

CENTRAL ARIZONA GOVERNMENTS
**STRATEGIC TRANSPORTATION
SAFETY PLAN**

*TECHNICAL MEMORANDUM #4 -
ADDENDUM*

Revised August 13, 2015

ENGINEERING

ENFORCEMENT

EDUCATION

EMERGENCY RESPONSE

PREPARED FOR



PREPARED BY



WITH



CAG STRATEGIC TRANSPORTATION SAFETY PLAN

Introduction

This addendum to Technical Memorandum #4 describes recommendations made at the August 10th webinar for the Strategic Transportation Safety Plan (STSP) vision, goals, performance measures, and targets.

Vision Statement

The preliminary vision for the STSP is: *Make Central Arizona a safer place to live, work and recreate by reducing transportation fatalities and serious injuries.* Some variations to the vision statement have been drafted over the course of the project. Andy will coordinate with Central Arizona Governments (CAG) staff and the Transportation Technical Advisory Committee (TTAC) to finalize the visions statement.

Transportation Safety Goals

Participants suggested the following customized version of the National Safety Goal as the CAG Safety Goal: **To achieve a targeted reduction in traffic fatalities and serious injuries on all public roads in the CAG Region.**

In addition to an overall safety goal, goals will be developed for each emphasis area. These goals will read as:

- To achieve a targeted reduction in young driver traffic fatalities and serious injuries on all public roads in the CAG Region.
- To achieve a targeted reduction in impaired driving traffic fatalities and serious injuries on all public roads in the CAG Region.
- To achieve a targeted reduction in unrestrained occupant traffic fatalities and serious injuries on all public roads in the CAG Region.
- To achieve a targeted reduction in motorcycle traffic fatalities and serious injuries on all public roads in the CAG Region.
- To achieve a targeted reduction in roadway departure traffic fatalities and serious injuries on all public roads in the CAG Region.
- To achieve a targeted reduction in speed-related traffic fatalities and serious injuries on all public roads in the CAG Region.

Andy will coordinate with CAG staff, the TTAC, and the Multidisciplinary Safety Committee (MDSC) to confirm the goal statements.

Performance Measures and Targets

Performance Measures

Participants decided to create separate fatality and serious injury performance measures for each emphasis area, as opposed to combining them together. Separate measures will better align with the information required in the Highway Safety Improvement Program (HSIP) application. The following measures will be tracked for the CAG region:

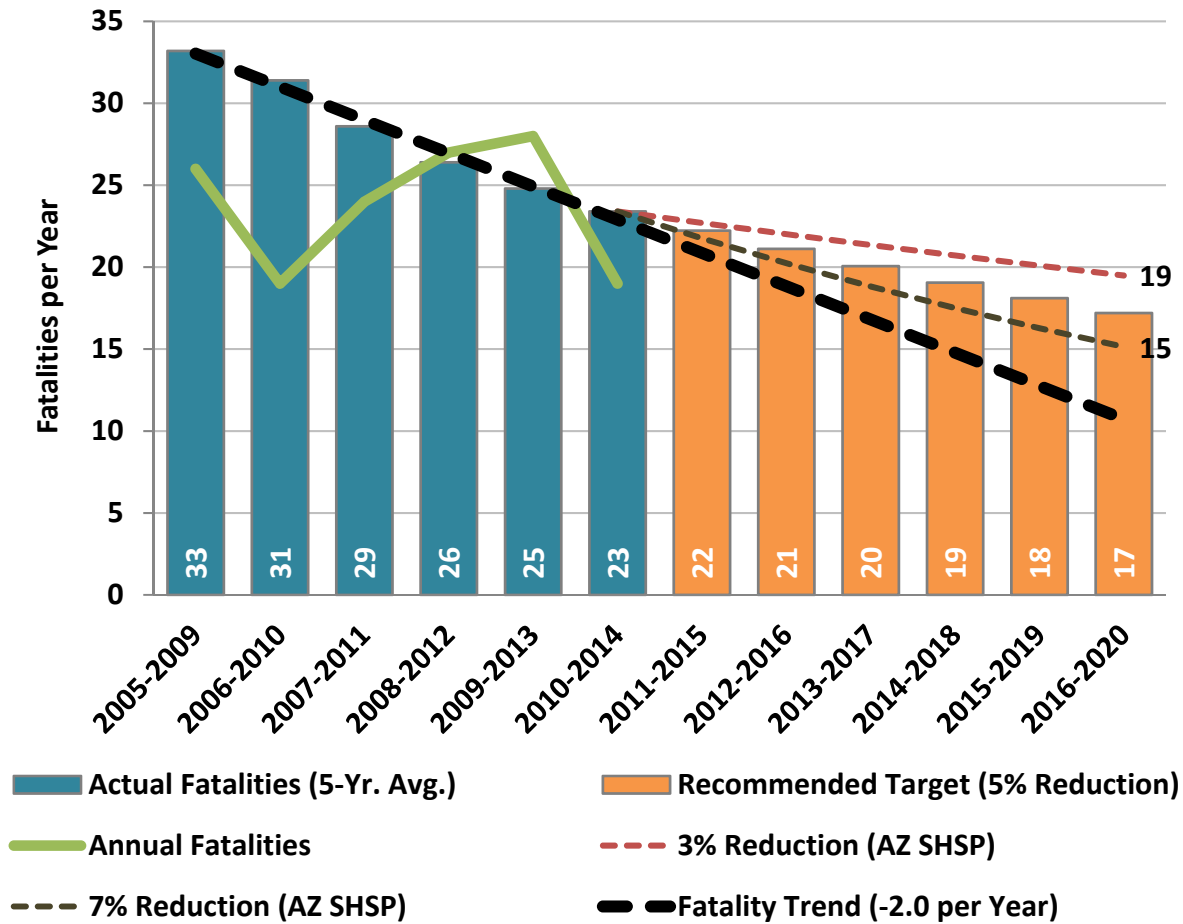
- Number of fatalities
- Number of serious injuries
- Number of roadway departure fatalities
- Number of roadway departure serious injuries
- Number of occupant protection fatalities
- Number of occupant protection serious injuries
- Number of impaired driving fatalities
- Number of impaired driving serious injuries
- Number of speeding fatalities
- Number of speeding serious injuries
- Number of motorcycle fatalities
- Number of motorcycle serious injuries
- Number of young driver fatalities
- Number of young driver serious injuries

Performance Targets

Participants discussed whether the proposed targets for fatalities and serious injuries are realistic going forward. Revised figures and a new table are provided here to show how the recommended targets (5% annual reduction) compare to the range recommended in the AZ Strategic Highway Safety Plan (3-7% annual reduction). The targets have changed slightly from what was shown in the original Technical Memorandum as 2014 data is now included in these calculations. Andy will coordinate with CAG staff, the TTAC, and MDSC to identify appropriate targets.

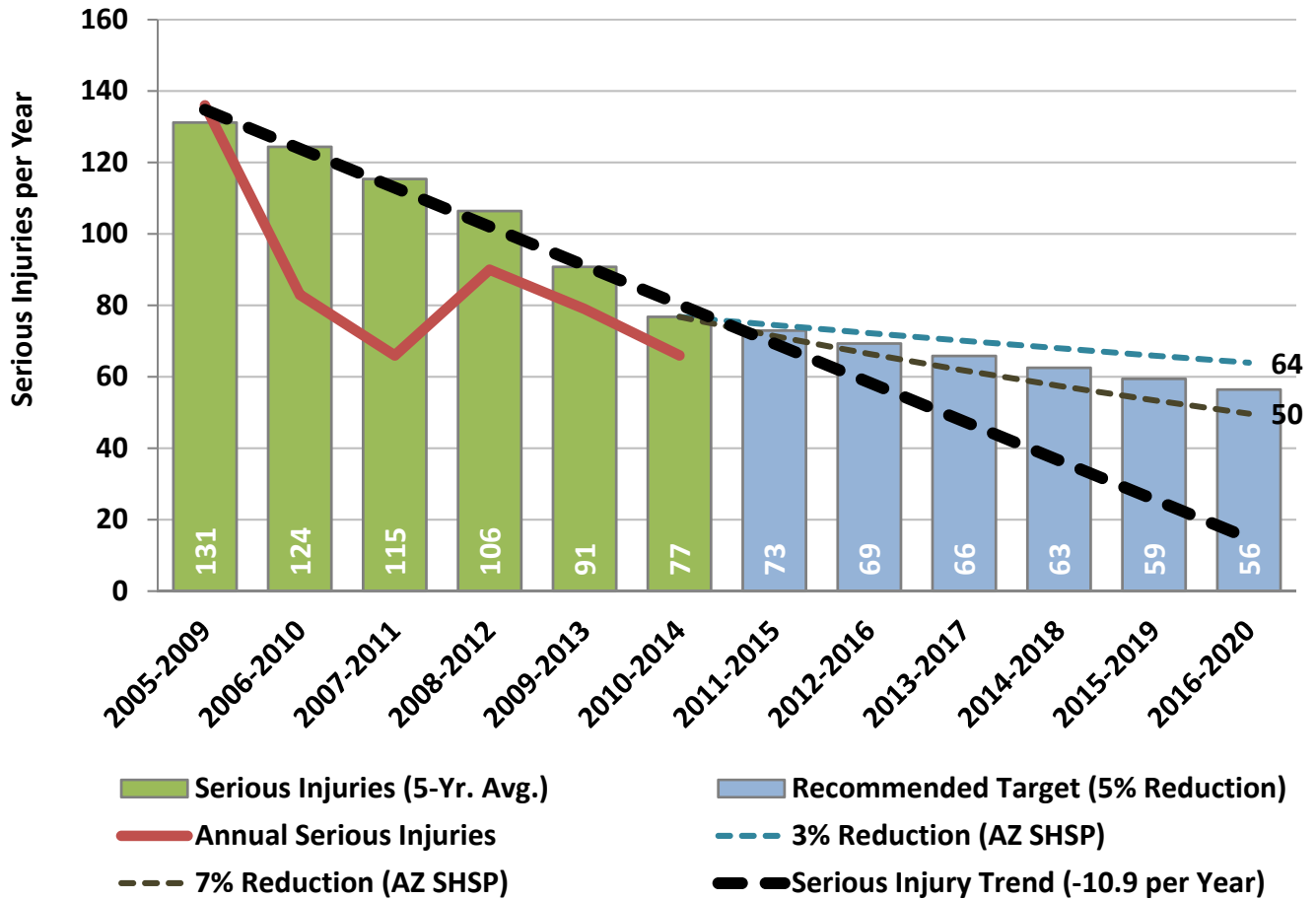
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Figure 1. Recommended Fatality Target



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Figure 2. Recommended Serious Injury Target



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Table 1. Fatality and Serious Injury Target Options by Annual Reduction

	Fatalities (5-Year Rolling Average); 2010-2014 Baseline = 23					Serious Injuries (5-Year Rolling Average); 2010-2014 Baseline = 77				
	-3%	-4%	-5%	-6%	-7%	-3%	-4%	-5%	-6%	-7%
2011-2015	23	22	22	22	22	74	74	73	72	71
2012-2016	22	22	21	21	20	72	71	69	68	66
2013-2017	21	21	20	19	19	70	68	66	64	62
2014-2018	21	20	19	18	18	68	65	63	60	57
2015-2019	20	19	18	17	16	66	63	59	56	53
2016-2020	19	18	17	16	15	64	60	56	53	50
Average Annual Reduction	-0.7	-0.8	-1.0	-1.2	-1.4	-2.1	-2.8	-3.4	-4.0	-4.5