

Executive Summary

Western Arizona Council of Governments (WACOG) led the development of a Strategic Transportation Safety Plan (STSP) in partnership with the Arizona Department of Transportation (ADOT), Bullhead City, Colorado City, Colorado River Indian Tribes, Fort Mojave Tribe, Hualapai Tribe, Kingman, La Paz County, Mohave County, Parker, and Quartzsite. A planning committee consisting of staff members from these agencies provided oversight for the development of the STSP; all will jointly lead the implementation and monitoring of the STSP.

This STSP establishes a framework for reducing fatal and serious injury crashes on public roads in the WACOG region by identifying crash trends, emphasis areas, performance measures, high-risk crash locations, funding resources, and potential projects.

Vision: “Safe Travel – Every Trip, Every Circumstance”



Goal: “Reducing fatalities and serious injuries in perpetuity to reach zero deaths.”

A crash analysis was performed for the WACOG region based on the most recent five years of available crash data: January 1, 2018, to December 31, 2022. Over this period, 15,093 reported crashes, with 330 fatalities and over 6,600 injuries occurred in the WACOG region. The following highlight the crash trend and crash characteristics:

- Lane Departure crashes account for the highest number of fatal plus serious injury crashes at 45%
- Nighttime crashes represent the second highest number of fatal plus serious injury crashes at 38%
- Speeding/Aggressive Driving crashes represent the third highest number of fatal plus serious injury crashes at 35%
- Of the 135 pedestrian-involved crashes, 24% resulted in fatalities, while 35% were reported as suspected serious injuries
- Of the 58 bicycle-involved crashes, 2% resulted in fatalities, while 28% were reported as suspected serious injuries
- “Speed Too Fast For Conditions”, “Failed To Yield Right Of Way”, and “Failed To Keep In Proper Lane” are the top three crash violations in the region

The most common manners of collision were single vehicle (37%), rear end (22%), and sideswipe same direction (13%).

Emphasis areas represent the crash types and factors in the region associated with a high frequency of fatal and serious injury crashes. Directing safety initiatives toward these specific areas helps to achieve the STSP vision. The following emphasis areas were identified for WACOG:

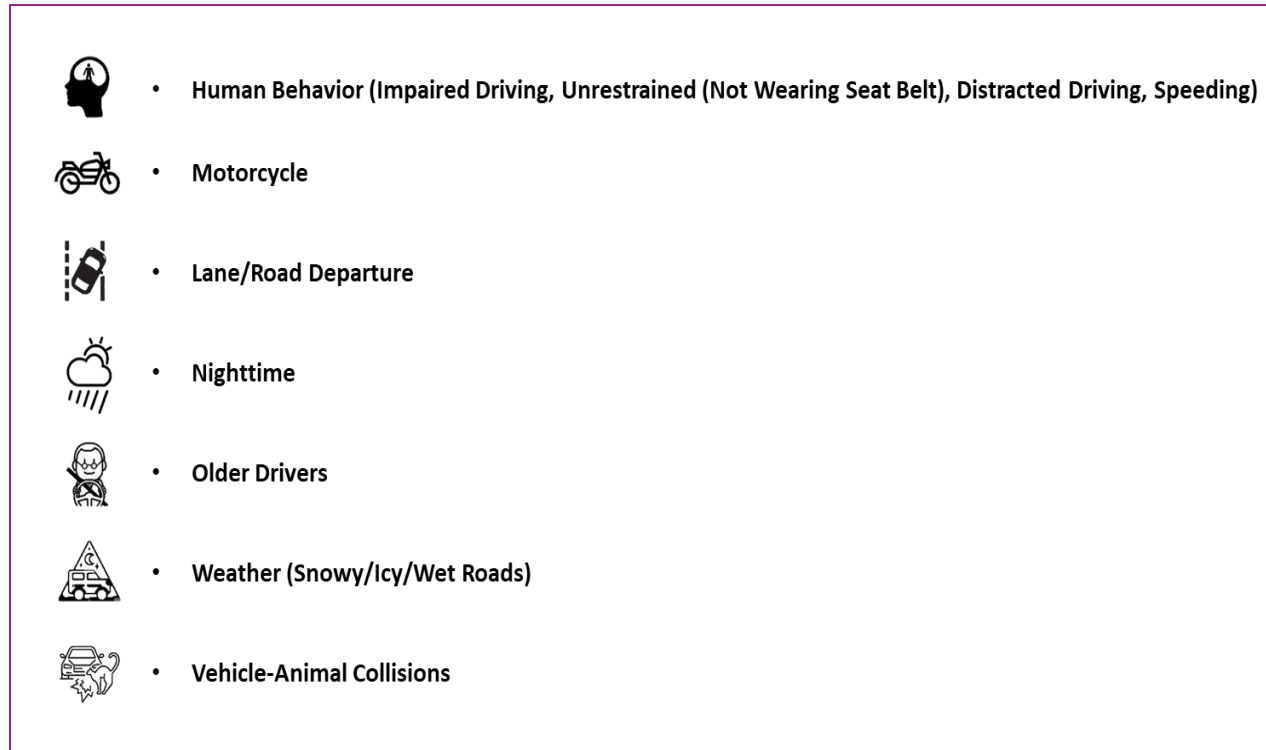


Figure 1: WACOG Emphasis Areas

Priority intersections and segments were identified by conducting a network screening of crash data for the region. Crash frequency and severity were key factors in identifying priority intersections and road segments within the region.

The Safe System Approach (SSA) was utilized in developing strategies to improve transportation safety in the region. SSA is based on the principles that the human body is vulnerable, humans make mistakes, and it is unacceptable that these mistakes result in death and injury. The SSA employs strategies that revolve around the fundamental elements of Safe Roads, Safe Speeds, Safe Road Users, Safe Vehicles, and Post-Crash Care.

Using input from stakeholders, the public, crash data analysis, network screening, and individual agency input, potential safety projects within the region were identified. The projects are intended to provide safety improvement to the region and further the region's safety goals.