aggressive Driver	21	3.5%	33	2.6%	54	2.9%						capacitating
Alcohol Involved	300	49.3%	424	33.6%	724	38.7%						icit
Distracted Driver	68	49.5% 11.2%	236	18.7%	304	16.3%		_				at
	98	16.1%	53	4.2%	151	8.1%		_				ing
Impaired Driver	258	42.4%	479	38.0%	737	39.4%						
Drug Involved Impaired Driver Unhelmeted Motorcyclist	34	5.6%	86	6.8%	120	6.4%						Injury
No Restraint Used	290	47.7%	434	34.4%	724	38.7%						5
Sleepy or Fatigued	27	4.4%	78	6.2%	105	5.6%	_		_			Dark
Speeding Involved	226	37.2%	566	44.9%	792	42.4%						7
	65	10.7%	214	17.0%	279	14.9%						(No
Motorcycle Involved Train Involved	05	0.2%		0.0%		0.1%						2 11
Train Involved Truck Involved	95	0.2% 15.6%	0 142	0.0% 11.3%	227	0.1% 12.7%						Ligh
Multiple Vehicle		51.5%	550	43.6%	237 863	12.7% 46.2%						t
wulliple verlicle	313	31.5%	550	43.0%	803	40.2%						5
Dust Related (Windy)	1	0.2%	8	0.6%	9	0.5%						rashe
Wildlife/Animal Involved	7	1.2%	43	3.4%	50	2.7%						es
Wet Weather	28	4.6%	67	5.3%	95	5.1%						
Wildlife/Animal Involved Wet Weather Dusk/ Dawn	0	0.0%	0	0.0%	0	0.0%						
Dark - No Light	608	100.0%	1,261	100.0%	1,869	100.0%						

Note: The graphs illustrate the number of Dark (No Light) crashes that also involved the graphed characteristic.

2) Urban versus Rural designation of crash occurrence is based on the 2010 U.S. Census designation of urbanized areas.











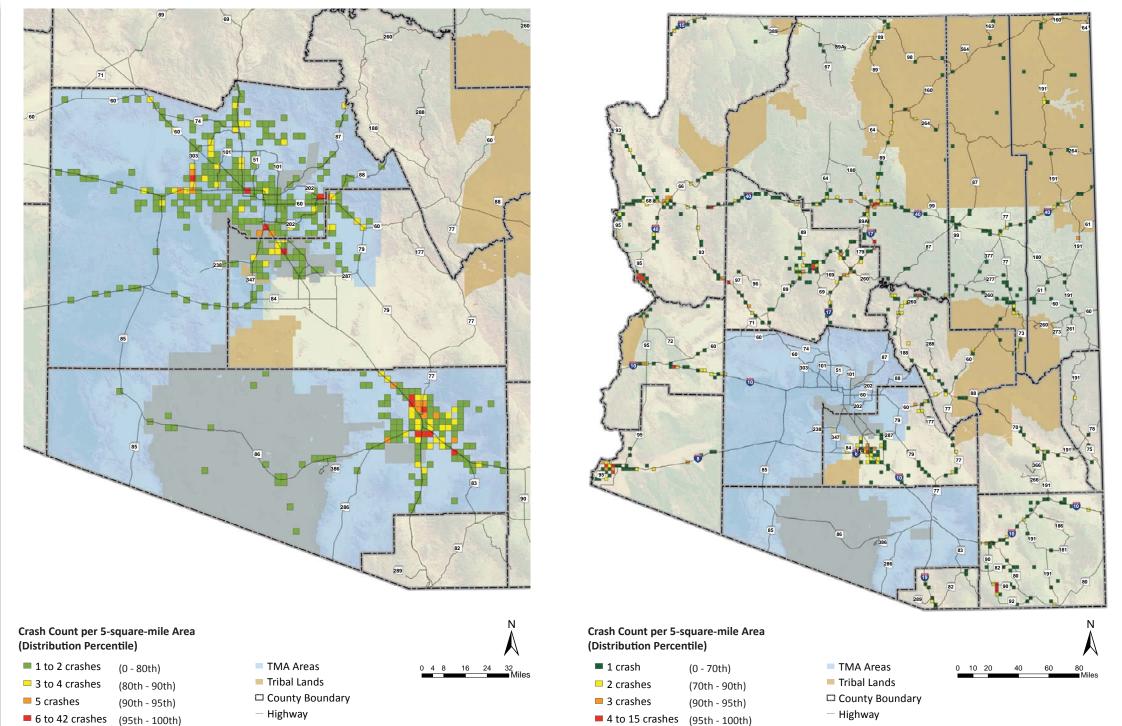




Dark (No Light) Crash Distribution | 2005-2012







1) Crash statistics include all fatal and incapacitating injury crash incidents occurring between January 1, 2005 and December 31, 2012.

2) Transportation Management Areas (TMAs) currently exist in the Maricopa Association of Governments (MAG) Region and Pima Association of Governments (PAG) Region.

Source: 2005-2012 Accident Location Identification and Surveillance Systems (ALISS) database, received July 2013. Information presented in this publication may be based on preliminary data and as such differ slightly from previous or future crash summaries.















Total Dark (No Light) Serious Crashes by Year 2005-2012

., .caccc _c									
Year	Fatal	Incapacitating Injury							
2005	0	0							
2006	0	0							
2007	0	0							
2008	0	0							
2009	150	366							
2010	147	324							
2011	163	274							
2012	148	297							
Total	608	1,261							

Total Crashes in Arizona by Year 2005-2012

Year	Fatal	Incapacitating Injury		
2005	1,049	5,212		
2006	1,126	4,934		
2007	952	4,860		
2008	843	4,133		
2009	709	3,738		
2010	695	3,576		
2011	755	3,589		
2012	742	3,509		
Total	6,871	33,551		

Dark (No Light) Crashes **Compared to Total Crashes in Arizona**

