



CYMPO
Central Yavapai Metropolitan
Planning Organization

NORTHERN ARIZONA
**REGIONAL TRANSPORTATION
SAFETY PLAN**



December 2023

Prepared by:



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Acronyms

ACIS – Arizona Crash Information System

ADOT – Arizona Department of Transportation

BIL – Bipartisan Infrastructure Law

CMAQ - Congestion Mitigation and Air Quality Improvement

CMF – Crash Modification Factor

CYMPO – Central Yavapai Metropolitan Planning Organization

DOT – Department of Transportation

DPS – Department of Public Safety

ETC - Equitable Transportation Community

FARS - Fatality Analysis Reporting System

FHWA – Federal Highway Administration

FTA - Federal Transit Administration

HRRR - High Risk Rural Road

HSIP – Highway Safety Improvement Program

MPO - Metropolitan Planning Organization

NACOG – Northern Arizona Council of Governments

NHTSA - National Highway Traffic Safety Administration

RTSP – Regional Transportation Safety Plan

SHSP – Strategic Highway Safety Plan

SS4A – Safe Streets and Roads for All

STB - State Transportation Board

T2 - Technology Transfer

TIP - Transportation Improvement Program

VMT – Vehicle Miles Traveled

Executive Summary

The Central Yavapai Metropolitan Planning Organization (CYMPO) led the development of a Regional Transportation Safety Plan (RTSP) in partnership with MetroPlan of Flagstaff and Northern Arizona Council of Governments (NACOG). A planning committee consisting of staff members from these three regional planning agencies provided oversight for the development of the RTSP and will lead the implementation and monitoring of the RTSP.

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

A crash analysis was performed for the CYMPO region based on the most recent five years of available crash data: January 1, 2017, to December 31, 2021. Over this period, 8,256 reported crashes, with 62 fatalities and 3,390 injuries occurred in the CYMPO region. The following bullet points highlight the crash trend and various crash characteristics:

- Intersection crashes account for the highest number of fatal plus serious injury crashes at 54%
- Lane departure crashes represent the second highest number of fatal plus serious injury crashes at 50%
- Nighttime crashes represent the third highest number of fatal plus serious injury crashes at 30%
- Of the 76 pedestrian-involved crashes, 11% resulted in fatalities, while 18% were reported as suspected serious injuries
- Of the 64 bicycle-involved crashes, 5% resulted in fatalities, while 25% were reported as suspected serious injuries
- “Speed Too Fast For Conditions” and “Failed To Yield Right Of Way” are the top crash violations in the region

The most common manners of collision in all crashes were rear end (32%), single vehicle (22%), and angle (16%).

The CYMPO RTSP Vision is, “To promote and maintain a regional coordinated transportation system for the safe and efficient movement of people, goods and services”. CYMPO commits to working to reach zero roadway deaths by 2048.

The following emphasis areas were identified for the CYMPO region:

- Intersection
- Lane Departure
- Speeding
- Older Drivers

The RTSP identified the intersections and segments with the highest crash severity using the Equivalent Property Damage Only (EPDO) network screening performance measure from the AASHTO Highway Safety Manual, 1st Edition (HSM). The priority locations from the network screening were developed from the highest EPDO scoring locations in each jurisdiction.

Employing the Safe System Approach as the framework, specific strategies were identified. These strategies revolve around the fundamental elements of the Safe System, namely 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.

Introduction

Regional Overview

The Northern Arizona region is a vast area covering 47,967 square miles with a population of 529,137 (as of 2021). The region includes four counties, five tribes, 22 incorporated cities and towns, and two Metropolitan Planning Organizations (MPOs) – Central Yavapai Metropolitan Planning Organization (CYMPO) and MetroPlan. The MPOs conduct transportation planning for the urbanized areas surrounding Flagstaff (MetroPlan) and the CYMPO region, which includes Prescott, Prescott Valley, Chino Valley, and Dewey-Humboldt. CYMPO is governed by an executive board and technical advisory committee (TAC) that are composed of elected officials from member entities (Executive Board) and member agency staff (TAC).

Plan Development

A Regional Transportation Safety Plan (RTSP) was developed in 2018 by CYMPO in collaboration with the MetroPlan and NACOG. The purpose of the RTSP was to address safety from a holistic, regional perspective to reduce the risk of death and serious injury to all transportation users. To continue efforts to reduce fatal and serious injury crashes in the Northern Arizona region, NACOG, CYMPO, and MetroPlan managed the development of this update to the 2018 RTSP. During the past 5 years (2017-2021), 689 people have died and over 11,000 people have been injured in traffic crashes within the three planning regions, highlighting the critical need for these regions to update their RTSP. Of these crashes, the CYMPO region experienced 8,256 reported crashes, with 62 fatalities and 3,390 injuries.

A planning committee consisting of staff members from NACOG, CYMPO, and MetroPlan provided oversight for the development of the RTSP and will lead the implementation and monitoring of the RTSP. Additional guidance was provided by the NACOG, CYMPO, and MetroPlan TAC.

Promoting a Culture of Safety

To meet the “Toward Zero Deaths” goal, a culture of safety is needed, from the regional level, to the agency level, to the individual road user. Establishing a culture of safety requires collaboration among and responsibility of all who develop, prioritize, fund, plan, use and enforce the transportation system. Key attributes of a successful culture of safety include:

- Prioritize people, starting with the most vulnerable users of the system, with equity and sustainability
- Focus on messaging, education and public outreach at all phases of planning, design, maintenance and enforcement
- Adopt a Safe System approach
- Develop interagency initiatives that reach from top to bottom by incorporating safety principals into policies within an organization

Community Engagement

Introduction

Engaging with the community is a cornerstone in the development of a comprehensive transportation safety plan. Community engagement and outreach initiatives play a pivotal role in fostering collaboration between local residents, stakeholders, and transportation authorities to address safety concerns effectively. Through open dialogue, active participation, and a shared understanding of community needs, a transportation safety plan can be tailored to reflect the unique challenges and priorities of the area. In doing so, community members and other interested stakeholders were invited to complete the surveys in-person at community events, organization/committee meetings, or online. Each RTSP planning agency partner disseminated the surveys by leveraging their own communication and social media channels. The surveys were open for approximately three months and closed on May 12, 2023. Additionally, the stakeholders, including tribal communities, ADOT, counties, cities, and towns, were engaged to provide their input on safety issues and locations in their jurisdiction. A summary of this effort can be found in **Appendix I**.

Regional Transportation Safety Plan Surveys

The primary means of soliciting comments on the experiences of the community through driving, bicycling and pedestrian transportation came in the form of a survey designed by the project team. The survey questions considered feelings around safety, observations of drivers, bicyclists and pedestrians, and ideas to contribute to the study team on making changes to roadways or enhancing safety messages and education. There were two versions of the survey created. A longer survey consisted of twenty questions, while a truncated, shorter survey consisted of four questions. The data from both versions were analyzed together. A summary of the survey and its results can be found in **Appendix II**.

Summary Of Findings

Responders from the CYMPO region primarily identified as motorists (79%) and feel safe on the roads and streets as drivers and motorcyclists. The responders felt less safe as pedestrians and bicyclists. Overall, responders feel the behaviors of drivers are hurried, distracted, and inattentive. **Figure 1** represents the top five safety concerns observed by responders.

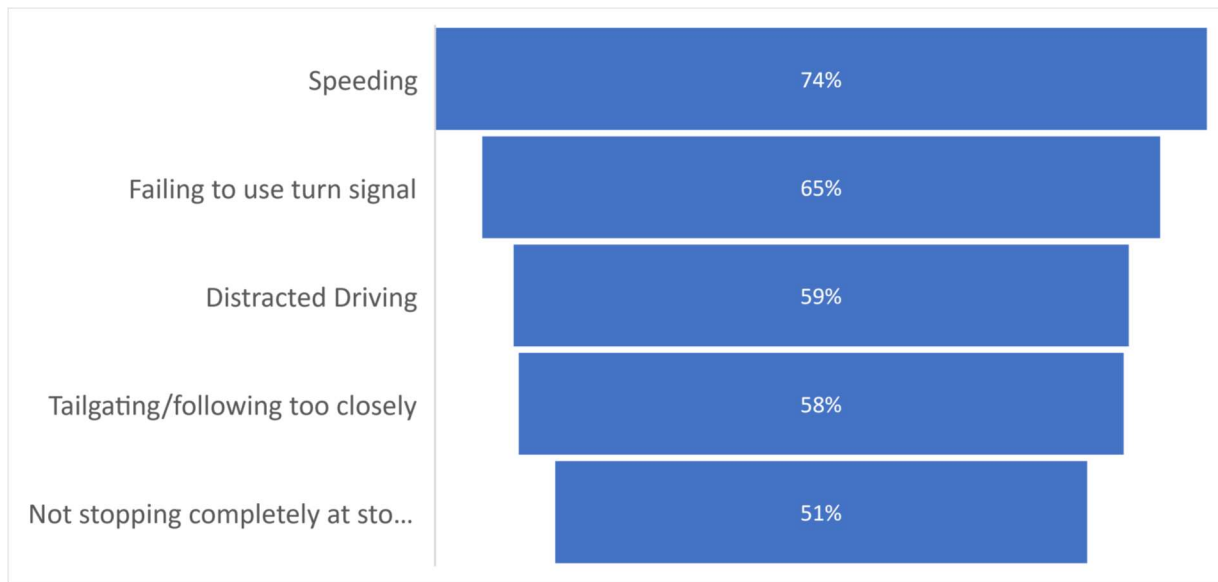


Figure 1: Top 5 Safety Concerns Observed by Respondents

During the mapping (Social Pinpoint) exercise, the most common bicyclist concern is not having designated bike lanes in specific locations and debris accumulating in the bike lanes that are not swept often enough. Other concerns included narrow shoulders, distracted drivers, speeding, street parking impacting bike lanes, and needing wider bike lanes or protected bike lanes.

Specific locations that were highlighted by multiple citizens for safety concerns:

- SR 69 from E Sheldon St to Prescott Lakes Pkwy
- SR 69 from N Mendocino Dr to Village Creek Blvd
- Willow Creek Rd from Whispering Oak Dr to Commerce Dr
- Iron Springs Rd and Miller Valley Rd
- N Lee Blvd and SR 69
- SR 69 and N Glassford Hill Dr
- SR 89A and N Robert Rd

Safe System Approach

The CYMPO RTSP adopts the Safe System approach¹ which 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. It is critical to design and operate the roadway system to keep impact energy on the human body at tolerable levels. Shared responsibility by all stakeholders is key, making it important that the stakeholders are collaborative and engaged partners when developing and implementing the CYMPO RTSP.

The FHWA has recognized the Safe System approach as a method for eliminating traffic fatalities and serious injuries for all roadway users. The Safe System approach moves beyond the traditional approach of reacting strictly based on crash history by proactively identifying risk factors associated with severe crash types and implementing safety countermeasures systemically based on those factors. This RTSP includes the systemic implementation of strategies. All parts of the transportation system need to be strengthened to build in redundancy to accommodate failures of the system. Examples of redundancy include the installation of curve warning signs to alert motorists of conditions in which a slower speed is necessary, combined with speed feedback signs and education and enforcement campaigns that help avoid behaviors that may result in crashes.

This RTSP uses the five elements of the Safe System approach as the framework for integrating emphasis areas and strategies. These elements encompass the 4Es of safety (Engineering, Education, Enforcement, and Emergency Response) and accommodate human error:

Safe Roads: The roadway is the platform in which users move across the system. Safe roads incorporate engineering-related strategies during planning, design, construction, maintenance, and operations to prevent crashes and manage impacts to keep kinetic energy at tolerable levels should a crash occur.

Safe Road Users: This represents all users of all modes of travel. Their capabilities are influenced by factors such as age, level of impairment, and other behaviors. System owners and other stakeholders can use strategies such as signing, enforcement, and education campaigns to address these limitations and encourage behavior change.

Safe Speeds: As speeds increase, the risk of death and serious injury dramatically increases. This is especially true for pedestrians (See **Figure 3**) where the risk of death doubles for a pedestrian when speeds increase from 32 mph to 42 mph, and triples at 50 mph. Safe speeds increase the likelihood of an individual



Source: FHWA.

Figure 2: Safe System Approach (Source: FHWA)

¹ FHWA, Office of Safety, Safe System Approach flyer, SA-20-015, https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf

surviving a crash. Appropriate speed limits and signing, as well as radar speed feedback signs, help reduce the speed of users. These can be reinforced with enforcement and education campaigns.

Safe Vehicles: Safe vehicles incorporate new technology and other features to prevent crashes from occurring, and if they do, reduce the severity of a crash.

Post-Crash Care: Post-crash care is critical when a crash occurs and a person is injured. This includes first responders being able to quickly locate and respond to the crash and stabilize and transport the individual. This also includes accurate and complete data collection and sharing of the data to facilitate improved decision-making and investments specific to safety.

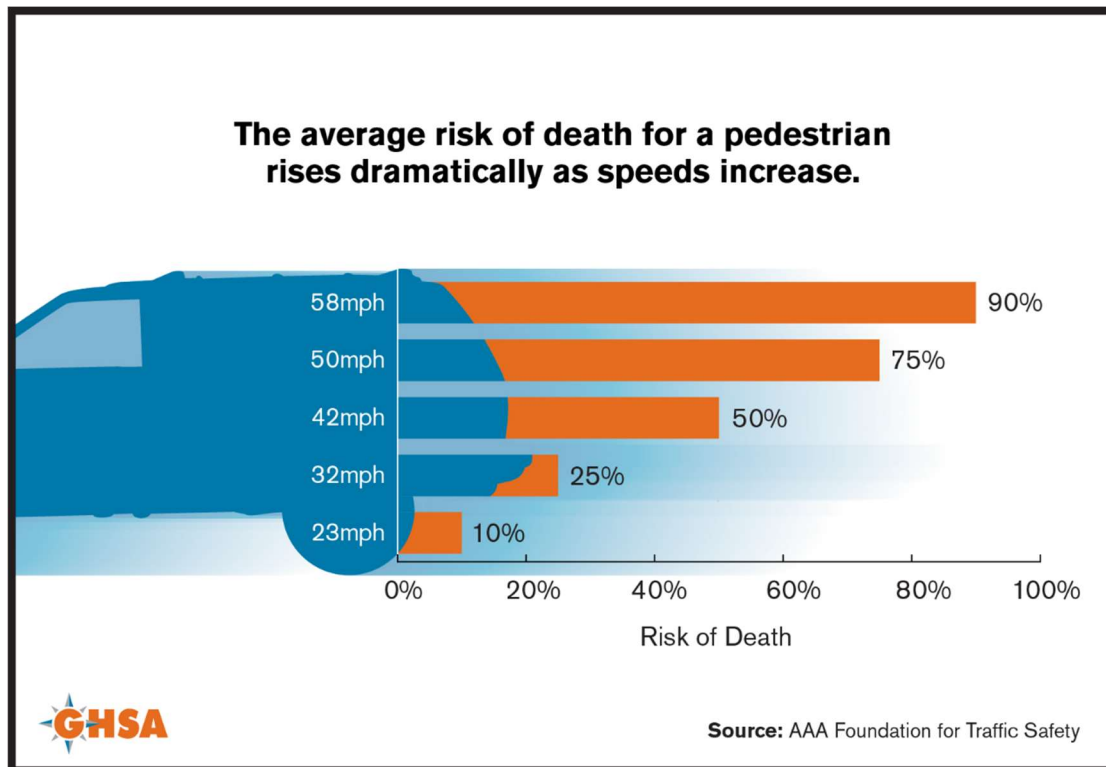


Figure 3 Risk of Death for a Pedestrian at Speed

Ultimately, the Safe System approach puts safety at the forefront and shifts how transportation investments are prioritized. CYMPO and its stakeholders, through their combined efforts and application of the Safe System approach during the development and implementation of the RTSP, can have success in reducing traffic fatalities and serious injuries on its roadways.

Equity Analysis

Equity is a fundamental consideration of the U.S. Federal Highway Administration's (FHWA) Safe System Approach, particularly given that pedestrian and bicyclist fatality rates on a per capita basis vary by race,² income, age, and gender to varying degrees in varying places.³ These outcomes better prioritize project development and underscore the need to explicitly examine correlations between sociodemographic and risk factors related to roadway infrastructure and operations. Furthermore, an equity analysis ideally encompasses more than just safety analysis, given known limitations of crash data (e.g., underreporting or near misses) and the lack of systemic exposure estimates to contextualize risk.

USDOT's Equitable Transportation Community (ETC) Explorer⁴ and RAISE Persistent Poverty⁵ tools were used to identify priority equity areas in the study regions. **Table 1** provides the total number and the percentage of fatal or suspected serious injury crashes in disadvantaged areas in the CYMPO region. As the table demonstrates, more than one third of all reported fatal or suspected serious injury crashes occur in disadvantaged areas in CYMPO area (38.3%). Equity analysis results can be visualized in the web map located at <https://arcg.is/09qaSC>.

Table 1: Proportion of Fatal or Suspected Serious Injury Crashes in Disadvantaged Areas

Regional Jurisdiction	Number of Fatal or Suspected Serious Injury Crashes in Region	Number of Fatal or Suspected Serious Injury Crashes in Disadvantaged Areas in Region	% of Fatal or Suspected Serious Injury Crashes in Disadvantaged Areas in Region
CYMPO	311	119	38.3%

Figure 4 illustrates the disadvantaged areas in relation to the priority locations identified prior at the census tract level for the CYMPO region. **Table 2** summarizes the total number of priority projects within a disadvantaged area for the CYMPO region.

Table 2: Summary of Overlap Between Regional Priority Projects and Disadvantaged Areas

Regional Jurisdiction	Number of Priority Intersection Projects in a Disadvantaged Area	Number of Priority Segment Projects in a Disadvantaged Area	Total Number of Priority Projects in a Disadvantaged Area	Total Number of Priority Projects
CYMPO	9	5	14	29

² Federal Highway Administration. "Integrating Equity into the Safe System Approach" Presentation. Accessed Apr. 17, 2023: <https://highways.dot.gov/safety/zero-deaths/integrating-equity-safe-system-approach-presentation>.

³ Vision Zero Network. N.d. *Equity Strategies for Practitioners*. Accessed April 17, 2023: https://visionzeronetwork.org/wp-content/uploads/2017/05/VisionZero_Equity.pdf

⁴ <https://www.transportation.gov/priorities/equity/justice40/etc-explorer>

⁵ <https://datahub.transportation.gov/stories/s/RAISE-Persistent-Poverty-Tool/tsyd-k6ij/>

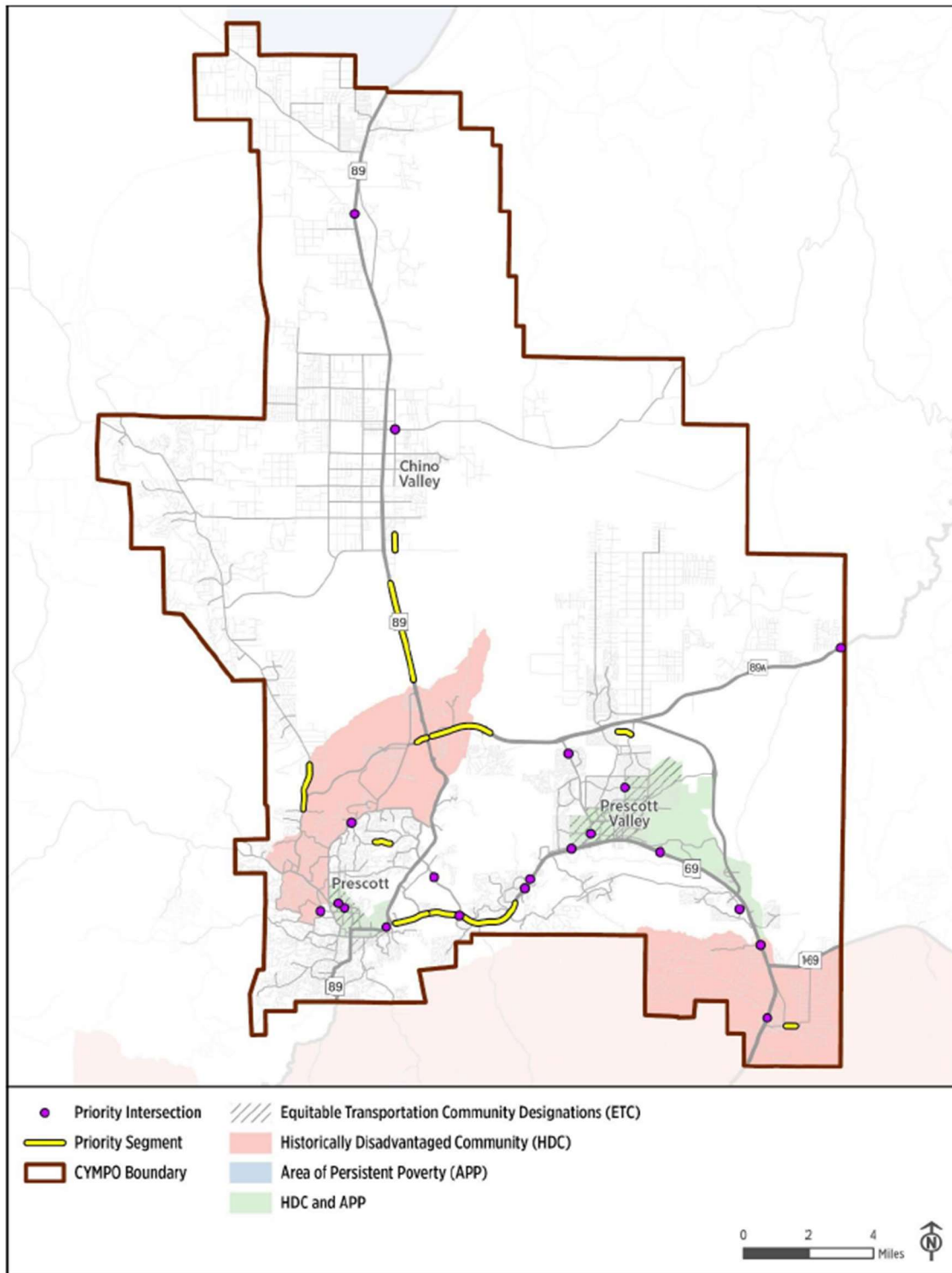


Figure 4: Equity Analysis

Regional Safety Performance

Arizona Department of Transportation's (ADOT) Crash Information System (ACIS) was used to retrieve the crash data utilized in this report. ACIS is a comprehensive database system that collects, manages, and maintains traffic crash information within the state of Arizona. The most recent 5 years of crash data (2017-2021) was analyzed to determine existing crash performance, identify regional emphasis areas and establish performance metrics to track future progress. A technical memorandum detailing the broad regional safety performance effort can be found in **Appendix III**.

Crash Trends

Figure 5 illustrates the distribution of crashes by severity for the 5-year period for the CYMPO region. A total of 8,256 crashes occurred during this five-year period and among them fatal and serious injury crashes accounted for approximately 4 percent of the total crashes while no injury crashes accounted for approximately 70 percent of the total crashes.

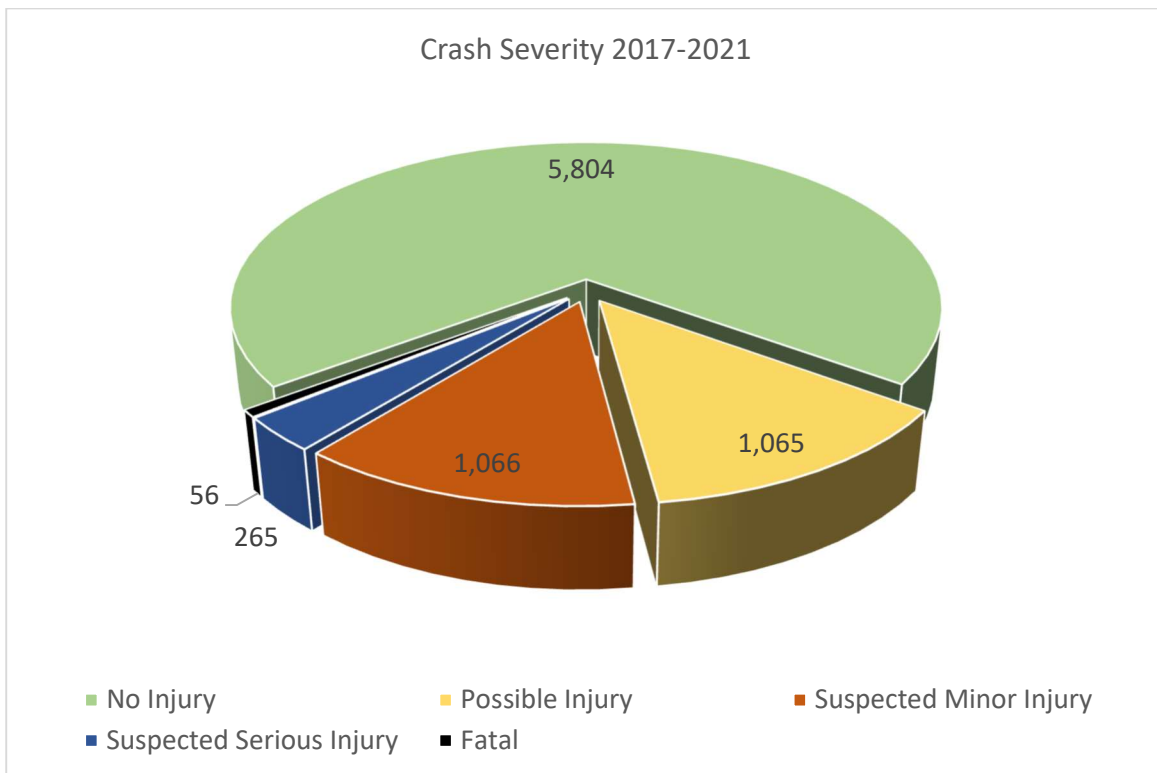


Figure 5: CYMPO Crashes by Severity

Figure 6 shows the annual crash frequency from 2017 to 2021. The trend indicates a decrease in crashes of approximately 4 percent over the 5 years, with a significant decrease in 2020 that can be mainly attributed to the reduced traffic volumes associated with the COVID-19 pandemic.

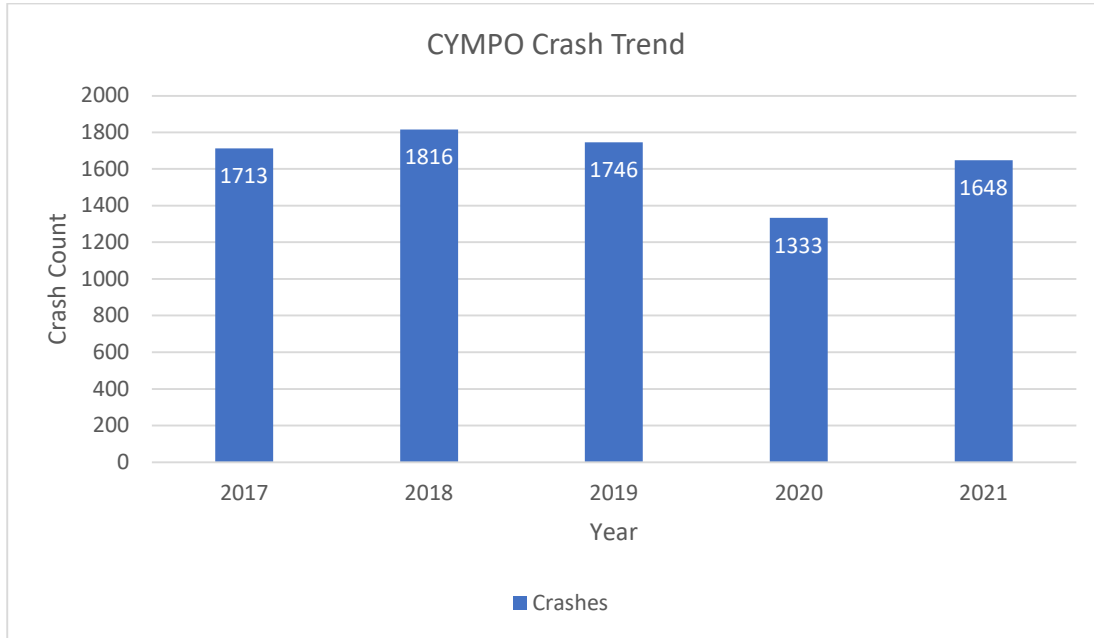


Figure 6: CYMPO Crash Trend

Crash Characteristics

Figure 7 shows the distribution of crashes by manner. "Rear End" crashes are the most prevalent, accounting for nearly 32% of all incidents among the various crash manners. This is followed by "Single Vehicle" and "Angle" manner at approximately 22% and 16% of all crashes, respectively.

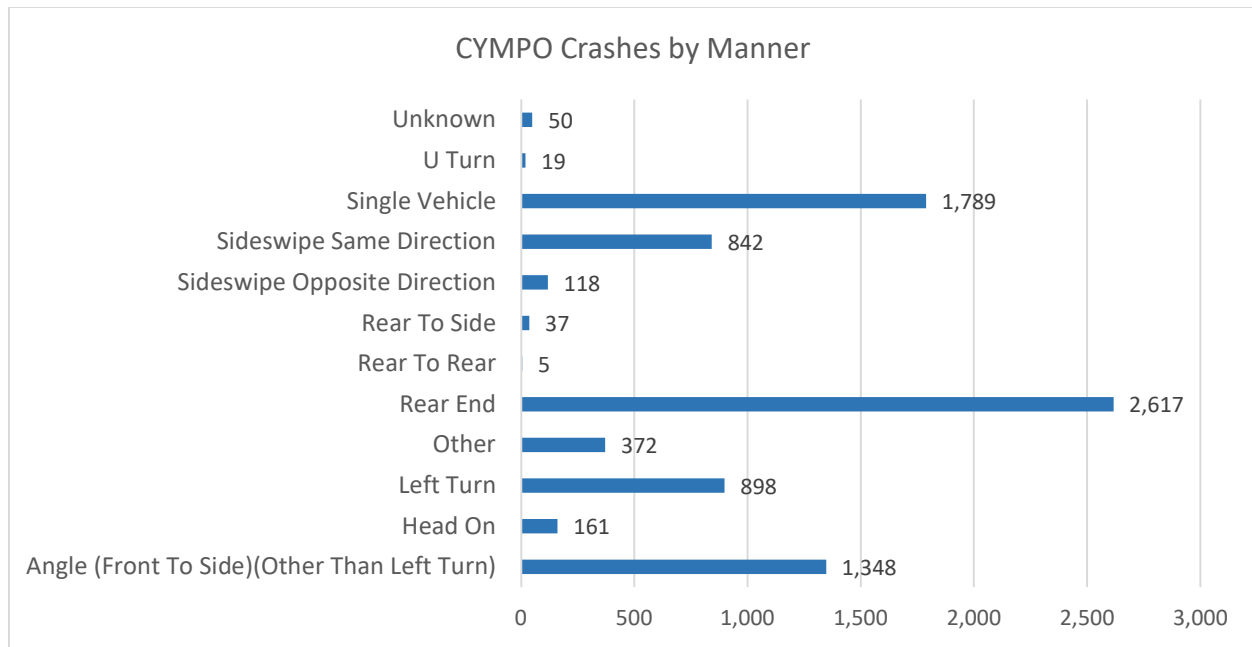


Figure 7: CYMPO Crashes by Manner

Figure 8 displays the distribution of crashes by light condition. “Daylight” condition has the highest number of crashes with total number of 6,355 crashes. This is followed by “Dark not Lighted” and “Dark Lighted” condition with 744 and 699 crashes respectively.

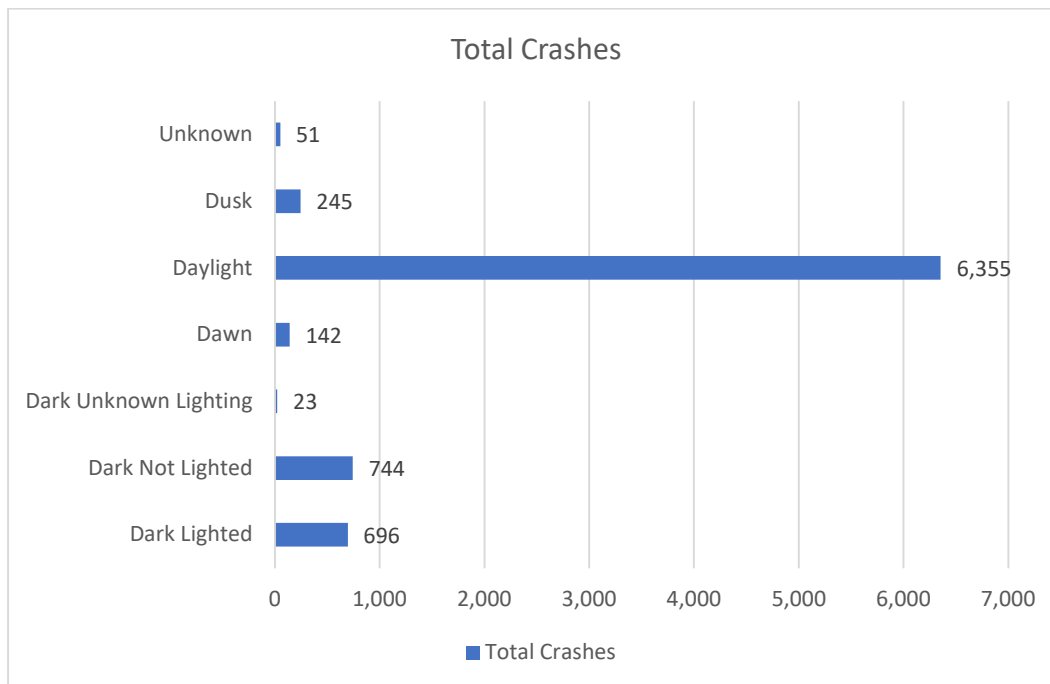


Figure 8: CYMPO Crashes by Light Condition

Figure 9 represents percentage of suspected serious injury and fatal crashes by light conditions. "Daylight" crashes are the most prevalent, accounting for nearly 62% of all crashes. This is followed by "Dark not Lighted" condition at approximately 16% of all crashes.

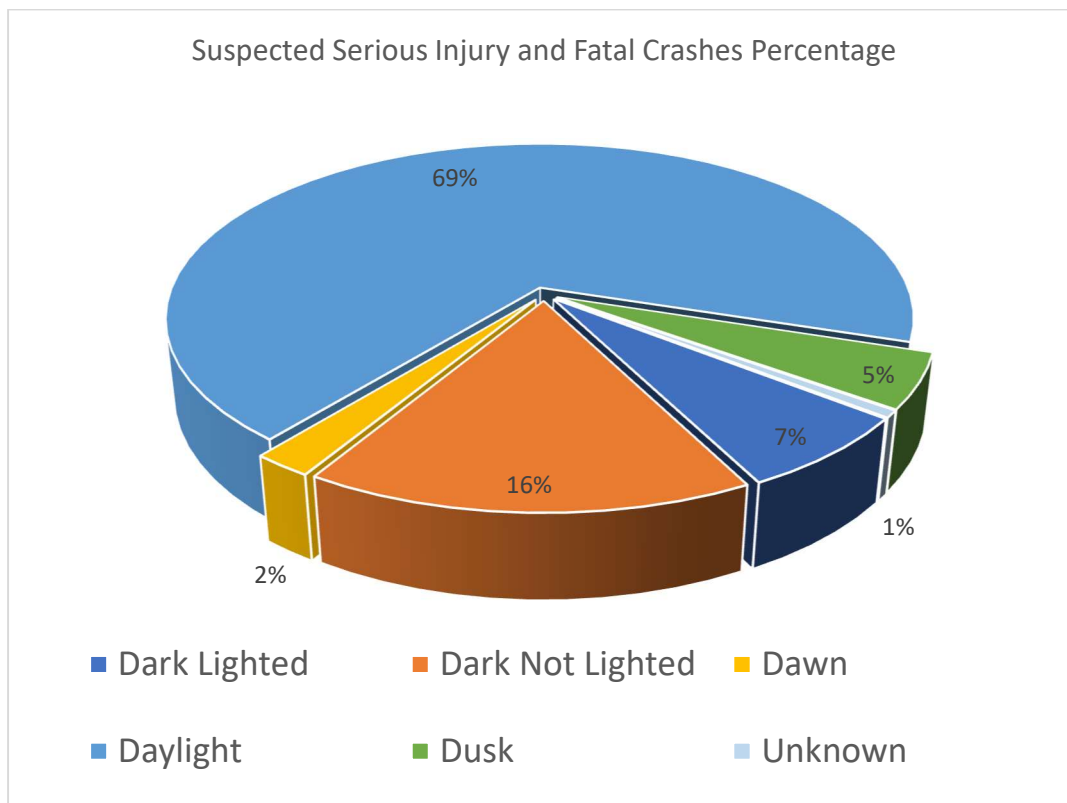


Figure 9: Suspected Serious Injury & Fatal Cashes Percentage

Table 1 shows crash violation by severity. "Speed Too Fast For Conditions⁶" and "Failed To Yield Right Of Way" are the top crash violations.

⁶ "Speed Too Fast For Conditions" in crash analysis refers to situations where a driver is traveling at a speed that is excessive or unsafe considering the prevailing weather, road, or traffic conditions even if the driver is within the posted speed limit

Table 3: CYMPO Crash Violation by Severity

Violation	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Grand Total	% of MPO Crashes
Speed Too Fast For Conditions	1666	438	322	75	12	2513	30.4
Failed To Yield Right Of Way	871	160	201	55	9	1296	15.7
No Improper Action	666	59	93	15	2	835	10.1
Other	574	78	101	25	4	782	9.5
Unknown	443	44	50	24	6	567	6.9
Unsafe Lane Change	362	29	18	1	1	411	5
Failed To Keep In Proper Lane	297	39	38	14	5	393	4.8
Disregarded Traffic Signal	180	72	88	17	2	359	4.3
Followed Too Closely	241	42	38	0	0	321	3.9
Made Improper Turn	238	42	35	9	2	326	3.9
Ran Stop Sign	79	16	28	4	1	128	1.6
Exceeded Lawful Speed	70	21	21	4	2	118	1.4
Drove Left Of Center Line	59	17	17	11	3	107	1.3

The crash data was evaluated to determine the factors that contributed to the highest percentage of fatalities and serious injuries. The top contributing crash characteristics are shown in **Figure 10**. Intersection crashes account for the highest number of fatal plus serious injury crashes at 54.2%, with Lane Departure and Nighttime ranking below at 50.2% and 29.6% respectively. These crash characteristics helped identify the emphasis areas as described in the next section.

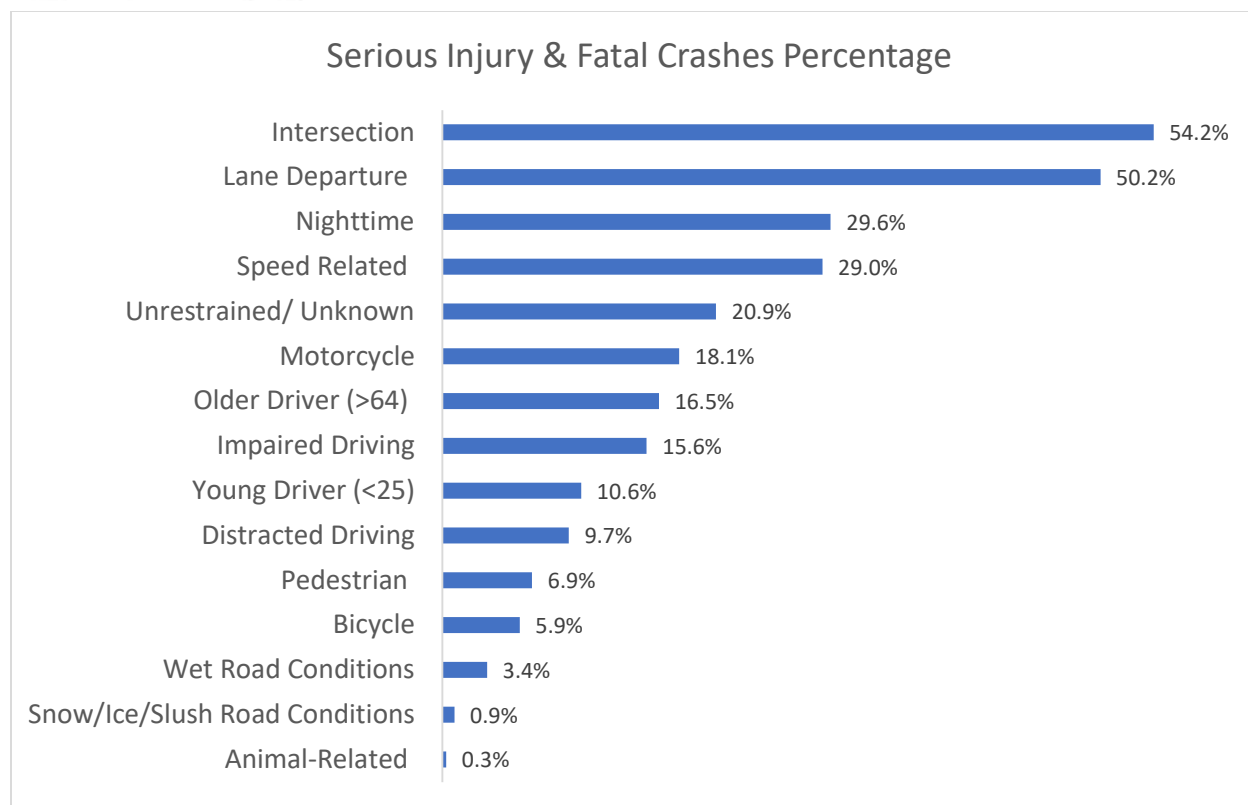


Figure 10: CYMPO Fatal and Serious Injury Characteristics

Pedestrian Safety Performance

Figure 11 shows the distribution of pedestrian crashes by injury severity. Over the span of 2017 to 2021, there were a total of 76 pedestrian-involved crashes. Of these, 11% resulted in fatalities, while 18% were classified as suspected serious injuries.

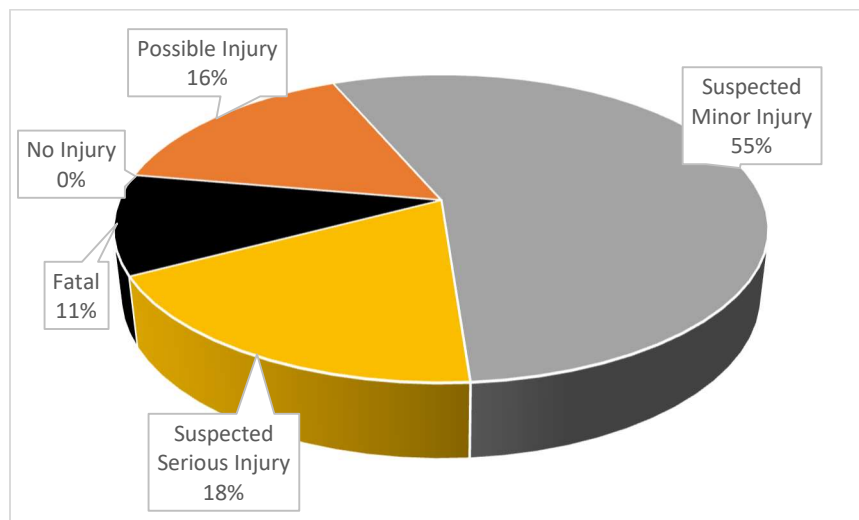


Figure 11: Pedestrian Crashes by Severity

Bicyclist Safety Performance

Figure 12 shows the distribution of bicycle crashes by injury severity. Over the span of 2017 to 2021, there were a total of 64 bicycle-involved crashes, with 5% resulting in fatalities, while 25% were classified as suspected serious injuries.

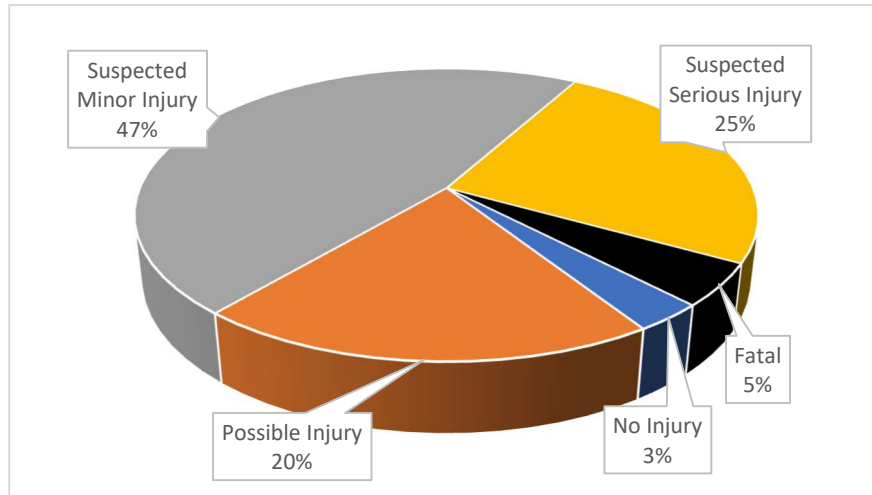


Figure 12: Bicyclist Crashes by Severity

Crash Data Analysis by Jurisdiction

A crash data analysis was completed for each jurisdiction. Aspects such as five year crash count, crash severity, crash manner, and crashes per 100,000 population are shown in **Figure 14** to **Figure 17** and **Table 4** to **Table 6** below. Note that Yavapai county data only covers areas of the County that are within the CYMPO boundary.

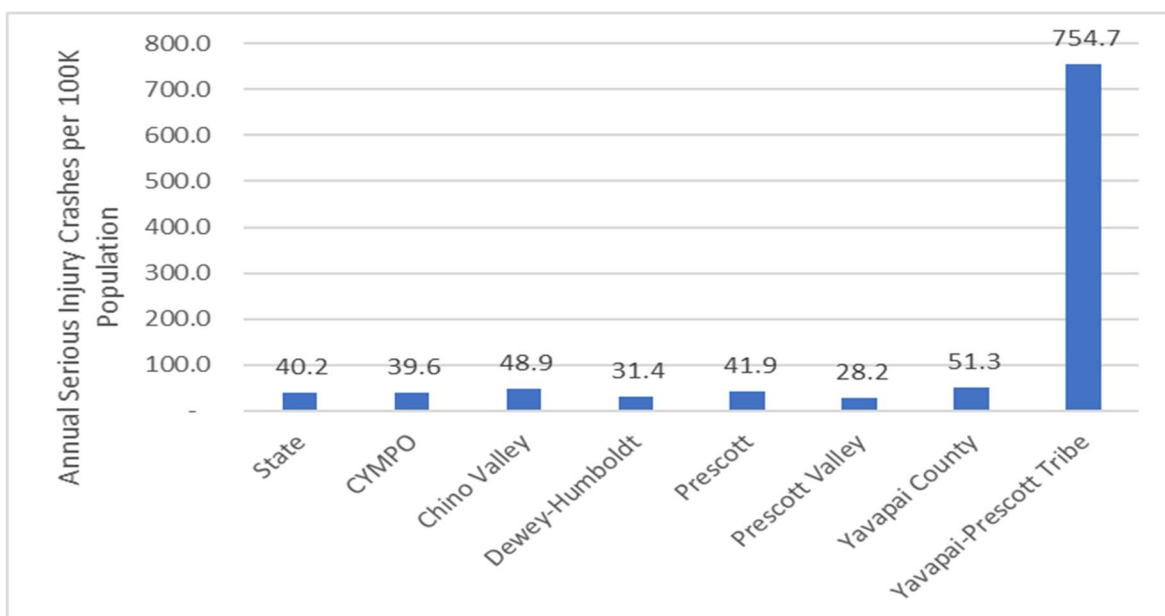


Figure 13: Annual Crash Rate per 100,000 population

Note: The perceived large Yavapai-Prescott Tribe rate can be attributed to the relatively small population and the presence of an interstate highway within its geographic area.

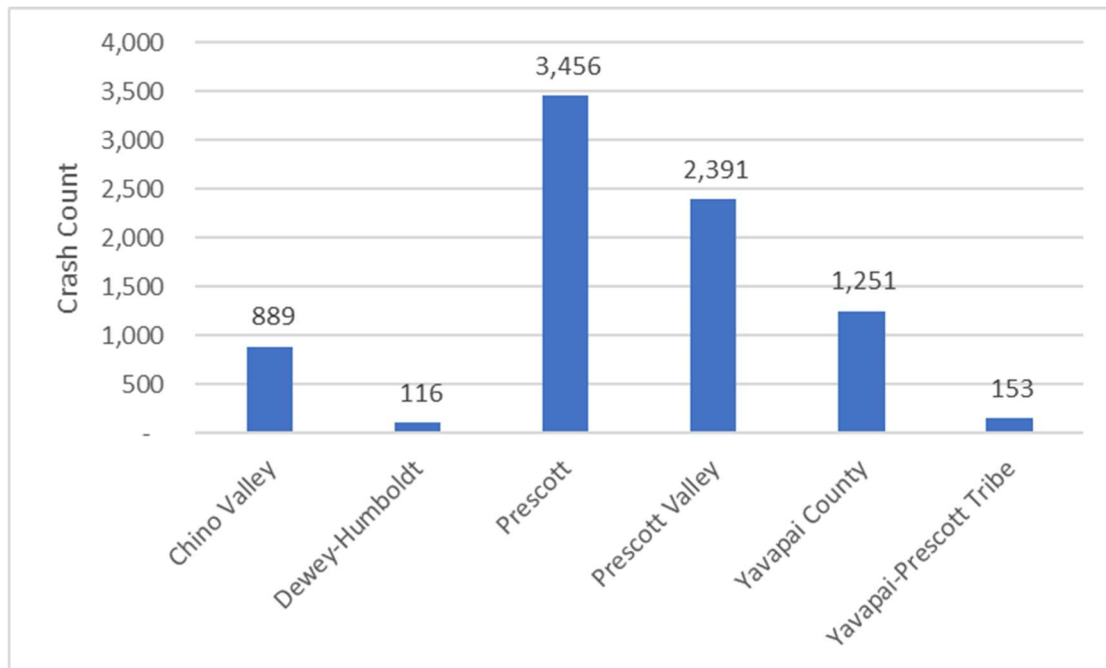


Figure 14: Crashes by Jurisdiction

Table 4: Crash Severity by Jurisdiction

Jurisdiction	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Grand Total
Chino Valley	653	91	108	33	4	889
Dewey-Humboldt	80	13	14	7	2	116
Prescott	2,466	425	448	98	19	3,456
Prescott Valley	1,649	359	301	68	14	2,391
Yavapai County	850	157	175	53	16	1,251
Yavapai-Prescott Tribe	106	20	20	6	1	153
CYMPO	5,804	1,065	1,066	265	56	8,256

Table 5: Crashes by Jurisdiction

Jurisdiction	2017	2018	2019	2020	2021	Grand Total
Chino Valley	168	197	188	161	175	889
Dewey-Humboldt	27	26	30	16	17	116
Prescott	756	809	713	524	654	3,456
Prescott Valley	478	460	534	401	518	2,391
Yavapai County	240	285	245	215	266	1,251
Yavapai-Prescott Tribe	44	39	36	16	18	153
CYMPO	1,713	1,816	1,746	1,333	1,648	8,256

Table 6: Crash Manner by Jurisdiction

Crash Manner	Chino Valley	Dewey-Humboldt	Prescott	Prescott Valley	Yavapai County	Yavapai-Prescott Tribe	CYMPO
Angle (Front To Side)(Other Than Left Turn)	169	7	595	428	137	12	1,348
Head On	14	1	78	43	20	5	161
Left Turn	92	12	383	337	64	10	898
Other	27	8	187	100	44	6	372
Rear End	239	26	1,070	906	288	88	2,617
Rear To Rear			4		1		5
Rear To Side	1		22	12	2		37
Sideswipe Opposite Direction	12		47	33	26		118
Sideswipe Same Direction	95	7	416	194	113	17	842
Single Vehicle	233	54	624	313	550	15	1,789
U Turn	3		5	7	4		19
Unknown	4	1	25	18	2		50
Grand Total	889	116	3,456	2,391	1,251	153	8,256

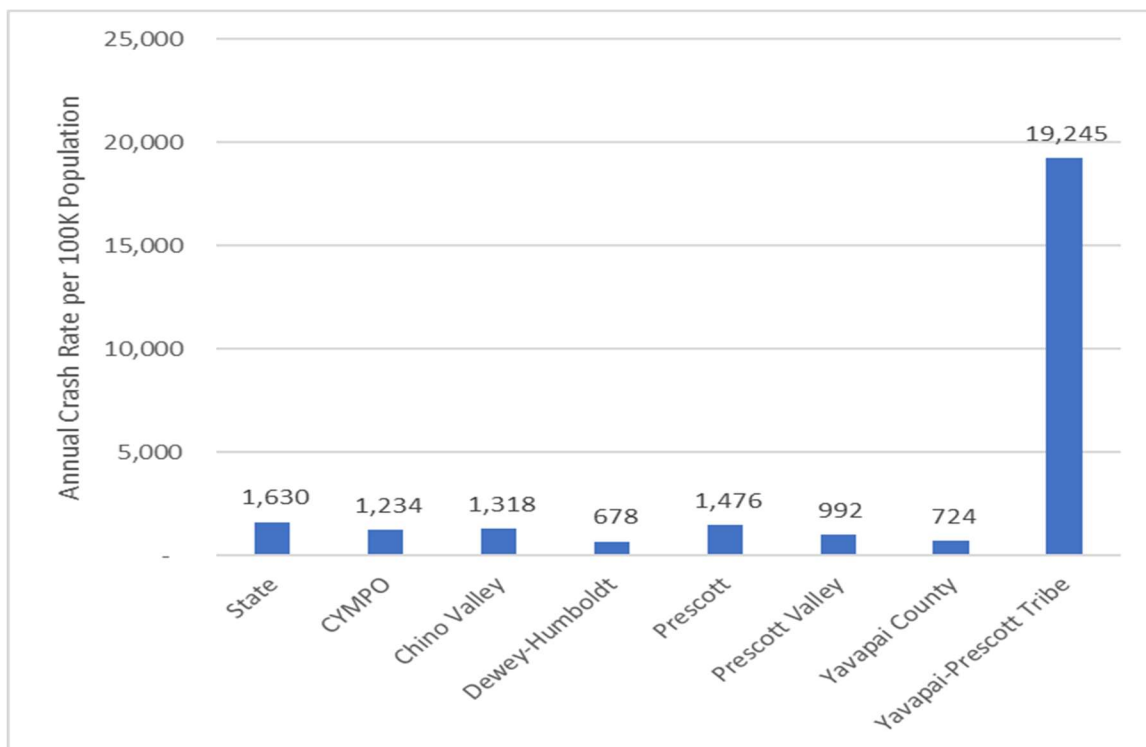


Figure 15: Average Annual Crash Rate per 100,000 Population

Note: The perceived large Yavapai-Prescott Tribe rate can be attributed to the relatively small population and the presence of an interstate highway within its geographic area.

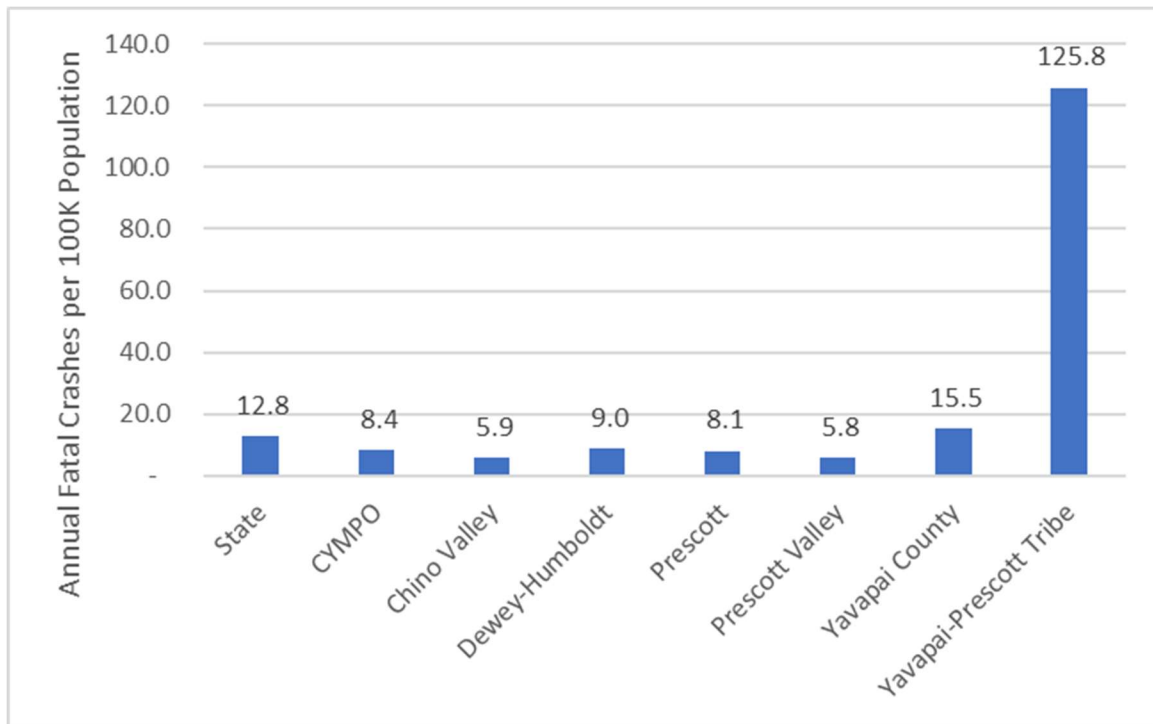


Figure 16: Average Annual Fatal Crash Rate per 100,000 Population

Note: The perceived large Yavapai-Prescott Tribe rate can be attributed to the relatively small population and the presence of an interstate highway within its geographic area.

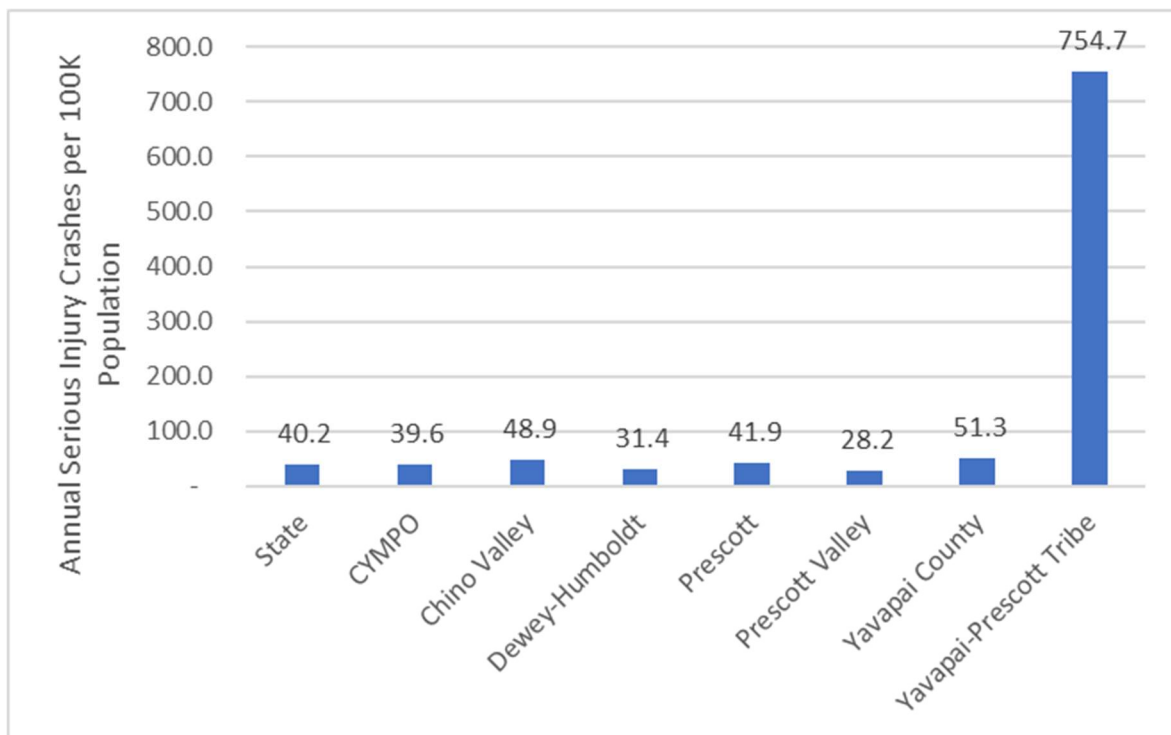


Figure 17: Average Annual Serious Injury Crash Rate per 100,000 Population

Note: The perceived large Yavapai-Prescott Tribe rate can be attributed to the relatively small population and the presence of an interstate highway within its geographic area.

Vision and Emphasis Areas

Vision

The RTSP aligns with the Federal Highway Administration's (FHWA) Vision of "Toward zero deaths and serious injuries on the Nation's roadways" (also identified as 'Vision Zero') along with the 2019 Arizona Strategic Highway Safety Plan (SHSP) Vision, "Toward Zero Deaths by Reducing Crashes for a Safer Arizona." CYMPO's RTSP Vision is, "To promote and maintain a regional coordinated transportation system for the safe and efficient movement of people, goods and services". CYMPO commits to working to reach zero roadway deaths by 2048. Further details can be found in "[Implementation Plan](#)" section.

Emphasis Areas

Emphasis areas represent the crash types and factors associated with high frequencies of fatal and serious injury crashes. Directing safety initiatives towards these specific areas help to achieve the RTSP vision. **Table 7** presents the number of crashes, fatal crashes, and suspected serious injury crashes for each safety factor, and compares these figures to the statewide data. Bolded factors are areas of concern where the region is higher than the state for that factor or crash severity.

Table 7: CYMPO Emphasis Areas

Factor	Crashes	% of Crashes	% of State Crashes	Serious Injury Crashes	% of Crashes	% of State Crashes	Fatal Crashes	% of Crashes	% of State Crashes
Unrestrained	698	8.5	8.2	54	20.4	19.9	13	23.2	35.2
Motorcycle	207	2.5	2.2	49	18.5	18.6	9	16.1	16.9
Intersection	4,693	56.8	48.0	151	57.0	44.1	23	41.1	28.6
Lane Departure	2,836	34.4	32.0	122	46.0	46.1	39	69.6	61.7
Pedestrian	77	0.9	1.4	14	5.3	11.9	8	14.3	24.5
Bicycle	64	0.8	1.0	16	6.0	5.1	3	5.4	3.4
Nighttime	1,463	17.7	25.3	76	28.7	33.8	19	33.9	48.6
Speeding/ Aggressive Driving	2,798	33.9	35.2	88	33.2	32.1	15	26.8	30.7
Impaired Driving	504	6.1	5.0	39	14.7	16.0	11	19.6	39.5
Young Driver	2,853	34.6	37.1	74	27.9	31.0	9	16.1	24.4
Older Driver	2,843	34.4	17.1	92	34.7	18.5	19	33.9	19.3
Weather	727	8.8	5.0	14	5.3	4.1	0	0.0	4.0
Animal	315	3.8	1.7	1	0.4	0.4	0	0.0	0.3
Distracted Driving	1,022	12.4	8.1	27	10.2	7.3	4	7.1	5.0

Based on a combination of crash data analysis results and stakeholder input, below are the emphasis areas for CYMPO:

- Intersection
- Lane Departure
- Speeding
- Older Drivers

Network Screening and Areas of Opportunity

Priority intersections and segments were identified by reviewing the annualized/normalized crash severity scores from the network screening results for the region. Network screening results can be visualized in the web map located at <https://arcg.is/09qaSC> and in **Figure 18** and **Figure 19**. The web map also overlays U.S. Department of Transportation's (USDOT's) definition of areas of persistent poverty as well as transportation and historically disadvantaged communities. These layers are explained further in the Equity Analysis section.

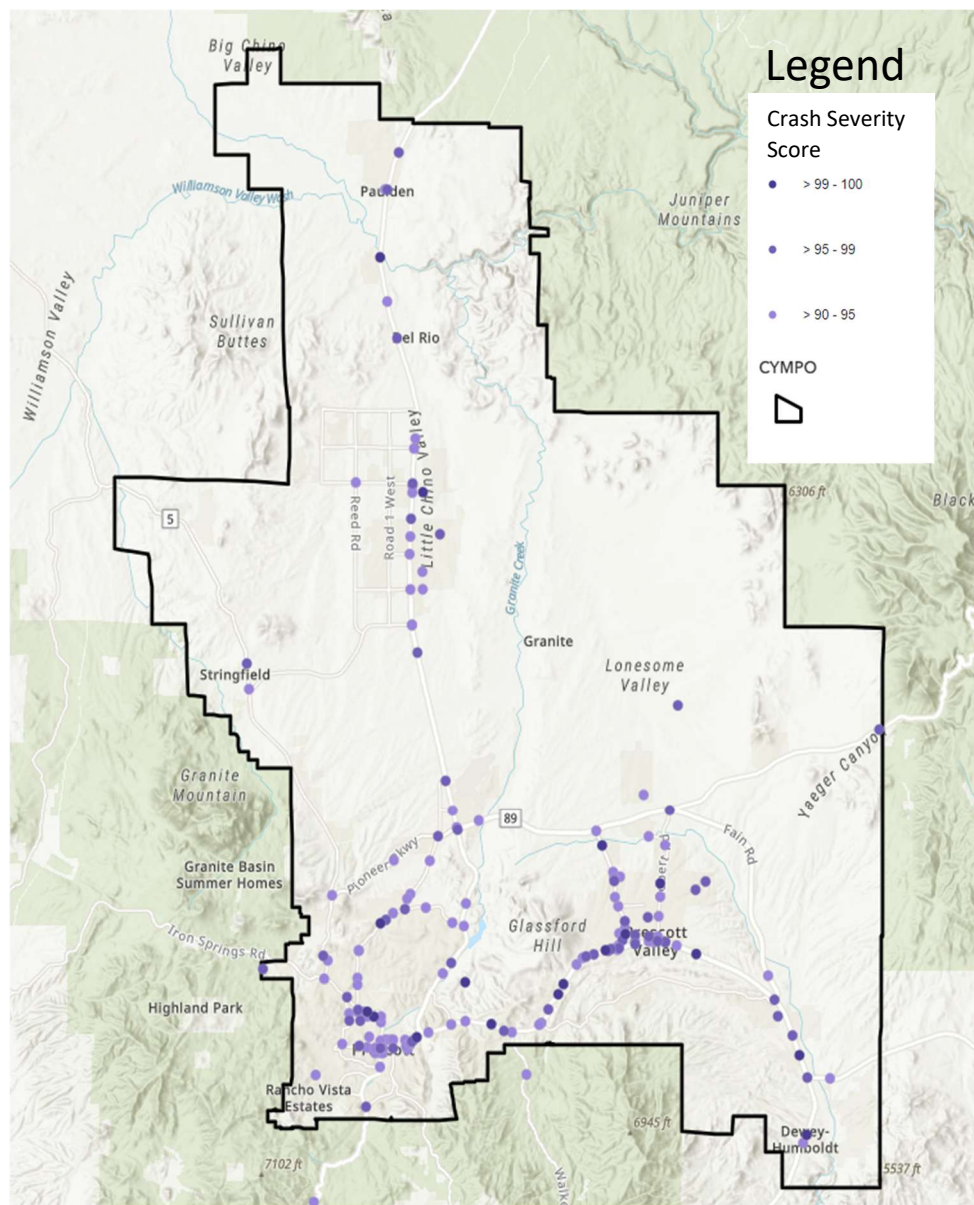


Figure 18: Intersections with high crash severity score

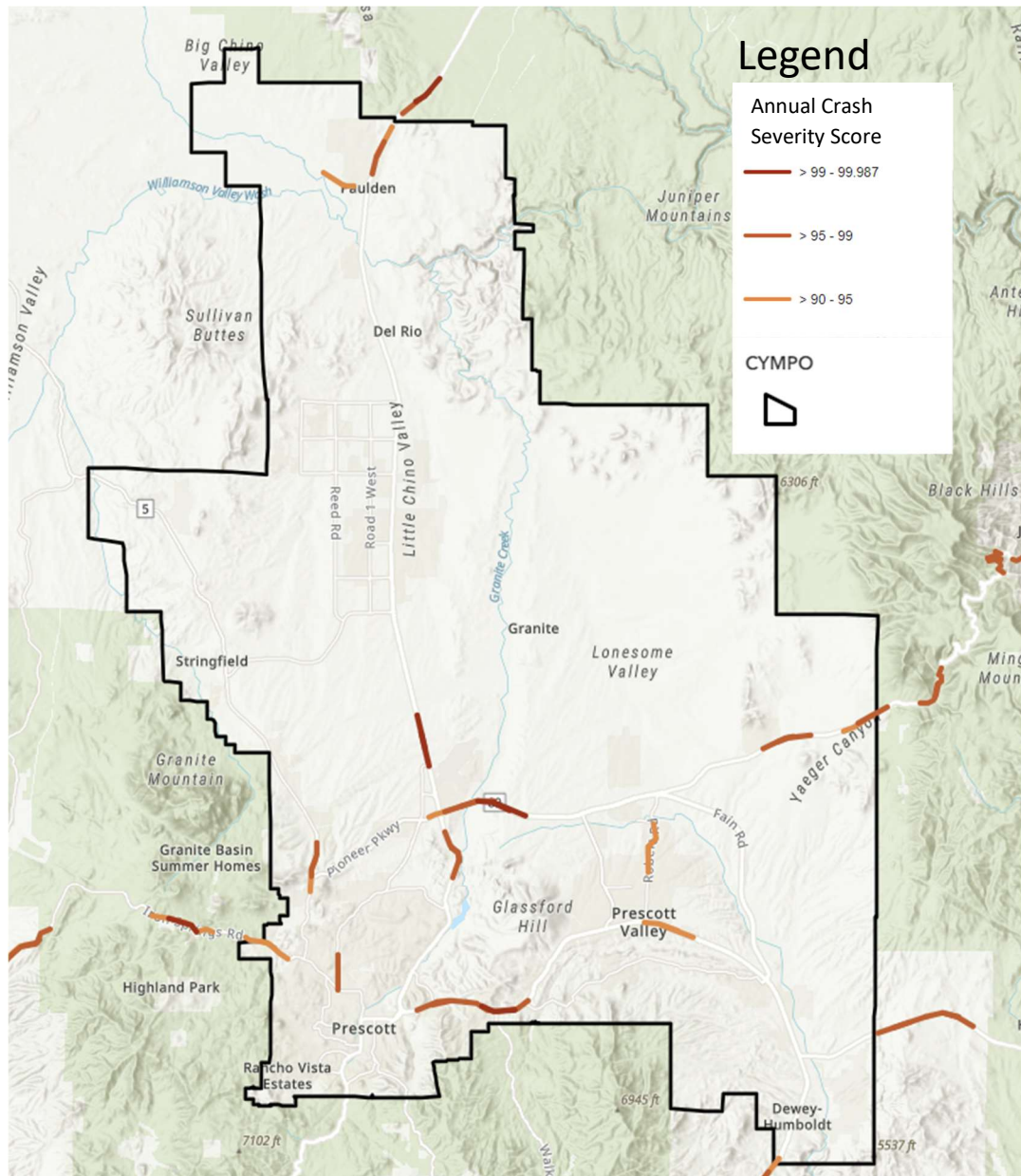


Figure 19: Segments with high crash severity score

High injury networks (HINs) were constructed for the region for the 90th percentile of all crash severity score locations. HINs are a blend of analysis and judgment to provide a large enough share of the roadway network to be meaningful but not so large as to lack utility in prioritizing and communicating roadway safety needs to the public. Unlike intersection or segment hot spot analysis, HINs can identify entire corridors that have experienced patterns of crashes.

The HINs developed for the region can be viewed in the web map located at: <https://kai.maps.arcgis.com/apps/instant/basic/index.html?appid=388eef13040a4fb7b86aac2a827b42a8>. A preview of this interactive map is shown below in Figure 20.

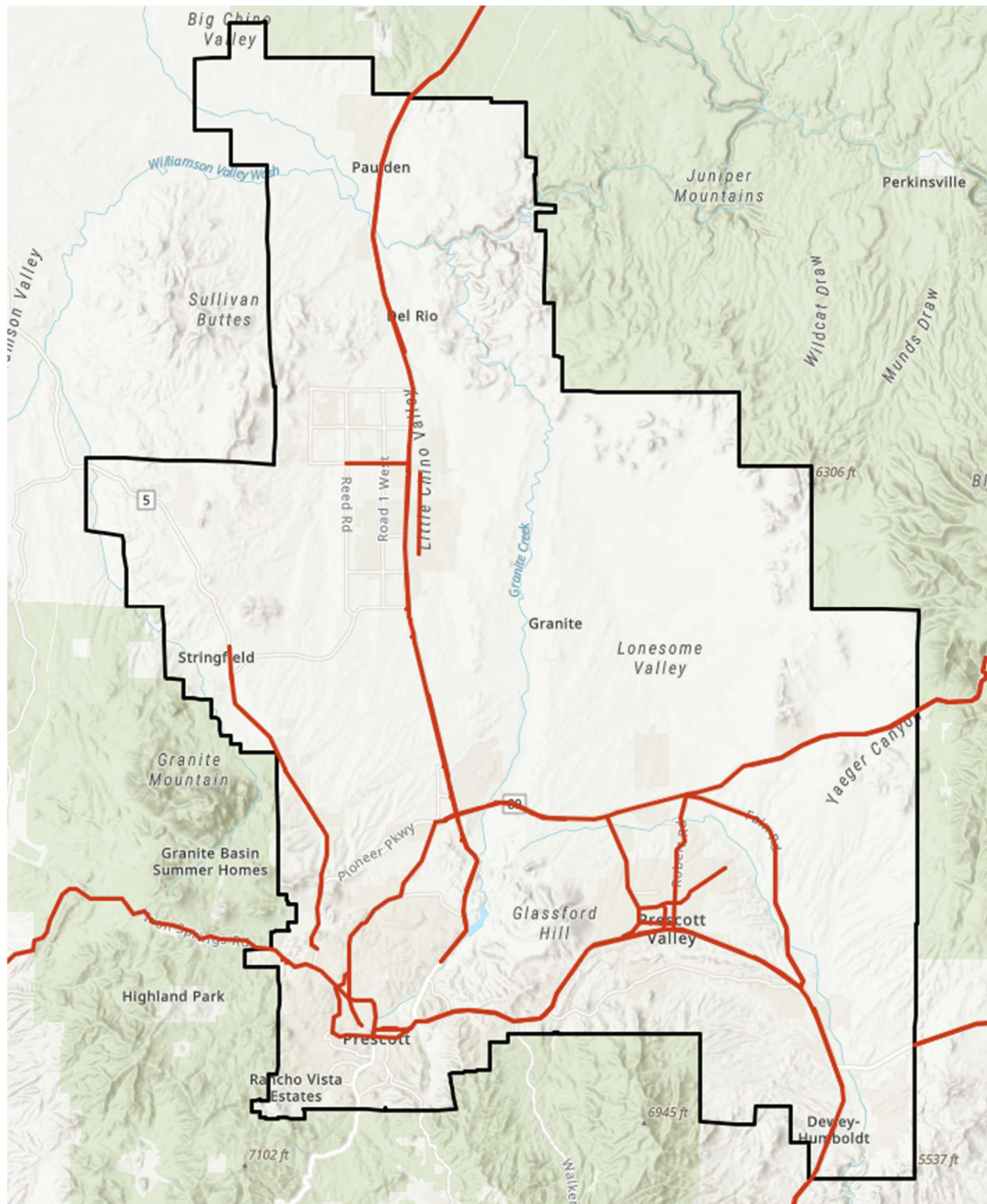


Figure 20: CYMPO High Injury Network Preview

The priority locations were developed from the highest scoring locations in the region. The resulting list of priority intersections for CYMPO are provided in **Table 8**. The resulting list of priority roadway segments

for CYMPO are provided in **Table 9**. As a note, locations were also developed for each county, local jurisdiction, and tribal nation within the three regional jurisdictions.

Table 8. Priority Intersections by Crash Severity Score

ID	Intersection Name	Annualized Crash Severity Score
1	FRONTAGE RD & MEADOWLARK DR	370.29
2	BUNKER PL & PRESCOTT LAKES PKWY	360.37
3	GATEWAY BLVD/PRESCOTT LAKES PKWY & SR 69	243.55
4	RUTH ST & WHIPPLE ST	240.53
5	FLORENTINE RD & GLASSFORD HILL RD	240.29
6	DIAMOND DR & SR 69	223.59
7	NICHOLET TRL/SMOKE TREE LN & WILLOW CREEK RD	212.92
8	KACHINA PL & SR 69	207.93
9	MENDECINO DR & SR 69	204.93
10	PERKINSVILLE RD & ROAD 1 EAST	201.74
11	GLASSFORD HILL RD & GRANVILLE WAY	201.09
12	RAMADA DR & SR 69	200.96
13	OVERLAND RD & SR 89	197.08
14	ROBERT RD & SPOUSE DR	195.16
15	KLOSS AVE & SR 69	193.22
16	LITTLE RANCH RD & SR 89	192.29
17	CAMPBELL ST & MERRITT ST	188.50
18	FAIR ST/DOUGHERTY ST & GAIL GARDNER WAY	185.45
19	OLD CHISHOLM TRL & STIRRUP HIGH DR	183.98
20	LEGEND HILLS Dr & SR 89A	183.78

Table 9. Priority Roadway Segments by Crash Severity Score

ID	Roadway Segment	Segment Length (mi)	Annualized Crash Severity Score	Normalized Crash Severity Score
1	Prescott St Between Jones St and Holiday Dr	0.3	178.19	578.72
2	SR 89 NB Between 0.6 mi north of Willow Creek Rd and north of Willow Creek Rd	0.3	180.32	552.88
3	Powers Ave Between Robert Rd and Castle Track Dr	0.4	178.19	408.43
4	Smoke Tree Ln Between Cabaret St and Golden Bear Dr	0.5	178.19	364.21
5	Road 1 E Between Road 3 S and Road 4 S	0.5	178.19	359.57
6	SR 89 NB Between east of Granite Dells Pkwy and 0.6 mi west of Larry Caldwell Dr	1.9	622.05	325.75
7	SR 69 Between west of Prescott Canyon Dr and 1.1 mi west of Larry Caldwell Dr	1.0	291.69	284.98
8	SR 69 Between 0.5 mi east of Old Black Canyon Hwy and Prescott Lakes Pkwy	3.1	476.86	152.78
9	SR 89 NB Between 1 mi south of Outer Loop Rd and north of Willow Creek Rd	3.1	424.24	136.66
10	N Williamson Valley Rd Between Southview Dr and Longview Dr	1.5	186.71	127.88

Priority locations that scored highest in crash severity scores within each of the region's agencies were developed. Where feasible, the top 20 intersection and segment priority locations for each of the region's agencies were listed and can be found in **Appendix IV**.

Network screening was also conducted for the following factors:

- Aggressive Driving
- Lane Departures
- Older (64+) Road Users
- Younger (Under 25) Road Users
- No or Unknown Restraints
- Inclement Weather Conditions
- Distracted Driving
- Pedestrian- or Bicyclist- Involved
- Motorcycle-Involved
- Animal-Involved
- Night or Dark Conditions

The emphasis area screening results for intersections and roadway segments can be visualized via web maps at <https://arcg.is/9rGqf0> and <https://arcg.is/1TyLGi>, respectively. A preview of each of these is shown in **Figure 21** and **Figure 22**.

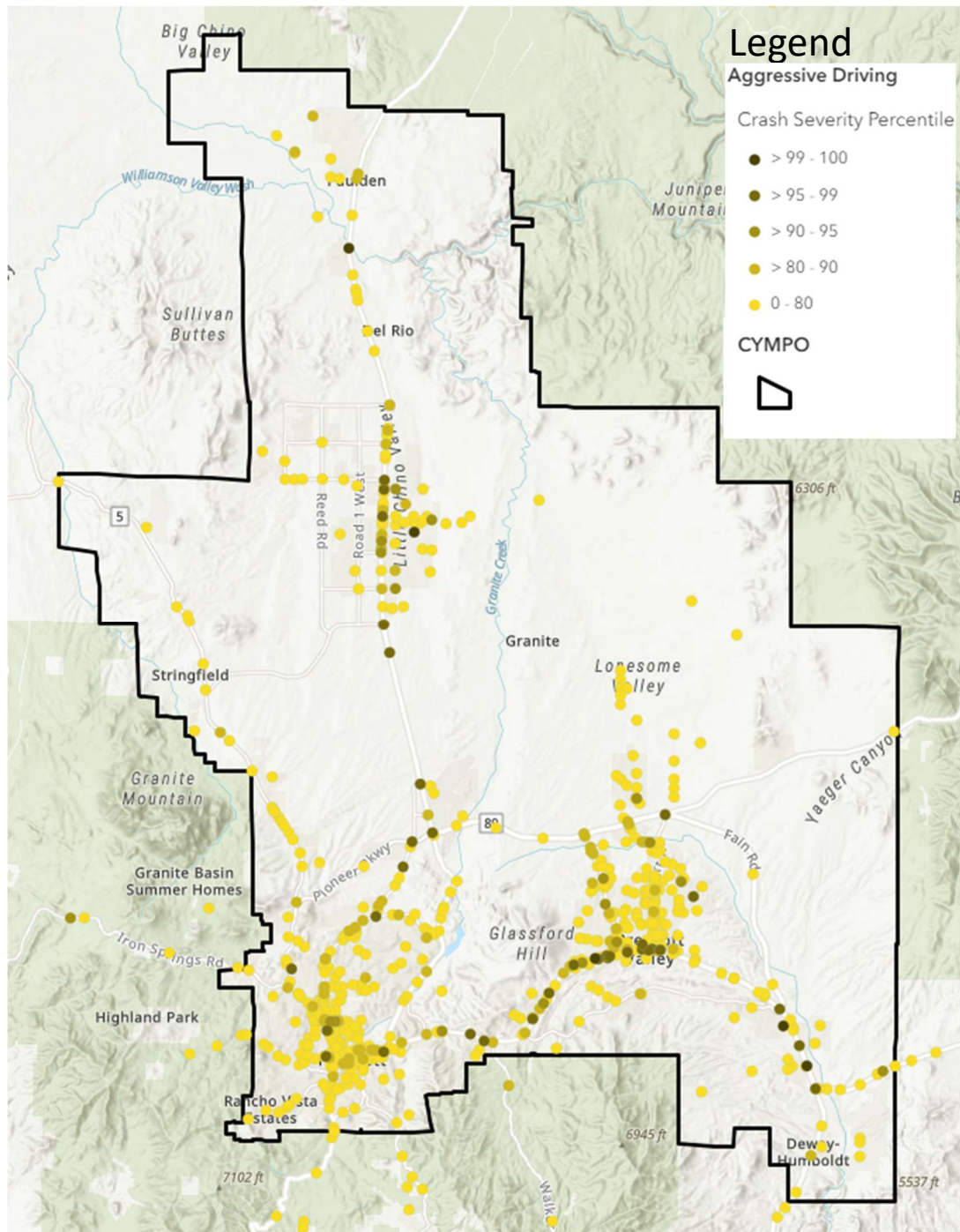


Figure 21: Emphasis Area Screening Results for Intersections

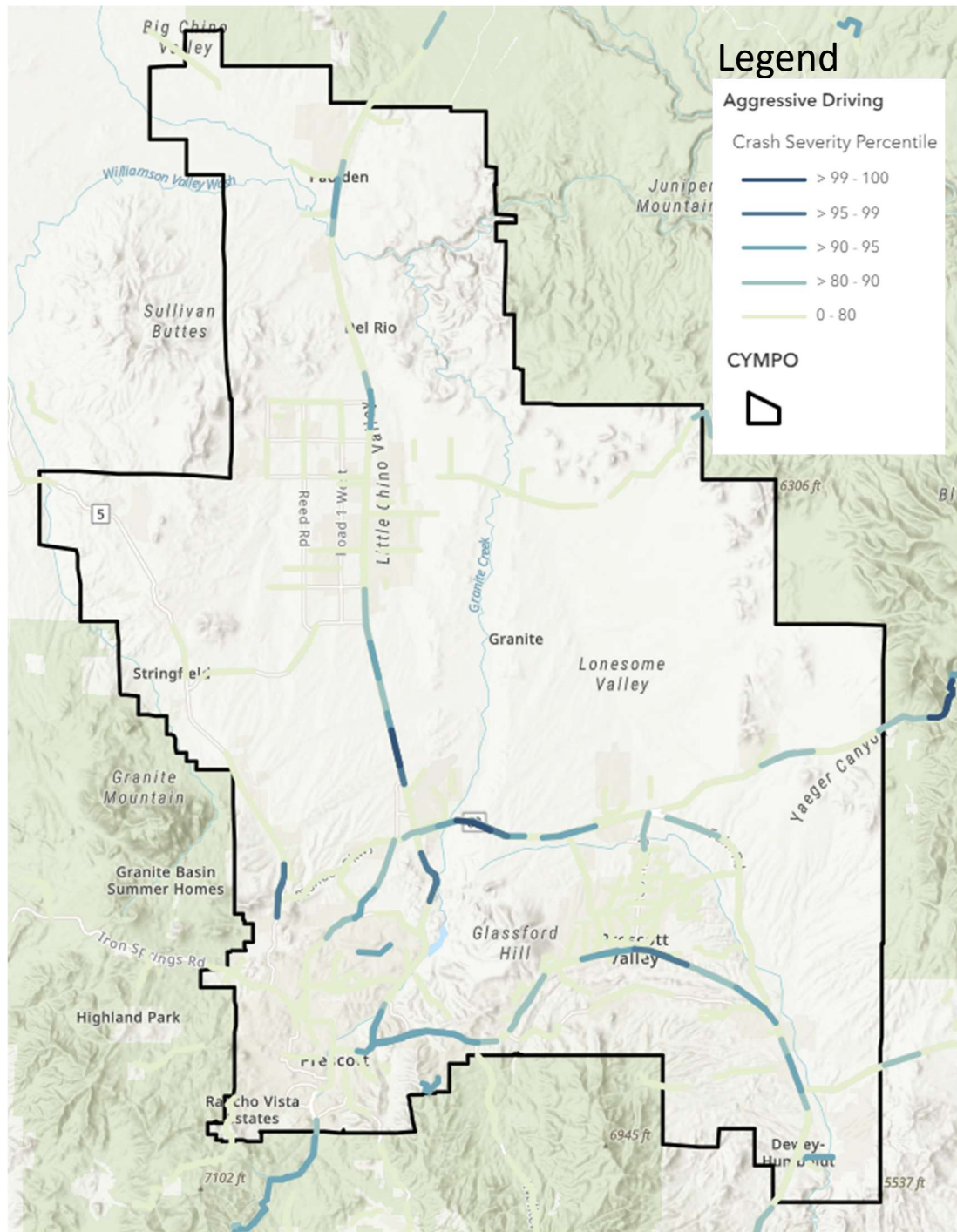


Figure 22: Emphasis Area Screening Results for Segments

Safety Strategies

CYMPO and its stakeholders evaluated the results of the data analysis and the safety concerns and priorities of the region, and using the Safe System Approach as the framework, established the strategies represented in the RTSP. Each Safe System element (Safe Roads, Safe Speeds, Safe Road Users, Safe Vehicles, and Post-Crash Care) represented in the following strategy lists acts as the pillar for which implementation occurs. Each of these elements identifies emphasis areas and strategies which when implemented with leadership and stakeholder support and input will help achieve the RTSP's safety goals.

CYMPO used multiple resources in developing appropriate safety strategies, including:

- FHWA's Proven Safety Countermeasures
- National Highway Traffic Safety Administration's (NHTSA) "Countermeasures that Work" ⁷
- FHWA's Crash Modification Factors Clearinghouse⁸

The effectiveness of an engineering related action item is measured by a crash modification factor (CMF) and its associated crash reduction factor (CRF) from the FHWA [Crash Modification Factors Clearinghouse](#). NHTSA's publication [Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices](#) contains star ratings for behavior (education and enforcement) related countermeasures that are used most regularly by State Highway Safety Offices and have the most evidence of effectiveness.

A CMF is an estimate of the change in crashes expected after implementation of a countermeasure. For example, an intersection is experiencing 100 angle crashes per year. If you apply a countermeasure that has a CMF of 0.80 for angle crashes, then you can expect 80 angle crashes per year following the implementation of the countermeasure ($100 \times 0.80 = 80$). A CRF is the inverse of a CMF and is typically expressed as a percentage.

(Source: FHWA CMF Clearinghouse)

Behavior Countermeasure Star Ratings

- ★★★★ or ★★★★★ Effective
 - ★★★ Promising, and Likely To Be Effective
 - ☆☆ Effectiveness Still Undetermined
 - ☆ Limited or No High-Quality Evaluation Evidence
- (Source: NHTSA Countermeasures That Work)*

⁷ https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/15100_Countermeasures10th_080621_v5_tag.pdf

⁸ <http://www.cmfclearinghouse.org/>

OFFICE OF SAFETY

Proven Safety Countermeasures

SPEED MANAGEMENT



Speed Safety
Cameras



Variable Speed Limits



Appropriate Speed
Limits for All Road Users

ROADWAY DEPARTURE



Wider Edge Lines



Enhanced Delineation
for Horizontal Curves



Longitudinal Rumble
Strips and Stripes on
Two-Lane Roads



SafetyEdge™



Roadside Design
Improvements at
Curves



Median Barriers

INTERSECTIONS



Backplates with
Retroreflective
Borders



Corridor Access
Management



Dedicated Left- and
Right-Turn Lanes at
Intersections



Reduced Left-Turn
Conflict Intersections



Roundabouts



Systemic Application
of Multiple Low-Cost
Countermeasures at
Stop-Controlled
Intersections



Yellow Change
Intervals

PEDESTRIANS/BICYCLES



Crosswalk Visibility
Enhancements



Bicycle Lanes



Rectangular Rapid
Flashing Beacons
(RRFB)



Leading Pedestrian
Interval



Medians and Pedestrian
Refuge Islands in Urban
and Suburban Areas



Pedestrian Hybrid
Beacons



Road Diets (Roadway
Reconfiguration)



Walkways

CROSSCUTTING



Pavement Friction
Management



Lighting



Local Road Safety Plans



Road Safety Audit

FHWA-SA-21-082

FHWA proven safety countermeasures (Source: FHWA).

The following are strategies that the stakeholders deemed as providing a significant opportunity to reduce traffic related fatalities and serious injuries in the region. Each emphasis area includes the 4E categories, safety strategies, the Safe System Approach elements associated with each strategy, and the effectiveness star rating from the NHTSA, and associated CRF range.

1. Lane Departure

Education

- Launch public awareness campaigns to educate drivers about the risks of lane departure and the importance of staying within their lanes, especially in curves and during inclement weather. (*Safe Road Users* / 3 star)
- Include lane departure prevention and safe driving practices in driver education and training programs. (*Safe Road Users* / 1-2 star)

Engineering

- Identify and prioritize high-crash (fatalities and serious injuries) and high-risk segments for lane-departure crashes to be addressed through infrastructure improvements. (*Safe Roads* / 3 star)
- Install centerline and edge-line rumble strips, especially on two-lane roads. (*Safe Roads* / 12-37% reduction in lane departure crashes)
- Enhanced Delineation for Horizontal Curves: chevrons, post-mounted delineators, oversized signs, brighter/wider markings, enhanced guardrail delineation, post-mounted retroreflective sheeting, pavement markings through horizontal curves and tangent approaches ("Curve Ahead," "Slow") or dynamic speed-actuated feedback warning signs, and LED raised pavement markers. (*Safe Roads and Safe Speeds* / 6-22% reduction in road departure crashes)
- Utilize high-friction surface treatments. (*Safe Roads* / 5-17% reduction in road departure crashes)
- Where feasible, install a combination of shoulder rumble strips with additional shoulder widening, or where feasible, pave existing shoulders, widen existing paved shoulders, or establish gravel/stabilized "usable" shoulder extension at 1V:20H slope or flatter, particularly where paved shoulder width is less than 8 feet. (*Safe Roads* / 11-51% reduction in road departure crashes)
- Remove/relocate objects within the recovery area along the side of the road in high-risk locations. (*Safe Roads* / 8-44% reduction in road departure crashes)
- Apply paving technologies to negate vertical drop-offs and facilitate driver ability to maintain vehicle control under instances of lane departure, such as Safety Edge. (*Safe Roads and Safe Vehicles* / 21% reduction in road departure crashes)
- Conduct slope flattening, repair, restoration, and maintenance to reduce the likelihood of rollover on > 33% slopes, or recovery on > 25% slopes. (*Safe Roads and Safe Vehicles* / 4% reduction in road departure crashes)
- Improve shoulders by dispersing aggregate along the road edge to provide a more stable recovery area beyond the edge of pavement. Millings or aggregate are dispersed at 1V:6H or flatter. (*Safe Roads* / 8-44% reduction in road departure crashes)

- Median Barriers (*Safe Roads* / 97% reduction in road departure crashes)

2. Speeding

Education

- Run public awareness campaigns to educate drivers about the dangers of speeding and aggressive driving by using emotional appeals, statistics, and real-life stories to convey the message. (*Safe Road Users and Safe Speeds* / 3 star)
- Mandate defensive driving courses and education programs for drivers cited for speeding or aggressive driving. (*Safe Road Users and Safe Speeds* / 3 star)
- Offer reward and incentive programs to encourage safe driving behaviors, such as obeying speed limits and avoiding aggressive driving. (*Safe Road Users* / 3 star)

Engineering

- Install decreased speed limit signs. (*Safe Roads* / 9-21% reduction in crashes)
- Dynamic speed feedback sign that has data collection features (speed, volume). (*Safe Roads and Safe Speeds* / 5% reduction in crashes)
- Traffic Calming Measures: Installing speed humps, rumble strips, chicanes, and raised crosswalks. (*Safe Roads and Safe Speeds* / varies reduction in crashes)
- Identify locations with a high frequency of speed-related crashes for targeted enforcement (GIS heat maps can be generated for law enforcement). (*Safe Roads* / 3 star)
- Install traffic calming to reduce speeds (e.g. speed humps, road diets, curb bulb-outs). Road diets reduce the number of lanes and lane widths. Curb bulb-outs narrow the street width at intersections. (*Safe Roads* / 29% reduction in crashes)
- Improving sightlines, adding clear and visible signage, and optimizing lane widths. (*Safe Roads* / 20-41% reduction in crashes)

Enforcement

- Targeted enforcement in school zones and locations with speeding-related crashes. (*Safe Road Users and Safe Roads* / 2 star)
- Installing automated speed cameras that automatically issue citations to drivers who violate traffic laws, including speeding. (*Safe Speeds and Safe Roads* / 5 star)
- High-Visibility Enforcement: Police officers use highly visible patrol cars and uniforms to increase their presence on the road, discouraging aggressive behaviors. (*Safe Speeds, Safe Roads, and Safe Road Users* / 2 star)
- Regulate policies for car manufacturing to use advancements in vehicle technology, such as adaptive cruise control and lane-keeping assistance. (*Safe Speeds, Safe Roads, and Safe Road Users* / 2 star)

Emergency Response

- Traffic Incident Management: Efficient management of traffic incidents can prevent secondary crashes caused by aggressive driving around accident scenes. Quick clearance of the road can reduce congestion and frustration. (Post-Crash Care)

3. Intersections

Education

- Build upon and distribute educational materials related to intersection safety. (*Safe Road Users / 1 star*)
- Build upon existing "best practices" guides for high-risk intersections. (*Safe Roads 1-4 star*)
- Partner with local professional societies to hold an annual workshop to educate roadway designers on safety tools available to assess and improve substantive safety. (*Safe Road Users / 1 star*)
- Educate policymakers on the benefits of engineering strategies to increase the use of those strategies. (*Safe Roads / 1 star*)

Engineering

- Consider adopting Intersection Control Evaluation (ICE) policies and procedures to evaluate and select the geometry and control for an intersection. (*Safe Roads*)
- Identify individuals or groups of intersections with fatal and serious injury crash patterns that can be addressed through infrastructure upgrades or improvements. (*Safe Roads*)
- Evaluate left-turn phasing practices and policies. (*Safe Roads*)
- Review and update corridor traffic signal timing and coordination on a regular schedule (every three to five years minimum). (*Safe Roads*)
- Improve traffic signal timing and coordination between jurisdictional signal systems to improve operations and reduce driver frustration. (*Safe Roads*)
- Implement systemic improvements based on identifying characteristics of high-risk intersections. (*Safe Roads*)
- Enhance the existing network screening methodology for intersections and segments. (*Safe Roads*)
- Reduced Left-Turn Conflict Intersections. (*Safe Roads / 30-54% reduction in crashes*)
 - Reduced left-turn conflict intersections are geometric designs that alter how left-turn movements occur to simplify driver decisions and minimize the potential for related crashes. Two highly effective designs that rely on U-turns to complete certain left-turn movements are known as the restricted crossing U-turn (RCUT) and the median U-turn (MUT).
- Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections. (*Safe Roads / 10-15% reduction in crashes*)
 - This systemic approach to intersection safety involves deploying a group of multiple low-cost countermeasures, such as enhanced signing and pavement markings, at many stop-controlled intersections within a jurisdiction. It is designed to increase driver awareness and recognition of the intersections and potential conflicts.
- Left and Right Turn Lanes at Two-Way Stop-Controlled Intersections. (*Safe Roads / 14-48% reduction in crashes*)

- Appropriate Yellow Change Intervals. (*Safe Roads | 8-14% reduction in crashes*)
- Roundabouts. (*Safe Roads | 78-82% reduction in crashes*)
- Corridor Access Management. (*Safe Roads | 5-31% reduction in crashes*)
 - Access management refers to the design, application, and control of entry and exit points along a roadway. This includes intersections with other roads and driveways that serve adjacent properties.
- Improve left-turn lane offset to create a positive offset. (*Safe Roads | 38% reduction in crashes*)
- Protected-only left-turn phasing. (*Safe Roads | 51-77% reduction in crashes*)
- Flashing yellow arrow. (*Safe Roads | 19% reduction in crashes*)
- Turn lane channelization. (*Safe Roads | 33% reduction in crashes*)
- Clear sight triangles. (*Safe Roads | 48% reduction in crashes*)
- Improve visibility of signals. (*Safe Roads | 29% reduction in crashes*)
- One signal head per lane. (*Safe Roads | 46% reduction in crashes*)
- Larger (12") signal heads. (*Safe Roads | 42% reduction in crashes*)
- Reflective border for signal backplates. (*Safe Roads | 15% reduction in crashes*)
- Conduct RSAs during the design phase. (*Safe Roads*)

Enforcement

- Install red-signal enforcement lights to assist enforcement of red-light runners. (*Safe Road Users | 2 star*)
- Encourage and expand the data-driven speed and red-light running enforcement, including the use of technology to assist enforcement. (*Safe Road Users*)
- Conduct targeted enforcement of high crash-risk intersections. (*Safe Road Users | 2 star*)
- Utilize automated enforcement at high crash-risk intersections where appropriate. (*Safe Roads and Safe Road Users | 2-45% reduction in crashes*)

Emergency Response

- Evaluate Emergency Vehicle Pre-emption system implementation practices. (*Post Crash Care*)
- Expand deployment of Emergency Vehicle Pre-emption systems. (*Post Crash Care*)

4. Older Drivers

Education

- Driver Assessment and Education: offer driver assessment and refresher courses specifically designed for older adults. These courses provide updates on traffic laws, address age-related changes in vision and reaction time, and offer tips for safety. (*Safe Road Users | 2 star*)
- Provide information and resources on vehicle adaptations and modifications that can enhance the comfort and safety of older drivers, such as larger mirrors, hand controls, and adaptive seating. (*Safe Road Users | 1 star*)
- Offer counseling and information sessions to help older adults make informed decisions about their mobility options as they age. This may include discussions about when to stop driving. (*Safe Road Users | 1 star*)

- Encourage inter-generational dialogue and support for older drivers within families and communities to ensure they have the resources and assistance they need. (*Safe Road Users* / 1 star)
- Promote the development of age-friendly communities that prioritize safe, accessible sidewalks, public transportation, and pedestrian-friendly features. (*Safe Roads and Safe Road Users*)
- Promote community-based transportation options, such as senior shuttles, volunteer driver programs, and ridesharing services, to provide alternative transportation for older adults who may no longer drive. (*Safe Roads and Safe Road Users* / 1 star)

Engineering

- Analyze crash data involving older drivers to identify trends, evaluate risk factors, and inform targeted safety interventions. (*Safe Roads and Safe Road Users*)

Enforcement

- Enforce medical screening: Periodic medical screenings may be required for older drivers to assess their physical and cognitive fitness to drive. (*Safe Road Users* / 4 star)
- License renewal requirements: having specific renewal requirements for older drivers, including more frequent vision and road tests to ensure that older drivers are fit to drive safely. (*Safe Road Users* / 2 star)
- Collaborate with healthcare providers to identify medical conditions that may affect driving ability. (*Safe Roads and Safe Road Users* / 1 star)

Combining Crash Modification Factors

According to *U.S FHWA Investigation of Existing and Alternative Methods for Combining Multiple CMFs*, “A CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site.” CMFs are calculated based on observational studies, experiments, or historical data, and they represent the change in crash frequency after implementing a safety measure.

In numerous safety projects, multiple safety measures are implemented at specific locations. Each safety measure holds a distinct CMF. To determine the cumulative safety impacts of these measures at a site, combined CMF methods are employed. Below is one of the methods for combining CMFs.

$$CMF_t = CMF_1 * CMF_2 * ... * CMF_n$$

CMF_t	=	CMF for the combined treatments
CMF_1	=	CMF for the first treatment
CMF_2	=	CMF for the second treatment
CMF_n	=	CMF for the n^{th} treatment

Listed in the strategies section above are crash reduction factors (CRFs). To convert a CRF to a CMF for use in the equation above, use $CMF = 1 - (CRF/100)$.

Implementation Plan

Participants

CYMPO has the primary leadership role and acts as the primary contact for the RTSP. Based upon strategies formulated in this plan, the local agencies, ADOT, and law enforcement will participate in executing the implementation plan.

Incorporating Safety into Project Development Process

Safety is often viewed as an “extra” or “add-on” or even a nuisance to incorporate into a project, when in fact safety elements should be mainstreamed and explicitly considered on every project. Traffic safety programs, projects and policies included in an agency’s Long-Range Transportation Plan, Comprehensive Plan and/or Master Plan have a higher likelihood of being implemented. The following should be considered for inclusion in an agency’s policies, future Capital Improvement Plans (CIP) and updates to plans to ensure safety is an explicit consideration in projects:

1. Include systemic safety improvements in projects. Many of the FHWA Proven Safety Countermeasures are appropriate for systemic implementation (<https://safety.fhwa.dot.gov/provencountermeasures/>)



Safety Edge



Reflective Border
Backplates



Enhanced Curve
Delineation



Rumble Strips



Sidewalks



Lighting



Shoulder Improvement

2. Develop evaluation criteria to consider safety in project programming or consider making the following adjustments:

- Strengthen evaluation criteria for proposed projects in regional Transportation Improvement and Maintenance Programs (TIMP) to include safety elements.
- Give higher priority to projects that address RTSP Emphasis Areas
- Give higher priority to locations experiencing fatal and serious injury crashes
- Give higher priority to projects incorporating multiple safety countermeasures

Some examples of incorporating safety into project programming include:

- The Sun Corridor Metropolitan Planning Organization (SCMPO) Regional Transportation Plan (RTP) 2040 includes safety in its Project Scoring and Prioritization Criteria. The RTP project scoring criteria assigns up to 20 points (out of 100) to a project that improves safety by implementing an FHWA proven safety countermeasure or a recommendation from the SCMPO STSP.
- The Western Arizona Council of Governments (WACOG) Project Application form includes safety criteria in project development and prioritization. **Table 10** and
- **Table 11** show the safety and bicycle and pedestrian project scoring criteria used by WACOG.

Table 10: WACOG Project Prioritization Safety Scoring

SAFETY SCORING CRITERIA				25 Points Available
Check all that apply				
Safety Countermeasures	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Project incorporates one or more of the FHWA or WACOG STSP (Safety Plan) safety countermeasures AND/OR addresses a specific location with identified safety deficiencies	Points Available Yes = 20, No = 10
	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Does roadway exhibit a five (5)-year historic fatal and total crash rate above the State average?	Points Available Yes = 5, No = 2.5
Safety Total:				

Table 11: WACOG Project Prioritization Bicycle and Pedestrian Scoring

BICYCLE, PEDESTRIAN, AND TRANSIT MOBILITY				15 Points Available
Improves bus, bicycle, or pedestrian operations, safety, convenience and comfort, e.g., bike lanes, bus stops, ADA ramps & sidewalks, etc.				
Check all that apply				
Bicycle, Pedestrian & Transit	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Project provides tangible improvement to, bicycle, or pedestrian facilities, safety, mobility, or convenience.	Points Available Yes =7.5, No = 2.5
	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Project provides tangible improvement to Bus facilities, safety, mobility or convenience	Points Available Yes = 7.5, No = 2.5
Bike, PED & Transit Total:				

- ADOT's Planning-to-Programming (P2P) process incorporates safety into its scoring for Modernization projects by assigning values to the expected reduction in crashes as a result of the project, and if the project has been identified in the state's Strategic Highway Safety Plan.
- The Northwest Arkansas MPO uses a 20-point system to prioritize its Surface Transportation Program projects. Safety accounts for three points maximum and is based on the 3-year average crash rate. If the crash rate in the project area is higher than the statewide average for similar facilities, the project receives three points. If the crash rate is near the statewide average, the project receives two points. Projects with a crash rate below the statewide average are awarded one point.
- The Androscoggin Transportation Resource Center, an MPO in Maine, includes a safety component in the TIP prioritization process for all projects. The MPO's prioritization process awards points to transportation projects that correct a safety problem at an identified high-crash location. The safety score is based on the state's list of high-crash locations for the preceding 3-year period. However, a project can also receive a partial safety score if it has an identifiable crash pattern that can be corrected, even if it is not on a high-crash location link/node. The intent is to award points to projects that address safety problems, regardless of whether they contain a high-crash location.

Safety Performance Reporting

The FHWA's final rule concerning the "National Performance Management Measures: Highway Safety Improvement Program" became effective on April 14, 2016. This rule outlines specific procedures, data guidelines, reporting mandates, and potential consequences for safety performance within State Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) levels. The rule intends to enhance the utilization of data to enhance transportation planning and project development, with the primary goal of diminishing fatalities and severe injuries. Key aspects of this rule incorporate:

- Five Performance Measures required:
 1. Number of Fatalities
 2. Rate of Fatalities per 100 million vehicle miles traveled (VMT)
 3. Number of Serious Injuries
 4. Rate of Serious Injuries per 100 million VMT
 5. Number of Non-Motorized Fatalities and Serious Injuries
- Annual reporting required
- A target to be set for each of the 5 performance areas
- 5-year rolling averages are used to smooth variability in data

States were required to establish statewide targets for these five performance measures by August 31, 2017 for calendar year 2018, and annually thereafter. MPOs were required to establish targets specific to the MPO planning area for the same five safety performance measures for all public roads in the MPO planning area within 180 days after the State establishes each target or adopt the State's targets. COGs and local agencies are not required to establish safety performance measures or targets, but it is recommended. MPOs may select one of the following options for each individual safety performance measure:

- Agree to support the State target; or
- Establish specific targets for a safety performance measure (number or rate).

Policies and Guidelines

Safe Streets and Roads for All Action Plans

Consider developing a Safe Streets and Roads for All (SS4A) Action Plan. The SS4A Action Plan allows for an agency to pursue program funds for projects through the [Bipartisan Infrastructure Law \(BIL\)](#). The BIL established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, 2022-2026. The plan typically consists of 8 essential components: leadership commitment and goal setting, planning structure, safety analysis, engagement and collaboration, equity considerations, policy and process changes, strategy and project selections, and progress transparency. This RTSP qualifies as an SS4A Safety Action Plan.



Vision Zero



APPROACH

Zero is our goal. A Safe System
is how we get there.

The **zero deaths** vision acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for **all road users**.

Consider the adoption of a “Vision Zero” type initiative to target fatal crashes. Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe and is gaining momentum in the United States. The City of Tempe has recently adopted a Vision Zero policy:

(<https://www.tempe.gov/government/engineering-and-transportation/transportation/vision-zero>)

A presentation and comparison between rural and urban agency vision zero policies is found in **Appendix V**.

Complete Streets

Complete Streets policies formalize a community’s intent to plan, design, and maintain streets so they are safe for all users of all ages and abilities. Policies direct transportation planners and engineers to consistently design and construct the right-of-way to accommodate all anticipated users, including pedestrians, bicyclists, public transportation users, motorists, and freight vehicles. Complete Streets can be achieved through a variety of policies; ordinances and resolutions; rewrites of design manuals; inclusion in comprehensive or general plans; internal memos from directors of transportation agencies; policies adopted by city and county councils/boards; and executive orders from elected officials, such as Mayors or Governors. All policies should include the 10 elements of a Complete Streets policy (<https://smartgrowthamerica.org/resources/elements-complete-streets-policy/>).



A presentation and comparison between rural and urban agency complete streets policies is found in **Appendix V**.

Active Transportation Plans

Active Transportation Plans address pedestrian and bicyclist issues, but they also help improve safety for all road users. For example, the City of Flagstaff's 2022 Active Transportation Master Plan includes several priority safety action recommendations that this RTSP endorses, including:

- Re-establish a communitywide Safe Routes to School (SRTS) program
- Adopt a formal Complete Streets policy

Implement road diets (reducing the number of travel lanes and/or effective width of the road to improve safety).

Road Safety Assessments

A Road Safety Assessment (RSA) is a formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It reports on potential road safety issues and identifies opportunities for improvements in safety for all road users. ADOT conducts RSAs for local agencies as a free service through its Traffic Safety division; the RSA application can be accessed at <https://azdot.gov/sites/default/files/2023-06/rsa-application.pdf>.

CYMPO should consider conducting RSAs during:

- Project design
- Evaluation of high priority locations, especially those identified in CYMPO Regional Transportation Plan and Transportation Improvement Program (TIP).

Fatal Crash Team

Form a fatal crash investigation team of engineering, planning, law enforcement, and risk management representatives to meet quarterly to analyze fatal crashes in the region. The City of Casa Grande is a good example of conducting multidiscipline evaluations of fatal crashes. Another example is Pinal County, which conducts evaluations of fatal crashes with the County Sheriff's Office, County Risk Management, and County Traffic Engineering.

Safety Projects

Using the input from stakeholders, public survey, crash data analysis, network screening, and individual agency input, projects within the region were identified. The projects are intended to provide safety improvement to the region and further the region's safety goals. Utilizing the safety performance and areas of opportunity identified, a short list of high crash hotspots for each agency was developed. These, along with lists of public comments and agency priority locations informed the final selection of project locations.

Upon the identification of locations for improvements, each locations' crash history was reviewed to inform which safety emphasis area and associated strategy should be utilized to mitigate the potential for future crashes or safety concerns at the location. Following the selection of improvements and strategies

for each location, an opportunity to provide input on the selected improvements was provided to each respective agency. This provided local support for the projects and increased the likelihood of project implementation in the future.

Individual projects for each agency are outlined in **Table 12** below. The project's location, selection method(s), and recommended scope provide a foundation for each agency to pursue the projects as desired. Further details, such as the project's coordinates and a high-level cost estimate in 2023 dollars, are provided in **Appendix F**. Also included are individual improvements and their high-level unit cost. This is included to provide flexibility to the listed projects where an agency could add or remove items from the project's scope as desired.

Systemic projects typically provide a better opportunity for an agency to address larger and multi-location safety issues on their road network. By combining a similarly scoped project into a larger systemic project, not only are more areas of concern addressed, but typically a higher project benefit to cost ratio can be achieved to better the chances of securing funding for the project. Therefore, a list of systemic projects stemming from the list of individual projects was developed for the region's agencies, found in **Table 13**.

Table 12: CYMPO Project Selections

CYMPO Potential Project Locations					
Location	Roadway Ownership	Intersection/Segment	Project Type	Selection Method	Scope
Chino Valley	ADOT	SR 89 & Road 2 North	Intersection	Agency Comment/Top Crash Hotspot	Install reflective signal head tape, high-visibility crosswalks, and install advanced intersection warning signs
Dewey-Humboldt	ADOT	SR 69 & Kloss Ave	Intersection	Agency Comment/Top Crash Hotspot	Install intersection lighting and advanced intersection warning signs
Prescott	Prescott	Willow Creek Rd from Whispering Oak Dr to Commerce Dr	Traffic Calming & Segment	Public & Agency Comment/ Top Crash Hotspot	Install speed feedback signs, targeted speed enforcement, and buffered bicycle lanes, intersection warning signage
Prescott	Prescott	Iron Springs Rd & Miller Valley Rd	Intersection & Pedestrian	Public & Agency Comment/ Top Crash Hotspot	Install advanced intersection warning signs, install reflective signal head tape, left turn guide stripes, and maintain intersection sight distance
Prescott	Prescott	Sundog Connector Rd & Prescott Lakes Pkwy	Intersection	Agency Comment/ Top Crash Hotspot	Install flashing beacons at roundabout warning signs, transverse rumble strips, and speed feedback signs at intersection approaches
Prescott	ADOT	SR 69 & Gateway Blvd/Prescott Lakes Pkwy	Intersection	Agency Comment/ Top Crash Hotspot	Install reflective signal head tape and intersection warning signage
Prescott	ADOT	SR 69 From E Sheldon St to Prescott Lake Pkwy	Traffic Calming & Segment	Public Comment/ Top Crash Hotspot	Install targeted street lighting, strategic placement of speed feedback signs, and implement targeted speed enforcement

CYMPO Potential Project Locations

Location	Roadway Ownership	Intersection/Segment	Project Type	Selection Method	Scope
Prescott	Prescott	Ruth St & Whipple St	Intersection	Top Crash Hotspot	Install reflective signal head tape, pedestrian warning signs, and high-visibility crosswalks
Prescott	Prescott	Smoke Tree Ln & Willow Creek Rd	Intersection	Top Crash Hotspot	Install reflective signal head tape, buffered bike lanes, and maintain intersection sight distance
Prescott	ADOT	SR 89A from East of Granite Dells Pkwy to 0.6 Mi West of Larry Caldwell Dr	Segment	Top Crash Hotspot	Install additional wrong-way warning signs at on ramps and implement targeted impaired driving enforcement
Prescott	ADOT	SR 69 from 0.5 Mi East of Old Black Canyon Hwy to Prescott Lakes Pkwy	Segment	Top Crash Hotspot	Install raised medians, wildlife warning signs, strategic placement of speed feedback signs, and advanced intersection warning signs
Prescott	Prescott	Granite St & Goodwin St	Intersection	Agency Comment	Install centerline reflective pavement markers and improve intersection sight distance
Prescott	Prescott	SR 89 & Watson Lake Park Rd	Intersection	Agency Comment	Install reduced speed limit at intersection approaches
Prescott	Prescott	Thumb Butte Rd & Elwood Ln	Intersection	Agency Comment	Maintain intersection sight distance
Prescott	Prescott	Willis Street & Granite St	Intersection	Agency Comment	Consider all-way stop-control
Prescott	Prescott	Willis St & McCormick St	Intersection	Agency Comment	Consider all-way stop-control
Prescott	Prescott	Smoke Tree Ln from Cabaret St and Golden Bear Dr	Segment	Agency Comment	Install raised median
Prescott Valley	Prescott Valley	Glassford Hill Rd from SR 69 To SR 89A	Segment	Agency Comment/Top Crash Hotspot	Install speed feedback signs, street lighting, and reflective signal head tape and left turn guide markings at intersections

CYMPO Potential Project Locations

Location	Roadway Ownership	Intersection/Segment	Project Type	Selection Method	Scope
Prescott Valley	ADOT	SR 69 from N Mendecino Dr to Village Creek Blvd	Traffic Calming & Segment	Public Comment/ Top Crash Hotspot	Install raised medians, strategic placement of speed feedback signs, targeted speed enforcement, and targeted street lighting
Prescott Valley	ADOT	SR 69 & N Glassford Hill Rd	Intersection & Turn Lane	Public Comment/ Top Crash Hotspot	Install reflective signal head tape and approach street lighting
Prescott Valley	ADOT	SR 89A & N Robert Rd	Intersection	Public Comment/ Top Crash Hotspot	Install reflective signal head tape, advanced intersection warning signs, approach street lighting, and strategic placement of speed feedback signs
Prescott Valley	Prescott Valley	Florentine Rd & Glassford Hill Rd	Intersection	Top Crash Hotspot	Install reflective signal head tape, enhance signal timing, and left turn guide markings
Prescott Valley	ADOT	SR 69 & Kachina Pl	Intersection	Top Crash Hotspot	Install reflective signal head tape, approach street lighting, and strategic placement of speed feedback signs
Prescott Valley	Prescott Valley	Robert Rd & Spouse Dr	Intersection	Top Crash Hotspot	Install enhanced crosswalks, flashing yellow arrow left-turn phasing, and reflective signal head tape
Prescott Valley	ADOT	SR 69 from East of Enterprise Pkwy to Center Ct	Segment	Top Crash Hotspot	Install raised medians, strategic placement of speed feedback signs, targeted speed enforcement, and targeted street lighting
Prescott Valley	Prescott Valley	Robert Rd & Long Mesa Dr	Intersection	Agency Comment	Install oversized stop signs and stop ahead warning signs
Yavapai County	ADOT	SR 69 & Diamond Dr	Intersection	Top Crash Hotspot	Install reflective signal head tape, advanced intersection warning

CYMPO Potential Project Locations

Location	Roadway Ownership	Intersection/Segment	Project Type	Selection Method	Scope
					signs, and strategic placement of speed feedback signs
Yavapai County	ADOT	SR 69 & Ramada Dr	Intersection	Top Crash Hotspot	Install reflective signal head tape, advanced intersection warning signs, strategic placement of speed feedback signs, No U-turn signs
Yavapai County	ADOT	SR 89 from 1 Mi South of Outer Loop Rd to North of Deep Well Ranch Rd	Segment	Top Crash Hotspot	Evaluate for median crossover protection, maintain raised pavement markers, and strategic placement of speed feedback signs
Yavapai County	ADOT	SR 89 from East of Legend Hills Dr to East of Prescott Ridge Rd	Segment	Top Crash Hotspot	Install paved shoulders and edge-line rumble strips
Yavapai County	Yavapai County	Williamson Valley Rd & Outer Loop Rd	Intersection	Agency Comment	Consider traffic signal or roundabout control, install advanced intersection warning signs, and intersection lighting
Yavapai County	Yavapai County	Williamson Valley Rd & Bard Ranch Rd	Intersection	Agency Comment	Install intersection lighting and animal warning signs
Yavapai County	Yavapai County	Williamson Valley Rd & Longview Dr	Intersection	Agency Comment	Install intersection lighting and animal warning signs
Yavapai County	Yavapai County	Williamson Valley Rd & Sylvan Dr	Intersection	Agency Comment	Install intersection lighting
Yavapai County	Yavapai County	Iron Springs Rd & Arrowhead Dr	Intersection	Agency Comment	Install intersection lighting and maintain intersection sight distance
Yavapai County	Yavapai County	Big Chino Rd & Naples St	Intersection	Agency Comment	Install intersection lighting and correct interaction alignment
Yavapai County	Yavapai County	W Road 3 North & N Yuma Dr	Intersection	Agency Comment	Install curve chevron signs

CYMPO Potential Project Locations

Location	Roadway Ownership	Intersection/Segment	Project Type	Selection Method	Scope
Yavapai- Prescott Tribe	ADOT	SR 69 & Yavpe Connector Rd	Intersection	Top Crash Hotspot	Install reflective signal head tape and strategic placement of speed feedback signs
Yavapai- Prescott Tribe	ADOT	SR 69 & Heather Heights	Intersection	Top Crash Hotspot	Install reflective signal head tape, left turn guide markings, and strategic placement of speed feedback signs
Yavapai- Prescott Tribe/ Yavapai County	ADOT	SR 69 from West of Prescott Canyon Dr to 1.1 Mi West of Prescott Canyon Dr	Segment	Top Crash Hotspot	Install strategic placement of speed feedback signs and intersection lighting

Table 13: CYMPO Systemic Project Selections

CYMPO Systemic Projects					
Location	Roadway Ownership	Intersection/Segment	Project Type	Selection Method	Scope
Prescott	Prescott	<ul style="list-style-type: none"> Willow Creek Rd from Whispering Oak Dr to Commerce Dr Iron Springs Rd & Miller Valley Rd Sundog Connector Rd & Prescott Lakes Pkwy 	Traffic Calming	Public & Agency Comment/ Top Crash Hotspot	Install speed feedback signs and conduct targeted speed enforcement
Prescott	Prescott	<ul style="list-style-type: none"> Iron Springs Rd & Miller Valley Rd Ruth St & Whipple St Smoke Tree Ln & Willow Creek Rd Granite St & Goodwin St 	Intersection	Public & Agency Comment/ Top Crash Hotspot	Install advanced intersection warning signs, install reflective signal head tape, and maintain intersection sight distance
Prescott	ADOT	<ul style="list-style-type: none"> SR 69 From E Sheldon St to Prescott Lake Pkwy SR 69 from 0.5 Mi East of Old Black Canyon Hwy to Prescott Lakes Pkwy 	Traffic Calming & Segment	Public Comment/ Top Crash Hotspot	Install raised median, targeted street lighting, strategic placement of speed feedback signs, and implement targeted speed enforcement
Prescott Valley	ADOT	<ul style="list-style-type: none"> SR 69 from N Mendecino Dr to Village Creek Blvd SR 69 from East of Enterprise Pkwy to Center Ct SR 89A & N Robert Rd SR 69 & Kachina Pl 	Segment	Agency Comment/Top Crash Hotspot	Install strategic placement of speed feedback signs and conduct targeted speed enforcement
Prescott Valley	ADOT	<ul style="list-style-type: none"> SR 69 from N Mendecino Dr to Village Creek Blvd 	Traffic Calming & Segment	Public Comment/ Top Crash Hotspot	Install raised medians

CYMPO Systemic Projects					
Location	Roadway Ownership	Intersection/Segment	Project Type	Selection Method	Scope
Prescott Valley	ADOT	<ul style="list-style-type: none"> SR 69 from East of Enterprise Pkwy to Center Ct 	Intersection & Turn Lane	Public Comment/ Top Crash Hotspot	Install targeted street lighting
		<ul style="list-style-type: none"> SR 69 & N Glassford Hill Rd 			
		<ul style="list-style-type: none"> SR 69 from N Mendecino Dr to Village Creek Blvd 			
		<ul style="list-style-type: none"> SR 69 from East of Enterprise Pkwy to Center Ct 			
		<ul style="list-style-type: none"> SR 89A & N Robert Rd SR 69 & Kachina Pl 			
Prescott Valley	ADOT	<ul style="list-style-type: none"> SR 69 & N Glassford Hill Rd SR 89A & N Robert Rd SR 69 & Kachina Pl 	Intersection	Top Crash Hotspot	Install reflective signal head tape and left turn guide markings
Yavapai County	ADOT	<ul style="list-style-type: none"> SR 69 & Diamond Dr SR 69 & Ramada Dr 	Intersection	Top Crash Hotspot	Install reflective signal head tape, advanced intersection warning signs, and strategic placement of speed feedback signs
Yavapai County	Yavapai County	<ul style="list-style-type: none"> Iron Springs Rd & Arrowhead Dr Williamson Valley Rd & Sylvan Dr Big Chino Rd & Naples St Williamson Valley Rd & Bard Ranch Rd Williamson Valley Rd & Longview Dr Williamson Valley Rd & Outer Loop Rd 	Intersection	Agency Comment	Install intersection lighting and maintain intersection sight distance
Yavapai-Prescott Tribe/	ADOT	<ul style="list-style-type: none"> SR 69 & Yavpe Connector Rd SR 69 & Heather Heights 	Segment/ Intersection	Top Crash Hotspot	Install strategic placement of speed feedback signs

CYMPO Systemic Projects					
Location	Roadway Ownership	Intersection/Segment	Project Type	Selection Method	Scope
Yavapai County		<ul style="list-style-type: none"> SR 69 from West of Prescott Canyon Dr to 1.1 Mi West of Prescott Canyon Dr 			

Funding Sources

Funding is critical to implement the strategies and action items in this RTSP and may come from a variety of sources: federal, state, local, and the private sector. These include standard funding program mechanisms and grants, as well as new initiative grants. Some sources of funding include the following:

- Local Agency Funding. Local agencies have various funding sources that can be used to improve and maintain streets and roads and perform other safety activities. Consideration of the RTSP strategies during the allocation of funding, especially for maintenance activities or other street and road improvement projects, can support implementation of the RTSP.
- ADOT Railroad-Highway Grade Crossing Program administers approximately \$2,300,000 annually for improving safety at public railroad crossings. A diagnostic review team consisting of representatives from ADOT, the Arizona Corporation Commission, FHWA, the Railroad and the Road Sponsor (State, City, County, or Tribe) evaluates railroad crossings and develops a list of potential projects.
- The High Risk Rural Road (HRRR) funding set-aside was eliminated in the 2012 Moving Ahead for Progress in the 21st Century Act (MAP-21) federal legislation. That set-aside has been replaced with a Special Rule that requires states with an increase in fatality rates on rural roads to obligate 200% of the state's 2009 HRRR funding amount, which was \$1,800,000 in Arizona, meaning \$3,600,000 of HSIP funds would be required to be used on HRRRs. The use of HRRR-related HSIP funding would become an option for the CYMPO member agencies if Arizona was found to have an increase in fatalities on rural roads over the most recent two years.
- AZ State Match Advantage for Rural Transportation (SMART) Fund. The AZ SMART Fund was established by the Arizona Legislature in 2022 to assist eligible cities, towns, counties and the Arizona Department of Transportation (ADOT) in competing for federal discretionary surface transportation grants. The Fund is administered by ADOT, and all awards must be approved by the State Transportation Board (STB).
- Highway Safety Improvement Program (HSIP). The Highway Safety Improvement Program (HSIP) provides federal funds for projects which aim to reduce traffic fatalities and serious injuries on public roads, including tribal lands and roads owned by non-state entities. ADOT manages Arizona's HSIP funds, which are approximately \$65 million annually. HSIP funds are distributed after ranking applications based on benefit/cost analysis. The next call for Arizona HSIP project applications is scheduled for January 2024.
- Safe Streets and Roads for All. The Bipartisan Infrastructure Law (BIL) establishes the new [Safe Streets and Roads for All \(SS4A\)](#) discretionary program that will provide \$5-6 billion in grants over the next 5 years. Funding supports regional, local, and Tribal initiatives through grants to prevent deaths and serious injuries on roads and streets. This funding can be used for safety planning and for safety project design and construction.
- Federal Section 164 Impaired Driving Repeat Offender Safety Program Funding. ADOT uses its allocated Federal Section 164 program funds to maintain and expand impaired driving enforcement activities statewide.

- Congestion Mitigation and Air Quality Improvement (CMAQ) Program. These federal funds are made available to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act.
- Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program. The SMART program was established to provide federal grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.
- Federal Lands Access Program. This program, administered through FHWA, provides funding for a wide range of transportation projects that provide access to, are adjacent to, or are located within Federal lands.
- Rural Surface Transportation Grant Program. The Rural Surface Transportation Grant Program (RSTGP) provides funding for projects the aim to improve transportation infrastructure in rural areas. The aim of the program is to increase connectivity, improve safety, improve quality of life, and generate regional economic growth in rural communities.
- Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant. The PROTECT grant program provides funding through the BIL for projects that ensure transportation resilience. Examples of these types of projects include community evacuation plans and natural disaster planning efforts.
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant. The RAISE grant awards funding through the BIL for transportation and infrastructure projects. This program replaces the previous Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) grant programs. This funding program allows for multi-jurisdictional projects, which often have a difficult time obtaining funding, to be funded with federal dollars. Approximately half of the overall RAISE grant funding monies will be awarded to rural communities.
- Infrastructure for Rebuilding America (INFRA) Grant. The INFRA grant program awards funding through the BIL for projects that improve safety, accessibility, efficiency, and reliability of the movement of freight and people in rural and urban areas. The aim of the program is to reduce congestion, reduce supply chain bottlenecks, and generate economic benefits.
- Tribal Transportation Program (TTP) Safety Funds. Each year two percent of the available TTP funds are set aside to address safety issues within tribal communities. Funding is available to Tribal entities in four categories including safety planning, engineering improvements, enforcement/EMS, and education. These funds can be used for:
 - development and update of transportation safety plans
 - crash data assessment, improvement, and analysis
 - infrastructure improvements

- Governor's Office Of Highway Safety. The Governor's Office of Highway Safety (GOHS) administers NHTSA funding through grant applications. Typical projects include law enforcement activities such as targeted DUI checkpoints and improvements to crash data collection. Local agencies have utilized GOHS funding to purchase portable speed feedback trailers to rotate placement on streets experiencing speed-related crashes. GOHS funds have also been used in educational efforts, for example, to conduct mock crash demonstrations at high schools during prom season and to fund free child safety seats and corresponding education programs around the state. Annual funding available through GOHS is approximately \$8,000,000 in Arizona.

Project Timelines

Key funding source application tentative dates are:

- ADOT HSIP: January-April 2024
- SS4A Grants: February-April 2024
- GOHS Grants: January-March 2024

Safety projects should be programmed and completed as soon as possible, and generally within a 1 to 5 year period, depending on the complexity of the project.

Grants Applications

Projects for safety improvements that intend to address safety issues in the region often start with a well-crafted grant funding application. Whether the grant is federal, state, or local in nature, basic information requirements of most grants can be the same. The RTSP provides some of these information requirements to agencies so that a grant application can be completed. The primary information provided for a project in the RTSP are the project scope, high-level cost estimate, benefit strategy/CMF, and regional support.

Project scopes in the RTSP are available for individual projects or systemic projects for some agencies in the project selection section. The scope of each of these could be used in their entirety or in addition to a further scope identified by the agency. Projects that are not identified in the RTSP could also be based on one or multiple of the RTSP's regional emphasis areas or strategies and could be matched with high crash locations in the agency as they are shown in the Regional Safety Performance section of the RTSP.

High-level project cost estimates for individual projects, systemic projects, or individual improvement unit costs identified in the RTSP are available. For projects that were not selected from the identified project lists, the improvement unit costs could be used to aid in constructing a project cost estimate. These cost estimates can be leveraged in the grant development process to expedite the application preparation time.

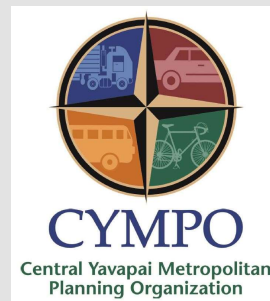
Benefits of projects that are either scoped in the RTSP or use the identified safety strategies can be quantified in support of a benefit-cost analysis. Each project listed in the RTSP uses strategies and CMFs identified for those strategies to provide a quantifiable value of societal benefit in crash reduction. The CMFs of multiple improvements can be combined using the combined crash modification factor formula to leverage their benefits. The CMFs should be applied only to crashes that occurred at the improvement location(s) and during the prospective grant's years of interest.

Appendix

- I. Stakeholder Input Summary**
- II. Public Engagement Summary**
- III. Safety Performance and Equity Analysis Technical Memorandum**
- IV. Top 20 Priority Locations by Agency**
- V. Complete Streets and Vision Zero**
- VI. Recommended Projects**

I. Stakeholder Input Summary

Stakeholder Input Summary



Presented by:



CYMPO Stakeholders



Feedback received from the following stakeholders:

1. Yavapai County

- Roger McCormick, Assistant Public Works Director

2. Town of Prescott Valley

- Gilbert Davidson, Town Manager
- Jeremy Martin, Police Commander

CYMPO Stakeholders

Focus areas:

- Speeding issues
- Lack of sidewalk connectivity
- Lack of sidewalks near schools and elderly facilities
- Intersections (high crash rate at roundabouts)
- General disregard for traffic control devices
- Pedestrians
- Bicycles

CYMPO Stakeholders



Locations:

- Glassford Hill Rd, SR 69 to SR 89A
- Robert Rd/ Long Mesa Dr
- Williamson Valley Rd/ Outer Loop Rd
- Williamson Valley Rd/ Bard Ranch Rd
- Williamson Valley Rd/ Longview
- Williamson Valley Rd/ Sylvan Dr
- Iron Springs Rd/ Arrowhead Rd
- Big Chino Rd/ Naples St
- Road 3 North/ Yuma Dr

II. Public Engagement

NORTHERN ARIZONA REGIONAL TRANSPORTATION SAFETY PLAN

Central Yavapai Metropolitan Planning Organization (CYMPO)

Report from stakeholders, community surveys and Social Pinpoint mapping tool outreach
conducted between February and May 2023.

PREPARED BY:



DRAFT Aug. 2023

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CHAPTER 1: SURVEY RESULTS

INTRODUCTION

Northern Arizona Council of Governments (NACOG), Central Yavapai Metropolitan Planning Organization (CYMPO), and MetroPlan are partnering to update its Regional Transportation Safety Plan (RTSP).

The RTSP will:

- Address safety from a holistic perspective to reduce and prevent serious injuries and fatalities on our regional roadways.
- Engage stakeholders and the public with vested interests in transportation planning and safety.
- Establish an equity framework for participation, prioritization, and implementation.
- Build relationships with organizations serving underserved communities.
- Establish a framework identifying objectives, strategies, and performance measures for transportation safety that are consistent with state and national safety standards.
- Expand and refine recommendations for programmatic elements in safety education, enforcement, and evaluation.
- Create a prioritized list of safety projects, implementation schedules, and funding.

SURVEY DELIVERY

Community members and other interested stakeholders were invited to complete the surveys in-person at community events, organization/committee meetings, or online. Each RTSP joint venture partner disseminated the surveys by leveraging their own communication and social media channels. The surveys were open for approximately three months and closed on May 12, 2023.

REGIONAL TRANSPORTATION SAFETY PLAN SURVEYS

The primary means of soliciting comments on the experiences of the community through driving, bicycling and pedestrian transportation came in the form of a survey designed by a combination of RTSP joint venture and the consultant team. The survey questions considered feelings around safety, observations of drivers, bicyclists, and pedestrians and ideas to contribute to the study team on making changes to roadways or enhancing safety messages and education. There were two versions of the survey created. A longer survey consisted of twenty questions (**Appendix A**), while a truncated, shorter survey (**Appendix B**) consisted of four questions. The data from both versions were analyzed together.

The survey and mapping results in this report are from the CYMPO region only, results for NACOG and MetroPlan are represented in individual reports for their regions.

SURVEY RESPONSES BY QUESTION

Survey question #1 – Primarily, I’m responding as a.... Motorist, Bicyclist, Pedestrian or Other



Survey results for CYMPO

Overall survey results for NACOG, CYMPO and MetroPlan

Survey question #2 – How frequently have you observed drivers doing the following? Never, Occasionally, or Often

	Never	Occasionally	Often
Impaired driving, walking, or biking	25%	67%	8%
Distracted driving, walking, or biking (such as texting or talking on cell phone, eating, etc.)	2%	39%	59%
Speeding	1%	25%	74%
Not stopping completely at stop signs	4%	45%	51%
Not stopping at crosswalks	13%	48%	39%
Not crossing at crosswalks	11%	64%	25%
Riding their bike against traffic	25%	68%	7%
Not yielding to other vehicles, bicycles, and pedestrians	11%	59%	30%
Speeding or passing in school zones	35%	48%	17%
Illegal/unsafe turns	11%	59%	30%
Tailgating/following too closely	3%	39%	58%
Failing to use turn signal	2%	33%	65%
Not stopping for a red light	17%	58%	25%
Passing illegally (hill or curve, across double yellow line, a stopped school bus picking up children)	27%	58%	15%
Driving too slowly	16%	57%	27%
Not wearing seat belts	54%	40%	6%
Other (please specify)			

TRAVELING IN THE COMMUNITY

Survey question #3 – (Think of your daily travel when answering the following questions.) How safe is it on the roads and streets for the following people? Very Safe, Unsafe, Safe, or Very Safe

	Very Unsafe	Unsafe	Safe	Very Safe
Drivers	6%	24%	66%	4%
Pedestrian	15%	47%	36%	2%
Bicyclist	23%	52%	24%	1%
Motorcyclist	12%	36%	51%	1%
Elderly and/or disables person	22%	47%	29%	2%

Survey question #4 – How safe do you feel traveling on area roads and streets? Very Unsafe, Unsafe, Safe, or Very Safe

Very Unsafe	Unsafe	Safe	Very Safe
6%	33%	54%	6%

Survey question #5 – What words best describe the behavior of drivers on area roads and streets? Courteous, Frustrated/Angry, Hurried, Distracted, Inattentive, Intoxicated, No Different Than Anywhere Else, or Other.

CYMPO	
What words best describe the behavior of drivers on area roads and streets?	
Hurried	160
Distracted	131
Inattentive	142
Frustrated/Angry	94
No different than anywhere else	43
Courteous	51
Intoxicated	14
Other	16
<ul style="list-style-type: none"> • Entitled. • Avoiding potholes and tailgating. • Drivers use their vehicle as a method of communication. When they're irritated, they rev their engines and drive faster. • I doubt that Prescott differs but it's problematic in many places. • Lots of bad drivers- too fast <u>AND</u> too slow, stop in the middle of turns, riding really slow in the left lane on four lane highways. • Many are heedless of other road users. • Not knowing which lane to turn into when making turn into multi-lane road. • People are either going too fast and tailgating or too slow and creating frustration. • Plenty are courteous, plenty aren't. • Really old slow drivers mixed with fast drivers. People not stopping for people in crosswalks. Turn left in front of oncoming traffic when the arrow light is red! • Reckless. 	

- The roads cater to cars. Pedestrians are not important in the design of our streets.
- Uneducated to bicycle/pedestrian rules.
- Unlawful- speeding and red light running.
- Urban driving habits are becoming more common here.
- Way too slow. Significantly under the speed limit.

Survey question #6 – When driving around pedestrians/cyclists how often do you fear for their safety?
Never, Sometimes, Often, Very Often, or I Don't Drive

Never	Sometimes	Often	Very Often	I don't drive
5%	50%	28%	17%	0%

MAKING YOUR COMMUTE SAFER

Survey question #7 – What do you think is the primary cause of crashes in your community? The tables below represent the number of comments made based on common topics. Not all comment topics are captured in the tables. Actual comments can be seen in **Appendix C**.

Topic	CYMPO
Driver Habits	22
Speed	60
Distraction	83
Cellphone Use	5
DUI	5
Driver Age	12
Impatience	9
Road Conditions	15
Traffic Volumes	7
Weather	0

Survey question #8 – What is one thing you think public agencies could do to make it safer to travel in your community? The tables below represent the number of comments made based on common topics. Not all comment topics are captured in the tables. Actual comments can be seen in **Appendix D**.

Topic	CYMPO
Traffic Signals	15
Enforcement	95
Roadway Maintenance	14
Roadway Improvements	29
Public Transit	4
Education	12
Bike/Ped Improvements	21

Survey question #9 – What is one thing you think people should do to make it safer to travel in your community? The tables below represent the number of comments made based on common topics. Not all comment topics are captured in the tables. Actual comments for each region can be seen in **Appendix E**.

Topic	CYMPO
Pay Attention	40
Example Citizens	41
Drive Speed Limit	59
Being Courteous	13
No Cellphones	22
Being Aware	16
Plan Travel	4

Survey question #10 – What is one thing you could do to make it safer to travel in your community? The tables below represent the number of comments made based on common topics. Not all comment topics are captured in the tables. Actual comments can be seen in **Appendix F**.

Topic	CYMPO
Advocate	28
Being Aware	29
Being Courteous	7
Defensive Driving	12
Drive Speed Limit	28
Example Citizens	26
Plan Travel	10

Survey question #11 - Do you have a specific place/places where you think roadway safety could be improved; if so, are you able to locate those place/places on a map?

- Yes, I do know of a place/places where safety could be improved and would like to identify them on an interactive map. (Please scan the QR code at the bottom of this survey to identify the place/places on the map you think can be improved). **Results from respondents selecting a location on the map will be illustrated on the mapping tool (Social Pinpoint) portion of the summary.**
- Yes, I do know of a place/places where safety could be improved but prefer not to use the interactive mapping tool. (Please describe the place/places and the safety concern as precisely as possible in the spaces provided below.)

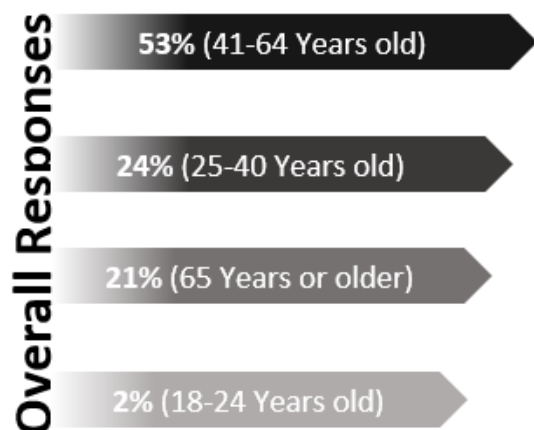
DEMOGRAPHICS/RESPONDENT CHARACTERISTICS

The responses to the RSTSP survey represent the perspectives of a unique blend of individuals connected in some way to the Northern Arizona region. The characteristics, including gender, age, and geographic defined areas of differing outlooks in the region.

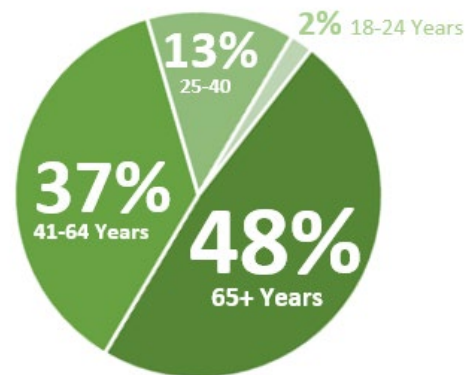
Survey question #12 – Where do you live? *(Resulting analysis produced the following input. As a point of interpretation, the differing font sizes are determined by the frequency by which a word is mentioned).*

**Prescott, Prescott Valley, Chino Valley, Dewey-Humbolt,
Unincorporated Yavapai County, Paulden**

Survey question #13 – Select the age category that best describes you. 18-24 years old, 24-40 years old, 41-64 years old, 65 years or older, or Decline to answer



Overall Survey results for NACOG, CYMPO and MetroPlan



Survey results for CYMPO

Survey question #14 – Are you Hispanic, Latino, or Spanish origin? Yes, No or Don't Know/Decline to Answer



Survey question #15 – How do you describe yourself? American Indian or Alaska Native, Asian, Black, or African American, Native Hawaiian or Other Pacific Islander, White/Caucasian, More than One Race, Don't Know/Unsure, or Decline to Answer



- .43% American Indian / Alaskan Native
- .43% Native Hawaiian or Other Pacific Islander
- 77.49% White / Caucasian
- 1.3% More than one race
- 2.6% Don't know / Unsure
- 17.75% Decline to answer

Survey question #16 – What is your highest grade of school or year of college that you have completed? Grade School (grades 1-11), High School Degree (grade 12 or GED), Some college, Bachelor's Degree, Post-Bachelor's Degree, or Don't know/Decline to Answer



- 1% Grade School (grades 1-11)
- 5% High School Degree (Grade 12 or GED)
- 27% Some college / associate degree
- 34% Bachelor's degree
- 29% Post-bachelor's degree
- 4% Don't know/Decline to answer

Survey question #17 – What best describes your current employment situation? Full-time employee, Part-time employee, Unemployed, Student, Retired, or Other

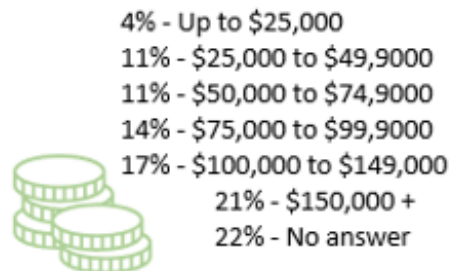


- 37% Full-time employee
- 5% Part-time employee
- 2% Unemployed
- 56% Retired

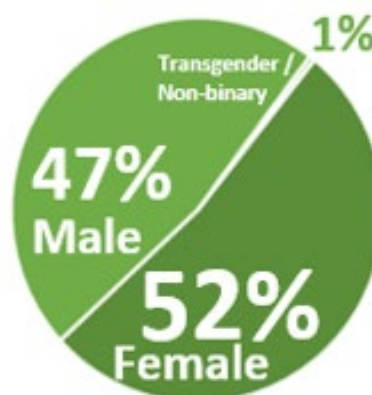
Survey question #18 – Which of these conditions, if any, create difficulties for getting you where you want to go? Seeing, Hearing, Moving, Handling items, Memory, or processing, or Other



Survey question #19 – Which of the following income groups includes your total household income for 2022 before taxes? Up to \$25,000, \$25,000 to \$49,900, \$50,000 to \$74,900, \$75,000 to \$99,900, \$100,000 to \$149,000, \$150,000 and over, or Don't know/Decline to Answer



Survey question #20 – How do you describe your gender? Female, Male, Trans/Non-binary, or Decline to Answer



OVERALL SURVEY RESULTS BY REGION

Survey Responses

370 - Northern Arizona Council of Governments (NACOG)

370 Central Yavapai Metropolitan Planning Organization (CYMPO)

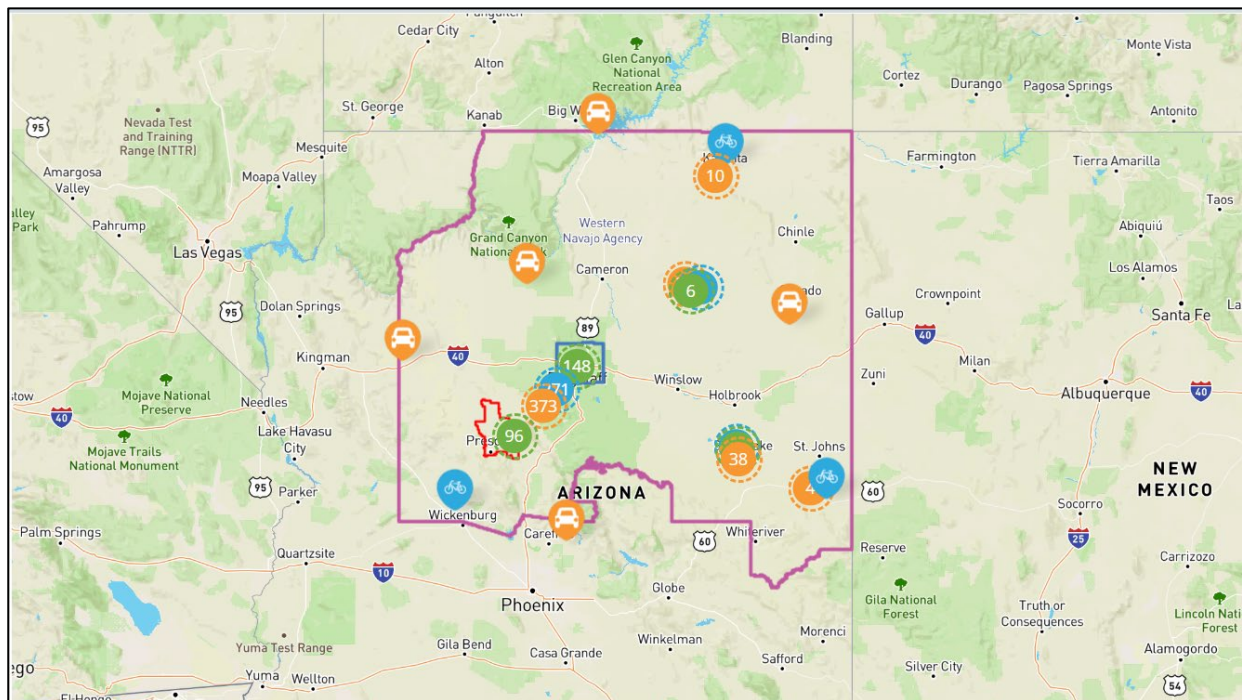
522 - METRO PLAN / Greater Flagstaff

1,142 Total Surveys Received

CHAPTER 2: MAPPING TOOL (SOCIAL PINPOINT) RESULTS

INTRODUCTION

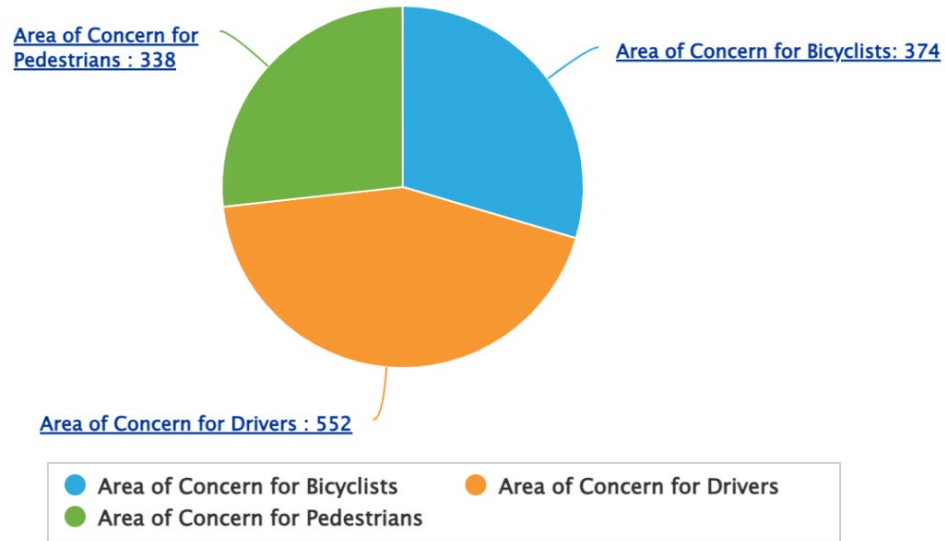
In addition to gathering data from stakeholders and the community in the Northern Arizona region, the study team utilized a mapping tool called Social Pinpoint. Participants used Social Pinpoint to locate areas of concern where they don't feel safe driving, biking, or walking. The Social Pinpoint map has a boundary drawn in pink around the NACOG region and boundaries that illustrate where the CYMPO (red) and MetroPlan (blue) regions are located. These boundaries aid in the distinction between areas of concern within each region. <https://nacog.mysocialpinpoint.com/nacog-stsp#>.



ALL REGION MAPPING TOOL RESULTS

Participants were asked to place pins on the map to show where they believe there is an area of concern for drivers, cyclists, and pedestrians. There was a total of **1,264** areas of concern identified. The following is a breakdown of each category.

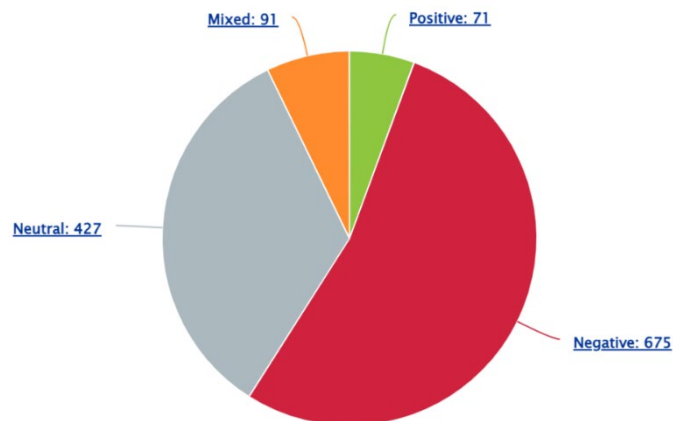
Category Totals



ALL REGION SENTIMENT TOTALS

Participants placed pins to identify areas of concern, in addition to leaving comments to describe what concerns them the most about each area. The comments ranged from positive, neutral, mixed, and negative. Below is a general overview of the sentiment based on participant comments.

Sentiment Totals



ALL REGION RESPONSES FOR EACH CATEGORY OF CONCERN

The comments for each area of concern are noted below for all regions combined.



- **Bicyclist: 374** comments
- **Driver: 552** comments
- **Pedestrian: 338** comments

CYMPO REGION RESPONSES FOR EACH CATEGORY OF CONCERN

The comments for each area of concern are noted below for the NACOG region.



- **Bicyclist: 63** comments
- **Driver: 149** comments
- **Pedestrian: 60** comments

AREA OF CONCERN – BICYCLIST

The comments for **Area of Concern – Bicyclist** within the CYMPO region are listed in the table below. The table includes the comment and a link to where the concern was identified on the mapping tool (Social Pinpoint).

Bicyclist	Comment
1.	Construction of new homes brings vehicle traffic, large dump trucks, concrete trucks, and workers in a hurry, not abiding by speed limits and distracted by cell phones and texting. Safety for pedestrians walking is at risk. No speed limit signs are posted to identify the residential limit of 25 MPH. Location
2.	Broader shoulders need to be added to the road, very dangerous to cycle past the fairgrounds to the base of Mingus, especially with all the dump trucks. Location
3.	No bicycle paths. Location
4.	Not bicyclist friendly, add bike lanes. Location
5.	No sidewalks or bike lanes. Location
6.	No bike lanes for cyclists, no sidewalks for pedestrians. Not safe. Location
7.	The off-ramp takes you directly into the sun for months during the morning commute. There is zero visibility until you exit the offramp. I know of one recent accident at this location where a driver blinded by the sun struck a cyclist. Location

8.	Shoulders on the southbound side are severely decreased to about a foot with rumble strips in it. I believe this is due to the culvert being narrow. This needs to be looked at to provide the correct width for a bike lane. <u>Location</u>
9.	No bike lanes here! There are bike lanes on most of the rest of Willow Creek Rd. This is an egregious oversight. This is a popular bike route and connector and needs bike lanes! <u>Location</u>
10.	Would like safe areas to walk or bike to these shopping and recreational areas. <u>Location</u>
11.	Constant speeding. <u>Location</u>
12.	The bike lanes are very narrow on Willow Creek, and with the speed of traffic it often feels unsafe to be in the bike lane, especially with larger vehicles in the lane next to you. Also, vehicles often kick up rocks on the road which is very dangerous for bicyclists. A wider bike lane or one with a division would be great. <u>Location</u>
13.	When sweeping, please sweep bike lanes/shoulders. Motorists don't see debris and cyclists don't see it until it's unsafe to maneuver around without leaving shoulder/bike lane. <u>Location</u>
14.	Bike lanes are of adequate size, but motorists often drive into the lanes. A physical barrier may prevent this. <u>Location</u>
15.	Remove on-street parking on Gail Gardner and designate as dedicated bike route. The area is unsafe when cars are parked on the street and there is no need for it as there is ample off-street parking. <u>Location</u>
16.	Sweep bike lanes of debris and prohibit parking in bike lanes. <u>Location</u>
17.	Lot of cyclists ride up Thumb Butte Road to the trails at Thumb Butte and White Rock. There is NEVER any vehicle speed enforcement. It's a highly dangerous road. There have been numerous vehicle/bike accidents at Sherwood and Thumb Butte and Butte Canyon and Thumb Butte. <u>Location</u>
18.	Sharp curve, limited view of bikes in bike lane. Cars go too fast. A flashing caution signal of some kind could be helpful to alert drivers to slow down. <u>Location</u>
19.	Lots of bikes doing the skull valley loop. Want to see more bicyclists ahead warning signs? And a bike lane would be great. <u>Location</u>
20.	Sweep debris from shoulders. Widen shoulders. <u>Location</u>
21.	The first part of Copper Basin Rd needs to be widened to provide for bike lane/lanes. This is very tight, and vehicles do not move over for a bike. <u>Location</u>
22.	Montezuma south and White Spar need bike lanes on pavement. <u>Location</u>
23.	Parked vehicles backing out into traffic without paying attention to oncoming cyclists and cars. Large, parked vehicles that extend into traffic lanes. <u>Location</u>
24.	People driving in the bike lanes because they are too impatient to wait their turn at the stop sign, treating the bike lane as if it was a turn lane so that they can speed ahead. (Maybe add some sort of barrier right before the stop sign that cars cannot get through, but bikes can?) I'm tired of seeing so many close calls with bicycles on this road. <u>Location</u>
25.	Detour signs are in the road on a narrow corner on an already narrow road, forcing cyclists out into traffic when visibility is impaired. Please consider a method to place the sign off the road. <u>Location</u>
26.	Please widen the road and add shoulders. <u>Location</u>
27.	No bike lanes. <u>Location</u>
28.	I've witnessed several near misses in this intersection primarily due to the two-way stop. People heading south have their vision obscured by the parked cars on the northeast side of the intersection and can't see oncoming traffic. <u>Location</u>

29.	No clearly marked bike lane. Not enough crosswalks or places for bicycles to cross a busy road. <u>Location</u>
30.	Difficult to ride a bike and feel safe. <u>Location</u>
31.	There are cyclists that ride Road five N., that must stay on the road, because there are no alternatives. With the speed and impatience of the motoring public, these bicyclists are at risk. <u>Location</u>
32.	No shoulder and high-speed narrow road make it very dangerous for cyclists. <u>Location</u>
33.	No bike lanes. <u>Location</u>
34.	No sidewalks or bike lanes for kids to get to school. <u>Location</u>
35.	Widen shoulder please. <u>Location</u>
36.	Widen shoulder please. <u>Location</u>
37.	No shoulder and high-speed narrow road make it very dangerous for cyclists. <u>Location</u>
38.	Needs bike lanes! Very narrow lanes with speeding drivers! <u>Location</u>
39.	Widen shoulders and keep them clean. <u>Location</u>
40.	Not very good biking friendly areas to get around Prescott Valley town, or to encourage bike riding as a mode of travel. <u>Location</u>
41.	Not very good biking friendly areas to get around Prescott Valley town, or to encourage bike riding as a mode of travel. <u>Location</u>
42.	Generally, a lack of sidewalks and bike lanes. It is extremely difficult to safely walk or bike on most roads. <u>Location</u>
43.	Not very good biking friendly areas to get around Prescott Valley town, or to encourage bike riding as a mode of travel. <u>Location</u>
44.	Not very good biking friendly areas to get around Prescott Valley town, or to encourage bike riding as a mode of travel. <u>Location</u>
45.	Not very good biking friendly areas to get around Prescott Valley town, or to encourage bike riding as a mode of travel. <u>Location</u>
46.	Difficult to ride a bike and feel safe. <u>Location</u>
47.	Not very good biking friendly areas to get around Prescott Valley town, or to encourage bike riding as a mode of travel. <u>Location</u>
48.	No designation or space for safe bike riding. <u>Location</u>
49.	Difficult to navigate the edge of road to and from Fry's when walking or riding bike. <u>Location</u>
50.	Not very good biking friendly areas to get around Prescott Valley town, or to encourage bike riding as a mode of travel. <u>Location</u>
51.	Not very good biking friendly areas to get around Prescott Valley town, or to encourage bike riding as a mode of travel. <u>Location</u>
52.	Not very good biking friendly areas to get around Prescott Valley town, or to encourage bike riding as a mode of travel. <u>Location</u>
53.	Not very good biking friendly areas to get around Prescott Valley town, or to encourage bike riding as a mode of travel. <u>Location</u>
54.	Not very good biking friendly areas to get around Prescott Valley town, or to encourage bike riding as a mode of travel. <u>Location</u>
55.	Small shoulder and poorly maintained (inconsistencies on prior chipseal width of shoulder has effectively cut the usable width of shoulder for cyclists) <u>Location</u>
56.	Miller Valley is a very fast thoroughfare within the city, with no dedicated bike lanes. The safest alternative is to take side streets. Crossing Miller Valley Eastbound at Garden Street to make it to the Greenway to be off streets. Cars drive too fast through the curves here,

	there is limited access and there are multiple commercial entrances that are difficult to navigate on a bicycle or walking to make it worthwhile to get off the streets. Ultimately, this leads to sidewalk riding which is illegal. Location
57.	Needs bike lanes! Very narrow lanes with speeding drivers! Location
58.	A designated trail needs to be completed for pedestrian and cyclist sections from willow trail to Watson Location
59.	Pravin trail doesn't connect downtown. Need to ride on the highway to commute. Location
60.	No shoulders or sidewalks along this road. One of the busiest town/city roads in the area. Location
61.	The underpass for pedestrian and bicycle use needs upgraded sidewalk access from the High School and connecting to Lone Cactus. Sidewalks on Lone Cactus connecting to sidewalks already installed on Long Look Drive. Location
62.	Widen shoulder please. Location
63.	Constant speeding. Location

AREA OF CONCERN – DRIVER

The comments for [Area of Concern – Driver](#) within the CYMPO region are listed in the table below. The table includes the comment and a link to where the concern was identified on the mapping tool (Social Pinpoint).

Driver	Comment
1.	Intermittent passing lanes along this route are needed for safer travel especially at sunrise and sunset. Location
2.	Create middle passing lanes both directions, but especially for areas where semi tractor trailers have difficulty getting up to speed on inclines, and, in those locations, limit larger trucks to the right lane only. Location
3.	Potholes are awful and need to be filled. Location
4.	Fill potholes all along Hwy 69. Location
5.	Signage for wildlife areas (yes, I know the sign has a moose on it, but this is a Canadian signage picture. Ours would be for pronghorn, deer). Location
6.	Drivers speed on Road 5 North, heading east from Reed Road. If I'm driving at the speed limit, I have vehicles passing the double yellow, no passing zones, to go around me. Location
7.	Major Potholes. Location
8.	Speeding and ignoring, stop signs... Folks living west of Yuma Road area are driving at a higher rate of speed, than posted. That speed continues as they drive East on Road 5 North. Location
9.	Speeding drivers take children to and from Mingus Springs charter school. Location
	Drivers speed on Road 5 North, heading east from Reed Road. If I'm driving at the speed limit, I have vehicles passing the double yellow, no passing zones, to go around me. Location
10.	Speeding is a problem for parents, picking up children at Mingo Springs charter school. This is dangerous for the children that are walking home, and for the motorists, who are trying to adhere to the speed limitation. Location
11.	Drivers going south on SR89 fail to yield to those in the roundabout at Road 4 N. I have not seen enforcement in this area. Location

12.	Drivers seen using their phone while driving North and south on State Route 89 is common. <u>Location</u>
13.	Vehicles Speeding higher than the posted 45 mph going through Chino Valley is a consistent problem. <u>Location</u>
14.	The intersection at Long Look and Glassford Hill Rd is incredibly congested and dangerous during the weekday morning commute. The light for Glassford Hill Rd is very short, causing some drivers to run the red light. Drivers going into the high school and middle school aggressively try to turn in, and often block the intersection because they have nowhere to go when school traffic is stopped. Pedestrians and bicyclists should not even attempt to enter this intersection during the 7:00-8:00am hour. <u>Location</u>
15.	Speeding on long stretches of highway. dangerous for drivers and bicyclists. <u>Location</u>
16.	Several potholes more than 8" deep in places. <u>Location</u>
17.	Uneven surfaces, potholes. Drivers swerve to avoid potholes. Damage to tires. This is all over Chino Valley. All the roads are in horrible condition and the Town Council just fills in the potholes and then after 1 day, they are in terrible condition again. The roads need to be torn up and redone. <u>Location</u>
18.	Need to widen Lake Valley Rd northbound to 2 lanes. Southbound is already 2 lanes southbound. <u>Location</u>
19.	Ideal to extend Sheridan Ln southbound to connect with Mendicino Dr. <u>Location</u>
20.	Suggest narrowing the lanes on Robert Rd to add a center turn lane for left hand turns. Will help alleviate back up traffic going forward. <u>Location</u>
21.	Sight Distance for this intersection presents a safety issue for people turning off Lone Cactus onto Spouse. Westbound traffic on Spouse drive is not visible from Lone Cactus Drive. <u>Location</u>
22.	Need 4-way stop at Robert and Long Mesa. <u>Location</u>
23.	Recommend extending Glassford Hill Rd north of Hwy 89A to connect with Park View Dr. Would help alleviate traffic off Viewpoint Dr and Hwy 89A auxiliary on/off ramps. <u>Location</u>
24.	Suggest extending Park View Dr westbound to connect with Glassford Hill Rd to alleviate traffic off Viewpoint Dr. <u>Location</u>
25.	Connect Park View Dr with Smitty's Pl for better emergency access. <u>Location</u>
26.	Intermittent passing lanes needed for safe travel. Many close accidents due to illegal passing and impatient driving. <u>Location</u>
27.	Widen Hwy 89A from Fain Rd to edge of Prescott Valley city limits to 4 lanes. Currently unsafe and there is a lot of traffic during peak hours. <u>Location</u>
28.	Possibly add some streetlights to 89A, especially along this intersection of Coyote Springs. Makes nighttime driving visible and safer going around corner. <u>Location</u>
29.	Absolutely need to redo this entire interchange. Robert Rd needs to be an overpass bridge with on/off ramps to Fain Rd. This enables Fain Rd to be a freeway without intersection lights stopping traffic. <u>Location</u>
30.	Need to redo pavement and widen to 4 lanes both directions, traffic getting heavier every year. <u>Location</u>
31.	Extend Addis Ave eastbound to Robert Rd for better access for motorists and emergency vehicles not wanting to use Fain Rd. <u>Location</u>
32.	Make this a 4-way stop. <u>Location</u>
33.	This intersection needs a 4-way stop! Heavy traffic area with traffic increasing due to new homes. Traffic stops 2 ways, but through traffic line of sight is limited. Too many accidents and near misses. <u>Location</u>

34.	Need to widen Pronghorn Ranch Pkwy to 4 lanes and add streetlights. Traffic is starting to get heavy here. <u>Location</u>
35.	Widen intersection. Needs two left turn lanes, two straight thru lanes, a right turn lane. Traffic gets back up during the afternoon. <u>Location</u>
36.	Signage for wildlife crossing. <u>Location</u>
37.	69 is occasionally overcrowded. 89 is a good alternative to travel from PV to Prescott but very few people use it - is there some way that you could advertise it? <u>Location</u>
38.	Traffic gets heavy during the afternoons. Suggest widening Hwy 89A to 3 lanes both directions. <u>Location</u>
39.	Signage for wildlife areas (yes, I know the sign has a moose on it, but this is a Canadian signage picture. Ours would be for pronghorn, deer). <u>Location</u>
40.	Extend Pioneer Pkwy westbound and connect with Iron Springs Rd. Need a better 4-lane highway system going from Prescott to US-93. Easier access to Las Vegas than driving north on Hwy 89 to I-40. <u>Location</u>
41.	This intersection is always difficult. The left turn from Whipple to Miller valley and iron springs to Miller valley along with the pedestrians is very difficult. <u>Location</u>
42.	Speeding and tailgating on this road from Iron Springs to Gurley in both directions. <u>Location</u>
43.	Speeding and tailgating on this road from Iron Springs to Gurley in both directions. <u>Location</u>
44.	Speeders causing serious crashes. <u>Location</u>
45.	Speeders. Serious accidents in this area. <u>Location</u>
46.	Need stop sign for people coming North on Montana. Bushes are too high and drivers coming out of Peregrine subdivision do not have a good view of traffic coming up Montana. <u>Location</u>
47.	Constant speeding. <u>Location</u>
48.	Southbound traffic speed should change to 45 before the bridge not immediately before the light at the VA. This would allow the flow of traffic time to slow down before getting to the light or into town. <u>Location</u>
49.	High rates of speed driven on the transition area between the 69 and 89/Gurley. This applies going Southbound off the 89 and most notably from the 69 to Sheldon/Gurley. You are exiting a highway and entering a town, slow down. Add more signage listing the road speeds. <u>Location</u>
50.	Slow down, you're in a town! <u>Location</u>
51.	Very confusing, 4 roads meet, and traffic is often confused/stops with no stop sign or runs the stop. There is only one stop sign for oncoming cars down S. Summit Ave. Dangerous for bikers/pedestrians. <u>Location</u>
52.	Intersection is almost impossible to cross and traffic does not flow well. <u>Location</u>
53.	This needs to be a four way stop asap. It's hard to see around the cars parked in the street when leaving this intersection. A four-way stop would make it safer for all drivers, walkers, and bicyclists. I've almost been in accidents many times here and have watched others almost get in an accident too. <u>Location</u>
54.	Increased traffic here has made it so green arrow turns should be implemented to reduce crash possibilities. <u>Location</u>
55.	A left turn arrow and maybe some lane re design as I've seen an accident or two here. <u>Location</u>
56.	Left turn light leaving this shopping center is too short and always backed up. <u>Location</u>

57.	Speeding. <u>Location</u>
58.	People angrily speed like crazy on both directions on Gurley. I regularly see people go into the middle just to speed up and pass other vehicles. <u>Location</u>
59.	Huge holes in the road have destroyed the shocks on my car, nowhere for pedestrians to safely walk. <u>Location</u>
60.	High rates of speed driven on the transition area between the 69 and 89/Gurley. This applies going Southbound off the 89 and most notably from the 69 to Sheldon/Gurley. You are exiting a highway and entering a town, slow down. Add more signage listing the road speeds. <u>Location</u>
61.	Speeding. <u>Location</u>
62.	Left run arrow for vehicles turning left from Prescott lakes pkwy onto East bound route 69 not long enough. Traffic is often backed up on PLP down the hill and the left turn arrow lets about 12-15 cars through before turning red even though there maybe 100 cars waiting. <u>Location</u>
63.	Dangerous right lane passing. <u>Location</u>
64.	If streets around plaza (Goodwin and Cortez were closed to traffic. Have boxed trees, benches. Great for events. More parking garages off site so folks can walk to plaza and shopping. <u>Location</u>
65.	Big Traffic problem. Close off parking on the Business side of Gurley or Courthouse side and make lanes safer. I think you could close off parking all around the plaza, build park garages. Be nice to make Goodwin / Cortez a park like setting for people, not cars. <u>Location</u>
66.	People parking where they don't fit. It is long overdue to start enforcing this. It turns the two lanes into one often. <u>Location</u>
67.	As another comment stated parking has become an increasingly dilemma. While parking in this area is wonderful for our local business, too many times have there been close call incidents with pedestrians and motorists. I believe looking into how beach cities and Tempe/downtown Phoenix alleviated this type of problem would be a solution. <u>Location</u>
68.	Lack of pedestrian compliance with signs and lights. <u>Location</u>
69.	A left turn arrow and maybe some lane re design as I've seen an accident or two here. <u>Location</u>
70.	Increased traffic here has made it so green arrow turns should be implemented to reduce crash possibilities. <u>Location</u>
71.	Everywhere 69 changes from 3 lanes to 2 lanes needs better/additional signage, e.g. "Right lane ends, Merge left" and/or similar messages and arrows painted on the roadway. Drivers in the right lanes seem to believe the onus is on the other lanes to "let them in" rather than adjusting their own speed to safely merge with existing traffic. Additional law enforcement/presence suggested to alleviate aggressive/unsafe driving practices. <u>Location</u>
72.	Speeding, tailgating, distracted drivers, no consequences for bad driving habits. <u>Location</u>
73.	Narrow road needs to be widened between Prescott and Prescott Valley where it goes from two lanes to three and then down to two. Some of these lanes are for turning only and I have witnessed people speeding up in the turning lanes to cut off drivers in the regular driving lanes to get past traffic. <u>Location</u>
74.	We need several appropriate, above highway grades, wildlife corridor bridges. Signage along the highway regarding the value of keeping our wildlife safe for the beauty of our communities. <u>Location</u>
75.	The right lane of Lee Blvd in front of the fire station is designated as right turn only onto Yavapai hills dr. 1-2 years ago the city of Prescott painted the street in front of the FS with

	"Do not block" and white lines, nearly obliterating the Right arrow in the right lane. Consequently, some drivers now go straight in the right lane, nearly causing accidents. <u>Location</u>
76.	Pavement in terrible shape all the way up the first hill on Yavapai hills rd. <u>Location</u>
77.	See prior comments made regarding the condition of the street. It is abominable. <u>Location</u>
78.	This street is in terrible shape. When you enter from rt. 69 there is construction on the corner across from the bldg. marked Chase Bank. The road leads into many apartments (Lee Circle) and past the fire station. It continues past Discount Tire and up the hill to Touchmark. The city should be ashamed of the condition and the signage. The street should be widened, repaved and adequate signage painted. <u>Location</u>
79.	East bound route 69 left turn arrow to turn NB onto Lee Blvd. is very short during certain hours in the afternoon. There can be 12-15 vehicles waiting to turn left and 3 will make the turn before the arrow changes to yellow then red. Seems to happen between 2 - 3 pm on weekdays. <u>Location</u>
80.	South bound vehicles in the right lane on Lee Blvd. often sit stopped at the green light waiting for left turners across route 69 (N bound on Lee turning West on 69). Sitting at a green light not moving is "blocking traffic". This intersection should have right turn arrows and painted turn lane indications. <u>Location</u>
81.	We need left turn arrows at the intersection of HWY 69 and N Lee Blvd for traffic traveling north and south on N Lee Blvd. People continue to pull out in front of you that are making a left-hand turn. Should only be able to make the left turn on a Green Arrow. This is the corner we're Trader Joes is located. <u>Location</u>
82.	Drivers routinely make illegal left turns from N/B#2 Lee Bl to W/B Hwy 69 (NOT in the marked and posted N/B#1 left turn lane). These turns are made in the marked and posted N/B#2 lane, which is for straight (N/B) traffic.... essentially creating TWO left turn lanes when only ONE is permitted. <u>Location</u>
83.	Blind road. Speeding vehicles make it dangerous for residents to enter 89 during peak times. There was a recent accident a couple months ago involving a pregnant resident being t boned. She was okay but it was a scary situation. <u>Location</u>
84.	The speed limit and limited view cause much anxiety when entering the 89 from Dells Road. <u>Location</u>
85.	We regularly see drivers greatly exceed the speed limit on Rough Diamond dr. Some vehicles have been clocked at 50 mph in a 25 zone. "criminal speed" (20+MPH over the posted limit) is observed often. <u>Location</u>
86.	A four way stop needs to be installed due to it being a blind intersection. Numerous close calls with pedestrians and motorists due to high speeding and disregard to the blind intersection. <u>Location</u>
87.	Driveway blind spots all along Yavapai Hills Rd all the way to Hornet, making it dangerous to back up from many driveways onto Yavapai Hills Rd. <u>Location</u>
88.	Speeders, tailgaters, aggressive drivers. <u>Location</u>
89.	Not sure if it is supposed to be a right turn lane for business access or a left merge lane, but whatever it is needs to be clarified and enforced. <u>Location</u>
90.	Everywhere 69 changes from 3 lanes to 2 lanes needs better/additional signage, e.g. "Right lane ends, Merge left" and/or similar messages and arrows painted on the roadway. Drivers in the right lanes seem to believe the onus is on the other lanes to "let them in" rather than adjusting their own speed to safely merge with existing traffic. Additional law enforcement/presence suggested to alleviate aggressive/unsafe driving practices. <u>Location</u>

91.	Need signage for wildlife crossing, types of wildlife, appropriate wildlife corridors, need for speed control, consequences of bad driving habits. <u>Location</u>
92.	Signage for wildlife areas (yes, I know the sign has a bison on it, but this is a Canadian signage picture. Ours would be for bear, deer, javalina, bobcat, raccoon, skunk). <u>Location</u>
93.	Increased congestion, speeding, unsafe driving, and limited wildlife signage following this area. <u>Location</u>
94.	Left run arrow for vehicles turning left from Prescott lakes pkwy onto East bound route 69 not long enough. Traffic is often backed up on PLP down the hill and the left turn arrow lets about 12-15 cars through before turning red even though there maybe 100 cars waiting. <u>Location</u>
95.	Dangerous right lane passing. <u>Location</u>
96.	Eastbound route 69 left turn arrow to turn NB onto Lee Blvd. is very short during certain hours in the afternoon. There can be 12-15 vehicles waiting to turn left and 3 will make the turn before the arrow changes to yellow then red. Seems to happen between 2 - 3 pm on weekdays. <u>Location</u>
97.	Signage for wildlife and outdoor enthusiasts. <u>Location</u>
98.	Hwy 69 should be 3 lanes in each direction from Hwy 89 (near Buckey's Casino) to Sundog Ranch Rd (near Hobby Lobby). Areas in the aforementioned section should be widened. Traffic-flow should be improved with Tri-Light signals incorporating Advance Magnetic-Loops and Synchronization. Roundabouts SHOULD NOT be considered, as they would bottleneck the flow of traffic. <u>Location</u>
99.	Extreme speeding is a huge problem Westbound here. People seem to think they can just drive in the middle to get around others because it happens so frequently. <u>Location</u>
100.	Signage for wildlife areas (yes, I know the sign has a bison on it, but this is a Canadian signage picture. Ours would be for bear, deer, javalina, bobcat, raccoon, skunk). <u>Location</u>
101.	Everywhere 69 changes from 3 lanes to 2 lanes needs better/additional signage, e.g. "Right lane ends, Merge left" and/or similar messages and arrows painted on the roadway. Drivers in the right lanes seem to believe the onus is on the other lanes to "let them in" rather than adjusting their own speed to safely merge with existing traffic. Additional law enforcement/presence suggested to alleviate aggressive/unsafe driving practices. <u>Location</u>
102.	Confusing for newcomers to understand the lane usage. <u>Location</u>
103.	Speeders. <u>Location</u>
104.	Suggest constructing a center island on Hwy 69 to prevent cross traffic from going to the opposite side. Also add streetlights for easier night driving. <u>Location</u>
105.	Everywhere 69 changes from 3 lanes to 2 lanes needs better/additional signage, e.g. "Right lane ends, Merge left" and/or similar messages and arrows painted on the roadway. Drivers in the right lanes seem to believe the onus is on the other lanes to "let them in" rather than adjusting their own speed to safely merge with existing traffic. Additional law enforcement/presence suggested to alleviate aggressive/unsafe driving practices. <u>Location</u>
106.	Rivers should only be allowed to make a left or right turn on highway 69 at a signaled intersection. Too many times I have had to brake suddenly for someone who stupidly turns across the highway in front of me. <u>Location</u>
107.	People don't know that the traffic from the highway does not stop at this intersection. Maybe a sign that says it's a 3-way stop, or highway traffic has right of way? <u>Location</u>
108.	Excessive road damage. <u>Location</u>
109.	Constant red light running from E/B 69 to N/B Glassford Hill. <u>Location</u>

110.	The turn lane on SR69 to northbound Glassford Hill is not long enough. Even when traffic isn't in the busiest part of the day the cars stack beyond the turn lane length and into the eastbound through lanes of SR69. <u>Location</u>
111.	Current bottleneck for drivers going northbound onto Glassford Hill Rd from east/westbound on Hwy 69. Need a third lane going north to Pav Way. <u>Location</u>
112.	Speeders and tailgaters, no supervision for poor driving habits. <u>Location</u>
113.	We need several appropriate, above highway grades, wildlife corridor bridges. Signage along the highway regarding the value of keeping our wildlife safe for the beauty of our communities. <u>Location</u>
114.	Could use a beautiful wildlife corridor here, for safety, aesthetics, and respect for life. <u>Location</u>
115.	We need several appropriate, above highway grades, wildlife corridor bridges. Signage along the highway regarding the value of keeping our wildlife safe for the beauty of our communities. <u>Location</u>
116.	Wildlife corridor. <u>Location</u>
117.	Extreme speeding is a huge problem Westbound here. People seem to think they can just drive in the middle to get around others because it happens so frequently. <u>Location</u>
118.	Consistent Slowed travel headed west bound. <u>Location</u>
119.	The installation of a different stop point may alleviate the congestion of this area. <u>Location</u>
120.	Wildlife corridor. <u>Location</u>
121.	Hwy 69 should be 3 lanes in each direction from Hwy 89 (near Buckey's Casino) to Sundog Ranch Rd (near Hobby Lobby). Areas in the aforementioned section should be widened. Traffic-flow should be improved with Tri-Light signals incorporating Advance Magnetic-Loops and Synchronization. Roundabouts SHOULD NOT be considered, as they would bottleneck the flow of traffic. <u>Location</u>
122.	Extreme speeding is a huge problem Westbound here. People seem to think they can just drive in the middle to get around others because it happens so frequently. <u>Location</u>
123.	Extend Roundup Dr westbound to connect with Glassford Hill Rd. A good idea to have more outlets for vehicles to get around town and emergency access. <u>Location</u>
124.	Need to extend Florentine Rd eastbound to connect with E Valley Rd for better connectivity. Valley Rd should be realigned going north with a stop sign, while Florentine Rd is continuous. <u>Location</u>
125.	Mendocino Dr needs to be an overpass bridge with auxiliary on/off ramp lanes to help drivers accelerate and decelerate with flow of traffic. <u>Location</u>
126.	Pavement is rough, needs repaired or completely redone. <u>Location</u>
127.	The road sidings are too small on much of 89A between Fain and 151 (Power line road). I had my truck roll over in an accident two years ago. <u>Location</u>
128.	Needs shoulders and summer mowing. <u>Location</u>
129.	The inconsistent speeds of cars are too fast and too slow. <u>Location</u>
130.	This is a regular deer crossing on a blind hill where drivers speed through. I have seen several near misses of deer running out in front of vehicles trying to cross the street. This blind hill previously had a wildlife crossing sign to warn motorists and it was removed several years ago. It needs a new one put back up. <u>Location</u>
131.	Widen SR 69 to three lanes between Prescott Lakes Parkway and here SR 69 returns to three lanes. Make this a priority, install roundabouts at Diamond, Ramada, Robin, and Rhinestone and synchronize lights until roundabouts and widening is complete. <u>Location</u>
132.	The Costco area is always a mess. <u>Location</u>

133.	Too much traffic. <u>Location</u>
134.	Costco. <u>Location</u>
135.	Opening this up should alleviate some of the congestion. I heard this is off the table now. <u>Location</u>
136.	Lights aren't timed correctly. Only 3 cars were able to turn left (west) going north. There were 20 cars behind us. People want to continue through the red light because they are frustrated. It took 4 lights to get through on a Thursday at 2 p.m. <u>Location</u>
137.	People turning into Costco. <u>Location</u>
138.	Because of the hills and people driving too fast, it is difficult to safely exit Twisted Trails onto Yavapai Hills. There is also wildlife that crosses along that stretch and some cars go too fast to stop in time if an animal darts out. We often watch from our picture window, gasping at the near misses. A "deer crossing " sign would be helpful. <u>Location</u>
139.	Excessive road damage. <u>Location</u>
140.	The installation of a different stop point may alleviate the congestion of this area. <u>Location</u>
141.	Need to pave this road to enable as alternative to Hwy 69. <u>Location</u>
142.	Lots of red-light runners speeding through this intersection. My friends were hit and seriously injured by red light runner about a year ago. Vehicles stopped at red light on SR 69 and waiting to make a left-hand turn onto Lee Blvd are so close to passing vehicles their speed shakes our vehicle as we sit waiting for the light to change. Very disturbing. <u>Location</u>
143.	Cars do not follow turn rules and run red lights. <u>Location</u>
144.	Speeding and tailgating on this road from Iron Springs to Gurley in both directions. <u>Location</u>
145.	Cars and even tractor trailers EXIT from this entrance only onto 69, highly illegal and very dangerous! <u>Location</u>
146.	SR 69 needs to prioritize its planned widening from SR 69 at Prescott Lakes Parkway all the way to Prescott Valley at the Great Western intersection to eliminate the narrowing to two lanes and back to three lanes in this short section. Get it completed, remove traffic signals at Robin Drive, Diamond, Ramada and replace it with roundabouts. Do it now while the road widening in this stretch is easily done before commercial development makes it more costly and difficult. Synchronize traffic lights. <u>Location</u>
147.	Right turns without stopping. <u>Location</u>
148.	Speeding, tailgating. <u>Location</u>
149.	People were running red lights. <u>Location</u>

AREA OF CONCERN – PEDESTRIAN

The comments for [Area of Concern – Pedestrian](#) within the CYMPO region are listed in the table below. The table includes the comment and a link to where the concern was identified on the mapping tool (Social Pinpoint).

Pedestrian	Comment
1.	Construction of new homes brings vehicle traffic, large dump trucks, concrete trucks, and workers in a hurry, not abiding by speed limits and distracted by cell phones and texting. Safety for pedestrians walking is at risk. No speed limit signs are posted to identify the residential limit of 25MPH. Location
2.	No sidewalks or walking paths. Location
3.	Sections of Sidewalk along 89 are not passable for mobility scooters and are tripping hazards. Location
4.	No sidewalks or bike lanes for kids to get to school. Location
5.	Children walking home from Mingus Springs charter school must be aware of speeders. Unfortunately, most of the speeding people are parents driving to pick up their children at the school. Location
6.	Children walking home from Mingus Springs charter school must be aware of speeding drivers. Location
7.	Need a sidewalk that connects Willow Creek Rd to Hwy 89. Location
8.	Speeders constantly on Sequoia Drive - but I cannot get this map to show Sequoia Drive. Location
9.	Speeders. Location
10.	Right turn from iron springs to Miller valley is very dangerous have watched several near misses. Location
11.	There is a sidewalk here, but it is still very dangerous for pedestrians. The posted speed limit is 25. It is NEVER enforced. As a pedestrian, I've had to dive in the ditch twice in five years to avoid out of control speeding cars. The City of Prescott does not care and does not respond to complaints. Location
12.	Narrow road, hard to see pedestrians, cars go too fast around curves. A blinking caution light would be helpful. Location
13.	Pedestrians use a path on the side of the road which disappears at the narrowest part of the road. Very hard to see pedestrians in this area. A flashing caution sign would help alert drivers to pedestrians on the side of the road. Location
14.	I've been nearly hit by right and left turning traffic while attempting to use the crosswalk here several times. Location
15.	Pedestrians must advance into the intersection to be seen by drivers. Most drivers do not stop and let pedestrians cross. 4-way stop needed. Location
16.	The diagonal crosswalk. There are signs in every direction saying no right on red because pedestrians are crossing then, but people do it all the time anyway. Location
17.	Vehicles blowing through the stop signs here is common. Location
18.	This is a terrible intersection with 89, Sheldon, shopping center, and now city hall. People don't obey the traffic signals and frequently turn in front of pedestrians and bicycles. Very busy and unsafe. Location
19.	There is not enough time allowed on the pedestrian timing light to cross Willis St. on Montezuma if you are a slow walker. Location
20.	Drivers do not stop at 4 way stop signs. Location

21.	Drivers do not stop at 4 way stops. Location
22.	I think there needs to be higher visibility for pedestrians. Vehicles have limited visibility and a lot to focus on in this location. They are primed to speed in this area. Location
23.	Cars have a challenging time yielding for pedestrians when driving through a high-speed highway. Location
24.	Cars have a challenging time yielding for pedestrians when driving through a high-speed highway. Location
25.	Not adequate time for pedestrians to cross at 69 and Lee Blvd. Location
26.	Trip hazard. There's been a broken heaved section of sidewalk on Yavapai hills drive for 4 years that needs repair. Location
27.	Need sidewalks on both sides of Viewpoint Dr. Location
28.	No sidewalks or walking paths. Location
29.	Extend the sidewalk to meet up at Coyote Springs Rd. Make it more pedestrian friendly. Also add curbs along Antelope Meadows Dr to alleviate pavement wearing along edges. Location
30.	Not pedestrian friendly. Need sidewalks on both sides of Glassford Hill Rd. Location
31.	This road needs a sidewalk on at least one side. Location
32.	Not pedestrian friendly. Need sidewalks on both sides of Glassford Hill Rd. Location
33.	Drivers are not being attentive to traffic, bicyclists, and pedestrians. Location
34.	Having grocery store access near residential neighborhoods would be nice to encourage walking and biking to shops and one way is to provide safe walkways and bike paths and highway crossings. Location
35.	Sidewalks end at Great Western Dr. Extend them to Sundog Ranch Rd. Suggest adding sidewalks on opposite side of Hwy 69 going eastbound. Location
36.	No safe pedestrian crosswalks. Location
37.	Difficult to walk and feel safe. Location
38.	Add a sidewalk or multi-use path for pedestrians along Prescott East to connect the existing sidewalk from Copper Hill to Granville subdivision sidewalk at Antelope. Location
39.	Need to add sidewalks to both sides of street w/ streetlights. Not pedestrian friendly. Location
40.	Wish there were sidewalks. Location
41.	Would like safe walkways and bike paths to shopping areas. Location
42.	No sidewalks on the east side of Glassford Hill Rd. Should be added to make it pedestrian friendly. Location
43.	Very dangerous during school drop off and pick up. No crosswalks for students and hurried drivers dropping their kids off. Location
44.	There are no sidewalks for pedestrians to use. Location
45.	Drivers are not being attentive to traffic, bicyclists, and pedestrians. Location
46.	2-way stop is not effective. Cars traveling on Long Look rush to beat oncoming cars traveling along Windsong. The lack of sidewalks makes it impossible to travel by wheelchair. Location
47.	This road needs a sidewalk on at least one side. Location
48.	The entirety of Spouse Dr in PV should have sidewalks. It's a lengthy street that covers a large section of town. Location
49.	No places for pedestrians to safely walk. I see people walking along the edge of the road. Needs sidewalks on both sides of Viewpoint Dr. Location

50.	Need to add sidewalks, nowhere for pedestrians to walk safely. <u>Location</u>
51.	No sidewalks for pedestrians and no bike lane. Forced to walk on edge of road. <u>Location</u>
52.	I see pedestrians quite often on this stretch of Viewpoint Drive in Prescott Valley walking to Robert's Market. The road is narrow and there are no sidewalks or bike lanes. <u>Location</u>
53.	Need sidewalks, no safe area for pedestrians to walk. <u>Location</u>
54.	I see pedestrians walking along the side of the road from Robert's Market to their house, which is unsafe. There are no sidewalks to use, this area needs them. <u>Location</u>
55.	All viewpoints need sidewalks on both sides of the street. Not pedestrian friendly. <u>Location</u>
56.	Extend the sidewalk to meet up at Coyote Springs Rd. Make it more pedestrian friendly. Also add curbs along Antelope Meadows Dr to alleviate pavement wearing along edges. <u>Location</u>
57.	Need sidewalks on both sides of Viewpoint Dr. Not pedestrian friendly. <u>Location</u>
58.	Need sidewalks on both sides of Viewpoint Dr. <u>Location</u>
59.	No sidewalks or walking paths. <u>Location</u>
60.	Spouse Dr in all of PV needs to have sidewalks. Also need streetlights, some people like to walk at night when weather is cooler during the summer. Carrying flashlights is not good enough. <u>Location</u>

SUMMARY OF FINDINGS- CYMPO

In addition to the data provided in this summary, a general summary of findings is as follows for CYMPO:

Responders from the CYMPO region primarily identified as motorists (79%) and feel safe on the roads and streets as drivers and motorcyclists. The responders felt less safe as pedestrians and bicyclists. Overall, responders feel the following behaviors of drivers are hurried, distracted, and inattentive.

During the mapping (Social Pinpoint) exercise, the most common bicyclist concern is not having designated bike lanes in specific locations and debris accumulating in the bike lanes that are not swept often enough. Other concerns included narrow shoulders, distracted drivers, speeding, street parking impacting bike lanes, and needing wider bike lanes or protected bike lanes.

The most common driver concerns are potholes and speeding. Other concerns included ignoring stop signs, signal timing, distracted driving, right lane passing, and red light running. Some respondents make suggestions about widening roads and adding signs, traffic signals, turn lanes, and passing lanes at specific locations.

The most common pedestrian concern is not having sidewalks in specific locations. Other concerns included distracted drivers, speeding, and not having crosswalks.

APPENDICES

APPENDIX A: TWENTY QUESTION SURVEY

Welcome to our safety survey!

Have you noticed an area that concerns you when driving, bicycling, or walking? Have you thought someone should know about that traffic problem?

The Northern Arizona Council of Governments (NACOG), MetroPlan, and Central Yavapai Metropolitan Planning Organization (CYMPO) need your input. Help improve traffic safety in your community by pinpointing worrisome areas and unsafe travel behaviors you have witnessed.

1. Primarily, I'm responding as a...

- ☐ Motorist ☐ Pedestrian
☐ Bicyclist ☐ Other (please specify): _____

2. How frequently have you observed drivers doing the following?

Never Occasionally Often

Impaired driving, walking, or biking			
Distracted driving, walking, or biking (such as texting or talking on cell phone, eating, etc.)			
Speeding			
Not stopping completely at stop signs			
Not stopping at crosswalks			
Not crossing at crosswalks			
Riding their bike against traffic			
Not yielding to other vehicles, bicycles and pedestrians			
Speeding or passing in school zones			
Illegal/unsafe turns			
Tailgating/following too closely			
Failing to use turn signal			
Not stopping for a red light			
Passing illegally (hill or curve, across double yellow line, a stopped school bus picking up children)			
Driving too slowly			
Not wearing seat belts			
Other (please specify)			

Traveling in the community - Think of your daily travel when answering the following questions.

3. How safe is it on the roads and streets for the following people?

Very Unsafe Unsafe Safe Very Safe

Drivers				
Pedestrian				
Bicyclist				
Motorcyclist				
Elderly and/or disables person				

4. How safe do you feel traveling on area roads and streets?

- ☐ Very Unsafe ☐ Unsafe ☐ Safe ☐ Very safe

5. What words best describe the behavior of drivers on area roads and streets?

- ☐ Courteous ☐ Distracted ☐ No different than ☐ Other (Please specify):
☐ Frustrated/Angry ☐ Inattentive anywhere else
☐ Hurried ☐ Intoxicated

6. When driving around pedestrians/cyclists how often do you fear for their safety?

- ☐ Never ☐ Sometimes ☐ Often ☐ Very often ☐ I Don't Drive

Making your community safer

7. What do you think is the primary cause of crashes in your community? _____

8. What is one thing you think public agencies could do to make it safer to travel in your community? _____

9. What is one thing you think people should do to make it safer to travel in your community? _____

10. What is one thing you could do to make it safer to travel in your community?

11. Do you have a specific place/places where you think roadway safety could be improved; if so, are you able to locate those place/places on a map?

- ☐ Yes, I do know of a place/places where safety could be improved and would like to identify them on an interactive map. (Please scan the QR code at the bottom of this survey to identify the place/places on the map you think can be improved).
- ☐ Yes, I do know of a place/places where safety could be improved but prefer not to use the interactive mapping tool. (Please describe the place/places and the safety concern as precisely as possible in the spaces provided below.)

Location/Concern #1:

Location/Concern #2:

Location/Concern #3:

Demographics

12. Where do you live? _____

13. Select the age category that best describes you.

- ☐ 18-24 years old
- ☐ 24-40 years old
- ☐ 41-64 years old
- ☐ 65 years or older
- ☐ Decline to answer

14. Are you of Hispanic, Latino, or Spanish origin?

- ☐ Yes
- ☐ No
- ☐ Don't know / Decline to answer

15. How do you describe yourself? (Select one)

- ☐ American Indian or Alaska Native
- ☐ Asian
- ☐ Black or African American
- ☐ Native Hawaiian or Other Pacific Islander
- ☐ White/Caucasian
- ☐ More than one race
- ☐ Don't know / Unsure
- ☐ Decline to answer

16. What is your highest grade of school or year of college that you have completed? (Select one)

- ☐ Grade School (grades 1-11)
- ☐ High School Degree (Grade 12 or GED)
- ☐ Some college / Associates Degree
- ☐ Bachelor's Degree
- ☐ Post-Bachelor's Degree
- ☐ Don't know/Decline to answer

17. What best describes your current employment situation? (Select one)

- ☐ Full-time employee
- ☐ Part-time employee
- ☐ Unemployed
- ☐ Student
- ☐ Retired
- ☐ Other (please specify): _____

18. Which of these conditions, if any, create difficulties for getting you where you want to go? (Check all that apply)

- ☐ Seeing
- ☐ Hearing
- ☐ Moving
- ☐ Handling items
- ☐ Memory or processing
- ☐ Other (please specify): _____

19. Which of the following income groups includes your total household income for 2022 before taxes?

- ☐ Up to \$25,000
- ☐ \$25,000 to \$49,900
- ☐ \$50,000 to \$74,900
- ☐ \$75,000 to \$99,900
- ☐ \$100,000 to \$149,000
- ☐ \$150,000 and over
- ☐ Don't know/Decline to answer

20. How do you describe your gender? (Select one)

- ☐ Female
- ☐ Male
- ☐ Trans/Non-binary
- ☐ Decline to answer

If you'd like to receive updates regarding THIS PROJECT ONLY, please provide your contact information. Otherwise skip this question.

Name: _____
Organizations (if applies): _____
Emails: _____

Question #11 Continued

Please scan the QR code to identify the place(s) on the map you think can be improved.



APPENDIX B: TRUNCATED FOUR QUESTION SURVEY

Welcome to our safety survey

Have you noticed an area that concerns you when driving, bicycling, or walking? Have you thought someone should know about that traffic problem?

The Northern Arizona Council of Governments (NACOG), MetroPlan, and Central Yavapai Metropolitan Planning Organization (CYMPO) need your input. Help improve traffic safety in your community by pinpointing worrisome areas and unsafe travel behaviors you have witnessed.

1. Primarily, I'm responding as a...

- ☐ Motorist ☐ Pedestrian
☐ Bicyclist ☐ Other (please specify): _____

2. How frequently have you observed drivers doing the following?

	Never	Occasionally	Often
Impaired driving, walking, or biking			
Distracted driving, walking, or biking (such as texting or talking on cell phone, eating, etc.)			
Speeding			
Not stopping completely at stop signs			
Not stopping at crosswalks			
Not crossing at crosswalks			
Riding their bike against traffic			
Not yielding to other vehicles, bicycles and pedestrians			
Speeding or passing in school zones			
Illegal/unsafe turns			
Tailgating/following too closely			
Failing to use turn signal			
Not stopping for a red light			
Passing illegally (hill or curve, across double yellow line, a stopped school bus picking up children)			
Driving too slowly			
Not wearing seat belts			
Other (please specify)			

Traveling in the community - Think of your daily travel when answering the following question.

3. How safe do you feel traveling on area roads and streets?

- ☐ Very Unsafe ☐ Unsafe ☐ Safe ☐ Very safe

Making your community safer

4. Do you have a specific place(s) that you think can be improved, if so, are you able to locate those place(s) on a map?

- ☐ Yes, I do know of a place(s) and would like to identify them on a map. (Please scan the QR code at the bottom of this survey to identify the place(s) on the map you think can be improved).
☐ Yes, I do know of a place(s) but can't identify them on a map. (Please describe the place(s) as precisely as possible in the space provided below) _____

If you'd like to receive updates regarding THIS PROJECT ONLY, please provide your contact information. Otherwise skip this question.

Name: _____

Organizations (if applies): _____

Emails: _____

Question #11 Continued

Please Scan the QR code to identify the place(s) on the map you think can be improved.



APPENDIX C: SURVEY QUESTION #7

Q.7 What do you think is the primary cause of crashes in your community?	
Topic	CYMPO Region
Topic	Open-Ended Responses
Speed	Speeding
Crashes	Car crashes and the sometimes-related fatalities.
Driver habits	Stupidity
Driver habits	Stupidity
Driver habits	Tail hating...
Driver habits	Tailgating
Driver habits	the lack of respect for the other driver. so much traffic and in a hurry and not following the law
Driver habits / DUI	Tailgating, speeding, DUI
Driver habits / speed	Tailgating, Speeding, ****Poor not visible linage on SR69 from Prescott Mall into Prescott City Center****
Bike/ped/cars	Bike ped vs car
Driver habits/enforcement	Bad driving habits. Not enough enforcement
Driver habits	Ignoring yellow lights turning to red, left turns without care.
Driver habits	Not following traffic laws. Being distracted and using cell phone. Older people that have slow reactions and make a lot of mistakes.
Driver habits	Not obeying traffic laws
Driver habits	Not yielding to others when appropriate, running red lights, aggressive or angry drivers.
Driver habits	People turning in front of oncoming traffic without enough time.
Driver habits	Red-light running
Driver habits	Running red lights
Driver habits	Running red lights, cell phone usage, bad road planning around intersections, (meaning, cost was a factor in decision making even knowing it would be a safety hazard.) Overpass would have been costly but safer. example Fain rd., Robert rd. and 89A
Driver habits	Running red lights; when turning left at a green light, they don't yield to the oncoming right turn vehicle.
Driver habits	Lack of courtesy
Driver habits	Selfishness
Driver habits	Carelessness and inconsiderate driving
Driver habits	carelessness or aggressiveness
Driver habits	Drivers are not giving second thought to what they are about to do. For example, doing a U-turn on the 69 when traffic is approaching from the other direction.

Driver habits	People not caring if they hurt someone.
Cellphone	Cell phone usage is undeniably the #1 primary collision factor in T/C's nationwide... More so than DWI driving.
Cellphone	Cell phone use
Cellphone	Looking at cell phones when driving
Cellphone	Texting
Cellphone	Texting
Distracted	I would put distracted driving high on the list.
Distracted	People not paying attention.
Distracted	Distracted and or speed
Distracted	Distracted by phone use.
Distracted	Distracted drivers
Distracted	Distracted drivers
Distracted	Distracted drivers
Distracted	Distracted Drivers
Distracted	Distracted drivers
Distracted	Distracted drivers' general negative attitude towards bicyclists
Distracted	Distracted Driving
Distracted	Distracted driving
Distracted	Distracted driving
Distracted	Distracted driving
Distracted	Distracted driving
Distracted	Distracted Driving
Distracted	Distracted driving
Distracted	Distracted driving
Distracted	Distracted driving - Far too many people are texting, using handheld cellphones and talking. Often people are seen getting into their car and the first thing they do while backing out from a parking space, for example is put a phone to their ear or in front of their face. Too many seen at traffic lights looking down at their phone to text, being totally unaware of the traffic situation. They may not move on green or start to pull into intersection on red. ALSO left laners - people that for some reason believe the only lane out of two is the left, especially a problem going uphill when they are driving slower than the speed limit, ignoring signs "slow drivers keep right" and so passing on the right is necessary. Finally, I have driven 50 years, professionally, maybe 3 million miles. Never have I seen a place like Prescott AZ where people do not pull into the intersection to make a left turn but stay behind the stop line often meaning cause of the long lights that only 1 vehicle makes the turn and I've even seen no one make the left cause the first car behind stop line didn't move when the light was changing and oncoming traffic stopped.
Distracted	Distracted driving, lack of synchronized lights, lack of updated traffic flow patterns.
Distracted	Distracted driving.

Distracted	Distracted driving.
Distracted	Distracted driving. Using cell phone while driving. Following too close. Excessive speed.
Distracted	Distracted driving/unfit driving capabilities (delayed responses, decreased speed on the road, and difficulty in maintaining safe space from other vehicles).
Distracted	Distracted speeding drivers
Distracted	Distraction
Distracted	Distraction
Distracted	Distraction
Distracted	Distraction and being too rushed. Crowding other vehicles instead of keeping a safe distance.
Distracted	Distraction. Not understanding roundabouts
Distracted	Distractions
Distracted	Distractions
Distracted	Distractions & speed
Distracted	Distractions and aggressiveness
Distracted	Distractions and not paying attention.
Distracted	Distractions and unmarked areas that cyclists frequent
Distracted	Distractions,
Distracted	Inattention
Distracted	Inattention
Distracted	Inattention (distracted)
Distracted	Inattention and speed.
Distracted	Inattention to surroundings
Distracted	Inattention, aggression
Distracted	Inattention, Driver ability and basic knowledge of driving techniques.
Distracted	Inattentive drivers are mostly the elderly I've seen in accidents as they aren't aware of what's around them.
Distracted	Inattentive driving while using cellphones and hurried behavior are the biggest problems.
Distracted	Inattentiveness
Distracted	Inattentiveness, speeding
Distracted	Inattentiveness. Just because the light is green, doesn't mean there isn't a vehicle still in the intersection.
Distracted	Lack of attention
Distracted	lack of attention to driving
Distracted	Lack of awareness from drivers. They are selfish. Improper use of signals. Drivers improper use of 4-way stops
Distracted	Lack of paying attention
Distracted	Not paying attention
Distracted	Not paying attention

Distracted	Not paying attention, excessive speed and running red lights
Distracted	Not paying attention. Unsafe lane changes. Not waiting when it's safe to make a left or right turn in front of oncoming traffic. Off-road vehicles are dangerous. They shouldn't be allowed on public streets and roads.
Distracted	Not paying enough attention...
Distracted	Unsafe drivers and inattentive drivers, speeding
Distracted	Unsafe driving and age-related disabled drivers.
Distracted	Inattentiveness, recklessness, unlawful
Distracted / cellphone	Drivers distracted, texting, on phone.
Distracted / DUI	Inattentive or DUI drivers
Distracted / speed	Driving too fast and driving distracted
Distracted / speed	Speed and not paying attention, I have lived in this state and town for 43 years and I have never in my life seen such disrespectful, rude people who have no concern for the rules of the road. I have seen them go flying through school zones at what I estimate is around 50 miles per hour and passing people. cutting off people to only appear at the same stoplight as myself,
Distracted / speed	Speed, distracted driving
Distracted / speed	Speed, Distracted Driving, and a lack of patience
Distracted / speed	Speed, distraction, impairment
Distracted / speed	Speed, impatience, distraction
Distracted / speed	speed, inattention
Distracted / speed	Speed, inattentive drivers
Distracted / speed	speed, inattentiveness
Distracted / speed	Speed. Failure to obey traffic laws.
Distracted / speed	Speed/ distraction
Distracted / speed	Speeding + distraction
Distracted / speed	Speeding and distracted drivers
Distracted / speed	Speeding and distracted drivers.
Distracted / speed	Speeding and distracted driving
Distracted / speed	Speeding and distractive driving
Distracted / speed	Speeding and inattention
Distracted / speed	Speeding and inattentiveness.
Distracted / speed	Speeding, distracted drivers
Distracted / speed	Speeding, distracted drivers, aggressive drivers
Distracted / speed	Speeding, distracted, not following the rules of the road
Driver age	Elderly.
Driver age	I think it's a combination of two age groups - college students (reckless) and elderly (slower reflexes, vision issues).
Driver age	Old people and Contractors in work trucks
Driver age	Old people who cannot see or who driveway under the speed limit which makes others mad and start road raging

Driver age	Older drivers that are unsure of where they are going, not paying attention to speeds/rules, etc.
Driver age	Advanced age of many drivers and distraction from cell phones.
Driver age	Driver too old
Driver age	Elderly drivers being inattentive
Driver age	Elderly drivers, confusion about roundabouts/traffic circles, sunset blindness
Driver age	Elderly people going way too slow in the left lane, unreasonable speed limits on a bunch of these roads causing everyone already doing 45 to get caught in a crowd doing 60mph
Driver age	Elderly people who still have driving privileges unchecked, and intoxicated individuals
Driver age	Elderly that shouldn't be driving
DUI	Impaired and aggressive driving, and elderly population.
DUI	Impairment, distraction, speeding and not carrying about fellow road users.
DUI	Incapacitated drivers and no situational awareness
DUI	Intoxicated drivers; inattentiveness
Dui	Intoxication, poor road preparation in winter, poor reaction time of the very elderly, and intersections that have not been re-evaluated for increased safety measures (ex: the two way stop at Granite St and Willis in downtown Prescott is terrible and needs to be a four way stop)
Impatient	People in a hurry.
Impatient	Impatient, hurried, frustrated, and distracted drivers.
Inpatient /age	I think a lot of it is unsafe lane changes, tailgating, inattentiveness, and I've had many close calls with elderly folks driving- their depth perception is off, and they'll turn out onto a busy road from a shopping area Or a street with cars clearly having the right of way but choose to go anyways because they think they have enough time. the flow of traffic then must slam on their brakes to avoid the super slow person. And it seems as though an extraordinarily high number of people don't use their turn signal when turning into a business or street on a busy road.
Impatient	Impatience
Impatient	Impatience
Impatient	People being too impatient. Running Red Lights.
Impatient	People in a hurry, not slowing down, being careful
Impatient /speed	Impatience/Speed
Impatient/weather	Impatience, weather
Road conditions	badly maintained streets
Road conditions	As the population has increased quite a bit, the road systems have not been updated. Some places do not have stop signs where they should be because of the higher traffic. Other times, people are extremely frustrated.

Road conditions	Blind hills and curves and no sidewalks along Sunrise for dog walkers and walkers.
Road conditions	Can't see lines on streets
Road conditions	First timers on icy roads early in the morning
Road conditions	how horrible the road conditions are
Road conditions	Lack of rhyme or reason for streets. Long large blocks. Lack of appropriate maneuvering lanes. Lack of Pedestrian oriented design.
Road conditions	Lack of road signs in certain intersections or crosswalks and faded road markings.
Road conditions	Lack of traffic circles. No sidewalks for pedestrians No bike lanes
Road conditions	Need more left turn arrows on Hwy 69
Road conditions	No bike lines in Prescott. :-(or the bike lanes have trash and so the cyclist(s) have taken a car lane. So dangerous!!
Road conditions	Not enough roads, slow down
Road conditions	Not enough warning that a light is turning red, and you must stop on a downhill like on 69 going into Prescott just past Bucky's Casino (Yavapai connector for example). It's dangerous!!
Road conditions	Poor road design, lack of planning with regards to pedestrians, bicyclists, and motorcycle riders. Community planners continue to double down on road designs.
Road conditions	Too narrow of streets. Too many major road projects and construction are going on at the same time. Speeders.
Road conditions	VERY SMALL AND MISPLACED SIGNAGE
Signs	Inappropriate placement of stop signs (lacking in areas needing them), distracted drivers, drivers trying to "beat" the oncoming car, no sidewalks so cars are swerving to avoid pedestrians walking on the side of the street (including school children and elderly in wheelchairs)
Speed	Driving too fast (in a hurry). Lack of situational awareness.
Speed	Driving too fast, driving too slow, tailgating, unsafe lane changes
Speed	Excess speed, turning in front of oncoming traffic
Speed	Following too close
Speed	Going too fast, weaving in and out of traffic, distracted drivers
Speed	High speed and tailgating
Speed	Hurried and distracted driving
Speed	Hurry and inattentiveness/distraction.
Speed	I must avoid a close accident almost daily here. Just yesterday, I got the green left turn arrow just for someone to run the red. Missed by inches. I think the primary cause is people speeding and being in a hurry in general
Speed	In too much of a hurry.
Speed	On 89A, you have people going 65 in the left lane. Even though that IS the speed limit, this causes tailgaters and people swerving in and out of lanes. On 69, I constantly see people on their phones.
Speed	People rushing to beat yellow to red light changes. Lights on the main roads should be better synched.

Speed	People speeding, driving in a distracted manner and the demographics lean towards the elderly who sometimes don't know their own issues (e.g., slower ability to respond, impaired eyesight.).
Speed	Speed
Speed	Speed
Speed	Speed
Speed	Speed
Speed	Speed
Speed	Speed
Speed	Speed
Speed	Speed, aggressive driving, insufficient room on the side of the road
Speed	Speed / Not Paying Attention / Not following Road Rules
Speed	Speed + Inattentive
Speed	Speed and cell phones
Speed	Speed and distraction.
Speed	Speed and elderly not being good drivers
Speed	speed and inattention
Speed	Speed higher than posted
Speed	Speed or frustrations from lack of speed slow drivers
Speed	Speed thru red lights
Speed	Speeders. People running the red lights.
Speed	Speeding
Speed	Speeding
Speed	Speeding
Speed	Speeding
Speed	Speeding
Speed	Speeding
Speed	Speeding
Speed	Speeding
Speed	Speeding
Speed	Speeding and failing to yield
Speed	Speeding mixed with slow drivers
Speed	Speeding!
Speed	Speeding, not aware of traffic changes, tailgating, hurried driving.
Speed	Speeding, tailgating, inattentive and lack of consequences for speeding.
Speed	Speeding.
Speed	Speeding. Running red lights. Angry, emotionally immature drivers with road rage. Angry pick-up truck drivers. Impaired driving.
Speed	Too high speed
Speed	Wide variation in speed, failure to stop

Speed/age	Speed, impairment and being so elderly that they shouldn't be behind the wheel
Speed / age	Speeding and old drivers
Speed/age	Speeding and running lights
Speed / DUI	Speeding and In toxication
Speed / DUI / age	Speeding, impairment, and those too old to drive safely being still on the road
Speed /cellphone	SPEEDING, CELL PHONES
Speeding	Aggressive inconsiderate drivers
Speeding	Aggressive drivers, no consequences for bad driving
Speeding	Mixture of aggressive urban driving habits and the hesitant ways of elderly drivers. These two don't mix well.
Speeding	Speeding.
Tourist	Out of state drivers...they don't know how to drive, older folks that poke along haven't a clue where they are or where they are going...do not know how to turn left...sit at the light instead of moving out into the intersection to move left turn traffic
Traffic	Cars
Traffic	Congestion, driver error
Traffic	Construction workers in a hurry
Traffic	Downtown square
Traffic	Too many cars/drivers on SR 69 - 2 lane highway. It no longer accommodates the present traffic situation, which is HORRIBLE!
Traffic	Too many vehicles and not enough lanes of traffic
Traffic	Traffic flow is confusing on HWY 69. Sometimes it's 3 lanes, sometimes its A lot of out-of-town visitors are unfamiliar with where this happens, and it causes problems for everyone.
Visibility	Difficulty seeing around cars or getting around huge trucks parked where they are not supposed to.
Visibility	Poor visibility in intersections, going over the speed limits in areas, not able to judge speed, distracted driving, cell phone usage
	I don't know

APPENDIX D: SURVEY QUESTION #8

Q8. What is one thing you think public agencies could do to make it safer to travel in our community?	CYMPO Region
Topic	Open-ended Responses
Education	Distracted driver campaign
Signs	Install signs to remind people to be safe! Install roundabouts at intersections.
Education	I think increasing public awareness of cyclists, and teaching respect for cyclists and the elderly.
ATV/UTV regulation	Ban ATV/UTV use on public streets
Bike/ped improvements	Make a commitment to real bike lanes.
Bike/ped improvements	More clearly marked (preferably separate) bike lanes. More sidewalks. More cross walks.
Bike/ped improvements	For bicycling, remove dangerous bike lanes on downhill stretches of roads.
Bike/ped improvements	Engineered pedestrian & bicycle corridors. Specifically, along major roadways (Hwy 69, Williamson Valley, Glassford Hill, etc.)
Bike/ped improvements	Put in sidewalks. Turn some of the 2-way stops into 4-way stops. Fill in the potholes and raise the manhole covers. (Saw a woman posted her 18-month-old split his lip when her car hit a manhole cover that was about 4 inches down. RIDICULOUS!)
Bike/ped improvements	Pedestrian sidewalks and bike lanes.
Bike/ped improvements	Add more crosswalks for pedestrians and have extra signage and public information campaign to help I think our area needs a public transport that is low cost for Chino Valley, Prescott & Prescott Valley, and Dewey
Bike/ped improvements	Add more sidewalks and keep the existing ones clean (free of snowplow debris) so more pedestrians will use them.
Bike/ped improvements	COMMIT TO SAFE PEDESTRIAN AND BICYCLE TRAFFIC, STUDY EUROPEAN CITIES AND IMPLEMENT!!!!
Bike/ped improvements	Coordinate traffic lights, ensure lights are long enough for pedestrians, don't close roads completely when there's an accident
Bike/ped improvements	Create more bike lanes for bikers and create more sidewalks for pedestrians
Bike/ped improvements	Crosswalks, sidewalks, and more patrol.
Bike/ped improvements	Dedicated Bicycle lanes... wide enough to be safe.
Bike/ped improvements	Designated bike lane
Bike/ped improvements	Fix existing sidewalks along the highway to allow pedestrians and mobility scooters to travel.
Bike/ped improvements	Focus on Pedestrian oriented design & prioritize pedestrian safety. We need more planning for people and not cars!
Bike/ped improvements	Protected or off-street bike paths and more signalized pedestrian/bicycle crossings or underpasses/overpasses

Bike/ped improvements	Separating drivers from pedestrians and bike riders
Bike/ped improvements	More sidewalks and bike lanes
Bike/ped improvements	More sidewalk, more roadway striping, Crosswalk beacons
Bike/ped improvements	Separate Bike Lanes More Crosswalks
Bike/ped improvements	WAY more sidewalks
Education	Campaigns about Phone usage, traffic stops for this, and traffic patrols for Left Laners as mentioned in nr. 7.
Enforcement	Enforce hands-free
Driver education	Make everyone retake the driving test every few years
Driver education	Required ADOT MVD training, public notices
Driver education	Improve licensing screening for drivers, especially as drivers age.
Driver education	Revoke driver's licenses for the elderly sooner and provide alternative bike lanes not so close to vehicular lanes
Driver education	Begin with an education campaign warning of upcoming enforcement of Cell Phone laws. Then start enforcement of cell phone laws.
Driver education	Driver education, and to be arrive of your surroundings.
Driver education	Educate bicyclists on the rules of the road. They often taking liberties did not afford them by the law.
Driver education	Education and citations
Driver education	Regularly remind drivers of basic road rules
Driver education	Require regular driving tests for seniors.
Law enforcement	Administer more warning citations, put out more social media driver safety.
Law enforcement	Be more visible to the driving public
Law enforcement	Catch speeders
Law enforcement	Enforce 28-721. Driving on right side of roadway; driving on shoulder; exceptions; education
Law enforcement	Enforce existing traffic laws. Enforce the law regarding cell phones.
Law enforcement	Enforce more.
Law enforcement	Enforce speed laws, particularly in residential neighborhoods
Law enforcement	Enforce speed limit in residential neighborhoods, Enforce "hands free " policy
Law enforcement	Enforce speed limits.
Law enforcement	Enforce speeding laws and have clear road lineage.
Law enforcement	Enforce the laws
Law enforcement	enforce traffic laws, educate drivers on how to safely pass cyclists
Law enforcement	Enforce violations. Texting and driving are especially prevalent as is aggressive driving.
Law enforcement	Enforcement
Law enforcement	Enforcement
Law enforcement	Enforcement of rules and regulations regularly

Law enforcement	Enforcing traffic laws, including those saying pedestrians should walk on the LEFT side of the street if there is no sidewalk. I am appalled at the number of people of all ages who walk on the right, and act offended when as a pedestrian myself I warn them that I drive a near-silent EV and worry those walking on the right will drift out in front of me.
Law enforcement	Give out tickets and arrest them if the speed is criminal.
Law enforcement	Greater police presence, cameras. Parked trucks that intrude into the right of way (especially around courthouse square.
Law enforcement	HAVE MORE PATROLS GIVING SPEEDING TICKETS.
Law enforcement	Have more people out to monitor and watch
Law enforcement	Have more visible police presence
Law enforcement	Heavy enforcement details in surprise/unannounced areas
Law enforcement	I honestly don't know what can be done! But I do know that when I see a police car on the side of the road, I will check myself - even if I am not doing anything wrong. I think even a few empty LE cars planted around town may help :)
Law enforcement	Increase capacity where needed. Specifically, a new Verde River bridge crossing between Cottonwood and Camp Verde
Law enforcement	Increase patrol
Law enforcement	Law enforcement need to issue citations and make arrests in injury and fatal accidents involving bikes and pedestrians
Law enforcement	More law enforcement for speeders. What I have read on the next/door website is that drivers should ignore speed limit signs (and I think most drivers do) and just go with the flow.
Education	More public safety announcements on social media.
Law enforcement	More radar. Put in right turn lanes. Just more police presence.
Law enforcement	More supervision, higher profile of community involvement (i.e., children's art traffic signs to slow down, slow written at residential intersections, wildlife alerts and signage, safety regulations, signs of consequences of bad driving habits, etc.)
Law enforcement	More tickets for speeds/ reckless driving/ failure to stop at red lights. Also fixing existing roads with constant maintenance. Also, the entire area needs a study into traffic light management. There's a lot of these issues that can be fixed by proper traffic light management along all the main roads.
Law enforcement	More visibility.
Law enforcement	More visible police
Law enforcement	Patrol more
Law enforcement	Police presence, ticketing the worst offenders.
Law enforcement	Police presence.
Law enforcement	Presence of patrol officers would help
Law enforcement	Pull over distracted drivers.
Law enforcement	Regular patrols of reported problem areas
Law enforcement	Ticket more
Law enforcement	Ticket speeders

Law enforcement	Tighter enforcement
Law enforcement	More patrol; cite the elderly for unnecessarily slow and driving; cite motorists for driving slow in the left lane.
Law enforcement	More patrols
Law enforcement	More patrols and police presence which incentivizes people to pay closer attention and keep their vehicle under control
Law enforcement	More people need to be stopped by police and given hefty tickets.
Law enforcement	More police
Law enforcement	More police
Law enforcement	More police enforcement, harsher penalties, holding people accountable
Law enforcement	More police monitoring traffic.
Law enforcement	More police patrol cars
Law enforcement	More police patrols
Law enforcement	More police patrols watching for offenders.
Law enforcement	More police presence (marked vehicles), roundabouts at busy smaller street intersections (Long Mesa & Robert Road), sidewalks on busy roads, larger bike lanes
Law enforcement	More police ticketing red light runners.
Law enforcement	More policing
Law enforcement	More presence
Law enforcement	Write more tickets
Law enforcement	Have patrol cars watching more areas
Law enforcement	MORE LAW ENFORCEMENT
Traffic volume	1. Cut the budget for Tourism/Chamber of Commerce enticing tourists and others to move to Prescott. We do not have the infrastructure to handle all these people! Most do not know how to drive...speed is their knowledge...do not know driving, speed limit laws...either creep along, don't know how to pull into an entrance, park parallel, backup etc.
Multimodal improvements	As a cyclist I would like to see better signage and attention direction for motorists at key locations. For example: Rumble strips at traffic circles, particularly single lane circles, wider shoulders with rumble strips near roadway to allow widest possible shoulder for cyclists, cleaner shoulders while more bike lanes are desirable, adding or widening shoulders and cleaning them would likely be more efficient.
Multimodal improvements	Addition of bike lanes, the use of high visibility green cyclist entry lane points.
Multimodal improvements	Bigger bike lanes or bike paths
Multimodal improvements	In PV sidewalks and bike path/lanes. A few empty police cars around town will work at slowing folks down
Multimodal improvements	Install more sidewalks and streetlights throughout the city/town. The goal should be installing sidewalks on every street in PV. It's a big investment but can be done in phases. Also, abolish the dark sky ordinance, it's a nuisance and not helpful for the community. A well-lit community increases safety for pedestrians and motorists alike.

Multimodal improvements	Install sidewalks and bike lanes
Multimodal improvements	More crosswalks for pedestrians with flashing lights to alert drivers, especially on roads like Gurley. The crosswalk on Gurley by Sacred Heart Church is very scary!
Multimodal improvements	More crosswalks, officer patrols
Multimodal improvements	At least bike lanes for bikers.
Multimodal improvements	Keep bicycles off downtown city streets. I used to ride them.
Multimodal improvements	More pathways and shoulders
No cars	Ban cars
Planning	If any new project is being planned, and any concern appears to suggest it may be the least bit unsafe but cost effective, find a better way.
Planning	Pre plan for storms
Public transit	Add more public transportation and have specific bike lanes
Public transit	Create public a transportation system and Get rid of the light on black drive and willow creek.
Public transit	I think investing in public transit and creating multimodal hubs would foster a safer culture for everyone not in a vehicle. The more drivers see bicyclists and pedestrians, they would be more used to watching out for them.
Public transit	Increase the following: PUBLIC TRANSPORT, Sidewalks, bike lanes, parking enforcement for vehicles that are too large for parking spaces on the street (vehicles that extend into the road). These vehicles should be towed not just ticketed.
Road improvements	Add a 3rd lane on 69 and sync lights better.
Road improvements	Add bike paths
Road improvements	Add room on side of road to collisions.
Road improvements	ADOT should put 3D discs in place to designate turning lanes on intersections like the mall and SR69. These are used effectively on Union Hills Drive and 99th in Peoria.
Road improvements	Better and more strategic planning. As nice as it is that some folks do radio ads encouraging more responsible driving " better Road design is critical.
Road improvements	Better planned roadways, signs and striping but NOT the Sundog Connector
Road improvements	Better stripping. More lights, more traffic officers
Road improvements	Disburse traffic through building more roads to connect neighborhoods
Road improvements	Ensure that the sidewalk is available on every street at least one side and consider bike lanes. Ensure that stop signs are included as appropriate especially in county areas that are located within the town's boundaries.
Road improvements	I think the 2-lane highway on SR 69 needs to be expanded to 3 lane highway.

Road improvements	If we look at cities such as Phoenix, Mesa, and Tempe, their committees have widened their roads and created safe access for pedestrians and bicyclists. With that in mind, my answer is to update existing road infrastructure to today's needs and for future safety.
Road improvements	Improve all facilities with better signage, etc.
Road improvements	improve roads, safety campaigns on media.
Road improvements	Increase the traffic capacity of our roads, especially highway 69. Increase the number of alternate routes for traffic, especially between Prescott and Prescott Valley.
Road improvements	Install more roundabouts and do an educational blitz on how to navigate them. There are a lot of people moving to the Quad Cities area that aren't proficient using the roundabouts
Road improvements	More roads
Road improvements	No more 4-way stops, roundabouts improve better traffic patterns
Road improvements	PLACE LARGE SIGNS [WELL LIGHTED] WELL BEFORE TURNOFFS OR INTERSECTIONS, ETC.
Road improvements	Replace traffic signals with roundabouts
Road improvements	Road design, sensible signage.
Road improvements	Road linage is in deplorable and dangerous condition. This coupled with the tar lines to fill in the cracks makes it impossible to see traffic lanes at night and in poor weather. This needs to be fixed ASAP for public safety.
Road improvements	Simplify major and/or heavily trafficked streets and highways so they can take heavier traffic out of more residential areas.
Road improvements	Traffic roundabout
Road improvements	Update 69 to 6 lanes with additional lanes for turning on/off highway. Sync the lights and place concrete barriers between opposing lanes of traffic
Road improvements	Update road systems: stop signs, speed, and potholes.
Road improvements	Widen 69
Road improvements	Widen Hwy 69. It needs to be 6 lanes, 3 lanes in each direction, with a barrier between. Synchronize the traffic lights to work together to keep traffic moving at a more efficient pace. More law enforcement.
Road improvements	Widen roads
Road improvements	widen the roads.
Road improvements	Add more lanes
Road maintenance	Filling in the excessive number of potholes would be helpful. But honestly, I don't know. I think they've done what they can it's more on the individual
Road maintenance	Fill potholes and plow roads properly
Road maintenance	Fix potholes A
Road maintenance	Fix roads
Road maintenance	Fix Stetson road and all the massive holes, fix the intersection at Goodwin and Summit Ave, enforce parking laws on the square with big trucks that stick out of the spaces
Road maintenance	Fix the potholes!
Road maintenance	Repair the roads in Chino Valley. Too many potholes and uneven surfaces.

Road maintenance	Repair the roads, control water runoff.
Road maintenance	Repave roadways correctly. Cold pack does not work for any length of time and is usually applied incorrectly
Road maintenance	Resurface roads
Road maintenance	SR 69 in Prescott has lines that are hardly visible, but I realize this is an ADOT issue, not the City's.
Road maintenance	Sweep the entire road in the Spring, especially the shoulders/bike lanes where cyclists ride. Debris is mostly unseen by cars and not seen by cyclists until the last minute, creating an unnecessary hazard and confusion when motorists get angry at cyclists riding outside the shoulders.
Road maintenance	Trim overgrown trees that block vision. Add left turn lanes on 89 north of Chino.
Road maintenance	Keep roads repaired if potholes
Road maintenance	Make the 69 three lanes. Better stripes and potholes repaired quickly.
Speed enforcement	Lower some speed limits
Speed enforcement	Lower speed limits in residential areas and enforce them
Speed enforcement	Lower the speed on the 69 through Towns from 65 to 55 or 45
Speed enforcement	Make Hwy 69 a 3 lane HWY in both directions with bike lanes from Prescott Valley to HWY89
Speed enforcement	Make people slow down!
Speed enforcement	Monitor speed. Retest older drivers
Speed enforcement	More "your speed . . ." signs; more enforcement
Speed enforcement	More speed enforcement
Speed enforcement	More speed enforcement
Speed enforcement	Somehow better enforce speeding laws
Speed enforcement	Speed bumps.
Speed enforcement	Speed Traps / Ticket all infractions (crossing solid lines to get opposite side park spot...)
Speed enforcement	Speed bumps on major streets in the neighborhoods
Speed enforcement	Write a lot more tickets. Turn area into a known speed trap
Speed enforcement	Digital signs that show actual speed
Speed enforcement	Encourage slower drivers to move to the right lane and stop blocking the traffic flow. Several states have passed a law that the left lane is for passing and drivers who constantly drive in the left lane can be cited.
Traffic enforcement	Increased enforcement, more realistic sped limits
Traffic enforcement	Lessen distracted driving
Traffic enforcement	More enforcement
Traffic enforcement	More enforcement
Traffic enforcement	More enforcement
Traffic enforcement	More enforcement and tickets
Traffic enforcement	More enforcement, especially on Hwy 69
Traffic enforcement	More enforcement.
Traffic enforcement	Make it a four way stop on Willis Road by Founding Fathers Collective. It is scary going through that intersection.

Traffic enforcement	More traffic enforcement
Traffic enforcement	More traffic enforcement. As in now there is NONE.
Traffic enforcement	More traffic patrols
Traffic enforcement	More tragic control during busy hours
Traffic enforcement	Photo radar
Traffic enforcement	Relieve the traffic congestion on the major roads--69/89 etc.
Traffic enforcement	Traffic calming with bike lanes and better sidewalks.
Traffic enforcement	Traffic cameras would probably do this, but central Yavapai County has little tolerance for them. Prescott Valley got rid of theirs.
Traffic enforcement	Traffic Enforcement - police
Traffic enforcement	Traffic law enforcement
Traffic enforcement	Traffic tickets
Traffic enforcement	VIGOROUSLY ENFORCE TRAFFIC LAWS.
Traffic signal	Consistently ticket speeders, red light runners, and stop sign runners.
Traffic signal	Ticket red light runners...
Traffic signal	Monitor speeders and cite them. Put up red-light cameras.
Traffic signal	More speed traps and red-light cameras.
Traffic signal	Timing the lights on 69.
Traffic signal	Longer delay on yellow-red and opposite green, to buffer any light runners
Traffic signal	Red light cameras
Traffic signal	Red light cameras
Traffic signal	Synchronic lights from PV to Prescott
Traffic signal	Allow more time to cross streets.
Traffic signal	Better synchronization of traffic lights.
Traffic signal	Better timed lights (e.g., Motion activated). Keep the roads, especially 69, properly maintained (i.e., paved)
Traffic signal	Cameras at stoplights, issue more citations
Traffic signal	Coordinate traffic signals
Traffic signal	More flashing crosswalks in downtown Prescott and making the Granite/Willis intersection a four way stop
Traffic signal	They are trying to make it better

APPENDIX E: SURVEY QUESTION #9

Q9. What is one thing you think other people should do to make it safer to travel in our community?	CYMPO Region
Topic	Open-Ended Responses
Advocate	Get actively involved
Advocate	Make the city fix the roads
Age regulations	If you notice delayed responses from age or under the influence in driving, please do not put your life and others at risk. There is transportation available via YRT, Uber/Lyft, or local Taxis.
Age regulations	Limit aging drivers (those who cannot see, have unsafe reaction times, etc.)
Age regulations	Families and ADOT need to stop renewing licenses for elderly disabled drivers
Alternate mode	Add bike paths
Alternate mode	Cyclists should learn to ride in the CENTER of rightmost lanes that serves their destination, not slink by at the edge of the road or in bike lane. This is being assertive about safety.
Alternate mode	Not using vehicles as the main form of transportation
Alternate mode	Not walk or bike ride in YH
Alternate mode	Use alternative methods of transportation, Slow down, smaller vehicles.
Be aware	Focus, be aware of other drivers
Be aware	Focused driving
Be aware	Get their heads out of the south-end of their anatomy. Common courtesy.
Be aware	Not drive distracted
Be aware	Not to drive distracted and practice personal responsibility.
Be aware	Police need to be seen on our streets and should be writing more tickets, Private citizens can't do anything about being not being terrorized by these people!
Be aware	Recognize there is a wide range of people in our community. The elderly might not be racing to get to work every morning. People shouldn't get over angry with them (that's just one minor ex.)
Be aware	Stay aware! Think that it could be your loved one that may be injured
Be aware	Stop being so selfish and slow down
Be aware	Understanding that they are driving a deadly weapon and pay attention, while driving, obeying the laws.
Be aware	Watch for pedestrians, cyclists, and motorcyclists.
Be aware	Watch out for the crazies
Be aware	Watch the road when driving
Be aware	When they drive, DRIVE MINDFULLY! OBEY the SIGNS/LAW
Be aware	Drive without distractions such as cellular phone and text usage.

Be aware	I think people need to be, "ALERT and PRESENT" when driving and not using their cell phones!
Be aware	Look up and drive attentively
Behavior	Reduce stress?
Cellphone	Slow down and quit texting.
Cellphone	Slow down and stay off phones
Cellphone	Not operating a cell phone while driving.
Cellphone	Don't be on phones when driving
Cellphone	Get off texting
Cellphone	Get off their phones
Cellphone	Put down phones
Cellphone	Put down the phone
Cellphone	Put down the phone
Cellphone	Put down the phone!
Cellphone	Put down the phone.
Cellphone	Put phones away while driving, give cyclists at least 5 feet when passing
Cellphone	Put the cell phone down. Drive defensively.
Cellphone	Put the phones down, use turn signals, and be aware there are others in the road too.
Cellphone	Put their phone down
Cellphone	Put your cell phone down and pay attention
Cellphone	Put your phone away
Cellphone	Keep their phones off when driving.
Cellphone	Stay off cell phones! Start to think courtesy!! Stop instead of speeding up when needed.
Cellphone	Stay off their phones. It seems everyone is doing everything but paying attention to their driving. Common courtesy would go a long way to making everyone feel safe. Parking lots are especially hard to enter and exit parking spaces due to inconsiderate pedestrians and drivers.
Cellphone	Stop driving while texting/talking on cell phones
Cellphone	Stop texting
Cellphone	They should put the phone down
Courtesy	Less "me" oriented and more courteous
Courtesy	Less aggressive driving, more attentive driving
Courtesy	Be courteous
Courtesy	Be courteous
Courtesy	Be courteous & leave extra time for travel
Courtesy	Be courteous and follow the rules of the road
Courtesy	Be courteous.
Courtesy	Be more courteous
Courtesy	Be more courteous!
Courtesy	Courtesy

Courtesy	Drive courteously
Courtesy	Drive courteously without emotions
Courtesy	Take it easy and consider the interests of others.
Courtesy	Think about our fellow road users.
Don't DUI	STOP DRIVING WHEN USING DRUGS AND EXCESSIVE ALCOHOL
Drive speed limit	Reduce speed.
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	SLOW DOWN
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down and don't tailgate.
Drive speed limit	Slow down and enjoy our small town. Not big city driving
Drive speed limit	Slow down and have concern for others on the road
Drive speed limit	Slow down and not follow so closely.
Drive speed limit	Slow down and observe traffic laws
Drive speed limit	Slow down and pay attention.
Drive speed limit	Slow down pay attention
Drive speed limit	Slow down! Pay attention to driving instead of texting. Again: sidewalks are a necessity! This town has money to spend on a giant Christmas tree, money to raise up the memorial bricks by the police station, money to raise the sunken sidewalk by the police station, but no money to raise the manhole covers or put in sidewalks so people in wheelchairs (who do not drive and who cannot afford the new van transportation) can be mobile.
Drive speed limit	Slow down!!!
Drive speed limit	Slow down!!!
Drive speed limit	Slow down, and stop at red lights when turning left
Drive speed limit	Slow down, calm down, you will get there, be courteous in general
Drive speed limit	Slow down, look more
Drive speed limit	Slow down, pay attention, stay off their phones, turn down their music, THINK!

Drive speed limit	Slow down, pay more attention to your surroundings. Follow all signs and traffic rules.
Drive speed limit	Slow down, use turn signals and pay attention.
Drive speed limit	Slow down.
Drive speed limit	Slow down.
Drive speed limit	Slow down.
Drive speed limit	Slow down.
Drive speed limit	Slow down.
Drive speed limit	Slow down.
Drive speed limit	Slow down.
Drive speed limit	Slow down. Allow more time
Drive speed limit	Slow down. Yield to pedestrians in cross walks willingly
Drive speed limit	Slow drivers drive in the right-hand lane; no texting when driving or crossing the street; put turn signal on BEFORE changing lanes for a turn, slowing down for a turn, and/or turning. And most of all do not run red lights even though the police are not big on enforcing this...
Drive speed limit	Calm down.
Drive speed limit	Don't drive aggressively. slow down!
Drive speed limit	Follow the speed limits
Drive speed limit	Continue to remind drivers about speed limits
Drive speed limit	Drive safe speeds and use turn signals
Drive speed limit	Drive the speed limit, leave early, and enjoy your drive safely
Drive speed limit	Stay within the speed limits
Drive speed limit	Drive the speed limit. Not go super-fast or super slow.
Drive speed limit	Less tailgating
Drive speed limit	Obey speed limits
Drive speed limit	People either go extremely fast or 8-10 miles below the speed limit.
Drive speed limit	Stop driving so slow in the left lane, use your turn signal, get off your phone and be aware that you're not the only person on the road
Drive speed limit	Stop speeding and pay attention to driving and signals
Drive speed limit	Stop tailgating. Stop driving slow in the left lane impeding flow of traffic. Tickets needed.
Drive speed limit	Travel at the speed limit and quit blocking traffic.
Drive speed limit	Use their turn signals, slow down
Drive speed limit	Not speed
Education	Education
Education	Learn how-to drive-in roundabouts
Education	Learn how-to drive-in traffic circles
Example citizens	Just obey the law!
Example citizens	Know & obey the traffic laws
Example citizens	LEAVE PLENTY OF SPACE BETWEEN THE VEHICLES THEY ARE DRIVING.
Example citizens	Not running red lights and not speeding. Reinstall the speed cameras!

Example citizens	Obey the laws
Example citizens	Obey traffic laws
Example citizens	Obey traffic laws
Example citizens	Observe and obey traffic signs and signals
Example citizens	Observe speed limits
Example citizens	Observe traffic laws
Example citizens	People should be able to assess their ability to drive better however that can be difficult sometimes.
Example citizens	Quit tailgating. If you are driving at the speed limit, stay to the right so speeders can stay on the left and not weave in and out of lanes. we all met up at the red light anyway. Also. Open Sundog to lessen the load of our two arteries
Example citizens	Use turn signal
Example citizens	Use turn signals!
Example citizens	Use turn signals, drive at posted speed and stop at red lights
Example citizens	Use turn signals, stop for red lights. I have seen as many as SEVEN vehicles go through after a light has turned red!
Example citizens	We all need to drive and ride defensively while obeying all traffic regulations. Drivers tend to believe cyclists do not have similar rights and responsibilities. Cyclists tend to be a bit casual at stop signs.
Example citizens	Acknowledge that the car they drive is not the only one in traffic; courtesy
Example citizens	Always look both ways before making right turns. Even if cars aren't coming from the other direction, pedestrians or bicyclists could be.
Example citizens	Always treat all road users as if they were one of their closet's friends and/or family.
Example citizens	Awareness of surroundings, situations, and rules of the road
Example citizens	Be aware
Example citizens	Be aware and be courteous
Example citizens	Be conscientious about residential, and Hwy speed limits
Example citizens	Be kind. H
Example citizens	Be mindful of other people, and traffic.
Example citizens	Be more aware of others. Be courteous and follow traffic rules.
Example citizens	Be more cautious and watch the road better.
Example citizens	Be more patient and focused.
Example citizens	Be more patient.
Example citizens	Be responsible
Example citizens	Bike more
Example citizens	Concentrate
Example citizens	Drive by the rules.
Example citizens	Drive in the right lane except to pass and stop trying to control other drivers' behavior through fast lane blocking.
Example citizens	Drive less aggressively and don't be distracted.
Example citizens	Drive more safely

Example citizens	Drive with caution and wisdom. Actively watch for others and expect them to be there.
Example citizens	Have patience
Example citizens	Respect for others and themselves. Don't they want to live another day?
Example citizens	Follow all traffic laws.
Example citizens	Follow rules
Pay attention	Pay attention
Pay attention	Pay attention
Pay attention	Pay attention
Pay attention	Pay attention
Pay attention	Pay attention
Pay attention	Pay attention
Pay attention	Pay attention
Pay attention	Pay attention
Pay attention	Pay attention
Pay attention	Pay attention
Pay attention	Pay attention
Pay attention	Pay attention and yield to faster drivers (move over when possible)
Pay attention	Pay attention, be courteous
Pay attention	Pay attention and follow traffic laws
Pay attention	Pay attention and not speed
Pay attention	Pay attention and plan before
Pay attention	pay attention or stay off the road
Pay attention	Pay attention to driving when behind the wheel.
Pay attention	Pay attention to laws and other highway users
Pay attention	Pay attention to surroundings
Pay attention	Pay attention to surroundings
Pay attention	Pay attention to surroundings, stop for pedestrians in crosswalks don't be in such a hurry
Pay attention	Pay attention to the road, including front, sides and behind. Put the phone away.
Pay attention	Pay attention to the task of driving and know road rules
Pay attention	Pay attention to their driving.
Pay attention	Pay attention when driving
Pay attention	Pay attention when on the road
Pay attention	Pay attention while driving
Pay attention	PAY ATTENTION!
Pay attention	Pay attention!
Pay attention	Pay attention, be alert of vehicles and persons all around.

Pay attention	Pay attention, don't always be in a hurry.
Pay attention	Pay attention, don't tailgate, don't drive if you are afraid of driving and avoid driving below the speed limit, SIGNAL YOUR LANE CHANGES AND TURNS.
Pay attention	Pay attention.
Pay attention	Pay better attention and slow down
Pay attention	Pay greater attention
Pay attention	Pay more attention less distractions in the car
Pay attention	Pay more attention to traffic and pedestrians and use turn signals
Plan travel	Planning for people. Need more bridges to connect communities that are divided by large or busy streets.
Plan travel	Wake up and slow down.
Plan travel	Plan trip
Plan travel	Stay Home!!! Do not come to Prescott!!!
Regulations	Cite the long vehicles that take up parking spaces downtown.
Regulations	enforce left lane camping, traffic light timing, road maintenance

APPENDIX F: SURVEY QUESTION #10

Q10. What is one thing you think you could do to make it safer to travel in our community?	CYMPO Region
Topic	Open-Ended Responses
Advocate	More sidewalks. More ticketing for speeding on residential streets.
Advocate	REGULAR traffic enforcement. Competent police chiefs.
Advocate	Safety concerns should be mentioned often
Advocate	Smaller blocks, more pedestrian pathways and dedicated paths separate from vehicles so people can walk freely without feeling like you will get run over
Advocate	Start a petition to get another ballot initiative for new roads in Chino Valley
Advocate	Advocate
Advocate	Advocate for cyclists and peds
Advocate	Advocate for stiffer fines and to have safe bicycle lanes installed
Advocate	As a cyclist encourage cyclists to be visible and ride predictably
Advocate	Fill in this survey and hope the officials in charge of SR 69 care enough to correct this.
Advocate	Fix Route 69 from Prescott to Prescott Valley. Widen the road, sync the lights, and fill in the potholes.
Advocate	Get actively involved and let people know about real traffic issues and projections that are based in real life. not fear started by developers. Plan growth is needed.
Advocate	Be more active in getting laws passed to make things safer
Advocate	Campaign to get MVD to take a closer look at cognitive and vision issues with elderly drivers... and test them more often.
Advocate	Continue to ramp up operational roadway maintenance and capital improvement projects
Advocate	Continued work within committees and organizations to promote safe travel for cyclists
Advocate	Convince authorities to build more roundabouts
Advocate	I would love to help with any study involving traffic management.
Advocate	Keep telling other pedestrians to walk on the left side of the street.
Advocate	Try to be more alert
Advocate	More red-light running cameras
Advocate	Talk to people. I'm passing on this survey.
Advocate	Work directly with CYMPO to encourage better Road design as well as City of Prescott Public Works team.
Advocate	Request flashing speed limit sign by Center Street

Advocate	Keep promoting safe driving
Advocate	Make the city fix the roads
Alternate route	Sidewalks!
Alternate route	Not use the local roadways.
Assertive	Ride assertively (not aggressively or passively)
Be aware	BE AWARE OF WHAT IS GOING ON AROUND YOU.
Be aware	Be aware of your surroundings when driving.
Be aware	Be aware of your surroundings, pay attention.
Be aware	Hard to say. Mostly concentrate on driving and not do other activities while behind the wheel.
Be aware	Always concentrate on driving and ignore distractions.
Be aware	Be more attentive to surroundings.
Be aware	Be more attentive.
Be aware	Be more wary of pets and bicyclists
Be aware	Be much mor attentive
Be aware	Be very careful
Be aware	Continue to be aware of my surroundings
Be aware	Be extra attentive around pedestrians.
Be aware	Pay attention
Be aware	Pay attention
Be aware	Pay attention
Be aware	Pay attention
Be aware	Pay attention to surroundings
Be aware	Pay more attention to speeders
Be aware	Personally, I would say trying to account for my vehicles blind spot more often, I haven't had many issues with it however it can be tricky.
Be aware	Stay alert
Be aware	Always be aware and follow the safety rules
Be aware	Always be aware of my surroundings, other cars, pedestrians, and bicyclists.
Be aware	Assume drivers aren't noticing me on my bike
Be aware	Be aware and courteous
Be aware	I stay aware of my surroundings - specially in work zones and intersections like Prescott Lakes Parkway and Hwy 89
Be aware	Just be aware of what's going on ALL around me and to not get upset when someone does something totally inappropriate while driving
Be aware	Keep focused 100% of the time or else someone here will hurt your car!
Be aware	Stay attentive to pedestrians crossing on side streets
Be aware	Stay vigilant and drive defensively. I use my horn A LOT. I always use my turn signal
Be aware	Watch more closely for careless drivers
Bike	Not ride a bike on busy streets
Courteous	Be courteous and follow the ideas I have for other drivers.
Courteous	Be Courteous with no distractions
Courteous	Be more courteous

Courteous	Continue to be courteous
Courteous	Continue to practice courtesy toward all road users.
Courteous	Courtesy
Courteous	Don't get frustrated. Stay cool. And be courteous
Defensive	As above, and always drive defensively as others cannot be counted on to do the same.
Defensive	Be attentive and don't assume drivers will do the right thing. Drive defensively.
Defensive	Better defensive driving techniques.
Defensive	Defensive driving
Defensive	Educate pedestrians and bicyclists to be more defensive and aware
Defensive	Drive defensively (which I do as much as possible) and preplan trips, so I don't have to make so many trips to the grocery store and appointments.
Defensive	Be extra cautious as a driver when pedestrians and bikes are around.
Defensive	Continue to drive defensively
Defensive	I already do defensive, driving not be in a hurry, giving way to those that are obviously in a hurry or distracted.
Defensive	I am a cautious driver, but not excessively so.
Defensive	Try to drive defensively and stay out of the way of those drivers who think they own the streets and roads!
Defensive	We drive defensively and cautiously
Don't DUI	INCARCERATE THE DRUGGED AND INTOXICATED DRIVERS....FORCE IMPRISONMENT AND FINANCIAL RESTITUTION ON THEM OR THEIR FAMILIES.
Drive speed	Take our time (no, "need to be there in x minutes" trips).
Drive speed	Travel slowly or move
Drive speed	Not be in such a hurry
Drive speed	Not speed
Drive speed limit	Continue to drive the posted speed limit
Drive speed limit	Continue to obey posted speed limits, focus on pedestrians and construction zones. RELAX and take my time.
Drive speed limit	Continue to remind residents of speed limits
Drive speed limit	Don't speed
Drive speed limit	I live on Sunrise Blvd. Speed bumps would keep people from speeding.
Drive speed limit	Keep being attentive to traffic around me. Abide speed limit signs
Drive speed limit	MORE SPEED BUMPS IN RESIDENTIAL AREAS
Drive speed limit	Never ever exceed the speed limit

Drive speed limit	Obey speed limit.
Drive speed limit	Reduced speed limit, more speed bumps, no car zones.
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down, be courteous
Drive speed limit	Slow down.
Drive speed limit	Slow down.
Drive speed limit	Stop speeding
Drive speed limit	Try to modify my speed as I go through various speed zones as posted.
Drive speed limit	Watch out for motorcycles speeding and in my blind spot.
Drive speed limit	Drive more slowly
Drive speed limit	Maintain posted speeds
Drive speed limit	Make the terrible speeding issue a number one priority and consistently enforce speeding laws!
Education	Education and citations
Example	Use signal more
Example	Give other drivers more space
Example	Obey signs and laws...be courteous
Example	Obey the laws and be less distracted
Example	Obey the traffic laws.
Example	Allow flashing left turn lanes
Example	Allow plenty of time to reach destination

Example	Always stopping on a yellow.
Example	ALWAYS wear my driving glasses
Example	Be a model driver
Example	Be an example of safe driving
Example	Drive obeying the law
Example	Drive with caution and focus.
Example	Drive with lights on always
Example	Follow all road laws
Example	Follow the driving laws
Example	Wait at four-way stops
Example	Set a good example by driving safely
Example	Set good example.
Example	Drive carefully
Example	I believe I'll continue following ADOT road standards to ensure public safety in my community.
Example	I'm already a safe driver with a vehicle that has the technology to drive safe.
Example	I've gotten to be cautious at 74.
Example	Keep driving normal and safely
Example	Keep following the rules of the road, driving with compassion, avoiding busy areas, and keep going safer routes.
Example	Look up and drive attentively
Example	Model good driving
Mood	Be a courteous driver
Mood	Feel less anxious while driving around madmen with rifles
Mood	Relax.
Mood	Not get mad at people for being so self-involved
Mood	Relax.
Mood	Remain calm and follow the law
Move	Move
Move	Move
Patient	Be more patient with slow drivers. Sometimes they are just looking for an address.
Patient	Be patient with "smart" traffic lights cause stopping 6 cars to allow 1 to exit isn't that smart
Patient	Be patient!
Patient	Be patient.
Patient	I could stand to be more patient, too.
Patient	Try to be more patient with our many slowpoke retirees.
Patient	Watch for others, slow down, and be patient.
Phone	Have a phone number to call to report bushes that block vision.
Phone	Mostly I think, keep pointing out to others that it is unsafe to use the phone, text when driving.
Phone	Prohibited cell phone use while driving.
Plan travel	Plan so not to be in hurry

Plan travel	Allow for more travel time
Plan travel	Avoid busy roads at peak hours.
Plan travel	Leave earlier for appts so as not to be in a rush
Plan travel	Leave extra time for travel so I don't feel pressured or hurried
Plan travel	Leave my house earlier to accommodate for the people who seem like they are driving for the very first time
Plan travel	Don't be in a hurry, which leads to driving less aggressively.
Plan travel	Don't drive during rainstorms or snow. I came from a state that had heavy ice and snow and know how to drive in bad weather. However, a lot of people have no experience controlling a car in severe weather, so we stay off the roads to avoid them.
Plan travel	Don't drive on Willow Creek Road, Prescott.
plan travel	Try to not be in a hurry
Public transit	Use public transit if it is more available in Prescott. I try not to drive as much as possible.
Public transit	Use public transportation more
Reduce distractions	Turn down the radio
Reduce travel	Drive less
Reduce travel	Drive less!
Reduce travel	Drive less?
Reduce travel	stay at home
Reduce travel	Stay home.
Reduce travel	I can't do anything but what I do is stay home all the time. I can't even go out anymore unless I need groceries.
regulation	Have cars older than 5 years old inspected
report	Keep notifying those in charge when I notice unsafe conditions.
Report	Report infractions
Report	Report offenders
Report	Call law enforcement with pictures, license plate numbers, (only if I'm a passenger) etc. for driving infractions...but I don't think they would appreciate it
Request maintenance	Repair roads
Vote	Vote for appropriate projects that will improve the road conditions and infrastructure
Vote	Vote for officials who care about safe communities
Walk	I would love a walking overpass for children from Bradshaw Mountain Middle School to Quailwood crossing SR 69.

III. Safety Performance and Equity Analysis Technical Memorandum

TECHNICAL MEMORANDUM

December 27, 2023

Project# 28189

To: Jenn O'Connor
NACOG Planning Director
119 East Aspen Avenue
Flagstaff, AZ 86001

From: Kittelson & Associates, Inc.

RE: Northern Arizona Regional Transportation Safety Plan – Roadway Crash Network Screening and Equity Analysis

INTRODUCTION

Kittelison & Associates ("Kittelison") is assisting Northern Arizona Council of Governments (NACOG), MetroPlan Flagstaff (MetroPlan), and Central Yavapai Metropolitan Planning Organization (CYMPO) in preparing their Regional Transportation Safety Plan to develop a holistic approach to addressing local road safety in their regions. This memorandum documents the spatial analysis which evaluates roadway and crash data to identify specific locations and roadway characteristics associated with increased crash risk for potential safety improvements. The findings from this analysis will inform the countermeasure identification, project development, and the goals for the plans.

This memorandum is organized into the following sections:

- Data Summary
- Spatial Analysis Methodology
- Priority Locations
- Emphasis Area Screening
- Equity Analysis
- Next Steps

DATA SUMMARY

Kittelison developed a database of the most recent five years of reported crashes, covering January 1, 2017 through December 31, 2021. Original crash data is sourced from the Arizona Crash Information System (ACIS) which provides motor vehicle crash information compiled from traffic reports submitted to Arizona Department of Transportation (ADOT) by various law enforcement agencies at the state, county, city, and tribal levels. ADOT's Traffic Safety and Information Technology teams maintain the latest data, thus establishing ACIS as the primary resource for crash information in Arizona.

According to ACIS, there were 44,202 reported crashes in total between January 1, 2017 and December 31, 2021. 2,704 crashes were removed from the spatial analysis database due to the inability to accurately locate the crashes on the roadway network, occurring on roads/trails outside the network, or other geolocation errors. The resulting number of crashes included in the final database and used for spatial analysis was 41,498 crashes.

SPATIAL ANALYSIS METHODOLOGY

This section describes the network screening methodology of the roadway network within three the regional jurisdictions in Northern Arizona – NACOG, MetroPlan, and CYMPO. These geographies of these three regional governments include roadways within the following counties of Northern Arizona:

- Navajo County
- Yavapai County
- Apache County
- Coconino County

Crash Weighing System

Kittelson identified the intersections and segments with the highest crash severity using the Equivalent Property Damage Only (EPDO) network screening performance measure from the AASHTO Highway Safety Manual, 1st Edition (HSM). We performed the EPDO screening calculation for all public at-grade locations (intersections and roadway segments) within the region. Private roads and many unimproved roadways were excluded from the analysis. The EPDO performance measure is described below and moving forward throughout this document is referred to as a crash severity score.

Table 1 shows the crash severity score weights assigned to individual crashes based on the crash severity. The crash weights are calculated from the crash costs provided in ADOT's *2021 Motor Vehicle Crash Facts for the State of Arizona* assigning each crash with a score based on the relative crash cost as compared to a Property Damage Only (PDO) crash.

Table 1. Crash Weights by Severity

Crash Severity	Crash Cost	Crash Weights
Fatal	\$9,515,371	890.95
Suspected Serious Injury	\$550,499	51.54
Suspected Minor Injury	\$149,132	13.96
Possible Injury	\$103,145	9.66
Property Damage Only	\$10,680	1.00

Source: Arizona Department of Transportation, *2021 Motor Vehicle Crash Facts for the State of Arizona*. September 2022.

The provided weights prioritize crashes based on their relative severity with fatal and serious injury crashes receiving the highest priority and PDO crashes receiving the least priority in the scoring.

INTERSECTION METHODOLOGY

Kittelson defined crashes as intersection or segment crashes in Northern Arizona. An intersection crash is defined as a crash that occurs within 250 feet of the intersection as recommended by the Highway Safety Manual (HSM). These crashes were spatially joined and summarized in ArcGIS to show the total number of crashes by severity at each intersection. Where intersections were less than 500 feet from each other, crashes were assigned to the nearest of the two intersections. Crashes occurring more than 250 feet from any intersection were separated to be used in the segment analysis discussed below.

Kittelton calculated the crash severity score for the intersections by multiplying each crash severity total by the associated weight (by intersection type) and summing the results, using the following formula:

Crash Severity Score = Fatal weight * # of fatal crashes + serious injury weight * # of serious injury crashes + other visible injury weight * # of other visible injury crashes + complaint of pain injury weight * # of complaint of pain injury crashes + PDO crashes

Kittelton annualized the crash severity score by dividing the score by the number of years of crash data (5) used in the analysis.

ROADWAY SEGMENT METHODOLOGY

After completing the intersection analysis, Kittelson used the crashes that occurred more than 250 feet from the nearest intersection to conduct a separate segment analysis. We used a Python script in ArcGIS to split the Northern Arizona road network into overlapping one-mile segments and incrementing these segments by half-mile. This methodology helps to identify portions of roadway with the highest crash severity scores and greatest potential for safety improvements.

After splitting the network, the Python script spatially joined non-intersection crashes to each segment. Like the intersection methodology above, roadway segment crashes were summarized by severity, and the totals were multiplied by the crash severity weights. The weighted crash severity scores of the crashes were totaled and annualized by the number of years of crash data (5) to generate an annualized crash severity score. These scores were then normalized by dividing the annualized crash severity score by the total roadway segment length.

PRIORITY LOCATIONS

This section describes the priority intersections and segments using the annualized crash severity score methodology. The crash severity score method considers the weighting factors related to the societal costs of fatal, injury, and property damage-only crashes to develop an equivalent severity score that considers both the frequency and severity of crashes. This method highlights the sites that have high frequencies of more severe crash outcomes which typically warrant further investigation and countermeasure application. These locations are often the most competitive for Highway Safety Improvement Program (HSIP) grant applications, as the benefit-to-cost ratio used by HSIP relies on the crash severity scoring methodology.

Additional priority locations or alternative ways of developing priority location lists may be identified for implementation of projects. For example, the emphasis area analysis conducted as part of this study helps determine the association between roadway, intersection, or crash characteristics and the risk of crash occurrence. Crash risk analyses are helpful to proactively identify the roadways or intersection features, or crash characteristics that are associated with crash risk before the crashes happen to systemic treatments at locations with certain risk factors. Hence, the crash severity scoring is often used to determine priority locations based on historical crash patterns for quantitative safety performance while crash risk analyses are helpful in determining and recommending systemic countermeasures/treatments.

PRIORITY LOCATION SCORE RESULTS

Kittelson identified priority intersections and segments by reviewing the annualized/normalized crash severity scores from the network screening results for each regional jurisdiction. Network screening results can be visualized in the web map located at <https://arcg.is/09qaSC>. The web map also overlays U.S. Department of Transportation's (USDOT's) definition of areas of persistent poverty as well as transportation and historically disadvantaged communities. These layers are explained further in the Equity Analysis section of this memorandum.

The priority locations were developed from the highest scoring locations in each region. The resulting list of priority intersections for NACOG, MetroPlan, and CYMPO are provided in Table 2, Table 4, and Table 6, respectively. The resulting list of priority roadway segments for NACOG, MetroPlan, and CYMPO are provided in Table 3, Table 5, and Table 7, respectively. As a note, locations were also developed for each county, local jurisdiction, and tribal nation within the three regional jurisdictions. The resulting list of priority locations for these jurisdictions can be viewed in Appendix A.

HIGH INJURY NETWORKS

High injury networks (HINs) were constructed for NACOG, MetroPlan, and CYMPO by identifying a subset of the intersection and roadway segment outputs. A minimum crash severity score threshold for the 90th percentile of all crash severity scores.

HINs are a blend of analysis and judgment to provide a large enough share of the roadway network to be meaningful but not so large as to lack utility in prioritizing and communicating roadway safety needs to the public. This balance is even more pronounced for larger HINs that cover vastly different land use patterns and community sizes. To strike this balance, each regional HIN was produced using the 90th percentile minimum threshold for the crash severity scores to be considered for the HIN, followed by review of the distribution of segments and intersections meeting this threshold along the roadway network. Nearby segments or corridors of intersections meeting the minimum threshold were then combined and dissolved to create the HIN through an iterative process.

HINs can make for a useful communication tool because the data are reduced to a simple binary: roads and intersections are on or off the HIN. At the same time, this data reduction masks variation, so the underlying granular sliding windows or intersection-level data may be more useful for internal prioritization procedures. Unlike intersection hot spot analysis, sliding windows analysis and HINs can identify entire corridors that have experienced patterns of crashes, leading to the possibility of systemic treatments.

The HINs developed for NACOG, MetroPlan, and CYMPO can be viewed in the web map located at: <https://kai.maps.arcgis.com/apps/instant/basic/index.html?appid=388eef13040a4fb7b86aac2a827b42a8>.

EMPHASIS AREA SCREENING

Using the same methodologies mentioned prior, each regional jurisdiction was screened focusing on the following roadway safety emphasis areas for both intersections and roadway segments:

- Aggressive Driving
- Lane Departures

- Older (64+) Road Users
- Younger (Under 25) Road Users
- No or Unknown Restraints
- Inclement Weather Conditions
- Distracted Driving
- Pedestrian- or Bicyclist- Involved
- Motorcycle-Involved
- Animal-Involved
- Night or Dark Conditions

The emphasis area screening results for intersections and roadway segments can be visualized via web maps at <https://arcg.is/9rGqf0> and <https://arcg.is/1TyLGj>, respectively.

Table 2. Priority Intersections by Crash Severity Score – NACOG

ID	Intersection Name	Annualized Crash Severity Score
1	I-17 NB EXIT 287 & STATE ROUTE 260	575.22
2	STATE ROUTE 260 & WESTERN DR	405.08
3	PAGE SPRING RD & STATE ROUTE 69	384.05
4	SPRING LN & SR-69	375.01
5	COUNTY RD 3172 & COUNTY RD 3173	356.38
6	STATE ROUTE 89 & STATE ROUTE 89A	356.38
7	STATE ROUTE 260 (WHITE MOUNTAIN RD) & WOOLFORD RD	282.41
8	STATE ROUTE 71 & STATE ROUTE 89	226.29
9	STATE ROUTE 89A & MAIN & SKYLINE DR	216.24
10	STATE ROUTE 89A & WILLARD ST	215.32
11	COUNTY 5020 & STATE ROUTE 180A	210.58
12	AULTMAN PKWY & STATE ROUTE 260	209.66
13	STATE ROUTE 89 & LOY BUTTE RD/ANGEL VALLEY RD	202.80
14	STATE ROUTE 89 & LAKE POWELL/TUNNEL RD	201.62
15	STATE ROUTE 89 & LAKE POWELL BLVD/SCENIC VIEW	201.15
16	OLD RIM RD/RIM RD & STATE ROUTE 260	192.49
17	STATE ROUTE 260 & YOUNG RD	192.29
18	STATE ROUTE 89A & RED ROCK LOOP RD	192.09
19	BOURDON RANCH RD & ROUNDUP DR	191.29
20	BLOODY BASIN RD & TONELEA TRL	190.83

Source: Kittelson & Associates, Inc. (2023)

Table 3. Priority Roadway Segments by Crash Severity Score – NACOG

ID	Roadway Segment	Segment Length (mi)	Annualized Crash Severity Score	Normalized Crash Severity Score
1	SR-89 <i>Between 0.8 mi north of Purtymun Ln and Purtymun Ln</i>	0.8	548.61	699.38
2	E Maren Ave <i>Between S Maggie Mine Rd and E Lisa Dr</i>	0.3	178.19	610.75
3	SR-87 <i>Between 4.5 mi south of General Crook Trl and 2 mi north of Loutihan Ln</i>	1.1	629.30	581.26
4	W Denny Ln <i>Between Iron Springs Rd and 0.3 mi west of Iron Springs Rd</i>	0.3	178.19	567.55
5	I-40 EB/I-40 BL Connector <i>Between I-40 BL and I-40 EB</i>	0.3	180.98	532.54
6	Middle Verde Rd <i>Between Castle Ln and Montazuma Casde Rd</i>	0.3	178.19	527.39
7	I-17 NB <i>Between 0.5 mi south of Mud Springs Rd and 0.5 mi south of Rock Springs Rd</i>	0.8	374.36	464.53
8	US-89 <i>Between 5.5 mi north of Navahopi Rd and 7 mi north of Navahopi Rd</i>	1.5	541.16	360.77
9	Rim Rd <i>Between Willow Run and Larson Rd</i>	0.5	178.19	326.89
10	SR-89 NB <i>Between 0.7 mi south of Mina Rd and 2.1 mi north of Date Creek Rd</i>	3.7	1,177.50	319.51

Source: Kittelson & Associates, Inc. (2023)

Table 4. Priority Intersections by Crash Severity Score – MetroPlan

ID	Intersection Name	Annualized Crash Severity Score
1	MARKETPLACE DR & STATE ROUTE 89	486.34
2	STATE ROUTE 89 & SNOWFLAKE DR/TRAILS END DR	376.67
3	COUNTRY CLUB DR & STATE ROUTE 89	280.83
4	ROUTE 66 & STATE ROUTE 89 (MILTON RD)	263.51
5	CUMMINGS ST & STATE ROUTE 89	263.50
6	COUNTRY CLUB DR & EB I-40 EXIT 201	213.81
7	CORTLAND BLVD/SOLIERE AVE & COUNTRY CLUB DR	211.60
8	DORTHA AVE & FOURTH ST	199.69
9	BEAVER ST & BUTLER AVE	192.51
10	BURRIS LN & STATE ROUTE 89	186.25
11	FOX LAIR DR & SOLIERE AVE	184.38
12	ROUTE 66 & TEST DR	180.72
13	NORTHGATE LOOP & STATE ROUTE 89	179.19
14	LITZLER DR & UNIVERSITY HEIGHTS DR	178.59
15	ARROWHEAD AVE & CENTER ST	178.39
16	PEAKS PKWY & SUNSET BLVD	178.39
17	CANYON LOOP & KACHINA TRL	178.19
18	BRAMLEY LN & STATE ROUTE 89	178.19
19	FANNING DR & ROUTE 66	116.33

Note: One priority intersection in MetroPlan jurisdiction was dropped due to further site investigation.

Source: Kittelson & Associates, Inc. (2023)

Table 5. Priority Roadway Segments by Crash Severity Score – MetroPlan

ID	Roadway Segment	Segment Length (mi)	Annualized Crash Severity Score	Normalized Crash Severity Score
1	I-40 WB/I-17 NB Connector <i>Between I-40 WB and I-17 NB</i>	0.5	200.41	430.79
2	I-40 EB <i>Between 0.6 mi east of Country Club Dr and East of 4th St</i>	2.0	546.97	273.48
3	I-40 WB <i>Between 1.5 mi East of Beulah Blvd and 2.2 mi East of Beulah Blvd</i>	0.7	182.38	268.93
4	Milton Rd <i>Between Route 66 and Forest Meadows St</i>	1.0	210.74	210.74
5	I-17 NB <i>Between North of Old Munds Hwy and 0.8 mi South of Mountaineer Rd</i>	3.1	612.58	199.71
6	US-180 <i>Between Rain Valley Rd and El Paso Flagstaff Rd</i>	0.9	178.59	198.39
7	SR-89 <i>Between Pine del Dr and 1 mi south of Pine del Dr</i>	1.0	180.99	184.15
8	Cedar Ave <i>Between 4th St and Gemini Rd</i>	1.2	206.73	167.95
9	Soleire Ave <i>Between Country Club Dr and Elk Run St</i>	1.2	196.62	167.84
10	US-89 <i>3.5 mi north of Kaitlin Way and Kaitlin Way</i>	3.5	573.29	161.49

Source: Kittelson & Associates, Inc. (2023)

Table 6. Priority Intersections by Crash Severity Score – CYMPO

ID	Intersection Name	Annualized Crash Severity Score
1	BUNKER PL & PRESCOTT LAKES PKWY	360.37
2	GATEWAY BLVD/PRESCOTT LAKES PKWY & STATE ROUTE 69	243.55
3	RUTH ST & WHIPPLE ST	240.53
4	FLORENTINE RD & GLASSFORD HILL RD	240.29
5	DIAMOND DR & STATE ROUTE 69	223.59
6	NICHOLET TRL/SMOKE TREE LN & WILLOW CREEK RD	212.92
7	KACHINA PL & STATE ROUTE 69	207.93
8	MENDECINO DR & STATE ROUTE 69	204.93
9	PERKINSVILLE RD & ROAD 1 EAST	201.74
10	GLASSFORD HILL RD & GRANVILLE WAY	201.09
11	RAMADA DR & STATE ROUTE 69	200.96
12	OVERLAND RD & STATE ROUTE 89	197.08
13	ROBERT RD & SPOUSE DR	195.16
14	KLOSS AVE & STATE ROUTE 69	193.22
15	LITTLE RANCH RD & STATE ROUTE 89	192.29
16	FRONTAGE RD & MEADOWLARK DR	192.10
17	CAMPBELL ST & MERRITT ST	188.50
18	FAIR ST/DOUGHERTY ST & GAIL GARDNER WAY	185.45
19	OLD CHISHOLM TRL & STIRRUP HIGH DR	183.98
20	LEGEND HILLS RD & STATE ROUTE 89A	183.78

Source: Kittelson & Associates, Inc. (2023)

Table 7. Priority Roadway Segments by Crash Severity Score – CYMPO

ID	Roadway Segment	Segment Length (mi)	Annualized Crash Severity Score	Normalized Crash Severity Score
1	Prescott St <i>Between Jones St and Holiday Dr</i>	0.3	178.19	578.72
2	SR-89 NB <i>Between 0.6 mi north of Willow Creek Rd and north of Willow Creek Rd</i>	0.3	180.32	552.88
3	Powers Ave <i>Between Robert Rd and Castle Track Dr</i>	0.4	178.19	408.43
4	Smoke Tree Ln <i>Between Cabaret St and Golden Bear Dr</i>	0.5	178.19	364.21
5	Road 1 E <i>Between Road 3 S and Road 4 S</i>	0.5	178.19	359.57
6	SR-89 NB <i>Between east of Granite Dells Pkwy and 0.6 mi west of Larry Caldwell Dr</i>	1.9	622.05	325.75
7	SR-69 <i>Between west of Prescott Canyon Dr and 1.1 mi west of Larry Caldwell Dr</i>	1.0	291.69	284.98
8	SR-69 <i>Between 0.5 mi east of Old Black Canyon Hwy and Prescott Lakes Pkwy</i>	3.1	476.86	152.78
9	SR-89 NB <i>Between 1 mi south of Outer Loop Rd and north of Willow Creek Rd</i>	3.1	424.24	136.66
10	N Williamson Valley Rd <i>Between Southview Dr and Longview Dr</i>	1.5	186.71	127.88

Source: Kittelson & Associates, Inc. (2023)

EQUITY ANALYSIS

This section presents the equity analysis for NACOG, MetroPlan, and CYMPO. Equity is a fundamental consideration of the U.S. Federal Highway Administration's (FHWA) Safe System Approach, particularly given that pedestrian and bicyclist fatality rates on a per-capita basis vary by race,¹ income, age, and gender to varying degrees in varying places.² These outcomes better prioritize project development and underscore the need to explicitly examine correlations between sociodemographic and risk factors related to roadway infrastructure and operations. Furthermore, an equity analysis ideally encompasses more than just safety analysis, given known limitations of crash data (e.g., underreporting or near misses) and the lack of systemic exposure estimates to contextualize risk.

Kittelson used USDOT's Equitable Transportation Community (ETC) Explorer³ and RAISE Persistent Poverty⁴ tools to identify priority equity areas in the study regions. Table 8 provides the total number and the percentage of fatal or suspected serious injury crashes in disadvantaged areas in each region. As the table demonstrates, the majority of all reported fatal or suspected serious injury crashes occur in disadvantaged areas in Northern Arizona (58.9%). Within MetroPlan's and CYMPO's jurisdiction, nearly 40% of reported fatal or suspected serious injury crashes occurred in disadvantaged areas. In the NACOG region, approximately 70% of fatal or suspected serious injury crashes occurred in disadvantaged areas.

Table 8. Proportion of Fatal or Suspected Serious Injury Crashes in Disadvantaged Areas in Each Region

Regional Jurisdiction	Number of Fatal or Suspected Serious Injury Crashes in Region	Number of Fatal or Suspected Serious Injury Crashes in Disadvantaged Areas in Region	% of Fatal or Suspected Serious Injury Crashes in Disadvantaged Areas in Region
NACOG	1,593	1,057	66.4%
MetroPlan	258	97	37.6%
CYMPO	311	119	38.3%
Total	2,162	1,273	58.9%

Source: Kittelson & Associates, Inc. (2023)

Figure 1, Figure 2, and Figure 3 illustrate the disadvantaged areas in relation to the priority locations identified prior at the census tract level for NACOG, MetroPlan, and CYMPO, respectively. Out of the 90 priority projects identified across the three regions, 41 of priority projects are within a disadvantaged area (45.6%). The projects are almost evenly split amongst the three regions with 16 projects in NACOG, 11 projects in MetroPlan, and 14 projects in CYMPO. Table 9 summarizes the total number of priority projects within a disadvantaged area for each region.

¹ Federal Highway Administration. "Integrating Equity into the Safe System Approach" Presentation. Accessed Apr. 17, 2023: <https://highways.dot.gov/safety/zero-deaths/integrating-equity-safe-system-approach-presentation>.

² Vision Zero Network. N.d. *Equity Strategies for Practitioners*. Accessed April 17, 2023: https://visionzeronetwork.org/wp-content/uploads/2017/05/VisionZero_Equity.pdf

³ <https://www.transportation.gov/priorities/equity/justice40/etc-explorer>

⁴ <https://datahub.transportation.gov/stories/s/RAISE-Persistent-Poverty-Tool/tsyd-k6ij/>

Table 9: Summary of Overlap Between Regional Priority Projects and Disadvantaged Areas

Regional Jurisdiction	Number of Priority Intersection Projects in a Disadvantaged Area	Number of Priority Segment Projects in a Disadvantaged Area	Total Number of Priority Projects in a Disadvantaged Area
NACOG	9	7	16
MetroPlan	6	5	11
CYMPO	9	5	14
Total	24	17	41

Source: Kittelson & Associates, Inc. (2023)

Figure 1. Equity Analysis – NACOG

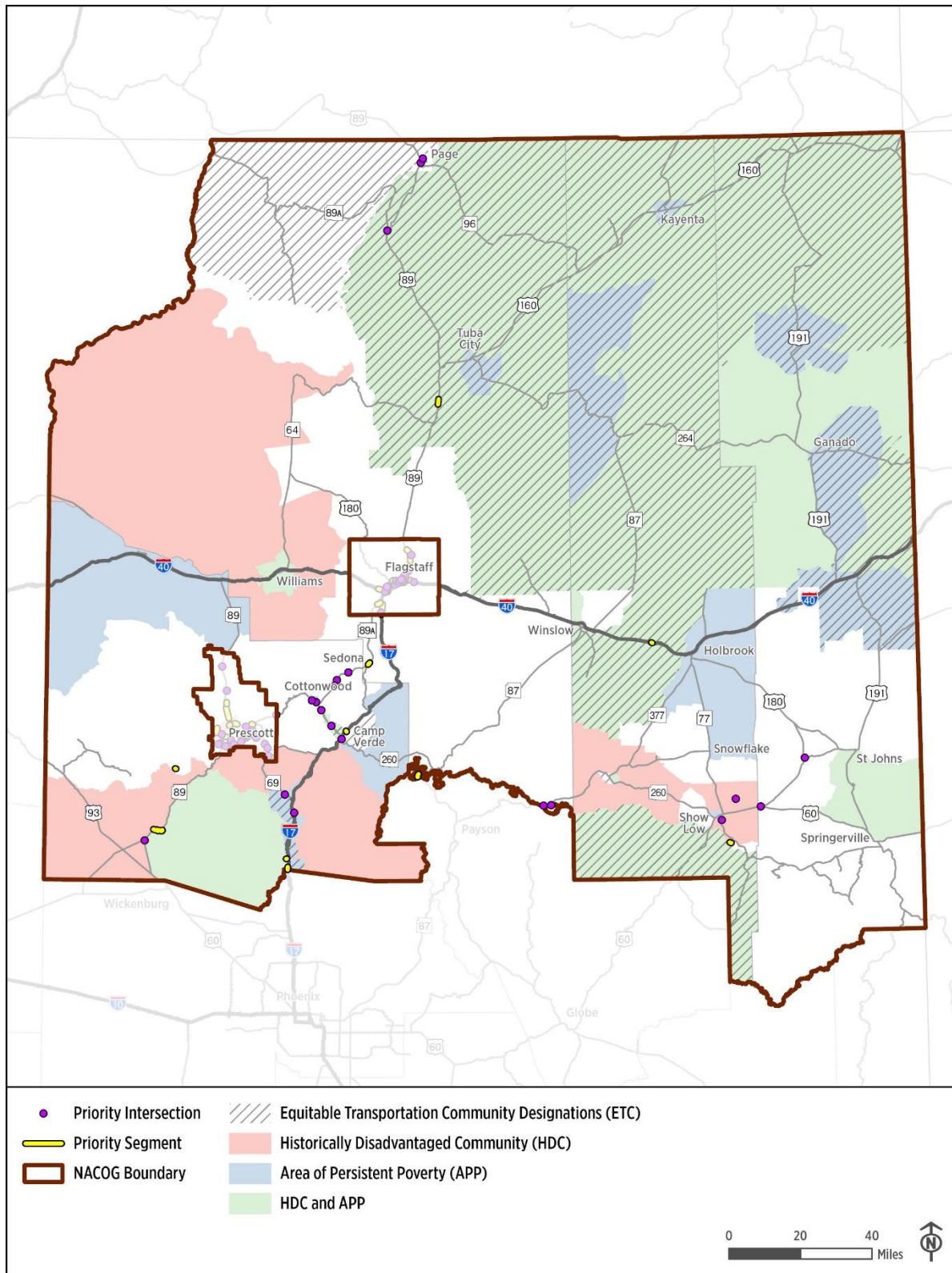


Figure 2. Equity Analysis – MetroPlan

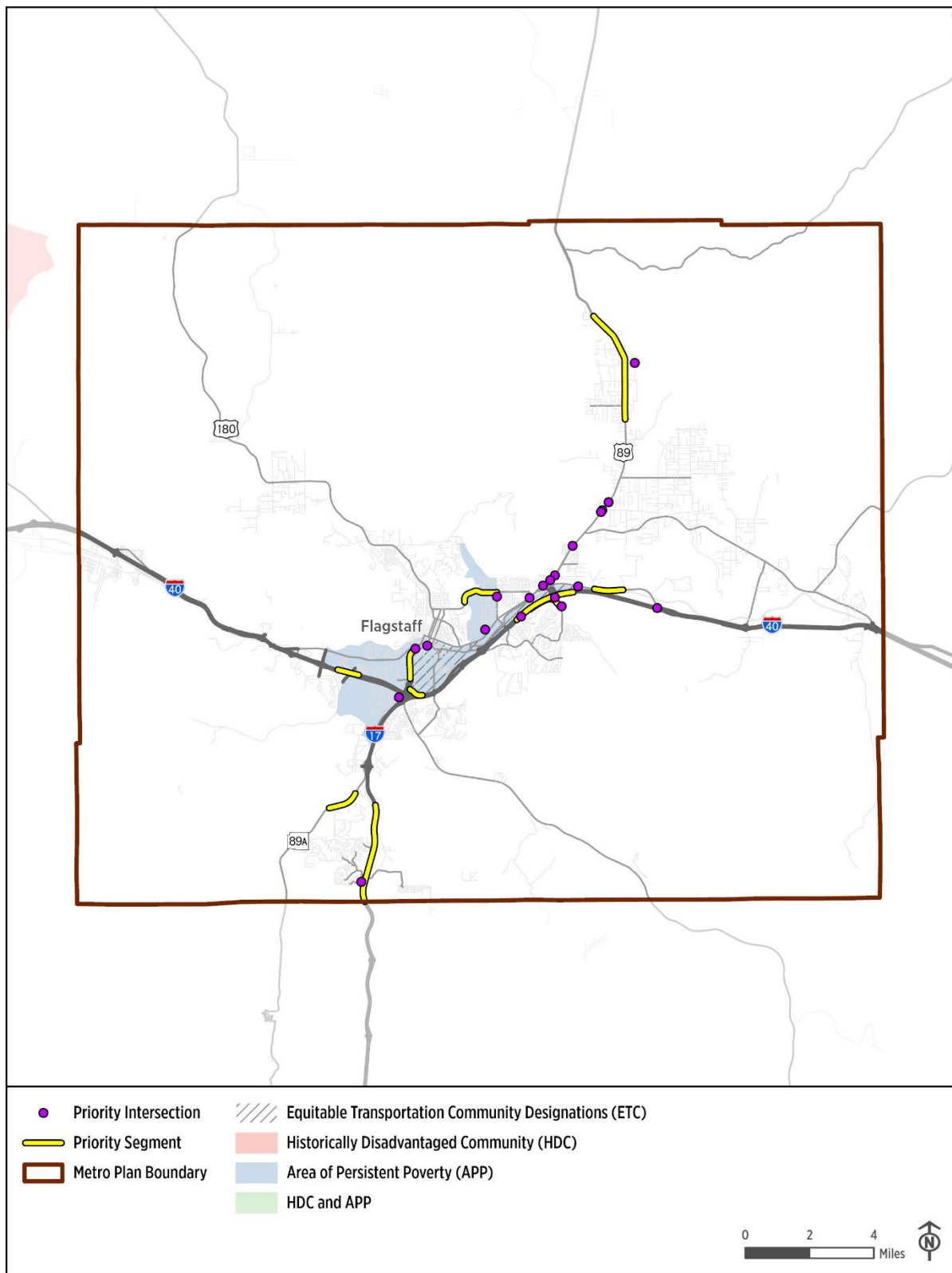
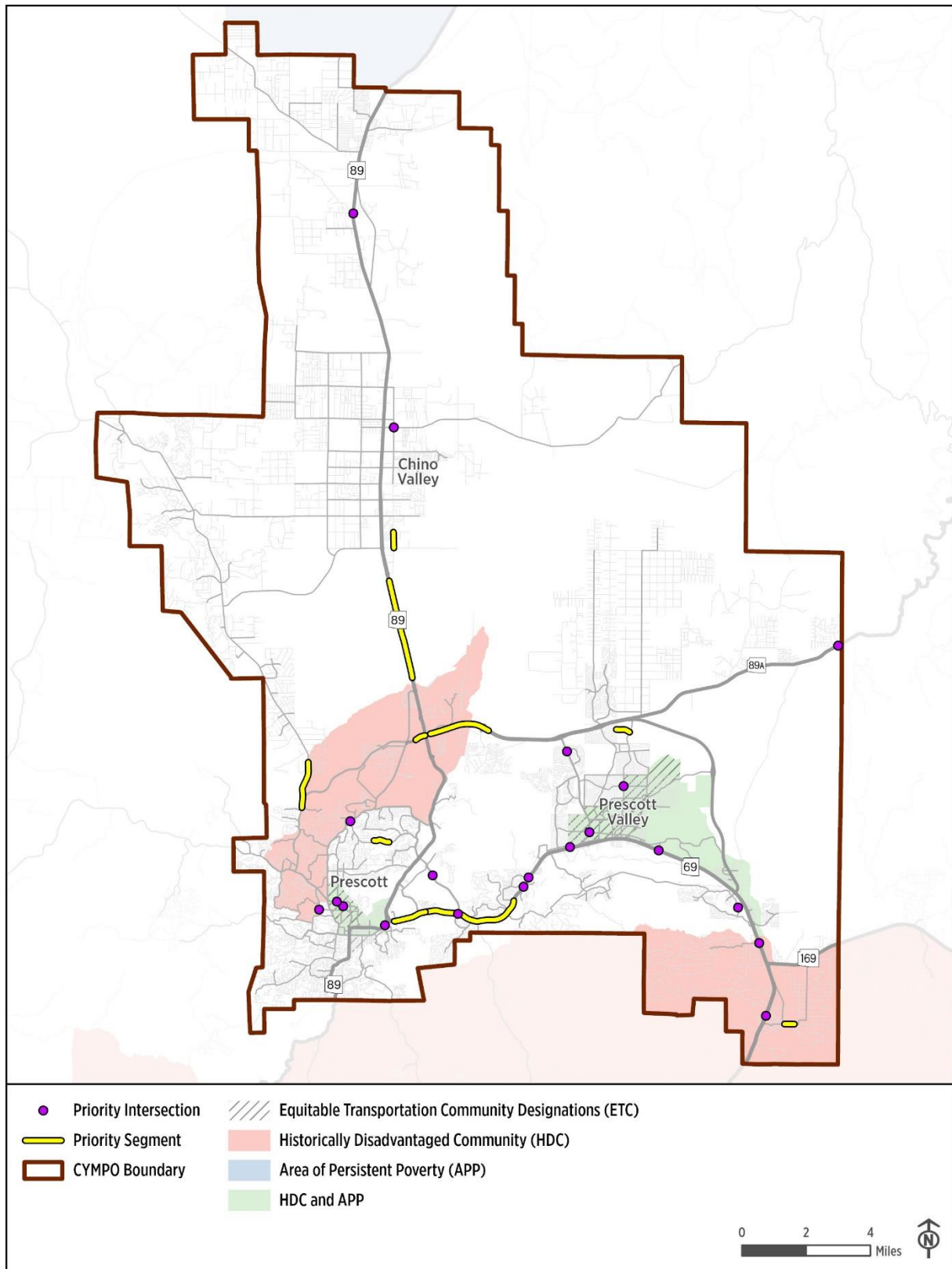


Figure 3. Equity Analysis – CYMPO



NEXT STEPS

The findings presented above will be discussed, reviewed, and confirmed with NACOG, MetroPlan, and CYMPO staff and stakeholders, as desired. This information will be used to develop systemic packages and stand-alone projects for selected priority locations that will most likely provide the greatest potential crash reduction. These project scopes will help inform the projects that will be most competitive for funding and most likely to improve roadway safety across each region. This information can also be used to understand general risk factors on regional roadways that should be considered in future projects when looking at systemic treatments or modifications to locations that have historically not had high crash frequencies or severities. Subsequently, the NACOG, CYMPO, and MetroPlan Regional Transportation Safety Plans will be drafted and finalized for each region's future planning efforts.



APPENDIX A

Priority Intersections and Segments for
Northern Arizona Counties, Local
Jurisdictions, and Tribal Nations

ID	Suspected			Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	County	Tribal Nation	Region
	Fatal Crashes	Serious Injury Crashes	Suspected Minor Injury Crashes									
25166 COUNTY 3172 & COUNTY 3172	2	0	0	0	0	2	0.40	356.38	Apache			NACOG
31060 COUNTY 5020 & US-180A	1	2	4	0	3	10	2.00	210.58	Apache			NACOG
37981 I-40 EB EXIT 325 A & NAVAJO ROAD	1	0	1	0	1	3	0.60	181.18	Apache	Navajo Reservation		NACOG
24898 US-191/US-180 & COUNTY 2014/COUNTY 2269	1	0	1	0	0	2	0.40	180.98	Apache			NACOG
38994 US-160 & SR-191/TSE' NKANI-FLAT ROCK SCENIC BYWY	1	0	0	1	3	5	1.00	180.72	Apache	Navajo Reservation		NACOG
38811 US-191 & US-191/BIA 012	1	0	0	1	1	3	0.60	180.32	Apache	Navajo Reservation		NACOG
24478 COUNTY N1158 & STATE ROUTE 373	1	0	0	0	1	2	0.40	178.39	Apache			NACOG
18239 COUNTY ROAD 1325 & COUNTY ROAD N1334	1	0	0	0	0	1	0.20	178.19	Apache			NACOG
24466 COUNTY N1027 & STATE ROUTE 373	1	0	0	0	0	1	0.20	178.19	Apache			NACOG
24742 STATE ROUTE 260 & STATE ROUTE 373	1	0	0	0	0	1	0.20	178.19	Apache			NACOG
37915 I-40 EB EXIT 354 & HAWTHORNE ROAD	1	0	0	0	0	1	0.20	178.19	Apache	Navajo Reservation		NACOG
38064 BIA 064 & BIA 007	1	0	0	0	0	1	0.20	178.19	Apache	Navajo Reservation		NACOG
38810 STATE ROUTE 191 & BIA 102	1	0	0	0	0	1	0.20	178.19	Apache	Navajo Reservation		NACOG
38824 STATE ROUTE 191 & STATE ROUTE 264 & BIA 015	1	0	0	0	0	1	0.20	178.19	Apache	Navajo Reservation		NACOG
38830 STATE ROUTE 264 & BIA 027	1	0	0	0	0	1	0.20	178.19	Apache	Navajo Reservation		NACOG
38840 STATE ROUTE 160 & BIA 035	1	0	0	0	0	1	0.20	178.19	Apache	Navajo Reservation		NACOG
25998 COUNTY 8235 & COUNTY N8150	0	1	1	0	0	2	0.40	13.10	Apache			NACOG
25234 COUNTY 5020 & COUNTY N8595	0	1	0	0	0	1	0.20	10.31	Apache			NACOG
38842 STATE ROUTE 160 & ACCESS (W/O US-191)	0	1	0	0	0	1	0.20	10.31	Apache	Navajo Reservation		NACOG
37987 I-40 EB EXIT 311 & PETRIFIED FOREST LOOP ROAD	0	1	0	0	0	1	0.20	10.31	Apache			NACOG
25076 COUNTY 3087 & COUNTY 3116	0	0	2	0	3	5	1.00	6.19	Apache			NACOG
37573 I-40 WB ON-RAMP EXIT 341 & CEDAR POINT RDOAD	0	0	2	0	3	5	1.00	6.19	Apache	Navajo Reservation		NACOG
31054 STATE ROUTE 61 & COUNTY N8670	0	0	2	0	1	3	0.60	5.79	Apache			NACOG
37670 COUNTY 7230 & US-191	0	0	2	0	0	2	0.40	5.59	Apache			NACOG
38052 I-40 WB EXIT 333 & US-191	0	0	1	1	1	3	0.60	4.92	Apache			NACOG
38922 STATE ROUTE 64 & STATE ROUTE 160	0	0	1	1	0	2	0.40	4.72	Apache	Navajo Reservation		NACOG
31101 COUNTY 3167 & US-60	0	0	1	0	2	3	0.60	3.19	Apache			NACOG
31173 COUNTY N3031/COUNTY N3330 & US-60	0	0	1	0	2	3	0.60	3.19	Apache			NACOG
31214 STATE ROUTE 61 & US-60	0	0	1	0	2	3	0.60	3.19	Apache			NACOG
38995 STATE ROUTE 160 & STATE ROUTE 191	0	0	1	0	2	3	0.60	3.19	Apache	Navajo Reservation		NACOG
24291 POLE KNOLL TR & STATE ROUTE 260	0	0	1	0	1	2	0.40	2.99	Apache			NACOG
24867 STATE ROUTE 191/US-180 & COUNTY 2220	0	0	1	0	1	2	0.40	2.99	Apache			NACOG

ID	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Annual Crash		Crash Severity Score	Jurisdiction	County	Tribal Nation	Region
						Crashes	Frequency					
38027 STATE ROUTE 89 & STATE ROUTE 89A	2	0	0	0	0	2	0.40	356.38		Coconino	Navajo Reservation	NACOG
24668 OLD RIM RD/RIM RD & STATE ROUTE 260	1	1	1	0	6	9	1.80	192.49		Coconino		NACOG
24400 STATE ROUTE 260 & YOUNG RD/OLD RIM RD	1	1	1	0	5	8	1.60	192.29		Coconino		NACOG
24531 BURRIS LN & STATE ROUTE 89	1	0	1	2	7	11	2.20	186.25		Coconino		MetroPlan
23428 PINON HARVEST BLVD & TALL TREE ST	1	0	1	0	1	3	0.60	181.18		Coconino		NACOG
24536 DENALI DR & STATE ROUTE 89	1	0	0	0	5	6	1.20	179.19		Coconino		MetroPlan
24245 SPRING VALLEY RD & STATE ROUTE 64	1	0	0	0	3	4	0.80	178.79		Coconino		NACOG
17570 OLD ROUTE 66 & SHERWOOD FOREST RD	1	0	0	0	1	2	0.40	178.39		Coconino		NACOG
23885 PEAKS PKWY & SUNSET BLVD	1	0	0	0	1	2	0.40	178.39		Coconino		MetroPlan
24284 SHEEP SPRING ROAD & STATE ROUTE 260	1	0	0	0	1	2	0.40	178.39		Coconino		NACOG
38990 INDIAN ROUTE 21/INDIAN ROUTE 6784 & US-160	1	0	0	0	1	2	0.40	178.39		Coconino	Navajo Reservation	NACOG
16344 CANYON LOOP & KACHINA TRL	1	0	0	0	0	1	0.20	178.19		Coconino		MetroPlan
24529 BRAMLEY LN & STATE ROUTE 89	1	0	0	0	0	1	0.20	178.19		Coconino		MetroPlan
31691 ARIZONA BLVD & YELLOWMANS TRAILER CT	1	0	0	0	0	1	0.20	178.19		Coconino	Navajo Reservation	NACOG
37390 CENTER RD & LAPP LOOP	1	0	0	0	0	1	0.20	178.19		Coconino		NACOG
37790 EDGEWATER DR & MAIN ST	1	0	0	0	0	1	0.20	178.19		Coconino	Navajo Reservation	NACOG
37688 RANCH LAND RD & STATE ROUTE 99	1	0	0	0	0	1	0.20	178.19		Coconino		NACOG
38950 INDIAN ROUTE 67801 & US-160	1	0	0	0	0	1	0.20	178.19		Coconino	Navajo Reservation	NACOG
24522 SILVER SADDLE RD & STATE ROUTE 89	0	2	4	5	10	21	4.20	43.45		Coconino		MetroPlan
37907 UPPER ANTELOPE POINT RD/COUNTY ROAD 222 & STATE ROUTE 98	0	2	1	2	11	16	3.20	29.47		Coconino	Navajo Reservation	NACOG
38025 US-160 & STATE ROUTE 89	0	2	1	2	4	9	1.80	28.07		Coconino	Navajo Reservation	NACOG
13800 CRESTLINERD & MIDWAY LN	0	2	0	1	1	4	0.80	22.75		Coconino		NACOG
37238 STATE ROUTE 89 & STATE ROUTE 64	0	0	3	3	32	38	7.60	20.57		Coconino	Navajo Reservation	NACOG
24528 TOWNSEND WINONA RD & STATE ROUTE 89	0	0	2	4	30	36	7.20	19.31		Coconino		MetroPlan
8733 STATE ROUTE 260 & STATE ROUTE 87	0	1	1	1	6	9	1.80	16.23		Coconino		NACOG
23087 RAIN VALLEY RD & TOWNSEND WINONA RD	0	1	1	0	4	6	1.20	13.90		Coconino		MetroPlan
37879 STATE ROUTE 89 & WAHWEAP DR	0	1	1	0	0	2	0.40	13.10		Coconino		NACOG
16876 I-17 NB EXIT 333 & MOUNTAINAIRE RD/KACHINA BLVD	0	1	0	1	4	6	1.20	13.04		Coconino		MetroPlan

ID		Suspected	Suspected	Possible	Crash					Jurisdiction	County	Tribal Nation	Region
		Fatal Crashes	Serious Injury Crashes	Minor Injury Crashes	Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Severity Score				
27987	BOURDON RANCH RD & ROUNDUP DR	1	1	1	0	0	3	0.60	191.29		Navajo		NACOG
24371	RED DEER RUN & STATE ROUTE 260	1	1	0	0	2	4	0.80	188.90		Navajo		NACOG
24592	CEDAR AVE & STATE ROUTE 260	1	1	0	0	1	3	0.60	188.70		Navajo		NACOG
38903	STATE ROUTE 98 & STATE ROUTE 160	1	0	1	1	4	7	1.40	183.71		Navajo	Navajo Reservation	NACOG
20942	BURTON RD& LONE PINE DAM RD	1	0	1	0	1	3	0.60	181.18		Navajo		NACOG
38841	STATE ROUTE 160 & BIA 59	1	0	0	1	2	4	0.80	180.52		Navajo	Navajo Reservation	NACOG
19858	BUCK SPRINGS RD& TRAIL	1	0	0	0	2	3	0.60	178.59		Navajo		NACOG
24305	9599WC ACCESS & STATE ROUTE 260	1	0	0	0	2	3	0.60	178.59		Navajo		NACOG
24211	COOLEY LAKE RD & STATE ROUTE 73	1	0	0	0	1	2	0.40	178.39		Navajo	Fort Apache Reservation	NACOG
24562	STATE ROUTE 73 (CHIEF AVE) & MAPLE ST	1	0	0	0	1	2	0.40	178.39		Navajo	Fort Apache Reservation	NACOG
24642	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & WORLDMARK DR	1	0	0	0	1	2	0.40	178.39		Navajo		NACOG
20497	FORT APACHE RD & STOCKMAN RD	1	0	0	0	0	1	0.20	178.19		Navajo	Fort Apache Reservation	NACOG
21739	EAST FORK RD & RIVER RD	1	0	0	0	0	1	0.20	178.19		Navajo	Fort Apache Reservation	NACOG
22340	APPALOOSA AVE & SADDLE ST	1	0	0	0	0	1	0.20	178.19		Navajo	Fort Apache Reservation	NACOG
23999	CEDAR DR/PINEWOOD DR & MOGOLLON DR	1	0	0	0	0	1	0.20	178.19		Navajo		NACOG
24200	STATE ROUTE 73 (CHIEF AVE) & MULBERRY ST	1	0	0	0	0	1	0.20	178.19		Navajo	Fort Apache Reservation	NACOG
24205	STATE ROUTE 73 (CHIEF AVE) & SYCAMOREY ST	1	0	0	0	0	1	0.20	178.19		Navajo	Fort Apache Reservation	NACOG
27888	BLACK MESA VALLEY RD & CONCHO HWY	1	0	0	0	0	1	0.20	178.19		Navajo		NACOG
32524	BIA 015 & BIA 060	1	0	0	0	0	1	0.20	178.19		Navajo	Navajo Reservation	NACOG
37188	STATE ROUTE 87 & BIA 015	1	0	0	0	0	1	0.20	178.19		Navajo	Navajo Reservation	NACOG
38835	STATE ROUTE 264 & BIA 006	1	0	0	0	0	1	0.20	178.19		Navajo	Navajo Reservation	NACOG
24611	RAINBOW LAKE DR & STATE ROUTE 260 (WHITE MOUNTAIN BLVD)	0	1	3	1	13	18	3.60	23.22		Navajo		NACOG
24332	COTTONWOOD RD & STATE ROUTE 260	0	2	0	0	2	4	0.80	21.02		Navajo		NACOG
38923	STATE ROUTE 160 & STATE ROUTE 163	0	1	0	5	3	9	1.80	20.57		Navajo	Navajo Reservation	NACOG
24673	BUCK SPRINGS RD/PONDEROSA PKWY & STATE ROUTE 260 (WHITE MOUNTAIN BLVD)	0	0	4	3	4	11	2.20	17.77		Navajo		NACOG
24740	STATE ROUTE 260 & STATE ROUTE 277	0	0	4	1	15	20	4.00	16.10		Navajo		NACOG
24303	9555T ACCESS/FS 122 RD & STATE ROUTE 260	0	1	0	2	2	5	1.00	14.57		Navajo		NACOG
24414	BUCKSKIN RD & STATE ROUTE 277	0	1	1	0	4	6	1.20	13.90		Navajo		NACOG
20472	FOREST PARK DR & MOGOLLON DR	0	1	1	0	1	3	0.60	13.30		Navajo		NACOG
24366	PINE RIM RD & STATE ROUTE 260	0	1	0	1	2	4	0.80	12.64		Navajo		NACOG
28425	CONCHO HWY & WHITE ANTELOPE RD	0	1	0	1	0	2	0.40	12.24		Navajo		NACOG
24589	BLACK CANYON LN/WHITE CLIFF DR & STATE ROUTE 260	0	1	0	0	4	5	1.00	11.11		Navajo		NACOG
24356	OLD HIGHWAY 160 & STATE ROUTE 260	0	1	0	0	3	4	0.80	10.91		Navajo		NACOG

ID	Suspected Serious Injury		Suspected Minor Injury		Possible Injury		Annual Crash		Crash Severity		Jurisdiction	County	Tribal Nation	Region
	Fatal Crashes	Crashes	Crashes	Crashes	Crashes	PDO Crashes	Total Crashes	Frequency	Score	Score				
16816 STATE ROUTE 260 & WESTERN DR		2	2		6	4	18	32	6.40	405.08		Yavapai		NACOG
16873 STATE ROUTE 89A & PAGE SPRINGS RD		2	2	1	2	2	9	9	1.80	384.05		Yavapai		NACOG
7887 SPRING LN & STATE ROUTE 69		2	0		5	2	4	13	2.60	375.01		Yavapai		NACOG
8757 STATE ROUTE 71 & STATE ROUTE 89		1	2		6	4	15	28	5.60	226.29		Yavapai		NACOG
8426 STATE ROUTE 69 & DIAMOND DR		1	0		7	11	23	42	8.40	223.59		Yavapai		CYMPO
16049 LOY BUTTE RD/ANGEL VALLEY RD & STATE ROUTE 89A		1	2	1		0	6	10	2.00	202.80		Yavapai		NACOG
8427 STATE ROUTE 69 & RAMADA DR		1	0		3	6	14	24	4.80	200.96		Yavapai		CYMPO
16719 LITTLE RANCH RD & STATE ROUTE 89		1	1	1		0	5	8	1.60	192.29		Yavapai		CYMPO
16046 RED ROCK LOOP RD & STATE ROUTE 89A		1	1	1		0	4	7	1.40	192.09		Yavapai		NACOG
2479 BLOODY BASIN EAST RD & TONELEA RD		1	1		0	1	2	5	1.00	190.83		Yavapai		NACOG
16414 COAL SLURRY PIPELINE RD/FORT ROCK RD & OLD HIGHWAY 66		1	1		0	0	0	2	0.40	188.50		Yavapai		NACOG
38856 OLD CHISHOLM TRL & STIRRUP HIGH DR		1	0		2	0	1	4	0.80	183.98		Yavapai		CYMPO
16637 LEGEND HILLS RD & STATE ROUTE 89A		1	0		2	0	0	3	0.60	183.78		Yavapai		CYMPO
12866 CORNVILLE RD & KIMBERLYS WAY		1	0	1		0	2	4	0.80	181.38		Yavapai		NACOG
8532 STATE ROUTE 89 & WELSH RD		1	0	1		0	0	2	0.40	180.98		Yavapai		NACOG
8452 STATE ROUTE 69 & COUNTY ROAD 74		1	0		0	1	1	3	0.60	180.32		Yavapai		NACOG
8232 STAZENSKI RD/WILLIAMSON VALLEY RANCH RD & WILLIAMSON VALLEY RD		1	0		0	0	5	6	1.20	179.19		Yavapai		CYMPO
7891 STATE ROUTE 69 & STATE ROUTE 69 FRONTAGE (S/O SMOKESTACK VW)		1	0		0	0	1	2	0.40	178.39		Yavapai		NACOG
1558 ROADRUNNER LN & TENDERFOOT HILL RD		1	0		0	0	0	1	0.20	178.19		Yavapai		NACOG

ID	Intersection Name	Intersection Name	Fatal Crashes	Suspected	Suspected	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash	Jurisdiction	County	Tribal Land	Region
				Serious Injury Crashes	Minor Injury Crashes					Severity Score				
28459	DESSERT HILLS DR/WINSLOW INDUSTRIAL SPUR & COOPERTOWN DR/BVD RD	BVD & COOPERTOWN	0	1	0	0	1	2	0.40	10.51		Navajo	Hopi Reservation	NACOG
34754	WINSLOW INDUSTRIAL SPUR & KIVA DR	CORN VIEW & INDUSTRIAL PARK	0	0	0	0	1	1	0.20	0.20		Navajo	Hopi Reservation	NACOG

ID		Suspected		Suspected		Possible	PDO	Total	Annual	Crash	Jurisdiction	County	Tribal Land	Region
		Fatal	Serious	Minor	Possible									
		Crashes	Injury	Injury	Injury	Crashes	Crashes	Crashes	Crash	Severity				
37602	BIA 018 & STATE ROUTE 66	0	Crashes	Crashes	Crashes	0	0	1	0.20	0.20		Coconino	Hualapai Reservation	NACOG
37939	BIA RURAL RTE/NELSON RD & STATE ROUTE 66	0	Crashes	Crashes	Crashes	0	0	1	0.20	0.20		Coconino	Hualapai Reservation	NACOG

ID	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	County	Tribal Land	Region
38027 STATE ROUTE 89 & STATE ROUTE 89A	2	0	0	0	0	2	2	0.40	356.38	Coconino	Navajo Reservation	NACOG
38903 STATE ROUTE 98 & STATE ROUTE 160	1	0	1	1	4	7	7	1.40	183.71	Navajo	Navajo Reservation	NACOG
37981 I-40 EB EXIT 325 RAMP & NAVAJO RD	1	0	1	0	1	3	3	0.60	181.18	Apache	Navajo Reservation	NACOG
38994 STATE ROUTE 160 & US-191	1	0	0	1	3	5	5	1.00	180.72	Apache	Navajo Reservation	NACOG
38841 STATE ROUTE 160 & BIA 059	1	0	0	1	2	4	4	0.80	180.52	Navajo	Navajo Reservation	NACOG
38811 US-191 & BIA 012	1	0	0	1	1	3	3	0.60	180.32	Apache	Navajo Reservation	NACOG
38990 BIA 021/BIA 6784 & US-160	1	0	0	0	1	2	2	0.40	178.39	Coconino	Navajo Reservation	NACOG
31691 ARIZONA BLVD & YELLOWMANS TRAILER CT	1	0	0	0	0	1	1	0.20	178.19	Coconino	Navajo Reservation	NACOG
32524 BIA 015 & BIA 060	1	0	0	0	0	1	1	0.20	178.19	Navajo	Navajo Reservation	NACOG
37188 STATE ROUTE 87 & BIA 015	1	0	0	0	0	1	1	0.20	178.19	Navajo	Navajo Reservation	NACOG
37790 EDGEWATER DR/MOENAVE RD & MAIN ST	1	0	0	0	0	1	1	0.20	178.19	Coconino	Navajo Reservation	NACOG
37915 I-40 EB EXIT 354 & HAWTHORNE RD	1	0	0	0	0	1	1	0.20	178.19	Apache	Navajo Reservation	NACOG
38064 BIA 064 & BIA 007	1	0	0	0	0	1	1	0.20	178.19	Apache	Navajo Reservation	NACOG
38810 US-191 & BIA 102	1	0	0	0	0	1	1	0.20	178.19	Apache	Navajo Reservation	NACOG
38824 STATE ROUTE 264 & BIA 015	1	0	0	0	0	1	1	0.20	178.19	Apache	Navajo Reservation	NACOG
38830 STATE ROUTE 264 & BIA 027	1	0	0	0	0	1	1	0.20	178.19	Apache	Navajo Reservation	NACOG
38835 STATE ROUTE 264 & BIA 006	1	0	0	0	0	1	1	0.20	178.19	Navajo	Navajo Reservation	NACOG
38840 US-160 & BIA 035	1	0	0	0	0	1	1	0.20	178.19	Apache	Navajo Reservation	NACOG
38950 BIA 67801 & US-160	1	0	0	0	0	1	1	0.20	178.19	Coconino	Navajo Reservation	NACOG
37907 ANTELOPE POINT RD/BIA RURAL RTE & STATE ROUTE 98	0	2	1	2	11	16	16	3.20	29.47	Coconino	Navajo Reservation	NACOG

ID		Fatal Crashes	Suspected			PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	County	Tribal Land	Region
			Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes								
24211	COOLEY LAKE RD & STATE ROUTE 73	1	0	0	0	1	2	0.40	178.39		Navajo	Fort Apache Reservation	NACOG
24562	STATE ROUTE 73 & MAPLE ST	1	0	0	0	1	2	0.40	178.39		Navajo	Fort Apache Reservation	NACOG
20497	FORT APACHE RD & STOCKMAN RD	1	0	0	0	0	1	0.20	178.19		Navajo	Fort Apache Reservation	NACOG
21739	EAST FORK RD & RIVER RD	1	0	0	0	0	1	0.20	178.19		Navajo	Fort Apache Reservation	NACOG
22340	APPALOOSA AVE & SADDLE ST	1	0	0	0	0	1	0.20	178.19		Navajo	Fort Apache Reservation	NACOG
24200	STATE ROUTE 73 (CHIEF AVE) & MULBERRY ST	1	0	0	0	0	1	0.20	178.19		Navajo	Fort Apache Reservation	NACOG
24205	STATE ROUTE 73 (CHIEF AVE) & SYCAMORE ST	1	0	0	0	0	1	0.20	178.19		Navajo	Fort Apache Reservation	NACOG
24389	STATE ROUTE 260 & TIMBER WOOD DR	0	1	0	0	0	1	0.20	10.31		Navajo	Fort Apache Reservation	NACOG
24566	STATE ROUTE 73 (CHIEF AVE) & BIRCH ST	0	1	0	0	0	1	0.20	10.31		Navajo	Fort Apache Reservation	NACOG
20500	EAST FORK RD & FORT APACHE RD	0	0	1	0	0	1	0.20	2.79		Navajo	Fort Apache Reservation	NACOG
24198	STATE ROUTE 73 (CHIEF AVE) & ELM ST	0	0	1	0	0	1	0.20	2.79		Navajo	Fort Apache Reservation	NACOG
24222	STATE ROUTE 73 (CHIEF AVE) & CHINA TOWN ST	0	0	0	1	2	3	0.60	2.33		Navajo	Fort Apache Reservation	NACOG
24192	STATE ROUTE 73 (CHIEF AVE) & RIVER RD	0	0	0	1	1	2	0.40	2.13		Navajo	Fort Apache Reservation	NACOG
24202	STATE ROUTE 73 (CHIEF AVE) & RAINBOW DR	0	0	0	1	1	2	0.40	2.13		Navajo	Fort Apache Reservation	NACOG
24564	STATE ROUTE 73 (CHIEF AVE) & ELM ST	0	0	0	1	1	2	0.40	2.13		Navajo	Fort Apache Reservation	NACOG
20495	FORT APACHE RD & SEVEN MILE TANK RD	0	0	0	1	0	1	0.20	1.93		Navajo	Fort Apache Reservation	NACOG
21604	EAST FORK RD & VIRGINIA PL	0	0	0	1	0	1	0.20	1.93		Navajo	Fort Apache Reservation	NACOG
21667	7 MILE JR RD & RIVER RD	0	0	0	1	0	1	0.20	1.93		Navajo	Fort Apache Reservation	NACOG
23807	STATE ROUTE 260 & HUMMINGBIRD ST	0	0	0	1	0	1	0.20	1.93		Navajo	Fort Apache Reservation	NACOG
24556	STATE ROUTE 73 (CHIEF AVE) & BIRCH ST	0	0	0	1	0	1	0.20	1.93		Navajo	Fort Apache Reservation	NACOG

ID		Suspected				Crash				Jurisdiction	County	Tribal Land	Region
		Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Frequency	Crash Severity Score				
I4733	MIDDLE VERDE RD & CLIFF CASTLE CASINO	0	1	0	0	2	3	0.60	10.71	Camp Verde	Yavapai	Camp Verde Trust Land	NACOG
8492	SALT MINE RD & STATE ROUTE 260	0	0	0	2	6	8	1.60	5.06	Camp Verde	Yavapai	Camp Verde Reservation	NACOG
7681	BEAR ST & MAIN ST	0	0	0	0	1	1	0.20	0.20	Camp Verde	Yavapai	Camp Verde Reservation	NACOG
I5812	MIDDLE VERDE RD & MONTEZUMA CASTLE HWY	0	0	0	0	1	1	0.20	0.20	Camp Verde	Yavapai	Camp Verde Trust Land	NACOG

ID	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	County	Tribal Land	Region
		Crashes	Crashes	Crashes	Crashes	Crashes						
8457 STATE ROUTE 69 & YAVPE CONNECTOR	0	0	4	7	23	34	6.80	29.29		Yavapai	Yavapai Rese	CYMPO
8455 HEATHER HEIGHTS & STATE ROUTE 69	0	0	2	3	26	31	6.20	16.58		Yavapai	Yavapai Rese	CYMPO
8662 DEMERSE AVE/RUTH ST & PRICKLY PEAR CACTUS DR & WHETSTINE AVE	0	0	0	0	5	5	1.00	1.00	Prescott	Yavapai	Yavapai Rese	CYMPO
274 CREOSOTE WAY & RED BERRY DR	0	0	0	0	1	1	0.20	0.20		Yavapai	Yavapai Rese	CYMPO
8270 ARIZONA WALNUT LOOP & MERRITT AVE	0	0	0	0	1	1	0.20	0.20		Yavapai	Yavapai Rese	CYMPO

ID	Intersection Name	Fatal Crashes	Suspected	Suspected	Possible Injury	PDO Crashes	Total Crashes	Annual Crash	Crash Severity	Jurisdiction	Region
			Serious Injury Crashes	Minor Injury Crashes	Crashes			Frequency	Score		
31821	FIRST EAST ST & JENSEN ST	0	0	0	0	1	1	0.20	0.20	Fredonia	NACOG
38026	STATE ROUTE 89 (MAIN ST) & BROWN ST	0	0	0	0	1	1	0.20	0.20	Fredonia	NACOG

ID	Intersection Name	Intersection Name	Fatal Crashes	Suspected	Suspected	Possible Injury	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	Region
				Serious Injury Crashes	Minor Injury Crashes							
16556	STATE ROUTE 89 (HAMPSHIRE AVE) & DUNDEE AVE	SR-89 & DUNDEE & HAMPSHIRE	0	1	1	0	0	2	0.40	13.10	Jerome	NACOG
16610	STATE ROUTE 89 (MAIN ST) & GULCH RD	SR-89 & GULCH & MAIN	0	0	1	0	2	3	0.60	3.19	Jerome	NACOG
16041	STATE ROUTE 89 (HULL AVE)& CONGLOMERATE	SR-89 & CONGLOMERATE & HULL	0	0	1	0	0	1	0.20	2.79	Jerome	NACOG
16600	STATE ROUTE 89 (CLARK ST) & HILL ST	SR-89 & CLARK & HILL	0	0	1	0	0	1	0.20	2.79	Jerome	NACOG
14716	CEMETERY RD & NORTH DR	CEMETERY & NORTH	0	0	0	1	0	1	0.20	1.93	Jerome	NACOG
16540	STATE ROUTE 89 & GULCH SCHOOL RD	SR-89 & GULCH SCHOOL & SR-89A	0	0	0	1	0	1	0.20	1.93	Jerome	NACOG
16616	STATE ROUTE 89 & LOWER GULCH RD	SR-89 & LOWER GULCH & SR-89A	0	0	0	1	0	1	0.20	1.93	Jerome	NACOG
16541	STATE ROUTE 89 (MAIN ST) & JEROME AVE	SR-89 & JEROME & MAIN	0	0	0	0	4	4	0.80	0.80	Jerome	NACOG
16207	STATE ROUTE (MAIN ST) & SCHOOL ST	SR-89 & MAIN & SCHOOL	0	0	0	0	2	2	0.40	0.40	Jerome	NACOG
16544	STATE ROUTE 89 & LOZANO LN	SR-89 & LOZANO & SR-89A	0	0	0	0	2	2	0.40	0.40	Jerome	NACOG
16557	STATE ROUTE 89 (MAIN ST) & RICH ST	SR-89 & MAIN & RICH	0	0	0	0	2	2	0.40	0.40	Jerome	NACOG
16599	STATE ROUTE 89 (CLARK ST) & COUNTY RD	SR-89 & CLARK & COUNTY	0	0	0	0	2	2	0.40	0.40	Jerome	NACOG
16850	STATE ROUTE 89 (MAIN ST) & EAST AVE & GULCH LN/HOLLY AVE	SR-89 & EAST & GULCH & HOLLY & MAIN	0	0	0	0	2	2	0.40	0.40	Jerome	NACOG
16210	STATE ROUTE 89 (MAIN ST) & FIRST ST	SR-89 & FIRST & MAIN	0	0	0	0	1	1	0.20	0.20	Jerome	NACOG
16558	STATE ROUTE 89 (MAIN ST) & VERDE AVE	SR-89 & MAIN & VERDE	0	0	0	0	1	1	0.20	0.20	Jerome	NACOG
16611	STATE ROUTE 89 & HAMPSHIRE AVE/NORTH DR	SR-89 & HAMPSHIRE & NORTH	0	0	0	0	1	1	0.20	0.20	Jerome	NACOG

ID	Intersection Name	Intersection Name	Fatal Crashes	Suspected	Suspected	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	Region
				Serious Injury Crashes	Minor Injury Crashes							
31182	STATE ROUTE 77 (NAVAJO BLVD) & JOY NEVIN AVE	HIGHWAY 77 & JOY NEVIN & NAVAJO	1	0	0	0	4	5	1.00	178.99	Holbrook	NACOG
31343	I-40 WB EXIT 286/CRESTVIEW RD & STATE ROUTE 77 (NAVAJO BLVD)	I-40 & I-40 WB EXIT 286 & CRESTVIEW * NAVAJO	0	0	2	3	14	19	3.80	14.18	Holbrook	NACOG
31259	STATE ROUTE 77 & SR-377/CODE TALKERS DR	CODE TALKERS & HIGHWAY 77 & SR-377	0	0	2	3	4	9	1.80	12.18	Holbrook	NACOG
31293	STATE ROUTE 77 (NAVAJO BLVD) & IOWA ST	I-40 & IOWA & NAVAJO	0	1	0	0	2	3	0.60	10.71	Holbrook	NACOG
27434	8TH AVE & IOWA ST	8TH & IOWA	0	1	0	0	1	2	0.40	10.51	Holbrook	NACOG
31247	US-180 (HOPI DR) & 3RD AVE	I-40 & 3RD & HOPI	0	1	0	0	1	2	0.40	10.51	Holbrook	NACOG
31248	US-180 (HOPI DR) & 4TH AVE	I-40 & 4TH & HOPI	0	1	0	0	0	1	0.20	10.31	Holbrook	NACOG
31251	US-180 (HOPI DR) & 7TH AVE	I-40 & 7TH & HOPI	0	1	0	0	0	1	0.20	10.31	Holbrook	NACOG
31286	STATE ROUTE 77 (NAVAJO BLVD) & ARIZONA ST	I-40 & ARIZONA & NAVAJO	0	0	1	1	3	5	1.00	5.32	Holbrook	NACOG
31334	STATE ROUTE 77 (NAVAJO BLVD) & HOPI DR	I-40 & SR-77 & HOPI & NAVAJO	0	0	1	0	7	8	1.60	4.19	Holbrook	NACOG
28985	HENNESSY AVE & WHITING AVE/McLAWS RD	HENNESSY & WHITING	0	0	0	2	0	2	0.40	3.86	Holbrook	NACOG
27229	1ST AVE & BUFFALO ST	1ST & BUFFALO	0	0	1	0	1	2	0.40	2.99	Holbrook	NACOG
31287	STATE ROUTE 77 (NAVAJO BLVD) & BUFFALO ST	I-40 & BUFFALO & NAVAJO	0	0	1	0	1	2	0.40	2.99	Holbrook	NACOG
27394	6TH AVE & FLORIDA ST	6TH & FLORIDA	0	0	1	0	0	1	0.20	2.79	Holbrook	NACOG
27684	ANITA DR & CARLOS AVE	ANITA & CARLOS	0	0	1	0	0	1	0.20	2.79	Holbrook	NACOG
28027	BROADCAST LN & US-180 (HOPI DR)	BROADCAST & HOPI	0	0	1	0	0	1	0.20	2.79	Holbrook	NACOG
31240	I-40 BUSINESS LOOP (NAVAJO BLVD) & CARLOS AVE	I-40 & CARLOS & NAVAJO	0	0	1	0	0	1	0.20	2.79	Holbrook	NACOG
31252	US-180 (HOPI DR) & 8TH AVE	I-40 & 8TH & HOPI	0	0	1	0	0	1	0.20	2.79	Holbrook	NACOG
31254	US-180 (HOPI DR) & ALLEY (BTW 1ST AVE & NAVAJO BLVD)	I-40 & ALLEY A & HOPI	0	0	1	0	0	1	0.20	2.79	Holbrook	NACOG

ID	Intersection Name	Fatal Crashes	Suspected			PDO Crashes	Total Crashes	Annual Crash Frequency	Crash		
			Serious Injury	Suspected Minor Injury	Possible Injury				Severity	Jurisdiction	Region
			Crashes	Crashes	Crashes				Score		
37988	N LAKE POWELL BLVD/TUNNEL RD & US-89	1	0	4	5	13	23	4.60	201.62	Page	NACOG
37989	S LAKE POWELL BLVD/SCENIC VIEW RD & US-89	1	0	5	3	16	25	5.00	201.15	Page	NACOG
37231	LAKE POWELL BLVD & RIM VIEW DR	1	0	0	0	2	3	0.60	178.59	Page	NACOG
35966	COPPERMINE RD & HAUL RD	0	1	4	0	9	14	2.80	23.28	Page	NACOG
37544	COPPERMINE RD & SR-98	0	1	3	0	9	13	2.60	20.49	Page	NACOG
37599	LAKE POWELL BLVD & NORTH NAVAJO DR	0	1	1	2	11	15	3.00	19.16	Page	NACOG
37225	LAKE POWELL BLVD & ELM ST	0	0	3	3	11	17	3.40	16.37	Page	NACOG
37979	STATE ROUTE 98 & US-89	0	1	1	0	5	7	1.40	14.10	Page	NACOG
37227	LAKE POWELL BLVD & SOUTH NAVAJO DR	0	0	3	2	7	12	2.40	13.64	Page	NACOG
37218	LAKE POWELL BLVD & KAIBAB RD	0	1	1	0	2	4	0.80	13.50	Page	NACOG
33103	APPALOOSA RD & HAUL RD	0	1	1	0	0	2	0.40	13.10	Page	NACOG
37347	US-89 & HAUL RD	0	0	2	2	8	12	2.40	11.05	Page	NACOG
37228	LAKE POWELL BLVD & SUNRISE AVE	0	1	0	0	3	4	0.80	10.91	Page	NACOG
31497	10TH AVE & CASTLE ROCK ST	0	1	0	0	0	1	0.20	10.31	Page	NACOG
35703	11TH AVE & PADRE ESCALANTE DR	0	1	0	0	0	1	0.20	10.31	Page	NACOG
37220	LAKE POWELL BLVD & ASPEN AVE	0	0	2	2	3	7	1.40	10.05	Page	NACOG
37461	20TH AVE & INDIGO RIDGE BLVD/NORTH NAVAJO BLVD	0	0	2	1	2	5	1.00	7.92	Page	NACOG
37223	LAKE POWELL BLVD & COPPERMINE RD	0	0	1	2	4	7	1.40	7.46	Page	NACOG
35730	6TH AVE & SOUTH NAVAJO DR	0	0	1	1	3	5	1.00	5.32	Page	NACOG
37880	US-89 & WAHWEAP VIEW	0	0	1	1	3	5	1.00	5.32	Page	NACOG

ID	Intersection Name	Fatal Crashes	Suspected	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual	Crash	Jurisdiction	Region
			Serious Injury Crashes					Crash Frequency	Severity Score		
3909	CASTLE HOT SPRINGS RD & FRENCH CREEK RD	0	0	0	1	1	2	0.40	2.13	Peoria	NACOG

ID	Intersection Name	Suspected				PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	Region
		Fatal Crashes	Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes						
24765	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & MALAPAI DR/TIMBER LN	1	1	0	1	2	5	1.00	190.83	Pinetop-Lakeside	NACOG
24768	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & PINEVIEW DR	1	0	2	0	7	10	2.00	185.18	Pinetop-Lakeside	NACOG
24842	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & YAEGER LN	0	1	2	7	23	33	6.60	34.02	Pinetop-Lakeside	NACOG
24648	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & WOODLAND RD	0	1	4	4	17	26	5.20	32.61	Pinetop-Lakeside	NACOG
24667	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & RHOTON LN	0	1	2	2	8	13	2.60	21.36	Pinetop-Lakeside	NACOG
24663	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & JACKSON LN	0	1	1	4	2	8	1.60	21.23	Pinetop-Lakeside	NACOG
24628	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & SHOW LOW LAKE RD	0	1	1	2	16	20	4.00	20.16	Pinetop-Lakeside	NACOG
24647	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & PORTER MOUNTAIN RD	0	0	4	2	19	25	5.00	18.83	Pinetop-Lakeside	NACOG
24646	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & NIELS HANSEN RD	0	1	2	0	9	12	2.40	17.69	Pinetop-Lakeside	NACOG
24638	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & PENROD LN	0	0	3	3	15	21	4.20	17.17	Pinetop-Lakeside	NACOG
24603	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & LOCKWOOD DR	0	0	2	4	8	14	2.80	14.91	Pinetop-Lakeside	NACOG
24645	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & MOONRIDGE DR	0	0	1	5	8	14	2.80	14.05	Pinetop-Lakeside	NACOG
24636	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & MCCOY DR	0	1	1	0	4	6	1.20	13.90	Pinetop-Lakeside	NACOG
24664	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & JOHN L FISH LN	0	0	2	2	22	26	5.20	13.85	Pinetop-Lakeside	NACOG
24633	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & CREEL DR	0	1	0	1	2	4	0.80	12.64	Pinetop-Lakeside	NACOG
24629	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & TURKEY TRAC DR	0	0	2	2	14	18	3.60	12.25	Pinetop-Lakeside	NACOG
24627	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & POPLAR DR	0	0	3	1	6	10	2.00	11.51	Pinetop-Lakeside	NACOG
24622	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & SUMMER HAVEN LN	0	0	1	3	0	4	0.80	8.59	Pinetop-Lakeside	NACOG
24639	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & S PINE LAKE RD	0	0	2	1	4	7	1.40	8.32	Pinetop-Lakeside	NACOG
24758	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & MAVERICK ACCESS	0	0	2	0	1	3	0.60	5.79	Pinetop-Lakeside	NACOG

ID	Intersection Name	Intersection Name	Fatal Crashes	Suspected	Suspected	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	Region	
				Serious Injury Crashes	Minor Injury Crashes								
6179	PRESCOTT LAKES PKWY & SUNDG CONNECTOR RD	BUNKER & PRESCOTT LAKES	2		0	1	0	6	9	1.80	360.37	Prescott	CYMPO
8687	GATEWAY BLVD/PRESCOTT LAKES PKWY & STATE ROUTE 69	GATEWAY & PRESCOTT LAKES & SR-69	1		2	6	9	53	71	14.20	243.55	Prescott	CYMPO
2669	RUTH ST & WHIPPLE ST	RUTH & WHIPPLE	1		4	3	4	25	37	7.40	240.53	Prescott	CYMPO
8031	NICHOLET TRL/WILLOW CREEK RD & SMOKE TREE LN	NICHOLET & SMOKE TREE & WILLOW CREEK	1		1	6	2	19	29	5.80	212.92	Prescott	CYMPO
8616	OVERLAND RD & STATE ROUTE 89	SR-89 EXIT 312A & OVERLAND & SR-89	1		1	2	0	15	19	3.80	197.08	Prescott	CYMPO
1798	CAMPBELL ST & MERRITT ST	CAMPBELL & MERRITT	1		0	3	1	0	5	1.00	188.50	Prescott	CYMPO
8293	FAIR ST & GAIL GARDNER WAY	DOUGHERTY & FAIR & GAIL GARDNER	1		0	1	2	3	7	1.40	185.45	Prescott	CYMPO
8505	STATE ROUTE 89 (WHITE SPAR RD) & HAISLEY RD	SR-89 & HAISLEY & WHITE SPAR	1		0	1	1	1	4	0.80	183.11	Prescott	CYMPO
38275	STANDING ROCK DR & WILLIAMSON VALLEY RD	STANDING ROCK & WILLIAMSON VALLEY	1		0	0	0	3	4	0.80	178.79	Prescott	CYMPO
5819	ALTO ST & GURLEY ST	ALTO & GURLEY	1		0	0	0	1	2	0.40	178.39	Prescott	CYMPO
8636	IRON SPRINGS RD/WHIPPLE ST & WILLOW CREEK RD/MILLER VALLEY RD	IRON SPRINGS & MILLER VALLEY & WHIPPLE & WILLOW CREEK	0		2	15	12	39	68	13.60	93.49	Prescott	CYMPO
6918	WILLOW CREEK RD & WILLOW LAKE RD	WILLOW CREEK & WILLOW LAKE	0		3	7	13	49	72	14.40	85.39	Prescott	CYMPO
8624	STATE ROUTE 89 & DEEP WELL RANCH RD	SR-89 EXIT 320E & DEEP WELL RANCH & SR-89	0		2	6	9	100	117	23.40	74.76	Prescott	CYMPO
8689	LEE BLVD & STATE ROUTE 69	LEE & SR-69	0		2	6	11	28	47	9.40	64.22	Prescott	CYMPO
8749	PRESCOTT LAKES PKWY & STATE ROUTE 89	PRESCOTT LAKES & SR-89	0		2	6	7	38	53	10.60	58.50	Prescott	CYMPO
8724	STATE ROUTE 89 EB EXIT 317 & STATE ROUTE 89A	SR-89 EXIT 317G & SR-89 & SR-89A EB FRONTAGE	0		1	7	7	30	45	9.00	49.38	Prescott	CYMPO
2431	FAIR ST & MILLER VALLEY RD	FAIR & MILLER VALLEY	0		3	3	3	21	30	6.00	49.30	Prescott	CYMPO
6414	GAIL GARDNER WAY & IRON SPRINGS RD	GAIL GARDNER & IRON SPRINGS	0		1	6	7	39	53	10.60	48.39	Prescott	CYMPO
8064	COLLEGE HEIGHTS RD/CROSSINGS DR & WILLOW CREEK RD	COLLEGE HEIGHTS & CROSSINGS & WILLOW CREEK	0		1	10	3	20	34	6.80	48.03	Prescott	CYMPO
8540	STATE ROUTE 89 (GURLEY ST) & SHELDON ST	SR-89 & GURLEY & SHELDON	0		0	6	9	27	42	8.40	39.54	Prescott	CYMPO

ID	Intersection Name	Fatal Crashes	Suspected	Suspected	Possible	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash		
			Serious Injury Crashes	Minor Injury Crashes	Injury Crashes				Severity Score	Jurisdiction	Region
38253	FRONTAGE RD & MEADOWLARK DR	2	0	2	4	3	11	2.20	370.29	Prescott Valley	CYMPO
7078	FLORENTINE RD & GLASSFORD HILL RD	1	0	11	12	41	65	13.00	240.29	Prescott Valley	CYMPO
8698	KACHINA PL & STATE ROUTE 69	1	1	4	2	22	30	6.00	207.93	Prescott Valley	CYMPO
38965	MENDECINO DR & STATE ROUTE 69	1	1	4	2	7	15	3.00	204.93	Prescott Valley	CYMPO
7567	GLASSFORD HILL RD & GRANVILLE PKWY	1	0	3	7	5	16	3.20	201.09	Prescott Valley	CYMPO
7391	ROBERT RD & SPOUSE DR	1	0	3	3	14	21	4.20	195.16	Prescott Valley	CYMPO
7964	AINSLEY WAY & GLASSFORD HILL RD	1	0	0	1	3	5	1.00	180.72	Prescott Valley	CYMPO
1177	LAKESHORE LN & WHIPSAW DR	1	0	0	0	2	3	0.60	178.59	Prescott Valley	CYMPO
38285	FRONTAGE RD & MOUNTAIN VIEW DR	1	0	0	0	1	2	0.40	178.39	Prescott Valley	CYMPO
3263	LAKESHORE DR & MOCCASIN CIR	1	0	0	0	0	1	0.20	178.19	Prescott Valley	CYMPO
38989	GLASSFORD HILL RD & STATE ROUTE 69	0	3	12	10	64	89	17.80	96.56	Prescott Valley	CYMPO
8663	GLASSFORD HILL RD & LAKESHORE DR/MAVERICK STORE DR	0	2	6	11	45	64	12.80	67.62	Prescott Valley	CYMPO
38967	STATE ROUTE 69 & STONERIDGE DR	0	0	11	10	33	54	10.80	56.64	Prescott Valley	CYMPO
8761	PRESCOTT COUNTRY CLUB BLVD & STATE ROUTE 69	0	1	8	6	44	59	11.80	53.04	Prescott Valley	CYMPO
38966	PRESCOTT EAST HWY & STATE ROUTE 69	0	1	6	8	31	46	9.20	48.72	Prescott Valley	CYMPO
8743	LAKE VALLEY RD & STATE ROUTE 69	0	1	6	7	34	48	9.60	47.39	Prescott Valley	CYMPO
8741	FAIN RD & STATE ROUTE 89A/ROBERT RD	0	2	5	3	20	30	6.00	44.38	Prescott Valley	CYMPO
8696	BRADSHAW MOUNTAIN RD & STATE ROUTE 69	0	1	5	7	21	34	6.80	41.99	Prescott Valley	CYMPO
8298	CENTRE CT & GLASSFORD HILL RD	0	0	7	9	24	40	8.00	41.73	Prescott Valley	CYMPO
38968	STATE ROUTE 69 & VALLEY VIEW DR	0	0	6	8	28	42	8.40	37.81	Prescott Valley	CYMPO

ID	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	Region
I3319 CAPITOL BUTTE RD & JORDAN RD	1	0	0	0	0	1	0.20	178.19	Sedona	NACOG
I4941 HARMONY DR & WINDSONG DR	1	0	0	0	0	1	0.20	178.19	Sedona	NACOG
I6825 STATE ROUTE 179 & STATE ROUTE 89A	0	1	1	3	147	152	30.40	48.30	Sedona	NACOG
I6805 RODEO RD/SHELBY DR & STATE ROUTE 89A	0	2	4	4	42	52	10.40	47.92	Sedona	NACOG
I6804 MOUNTAIN SHADOWS DR/NORTHVIEW RD & STAE ROUTE 89A	0	2	4	2	14	22	4.40	38.45	Sedona	NACOG
I6801 COFFEE POT DR/SUNSET DR & STATE ROUTE 89A	0	1	3	4	35	43	8.60	33.41	Sedona	NACOG
I6596 ANDANTE DR & STATE ROUTE 89A	0	0	3	3	19	25	5.00	17.97	Sedona	NACOG
I6630 STATE ROUTE 89A & STUTZ BEARCAT DR	0	0	3	4	8	15	3.00	17.70	Sedona	NACOG
I6211 POSITANO PL/BRISTLECONE PINES RD & STATE ROUTE 89A	0	1	2	0	5	8	1.60	16.89	Sedona	NACOG
I6609 GOODROW LN & STATE ROUTE 89A	0	0	3	3	13	19	3.80	16.77	Sedona	NACOG
I6797 L AUBERGE LN & STATE ROUTE 89A	0	1	2	0	3	6	1.20	16.49	Sedona	NACOG
I6803 KALLOF PL/PAYNE PL & STATE ROUTE 89A	0	0	3	2	9	14	2.80	14.04	Sedona	NACOG
I6626 SOLDIERS PASS RD & STATE ROUTE 89A	0	0	2	3	13	18	3.60	13.98	Sedona	NACOG
I4601 BLUE HERON WAY/RIGBY RD & STATE ROUTE 89A	0	1	1	0	2	4	0.80	13.50	Sedona	NACOG
I3636 ROLLING HILLS RD & ROLLING HILLS PL	0	1	1	0	1	3	0.60	13.30	Sedona	NACOG
I4541 ARROYO PINON DR/DRY CREEK RD & STATE ROUTE 89A	0	0	1	4	9	14	2.80	12.32	Sedona	NACOG
I6646 AIRPORT RD & STATE ROUTE 89A	0	1	0	0	10	11	2.20	12.31	Sedona	NACOG
I6634 STATE ROUTE 89A & VIEW DR	0	0	3	1	8	12	2.40	11.91	Sedona	NACOG
I6657 STATE ROUTE 179 & CHAPEL RD	0	1	0	0	7	8	1.60	11.71	Sedona	NACOG
I6627 SOUTHWEST DR & STATE ROUTE 89A	0	0	2	2	7	11	2.20	10.85	Sedona	NACOG

ID	Intersection Name	Suspected					Total Crashes	Annual Crash Frequency	Crash Severity		Jurisdiction	Region
		Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes			Score			
24770	STATE ROUTE 260 (WHITE MOUNTAIN RD) & WOOLFORD RD	1	2	13	19	53	88	17.60	282.41	Show Low	NACOG	
31174	US-60 (DEUCE OF CLUBS AVE) & ADAMS ST	1	0	2	0	1	4	0.80	183.98	Show Low	NACOG	
31113	US-60 (DEUCE OF CLUBS) & FIRST KNOLL CINDER PIT	1	0	1	1	2	5	1.00	183.31	Show Low	NACOG	
24762	STATE ROUTE 260 (WHITE MOUNTAIN RD) & EVERGREEN LN	1	0	0	1	9	11	2.20	181.92	Show Low	NACOG	
24766	STATE ROUTE 260 (WHITE MOUNTAIN RD) & OLIVER PL	1	0	0	1	0	2	0.40	180.12	Show Low	NACOG	
24653	STATE ROUTE 260 (WHITE MOUNTAIN RD) & UNNAMED ACCESS	1	0	0	0	1	2	0.40	178.39	Show Low	NACOG	
24652	STATE ROUTE 260 (CLARK RD) & BISON PKWY	1	0	0	0	0	1	0.20	178.19	Show Low	NACOG	
24841	STATE ROUTE 260 (WHITE MOUNTAIN RD) & CUB LAKE RD/SHOW LOW LAKE RD	0	1	12	17	65	95	19.00	89.66	Show Low	NACOG	
24837	US-60 (DEUCE OF CLUBS) & WHIPPLE ST	0	2	6	11	33	52	10.40	65.22	Show Low	NACOG	
31349	US-60 (DEUCE OF CLUBS) & CENTRAL AVE	0	1	7	9	36	53	10.60	54.44	Show Low	NACOG	
31331	US-60 (DEUCE OF CLUBS) & STATE ROUTE 260 (WHITE MOUNTAIN RD)	0	1	8	6	42	57	11.40	52.64	Show Low	NACOG	
31296	US-60 (DEUCE OF CLUBS) & STATE ROUTE 77 (PENROD RD)	0	1	3	8	37	49	9.80	41.54	Show Low	NACOG	
31221	STATE ROUTE 260 (WHITE MOUNTAIN RD) & E HALL	0	2	2	4	24	32	6.40	38.73	Show Low	NACOG	
31278	STATE ROUTE 260 (DEUCE OF CLUBS) & 8TH AVE	0	2	1	3	11	17	3.40	31.41	Show Low	NACOG	
24763	STATE ROUTE 260 (WHITE MOUNTAIN RD) & FAWN BROOK DR	0	2	1	0	11	14	2.80	25.61	Show Low	NACOG	
31176	STATE ROUTE 260 (DEUCE OF CLUBS) & 18TH PL	0	1	3	2	5	11	2.20	23.55	Show Low	NACOG	
24752	STATE ROUTE 260 (WHITE MOUNTAIN RD) & SCOTT RANCH RD	0	0	4	4	18	26	5.20	22.50	Show Low	NACOG	
31273	STATE ROUTE 260 (DEUCE OF CLUBS) & 4TH ST	0	1	2	2	5	10	2.00	20.76	Show Low	NACOG	
31279	STATE ROUTE 260 (DEUCE OF CLUBS) & MCNEIL ST	0	0	2	3	16	21	4.20	14.58	Show Low	NACOG	
24893	STATE ROUTE 260 (DEUCE OF CLUBS) & CLARK RD	0	0	2	3	13	18	3.60	13.98	Show Low	NACOG	

ID	Intersection Name	Suspected Serious		Suspected Minor		Possible Injury		PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity		Jurisdiction	Region
		Fatal Crashes	Injury Crashes	Injury Crashes	Injury Crashes	Injury Crashes	Injury Crashes				Score			
29779	24TH ST NORTH & OLD WOODRUFF RD	1	0	0	0	0	0	0	1	0.20	178.19		Snowflake	NACOG
31258	STATE ROUTE 77 (MAIN ST) & STATE ROUTE 277 (SN	0	1	1	3	5	10	2.00	19.90		Snowflake		NACOG	
24448	STATE ROUTE 277 (3RD ST) & WEST GARDEN LN	0	1	2	0	2	5	1.00	16.29		Snowflake		NACOG	
31145	STATE ROUTE 77 (MAIN ST) & 4TH ST SOUTH	0	0	2	4	9	15	3.00	15.11		Snowflake		NACOG	
31011	STATE ROUTE 77 (MAIN ST) & 7TH ST SOUTH	0	0	1	5	12	18	3.60	14.85		Snowflake		NACOG	
30990	STATE ROUTE 77 (MAIN ST) & 20TH ST SOUTH	0	0	3	1	0	4	0.80	10.31		Snowflake		NACOG	
30209	CENTENNIAL BLVD & SIERRA DR	0	1	0	0	0	1	0.20	10.31		Snowflake		NACOG	
31005	STATE ROUTE 77 (MAIN ST) & FISH LN	0	1	0	0	0	1	0.20	10.31		Snowflake		NACOG	
31081	STATE ROUTE 277 (SNOWFLAKE BLVD) & 6TH ST WE	0	1	0	0	0	1	0.20	10.31		Snowflake		NACOG	
31184	STATE ROUTE 77 (MAIN ST) & CENTER ST	0	0	1	2	9	12	2.40	8.46		Snowflake		NACOG	
22588	7TH ST SOUTH & PORTER DR	0	0	1	1	3	5	1.00	5.32		Snowflake		NACOG	
30369	2ND ST WEST & 7TH ST SOUTH	0	0	1	1	2	4	0.80	5.12		Snowflake		NACOG	
29792	STATE ROUTE 77 (MAIN ST) & 5TH ST SOUTH	0	0	0	2	2	4	0.80	4.26		Snowflake		NACOG	
31140	STATE ROUTE 77 (MAIN ST) & 1ST ST NORTH	0	0	1	0	3	4	0.80	3.39		Snowflake		NACOG	
31146	STATE ROUTE 77 (MAIN ST) & 9TH ST SOUTH	0	0	0	1	7	8	1.60	3.33		Snowflake		NACOG	
30366	2ND ST WEST & 4TH ST SOUTH	0	0	1	0	2	3	0.60	3.19		Snowflake		NACOG	
30293	PARKWAY DR & SNOWFLAKE HEIGHTS BLVD	0	0	1	0	0	1	0.20	2.79		Snowflake		NACOG	
30444	7TH ST SOUTH & CENTENNIAL BLVD	0	0	1	0	0	1	0.20	2.79		Snowflake		NACOG	
38325	CANYON DR & FRONTIER PKWY	0	0	1	0	0	1	0.20	2.79		Snowflake		NACOG	
30988	STATE ROUTE 77 (MAIN ST) & 14TH ST SOUTH	0	0	1	0	0	1	0.20	2.79		Snowflake		NACOG	

		Suspected					Annual	Crash			
		Fatal	Serious	Suspected	Possible						
ID	Intersection Name	Crashes	Injury	Minor Injury	Injury	PDO	Total	Crash	Severity	Jurisdiction	Region
18156	AIRPORT RD & BECKER LAKE RD	1	0	0	0	0	1	0.20	178.19	Springerville	NACOG
23900	AIRPORT RD/COCONINO DR & SR-260 (MOUNTAIN AVE)	0	1	0	1	5	7	1.40	13.24	Springerville	NACOG
24889	US-180 (MAIN ST) & PAPAGO ST	0	0	0	2	0	2	0.40	3.86	Springerville	NACOG
24886	US-180 (MAIN ST) & HOPI ST	0	0	1	0	3	4	0.80	3.39	Springerville	NACOG
24882	US-180 (MAIN ST) & BECKER LAKE RD	0	0	1	0	2	3	0.60	3.19	Springerville	NACOG
24884	US-180 (MAIN ST) & SILVA LN	0	0	1	0	1	2	0.40	2.99	Springerville	NACOG
18658	MARICOPA DR & PAPAGO ST	0	0	1	0	0	1	0.20	2.79	Springerville	NACOG
18164	APACHE ST & PAPAGO ST	0	0	0	1	0	1	0.20	1.93	Springerville	NACOG
18845	US-180 (MAIN ST) & ZUNI DR	0	0	0	1	0	1	0.20	1.93	Springerville	NACOG
24517	US-60 (MAIN ST) & ADOT MAINTENANCE YARD ACCESS	0	0	0	1	0	1	0.20	1.93	Springerville	NACOG
24883	US-180 (MAIN ST) & CHIRICAHUA DR	0	0	0	1	0	1	0.20	1.93	Springerville	NACOG
24905	US-180 (MAIN ST) & MOUNTAIN AVE	0	0	0	0	4	4	0.80	0.80	Springerville	NACOG
24909	US-60 & US-180 (NORTH)	0	0	0	0	2	2	0.40	0.40	Springerville	NACOG
24881	US-180 (MAIN ST) & APACHE ST	0	0	0	0	1	1	0.20	0.20	Springerville	NACOG
24887	US-180 (MAIN ST) & PAPAGO ST	0	0	0	0	1	1	0.20	0.20	Springerville	NACOG
24904	US-180 (MAIN ST) & PIMA ST	0	0	0	0	1	1	0.20	0.20	Springerville	NACOG

ID	Intersection Name	Fatal Crashes	Suspected	Suspected	Possible	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash	Jurisdiction	Region
			Serious Injury Crashes	Minor Injury Crashes	Injury Crashes				Severity Score		
31265	US-180 (CLEVELAND ST) & 24TH ST	0	2	0	0	2	4	0.80	21.02	St Johns	NACOG
30793	3RD & WASHINGTON ST	0	1	0	0	0	1	0.20	10.31	St Johns	NACOG
31263	US-180 (CLEVELAND ST) & 13TH ST	0	0	0	2	5	7	1.40	4.86	St Johns	NACOG
31323	US-180/STATE ROUTE 191 (WHITE MOUNTAIN BLVD) & 7TH ST	0	0	1	0	1	2	0.40	2.99	St Johns	NACOG
26980	E 1ST N & N 1ST E	0	0	1	0	0	1	0.20	2.79	St Johns	NACOG
27032	W 1ST N & N 1ST W	0	0	1	0	0	1	0.20	2.79	St Johns	NACOG
27049	3RD ST & 4TH ST	0	0	1	0	0	1	0.20	2.79	St Johns	NACOG
27140	10TH ST & 6TH ST	0	0	1	0	0	1	0.20	2.79	St Johns	NACOG
27162	33RD PL & 8TH PL	0	0	1	0	0	1	0.20	2.79	St Johns	NACOG
31207	SR-180 (CLEVELAND ST) & WASHINGTON ST	0	0	1	0	0	1	0.20	2.79	St Johns	NACOG
27010	13TH ST & 4TH AVE	0	0	0	1	0	1	0.20	1.93	St Johns	NACOG
27100	1ST ST & 5TH ST	0	0	0	1	0	1	0.20	1.93	St Johns	NACOG
27082	13TH ST & REDSKIN DR	0	0	0	0	2	2	0.40	0.40	St Johns	NACOG
31055	STATE ROUTE 191 & BLUE HILLS LANDFILL	0	0	0	0	2	2	0.40	0.40	St Johns	NACOG
31127	CLEVELAND ST & WASHINGTON ST	0	0	0	0	2	2	0.40	0.40	St Johns	NACOG
31267	US-180 (CLEVELAND ST) & 4TH ST	0	0	0	0	2	2	0.40	0.40	St Johns	NACOG
31318	US-180 (COMMERCIAL ST) & SR-191 (2ND ST)	0	0	0	0	2	2	0.40	0.40	St Johns	NACOG
26983	1ST ST & 2ND ST	0	0	0	0	1	1	0.20	0.20	St Johns	NACOG
27029	16TH ST & 17TH ST	0	0	0	0	1	1	0.20	0.20	St Johns	NACOG
27081	13TH ST & 7TH ST	0	0	0	0	1	1	0.20	0.20	St Johns	NACOG

ID	Intersection Name	Fatal Crashes	Suspected			PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	Region
			Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes						
31150	STATE ROUTE 77 (MAIN ST) & WILLOW LN	0	1	2	0	4	7	1.40	16.69	Taylor	NACOG
30999	STATE ROUTE 77 (MAIN ST) & PAPERMILL RD	0	0	4	1	10	15	3.00	15.10	Taylor	NACOG
22718	FARMHOUSE DR & PINEDALE RD	0	1	0	0	0	1	0.20	10.31	Taylor	NACOG
22460	FOOTHILLS BLVD & PAPERMILL RD	0	0	0	4	0	4	0.80	7.73	Taylor	NACOG
30979	STATE ROUTE 77 (MAIN ST) & SPLIT ROCK FALLS DR	0	0	2	0	9	11	2.20	7.39	Taylor	NACOG
30909	1100TH ST/HIGHLAND DR & PAPERMILL RD	0	0	2	0	2	4	0.80	5.99	Taylor	NACOG
20518	FREEMAN HOLLOW RD & PAPERMILL RD	0	0	1	0	1	2	0.40	2.99	Taylor	NACOG
29839	300TH ST & CENTER ST	0	0	1	0	0	1	0.20	2.79	Taylor	NACOG
30206	CENTENNIAL BLVD & HILLSHIRE DR	0	0	1	0	0	1	0.20	2.79	Taylor	NACOG
30985	STATE ROUTE 77 & TAYLOR FARMS RD	0	0	1	0	0	1	0.20	2.79	Taylor	NACOG
30207	CENTENNIAL BLVD & PAPERMILL RD	0	0	0	1	1	2	0.40	2.13	Taylor	NACOG
30907	700TH ST/LOVE LAKE RD & WILLOW LN	0	0	0	1	1	2	0.40	2.13	Taylor	NACOG
29834	600TH ST & CATTLE LN	0	0	0	1	0	1	0.20	1.93	Taylor	NACOG
30303	BRIMHALL LN & RIVENDELL DR	0	0	0	1	0	1	0.20	1.93	Taylor	NACOG
30998	STATE ROUTE 77 (MAIN ST) & CASA LINDA DR	0	0	0	0	7	7	1.40	1.40	Taylor	NACOG
31148	STATE ROUTE 77 (MAIN ST) & CATTLE LN	0	0	0	0	3	3	0.60	0.60	Taylor	NACOG
30182	AVALON BLVD & VERDE DR	0	0	0	0	2	2	0.40	0.40	Taylor	NACOG
30997	STATE ROUTE 77 (MAIN ST) & TUMBLEWEED ST	0	0	0	0	2	2	0.40	0.40	Taylor	NACOG
31151	STATE ROUTE 77 (MAIN ST) & BALDWIN LN	0	0	0	0	2	2	0.40	0.40	Taylor	NACOG
31183	STATE ROUTE 77 (MAIN ST) & CENTER ST	0	0	0	0	2	2	0.40	0.40	Taylor	NACOG

ID	Intersection Name	Fatal	Suspecte	Suspecte	Possible	PDO	Total	Annual	Crash	Jurisdicti	Region	
		Crashes	d Serious	d Minor	Injury			Crash	Severity			
			Injury	Injury	Injury	Crashes	Crashes	Frequen	Score	on		
37947	STATE ROUTE 64 & NF-302	0		I	I	0	I	3	0.60	13.30	Tusayan	NACOG
37633	LINCOLN LOG LOOP & STATE ROUTE 64	0		I	0	0	2	3	0.60	10.71	Tusayan	NACOG
37615	S LONG JIM LOOP & STATE ROUTE 64	0		0	I	0	10	11	2.20	4.79	Tusayan	NACOG
37910	RP DR & STATE ROUTE 64	0		0	I	0	I	2	0.40	3.00	Tusayan	NACOG
37614	COYOTE LN & STATE ROUTE 64	0		0	0	I	5	6	1.20	2.93	Tusayan	NACOG
37944	CANYON PLAZA LN & STATE ROUTE 64	0		0	0	I	4	5	1.00	2.73	Tusayan	NACOG
37620	AIRPORT RD & STATE ROUTE 64	0		0	0	0	3	3	0.60	0.60	Tusayan	NACOG
37949	CORSAIR DR & STATE ROUTE 64	0		0	0	0	2	2	0.40	0.40	Tusayan	NACOG
36796	LONG JIM LOOP & SHIMMY LN	0		0	0	0	I	I	0.20	0.20	Tusayan	NACOG
37635	N LONG JIM LOOP/NF-201A & STATE ROUTE 64	0		0	0	0	I	I	0.20	0.20	Tusayan	NACOG

ID	Intersection Name	Fatal	Suspected	Suspected	Possible	PDO Crashes	Total	Annual Crash	Crash	Jurisdiction	Region	
		Crashes	Serious Injury Crashes	Minor Injury Crashes	Injury Crashes		Crashes	Frequency	Severity Score			
8661	WICKENBURG RANCH WAY & US-93	0		4	4	7	48	63	12.60	75.53	Wickenburg	NACOG
8651	SCENIC LOOP RD & US-93	0		1	1	0	3	5	1.00	13.70	Wickenburg	NACOG
8655	US-93 & VULTURE MINE RD	0		0	1	0	1	2	0.40	2.99	Wickenburg	NACOG
8634	MESA BONITA RANCH RD & US-93	0		0	1	0	0	1	0.20	2.79	Wickenburg	NACOG
8654	PEACEFUL RDG (QUALL RIDGE LN) & US-93	0		0	0	0	4	4	0.80	0.80	Wickenburg	NACOG

ID	Intersection Name	Fatal Crashes	Suspected			PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	Region
			Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes						
24915	WB I-40 EXIT 165 & STATE ROUTE 64 (ROUTE 66)	0	1		1		18	21	4.20	Williams	NACOG
24825	EB I-40 I-40 EXIT 163 & GRAND CANYON BLVD	0	1		0	1	8	10	2.00	Williams	NACOG
24705	RODEO RD & ROUTE 66	0	1		0	1	5	7	1.40	Williams	NACOG
24682	2ND ST/GRAND CANYON BLVD & ROUTE 66	0	1		0	0	13	14	2.80	Williams	NACOG
24823	GRAND CANYON BLVD & WB I-40 EXIT 163	0	1		0	1	3	5	1.00	Williams	NACOG
17756	7TH & CATARACT LAKE RD	0	1		0	0	0	1	0.20	Williams	NACOG
24572	RAILROAD AVE & GRAND CANYON BLVD	0	0		2	1	10	13	2.60	Williams	NACOG
24916	EB I-40 EXIT 165 & STATE ROUTE 64 (ROUTE 66)	0	0		1	2	10	13	2.60	Williams	NACOG
23788	OLD ROUTE 66 (I-40 FRONTAGE) & REDWALL WAY	0	0		1	1	1	3	0.60	Williams	NACOG
24512	ROUTE 66 & 5TH ST	0	0		1	0	4	5	1.00	Williams	NACOG
24231	COUNTRY CLUB DR & SIGNAL HILL RD (I-40 FRONTAGE)	0	0		1	0	3	4	0.80	Williams	NACOG
18077	AIRPORT RD & RODEO RD	0	0		1	0	2	3	0.60	Williams	NACOG
22974	HIGH SCHOOL HILL RD & PERKINSVILLE RD	0	0		1	0	2	3	0.60	Williams	NACOG
24907	EB I-40 EXIT 161 & ROUTE 66/COUNTRY CLUB DR	0	0		0	1	6	7	1.40	Williams	NACOG
18076	QUARTER HORSE RD & RODEO RD	0	0		1	0	1	2	0.40	Williams	NACOG
24513	ROUTE 66 & PINE ST	0	0		1	0	1	2	0.40	Williams	NACOG
17609	LAKEVIEW DR & LAZY E RD	0	0		1	0	0	1	0.20	Williams	NACOG
17757	7TH & FRANKLIN AVE	0	0		1	0	0	1	0.20	Williams	NACOG
24683	ROUTE 66 & 4TH ST	0	0		0	1	4	5	1.00	Williams	NACOG

ID	Intersection Name	Fatal Crashes	Suspected			PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	Region
			Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes						
37905	3RD ST & WILLIAMSON AVE	1	0	0	0	7	8	1.60	179.59	Winslow	NACOG
37795	3RD ST & BERRY AVE	0	1	0	1	7	9	1.80	13.64	Winslow	NACOG
38061	HIPKOE DR & EB I-40 EXIT 252	0	1	1	0	2	4	0.80	13.50	Winslow	NACOG
37978	2ND ST & WILLIAMSON AVE	0	1	0	1	3	5	1.00	12.84	Winslow	NACOG
35663	DESMOND ST & WILSON AVE	0	1	0	0	0	1	0.20	10.31	Winslow	NACOG
37807	3RD ST & WINSLOW AVE	0	1	0	0	0	1	0.20	10.31	Winslow	NACOG
37929	2ND ST & COTTONWOOD AVE	0	1	0	0	0	1	0.20	10.31	Winslow	NACOG
35018	DESMOND ST & NORTH PARK DR	0	0	1	2	9	12	2.40	8.46	Winslow	NACOG
35022	HILLVIEW ST & NORTH PARK DR	0	0	1	2	4	7	1.40	7.46	Winslow	NACOG
37918	MIKES PIKE BLVD & NORTH PARK DR	0	0	1	1	12	14	2.80	7.12	Winslow	NACOG
37580	EB I-40 EXIT 253E & NORTH PARK DR	0	0	2	0	4	6	1.20	6.39	Winslow	NACOG
35538	1ST & ALFRED AVE	0	0	2	0	1	3	0.60	5.79	Winslow	NACOG
37806	3RD ST & WARREN AVE	0	0	1	0	6	7	1.40	3.99	Winslow	NACOG
35553	ASPINWALL ST & BERRY AVE	0	0	1	0	3	4	0.80	3.39	Winslow	NACOG
37895	3RD ST & COLORADO AVE	0	0	1	0	3	4	0.80	3.39	Winslow	NACOG
35613	HICKS AVE & MAPLE ST	0	0	1	0	2	3	0.60	3.19	Winslow	NACOG
37209	I-40 FRONTAGE RD & SAGEBRUSH DR	0	0	1	0	2	3	0.60	3.19	Winslow	NACOG
34257	ALLEY & BERRY AVE	0	0	1	0	1	2	0.40	2.99	Winslow	NACOG
34300	ALFRED AVE & ALLEY	0	0	1	0	0	1	0.20	2.79	Winslow	NACOG
34343	ALLEY & NORTH PARK DR	0	0	1	0	0	1	0.20	2.79	Winslow	NACOG

ID	Fatal Crashes	Suspected Serious Injury	Suspected Minor	Possible Injury	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	Region
		Crashes	Injury Crashes	Crashes						
8746 I-17 NB EXIT 287 & STATE ROUTE 260	3	1	7	3	25	39	7.80	575.22	Camp Verde	NACOG
16680 AULTMAN PKWY & STATE ROUTE 260	1	2	2	2	7	14	2.80	209.66	Camp Verde	NACOG
38926 STATE ROUTE 260 & PUEBLO RIDGE DR	1	0	0	1	3	5	1.00	180.72	Camp Verde	NACOG
38963 I-17 SB EXIT 287 & STATE ROUTE 260	0	1	6	7	35	49	9.80	47.59	Camp Verde	NACOG
7900 FINNIE FLAT RD & STATE ROUTE 260	0	2	1	3	7	13	2.60	30.61	Camp Verde	NACOG
16679 STATE ROUTE 260 & CHERRY CREEK	0	0	4	6	26	36	7.20	27.96	Camp Verde	NACOG
3366 CLIFFS PKWY & FINNIE FLAT RD	0	0	5	3	12	20	4.00	22.16	Camp Verde	NACOG
8711 GOSWICK WAY/INDUSTRIAL & STATE ROUTE 260	0	0	3	3	33	39	7.80	20.77	Camp Verde	NACOG
8708 MCCracken LN/QUARTERHORSE LN & STATE ROUTE 260	0	1	1	3	5	10	2.00	19.90	Camp Verde	NACOG
4683 7TH ST & FINNIE FLAT RD	0	1	2	1	5	9	1.80	18.83	Camp Verde	NACOG
16677 STATE ROUTE 260 & WILSHIRE BLVD	0	1	1	1	13	16	3.20	17.63	Camp Verde	NACOG
16678 STATE ROUTE 260 & HORSESHOE BEND DR	0	1	1	0	13	15	3.00	15.70	Camp Verde	NACOG
1928 7TH ST & HOLLAMON ST	0	0	3	2	7	12	2.40	13.64	Camp Verde	NACOG
8707 BELL RD & OLD CHURCH & STATE ROUTE 260	0	1	1	0	2	4	0.80	13.50	Camp Verde	NACOG
8487 ASPEN WAY & STATE ROUTE 260	0	1	1	0	1	3	0.60	13.30	Camp Verde	NACOG
12463 RAWHIDE RD & RUSTLER TRL	0	1	1	0	0	2	0.40	13.10	Camp Verde	NACOG
8493 7TH ST & STATE ROUTE 260	0	0	3	1	3	7	1.40	10.91	Camp Verde	NACOG
13000 HORSESHOE BEND DR & RIVER DR	0	1	0	0	2	3	0.60	10.71	Camp Verde	NACOG
14733 CASTLE LN & MIDDLE VERDE RD	0	1	0	0	2	3	0.60	10.71	Camp Verde	NACOG

ID	Fatal Crashes	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity	Jurisdiction	Region
		Crashes	Crashes	Crashes				Score		
13054 PERKINSVILLE RD & ROAD 1 EAST	1		2	0	1	5	9	1.80	201.74	Chino Valley CYMPO
16822 BETHANY LN/OLD HIGHWAY 89 & STATE ROUTE 89	1		0	1	1	4	7	1.40	183.71	Chino Valley CYMPO
4192 BELMONT WAY & ROAD 1 NORTH	1		0	0	0	2	3	0.60	178.59	Chino Valley CYMPO
8723 ROAD 2 NORTH & STATE ROUTE 89	0		1	10	15	47	73	14.60	76.61	Chino Valley CYMPO
8619 STATE ROUTE 89 & KALINICH AVE	0		3	6	1	27	37	7.40	55.01	Chino Valley CYMPO
16819 ROAD 3 NORTH & STATE ROUTE 89	0		3	2	4	12	21	4.20	46.64	Chino Valley CYMPO
8747 ROAD 1 NORTH & STATE ROUTE 89	0		1	3	3	21	28	5.60	28.68	Chino Valley CYMPO
8617 RUSH ST/MARSTON AVE & STATE ROUTE 89	0		0	4	4	36	44	8.80	26.10	Chino Valley CYMPO
16823 PERKINSVILLE RD & STATE ROUTE 89	0		1	0	3	46	50	10.00	25.30	Chino Valley CYMPO
8067 STATE ROUTE 89 & ROAD 2 SOUTH	0		1	2	2	26	31	6.20	24.96	Chino Valley CYMPO
7302 ROAD 1 EAST & ROAD 1 SOUTH	0		2	1	0	5	8	1.60	24.41	Chino Valley CYMPO
8069 OUTER LOOP ROAD/ROAD 4 SOUTH & STATE ROUTE 89	0		0	4	2	33	39	7.80	21.63	Chino Valley CYMPO
16698 PALOMINO RD & STATE ROUTE 89	0		1	3	0	8	12	2.40	20.29	Chino Valley CYMPO
16066 STATE ROUTE 89 & ROAD NORTH	0		0	3	2	33	38	7.60	18.84	Chino Valley CYMPO
15842 REED RD & ROAD 3 NORTH	0		0	3	4	11	18	3.60	18.30	Chino Valley CYMPO
16695 JACK DALE DR & STATE ROUTE 89	0		1	2	1	2	6	1.20	18.23	Chino Valley CYMPO
8750 CENTER ST & STATE ROUTE 89	0		0	4	1	13	18	3.60	15.70	Chino Valley CYMPO
7303 ROAD 1 EAST & ROAD 2 SOUTH	0		1	1	0	4	6	1.20	13.90	Chino Valley CYMPO
5851 ROAD 1 EAST & ROAD 2 NORTH	0		0	3	0	12	15	3.00	10.78	Chino Valley CYMPO
6281 COTTONWOOD LN & LITTLE DOGGIE DRAW	0		1	0	0	1	2	0.40	10.51	Chino Valley CYMPO

ID	Fatal Crashes	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	PDO Crashes	Total Crashes	Annual Crash	Crash Severity	Jurisdiction	Region
		Crashes	Crashes	Crashes			Frequency	Score		
16824 STATE ROUTE 89 & SCENIC DR	1	0	1	0	8	10	2.00	182.58	Clarkdale	NACOG
9535 BITTER CREEK RD & CEMENT PLANT RD	1	0	0	0	0	1	0.20	178.19	Clarkdale	NACOG
16792 STATE ROUTE 89 & LINCOLN DR	0	1	3	1	10	15	3.00	22.62	Clarkdale	NACOG
16629 STATE ROUTE 89A & WILD HORSE LN	0	1	0	1	0	2	0.40	12.24	Clarkdale	NACOG
16186 ELEVENTH ST & FIRST SOUTH ST	0	1	0	0	1	2	0.40	10.51	Clarkdale	NACOG
10648 CENTERVILLE RD & RANDALL RD	0	1	0	0	0	1	0.20	10.31	Clarkdale	NACOG
12716 AVENIDA CENTERVILLE & CALLE ROSAS	0	1	0	0	0	1	0.20	10.31	Clarkdale	NACOG
16181 MAIN ST & TENTH ST	0	1	0	0	0	1	0.20	10.31	Clarkdale	NACOG
16213 DEBORAH DR & RETA ST	0	1	0	0	0	1	0.20	10.31	Clarkdale	NACOG
16650 MINGUS SHADOWS DR & STATE ROUTE 89A	0	1	0	0	0	1	0.20	10.31	Clarkdale	NACOG
16747 STATE ROUTE 89 & AVENIDA CENTERVILLE/VALLEY VIEW RD	0	0	1	3	2	6	1.20	8.99	Clarkdale	NACOG
10567 FIFTEENTH ST & FIRST SOUTH ST	0	0	1	0	2	3	0.60	3.19	Clarkdale	NACOG
16619 STATE ROUTE 89A & OLD JEROME HIGHWAY	0	0	1	0	2	3	0.60	3.19	Clarkdale	NACOG
12754 BROADWAY & THIRD NORTH ST	0	0	1	0	0	1	0.20	2.79	Clarkdale	NACOG
15564 BROADWAY & TUZIGOOT RD	0	0	1	0	0	1	0.20	2.79	Clarkdale	NACOG
16452 FOURTEENTH ST & MAIN ST	0	0	1	0	0	1	0.20	2.79	Clarkdale	NACOG
15045 MAIN ST & NINTH ST	0	0	0	1	1	2	0.40	2.13	Clarkdale	NACOG
10649 BROADWAY & CENTERVILLE RD	0	0	0	0	2	2	0.40	0.40	Clarkdale	NACOG
11834 CLARKDALE PKWY & MOUNTAIN GATE DR	0	0	0	0	2	2	0.40	0.40	Clarkdale	NACOG
15289 SYCAMORE CANYON RD & TUZIGOOT RD	0	0	0	0	2	2	0.40	0.40	Clarkdale	NACOG

ID		Suspected Serious Injury		Suspected Minor Injury		Possible Injury		Annual Crash		Crash Severity		Jurisdiction	Region
		Fatal Crashes	Crashes	Crashes	Crashes	PDO Crashes	Total Crashes	Frequency	Score				
16636	STATE ROUTE 89 (MAIN ST) & SKYLINE DR	1	2	4	2	12	21	4.20	216.24	Cottonwood	NACOG		
16809	STATE ROUTE 89A & WILLARD ST	1	1	5	5	16	28	5.60	215.32	Cottonwood	NACOG		
15386	CHERRY ST & MAIN ST	1	1	0	0	10	12	2.40	190.50	Cottonwood	NACOG		
16253	CHUCKAWALLA DR & MESQUITE DR	1	1	0	0	2	4	0.80	188.90	Cottonwood	NACOG		
15384	12TH ST & CHERRY ST	1	0	0	0	0	1	0.20	178.19	Cottonwood	NACOG		
16047	MINGUS AVE & STATE ROUTE 89A	0	3	13	13	33	62	12.40	98.94	Cottonwood	NACOG		
16675	FIR ST & STATE ROUTE 260	0	1	15	16	55	87	17.40	94.10	Cottonwood	NACOG		
16793	STATE ROUTE 89A (COTTONWOOD ST) & STATE ROUTE 260 (MAIN ST)	0	3	6	11	92	112	22.40	87.33	Cottonwood	NACOG		
16909	COVE PKWY/STATE ROUTE 260 & STATE ROUTE 89A (MAIN ST)	0	1	3	11	66	81	16.20	53.13	Cottonwood	NACOG		
16641	12TH ST & STATE ROUTE 89A	0	1	5	10	41	57	11.40	51.79	Cottonwood	NACOG		
16676	RODEO DR & STATE ROUTE 260	0	0	9	10	22	41	8.20	48.85	Cottonwood	NACOG		
16570	6TH ST & STATE ROUTE 89A	0	0	8	9	18	35	7.00	43.33	Cottonwood	NACOG		
16640	10TH ST & STATE ROUTE 89A	0	2	5	2	9	18	3.60	40.24	Cottonwood	NACOG		
16494	STATE ROUTE (MAIN ST) & MINGUS AVE	0	1	5	4	25	35	7.00	37.00	Cottonwood	NACOG		
16673	RIO MESA TRL & STATE ROUTE 260	0	1	4	3	24	32	6.40	32.07	Cottonwood	NACOG		
16648	MINGUS AVE & STATE ROUTE 89A	0	0	8	2	25	35	7.00	31.20	Cottonwood	NACOG		
16866	OGDEN RANCH RD/PRAIRIE LN & STATE ROUTE 260	0	2	1	0	2	5	1.00	23.81	Cottonwood	NACOG		
16649	BILL GRAY RD & STATE ROUTE 89A	0	1	3	1	1	6	1.20	20.82	Cottonwood	NACOG		
16681	STATE ROUTE 260 & CORY DR/HAYFIELD DRAW DR	0	1	1	3	9	14	2.80	20.70	Cottonwood	NACOG		
16550	CAMINO REAL & STATE ROUTE 260 (MAIN ST)	0	0	2	5	22	29	5.80	19.64	Cottonwood	NACOG		

ID		Suspected		Suspected		PDO	Total	Annual	Crash	Jurisdiction	Region
		Fatal	Serious	Minor	Possible						
		Crashes	Injury	Injury	Injury	Crashes	Crashes	Crash	Severity		
			Crashes	Crashes	Crashes			Frequency	Score		
8460	STATE ROUTE 69 & KLOSS AVE	1		1	1	0	4	0.80	193.22	Dewey-Humboldt	CYMPO
8471	STATE ROUTE 69 & MAIN ST/COLINA LN	0		1	1	3	8	2.60	20.50	Dewey-Humboldt	CYMPO
8443	OUTBACK RD & STATE ROUTE 169 (CHERRY RD)	0		1	1	0	2	0.80	13.50	Dewey-Humboldt	CYMPO
8435	CIELO VISTA LN & STATE ROUTE 169	0		1	0	0	3	0.80	10.91	Dewey-Humboldt	CYMPO
8466	STATE ROUTE 69 & SERVICE DRIVEWAY	0		0	1	0	5	1.20	3.79	Dewey-Humboldt	CYMPO
8438	CRYSTAL ROCK RD & STATE ROUTE 169	0		0	1	0	3	0.80	3.39	Dewey-Humboldt	CYMPO
8451	STATE ROUTE 169 & WIND RIVER DR	0		0	1	0	1	0.40	2.99	Dewey-Humboldt	CYMPO
866	FOOTHILL DR & LOTSA VIEW LN	0		0	1	0	1	0.20	2.79	Dewey-Humboldt	CYMPO
8402	STATE ROUTE 69 & LEGIONNAIRE WAY	0		0	1	0	1	0.20	2.79	Dewey-Humboldt	CYMPO
8437	CLEARVIEW DR & STATE ROUTE 169	0		0	1	0	1	0.20	2.79	Dewey-Humboldt	CYMPO
8679	STATE ROUTE 69 & IRON KING RD/THIRD ST	0		0	1	0	1	0.20	2.79	Dewey-Humboldt	CYMPO
5704	HENDERSON RD & MARTHA WAY	0		0	0	1	4	1.00	2.73	Dewey-Humboldt	CYMPO
7899	PRESCOTT DELLS RANCH RD & STATE ROUTE 69	0		0	0	1	4	1.00	2.73	Dewey-Humboldt	CYMPO
4204	FOOTHILL DR & RIDGE WAY	0		0	0	1	0	0.20	1.93	Dewey-Humboldt	CYMPO
4759	BAILEY HILL RD & EDDS SAND TRL	0		0	0	1	0	0.20	1.93	Dewey-Humboldt	CYMPO
4829	LAZY RIVER DR & SLEEPY ACRE LN	0		0	0	1	0	0.20	1.93	Dewey-Humboldt	CYMPO
5455	DANA ST & PRESCOTT ST	0		0	0	1	0	0.20	1.93	Dewey-Humboldt	CYMPO
7679	APACHE KNOLLS TRL & SUGAR LEAF LN	0		0	0	1	0	0.20	1.93	Dewey-Humboldt	CYMPO
8091	BLUE RIDGE RD/DEER PASS & FOOTHILL DR	0		0	0	1	0	0.20	1.93	Dewey-Humboldt	CYMPO
5913	KACHINA PL & MANZANITA BLVD	0		0	0	0	6	1.20	1.20	Dewey-Humboldt	CYMPO

ID	Intersection Name	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	Region
23929	4TH ST & STATE ROUTE 260	1	1	0	0	0	2	0.40	188.50	Eagar	NACOG
24744	STATE ROUTE 260 (CENTRAL AVE) & MAIN ST	0	1	0	2	6	9	1.80	15.37	Eagar	NACOG
18751	6TH AVE & MAIN ST	0	1	1	0	5	7	1.40	14.10	Eagar	NACOG
23930	4TH AVE & MAIN ST	0	1	0	0	1	2	0.40	10.51	Eagar	NACOG
18748	6TH AVE & BUTLER ST	0	1	0	0	0	1	0.20	10.31	Eagar	NACOG
23926	2ND ST & MAIN ST	0	0	2	0	1	3	0.60	5.79	Eagar	NACOG
23923	1ST AVE & STATE ROUTE 260 (MAIN ST)	0	0	1	1	2	4	0.80	5.12	Eagar	NACOG
24576	STATE ROUTE 260 (CENTRAL AVE) & BUTLER ST	0	0	0	2	0	2	0.40	3.86	Eagar	NACOG
18724	3RD ST & HAMBLIN ST	0	0	1	0	0	1	0.20	2.79	Eagar	NACOG
18831	2ND AVE & HARLESS ST	0	0	1	0	0	1	0.20	2.79	Eagar	NACOG
23932	7TH ST & MAIN ST	0	0	1	0	0	1	0.20	2.79	Eagar	NACOG
24268	STATE ROUTE 260 (CENTRAL AVE) & 4Y DR	0	0	1	0	0	1	0.20	2.79	Eagar	NACOG
24578	STATE ROUTE 260 (CENTRAL AVE) & HAPPY HOLLOW LN/POVERTY FLAT	0	0	1	0	0	1	0.20	2.79	Eagar	NACOG
24877	US-180/US-191 & APACHE DR	0	0	1	0	0	1	0.20	2.79	Eagar	NACOG
24908	STATE ROUTE 260 (CENTRAL AVE) & US-180/US-191	0	0	1	0	0	1	0.20	2.79	Eagar	NACOG
24278	STATE ROUTE 260 (CENTRAL AVE) & ACCESS (W/O OF STATE ROUTE 261)	0	0	0	1	2	3	0.60	2.33	Eagar	NACOG
16924	STATE ROUTE 260 (CENTRAL AVE) & US-180/US-191	0	0	0	1	0	1	0.20	1.93	Eagar	NACOG
18709	2ND ST & BROWN ST	0	0	0	1	0	1	0.20	1.93	Eagar	NACOG
18723	3RD ST & HAMBLIN ST	0	0	0	1	0	1	0.20	1.93	Eagar	NACOG
18905	8TH ST & MAIN ST	0	0	0	1	0	1	0.20	1.93	Eagar	NACOG

ID	Intersection Name	Fatal Crashes	Suspected	Suspected	Possible Injury	PDO Crashes	Total Crashes	Annual Crash	Crash Severity	Jurisdiction	Region
			Serious Injury Crashes	Minor Injury Crashes	Crashes			Frequency	Score		
23335	MARKETPLACE & STATE ROUTE 89	2	7	6	14	70	99	19.80	486.34	Flagstaff	MetroPlan
24690	STATE ROUTE 89 & SNOWFLAKE DR/TRAILS END DR	2	1	3	0	8	14	2.80	376.67	Flagstaff	MetroPlan
24913	COUNTRY CLUB DR & STATE ROUTE 89	1	2	11	16	102	132	26.40	280.83	Flagstaff	MetroPlan
16915	US-66 & SR-89 (MILTON AVE)	1	4	5	10	54	74	14.80	263.51	Flagstaff	MetroPlan
24691	CUMMINGS ST & HIGHWAY 89	1	2	13	9	55	80	16.00	263.50	Flagstaff	MetroPlan
24906	I-40 EB EXIT 201 & COUNTRY CLUB DR	1	0	5	8	31	45	9.00	213.81	Flagstaff	MetroPlan
24696	CORTLAND BLVD/SOLIERE AVE & COUNTRY CLUB DR	1	1	4	4	21	31	6.20	211.60	Flagstaff	MetroPlan
17557	DORTHA AVE & THIRD ST	1	1	1	3	13	19	3.80	199.69	Flagstaff	MetroPlan
24171	BEAVER AVE & BUTLER ST	1	0	2	1	34	38	7.60	192.51	Flagstaff	MetroPlan
16023	FOX LAIR DR & SOLIERE AVE	1	0	2	0	3	6	1.20	184.38	Flagstaff	MetroPlan
24488	US-180 (ROUTE 66) & TEST DR	1	0	0	1	3	5	1.00	180.72	Flagstaff	MetroPlan
14327	LITZLER DR & UNIVERSITY HEIGHTS DR	1	0	0	0	2	3	0.60	178.59	Flagstaff	MetroPlan
17052	ARROWHEAD AVE & CENTER ST	1	0	0	0	1	2	0.40	178.39	Flagstaff	MetroPlan
24733	US-180 (ROUTE 66) & FANNING DR	0	4	11	15	77	107	21.40	116.33	Flagstaff	MetroPlan
24892	STATE ROUTE 89A (MILTON RD) & BUTLER AVE	0	1	14	24	84	123	24.60	112.56	Flagstaff	MetroPlan
16795	STATE ROUTE 89 (MILTON RD) & FOREST MEADOWS ST	0	3	12	14	64	93	18.60	104.28	Flagstaff	MetroPlan
16897	US-180 (ROUTE 66) & PONDEROSA PKWY	0	2	9	19	98	128	25.60	102.05	Flagstaff	MetroPlan
16555	STATE ROUTE 89 (MILTON RD) & RIORDAN RD	0	2	12	7	66	87	17.40	80.85	Flagstaff	MetroPlan
16567	STATE ROUTE 89 (MILTON RD) & UNIVERSITY AVE	0	2	10	8	73	93	18.60	78.60	Flagstaff	MetroPlan

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
15	I-40 EB	1 mi East of Skyline Ave	0.7 mi West of Skyline Ave	1.7	EW	1	3	0	1	20	25	5.00	215.05	124.26		Apache		NACOG
16	I-40 EB	1.3 mi East of McCarrell Rd	1.5 mi West of McCarrell Rd	2.8	EW	3	2	6	1	24	36	7.20	578.68	206.11		Apache		NACOG
17	I-40 EB	4.7 mi East of Pinta Rd	0.6 mi east of Pinta Rd	4.1	EW	1	6	8	5	33	53	10.60	278.64	67.19		Apache		NACOG
18	I-40 EB	2.5 east of Querino Rd	Querino Rd	2.5	EW	1	1	7	0	17	26	5.20	211.45	86.30		Apache	Navajo Reservation	NACOG
19	I-40 EB	2.6 mi East of Navajo Rd	1.2 mi West of Navajo Rd	3.8	EW	2	3	4	3	34	46	9.20	411.07	108.35		Apache	Navajo Reservation	NACOG
20	I-40 EB	0.7 mi West of Pinta Rd	3.7 mi West of Pinta Rd	3.0	EW	2	1	2	2	20	27	5.40	380.14	128.84		Apache	Navajo Reservation	NACOG
26	I-40 EB	Grants Rd	2.3 mi West of Hawthorne Rd	6.9	EW	4	3	12	5	55	79	15.80	797.86	115.35		Apache	Navajo Reservation	NACOG
44	Frontage Rd	Lupton Rd	1.3 west of Lupton Rd	1.3	EW	1	0	0	0	0	1	0.20	178.19	135.84		Apache	Navajo Reservation	NACOG
45	Frontage Rd	West of Hawthorne Rd	1.8 mi West of Hawthorne Rd	1.5	EW	1	0	0	1	0	2	0.40	180.12	120.08		Apache	Navajo Reservation	NACOG
49	SR-61	Triple L Ranch Rd	0.8 mi north of Stanford Dr	1.5	NS	1	0	0	0	5	6	1.20	179.19	121.81		Apache		NACOG
50	SR-61	7.6 mi south of SR-180	3.6 mi north of Aztec Rd	3.0	NS	0	6	2	0	4	12	2.40	68.24	22.75		Apache		NACOG
51	SR-61	Kelsey Rd	1.4 south of Kelsey Rd	1.4	NS	1	0	0	0	0	1	0.20	178.19	124.05		Apache	Navajo Reservation	NACOG
124	SR-260	2.1 mi East of Maple Ave	0.6 mi East of Maple Ave	1.5	EW	1	1	0	0	3	5	1.00	189.10	126.07		Apache	Fort Apache Reservation	NACOG
128	SR-260	6.1 mi East of Maple Ave	4.6 mi East of Maple Ave	1.5	EW	1	0	0	0	1	2	0.40	178.39	118.93		Apache	Fort Apache Reservation	NACOG
138	SR-264	7.3 mi West of Summit Rd	9.3 mi West of Summit Rd	2.0	EW	2	0	0	0	0	2	0.40	356.38	178.19		Apache	Navajo Reservation	NACOG
139	SR-264	17.6 mi West of US-191	19.1 mi West of US-191	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
141	SR-264	11.8 mi West of Summit Rd	13.3 mi West of Summit Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
143	SR-264	Lagoon Rd	St Michael Mission Rd	2.8	EW	3	0	0	1	0	4	0.80	536.50	191.46		Apache	Navajo Reservation	NACOG
147	SR-264	0.9 mi East of Post Office Rd	0.7 mi West of Post Office Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
149	SR-273	9 mi south of SR-260	10 mo south of SR-260	1.0	NS	0	2	0	0	0	2	0.40	20.62	20.62		Apache		NACOG
150	SR-273/ White Mountain Scenic Rd	1.4 miles West of NF-116	0.7 miles West of NF-409	1.5	EW	1	0	0	0	1	2	0.40	178.39	118.93		Apache		NACOG
186	US-60	5.3 mi east of Rodeo Dr	3.8 mi east of Rodeo Dr	1.5	EW	0	2	1	1	10	14	2.80	27.34	18.22		Apache		NACOG
187	US-60	9.7 miles West of US-160/US-180 Interchange	11.2 mi west of US-160/US-180 Interchange	1.5	EW	1	1	2	0	6	10	2.00	195.28	130.19		Apache		NACOG
210	US-160	6.1 mi East of Dinnehotsso Rd	4.6 mi East of Dinnehotsso Rd	1.5	EW	1	0	1	1	3	6	1.20	183.51	122.34		Apache	Navajo Reservation	NACOG
214	US-160	1.2 mi West of US-191	2.4 mi West of US-191	1.5	EW	1	1	2	0	2	6	1.20	194.48	129.66		Apache	Navajo Reservation	NACOG
215	US-160	2.6 mi East of Old Swaho Rd	1.1 mi East of Old Swaho Rd	1.5	EW	1	0	1	0	1	3	0.60	181.18	120.79		Apache	Navajo Reservation	NACOG
216	US-160	3.1 mi East of US-64/SR-504	1.6 mi East of US-64/SR-504	1.5	EW	1	0	0	1	0	2	0.40	180.12	120.08		Apache	Navajo Reservation	NACOG
217	US-160	4.3 mi West of US-191	5.8 mi West of US-191	1.5	EW	1	0	2	1	3	7	1.40	186.31	124.13		Apache	Navajo Reservation	NACOG
220	US-191	16 mi south of Picnic Cr	4 mi north of US-180 and US-191 Intersection	1.5	NS	1	0	1	0	8	10	2.00	182.58	121.72		Apache		NACOG
221	US-180	8 mi south of Petrified Forest Loop Rd	9.2 mi north of Old Hunt Rd	1.5	NS	1	0	1	0	2	4	0.80	181.38	120.92		Apache		NACOG
226	US-191	4.2 mi south of Chambers Community Rd	north of Middle Well Rd	0.9	NS	0	1	0	0	1	2	0.40	10.51	11.17		Apache		NACOG
227	US-191	North of Middle Well Rd	South of Little Silversmith Rd	0.6	NS	1	0	0	0	0	1	0.20	178.19	318.50		Apache	Navajo Reservation	NACOG
228	US-191	6.6 miles south of US-191 and SR-61 Intersection	20 mi north of Cemetery Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache		NACOG
229	US-191/SR 61	10.1 mi south of US-191&SR-61 Intersection	16.4 mi north of Cemetery Rd	1.5	NS	1	0	2	0	0	3	0.60	183.78	122.52		Apache		NACOG
230	US-191	0.5 mi South of Parker Draw Rd	2 mi South of Parker Draw Rd	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.93		Apache	Navajo Reservation	NACOG
231	US-191	4.8 mi North of Navajo Station Rd	3.3 mi North of Navajo Station Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
232	US-191	7 mi North of SR-264	1 mi North of SR-264	6.0	NS	3	0	1	0	0	4	0.80	537.36	89.56		Apache	Navajo Reservation	NACOG
233	US-191	5.1 mi North of Main St	3.1 mi North of Main St	2.0	NS	2	0	0	0	0	2	0.40	356.38	178.19		Apache	Navajo Reservation	NACOG
234	US-191	10.5 mil South of Main St	12 mi South of Main St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
235	US-191	0.9 mi South of Main St	2.4 mi South of Main St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
236	US-191	10.1 mi North of Main St	10.1 mi North of Main St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
237	US-191	US-160	1 south of US-160	1.0	NS	1	0	0	0	0	2	0.40	180.98	180.99		Apache	Navajo Reservation	NACOG
238	US-191	3.9 mi South of Main St	5.4 mi South of Main St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.74		Apache	Navajo Reservation	NACOG
239	US-191	15.5 mi South of US-160	17 mi South of US-160	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
240	US-191	7.4 mi South of Main St	8.9 mi South of Main St	1.5	NS	1	0	1	0	0	2	0.40	180.98	120.66		Apache	Navajo Reservation	NACOG
241	US-191	8.1 mi North of Main St	6.6 mi North of Main St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
242	US-191	2.5 mi North of Lake Rd	1 mi North of Lake Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
243	US-191	13.1 mi North of SR-264	11.6 mi North of SR-264	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.93		Apache	Navajo Reservation	NACOG
249	County Rd 6268	1 mi east of US-61	2.5 mi east of US-61	1.5	EW	0	1	0	0	0	1	0.20	10.31	6.87		Apache		NACOG
250	IR-4	7 mi West of US-191	8.5 mi West of US-191	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
251	IR-15	0.5 mi South of US-264	2.5 mi South of US-264	2.0	NS	1	1	0	0	0	2	0.40	188.50	94.25		Apache	Navajo Reservation	NACOG
252	IR-27	18.5 mi South of Zuni St	20 mi South of Zuni St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
253	IR-27	0.5 mi South of Zuni St	2 mi South of Zuni St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
254	IR-64	2.6 mi West of Antelope House Overlook	4.1 mi West of Antelope House Overlook	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
255	IR-64	6.4 mi East of Antelope House Overlook	5.4 mi East of Antelope House Overlook	1.0	EW	1	0	0	0	0	1	0.20	178.19	178.19		Apache	Navajo Reservation	NACOG
256	IR-59	4 mi West of US-191	5.5 mi West of US-191	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
257	IR-59	14.5 mi West of US-191	16 mi West of US-191	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
258	IR-12	2.7 mi North of I-40	1.2 mi North of I-40	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
259	IR-12	1 north of Kit Carson Dr	Kit Carson Dr	1.0	NS	1	0	0	0	0	1	0.20	178.19	183.14		Apache	Navajo Reservation	NACOG
260	IR-12	2.7 mi South of Mitchell's Rd	5.2 mi South of Mitchell's Rd	2.5	NS	2	0	0	0	0	2	0.40	356.38	142.55		Apache	Navajo Reservation	NACOG
261	IR-12	0.5 mi North of Lower Wheatfields Rd	1 mi South of Lower Wheatfields Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
262	IR-12	2.3 mi North of Mitchell's Rd	0.8 mi North of Mitchell's Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
263	IR-12	14.8 mi South of Mitchell's Rd	16.3 mi South of Mitchell's Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
264	County Rd 2180	1.5 north of US-180/US-191	US-180/US-191	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.80		Apache		NACOG
265	Concho Hwy	6.2 mi west of Spotted Horse Rd	west of Old Hunt Rd	1.0	NS	1	0	0	0	2	3	0.60	178.59	178.59		Apache		NACOG
266	Spring Dr	0.9 east of Clubhouse Ln	Clubhouse Ln	0.9	EW	1	0	0	0	0	1	0.20	178.19	194.79		Apache		NACOG
267	Salt Lake Rd	2 mi south of Sacramento Ln	2.5 mi south of Sacramento Ln	1.5	NS	0	1	0	0	0	1	0.20	10.31	6.87		Apache		NACOG
268	Ponderosa Dr	Arrowhead Blvd	Gale Dr	1.5	EW	0	1	0	0	0	1	0.20	10.31	6.87		Apache		NACOG
477	I-40 EB	2.1 mi West of Skyline Ave	3.2 mi West of Skyline Ave	1.1	EW	1	0	0	0	3	4	0.80	178.79	160.68		Apache		NACOG
478	I-40 WB	0.6 mi East of St Anselm Rd	0.9 mi West of St Anselm Rd	1.5	EW	1	1	2	1	8	13	2.60	197.62	131.74		Apache	Navajo Reservation	NACOG
479	I-40 WB	1 mi east of US-191	0.6 mi west of US-191	1.5	EW	1	0	1	0	8	10	2.00	182.58	121.72		Apache		NACOG
515	US-160	5.3 mi East of US-191	3.8 mi East of US-191	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
517	US-160	7.6 mi East of Old Swaho Rd	6.1 mi East of Old Swaho Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
518	US-191	8.7 mi south of Picnic Cr	10.2 mi south of Picnic Cr	1.5	NS	1	0	0	2	5	8	1.60	183.05	122.04		Apache		NACOG
519	US-191	1.6 miles North of Grey Valley Rd	North of Grey Valley Rd	1.5	NS	2	0	0	0	0	2	0.40	356.38	237.59		Apache	Navajo Reservation	NACOG
525	US-180	5.7 mi south of from Commercial St	7.1 mi south from Commercial St	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.93		Apache		NACOG
527	US-60	West of Pine Tree Rd	1.7 mi west of Pine Tree Rd	1.5	EW	1	0	1	0	6	8	1.60	182.18	121.46		Apache		NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity	City	County	Tribal Nation	Region
2	I-17 NB	North of Old Munds Hwy	0.8 mi South of Montainaire Rd	3.1	NS	3	1	13	6	99	122	24.40	612.58	199.71		Coconino		MetroPlan
3	I-17 NB	0.8 mi South of Montainaire Rd	9.7 mi North of Stoneman Lake Rd	17.0	NS	7	12	96	33	438	586	117.20	1790.48	105.54		Coconino		NACOG
10	I-17 SB	7.9 mi North of Stoneman Lake Rd	4.6 mi North of Stoneman Lake Rd	3.1	NS	1	4	10	2	28	45	9.00	256.82	83.64		Coconino		NACOG
21	I-40 EB	1.6 mi West of Hipkoe Dr	East of I-40 EB Winslow Job Corp Center Rd OffRamp	4.8	EW	0	8	15	6	34	63	12.60	142.75	29.95		Coconino		NACOG
23	I-40 EB	2.6 mi East of Twin Arrows Rd	8 mi West of Twin Arrows Rd	10.7	EW	4	8	28	19	123	182	36.40	934.73	87.66		Coconino		NACOG
24	I-40 EB	East of Devil Dog Rd	1.7 mi West of Pine Springs Rd	4.0	EW	2	1	3	3	60	69	13.80	392.86	98.22		Coconino		NACOG
27	I-40 EB	East of Townsend Winona Rd	0.6 mi East of Walnut Canyon Rd	6.1	EW	3	2	36	10	95	146	29.20	694.04	114.07		Coconino		MetroPlan
30	I-40 WB	9.8 mi west of US-66	0.9 mi west of Garland Prairie Rd	13.2	EW	2	10	50	19	251	332	66.40	686.01	51.80		Coconino		NACOG
34	I-40 WB	0.8 mi west of Meteor City Rd	0.8 mi west of Buffalo Rd	13.5	EW	4	14	24	12	90	144	28.80	965.29	71.50		Coconino		NACOG
35	I-40 WB	1.6 mi west of Pine Springs Rd	0.7 mi east of Monte Carlo Rd	5.6	EW	2	13	17	10	109	151	30.20	578.99	103.75		Coconino		NACOG
36	I-40 WB	0.5 mi east of Flagstaff Ranch Rd	5.6 mi east of Garland Prairie Rd	9.3	EW	3	7	35	15	174	234	46.80	768.25	82.75		Coconino		MetroPlan
38	I-40 WB	2.1 east of Meteor City Rd	Meteor City Rd	2.1	EW	0	3	4	2	9	18	3.60	47.76	22.94		Coconino		NACOG
46	Old Highway 66	0.7 mi west of Sherwood Forest Rd	Cool Pines Rd	0.4	EW	0	1	0	0	0	1	0.20	10.31	24.40		Coconino		NACOG
52	SR-64	6.9 mi south of Corsair Dr	4.7 mi north of Wilawa Rd	1.5	NS	1	0	1	0	16	18	3.60	184.18	122.79		Coconino		NACOG
53	SR-64	San Marcos Rd	Sunset Strip Rd	1.6	NS	1	0	2	1	13	17	3.40	188.31	115.49		Coconino		NACOG
54	SR-64	0.9 mi north of Hawkins Ranch Rd	South of Cinder Pit Rd	3.0	NS	2	2	3	0	5	12	2.40	386.38	128.79		Coconino		NACOG
78	SR-87	4.5 mi south of General Crook Trl	2 miles north of Louthan Ln	1.1	NS	3	6	6	7	13	35	7.00	629.30	581.26		Coconino		NACOG
79	SR-87	1.4 mi south of McGee Rd	1.1 mi north of Well Field Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Coconino		NACOG
80	SR-87	south of Lake Mary Rd	1.9 mi south of Lake Mary Rd	1.5	NS	2	0	0	0	9	11	2.20	358.18	238.89		Coconino		NACOG
82	SR-87	south of Starlight Dr	1.7 mi south of Starlight Dr	1.5	NS	1	0	1	0	8	10	2.00	182.58	121.72		Coconino		NACOG
83	SR-87	West of Blue Ridge Dr	East of Clear Creek Pines Access Rd	1.5	EW	1	0	0	0	5	6	1.20	179.19	119.46		Coconino		NACOG
84	SR-87	15 mi south of Rock Station Rd	7.6 mi north of Starlight Dr	1.5	NS	1	0	1	0	3	5	1.00	181.58	122.28		Coconino		NACOG
86	SR-87	2.4 mi east of General Crook Trl	0.9 mi east of General Crook Trl	1.5	EW	1	0	1	0	12	14	2.80	183.38	122.28		Coconino		NACOG
87	SR-87	1.5 mi west of General Crook Trl	3 mi west of General Crook Trl	1.5	NS	1	0	3	1	7	12	2.40	189.90	126.60		Coconino		NACOG
106	SR-98	23.9 mi West of US-160	29.4 mi West of US-160	5.5	EW	3	0	1	0	2	6	1.20	537.76	97.78		Coconino	Navajo Reservation	NACOG
107	SR-98	42 mi North of US-160	43.5 mi North of US-160	1.5	NS	1	0	0	0	4	5	1.00	178.99	119.33		Coconino	Navajo Reservation	NACOG
108	SR-98	33 mi West of US-160	34.5 mi West of US-160	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
109	SR-98	1.6 mi West of Navajo Mountain Rd	3.1 mi West of Navajo Mountain Rd	1.5	EW	1	0	0	0	1	2	0.40	178.39	118.93		Coconino	Navajo Reservation	NACOG
110	SR-98	38 mi West of US-160	39.5 mi West of US-160	1.5	EW	1	0	0	1	2	4	0.80	180.52	120.35		Coconino	Navajo Reservation	NACOG
114	SR-179 NB	2.3 mi north of Bell Rock Blvd	1.1 mi North of Bell Rock Blvd	1.2	NS	0	4	3	3	22	32	6.40	59.81	49.19		Coconino		NACOG
116	SR-179 SB	1.1 mi Back o Beyond Rd	1.1 mi north of Bell Rock Blvd	0.8	NS	0	0	1	1	2	4	0.80	5.12	6.55		Coconino		NACOG
118	SR-260	East of Mogollon Rim Rd	0.6 mi west of Old Rim Rd	9.9	EW	5	11	31	18	186	251	50.20	1162.89	117.55		Coconino		NACOG
145	SR-264	14.2 mi East of US-160	10.7 mi East of US-160	3.5	EW	2	0	0	0	1	3	0.60	356.58	101.88		Coconino	Navajo Reservation	NACOG
146	SR-264	10.8 mi East of Coalmine Rd	9.3 mi East of Coalmine Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Hopi Reservation	NACOG
161	SR-89	6.8 mi south of Landon Springs Rd	0.6 mi north of Forest House Rd	5.5	NS	0	5	20	12	78	115	23.00	146.18	26.58		Coconino		NACOG
176	US-89	South of Elden Springs Rd	Townsend Winona Rd	2.4	NS	2	0	4	2	38	46	9.20	379.01	160.34		Coconino		MetroPlan
177	US-89	Townsend Winone Rd	0.5 south of Townsend Winone Rd	0.5	NS	0	0	7	2	16	25	5.00	26.61	53.89		Coconino		MetroPlan
188	US-89	5 mi North of Moenave Rd	3 mi North of Moenave Rd	2.0	NS	2	1	1	0	5	9	1.80	370.48	185.24		Coconino	Navajo Reservation	NACOG
189	US- 89	North of Black Mesa Pump Station Rd	1.4 mi north of Spider Web Ranch Rd	5.0	NS	3	1	2	1	9	16	3.20	554.20	110.84		Coconino		NACOG
190	US-89	5.5 mi North of Navahopi Rd	7 mi North of Navahopi Rd	1.5	NS	3	0	2	0	5	10	2.00	541.16	360.77		Coconino	Navajo Reservation	NACOG
191	US-89 NB	1.2 mi south of Tub Ranch Rd	6.7 mi south of Sunset Crater Wupatki Loop	8.5	NS	6	4	10	3	30	53	10.60	1150.10	135.31		Coconino		NACOG
192	US-89	19 mi South of Haul Rd	20.5 mi South of Haul Rd	1.5	NS	0	3	4	0	11	18	3.60	44.30	29.53		Coconino	Navajo Reservation	NACOG
193	US-89	Navahopi Rd	1.4 south of Navahopi Rd	1.4	NS	1	1	2	0	7	11	2.20	195.48	139.18		Coconino	Navajo Reservation	NACOG
194	US-89	3.5 north of Kaitlin Way	Kaitlin Way	3.5	NS	3	2	4	1	25	35	7.00	573.29	161.49		Coconino		MetroPlan
195	US-89 NB	North of Lenox Park	3.3 mi North of Lenox Park	3.3	NS	1	0	9	10	29	49	9.80	228.44	69.77		Coconino		MetroPlan
196	US-89	6.2 mi South of Marble Canyon Damsite Rd	10.2 mi South of Marble Canyon Damsite Rd	4.0	NS	2	1	0	0	3	6	1.20	367.29	91.82		Coconino	Navajo Reservation	NACOG
197	US-89	3.8 mi North of Marble Canyon Damsite Rd	2.3 mi North of Marble Canyon Damsite Rd	1.5	NS	1	0	0	0	2	3	0.60	178.59	119.06		Coconino	Navajo Reservation	NACOG
198	US-89	6.5 mi South of US-160	5 mi South of US-160	1.5	NS	1	0	1	0	2	4	0.80	181.38	120.90		Coconino	Navajo Reservation	NACOG
199	US-89	East of Dam Access Rd	West of Glen Canyon Dam Access Rd	1.0	EW	0	2	2	0	5	9	1.80	27.20	27.20		Coconino		NACOG
209	US-160	West of Goldtooth Circle Rd	1.7 mi West of Goldtooth Circle Rd	1.5	EW	1	0	0	0	1	2	0.40	178.39	118.93		Coconino	Navajo Reservation	NACOG
211	US-160	9.9 mi East of Fairgrounds Rd	6.9 mi East of Fairgrounds Rd	3.0	EW	3	0	0	0	1	4	0.80	534.77	178.26		Coconino	Navajo Reservation	NACOG
212	US-160	15.9 mi East of Fairgrounds Rd	14.4 mi East of Fairgrounds Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
213	US-160	3.7 mi West of SR-98	5.2 mi West of SR-98	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
223	US-180	3 mi north of Hart Prairie Rd	2.5 mi north of Hart Prairie Rd	1.5	NS	1	1	2	0	5	9	1.80	195.08	130.06		Coconino		MetroPlan
224	US-180	0.5 mi north of Fort Valley Ranch Rd	0.8 mi north of Hidden Hollow Rd	1.5	NS	1	1	1	0	12	15	3.00	193.69	129.13		Coconino		MetroPlan
225	US-180	south of Hart Prairie Rd	North of Roundtree Rd	1.5	NS	1	0	0	2	9	12	2.40	183.85	122.52		Coconino		MetroPlan
244	US-89	West of House Rock Rd	2 miles East of Burma Rd	3.5	EW	1	2	2	0	8	13	2.60	205.99	58.86		Coconino		NACOG
245	US-89	1 mi west of Burma Rd	2.5 mi west of Burma Rd	1.5	EW	1	1	0	2	3	7	1.40	192.96	128.64		Coconino		NACOG
246	US-89	7.5 mi south of Winter Rd	8.5 mi South of Winter Rd	1.0	NS	0	2	0	0	1	3	0.60	20.82	20.82		Coconino		NACOG
247	US-89	10 mi south of Winter Rd	12.5 mi south of Winter Rd	2.5	NS	0	6	6	2	10	24	4.80	84.47	33.78		Coconino		NACOG
248	US-89	north of Mariah's Way	2 mi south of Mariah's Way	2.5	NS	2	0	4	2	1	9	1.80	371.61	148.64		Coconino		NACOG
269	Antelope Point Rd	0.5 mi North of Lake Pump Rd	1 mi South of Lake Pump Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
270	NF-82E	1.5 east of Lake Mary Rd	Lake Mary Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino		NACOG
271	NF-84	1.5 north of Rim Rd	Rim Rd	1.5	NS	0	1	0	0	1	2	0.40	10.51	7.01		Coconino		NACOG
272	Black Mesa Pump Station Rd	1.3 mi West of US-89	2.8 mi West of US-89	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
273	Crimson Rd	0.6 mi south of Settlers Trl	0.6 mi north of Happy Trails Dr	0.9	NS	0	1	0	0	0	1	0.20	10.31	10.99		Coconino		MetroPlan
275	Leupp-Oraibi Rd	11.3 mi North of Sand Springs Rd	9.8 mi North of Sand Springs Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Hopi Reservation	NACOG
276	US-89T	0.6 mi South of Windmill Corral	2.1 mi South of Windmill Corral	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.77		Coconino	Navajo Reservation	NACOG
277	US-89T	8 mi South of Windmill Corral	9.5 mi South of Windmill Corral	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.96		Coconino	Navajo Reservation	NACOG
278	US-89T	5 mi South of Copper Mine Rd	6.5 mi South of Copper Mine Rd	1.5	NS	1	0	1	0	1	3	0.60	181.18	120.81		Coconino	Navajo Reservation	NACOG
279	IR-2121	3.1 mi North of US-160	1.6 mi North of US-160	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
280	IR-6330	6.9 mi East of Powerline Rd	5.4 mi East of Powerline Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
282	Lake Mary Rd	2.2 mi north of Stoneman Lake Rd	0.8 mi south of Stoneman Lake Rd	3.0	NS	0	2	2	2	7	13	2.60	31.47	10.49		Coconino		NACOG
283	Lake Mary Rd	1 north of SR-87	SR-87	1.0	NS	0	1	0	0	0	1	0.20	10.31	10.31		Coconino		NACOG
284	Lake Mary Rd	0.5 miles North of Mormon Lake Rd	1 mi south of Mormon Lake Rd	1.5	NS	1	0	2	1	5	9	1.80	186.71	124.47		Coconino		NACOG
285	Lake Mary Rd	2.5 mi south of Mormon Lake Rd	3.7 mi north of Stoneman Lake Rd	1.5	NS	0	1	0	2	3	6	1.20	14.77	9.85		Coconino		NACOG
286	Lake Mary Rd	3 mi south Lake Mary Lodge Rd	0.4 mi north of Lake Mary Boar Lndg	1.1	NS	0	1	0	0	1	2	0.40	10.51	9.64		Coconino		MetroPlan
287	Lake Mary Rd	0.4 mi north of Lake Mary Boar Lndg	South of Lake Mary Boat Lndg	0.4	NS	0	0	1	0	1	2	0.40	2.99	7.31		Coconino		NACOG

288	Leupp Rd	1.5 mi east of Roosevelt Rd	1.3 mi east of Roosevelt Rd	0.2	EW	0	0	0	1	0	1	0.20	1.93	9.06	Coconino	MetroPlan
289	Leupp Rd	2.8 mi north of Roosevelt Rd	1.5 mi north of Roosevelt Rd	1.3	NS	0	1	0	1	2	4	0.80	12.64	9.83	Coconino	NACOG
290	Leupp Rd	1.5 mi east of grandfalls Rd	east of grandfalls Rd	1.5	EW	1	0	0	1	1	3	0.60	180.32	120.21	Coconino	NACOG
291	Leupp Rd	2.7 mi East of Grandfalls Rd	1.7 mi East of Grandfalls Rd	1.3	EW	1	0	0	0	0	1	0.20	178.19	135.21	Coconino	Navajo Reservation
292	Leupp Rd	Marcou Way/Navajo Rd	2 mi west of Hopi Rd	2.5	EW	1	1	2	0	2	6	1.20	194.48	77.79	Coconino	NACOG
293	NF-564	0.4 mi north of NF-169	1.1 mi south of NF-169	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79	Coconino	NACOG
294	Mountaineire Rd	0.5 north of Old Munds Hwy	Old Munds Hwy	0.5	NS	0	1	1	0	0	2	0.40	13.10	26.28	Coconino	MetroPlan
295	Old Rim Rd	West of Mill Rd	1 miles west of Mill Rd	1.0	EW	0	1	0	0	0	1	0.20	10.31	10.31	Coconino	NACOG
296	S Cosnino Rd	1.1 mi west of Rabbit Ridge Rd	2.1 mi west of Rabbit Ridge Rd	1.0	EW	0	1	0	1	0	2	0.40	12.24	12.24	Coconino	MetroPlan
297	NF-153	5.9 mi north of Quail Ridge Ln	4.4 mi north of Quail Ridge Ln	1.5	NS	0	1	0	0	1	2	0.40	10.51	7.01	Coconino	NACOG
298	NF-153	2.3 mi south of I-17	3.8 mi south of I-17	1.5	NS	0	1	0	0	0	1	0.20	10.31	6.87	Coconino	NACOG
299	N Slayton Ranch Rd	Sunbeam St	1 south of Sunbeam St	1.0	NS	0	1	0	0	1	2	0.40	10.51	10.51	Coconino	MetroPlan
300	N Slayton Ranch Rd	South of Homewood Ln	North of Carl Rd	0.5	NS	0	0	0	1	2	3	0.60	2.33	4.66	Coconino	MetroPlan
301	NF-179	6.6 mi south of Nelson Fire Rd	8.1 mi south of Nelson Fire Rd	1.5	NS	0	1	0	0	0	1	0.20	10.31	6.87	Coconino	NACOG
302	Stoneman Lake Rd	0.9 mi west of Lake Mary Rd	East of KT Ranch Rd	2.0	EW	0	1	0	0	1	2	0.40	10.51	5.25	Coconino	NACOG
306	E Crestline Rd	Turkey Trl	Pinewood Blvd	0.5	NS	0	1	0	0	0	1	0.20	10.31	18.99	Coconino	NACOG
311	E Priarie Edge Rd	5.5 mi east of Parkinsville Rd	4.5 mi east of Parkinsville Rd	1.0	EW	0	1	0	0	0	1	0.20	10.31	10.31	Coconino	NACOG
315	N Snow Bowl Rd	2.9 mi south of Alpenglow Rd	0.5 mi north of US-180	2.0	NS	0	2	2	0	8	12	2.40	27.80	13.90	Coconino	MetroPlan
316	NF-516	south of Alpenglow Rd	1.8 mi south of Alpenglow Rd	2.0	NS	0	0	5	4	10	19	3.80	23.69	11.84	Coconino	MetroPlan
317	S Garland Priarie Rd	2.8 mi north of Trinity Ranch Rd	1.3 mi north of Trinity Ranch Rd	1.5	NS	1	0	0	1	0	2	0.40	180.12	120.08	Coconino	NACOG
319	S Perkinsville Rd	3.9 ni north of Drake Rd	2.4 mi south of Drake Rd	1.5	NS	0	1	0	0	0	1	0.20	10.31	6.87	Coconino	NACOG
321	W Brannigan Park Rd	1 north of Hughes Ave	Hughes Ave	1.0	NS	0	1	0	0	0	1	0.20	10.31	10.31	Coconino	MetroPlan
322	W Mt Elden Lookout Rd	0.5 mi east of N Yarrow Tri	East of Schultz Pass Rd	0.5	EW	0	1	0	0	0	1	0.20	10.31	20.08	Coconino	MetroPlan
461	US-89 SB	0.7 mi north of Shultz Pass Lockett Meadow Rd	South of Camino De Los Vientos	2.9	NS	0	3	6	3	30	42	8.40	59.48	20.31	Coconino	MetroPlan
473	I-17 NB	South of Rocky Park Rd	5.2 mi North of Stoneman Lake Rd	3.8	NS	2	4	13	11	111	141	28.20	477.37	125.87	Coconino	NACOG
482	I-40 WB	1.6 mi East of Devil Dog Rd	0.6 mi West of Pine Springs Rd	3.0	EW	1	2	12	3	38	56	11.20	245.72	81.45	Coconino	NACOG
489	SR-64	2.7 mi north of US-180	1.2 mi north of US-180	1.5	NS	1	0	0	0	3	4	0.80	178.79	119.19	Coconino	NACOG
490	SR-87	8.4 mi north of General Crook Trl	7.4 mi north of General Crook Trl	1.0	NS	0	1	3	1	6	11	2.20	21.82	21.82	Coconino	NACOG
497	SR-98	11.2 mi South of Upper Antelope Rd	12.7 mi South of Upper Antelope Rd	1.5	NS	1	0	0	1	1	3	0.60	180.32	120.21	Coconino	Navajo Reservation
505	SR-260	6.2 mi west of Rim Rd	7.7 mi west of Rim Rd	1.5	EW	0	2	3	3	4	12	2.40	35.59	23.73	Coconino	NACOG
507	SR-89	Pine del Dr	1 south of Pine del Dr	1.0	NS	1	0	0	0	14	15	3.00	180.99	184.15	Coconino	MetroPlan
510	SR-89	South of Leo Schnur Ln	0.8 mi north of Purlymun Ln	1.4	NS	0	2	5	1	26	34	6.80	41.71	29.26	Coconino	NACOG
512	US-89 NB	1.7 mi north of Sunset Crater Wupatki Loop	1 mi north of Sunset Crater Wupatki Loop	0.7	NS	0	0	1	1	7	9	1.80	6.12	9.07	Coconino	NACOG
520	SR-64	9.2 mi north of Wilawa Rd	8.2 mi north of Wilawa Rd	1.0	NS	0	1	1	2	22	26	5.20	21.36	21.36	Coconino	NACOG
540	NF-153	1 east of Quail Ridge Ln	Quail Ridge Ln	1.0	EW	0	1	0	1	1	3	0.60	12.44	12.85	Coconino	NACOG
541	Copper Mine Rd/US-89T	South of Border St	1 mi south of Border St	1.0	NS	0	1	1	2	5	9	1.80	17.96	17.96	Coconino	NACOG
542	SR-98	West of Upper Antelope Rd	1.1 mi East of E Copperhead Rd	0.7	EW	1	0	1	0	5	7	1.40	181.98	245.13	Coconino	NACOG
543	IR-21	IR-6251	IR-7	1.3	EW	1	0	0	0	0	1	0.20	178.19	138.00	Coconino	NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
32	I-40 WB	3.6 mi east of Adamana Rd	2.6 west of SR-77	16.9	EW	8	6	28	13	85	140	28.00	1607.68	94.91		Navajo		NACOG
42	I-40 WB	West of Valley Rd	East of Geronimo Rd	2.0	EW	2	2	6	2	18	30	6.00	401.22	200.61		Navajo		NACOG
48	I-40 EB I-40 BL Connector	I-40 BL	I-40	0.3	EW	1	0	1	0	0	2	0.40	180.98	532.54		Navajo		NACOG
67	Chief Ave	Mulberry St	Birch St	1.4	NS	0	1	0	0	0	1	0.20	10.31	7.20		Navajo	Fort Apache Reservation	NACOG
68	SR-73	2.3 mi North of Robert's Ranch Rd	0.8 mi North of Robert's Ranch Rd	1.5	NS	1	0	1	0	0	2	0.40	180.98	120.61		Navajo	Fort Apache Reservation	NACOG
69	White River Scenic Rd	0.7 mi South of Robert's Ranch Rd	2.2 mi South of Robert's Ranch Rd	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.93		Navajo	Fort Apache Reservation	NACOG
70	Chief Ave	Saddle St	1.9 south of Saddle St	1.9	NS	2	0	0	0	2	4	0.80	356.78	185.30		Navajo	Fort Apache Reservation	NACOG
71	White River Scenic Rd	4th St	1.4 south of 4th St	1.4	NS	1	0	0	0	2	3	0.60	178.59	127.64		Navajo	Fort Apache Reservation	NACOG
72	Chief Ave	0.6 mi North of Kasey Rd	0.9 mi South of Kasey Rd	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.97		Navajo	Fort Apache Reservation	NACOG
73	SR-77	south of SR-377	1.3 mi south of Woodruff Rd	6.0	NS	3	4	0	1	9	17	3.40	579.54	96.59		Navajo		NACOG
76	SR-77	6.7 mi south of Feedmill Rd	1.5 mi north of Snowflakes Farm Rd	1.5	NS	1	1	0	0	2	4	0.80	188.90	125.93		Navajo		NACOG
77	SR-77	3.8 mi south of Woodruff Rd	North of Feedmill Rd	1.5	NS	1	0	1	0	1	3	0.60	181.18	120.79		Navajo		NACOG
81	SR-87	7.8 mi South of SR-264	9.3 mi South of SR-264	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
85	SR-87	32.5 mi North of I-40	31 mi North of I-40	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.91		Navajo	Navajo Reservation	NACOG
111	SR-98	US-160	1.4 west of US-160	1.4	EW	1	0	0	1	0	2	0.40	180.12	131.38		Navajo	Navajo Reservation	NACOG
117	SR-260	4.6 mi east of Mogollon Rim Rd	East of Mogollon Rim Rd	4.5	EW	4	4	17	7	67	99	19.80	828.40	185.53		Navajo		NACOG
119	SR-260	Ricochet Ranch Rd	2.1 west of Ricochet Ranch Rd	2.1	EW	1	1	5	4	23	34	6.80	214.79	103.86		Navajo		NACOG
120	SR-260	1.4 east of Ricochet Ranch Rd	Ricochet Ranch Rd	1.4	EW	1	0	0	0	18	19	3.80	181.79	126.88		Navajo		NACOG
121	SR-260	Aspen Ln	5.9 west of Aspen Ln	5.9	EW	1	8	10	7	99	125	25.00	321.91	54.84		Navajo		NACOG
125	SR-260	0.5 mi east of Rocky Ln	West of Sawmill Rd	1.5	EW	1	1	3	0	16	21	4.20	200.08	133.39		Navajo		NACOG
126	US-60	1.5 mi east of Bourdon Ranch Rd	Little Monmon Lake Rd	3.7	EW	1	1	8	13	27	50	10.00	241.35	64.59		Navajo		NACOG
130	SR-260	0.5 mi south of SR-277	North of Mongolian Dr	1.5	NS	1	0	0	2	6	9	1.80	183.25	122.17		Navajo		NACOG
140	SR-264	6.4 mi East of Main St	1.8 mi East of Main St	4.6	EW	3	0	0	0	0	3	0.60	534.57	115.55		Navajo	Hopi Reservation	NACOG
142	SR-264	3 mi east of SR-87	1 mi East of SR-87	2.0	EW	2	0	0	0	0	2	0.40	356.38	178.19		Navajo	Hopi Reservation	NACOG
144	SR-264	3.3 mi West of Main St	4.8 mi West of Main St	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
148	SR-264	22.8 mi East of Coalmine Rd	24.3 mi East of Coalmine Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
151	SR-277	2.3 mi South of Halter Cross Rd	North of Tonto Rd	1.0	NS	0	1	1	0	4	6	1.20	13.90	13.90		Navajo		NACOG
152	SR-277	1.32 mi South of Halter Cross Rd	1.1 mil North of Tonto Rd	1.0	NS	0	2	0	1	7	10	2.00	23.95	23.95		Navajo		NACOG
153	SR-277	East of Tonto Rd	West of Ponderosa Rd	1.0	EW	1	0	1	2	4	8	1.60	185.65	185.65		Navajo		NACOG
154	SR-277	East of Factory Rd	3 mi east of SR-377	1.5	EW	1	0	1	1	3	6	1.20	183.51	122.34		Navajo		NACOG
155	SR-377	5.3 mi south of SR-77	2 mi north of Old Holbrook Rd	2.0	NS	0	4	4	1	3	12	2.40	54.94	27.47		Navajo		NACOG
156	SR-377	1.7 mi south of Hutch Rd	2.8 mi south od Duck Lake Rd	6.5	NS	3	5	15	4	15	42	8.40	638.73	98.27		Navajo		NACOG
157	SR-377	0.5 mi north of Old Holbrook Rd	2 mi south of Old Holbrook Rd	2.5	NS	1	3	4	0	9	17	3.40	222.09	88.84		Navajo		NACOG
158	SR-377	2.3 mi north of Despain Ranch Rd	South of Despain Ranch Rd	2.5	NS	0	4	1	3	7	15	3.00	51.22	20.49		Navajo		NACOG
159	SR-377	1.8 mi north of	0.8 mi north of Hutch Rd Hutch Rd	1.0	NS	0	2	1	0	3	6	1.20	24.01	24.01		Navajo		NACOG
160	SR-564	2.9 mi South of Sandal Trl	South of Sandal Trl	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Navajo Reservation	NACOG
183	US-60/SR-77	1.3 mi South of Mogollon Rim Rd	2.8 mi South of Mogollon Rim Rd	1.5	NS	1	0	1	0	6	8	1.60	182.18	121.46		Navajo	Fort Apache Reservation	NACOG
184	US-60/SR-77	3.8 mi North of SR-73	2.3 mi North of SR-73	1.5	NS	1	0	1	1	6	9	1.80	184.11	122.74		Navajo	Fort Apache Reservation	NACOG
185	US-60	0.8 mi west of SR-61	East of Ranch Rd	1.0	EW	0	1	3	0	11	15	3.00	20.89	20.89		Navajo		NACOG
205	US-160	0.5 mi East of US-163	1 mi West of US-163	1.5	EW	1	0	1	3	4	9	1.80	187.58	125.05		Navajo	Navajo Reservation	NACOG
206	US-160	14.7 mi East of US-163	9.4 mi East of US-163	5.3	EW	3	0	2	1	2	8	1.60	542.49	101.50		Navajo	Navajo Reservation	NACOG
207	US-160	8 mi West of US-163	11 mi West of US-163	3.0	EW	4	0	0	0	1	5	1.00	712.96	237.65		Navajo	Navajo Reservation	NACOG
208	US-160	5.3 mi East of SR-98	2.3 mi East of SR-98	3.0	EW	2	0	1	0	1	4	0.80	359.37	119.80		Navajo	Navajo Reservation	NACOG
218	US-163	13.1 mi North of US-160	9.6 mi North of US-160	3.5	NS	3	2	1	2	1	9	1.80	562.05	160.58		Navajo	Navajo Reservation	NACOG
219	US-163	3.1 mi North of Nakai Cir	1.6 mi North of Nakai Cir	1.5	NS	1	0	1	0	1	3	0.60	181.18	120.79		Navajo	Navajo Reservation	NACOG
324	SR-77	10.2 mi South of Gasline Rd	11.7 mi South of Gasline Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Navajo Reservation	NACOG
325	IR-15	1 mi West of Greasewood Rd	2.5 mi West of Greasewood Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Navajo Reservation	NACOG
326	IR-67	IR-4	1.5 south of IR-4	1.5	NS	1	0	0	0	0	1	0.20	178.19	121.14		Navajo	Navajo Reservation	NACOG
327	IR-59	US-160	1.6 south of US-160	1.6	NS	1	0	0	0	0	1	0.20	178.19	110.36		Navajo	Navajo Reservation	NACOG
328	Leupp-Oraibi Rd	20.3 mi North of Sand Springs Rd	18.8 mi North of Sand Springs Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
329	Leupp-Oraibi Rd	25.5 mi North of Sand Springs Rd	24 mi North of Sand Springs Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
330	SR-77	3.5 mi South of SR-264	1.5 south of 3.5 mi South of SR-264	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
331	SR-77	4.3 mi North of Gasline Rd	2.8 mi North of Gasline Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Navajo Reservation	NACOG
332	SR-60	1.5 north of SR-264	SR-264	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
333	Bourdon Ranch Rd	Parson Ln	Shumway Rd	1.5	EW	1	0	1	1	1	4	0.80	183.11	121.05		Navajo		NACOG
334	Bourdon Ranch Rd	South of Roundup Dr	Red Fox Ln	1.1	NS	1	0	0	0	1	2	0.40	178.39	158.18		Navajo		NACOG
335	IR-12	9 mi West of US-60/SR-77	11.2 mi West of US-60/SR-77	2.2	EW	2	0	0	0	0	2	0.40	356.38	165.51		Navajo	Fort Apache Reservation	NACOG
336	Cemetery Rd	0.5 mi West of Pulpmill Rd	Old Cemetery Rd	1.0		0	1	0	0	0	1	0.20	10.31	10.64		Navajo		NACOG
337	E Concho Hwy	East of Encanto Rd	South of Pine Ln	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo		NACOG
338	Little Mormon Lake Rd	Red Fox Ln	0.5 mi north of US-60	2.4	NS	1	1	0	0	1	3	0.60	188.70	77.59		Navajo		NACOG
339	Lone Pine Dam Rd	SR-77	1.1 west of SR-77	1.1	EW	1	0	0	0	0	1	0.20	178.19	166.38		Navajo		NACOG
340	McLaws Rd	West of Hay Rd	2 mi east of Territorial Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Navajo		NACOG
341	Old US-66	1.2 mi West of Lacy Ln	1.9 mi West of Lacy Ln	0.7	EW	0	1	0	0	0	1	0.20	10.31	14.48		Navajo		NACOG
342	Papermill Rd	1.5 im west of Cottonwood Dr	1.6 mi east of June Dr	1.5	EW	1	1	0	1	1	4	0.80	190.63	127.09		Navajo		NACOG
343	Pinedale Rd	Cobblecreek Dr	0.9 south of Cobblecreek Dr	0.9	NS	0	1	0	0	0	1	0.20	10.31	10.99		Navajo		NACOG
344	Porter Mountain Rd	0.2 east of Penrod Rd	Penrod Rd	0.2	EW	0	0	0	0	1	1	0.20	0.20	1.02		Navajo		NACOG
345	Fork Rd	Banashley Rd	1.8 south of Banashley Rd	1.8	NS	2	0	0	0	0	2	0.40	356.38	194.25		Navajo	Fort Apache Reservation	NACOG
351	Rim Rd	Willow Run	Larson Rd	0.5	EW	1	0	0	0	0	1	0.20	178.19	326.89		Navajo		NACOG
486	I-40 EB	2.4 mi west of Hibbard Rd	1.3 mi east of Maple St	5.9	EW	2	6	14	3	52	77	15.40	473.53	80.88		Navajo		NACOG

487	I-40 EB	0.7 mi west of I-40 BL/Rogers Ave	4.4 mi east of Jack Rabbit Rd	3.5	EW	5	0	8	3	22	38	7.60	923.49	263.85	Navajo	NACOG
488	I-40 WB	6.1 mi East of Hibbard Rd	1.1 mi East of Hibbard Rd	5.0	EW	3	3	1	3	12	22	4.40	576.49	115.30	Navajo	NACOG
500	SR-260	3.8 mi west of Camperland Rd	5.3 mi west of Camperland Rd	1.5	EW	1	0	0	0	19	20	4.00	181.99	121.33	Navajo	NACOG
501	SR-260	West of Worldmark Dr	East of Pine Lake Rd	0.4	EW	0	1	0	0	0	1	0.20	10.31	27.60	Navajo	NACOG
502	SR-260	West of Pinedale Rd	Eagle Rest Rd	0.5	EW	0	0	0	0	3	3	0.60	0.60	1.30	Navajo	NACOG
503	SR-260	1mi west of Farnsworth Ranch Rd	East if Pinedale Rd	2.0	EW	1	2	2	1	26	32	6.40	211.53	105.76	Navajo	NACOG
504	SR-260	Cheney Ranch Loop	Oak Grove Rd	1.3	EW	1	0	2	0	8	11	2.20	185.38	138.17	Navajo	NACOG
514	US-160	3.4 mi East of US-163	2.4 mi East of US-163	1.0	EW	0	2	0	1	0	3	0.60	22.55	22.55	Navajo Navajo Reservation	NACOG
516	US-160	1.2 mi East of SR-564	0.3 mi West of SR-564	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79	Navajo Navajo Reservation	NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
1	I-17 NB	South of General Crook Trl	8.1 mi north of Dugas Rd	8.0	NS	4	8	52	21	205	290	58.00	1022.02	127.75		Yavapai	NACOG	
4	I-17 NB	1.2 mi south of Cordes Lake Rd	North of Coldwater Road	15.9	NS	7	17	99	45	443	611	122.20	1874.59	117.94		Yavapai	NACOG	
6	I-17 NB	Cornville Rd	2.4 south of Cornville Rd	2.4	NS	1	4	7	5	39	56	11.20	256.43	106.86		Yavapai	NACOG	
7	I-17 NB	0.5 mi south of Mud Springs Rd	0.5 mi south of Rock Springs Rd	0.8	NS	2	0	2	3	33	40	8.00	374.36	464.53		Yavapai	NACOG	
8	I-17 SB	2.2 mi south of Badger Springs Rd	0.5 mi south of Rock Springs Rd	11.9	NS	8	19	67	42	299	405	87.00	1949.43	163.92		Yavapai	NACOG	
9	I-17 SB	0.6 mi north of SR-179	0.2 mi north of Middle Verde Rd	9.5	NS	5	10	49	24	173	261	52.30	1211.84	128.08		Yavapai	NACOG	
12	Velda Rose Rd	Mud Springs Rd	Rock Springs Rd	1.0	NS	0	1	0	0	2	3	0.60	10.71	10.61		Yavapai	NACOG	
13	Old Black Canyon Hwy	Jacie Ln	0.9 south of Jacie Ln	0.9	NS	1	0	1	1	5	8	1.60	183.91	214.00		Yavapai	NACOG	
25	I-40 EB	1.1 mi East of Fort Rock Rd	1.5 mi West of Fort Rock Rd	2.6	EW	0	3	9	2	35	49	9.80	66.92	25.72		Yavapai	NACOG	
29	I-40 EB	East of Anvil Rock Rd	West of Markham Pass	2.0	EW	0	2	5	3	17	27	5.40	43.78	21.89		Yavapai	NACOG	
39	I-40 WB	3.5 mi west of Old Highway 66	1.6 mi east of Sol Ln	22.0	EW	8	18	22	22	149	219	43.80	1744.82	79.31		Yavapai	NACOG	
40	I-40 WB	1.2 mi West of Markham Pass	1.5 mi East of Fort Rock Rd	1.5	EW	1	0	0	0	3	4	0.80	178.79	119.19		Yavapai	NACOG	
41	I-40 WB	1.1 mi West of Fort Rock Rd	1.8 mi east of Fort Rock Rd	1.4	EW	1	0	2	0	13	16	3.20	186.38	133.17		Yavapai	NACOG	
55	SR-69	south of Enterprise Pkwy	North of Fain Rd	1.3	NS	0	1	6	4	16	27	5.40	37.99	28.24		Yavapai	Central Yavapai Metropolitan Planning Organization	
56	SR-69 SB	0.6 mi north of Ramada Dr	North of Sunrise Blvd	1.1	NS	0	0	7	7	28	42	8.40	38.67	33.86		Yavapai	Central Yavapai Metropolitan Planning Organization	
57	SR-69 NB SR-89 SB Connector	East of Heather Hts	0.3 mi West of Heather Hts	0.3	NS	0	1	2	2	9	14	2.80	21.56	82.62		Yavapai	Central Yavapai Metropolitan Planning Organization	
58	SR-69 SB	1 mi south of Iron Springs Rd	North of Finley Rd	4.3	NS	3	3	8	6	27	47	9.40	604.83	139.65		Yavapai	NACOG	
62	SR-69	West of Prescott Canyon Dr	1.1 mi West of Prescott Canyon Dr	1.0	NS	1	5	13	8	51	78	15.60	291.69	284.98		Yavapai	Yavapai Reservation	Central Yavapai Metropolitan Planning Organization
63	SR-69 SB	south of Central Ave	south of Central Ave	1.5	NS	1	0	1	1	4	7	1.40	183.71	122.40		Yavapai	NACOG	
64	SR-69 SB	1.7 mi south of Central Ave	South of Old Sycamore Rd	2.1	NS	3	2	7	0	23	35	7.00	579.34	276.38		Yavapai	NACOG	
65	SR-71	5.7 mi south of US- 93	10.5 mi north of US-60	1.5	NS	1	0	0	0	1	0	0.20	178.19	118.79		Yavapai	NACOG	
66	SR-71	1.3 mi west of Moore Ranch Rd	east of US-93	1.5	EW	1	0	0	0	3	4	0.80	178.79	122.43		Yavapai	NACOG	
88	SR-89	4 north of US-93	US-93	4.0	NS	2	4	7	2	13	28	5.60	423.63	105.91		Yavapai	NACOG	
89	SR-89	0.9 mi north of San Francisco St	North of Little Ranch Rd	3.7	NS	1	2	7	8	15	33	6.60	236.81	64.81		Yavapai	Central Yavapai Metropolitan Planning Organization	
90	SR-89	0.6 mi south of Haisley Rd	North of Walden Blvd	13.5	NS	0	29	57	21	78	185	37.00	514.31	38.10		Yavapai	NACOG	
92	SR-89	south of Fountain Hill Ln	1 mi south of Fountain Hill Ln	1.0	NS	0	2	1	2	9	14	2.80	29.07	29.86		Yavapai	NACOG	
93	SR-89 NB	0.7 mi south of Mina Rd	2.1 mi north of Date Creek Rd	3.7	NS	6	7	9	5	7	34	6.80	1177.50	319.51		Yavapai	NACOG	
94	SR-89 NB	1 mi south of outer loop Rd	North of Willow Creek Rd	3.1	NS	2	3	9	3	30	47	9.40	424.24	136.66		Yavapai	Central Yavapai Metropolitan Planning Organization	
97	SR-89	south of Devon Tr	Donegal Dr	0.7	NS	1	0	0	0	1	2	0.40	178.39	246.51		Yavapai	NACOG	
98	SR-89 NB	0.8 mi south of Yavpe Conn	South of VA Hospital	0.5	NS	0	2	0	4	9	15	3.00	30.14	61.61		Yavapai	Central Yavapai Metropolitan Planning Organization	
99	SR-89	South of Hays Ranch Rd	North of W Young Ln	2.5	NS	2	1	2	2	10	17	3.40	378.14	151.26		Yavapai	NACOG	
101	SR-89 SB	0.7 miles west of S Mina Rd	1.7 mi west of Mina Rd	1.0	EW	0	5	7	3	4	19	3.80	77.69	74.38		Yavapai	NACOG	
102	SR-89 WB	3.6 mi east ofDate Creek Rd	2.1 mi east of Date Creek Rd	1.5	EW	1	3	2	2	3	11	2.20	219.17	146.11		Yavapai	NACOG	
103	SR-96	4.4 mi west of Iron Horse Rd	7.1 mi east of Santa Maria Rd	2.5	EW	2	0	3	0	7	12	2.40	366.16	146.46		Yavapai	NACOG	
104	SR-97	0.6 mi north of Burro Creek Rd	1.5 mi north of US-93	1.5	NS	0	1	0	0	3	0	0.60	23.41	15.61		Yavapai	NACOG	
105	SR-97	5.1 mi north of Burro Creek Rd	4.1 mi north of Burro Creek Rd	1.0	NS	0	2	2	0	3	7	1.40	26.80	26.81		Yavapai	NACOG	
112	SR-169	West of Stallion Run Trl	Crystal Rock Rd	3.1	EW	2	1	5	5	24	37	7.40	395.11	127.09		Yavapai	NACOG	
115	SR-179 SB	1.1 mi north of Bell Rock Blvd	North of Bell Rock Blvd	0.7	NS	1	1	2	0	4	8	1.60	194.88	283.12		Yavapai	NACOG	
131	SR-260	3.6 mi west of General Crook FS 130	7.6 mi east of Fossil Creek Rd	3.0	EW	3	3	6	0	15	27	5.40	58.25	195.08		Yavapai	NACOG	
132	SR-260	South of Godard Rd	South of Del Rio Dr	0.5	NS	0	0	3	4	4	11	2.20	16.90	31.68		Yavapai	NACOG	
134	SR-260	3 miles south of Strawberry	4 miles South of Fossil Creek Rd	1.5	NS	1	4	1	2	4	12	2.40	226.88	151.28		Yavapai	NACOG	
163	SR-89	East of Legend Hills Rd	East of Prescott Ridge Rd	3.4	EW	2	1	2	2	14	21	4.20	378.94	112.59		Yavapai	Central Yavapai Metropolitan Planning Organization	
164	SR-89	6.8 mi north of Potato Patch	1.3 mi north of Potato Patch	5.5	NS	2	7	16	6	34	65	13.00	491.62	89.38		Yavapai	NACOG	
165	SR-89	Old Homestead Way	0.6 mi north of Deception Ln	1.4	NS	0	2	3	1	11	17	3.40	33.13	24.25		Yavapai	NACOG	
168	SR-89	S Uvix Rd	S Mt Mingus Rd	0.3	EW	0	0	3	2	10	15	3.00	14.24	56.82		Yavapai	NACOG	
171	SR-89 SB	West of Glassford Hill Rd	East of Granite Dells Pkwy	2.1	EW	0	1	5	5	16	27	5.40	37.13	18.11		Yavapai	Central Yavapai Metropolitan Planning Organization	
174	SR-89 SB	North of Lower Red Rock Loop Rd	0.6 mi South of Loy Canyon Rd	5.0	NS	1	5	18	3	78	105	21.00	301.40	60.56		Yavapai	NACOG	
200	US-93	20.8 mi North of SR-71	2.8 mi North of SR-71	18.5	NS	18	15	37	17	119	206	41.20	3522.03	190.38		Yavapai	NACOG	
201	US-93	2.5 north of Matthie Ranch Rd	Matthie Ranch Rd	2.5	NS	1	0	4	0	8	13	2.60	190.96	75.49		Yavapai	NACOG	
202	US-93 SB	Matthie Ranch Rd	0.2 south of Matthie Ranch Rd	0.2	NS	0	0	2	1	0	3	0.60	7.52	35.64		Yavapai	NACOG	
203	US-93	Scenic Loop Rd	Camino Blanco Rd	0.6	NS	0	0	3	2	5	10	2.00	13.24	20.54		Yavapai	NACOG	
353	Beaverhead Flat Rd	1 mi north of Cornville Rd	1 mi north of Cornville Rd	1.5	NS	1	0	0	0	3	4	0.80	178.79	119.19		Yavapai	NACOG	
354	N Bill Gray Rd	3.6 mi north of Lime Kln	2.3 mi north of Lime Kln	1.3	NS	0	0	0	1	1	2	0.40	2.13	1.63		Yavapai	NACOG	
356	E Bill Gray Rd	south of Sycamore Pass Rd	1.3 mi south of Sycamore Pass Rd	1.2	NS	0	1	0	0	0	1	0.20	10.31	8.74		Yavapai	NACOG	
357	Crown King Rd	Black Canyon Rd	0.8 mi north of Maggie Mine Rd	1.3	NS	0	1	2	0	0	3	0.60	15.89	12.66		Yavapai	NACOG	
358	Chavez Ranch Rd	0.9 east of Crescent Moon FS Rd	Crescent Moon FS Rd	0.9	EW	0	1	0	0	0	1	0.20	10.31	11.98		Yavapai	NACOG	
360	Forest Rd	0.3 west of Oak St	0.3 west of Oak St	0.3	EW	0	1	0	0	0	1	0.20	10.31	31.56		Yavapai	Central Yavapai Metropolitan Planning Organization	
366	5250	1.9 mi north of Bradshaw Rd	0.6 mi north of Bradshaw Rd	1.3	NS	0	2	0	0	0	2	0.40	20.62	15.55		Yavapai	NACOG	
369	Beaver Creek Rd	2 mi north of Beaver Creek Rd	North of Bar D Ranch Road	1.8	NS	1	0	0	1	0	2	0.40	10.12	102.80		Yavapai	NACOG	
370	E Beaver Creek Rd	West of Dave Wingfield Rd	Culpepper Ranch Rd	1.5	EW	0	1	0	1	2	4	0.80	12.64	8.43		Yavapai	NACOG	
371	Bloody Basin Rd	North of Cave Creek Rd	1.3 mi South of Cave Creek Rd	1.5	NS	0	1	0	0	0	1	0.20	10.31	6.87		Yavapai	NACOG	
372	E Bloody Basin Rd	South of I-17 Ramp	1 mi south of Tonelea Trl	1.5	NS	0	1	2	2	7	140	20.16	13.44		Yavapai	NACOG		
373	Boynton Pass Rd	East of Bear Mountain Rd	Loy Canyon Rd	1.5	EW	0	1	1	0	0	2	0.40	13.10	8.73		Yavapai	NACOG	
374	N Castle Hot Springs Rd E	Whispering Sands Rd	North of Crown King Rd	1.2	NS	0	0	0	1	1	2	0.40	2.13	1.83		Yavapai	NACOG	
376	E Cornville Rd	South of Apache Maid Ranch	South of Wind Valley Ranch Rd	3.5	NS	0	4	2	3	12	21	4.20	55.02	15.75		Yavapai	NACOG	
377	E Cornville Rd	South of Mountain View Rd	North of Beaverhead Flat Rd	3.0	NS	0	2	2	0	8	12	2.40	27.80	9.27		Yavapai	NACOG	
378	Cornville Rd	Sheephead Crossing Rd	3.3 west of Sheephead Crossing Rd	3.3	EW	3	3	9	2	12	29	5.80	596.90	180.35		Yavapai	NACOG	
379	Crown King Rd	5.4 mi north of Senator Hwy	4 mi north of Senator Hwy	1.5	NS	0	1	0	0	0	1	0.20	10.31	6.87		Yavapai	NACOG	
380	E Jacie Ln	S Old Black Canyon Hwy	0.3 west of S Old Black Canyon Hwy	0.3	EW	0	1	0	0	0	1	0.20	10.31	38.26		Yavapai	NACOG	
381	E Maren Ave	S Maggie Mine Rd	E Lisa Dr	0.3	EW	1	0	0	0	0	1	0.20	178.19	610.75		Yavapai	NACOG	
382	Newton Ave	East of Merrill Rd	1 mi east of Merrill Rd	0.8	EW	0	0	1	0	0	1	0.20	10.31	3.46		Yavapai	NACOG	
384	E Pappo Dr	Lindsay Rd	0.1 south of Lindsay Rd	0.1	NS	0	1	0	0	0	1	0.20	10.31	82.62		Yavapai	NACOG	
386	E Powder Horn Pass	0.1 east of N Old Chisholm Trl	N Old Chisholm Trl	0.1	EW	0	1	0	0	0	1	0.20	10.31	84.40		Yavapai	Central Yavapai Metropolitan Planning Organization	
388	E Priarie Ln	SR-260 intersection	West of E Mesa Dr	1.0	EW	0	1	0	0	1	2	0.40	10.31	10.51		Yavapai	NACOG	
390	E Robin Dr	west of Lois Dr	East of Lois Dr	0.2	EW	0	1	0	0	0	1	0.20	10.31	51.26		Yavapai	Central Yavapai Metropolitan Planning Organization	
393	Spruce Mountain Rd	West of Sky View Dr	0.5 mi east of Senator Hwy	1.5	EW	0	1	0	0	0	1	0.20	10.31	6.87		Yavapai	NACOG	
395	5th St	South of 6th St	South of 6th St	0.2	NS	0	1	0	0	0	1	0.20	10.31	56.86		Yavapai	Central Yavapai Metropolitan Planning Organization	
400	N Hyde Park Rd	South of Tracy Trl	Hard Rock Way	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.93		Yavapai	NACOG	
401	Hyde Park Rd	Via Dolorosa Rd	North of Brother's Blvd	1.5	NS	0	1	0	0	0	1	0.20	10.31	6.87		Yavapai	NACOG	
402	Loy Canyon Rd	2.9 mi south of Boynton Pass Rd	1.5 mi north of SR-89	1.5	NS	0	1	2	0	1	4	0.80	16.09	10.74		Yavapai	NACOG	
403	Montezuma Castle Rd	2.1 mi west of Middle Verde Rd	1 mi West of Middle Verde Rd	1.1	EW	0	1	0	0	0	1	0.20	10.31	9.06		Yavapai	NACOG	
40																		

408	E Perkinsville Rd	1 mi north of Blissful Path	19 mi south of Drake Rd	1.2	NS	0	1	1	1	1	4	0.80	15.23	12.55	Yavapai	NACOG
409	NF-618	0.5 mi south of Beaver Creek Rd	1.7 mi north of Ward Rnch	1.5	NS	1	0	0	0	1	2	0.40	178.39	116.97	Yavapai	NACOG
410	N Shamrock Dr	Lower Ranch Trl	Leprechau Rd	0.3	NS	0	1	0	0	0	1	0.20	10.31	29.75	Yavapai	NACOG
412	N Tolemac Way	0.5 north of Iron Springs Rd	Iron Springs Rd	0.5	NS	0	1	0	0	0	1	0.20	10.31	22.33	Yavapai	Central Yavapai Metropolitan Planning Organization
413	N Williamson Valley Rd	Southview Dr	Longview Dr	1.5	NS	1	0	2	1	5	9	1.80	186.71	127.88	Yavapai	Central Yavapai Metropolitan Planning Organization
414	N Williamson Valley Rd	South of Hootenanny Rd	Talking Rock Rach Rd	1.5	NS	0	1	1	0	1	3	0.60	13.30	8.87	Yavapai	Central Yavapai Metropolitan Planning Organization
415	N Williamson Valley Rd	South of Outer Loop Rd	South of Buchanan Dr	1.5	NS	0	1	0	0	3	4	0.80	10.91	7.27	Yavapai	Central Yavapai Metropolitan Planning Organization
416	Williamson Valley Rd	5.1 mi east of Walnut Creek Rd	3.7 mi east of Walnut Creek Rd	1.5	EW	0	1	0	0	0	1	0.20	10.31	6.87	Yavapai	NACOG
417	Crown King Rd	South of Black Canyon	1.5 mi south of Black Canyon	1.5	NS	0	1	0	0	1	2	0.40	10.51	7.01	Yavapai	NACOG
419	Crown King Rd	7.5 mi north of Maggie Mine Rd	6 mi north of Maggie Mine Rd	1.5	NS	0	1	0	0	0	1	0.20	10.31	6.87	Yavapai	NACOG
420	Cave Creek Rd	10.1 mi south of Bloody Basin Rd	11.6 mi south of Bloody Basin Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.71	Yavapai	NACOG
421	W Constellation Rd	Buckhorn Rd	1.4 south of Buckhorn Rd	1.4	NS	0	1	0	0	0	1	0.20	10.31	7.39	Yavapai	NACOG
422	S Cow Creek Rd	South of SVX Ranch Rd	0.7 mi north of Champie Rd	1.0	NS	0	1	0	0	0	1	0.20	10.31	10.31	Yavapai	NACOG
423	Iron Springs Rd	North of A.V Ranch Rd	South of old Skull Valley Rd	3.0	NS	0	2	1	0	7	10	2.00	24.81	8.27	Yavapai	NACOG
424	Iron Springs Rd	2.4 mi south of Contreras Rd	South of Tonto Rd	3.0	NS	3	1	1	0	4	9	1.80	548.47	182.82	Yavapai	NACOG
425	SR-96/Kirkland Valley Rd	South of Iron Springs Rd	0.6 mi north of M Ranch Rd	1.0	EW	0	2	0	0	0	2	0.40	20.62	20.62	Yavapai	NACOG
426	S Loy Rd	1 north of Anasazi Way	Anasazi Way	1.0	NS	0	1	0	0	2	3	0.60	10.71	10.21	Yavapai	NACOG
427	S Rincon Rd	1.6 north of Everett Bowman Trl	Everett Bowman Trl	1.6	NS	0	1	0	0	0	1	0.20	10.31	6.43	Yavapai	NACOG
429	S Salt Mine Rd	0.4 mi south of Blue Sage way	1.5 mi north of Garden Ln	0.4	NS	0	0	0	0	1	1	0.20	0.20	0.46	Yavapai	NACOG
430	S Salt Mine Rd	0.8 mi south of Blue Sage Way	1 mi north of Garden Ln	0.4	NS	0	1	0	0	0	1	0.20	10.31	23.86	Yavapai	NACOG
431	S Salt Mine Rd	South of River Bend Rd	1.9 mi north Beasley Flat Rd	1.5	NS	0	1	0	0	0	1	0.20	10.31	6.87	Yavapai	NACOG
432	S Senator Hwy	North of Escape Route Rd	Crown King Rd	2.5	NS	1	1	0	0	0	2	0.40	188.50	75.38	Yavapai	NACOG
433	S Senator Hwy	South of Mt Tittle Rd	1 mi north of Mt Tittle Rd	1.5	NS	0	1	2	0	4	7	1.40	16.69	11.13	Yavapai	NACOG
434	S Senator Hwy	South of Marpai Rd	North of New Horse Cp	1.5	NS	0	1	1	0	5	7	1.40	14.10	9.40	Yavapai	NACOG
435	Walker Rd	South Lynx Lake Store Rd	North of Enchanted Forest Trl	1.5	NS	0	1	0	2	2	5	1.08	14.57	9.71	Yavapai	NACOG
436	E Walker Rd	Enchanted Forest Trl	Softwind Trl	1.5	NS	0	2	0	0	0	2	0.40	20.62	13.75	Yavapai	NACOG
437	S Wagoner Rd/NF-362	North of Hozoni Ranch Rd	0.5 mi south of Hozoni Ranch Rd	1.0	NS	0	1	0	0	0	1	0.20	10.31	10.30	Yavapai	NACOG
438	S Wagoner Rd/S Walnut Grove Rd	0.7 mi south of Curry Rd	1.5 mi north of Crooks Canyon Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79	Yavapai	NACOG
439	W Big Chino Rd	West of Kyoto Ave	Mitchell Ln	1.5	EW	1	0	0	1	1	3	0.60	180.32	120.21	Yavapai	Central Yavapai Metropolitan Planning Organization
440	W Campwood Rd/NF-21	5.5 mi north of Behm Mesa Rd	4 mi north of Behm Mesa Rd	1.5	NS	0	1	0	0	1	2	0.40	10.51	7.01	Yavapai	NACOG
441	Campbell Ranch Rd	I-40	0.8 west of I-40	0.8	EW	1	0	0	0	0	1	0.20	178.19	234.85	Yavapai	NACOG
442	W Cherry Creek Rd	East of Mingus Mountain Rd	East of Powell Spring CG FS Rd	1.5	EW	1	0	0	0	2	3	0.60	178.59	119.06	Yavapai	NACOG
443	Contreras Rd	Tonto Rd	South of Railroad Service Rd	1.0	NS	0	1	0	0	0	1	0.20	10.31	10.31	Yavapai	NACOG
444	W Denny Ln	Iron Springs Rd	0.3 west of Iron Springs Rd	0.3	EW	1	0	0	0	0	1	0.20	178.19	567.55	Yavapai	NACOG
446	W Fort Rock Rd	US-66	Granada Rd	1.8	EW	1	0	0	0	0	1	0.20	178.19	100.63	Yavapai	NACOG
447	W Hays Ranch Rd	SR-89	Mexican Ave	1.5	EW	0	1	0	0	0	1	0.20	10.31	6.98	Yavapai	NACOG
448	W Iron Springs Rd	Tolemac Way	0.4 west of Tolemac Way	0.4	EW	0	0	0	0	1	1	0.20	0.20	0.57	Yavapai	Central Yavapai Metropolitan Planning Organization
449	Iron Springs Rd	Tolemac Way	Camp Yavapines Rd	0.5	NS	0	0	0	0	2	2	0.40	0.40	0.78	Yavapai	Central Yavapai Metropolitan Planning Organization
450	W Iron Springs Rd	East of Granite Basin Rd	Iron Springs Summer Homes	3.3	EW	3	1	1	1	8	14	2.80	551.20	168.50	Yavapai	NACOG
451	N Jerome Perkinsville Rd	7.8 mi south of Perkinsville Rd	9.3 mi south of Perkinsville Rd	1.5	NS	0	1	0	0	0	1	0.20	10.31	6.87	Yavapai	NACOG
452	Jerome Perkinsville Rd	11.2 mi north of Perkinsville Rd	9.7 mi north of Perkinsville Rd	1.5	NS	0	1	0	0	0	1	0.20	10.31	6.88	Yavapai	NACOG
453	SR-96/W Kirkland Hillside Rd	1.6 mi north of Neil Hampton Dr	North of Neil Hampton Dr	1.5	NS	1	0	1	0	1	3	0.60	181.18	120.79	Yavapai	NACOG
456	US-66	0.6 mi north of Audley Rd	0.9 mi south of Audley Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79	Yavapai	NACOG
457	US-66	0.5 mi west of Fort Rock Rd	2 mi west of Fort Rock Rd	1.5	EW	1	0	0	0	1	2	0.40	178.39	118.93	Yavapai	NACOG
458	US-66	3.4 mi south of Audley Rd	3.5 mi north of Fort Rock Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79	Yavapai	NACOG
459	W Outer Loop Rd	0.6 mi West of Cowboy Trl	0.5 mi East of Williamson Valley Rd	1.5	EW	0	1	0	0	1	2	0.40	10.51	7.01	Yavapai	Central Yavapai Metropolitan Planning Organization
460	W Stanton Rd	1.7 mi west of Buzzard Rd	0.8 mi east of Alvarado Mine Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79	Yavapai	NACOG
462	I-40 WB	1.8 mi east of SR-89	0.6 mi east of SR-89	1.1	EW	0	3	0	0	9	12	2.40	32.73	28.62	Yavapai	NACOG
463	SR-89 NB	0.6 mi north of Willow Creek Rd	North of Willow Creek Rd	0.3	NS	1	0	0	1	1	3	0.60	180.32	552.88	Yavapai	Central Yavapai Metropolitan Planning Organization
464	I-17 NB	2.1 mi north of Dugas Rd	North of Dugas Rd	2.0	NS	0	3	12	3	20	38	7.60	74.23	37.12	Yavapai	NACOG
465	I-17 NB	6.1 mi north of Dugas Rd	4.6 mi north of Dugas Rd	1.5	NS	0	2	4	1	15	22	4.40	36.72	24.48	Yavapai	NACOG
466	I-17 SB	7.5 mi north of Dugas Rd	4 mi north of Dugas Rd	3.5	NS	1	2	14	5	37	59	11.80	254.96	72.85	Yavapai	NACOG
467	I-17 SB	3 mi north of Dugas Rd	South of Dugas Rd	3.0	NS	1	4	18	12	62	97	19.40	305.27	101.76	Yavapai	NACOG
468	I-17 NB	4 mi South of Stoneman Lake Rd	5.5 mi south of Stoneman Lake Rd	1.5	NS	0	1	7	2	35	45	9.00	40.72	27.15	Yavapai	NACOG
469	I-17 NB	0.6 mi North of Stoneman Lake Rd	South of Stoneman Lake Rd	1.0	NS	0	1	3	0	13	17	3.40	21.29	21.29	Yavapai	NACOG
470	I-17 NB	5.3 mi North of Stoneman Lake Rd	4.1 mi North of Stoneman Lake Rd	1.2	NS	0	0	6	0	39	45	9.00	24.56	20.34	Yavapai	NACOG
471	I-17 SB	4.5 north of Stoneman Lake Rd	Stoneman Lake Rd	4.5	NS	0	5	12	5	48	70	14.00	104.32	22.99	Yavapai	NACOG
472	I-17 SB	1.4 mi South of Stoneman Lake Rd	1.1 mi north of Red Rock Scenic Bywy	5.0	NS	2	5	11	6	24	48	9.60	455.04	91.01	Yavapai	NACOG
474	I-17 SB	0.9 mi south of Dugas Rd	1.3 mi south of Arcosanti Rd	6.2	NS	2	7	18	13	96	136	27.20	523.12	84.99	Yavapai	NACOG
475	I-17 SB	1.3 mi north of Bloody Basin Rd	0.5 mi South of Badger Springs Rd	5.0	NS	3	4	14	10	48	79	15.80	643.82	128.76	Yavapai	NACOG
491	SR-89	2.7 mi north of San Francisco St	0.9 mi north of San Francisco St	1.8	NS	2	0	1	0	6	9	1.80	360.37	195.30	Yavapai	NACOG
492	SR-89	5.5 mi north of Drake Rd	South of Drake Rd	6.0	NS	4	1	3	5	29	42	8.40	746.91	124.48	Yavapai	NACOG
493	SR-89	0.4 mi south of Bullock Rd	4.5 mi north of Rattlesnake Rd	1.5	NS	1	1	1	0	4	7	1.40	192.09	128.06	Yavapai	NACOG
494	SR-89	2.1 mi north of Date Creek Rd	1.8 mi north of Date Creek Rd	0.3	NS	0	0	0	0	1	2	0.40	10.51	30.81	Yavapai	NACOG
495	SR-89	1.2 mi south of Wagoner Rd	1.2 mi north of Rancho El Osio Rd	1.5	NS	1	0	2	0	1	4	0.80	183.98	122.65	Yavapai	NACOG
498	SR-169	1.6 miles West of I-17	3.1 mi west of I-17	1.5	NS	1	0	1	0	12	14	2.80	383.38	122.34	Yavapai	NACOG
499	SR-179 SB	1.1 mi north of Bell Rock Blvd	0.8 miles North of Bell Rock Blvd	0.3	NS	0	0	0	0	2	2	0.40	0.40	1.53	Yavapai	NACOG
506	SR-260	3.1 mi east of Fossil Creek Rd	2.1 mi east of Fossil Creek Rd	1.0	EW	0	2	2	0	0	4	0.80	26.20	26.21	Yavapai	NACOG
508	SR-89	North of Harris Rd	North of Legend Hills Rd	0.4	NS	0	0	0	1	3	4	0.80	2.53	6.94	Yavapai	NACOG
509	SR-89	1.2 mi south of Potato Patch	North of Harris Rd	3.5	NS	1	6	12	6	25	50	10.00	290.15	82.90	Yavapai	NACOG
511	SR-89 SB	1 mi south of Oak Creek Valley Rd	0.17 miles North of N Bill Gray Rd	1.3	NS	0	2	4	0	2	8	1.60	32.19	25.46	Yavapai	NACOG
513	US-93 SB	3.2 miles South of Burro Creek Rd	1.6 mi North of SR-97	1.5	NS	1	0	0	0	2	3	0.60	178.59	119.06	Yavapai	NACOG
539	I-17 NB	South of General Crook Trl	2.9 mi South of General Crook Trl	2.5	NS	1	1	12	6	58	78	15.60	245.20	98.08	Yavapai	NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
81	SR-87	7.8 mi South of SR-264	9.3 mi South of SR-264	1.50	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
140	SR-264	6.4 mi East of Main St	1.8 mi East of Main St	4.63	EW	3	0	0	0	0	3	0.60	534.57	115.55		Navajo	Hopi Reservation	NACOG
142	SR-264	3 mi east of SR-87	1 mi East of SR-87	2.00	EW	2	0	0	0	0	2	0.40	356.38	178.19		Navajo	Hopi Reservation	NACOG
144	SR-264	3.3 mi West of Main St	4.8 mi West of Main St	1.50	EW	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
146	SR-264	10.8 mi East of Coalmine Rd	9.3 mi East of Coalmine Rd	1.50	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Hopi Reservation	NACOG
148	SR-264	22.8 mi East of Coalmine Rd	24.3 mi East of Coalmine Rd	1.50	EW	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
275	Leupp-Oraibi Rd	11.3 mi North of Sand Springs Rd	9.8 mi North of Sand Springs Rd	1.50	NS	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Hopi Reservation	NACOG
328	Leupp-Oraibi Rd	20.3 mi North of Sand Springs Rd	18.8 mi North of Sand Springs Rd	1.50	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
329	Leupp-Oraibi Rd	25.5 mi North of Sand Springs Rd	24 mi North of Sand Springs Rd	1.50	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
330	SR-77	3.5 mi South of SR-264	1.5 south of 3.5 mi South of SR-264	1.50	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
332	SR-60	1.5 north of SR-264	SR-264	1.50	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
NO SEGMENT PRIORITY LOCATIONS																		

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
18	I-40 EB	2.5 east of Querino Rd	Querino Rd	2.5	EW	1	1	7	0	17	26	5.20	211.45	86.30		Apache	Navajo Reservation	NACOG
19	I-40 EB	2.6 mi East of Navajo Rd	1.2 mi West of Navajo Rd	3.8	EW	2	3	4	3	34	46	9.20	411.07	108.35		Apache	Navajo Reservation	NACOG
20	I-40 EB	0.7 mi West of Pinta Rd	3.7 mi West of Pinta Rd	3.0	EW	2	1	2	2	20	27	5.40	380.14	128.84		Apache	Navajo Reservation	NACOG
26	I-40 EB	Grants Rd	2.3 mi West of Hawthorne Rd	6.9	EW	4	3	12	5	55	79	15.80	797.86	115.35		Apache	Navajo Reservation	NACOG
44	Frontage Rd	Lupton Rd	1.3 west of Lupton Rd	1.3	EW	1	0	0	0	0	1	0.20	178.19	135.84		Apache	Navajo Reservation	NACOG
45	Frontage Rd	West of Hawthorne Rd	1.8 mi West of Hawthorne Rd	1.5	EW	1	0	0	1	0	2	0.40	180.12	120.08		Apache	Navajo Reservation	NACOG
51	SR-61	Kelsey Rd	1.4 south of Kelsey Rd	1.4	NS	1	0	0	0	0	1	0.20	178.19	124.05		Apache	Navajo Reservation	NACOG
85	SR-87	32.5 mi North of I-40	31 mi North of I-40	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.91		Navajo	Navajo Reservation	NACOG
106	SR-98	23.9 mi West of US-160	29.4 mi West of US-160	5.5	EW	3	0	1	0	2	6	1.20	537.76	97.78		Coconino	Navajo Reservation	NACOG
107	SR-98	42 mi North of US-160	43.5 mi North of US-160	1.5	NS	1	0	0	0	4	5	1.00	178.99	119.33		Coconino	Navajo Reservation	NACOG
108	SR-98	33 mi West of US-160	34.5 mi West of US-160	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
109	SR-98	1.6 mi West of Navajo Mountain Rd	3.1 mi West of Navajo Mountain Rd	1.5	EW	1	0	0	0	1	2	0.40	178.39	118.93		Coconino	Navajo Reservation	NACOG
110	SR-98	38 mi West of US-160	39.5 mi West of US-160	1.5	EW	1	0	0	1	2	4	0.80	180.52	120.35		Coconino	Navajo Reservation	NACOG
111	SR-98	US-160	1.4 west of US-160	1.4	EW	1	0	0	1	0	2	0.40	180.12	131.38		Navajo	Navajo Reservation	NACOG
138	SR-264	7.3 mi West of Summit Rd	9.3 mi West of Summit Rd	2.0	EW	2	0	0	0	0	2	0.40	356.38	178.19		Apache	Navajo Reservation	NACOG
139	SR-264	17.6 mi West of US-191	19.1 mi West of US-191	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
141	SR-264	11.8 mi West of Summit Rd	13.3 mi West of Summit Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
143	SR-264	Lagoon Rd	St Michael Mission Rd	2.8	EW	3	0	0	1	0	4	0.80	536.50	191.46		Apache	Navajo Reservation	NACOG
145	SR-264	14.2 mi East of US-160	10.7 mi East of US-160	3.5	EW	2	0	0	0	1	3	0.60	356.58	101.88		Coconino	Navajo Reservation	NACOG
147	SR-264	0.9 mi East of Post Office Rd	0.7 mi West of Post Office Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
160	SR-564	2.9 mi South of Sandal Trl	South of Sandal Trl	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Navajo Reservation	NACOG
188	US-89	5 mi North of Moenave Rd	3 mi North of Moenave Rd	2.0	NS	2	1	1	0	5	9	1.80	370.48	185.24		Coconino	Navajo Reservation	NACOG
190	US-89	5.5 mi North of Navahopi Rd	7 mi North of Navahopi Rd	1.5	NS	3	0	2	0	5	10	2.00	541.16	360.77		Coconino	Navajo Reservation	NACOG
192	US-89	19 mi South of Haul Rd	20.5 mi South of Haul Rd	1.5	NS	0	3	4	0	11	18	3.60	44.30	29.53		Coconino	Navajo Reservation	NACOG
193	US-89	Navahopi Rd	1.4 south of Navahopi Rd	1.4	NS	1	1	2	0	7	11	2.20	195.48	139.18		Coconino	Navajo Reservation	NACOG
196	US-89	6.2 mi South of Marble Canyon Damsite Rd	10.2 mi South of Marble Canyon Damsite Rd	4.0	NS	2	1	0	0	3	6	1.20	367.29	91.82		Coconino	Navajo Reservation	NACOG
197	US-89	3.8 mi North of Marble Canyon Damsite Rd	2.3 mi North of Marble Canyon Damsite Rd	1.5	NS	1	0	0	0	2	3	0.60	178.59	119.06		Coconino	Navajo Reservation	NACOG
198	US-89	6.5 mi South of US-160	5 mi South of US-160	1.5	NS	1	0	1	0	2	4	0.80	181.38	120.90		Coconino	Navajo Reservation	NACOG
205	US-160	0.5 mi East of US-163	1 mi West of US-163	1.5	EW	1	0	1	3	4	9	1.80	187.58	125.05		Navajo	Navajo Reservation	NACOG
206	US-160	14.7 mi East of US-163	9.4 mi East of US-163	5.3	EW	3	0	2	1	2	8	1.60	542.49	101.50		Navajo	Navajo Reservation	NACOG
207	US-160	8 mi West of US-163	11 mi West of US-163	3.0	EW	4	0	0	0	1	5	1.00	712.96	237.65		Navajo	Navajo Reservation	NACOG
208	US-160	5.3 mi East of SR-98	2.3 mi East of SR-98	3.0	EW	2	0	1	0	1	4	0.80	359.37	119.80		Navajo	Navajo Reservation	NACOG
209	US-160	West of Goldtooth Circle Rd	1.7 mi West of Goldtooth Circle Rd	1.5	EW	1	0	0	0	1	2	0.40	178.39	118.93		Coconino	Navajo Reservation	NACOG
210	US-160	6.1 mi East of Dinnehotso Rd	4.6 mi East of Dinnehotso Rd	1.5	EW	1	0	1	1	3	6	1.20	183.51	122.34		Apache	Navajo Reservation	NACOG
211	US-160	9.9 mi East of Fairgrounds Rd	6.9 mi East of Fairgrounds Rd	3.0	EW	3	0	0	0	1	4	0.80	534.77	178.26		Coconino	Navajo Reservation	NACOG
212	US-160	15.9 mi East of Fairgrounds Rd	14.4 mi East of Fairgrounds Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
213	US-160	3.7 mi West of SR-98	5.2 mi West of SR-98	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
214	US-160	1.2 mi West of US-191	2.4 mi West of US-191	1.5	EW	1	1	2	0	2	6	1.20	194.48	129.66		Apache	Navajo Reservation	NACOG
215	US-160	2.6 mi East of Old Swizo Rd	1.1 mi East of Old Swizo Rd	1.5	EW	1	0	1	0	1	3	0.60	181.18	120.79		Apache	Navajo Reservation	NACOG
216	US-160	3.1 mi East of US-64/SR-504	1.6 mi East of US-64/SR-504	1.5	EW	1	0	0	1	0	2	0.40	180.12	120.08		Apache	Navajo Reservation	NACOG
217	US-160	4.3 mi West of US-191	5.8 mi West of US-191	1.5	EW	1	0	2	1	3	7	1.40	186.31	124.13		Apache	Navajo Reservation	NACOG
218	US-163	13.1 mi North of US-160	9.6 mi North of US-160	3.5	NS	3	2	1	2	1	9	1.80	562.05	160.58		Navajo	Navajo Reservation	NACOG
219	US-163	3.1 mi North of Nakai Cir	1.6 mi North of Nakai Cir	1.5	NS	1	0	1	0	1	3	0.60	181.18	120.79		Navajo	Navajo Reservation	NACOG
227	US-191	North of Middle Well Rd	South of Little Silversmith Rd	0.6	NS	1	0	0	0	0	1	0.20	178.19	318.50		Apache	Navajo Reservation	NACOG
230	US-191	0.5 mi South of Parker Draw Rd	2 mi South of Parker Draw Rd	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.93		Apache	Navajo Reservation	NACOG
231	US-191	4.8 mi North of Navajo Station Rd	3.3 mi North of Navajo Station Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
232	US-191	7 mi North of SR-264	1 mi North of SR-264	6.0	NS	3	0	1	0	0	4	0.80	537.36	89.56		Apache	Navajo Reservation	NACOG
233	US-191	5.1 mi North of Main St	3.1 mi North of Main St	2.0	NS	2	0	0	0	0	2	0.40	356.38	178.19		Apache	Navajo Reservation	NACOG
234	US-191	10.5 mi South of Main St	12 mi South of Main St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
235	US-191	0.9 mi South of Main St	2.4 mi South of Main St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
236	US-191	11.6 mi North of Main St	10.1 mi North of Main St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
237	US-191	US-160	1 south of US-160	1.0	NS	1	0	1	0	0	2	0.40	180.98	180.99		Apache	Navajo Reservation	NACOG
238	US-191	3.9 mi South of Main St	5.4 mi South of Main St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.74		Apache	Navajo Reservation	NACOG
239	US-191	15.5 mi South of US-160	17 mi South of US-160	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
240	US-191	7.4 mi South of Main St	8.9 mi South of Main St	1.5	NS	1	0	1	0	0	2	0.40	180.98	120.66		Apache	Navajo Reservation	NACOG
241	US-191	8.1 mi North of Main St	6.6 mi North of Main St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
242	US-191	2.5 mi North of Lake Rd	1 mi North of Lake Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
243	US-191	13.1 mi North of SR-264	11.6 mi North of SR-264	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.93		Apache	Navajo Reservation	NACOG
250	IR-4	7 mi West of US-191	8.5 mi West of US-191	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
251	IR-15	0.5 mi South of US-264	2.5 mi South of US-264	2.0	NS	1	1	0	0	0	2	0.40	188.50	94.25		Apache	Navajo Reservation	NACOG
252	IR-27	18.5 mi South of Zuni St	20 mi South of Zuni St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
253	IR-27	0.5 mi South of Zuni St	2 mi South of Zuni St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
254	IR-64	2.6 mi West of Antelope House Overlook	4.1 mi West of Antelope House Overlook	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
255	IR-64	6.4 mi East of Antelope House Overlook	5.4 mi East of Antelope House Overlook	1.0	EW	1	0	0	0	0	1	0.20	178.19	178.19		Apache	Navajo Reservation	NACOG
256	IR-59	4 mi West of US-191	5.5 mi West of US-191	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
257	IR-59	14.5 mi West of US-191	16 mi West of US-191	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
258	IR-12	2.7 mi North of I-40	1.2 mi North of I-40	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
259	IR-12	1 north of Kit Carson Dr	Kit Carson Dr	1.0	NS	1	0	0	0	0	1	0.20	178.19	183.14		Apache	Navajo Reservation	NACOG
260	IR-12	2.7 mi South of Mitchell's Rd	5.2 mi South of Mitchell's Rd	2.5	NS	2	0	0	0	0	2	0.40	356.38	142.55		Apache	Navajo Reservation	NACOG
261	IR-12	0.5 mi North of Lower Wheatfields Rd	1 mi South of Lower Wheatfields Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
262	IR-12	2.3 mi North of Mitchell's Rd	0.8 mi North of Mitchell's Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
263	IR-12	14.8 mi South of Mitchell's Rd	16.3 mi South of Mitchell's Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
269	Antelope Point Rd	0.5 mi North of Lake Pump Rd	1 mi South of Lake Pump Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
272	Black Mesa Pump Station Rd	1.3 mi West of US-89	2.8 mi West of US-89	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG

276	US-89T	0.6 mi South of Windmill Corral	2.1 mi South of Windmill Corral	1.5	NS	1	0	0	0	0	I	0.20	178.19	118.77	Coconino	Navajo Reservation	NACOG
277	US-89T	8 mi South of Windmill Corral	9.5 mi South of Windmill Corral	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.96	Coconino	Navajo Reservation	NACOG
278	US-89T	5 mi South of Copper Mine Rd	6.5 mi South of Copper Mine Rd	1.5	NS	1	0	1	0	1	3	0.60	181.18	120.81	Coconino	Navajo Reservation	NACOG
279	IR-2121	3.1 mi North of US-160	1.6 mi North of US-160	1.5	NS	1	0	0	0	0	I	0.20	178.19	118.79	Coconino	Navajo Reservation	NACOG
280	IR-6330	6.9 mi East of Powerline Rd	5.4 mi East of Powerline Rd	1.5	EW	1	0	0	0	0	I	0.20	178.19	118.79	Coconino	Navajo Reservation	NACOG
291	Leupp Rd	2.7 mi East of Grandfalls Rd	1.7 mi East of Grandfalls Rd	1.3	EW	1	0	0	0	0	I	0.20	178.19	135.21	Coconino	Navajo Reservation	NACOG
324	SR-77	10.2 mi South of Gasline Rd	11.7 mi South of Gasline Rd	1.5	NS	1	0	0	0	0	I	0.20	178.19	118.79	Navajo	Navajo Reservation	NACOG
325	IR-15	1 mi West of Greasewood Rd	2.5 mi West of Greasewood Rd	1.5	EW	1	0	0	0	0	I	0.20	178.19	118.79	Navajo	Navajo Reservation	NACOG
326	IR-67	IR-4	1.5 south of IR-4	1.5	NS	1	0	0	0	0	I	0.20	178.19	121.14	Navajo	Navajo Reservation	NACOG
327	IR-59	US-160	1.6 south of US-160	1.6	NS	1	0	0	0	0	I	0.20	178.19	110.36	Navajo	Navajo Reservation	NACOG
331	SR-77	4.3 mi North of Gasline Rd	2.8 mi North of Gasline Rd	1.5	NS	1	0	0	0	0	I	0.20	178.19	118.79	Navajo	Navajo Reservation	NACOG
478	I-40 WB	0.6 mi East of St Anselm Rd	0.9 mi West of St Anselm Rd	1.5	EW	1	1	2	1	8	I3	2.60	197.62	131.74	Apache	Navajo Reservation	NACOG
497	SR-98	11.2 mi South of Upper Antelope Rd	12.7 mi South of Upper Antelope Rd	1.5	NS	1	0	0	1	1	3	0.60	180.32	120.21	Coconino	Navajo Reservation	NACOG
514	US-160	3.4 mi East of US-163	2.4 mi East of US-163	1.0	EW	0	2	0	1	0	3	0.60	22.55	22.55	Navajo	Navajo Reservation	NACOG
515	US-160	5.3 mi East of US-191	3.8 mi East of US-191	1.5	EW	1	0	0	0	0	I	0.20	178.19	118.79	Apache	Navajo Reservation	NACOG
516	US-160	1.2 mi East of SR-564	0.3 mi West of SR-564	1.5	EW	1	0	0	0	0	I	0.20	178.19	118.79	Navajo	Navajo Reservation	NACOG
517	US-160	7.6 mi East of Old Swhzo Rd	6.1 mi East of Old Swhzo Rd	1.5	EW	1	0	0	0	0	I	0.20	178.19	118.79	Apache	Navajo Reservation	NACOG
519	US-191	1.6 miles North of Grey Valley Rd	North of Grey Valley Rd	1.5	NS	2	0	0	0	0	2	0.40	356.38	237.59	Apache	Navajo Reservation	NACOG

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67	Chief Ave	Mulberry St	Birch St	1.4	NS	0	1	0	0	0	1	0.20	10.31	7.20		Navajo	Fort Apache Reservation	NACOG
68	SR-73	2.3 mi North of Robert's Ranch Rd	0.8 mi North of Robert's Ranch Rd	1.5	NS	1	0	1	0	0	2	0.40	180.98	120.61		Navajo	Fort Apache Reservation	NACOG
69	White River Scenic Rd	0.7 mi South of Robert's Ranch Rd	2.2 mi South of Robert's Ranch Rd	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.93		Navajo	Fort Apache Reservation	NACOG
70	Chief Ave	Saddle St	1.9 south of Saddle St	1.9	NS	2	0	0	0	2	4	0.80	356.78	185.30		Navajo	Fort Apache Reservation	NACOG
71	White River Scenic Rd	4th St	1.4 south of 4th St	1.4	NS	1	0	0	0	2	3	0.60	178.59	127.64		Navajo	Fort Apache Reservation	NACOG
72	Chief Ave	0.6 mi North of Kasey Rd	0.9 mi South of Kasey Rd	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.97		Navajo	Fort Apache Reservation	NACOG
124	SR-260	2.1 mi East of Maple Ave	0.6 mi East of Maple Ave	1.5	EW	1	1	0	0	3	5	1.00	189.10	126.07		Apache	Fort Apache Reservation	NACOG
128	SR-260	6.1 mi East of Maple Ave	4.6 mi East of Maple Ave	1.5	EW	1	0	0	0	1	2	0.40	178.39	118.93		Apache	Fort Apache Reservation	NACOG
183	US-60/SR-77	1.3 mi South of Mogollon Rim Rd	2.8 mi South of Mogollon Rim Rd	1.5	NS	1	0	1	0	6	8	1.60	182.18	121.46		Navajo	Fort Apache Reservation	NACOG
184	US-60/SR-77	3.8 mi North of SR-73	2.3 mi North of SR-73	1.5	NS	1	0	1	1	6	9	1.80	184.11	122.74		Navajo	Fort Apache Reservation	NACOG
335	IR-12	9 mi West of US-60/SR-77	11.2 mi West of US-60/SR-77	2.2	EW	2	0	0	0	0	2	0.40	356.38	165.51		Navajo	Fort Apache Reservation	NACOG
345	Fork Rd	Banashley Rd	1.8 south of Banashley Rd	1.8	NS	2	0	0	0	0	2	0.40	356.38	194.25		Navajo	Fort Apache Reservation	NACOG

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454	Middle Verde Rd	Castle Ln	Montazuma Casde Rd	0.3	NS	1	0	0	0	0	1	0.20	178.19	527.39	Camp Verde	Yavapai	Camp Verde Trust Land	NACOG

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62	SR-69	West of Prescott Canyon Dr	1.1 mi West of Prescott Canyon Dr	1.02	NS	1	5	13	8	51	78	15.60	291.69	284.98		Yavapai	Yavapai Reservation	Central Yavapai Metropolitan Planning Organization
496	SR-89 NB	0.5 mi South of Industrial Way	0.7 mi South of Industrial Way	0.18	NS	0	1	0	1	0	2	0.40	12.24	69.83	Prescott	Yavapai	Yavapai Reservation	Central Yavapai Metropolitan Planning Organization

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11	I-17 SB	North of Middle Verde Rd	North of General Crook Trl	4.0	NS	1	3	7	5	57	73	14.60	249.72	61.84	Camp Verde	Yavapai		NACOG
14	Arena del Loma Rd	Middle Verde Rd	Krazy K RV Park	1.4	NS	1	1	1	0	0	3	0.60	191.29	136.81	Camp Verde	Yavapai		NACOG
135	SR-260	Oasis Dr	Homestead Pkwy	1.4	EW	0	2	1	0	0	3	0.60	23.41	17.34	Camp Verde	Yavapai		NACOG
136	SR-260	1.2 mi North of Cherry Creek Rd	South of Cherry Creek Rd	1.5	EW	1	1	2	0	10	14	2.80	196.08	130.72	Camp Verde	Yavapai		NACOG
137	Old Highway 279	0.2 north of Cherry Ln	Cherry Ln	0.2	NS	0	1	0	0	0	1	0.20	10.31	42.06	Camp Verde	Yavapai		NACOG
445	Finnie Flat Rd	7th St	SR-260	1.0	EW	0	1	0	1	5	7	1.40	13.24	13.49	Camp Verde	Yavapai		NACOG
454	Middle Verde Rd	Castle Ln	Montazuma Casde Rd	0.3	NS	1	0	0	0	0	1	0.20	178.19	527.39	Camp Verde	Yavapai	Camp Verde Trust Land	NACOG
526	General George Crook Trl	Olive Ln	1.4 west of Olive Ln	1.4	EW	1	0	1	1	1	4	0.80	183.11	130.42	Camp Verde	Yavapai		NACOG

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91	SR-89	North of Road 6 N	Choctaw Ln	1.9	NS	0	3	4	2	8	17	3.40	47.56	24.39	Chino Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
95	SR-89	Perkinsville Rd	4.8 south of Perkinsville Rd	4.8	NS	0	2	10	9	47	68	13.60	75.33	15.74	Chino Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
364	Palomino Rd	SR-89	Road 1 W	0.7	EW	0	1	1	0	1	3	0.60	13.30	19.19	Chino Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
385	County Rd 70	Iu Bar Rd	Santa Fe Trl	1.2	NS	0	1	1	0	3	5	1.00	13.70	11.27	Chino Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
428	Road 1 E	Road 3 S	Road 4 S	0.5	NS	1	0	0	0	0	1	0.20	178.19	359.57	Chino Valley	Yavapai		Central Yavapai Metropolitan Planning Organization

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418	Broadway Rd	Luke Ln	Park Rd	0.86	NS	0	1	0	0	2	3	0.60	10.71	12.42	Clarkdale	Yavapai		NACOG

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133	SR-260	Main St	1.5 south of Main St	1.5	NS	0	1	5	8	36	50	10.00	46.93	32.00	Cottonwood	Yavapai		NACOG
162	Cottonwood St	Main St	6th St	0.8	EW	0	1	4	1	21	27	5.40	27.61	34.90	Cottonwood	Yavapai		NACOG
169	Main St	Mingus Rd	Mt Mingus Rd	1.5	NS	0	3	13	5	42	63	12.60	85.29	57.69	Cottonwood	Yavapai		NACOG
355	Bill Gray Rd	2.3 mi north of Lime Kiln	1.9 mi north of Lime Kiln	0.4	NS	0	1	0	0	0	1	0.20	10.31	24.67	Cottonwood	Yavapai		NACOG
455	Mingus Ave	Willard St	Happyjack Way	1.0	EW	0	0	3	1	1	5	1.00	10.51	10.51	Cottonwood	Yavapai		NACOG

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NO SEGMENT PRIORITY LOCATIONS																		

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113	Cherry Rd	Crystal Rock Rd	1.4 west of Crystal Rock Rd	1.4	EW	0	2	0	1	8	11	2.20	24.15	17.36	Dewey-Humboldt	Yavapai		Central Yavapai Metropolitan Planning Organization
383	Newton Ave	Wicklowl Dr	0.23 miles West of S Merritt Rd	0.5	EW	0	1	0	1	0	2	0.40	12.24	23.69	Dewey-Humboldt	Yavapai		Central Yavapai Metropolitan Planning Organization
389	Prescott St	Jones St	Holiday Dr	0.3	EW	1	0	0	0	0	1	0.20	178.19	578.72	Dewey-Humboldt	Yavapai		Central Yavapai Metropolitan Planning Organization

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5	I-17 NB	I-40	North of Old Munds Hwy	3.9	NS	1	3	18	7	87	116	23.20	290.31	74.91	Flagstaff	Coconino		MetroPlan
28	I-40 EB	East of Butler Ave	West of Beulah Blvd	4.0	EW	0	4	16	7	138	165	33.00	127.04	31.76	Flagstaff	Coconino		MetroPlan
37	I-40 WB	East of Butler Ave	West of Beulah Blvd	4.0	EW	2	2	8	6	75	93	18.60	425.93	106.48	Flagstaff	Coconino		MetroPlan
47	I-40 WB I-17 NB Connector	I-40 WB	I-17 NB	0.5	EW	1	1	3	1	8	14	2.80	200.41	430.79	Flagstaff	Coconino		MetroPlan
178	US-89	1.6 north of Country Club Dr	Country Club Dr	1.6	NS	1	3	4	4	43	55	11.00	236.61	144.07	Flagstaff	Coconino		MetroPlan
179	Rte 66	Country Club Dr	San Francisco St	4.1	EW	2	5	18	25	108	158	31.60	528.08	128.00	Flagstaff	Coconino		MetroPlan
180	Rte 66	1.2 east of Railroad Springs Blvd	Railroad Springs Blvd	1.2	EW	0	1	3	6	17	27	5.40	33.68	28.59	Flagstaff	Coconino		MetroPlan
181	US-180	Rain Valley Rd	El Paso Flagstaff Rd	0.9	EW	1	0	0	0	2	3	0.60	178.59	198.39	Flagstaff	Coconino		MetroPlan
303	Butler Ave	Foxglenn St	I-40	1.4	EW	0	2	5	5	29	41	8.20	50.04	36.76	Flagstaff	Coconino		MetroPlan
304	Butler Ave	Ponderosa Pkwy	Lone Tree Rd	1.0	EW	0	1	4	4	22	31	6.20	33.61	34.54	Flagstaff	Coconino		MetroPlan
305	Cedar Ave	4th St	Gemini Rd	1.2	EW	1	2	1	1	16	21	4.20	206.73	167.95	Flagstaff	Coconino		MetroPlan
307	Huntington Dr	4th St	1.2 west of 4th St	1.2	EW	0	1	2	2	21	26	5.20	23.96	19.30	Flagstaff	Coconino		MetroPlan
308	Huntington Dr	Industrial Dr	Fanning Dr	0.8	EW	0	1	0	0	4	5	1.00	11.11	13.86	Flagstaff	Coconino		MetroPlan
309	Industrial Dr	Nestle Purina Ave	Steves Blvd	1.6	EW	0	1	2	0	1	4	0.80	16.09	10.31	Flagstaff	Coconino		MetroPlan
310	Pine Knoll Dr	Maricopa St	Huffer Ln	1.1	EW	0	1	2	1	7	11	2.20	19.23	17.93	Flagstaff	Coconino		MetroPlan
312	Soleire Ave	Country Club Dr	Elk Run St	1.2	EW	1	1	2	1	3	8	1.60	196.62	167.84	Flagstaff	Coconino		MetroPlan
313	4th St	Lockett Rd	I-40	1.2	NS	0	1	2	3	14	20	4.00	24.49	20.93	Flagstaff	Coconino		MetroPlan
314	Mountain Meadow Dr	El Paso Dr	Lynch Ave	0.3	NS	0	1	0	0	1	2	0.40	10.51	33.27	Flagstaff	Coconino		MetroPlan
318	Lake Mary Rd	Wildlife Dr	Frontier Ave	1.7	EW	0	0	0	1	4	5	1.00	2.73	1.57	Flagstaff	Coconino		MetroPlan
323	University Ave	Milton Rd	Forest Meadows St	0.6	EW	0	1	0	3	3	7	1.40	16.70	28.75	Flagstaff	Coconino		MetroPlan
476	Milton Rd	Rte 66	Forest Meadows St	1.0	NS	1	0	5	6	35	47	9.40	210.74	210.74	Flagstaff	Coconino		MetroPlan
483	I-40 WB	2.7 mi East of Country Club Dr	0.7 mi East of Country Club Dr	2.0	EW	1	0	6	2	32	41	8.20	205.21	102.60	Flagstaff	Coconino		MetroPlan
484	I-40 EB	0.6 mi East of Country Club Dr	East of 4th St	2.0	EW	3	0	0	3	33	39	7.80	546.97	273.48	Flagstaff	Coconino		MetroPlan
485	I-40 WB	1.5 mi East of Beulah Blvd	2.2 mi East of Beulah Blvd	0.7	EW	1	0	1	0	7	9	1.80	182.38	268.93	Flagstaff	Coconino		MetroPlan

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528	Main St	Maurice Ave	1 south of Maurice Ave	1.0	NS	0	0	0	0	1	1	0.20	0.2	0.21	Fredonia	Coconino		NACOG
529	Main St	1.3 north of Roys Rd	Roys Rd	1.3	NS	0	0	0	0	1	1	0.20	0.2	0.15	Fredonia	Coconino		NACOG

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33	I-40 WB	North of Hermosa Dr	SR-77	1.4	EW	1	0	2	2	1	6	1.20	187.84	132.93	Holbrook	Navajo		NACOG
530	I-40 BL	Hermosa Dr	Crestview Rd	0.8	EW	0	0	0	2	4	6	1.20	4.66	5.76	Holbrook	Navajo		NACOG

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166	Dry Creek Scenic Rd	0.5 east of Deception Ln	Deception Ln	0.5	EW	0	0	0	0	1	1	0.20	0.20	0.42	Jerome	Yavapai		NACOG
523	Hampshire Ave	Douglas Rd	Gulch Ln	0.2	EW	0	0	0	0	1	1	0.20	0.20	0.97	Jerome	Yavapai		NACOG
524	Clark St	Hill St	Hull Ave	0.3	NS	0	0	0	0	1	1	0.20	0.20	0.79	Jerome	Yavapai		NACOG

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274	Haul Rd	Appaloosa Rd	US-89	0.9	EW	1	1	0	1	5	8	1.60	191.43	213.51	Page	Coconino		NACOG
281	Industrial Dr	Border St	SR-98	0.6	NS	0	1	0	0	0	1	0.20	10.31	16.11	Page	Coconino		NACOG

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375	Castle Hot Springs Rd	North of Crown King Rd	Castle Creek Rd	3.3	NS	0	3	1	1	2	7	1.40	36.05	10.80	Peoria	Yavapai		NACOG

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123	White Mountain Blvd	Lakeview Ln	Pine Lake Rd	4.6	NS	1	1	11	10	34	57	11.40	245.34	53.55	Pinetop-Lakeside	Navajo		NACOG
348	Penrod Rd	1.8 mi North of Porter Mountain Rd	South of Porter Mountain Rd	1.9	NS	0	1	3	2	8	14	2.80	24.15	12.62	Pinetop-Lakeside	Navajo		NACOG
352	Woodland Lake Rd	Whispering Pines Ln	Richardson Ln	1.0	EW	0	1	0	0	2	3	0.60	10.71	11.00	Pinetop-Lakeside	Navajo		NACOG

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61	SR-69	0.5 mi East of Old Black Canyon Hwy	Prescott Lakes Pkwy	3.1	EW	2	3	11	20	101	137	27.40	476.86	152.78	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization
96	SR-89	North of Willow Creek Rd	North of Calvary Ln	3.9	NS	1	0	4	6	36	47	9.40	208.15	52.89	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization
100	Montezuma St	Merritt St	Sheldon St	0.7	NS	0	1	1	4	10	16	3.20	22.83	32.35	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization
173	SR-89 NB	East of Granite Dells Pkwy	0.6 mi West of Larry Caldwell Dr	1.9	EW	3	4	12	4	25	48	9.60	622.05	325.75	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization
359	Downer Trl	Westridge Dr	Sierry Peaks Dr	0.4	NS	0	1	0	0	0	1	0.20	10.31	28.81	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization
361	Iron Springs Rd	Willow Creek Rd	Meadowridge Rd	0.9	EW	0	0	7	5	11	23	4.60	31.41	34.04	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization
362	Willow Creek Rd	Heritage Park Rd	Whipple St	4.9	NS	1	5	13	19	71	109	21.80	316.94	64.63	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization
363	Miller Valley Rd	Whipple St	Madison Ave	0.8	NS	0	0	3	1	3	7	1.40	10.91	14.46	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization
365	Prescott Lakes Pkwy	Sundog Ranch Rd	SR-89	1.9	NS	0	1	2	0	1	4	0.80	16.09	8.46	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization
367	Sandretto Dr	Willow Creek Dr	Tower Rd	0.2	EW	0	1	0	0	4	5	1.00	11.11	47.66	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization
368	Williamson Valley Rd	Shadow Valley Ranch Rd	Iron Springs Rd	1.1	NS	0	2	0	0	0	2	0.40	20.62	19.08	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization
392	Smoke Tree Ln	Cabaret St	Golden Bear Dr	0.5	EW	1	0	0	0	0	1	0.20	178.19	364.21	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization
496	SR-89 NB	0.5 mi South of Industrial Way	0.7 mi South of Industrial Way	0.2	NS	0	1	0	1	0	2	0.40	12.24	69.83	Prescott	Yavapai	Yavapai Reservation	Central Yavapai Metropolitan Planning Organization
522	Lee Blvd	Rainbow Ridge Dr	0.3 south of Rainbow Ridge Dr	0.3	NS	0	2	0	0	0	2	0.40	20.62	61.24	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization

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59	SR-69	East of Enterprise Pkwy	Center Ct	3.5	EW	1	2	9	10	37	59	11.80	250.66	72.63	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
60	SR-69	North of Fain Rd	Cherry Rd	2.6	NS	0	4	8	2	28	42	8.40	73.04	27.89	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
170	Robert Rd	Fain Rd	Spouse Dr	2.2	NS	1	1	0	2	11	15	3.00	194.56	87.10	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
172	SR-89 SB	0.5 mi East of Viewpoint Dr	West of Glassford Hill Rd	2.0	EW	0	3	0	3	13	19	3.80	39.32	19.28	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
182	Fain Rd	1.7 mi west of Lakeshore Dr	0.5 miles east of Robert Road	1.1	EW	0	1	0	0	3	4	0.80	10.91	10.22	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
387	Powers Ave	Robert Rd	Castle Track Dr	0.4	EW	1	0	0	0	0	1	0.20	178.19	408.43	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
391	Roundup Dr	Viewpoint Dr	Winchester Dr	0.9	EW	0	1	0	0	0	1	0.20	10.31	12.07	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
394	Valley Rd	1.1 mi East of Enterprise Pkwy	West of McAnally Dr	1.4	EW	0	1	0	0	1	2	0.40	10.51	7.37	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
396	Castle Dr	Antelope Dr	Sunset Ln	0.5	NS	0	1	0	0	0	1	0.20	10.31	22.21	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
397	Desert Ln	Castlemen Dr	Tranquil Blvd	0.4	NS	0	1	0	0	0	1	0.20	10.31	24.59	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
398	Fulton Dr	Roundup Dr	Long Mesa Dr	0.3	NS	0	1	0	0	0	1	0.20	10.31	38.99	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
399	Glassford Hill Rd	Tuscany Way	Spouse Dr	1.0	NS	0	1	0	3	8	12	2.40	17.70	17.62	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
411	Stoneridge Dr	Slow Creek Rd	1.1 west of Slow Creek Rd	1.1	EW	0	1	1	1	2	5	1.00	15.43	13.90	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
167	SR-89	0.8 north of Purtymun Ln	Purtymun Ln	0.8	NS	3	1	0	1	9	14	2.80	548.61	699.38	Sedona	Coconino		NACOG
175	SR-89 SB	Arts Village Dr	0.9 west of Arts Village Dr	0.9	EW	0	2	4	2	14	22	4.40	38.45	44.69	Sedona	Yavapai		NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
75	Penrod Rd	6.50000015798557north of Deuce of Clubs	Deuce of Clubs	6.5	NS	2	2	5	10	46	65	13.00	419.48	64.54	Show Low	Navajo		NACOG
122	SR-260	Webb Dr	Ellsworth Rd	1.9	EW	0	2	22	24	79	127	25.40	144.22	77.20	Show Low	Navajo		NACOG
127	Deuce of Clubs	Little Mormon Lake Rd	White Mountain Rd	3.3	EW	3	1	3	4	21	32	6.40	565.18	173.18	Show Low	Navajo		NACOG
129	Clark Rd	Smith Ranch Rd	0.9 south of Smith Ranch Rd	0.9	NS	0	2	0	0	6	8	1.60	21.82	24.11	Show Low	Navajo		NACOG
346	Woolford Rd	White Mountain Rd	8th St	0.6	EW	0	1	1	0	8	10	2.00	14.70	24.37	Show Low	Navajo		NACOG
347	Penrod Rd	2.2 mi South of Bluff Ridge Rd	3.2 mi South of Bluff Ridge Rd	1.2	NS	0	1	1	2	7	11	2.20	18.36	15.50	Show Low	Navajo		NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
531	Main St	7th St S	Rodeo Rd	0.8	NS	0	0	1	1	3	5	1.00	5.32	6.68	Snowflake	Navajo		NACOG
532	Main St	Old Bypass Rd	0.6 south of Old Bypass Rd	0.6	NS	0	0	1	0	1	2	0.40	2.99	5.22	Snowflake	Navajo		NACOG
533	3rd St N	Country Club Dr	2.6 west of Country Club Dr	2.6	EW	0	1	1	1	2	5	1.00	15.43	5.93	Snowflake	Navajo		NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
534	US-191/US-180	South of Hooper Ranch Rd	0.77 mi North of Hooper Ranch Rd	1.0	NS	0	0	1	0	1	2	0.40	2.99	2.99	Springerville	Apache		NACOG
535	Main St	Silva Ln	1 west of Silva Ln	1.0	EW	0	0	1	1	0	2	0.40	4.72	4.72	Springerville	Apache		NACOG
536	Pinal St	Main St	Mason Dr	0.3	NS	0	0	0	1	0	1	0.20	1.93	6.04	Springerville	Apache		NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
222	US-180	7th W	27th Pl S	1.7	NS	1	0	1	0	0	2	0.40	180.98	108.22	St Johns	Apache		NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
74	SR-77	1 mi South of Shumway Rd	1.6 mi North of White Mountain Lake Rd	1.1	NS	0	2	3	2	35	42	8.40	39.86	36.37	Taylor	Navajo		NACOG
350	Papermill Rd	Foothills Blvd	Power Ln	1.8	EW	0	1	0	0	3	4	0.80	10.91	5.98	Taylor	Navajo		NACOG
521	Nourdon Ranch Rd	0.5 mi South of Pebble Ln	North of Lovelake Rd	0.3	NS	0	1	0	0	1	2	0.40	10.51	32.11	Taylor	Navajo		NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
537	SR-64	North of Moqui Dr	1.6 mi South of Corsair Dr	4.1	EW	0	0	2	1	48	51	10.20	17.12	4.18	Tusayan	Coconino		NACOG
538	N Long Jim Loop	SR-64	Reclaim Ln	0.8	NS	0	0	1	0	0	1	0.20	2.79	3.33	Tusayan	Coconino		NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
204	US-93	1.1 north of Scenic Loop Rd	Scenic Loop Rd	1.1	NS	0	2	6	3	25	36	7.20	48.17	43.21	Wickenburg	Yavapai		NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
31	I-40 WB	0.9 mi East of Aunt Marys Rd	0.8 mi west of Aunt Mary's Rd	1.7	EW	1	0	5	2	28	36	7.20	201.62	117.02	Williams	Coconino		NACOG
43	I-40 WB	Airport Rd	1 west of Airport Rd	1.0	EW	1	0	2	0	2	5	1.00	184.18	177.15	Williams	Coconino		NACOG
320	Perkinsville Rd	1.8 north of Ski Run Rd	Ski Run Rd	1.8	NS	1	1	1	1	1	5	1.00	193.42	109.84	Williams	Coconino		NACOG
481	I-40 WB	2.6 mi east of Devil Dog Road	1.6 mi east of Devil Dog Rd	1.0	EW	1	0	2	0	7	10	2.00	185.18	188.42	Williams	Coconino		NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
22	I-40 EB	0.7 mi east of Hipkoe Dr	1.5 mi West of Hipkoe Dr	2.2	EW	3	2	5	1	12	23	4.60	573.48	256.71	Winslow	Navajo		NACOG
349	Mikes Pike Blvd	Park Dr	Papago Blvd	1.1	EW	1	0	0	0	6	7	1.40	179.39	158.10	Winslow	Navajo		NACOG
480	I-40 EB	0.7 mi East of Transcon Ln	south of Maple St	1.1	EW	1	0	2	0	10	13	2.60	185.78	162.92	Winslow	Navajo		NACOG

IV. Top 20 Priority Locations by Agency

ID	Intersection	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction Location	Region
38253	FRONTAGE RD & MEADOWLARK DR	2	0	2	4	3	11	2.20	370.29	Prescott Valley	CYMPO
6179	BUNKER PL & PRESCOTT LAKES PKWY	2	0	1	0	6	9	1.80	360.37	Prescott	CYMPO
8687	GATEWAY BLVD/PRESCOTT LAKES PKWY & STATE ROUTE 69	1	2	6	9	53	71	14.20	243.55	Prescott	CYMPO
2669	RUTH ST & WHIPPLE ST	1	4	3	4	25	37	7.40	240.53	Prescott	CYMPO
7078	FLORENTINE RD & GLASSFORD HILL RD	1	0	11	12	41	65	13.00	240.29	Prescott Valley	CYMPO
8426	DIAMOND DR & STATE ROUTE 69	1	0	7	11	23	42	8.40	223.59		CYMPO
8031	NICHOLET TRL/SMOKE TREE LN & WILLOW CREEK RD	1	1	6	2	19	29	5.80	212.92	Prescott	CYMPO
8698	KACHINA PL & STATE ROUTE 69	1	1	4	2	22	30	6.00	207.93	Prescott Valley	CYMPO
38965	MENDECINO DR & STATE ROUTE 69	1	1	4	2	7	15	3.00	204.93	Prescott Valley	CYMPO
13054	PERKINSVILLE RD & ROAD 1 EAST	1	2	0	1	5	9	1.80	201.74	Chino Valley	CYMPO
7567	GLASSFORD HILL RD & GRANVILLE WAY	1	0	3	7	5	16	3.20	201.09	Prescott Valley	CYMPO
8427	RAMADA DR & STATE ROUTE 69	1	0	3	6	14	24	4.80	200.96		CYMPO
8616	OVERLAND RD & STATE ROUTE 89	1	1	2	0	15	19	3.80	197.08	Prescott	CYMPO
7391	ROBERT RD & SPOUSE DR	1	0	3	3	14	21	4.20	195.16	Prescott Valley	CYMPO
8460	KLOSS AVE & STATE ROUTE 69	1	1	1	1	0	4	0.80	193.22	Jewey-Humboldt	CYMPO
16719	LITTLE RANCH RD & STATE ROUTE 89	1	1	1	0	5	8	1.60	192.29		CYMPO
1798	CAMPBELL ST & MERRITT ST	1	0	3	1	0	5	1.00	188.50	Prescott	CYMPO
8293	FAIR ST/DOUGHERTY ST & GAIL GARDNER WAY	1	0	1	2	3	7	1.40	185.45	Prescott	CYMPO
38856	OLD CHISHOLM TRL & STIRRUP HIGH DR	1	0	2	0	1	4	0.80	183.98		CYMPO
16637	LEGEND HILLS RD & STATE ROUTE 89A	1	0	2	0	0	3	0.60	183.78		CYMPO
8426	STATE ROUTE 69 & DIAMOND DR	1	0	7	11	23	42	8.40	223.59		CYMPO
8427	STATE ROUTE 69 & RAMADA DR	1	0	3	6	14	24	4.80	200.96		CYMPO
16719	LITTLE RANCH RD & STATE ROUTE 89	1	1	1	0	5	8	1.60	192.29		CYMPO
38856	OLD CHISHOLM TRL & STIRRUP HIGH DR	1	0	2	0	1	4	0.80	183.98		CYMPO
16637	LEGEND HILLS RD & STATE ROUTE 89A	1	0	2	0	0	3	0.60	183.78		CYMPO
8232	STAZENSKI RD/WILLIAMSON VALLEY RANCH RD & WILLIAMSON VALLEY RD	1	0	0	0	5	6	1.20	179.19		CYMPO
8457	STATE ROUTE 69 & YAVPE CONNECTOR	0	0	4	7	23	34	6.80	29.29		CYMPO
8455	HEATHER HEIGHTS & STATE ROUTE 69	0	0	2	3	26	31	6.20	16.58		CYMPO
8662	DEMERSE AVE/RUTH ST & PRICKLY PEAR CACTUS DR & WHETSTINE AVE	0	0	0	0	5	5	1.00	1.00	Prescott	CYMPO
274	CREOSOTE WAY & RED BERRY DR	0	0	0	0	1	1	0.20	0.20		CYMPO
8270	ARIZONA WALNUT LOOP & MERRITT AVE	0	0	0	0	1	1	0.20	0.20		CYMPO
13054	PERKINSVILLE RD & ROAD 1 EAST	1	2	0	1	5	9	1.80	201.74	Chino Valley	CYMPO
16822	BETHANY LN/OLD HIGHWAY 89 & STATE ROUTE 89	1	0	1	1	4	7	1.40	183.71	Chino Valley	CYMPO
4192	BELMONT WAY & ROAD 1 NORTH	1	0	0	0	2	3	0.60	178.59	Chino Valley	CYMPO
8723	ROAD 2 NORTH & STATE ROUTE 89	0	1	10	15	47	73	14.60	76.61	Chino Valley	CYMPO
8619	STATE ROUTE 89 & KALINICH AVE	0	3	6	1	27	37	7.40	55.01	Chino Valley	CYMPO
16819	ROAD 3 NORTH & STATE ROUTE 89	0	3	2	4	12	21	4.20	46.64	Chino Valley	CYMPO
8747	ROAD 1 NORTH & STATE ROUTE 89	0	1	3	3	21	28	5.60	28.68	Chino Valley	CYMPO
8617	RUSH ST/MARSTON AVE & STATE ROUTE 89	0	0	4	4	36	44	8.80	26.10	Chino Valley	CYMPO
16823	PERKINSVILLE RD & STATE ROUTE 89	0	1	0	3	46	50	10.00	25.30	Chino Valley	CYMPO
8067	STATE ROUTE 89 & ROAD 2 SOUTH	0	1	2	2	26	31	6.20	24.96	Chino Valley	CYMPO
7302	ROAD 1 EAST & ROAD 1 SOUTH	0	2	1	0	5	8	1.60	24.41	Chino Valley	CYMPO
8069	OUTER LOOP ROAD/ROAD 4 SOUTH & STATE ROUTE 89	0	0	4	2	33	39	7.80	21.63	Chino Valley	CYMPO

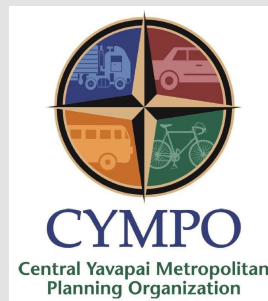
16698	PALOMINO RD & STATE ROUTE 89	0	1	3	0	8	12	2.40	20.29	Chino Valley	CYMPO
16066	STATE ROUTE 89 & ROAD NORTH	0	0	3	2	33	38	7.60	18.84	Chino Valley	CYMPO
15842	REED RD & ROAD 3 NORTH	0	0	3	4	11	18	3.60	18.30	Chino Valley	CYMPO
16695	JACK DALE DR & STATE ROUTE 89	0	1	2	1	2	6	1.20	18.23	Chino Valley	CYMPO
8750	CENTER ST & STATE ROUTE 89	0	0	4	1	13	18	3.60	15.70	Chino Valley	CYMPO
7303	ROAD 1 EAST & ROAD 2 SOUTH	0	1	1	0	4	6	1.20	13.90	Chino Valley	CYMPO
5851	ROAD 1 EAST & ROAD 2 NORTH	0	0	3	0	12	15	3.00	10.78	Chino Valley	CYMPO
6281	COTTONWOOD LN & LITTLE DOGGIE DRAW	0	1	0	0	1	2	0.40	10.51	Chino Valley	CYMPO
8460	STATE ROUTE 69 & KLOSS AVE	1	1	1	1	0	4	0.80	193.22	Jewey-Humboldt	CYMPO
8471	STATE ROUTE 69 & MAIN ST/COLINA LN	0	1	1	3	8	13	2.60	20.50	Jewey-Humboldt	CYMPO
8443	OUTBACK RD & STATE ROUTE 169 (CHERRY RD)	0	1	1	0	2	4	0.80	13.50	Jewey-Humboldt	CYMPO
8435	CIELO VISTA LN & STATE ROUTE 169	0	1	0	0	3	4	0.80	10.91	Jewey-Humboldt	CYMPO
8466	STATE ROUTE 69 & SERVICE DRIVEWAY	0	0	1	0	5	6	1.20	3.79	Jewey-Humboldt	CYMPO
8438	CRYSTAL ROCK RD & STATE ROUTE 169	0	0	1	0	3	4	0.80	3.39	Jewey-Humboldt	CYMPO
8451	STATE ROUTE 169 & WIND RIVER DR	0	0	1	0	1	2	0.40	2.99	Jewey-Humboldt	CYMPO
866	FOOTHILL DR & LOTSA VIEW LN	0	0	1	0	0	1	0.20	2.79	Jewey-Humboldt	CYMPO
8402	STATE ROUTE 69 & LEGIONNAIRE WAY	0	0	1	0	0	1	0.20	2.79	Jewey-Humboldt	CYMPO
8437	CLEARVIEW DR & STATE ROUTE 169	0	0	1	0	0	1	0.20	2.79	Jewey-Humboldt	CYMPO
8679	STATE ROUTE 69 & IRON KING RD/THIRD ST	0	0	1	0	0	1	0.20	2.79	Jewey-Humboldt	CYMPO
5704	HENDERSON RD & MARTHA WAY	0	0	0	1	4	5	1.00	2.73	Jewey-Humboldt	CYMPO
7899	PRESCOTT DELLS RANCH RD & STATE ROUTE 69	0	0	0	1	4	5	1.00	2.73	Jewey-Humboldt	CYMPO
4204	FOOTHILL DR & RIDGE WAY	0	0	0	1	0	1	0.20	1.93	Jewey-Humboldt	CYMPO
4759	BAILEY HILL RD & EDDS SAND TRL	0	0	0	1	0	1	0.20	1.93	Jewey-Humboldt	CYMPO
4829	LAZY RIVER DR & SLEEPY ACRE LN	0	0	0	1	0	1	0.20	1.93	Jewey-Humboldt	CYMPO
5455	DANA ST & PRESCOTT ST	0	0	0	1	0	1	0.20	1.93	Jewey-Humboldt	CYMPO
7679	APACHE KNOLLS TRL & SUGAR LEAF LN	0	0	0	1	0	1	0.20	1.93	Jewey-Humboldt	CYMPO
8091	BLUE RIDGE RD/DEER PASS & FOOTHILL DR	0	0	0	1	0	1	0.20	1.93	Jewey-Humboldt	CYMPO
5913	KACHINA PL & MANZANITA BLVD	0	0	0	0	6	6	1.20	1.20	Jewey-Humboldt	CYMPO
6179	PRESCOTT LAKES PKWY & SUNDOG CONNECTOR RD	2	0	1	0	6	9	1.80	360.37	Prescott	CYMPO
8687	GATEWAY BLVD/PRESCOTT LAKES PKWY & STATE ROUTE 69	1	2	6	9	53	71	14.20	243.55	Prescott	CYMPO
2669	RUTH ST & WHIPPLE ST	1	4	3	4	25	37	7.40	240.53	Prescott	CYMPO
8031	NICHOLET TRL/WILLOW CREEK RD & SMOKE TREE LN	1	1	6	2	19	29	5.80	212.92	Prescott	CYMPO
8616	OVERLAND RD & STATE ROUTE 89	1	1	2	0	15	19	3.80	197.08	Prescott	CYMPO
1798	CAMPBELL ST & MERRITT ST	1	0	3	1	0	5	1.00	188.50	Prescott	CYMPO
8293	FAIR ST & GAIL GARDNER WAY	1	0	1	2	3	7	1.40	185.45	Prescott	CYMPO
8505	STATE ROUTE 89 (WHITE SPAR RD) & HAISLEY RD	1	0	1	1	1	4	0.80	183.11	Prescott	CYMPO
38275	STANDING ROCK DR & WILLIAMSON VALLEY RD	1	0	0	0	3	4	0.80	178.79	Prescott	CYMPO
5819	ALTO ST & GURLEY ST	1	0	0	0	1	2	0.40	178.39	Prescott	CYMPO
8636	IRON SPRINGS RD/WHIPPLE ST & WILLOW CREEK RD/MILLER VALLEY RD	0	2	15	12	39	68	13.60	93.49	Prescott	CYMPO
6918	WILLOW CREEK RD & WILLOW LAKE RD	0	3	7	13	49	72	14.40	85.39	Prescott	CYMPO
8624	STATE ROUTE 89 & DEEP WELL RANCH RD	0	2	6	9	100	117	23.40	74.76	Prescott	CYMPO
8689	LEE BLVD & STATE ROUTE 69	0	2	6	11	28	47	9.40	64.22	Prescott	CYMPO
8749	PRESCOTT LAKES PKWY & STATE ROUTE 89	0	2	6	7	38	53	10.60	58.50	Prescott	CYMPO
8724	STATE ROUTE 89 EB EXIT 317 & STATE ROUTE 89A	0	1	7	7	30	45	9.00	49.38	Prescott	CYMPO
2431	FAIR ST & MILLER VALLEY RD	0	3	3	3	21	30	6.00	49.30	Prescott	CYMPO
6414	GAIL GARDNER WAY & IRON SPRINGS RD	0	1	6	7	39	53	10.60	48.39	Prescott	CYMPO
8064	COLLEGE HEIGHTS RD/CROSSINGS DR & WILLOW CREEK RD	0	1	10	3	20	34	6.80	48.03	Prescott	CYMPO

8540	STATE ROUTE 89 (GURLEY ST) & SHELDON ST	0	0	6	9	27	42	8.40	39.54	Prescott	CYMPO
38253	FRONTAGE RD & MEADOWLARK DR	2	0	2	4	3	11	2.20	370.29	Prescott Valley	CYMPO
7078	FLORENTINE RD & GLASSFORD HILL RD	1	0	11	12	41	65	13.00	240.29	Prescott Valley	CYMPO
8698	KACHINA PL & STATE ROUTE 69	1	1	4	2	22	30	6.00	207.93	Prescott Valley	CYMPO
38965	MENDECINO DR & STATE ROUTE 69	1	1	4	2	7	15	3.00	204.93	Prescott Valley	CYMPO
7567	GLASSFORD HILL RD & GRANVILLE PKWY	1	0	3	7	5	16	3.20	201.09	Prescott Valley	CYMPO
7391	ROBERT RD & SPOUSE DR	1	0	3	3	14	21	4.20	195.16	Prescott Valley	CYMPO
7964	AINSLEY WAY & GLASSFORD HILL RD	1	0	0	1	3	5	1.00	180.72	Prescott Valley	CYMPO
1177	LAKESHORE LN & WHIPSAW DR	1	0	0	0	2	3	0.60	178.59	Prescott Valley	CYMPO
38285	FRONTAGE RD & MOUNTAIN VIEW DR	1	0	0	0	1	2	0.40	178.39	Prescott Valley	CYMPO
3263	LAKESHORE DR & MOCCASIN CIR	1	0	0	0	0	1	0.20	178.19	Prescott Valley	CYMPO
38989	GLASSFORD HILL RD & STATE ROUTE 69	0	3	12	10	64	89	17.80	96.56	Prescott Valley	CYMPO
8663	GLASSFORD HILL RD & LAKESHORE DR/MAVERICK STORE DR	0	2	6	11	45	64	12.80	67.62	Prescott Valley	CYMPO
38967	STATE ROUTE 69 & STONERIDGE DR	0	0	11	10	33	54	10.80	56.64	Prescott Valley	CYMPO
8761	PRESCOTT COUNTRY CLUB BLVD & STATE ROUTE 69	0	1	8	6	44	59	11.80	53.04	Prescott Valley	CYMPO
38966	PRESCOTT EAST HWY & STATE ROUTE 69	0	1	6	8	31	46	9.20	48.72	Prescott Valley	CYMPO
8743	LAKE VALLEY RD & STATE ROUTE 69	0	1	6	7	34	48	9.60	47.39	Prescott Valley	CYMPO
8741	FAIN RD & STATE ROUTE 89A/ROBERT RD	0	2	5	3	20	30	6.00	44.38	Prescott Valley	CYMPO
8696	BRADSHAW MOUNTAIN RD & STATE ROUTE 69	0	1	5	7	21	34	6.80	41.99	Prescott Valley	CYMPO
8298	CENTRE CT & GLASSFORD HILL RD	0	0	7	9	24	40	8.00	41.73	Prescott Valley	CYMPO
38968	STATE ROUTE 69 & VALLEY VIEW DR	0	0	6	8	28	42	8.40	37.81	Prescott Valley	CYMPO

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
389	Prescott St	Jones St	Holiday Dr	0.307906626	EW	1	0	0	0	0	1	0.20	178.1904682	578.715926	Dewey-Humboldt	Yavapai		CYMO
463	SR-89 NB	0.6 mi north of Willow Creek Rd	North of Willow Creek Rd	0.326151562	NS	1	0	0	1	1	3	0.60	180.3220225	552.8779971		Yavapai		CYMO
387	Powers Ave	Robert Rd	Castle Track Dr	0.436281858	EW	1	0	0	0	0	1	0.20	178.1904682	408.4296994	Prescott Valley	Yavapai		CYMO
392	Smoke Tree Ln	Cabaret St	Golden Bear Dr	0.489248066	EW	1	0	0	0	0	1	0.20	178.1904682	364.2129229	Prescott	Yavapai		CYMO
428	Road 1 E	Road 3 S	Road 4 S	0.495571766	NS	1	0	0	0	0	1	0.20	178.1904682	359.565416	Chino Valley	Yavapai		CYMO
173	SR-89 NB	East of Granite Dells Pkwy	0.6 mi West of Larry Caldwell Dr	1.909566517	EW	3	4	12	4	25	48	9.60	622.0463109	325.7526278	Prescott	Yavapai		CYMO
62	SR-69	1.1 mi West of Prescott Canyon Dr	West of Prescott Canyon Dr	1.02356984	NS	1	5	13	8	51	78	15.60	291.6932959	284.9764466		Yavapai	Yavapai Reservation	CYMO
61	SR-69	0.5 mi East of Old Black Canyon Hwy	Prescott Lakes Pkwy	3.121201785	EW	2	3	11	20	101	137	27.40	476.8590075	152.7805763	Prescott	Yavapai		CYMO
94	SR-89 NB	1 mi south of outer loop Rd	North of Willow Creek Rd	3.104336893	NS	2	3	9	3	30	47	9.40	424.2371161	136.6594963		Yavapai		CYMO
413	N Williamson Valley Rd	Southview Dr	Longview Dr	1.460010931	NS	1	0	2	1	5	9	1.80	186.7074906	127.8808855		Yavapai		CYMO
439	W Big Chino Rd	West of Kyoto Ave	Mlttchell Ln	1.500000035	EW	1	0	0	1	1	3	0.60	180.3220225	120.2146788		Yavapai		CYMO
163	SR-89	East of Legend Hills Rd	East of Prescott Ridge Rd	3.365744043	EW	2	1	2	2	14	21	4.20	378.9384831	112.5868391		Yavapai		CYMO
170	Robert Rd	Fain Rd	Spouse Dr	2.233857673	NS	1	1	0	2	11	15	3.00	194.5625468	87.09710971	Prescott Valley	Yavapai		CYMO
386	E Powder Horn Pass	0.1 east of N Old Chisholm Tri	N Old Chisholm Tri	0.122147763	EW	0	1	0	0	0	1	0.20	10.30897004	84.39753471		Yavapai		CYMO
57	SR-69 NB SR-89 SB Connector	East of Heather Hts	0.3 mi West of Heather Hts	0.260924799	NS	0	1	2	2	9	14	2.80	21.55754682	82.61976974		Yavapai		CYMO
59	SR-69	East of Enterprise Pkwy	Center Ct	3.45105436	EW	1	2	9	10	37	59	11.80	250.6585581	72.63245719	Prescott Valley	Yavapai		CYMO
496	SR-89 NB	0.5 mi South of Industrial Way	0.7 mi South of Industrial Way	0.175292531	NS	0	1	0	1	0	2	0.40	12.24052434	69.8291268	Prescott	Yavapai	Yavapai Reservation	CYMO
89	SR-89	0.9 mi north of San Francisco St	North of Little Ranch Rd	3.65410745	NS	1	2	7	8	15	33	6.60	236.8099813	64.80651829		Yavapai		CYMO
362	Willow Creek Rd	Heritage Park Rd	Whipple St	4.90382335	NS	1	5	13	19	71	109	21.80	316.9403933	64.6312827	Prescott	Yavapai		CYMO
98	SR-89 NB	0.8 mi south of Yavpe Conn	South of VA Hospital	0.489302909	NS	0	2	0	4	9	15	3.00	30.1441573	61.60633165		Yavapai		CYMO
522	Lee Blvd	Rainbow Ridge Dr	0.3 south of Rainbow Ridge Dr	0.336683815	NS	0	2	0	0	0	2	0.40	20.61794007	61.23828694	Prescott	Yavapai		CYMO
395	5th St	South of 6th St	South of 6th St	0.18129662	NS	0	1	0	0	0	1	0.20	10.30897004	56.86245022		Yavapai		CYMO
96	SR-89	North of Willow Creek Rd	North of Calvary Ln	3.935754141	NS	1	0	4	6	36	47	9.40	208.1507303	52.88712731	Prescott	Yavapai		CYMO
390	E Robin Dr	west of Lois Dr	East of Lois Dr	0.201094556	EW	0	1	0	0	0	1	0.20	10.30897004	51.26429208		Yavapai		CYMO
367	Sandretto Dr	Willow Creek Dr	Tower Rd	0.233080509	EW	0	1	0	0	4	5	1.00	11.10897004	47.66151438	Prescott	Yavapai		CYMO
398	Fulton Dr	Roundup Dr	Long Mesa Dr	0.264423753	NS	0	1	0	0	0	1	0.20	10.30897004	38.9865506	Prescott Valley	Yavapai		CYMO
361	Iron Springs Rd	Willow Creek Rd	Meadowridge Rd	0.922647022	EW	0	0	7	5	11	23	4.60	31.40691011	34.04000593	Prescott	Yavapai		CYMO
56	SR-69 SB	0.6 mi north of Ramada Dr	North of Sunrise Blvd	1.141931389	NS	0	0	7	7	28	42	8.40	38.67001873	33.86369715		Yavapai		CYMO
100	Montezuma St	Merritt St	Sheldon St	0.705744297	NS	0	1	1	4	10	16	3.20	22.82792135	32.34588144	Prescott	Yavapai		CYMO
360	Forest Rd	Oak St	0.3 west of Oak St	0.326637367	EW	0	1	0	0	0	1	0.20	10.30897004	31.56090232		Yavapai		CYMO
359	Downer Trl	Westridge Dr	Sierry Peaks Dr	0.357849677	NS	0	1	0	0	0	1	0.20	10.30897004	28.80810211	Prescott	Yavapai		CYMO
55	SR-69	south of Enterprise Pkwy	North of Fain Rd	1.345308977	NS	0	1	6	4	16	27	5.40	37.99159176	28.24004925		Yavapai		CYMO
60	SR-69	North of Fain Rd	Cherry Rd	2.618838123	NS	0	4	8	2	28	42	8.40	73.04086142	27.89055986	Prescott Valley	Yavapai		CYMO
397	Desert Ln	Castlemen Dr	Tranquil Blvd	0.419172901	NS	0	1	0	0	0	1	0.20	10.30897004	24.59359851	Prescott Valley	Yavapai		CYMO
91	SR-89	North of Road 6 N	Choctaw Ln	1.949699517	NS	0	3	4	2	8	17	3.40	47.56095506	24.39399232	Chino Valley	Yavapai		CYMO
383	Newton Ave	Wicklow Dr	0.23 miles West of S Merritt Rd	0.516722137	EW	0	1	0	1	0	2	0.40	12.24052434	23.68879418	Dewey-Humboldt	Yavapai		CYMO
412	N Tolemac Way	0.5 north of Iron Springs Rd	Iron Springs Rd	0.46	NS	0	1	0	0	0	1	0.20	10.30897004	22.32647937		Yavapai		CYMO
396	Castle Dr	Antelope Dr	Sunset Ln	0.464204106	NS	0	1	0	0	0	1	0.20	10.30897004	22.20783896	Prescott Valley	Yavapai		CYMO
172	SR-89 SB	0.5 mi East of Viewpoint Dr	West of Glassford Hill Rd	2.039771441	EW	0	3	0	3	13	19	3.80	39.32157303	19.27744072	Prescott Valley	Yavapai		CYMO
364	Palomino Rd	SR-89	Road 1 W	0.693079575	EW	0	1	1	0	1	3	0.60	13.30170412	19.19217445	Chino Valley	Yavapai		CYMO
368	Williamson Valley Rd	Shadow Valley Ranch Rd	Iron Springs Rd	1.080558209	NS	0	2	0	0	0	2	0.40	20.61794007	19.08082313	Prescott	Yavapai		CYMO
171	SR-89 SB	West of Glassford Hill Rd	East of Granite Dells Pkwy	2.050661864	EW	0	1	5	5	16	27	5.40	37.13041199	18.1065502		Yavapai		CYMO
399	Glassford Hill Rd	Tuscany Way	Spouse Dr	1.004560178	NS	0	1	0	3	8	12	2.40	17.70363296	17.62326772	Prescott Valley	Yavapai		CYMO
113	Cherry Rd	Crystal Rock Rd	1.4 west of Crystal Rock Rd	1.390920148	EW	0	2	0	1	8	11	2.20	24.14949438	17.36224356	Dewey-Humboldt	Yavapai		CYMO
95	SR-89	Perkinsville Rd	4.8 south of Perkinsville Rd	4.784426924	NS	0	2	10	9	47	68	13.60	75.32926966	15.74467974	Chino Valley	Yavapai		CYMO
363	Miller Valley Rd	Whipple St	Madison Ave	0.754643681	NS	0	0	3	1	3	7	1.40	10.90975655	14.45683153	Prescott	Yavapai		CYMO
411	Stoneridge Dr	Slow Creek Rd	1.1 west of Slow Creek Rd	1.110134978	EW	0	1	1	1	2	5	1.00	15.43325843	13.9021459	Prescott Valley	Yavapai		CYMO
391	Roundup Dr	Viewpoint Dr	Winchester Dr	0.854301654	EW	0	1	0	0	0	1	0.20	10.30897004	12.06713108	Prescott Valley	Yavapai		CYMO
385	County Rd 70	Iu Bar Rd	Santa Fe Trl	1.215820139	NS	0	1	1	0	3	5	1.00	13.70170412	11.26951568	Chino Valley	Yavapai		CYMO
182	Fain Rd	1.7 mi west of Lakeshore Dr	0.5 miles east of Robert Road	1.067735049	EW	0	1	0	0	3	4	0.80	10.90897004	10.21692605	Prescott Valley	Yavapai		CYMO
414	N Williamson Valley Rd	South of Hootenanny Rd	Talking Rock Rach Rd	1.500000079	NS	0	1	1	0	1	3	0.60	13.30170412	8.867802278		Yavapai		CYMO
365	Prescott Lakes Pkwy	Sundog Ranch Rd	SR-89	1.901744656	NS	0	1	2	0	1	4	0.80	16.0944382	8.462985897	Prescott	Yavapai		CYMO
394	Valley Rd	1.1 mi East of Enterprise Pkwy	West of McAnally Dr	1.425015424	EW	0	1	0	0	1	2	0.40	10.50897004	7.374635995	Prescott Valley	Yavapai		CYMO
415	N Williamson Valley Rd	South of Outer Loop Rd	South of Buchanan Dr	1.500000064	NS	0	1	0	0	3	4	0.80	10.90897004	7.272646383		Yavapai		CYMO
459	W Outer Loop Rd	0.6 mi West of Cowboy Trl	0.5 mi East of Williamson Valley Rd	1.499999975	EW	0	1	0	0	1	2	0.40	10.50897004	7.005980144		Yavapai		CYMO
449	Iron Springs Rd	Tolemac Way	Camp Yavapines Rd	0.514339905	NS	0	0	0	0	2	2	0.40	0.4	0.777695831		Yavapai		CYMO
407	E Perkinsville Rd	1.3 mi north of Blissful Path	1 mi north of Blissful Path	0.286138947	NS	0	0	0	0	1	1	0.20	0.2	0.698961123		Yavapai		CYMO
448	W Iron Springs Rd	Tolemac Way	0.4 west of Tolemac Way	0.353204185	EW	0	0	0	0	1	1	0.20	0.2	0.566244706		Yavapai		CYMO

V. Complete Streets and Vision Zero

Complete Streets and Vision Zero Policies



Presented by:



Complete Streets Policy



Complete Streets in FHWA:

A Complete Street is safe, and feels safe, for all users.



What is a Complete Streets Implementation Strategy?

1. Understanding the **community** and **network** context
2. Identifying **safety**, **connectivity**, and **equity** concerns
3. **Implementing** improvements over time
4. Evaluating impacts by **monitoring** and **measuring** success

<https://highways.dot.gov/complete-streets/complete-streets-fhwa>

Complete Streets Policy



Complete Streets Policy

Policies

Practices

Projects

Network

10 Elements of a Complete Streets Policy

1. Establishes commitment and vision
2. Prioritizes underinvested and underserved communities
3. Applies to all projects and phases
4. Allows only clear exceptions
5. Mandates coordination
6. Adopts excellent design guidance
7. Requires proactive land-use planning
8. Measures progress
9. Sets criteria for choosing projects
10. Creates a plan for implementation

Complete Streets Policy



City of Phoenix Complete Streets Policy

*Only 5 pages

Vision: To help the City of Phoenix

- Become more **walkable**, **bikeable** and **public transit** friendly
- Foster **social engagement**
- Instill **community** pride
- **Grow** the local economy and property values
- Identify projects that will improve **equitable transportation access** for vulnerable and transit-dependent populations
- Improve the **livability** and long-term **sustainability** of the region.

Complete Streets Policy



GOALS: Ensure the rights-of-way:

- Are planned, designed, constructed, operated, and maintained with the ultimate goal of **serving a variety of transportation modes**
- Will contribute to **active transportation and public health**
- Accommodate transportation users of **all ages and abilities**
- Are economically and environmentally **sustainable**
- Are designed to be compatible with the surrounding contexts and **connecting transportation networks**
- Comply with state and federal law and City code and Ordinance S-41094
- Follow the **Complete Streets Planning and Design Principles** which will be integrated into the Street Transportation Design Guidelines
- Provide **new or improved connectivity** between all transportation modes and adjacent land uses.

Complete Streets Policy

Howard County, Maryland Complete Streets Policy



**BEST COMPLETE STREETS
POLICY IN 2023**

- Howard County was awarded a perfect score for its policy from the National Complete Streets Coalition
- First community in the nation to receive a perfect score



 **Calvin Ball**
County Executive

Complete Streets Policy



Vision:

“To ensure that Howard County is a place for individuals of all backgrounds to live and travel freely, safely, and comfortably, public and private roadways in Howard County shall be **safe and convenient** for residents of all ages and abilities who **travel by foot, bicycle, public transportation or automobile, ensuring sustainable communities** Countywide.”

Complete Streets Policy

Above and beyond policy details:

- Developed a **design manual** for complete streets
- Integrated Pedestrian and Bicycle **master plans**
- **Scoped projects** for design and construction
- Developed 9-part Complete Streets **training videos**
 - For developers, designers, and the general public
- Developed a **sidewalk policy**
- Developed a transportation **project prioritization system**



Complete Streets Policy



Transportation Project Prioritization System

A project scoring mechanism for all potential capital transportation projects

Project scoring system (50 possible points)

- Multimodal access and safety (20 possible)
- Equity (10 possible)
- Crash history (10 possible)
- System preservation/maintenance (10 possible)
- Bonus points for cost sharing (10 points)

Complete Streets Policy



Questions/Discussion

Vision Zero Policy



APPROACH

Zero is our goal. A Safe System is how we get there.



The **zero deaths** vision acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for **all road users**.

Vision Zero Policy



HUMAN-CENTRIC APPROACH



1. Death/serious injury is unacceptable
2. Humans make mistakes
3. Humans are vulnerable
4. Responsibility is shared
5. Safety is proactive
6. Redundancy is crucial

Vision Zero Policy



Vision Zero Policy



City of Phoenix 2022 Vision Zero Action Plan

CHAPTER 1	INTRODUCTION	1	CHAPTER 2	THE FACTS	11	CHAPTER 3	THE 5 E'S	17
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Vision Zero Policy

VISION

Phoenix aspires to reduce the number of fatal and serious injury crashes on its streets to **ZERO** by 2050

GOALS



Create a Road Safety Action Plan that moves to VISION ZERO



Engage the public through an inclusive engagement process



Use data to drive decisions



Embrace the 5 E's of safety
(Evaluation, Engineering, Enforcement, Education, & Equity)



Establish a culture of safety



Develop and implement strategies and countermeasures



Establish performance measures for evaluation

Vision Zero Policy

HIN INTERSECTIONS

Location	HIN Segment Tier (1-3)	RSAP Equity Analysis	USDOT Underserved Community	Key Crash Characteristics	Status: RC, PC, P, F
35th Ave & Glendale Ave	1	Yes	Yes	<ul style="list-style-type: none"> - 50% Left-Turn (LT) crashes - 50% nighttime - 3 ped & 1 bike crashes (40%) - Fatal crash ped south of crosswalk 	P
51st Ave & McDowell Rd	1	Yes	Yes	<ul style="list-style-type: none"> - 56% nighttime or dawn/dusk - 44% peds (3 on west leg) - 75% peds at night or dawn/dusk 	P

HIN SEGMENTS PROJECTS

Location	HIN Segment Tier (1-3)	RSAP Equity Analysis	USDOT Underserved Community	Key Crash Characteristics	Status: RC, PC, P, F
35th Ave: Moreland St to Van Buren St	1	Yes	Yes	<ul style="list-style-type: none"> - 8 ped crashes (32% of all crashes) accounted for 4 fatalities (57%). All but 1 ped crash were within 300' of a signalized intersection - 1 bicyclist crash accounted for an additional fatality - Near even mix of daytime and darkness crashes 	P
7th St: Hatcher Rd to Mountain View Rd	1	Yes	Yes	<ul style="list-style-type: none"> - 55% peds (2 fatal) - 1 bike crash (fatal) - 64% nighttime - 55% in 2017 	P

Vision Zero Policy



City of Boulder, CO 2023 Vision Zero Action Plan

*Less emphasis on community engagement efforts than Phoenix

Contributors	1
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→ The Vision Zero Approach	2
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Evaluating What We've Done to Date	6
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People Walking	10
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Vision Zero Policy

Vision Zero is Boulder's goal to eliminate all severe traffic crashes involving people using all modes of travel.

*no end date

There are five Vision Zero objectives:

- 1 Eliminate crashes resulting in serious injuries and fatalities.
- 2 Reduce other types of crashes.
- 3 Improve travel comfort and security.
- 4 Enhance awareness of and community engagement with Vision Zero.
- 5 Improve data and be transparent.

Vision Zero Policy

Action	4 E's	Timeframe	Partners*	Performance Metric(s)
1. Implement specific countermeasures at high crash locations (peds, bikes, vehicles)		Ongoing	Transportation, PD	% of intersections addressed on an annual basis Target: 45 intersections with specific mitigation identified for implementation
2. Continue to pursue federal funding for and construct Highway Safety Improvement Program projects		Ongoing	Transportation	# of projects funded and completed Target: 3 projects per funding cycle
3. Proactively implement new signal timing practices at identified intersections to improve pedestrian, bicyclist, and		Ongoing	Transportation	% of intersections addressed on an annual basis Target: 50 intersections identified

*Less scoping to actions

Vision Zero Policy

Questions/Discussion

VI. Recommended Projects

CYMPO High-Level Estimate of Probable Project Cost

Location	Roadway Ownership	Intersection/ Segment	Project Type	Selection Method	Scope	Estimated Cost	Lat. (X)	Long. (Y)	From X, Y	To X, Y
Chino Valley	ADOT	SR 89 & Road 2 North	Intersection	Agency Comment/Top Crash Hotspot	Install reflective signal head tape, high-visibility crosswalks, and install advanced intersection warning signs	\$107,000	34.760138	-112.453735	34.760138, -112.453735	
Dewey-Humboldt	ADOT	SR 69 & Kloss Ave	Intersection	Agency Comment/Top Crash Hotspot	Install intersection lighting and advanced intersection warning signs	\$461,000	34.506324	-112.242559	34.506324, -112.242559	
Prescott	Prescott	Willow Creek Rd from Whispering Oak Dr to Commerce Dr	Traffic Calming & Segment	Public & Agency Comment/ Top Crash Hotspot	Install speed feedback signs, targeted speed enforcement ^(Cost not included) , and buffered bicycle lanes, intersection warning signage	\$227,000	34.579407	-112.482499	34.579407, -112.482499	34.603466, -112.455761
Prescott	Prescott	Iron Springs Rd & Miller Valley Rd	Intersection & Pedestrian	Public & Agency Comment/ Top Crash Hotspot	Install advanced intersection warning signs, install reflective signal head tape, left turn guide stripes, and maintain intersection sight distance	\$117,000	34.557738	-112.482166	34.557738, -112.482166	
Prescott	Prescott	Sundog Connector Rd & Prescott Lakes Pkwy	Intersection	Agency Comment/ Top Crash Hotspot	Install flashing beacons at roundabout warning signs, transverse rumble strips, and speed feedback signs at intersection approaches	\$88,000	34.569004	-112.424576	34.569004, -112.424576	
Prescott	ADOT	SR 69 & Gateway Blvd/Prescott Lakes Pkwy	Intersection	Agency Comment/ Top Crash Hotspot	Install reflective signal head tape and intersection warning signage	\$62,000	34.551842	-112.41083	34.551842, -112.410830	
Prescott	ADOT	SR 69 From E Sheldon St to Prescott Lake Pkwy	Traffic Calming & Segment	Public Comment/ Top Crash Hotspot	Install targeted street lighting, strategic placement of speed feedback signs, and implement targeted speed enforcement ^(Cost not included)	\$5,479,000	34.54472	-112.453365	34.544720, -112.453365	34.551866, -112.410708
Prescott	Prescott	Ruth St & Whipple St	Intersection	Top Crash Hotspot	Install reflective signal head tape, pedestrian warning signs, and high-visibility crosswalks	\$86,000	34.556916	-112.477053	34.556916, -112.477053	
Prescott	Prescott	Smoke Tree Ln & Willow Creek Rd	Intersection	Top Crash Hotspot	Install reflective signal head tape, buffered bike lanes, and maintain intersection sight distance	\$188,000	34.593231	-112.470052	34.593231, -112.470052	
Prescott	ADOT	SR 89A from East of Granite Dells Pkwy to 0.6 Mi	Segment	Top Crash Hotspot	Install additional wrong-way warning signs at on ramps and	\$27,000	34.635076	-112.396172	34.635076, -112.396172	34.637252, -112.408182

Location	Roadway Ownership	Intersection/ Segment	Project Type	Selection Method	Scope	Estimated Cost	Lat. (X)	Long. (Y)	From X, Y	To X, Y
		West of Larry Caldwell Dr			implement targeted impaired driving enforcement ^(Cost not included)					
Prescott	ADOT	SR 69 from 0.5 Mi East of Old Black Canyon Hwy to Prescott Lakes Pkwy	Segment	Top Crash Hotspot	Install raised medians, wildlife warning signs, strategic placement of speed feedback signs, and advanced intersection warning signs	\$234,000	34.551883	-112.410776	34.551883, -112.410776	34.551883, -112.410776
Prescott	Prescott	Granite St & Goodwin St	Intersection	Agency Comment	Install centerline reflective pavement markers and improve intersection sight distance	\$55,000	34.540023	-112.470888	34.540023, -112.470888	
Prescott	Prescott	SR 89 & Watson Lake Park Rd	Intersection	Agency Comment	Install reduced speed limit at intersection approaches	\$27,000	34.59231	-112.425606	34.592310, -112.425606	
Prescott	Prescott	Thumb Butte Rd & Elwood Ln	Intersection	Agency Comment	Maintain intersection sight distance	\$26,000	34.540125	-112.496481	34.540125, -112.496481	
Prescott	Prescott	Willis Street & Granite St	Intersection	Agency Comment	Consider all-way stop-control	\$27,000	34.543864	-112.4715	34.543864, -112.471500	
Prescott	Prescott	Willis St & McCormick St	Intersection	Agency Comment	Consider all-way stop-control	\$27,000	34.54386	-112.472822	34.543860, -112.472822	
Prescott	Prescott	Smoke Tree Ln from Cabaret St and Golden Bear Dr	Segment	Agency Comment	Install raised median	\$4,296,000	34.584024	-112.44868	34.584024, -112.448680	34.584638, -112.457077
Prescott Valley	Prescott Valley	Glassford Hill Rd from SR 69 To SR 89A	Segment	Agency Comment/Top Crash Hotspot	Install speed feedback signs, street lighting, and reflective signal head tape and left turn guide markings at intersections	\$11,435,000	34.583151	-112.34264	34.583151, -112.342640	34.631732, -112.355075
Prescott Valley	Prescott Valley	SR 69 from N Mendecino Dr to Village Creek Blvd	Traffic Calming & Segment	Public Comment/Top Crash Hotspot	Install raised medians, strategic placement of speed feedback signs, targeted speed enforcement ^(Cost not included) , and targeted street lighting	\$11,916,000	34.580704	-112.301415	34.580704, -112.301415	34.553370, -112.252939
Prescott Valley	ADOT	SR 69 & N Glassford Hill Rd	Intersection & Turn Lane	Public Comment/Top Crash Hotspot	Install reflective signal head tape and approach street lighting	\$470,000	34.583204	-112.34263	34.583204, -112.342630	

Location	Roadway Ownership	Intersection/ Segment	Project Type	Selection Method	Scope	Estimated Cost	Lat. (X)	Long. (Y)	From X, Y	To X, Y
Prescott Valley	ADOT	SR 89A & N Robert Rd	Intersection	Public Comment/ Top Crash Hotspot	Install reflective signal head tape, advanced intersection warning signs, approach street lighting, and strategic placement of speed feedback signs	\$511,000	34.639909	-112.315487	34.639909, -112.315487	
Prescott Valley	Prescott Valley	Florentine Rd & Glassford Hill Rd	Intersection	Top Crash Hotspot	Install reflective signal head tape, enhance signal timing, and left turn guide markings	\$238,000	34.588947	-112.339334	34.588947, -112.339334	
Prescott Valley	ADOT	SR 69 & Kachina Pl	Intersection	Top Crash Hotspot	Install reflective signal head tape, approach street lighting, and strategic placement of speed feedback signs	\$511,000	34.539041	-112.246294	34.539041, -112.246294	
Prescott Valley	Prescott Valley	Robert Rd & Spouse Dr	Intersection	Top Crash Hotspot	Install enhanced crosswalks, flashing yellow arrow left-turn phasing, and reflective signal head tape	\$261,000	34.609654	-112.320765	34.609654, -112.320765	
Prescott Valley	ADOT	SR 69 from East of Enterprise Pkwy to Center Ct	Segment	Top Crash Hotspot	Install raised medians, strategic placement of speed feedback signs, targeted speed enforcement ^(Cost not included) , and targeted street lighting	\$3,832,000	34.57423	-112.28188	34.574230, -112.281880	34.574230 -112.281880
Prescott Valley	Prescott Valley	Robert Rd & Long Mesa Dr	Intersection	Agency Comment	Install oversized stop signs and stop ahead warning signs	\$27,000	34.62544	-112.318143	34.625440, -112.318143	
Yavapai County	ADOT	SR 69 & Diamond Dr	Intersection	Top Crash Hotspot	Install reflective signal head tape, advanced intersection warning signs, and strategic placement of speed feedback signs	\$104,000	34.568312	-112.372366	34.568312, -112.372366	
Yavapai County	ADOT	SR 69 & Ramada Dr	Intersection	Top Crash Hotspot	Install reflective signal head tape, advanced intersection warning signs, strategic placement of speed feedback signs, no U-turn signs	\$131,000	34.564082	-112.375001	34.564082, -112.375001	
Yavapai County	ADOT/ Yavapai County	SR 89 from 1 Mi South of Outer Loop Rd to North of Deep Well Ranch Rd	Segment	Top Crash Hotspot	Evaluate for median crossover protection ^(Cost not included) , maintain raised pavement markers, and strategic placement of speed feedback signs	\$167,000	34.702532	-112.449711	34.702532, -112.449711	34.652462, -112.435011
Yavapai County	ADOT	SR 89 from East of Legend Hills Dr to East of Prescott Ridge Rd	Segment	Top Crash Hotspot	Install paved shoulders and edge-line rumble strips	\$16,149,000	34.673446	-112.203817	34.673446, -112.203817	34.657644, -112.263507

Location	Roadway Ownership	Intersection/ Segment	Project Type	Selection Method	Scope	Estimated Cost	Lat. (X)	Long. (Y)	From X, Y	To X, Y
Yavapai County	Yavapai County	Williamson Valley Rd & Outer Loop Rd	Intersection	Agency Comment	Consider traffic signal, install advanced intersection warning signs, and intersection lighting	\$1,495,000	34.690055	-112.540175	34.690055, -112.540175	
Yavapai County	Yavapai County	Williamson Valley Rd & Bard Ranch Rd	Intersection	Agency Comment	Install intersection lighting and animal warning signs	\$461,000	34.66223	-112.519816	34.662230, -112.519816	
Yavapai County	Yavapai County	Williamson Valley Rd & Longview Dr	Intersection	Agency Comment	Install intersection lighting and animal warning signs	\$461,000	34.619799	-112.493117	34.619799, -112.493117	
Yavapai County	Yavapai County	Williamson Valley Rd & Sylvan Dr	Intersection	Agency Comment	Install intersection lighting	\$434,000	34.589132	-112.497688	34.589132, -112.497688	
Yavapai County	Yavapai County	Iron Springs Rd & Arrowhead Dr	Intersection	Agency Comment	Install intersection lighting and maintain intersection sight distance	\$460,000	34.570458	-112.506896	34.570458, -112.506896	
Yavapai County	Yavapai County	Big Chino Rd & Naples St	Intersection	Agency Comment	Install intersection lighting and correct interaction alignment	\$704,000	34.896044	-112.479039	34.896044, -112.479039	
Yavapai County	Yavapai County	W Road 3 North & N Yuma Dr	Intersection	Agency Comment	Install curve chevron signs	\$27,000	34.774907	-112.50141	34.774907, -112.501410	
Yavapai-Prescott Tribe	ADOT	SR 69 & Yavpe Connector Rd	Intersection	Top Crash Hotspot	Install reflective signal head tape and strategic placement of speed feedback signs at approaches	\$77,000	34.551719	-112.432318	34.551719, -112.432318	
Yavapai-Prescott Tribe	ADOT	SR 69 & Heather Heights	Intersection	Top Crash Hotspot	Install reflective signal head tape, left turn guide markings, and strategic placement of speed feedback signs	\$106,000	34.548408	-112.444435	34.548408, -112.444435	
Yavapai-Prescott Tribe/ Yavapai County	ADOT	SR 69 from West of Prescott Canyon Dr to 1.1 Mi West of Prescott Canyon Dr	Segment	Top Crash Hotspot	Install strategic placement of speed feedback signs and intersection lighting	\$476,000	34.552766	-112.426474	34.552766, -112.426474	34.548314, -112.445115

CYMPO High-Level Estimate of Probable Systemic Project Cost

CYMPO Systemic Projects						
Location	Roadway Ownership	Intersection/Segment	Project Type	Selection Method	Scope	Estimated Cost
Prescott	Prescott	<ul style="list-style-type: none"> Willow Creek Rd from Whispering Oak Dr to Commerce Dr Iron Springs Rd & Miller Valley Rd Sundog Connector Rd & Prescott Lakes Pkwy 	Traffic Calming	Public & Agency Comment/ Top Crash Hotspot	Install speed feedback signs and conduct targeted speed enforcement ^(Cost not included)	\$173,000
Prescott	Prescott	<ul style="list-style-type: none"> Iron Springs Rd & Miller Valley Rd Ruth St & Whipple St Smoke Tree Ln & Willow Creek Rd Granite St & Goodwin St 	Intersection	Public & Agency Comment/ Top Crash Hotspot	Install advanced intersection warning signs, install reflective signal head tape, and maintain intersection sight distance	\$262,000
Prescott	ADOT	<ul style="list-style-type: none"> SR 69 From E Sheldon St to Prescott Lake Pkwy SR 69 from 0.5 Mi East of Old Black Canyon Hwy to Prescott Lakes Pkwy 	Traffic Calming & Segment	Public Comment/ Top Crash Hotspot	Install raised median, targeted street lighting, strategic placement of speed feedback signs, and implement targeted speed enforcement ^(Cost not included)	\$9,815,000
Prescott Valley	Prescott Valley	<ul style="list-style-type: none"> SR 69 from N Mendecino Dr to Village Creek Blvd SR 69 from East of Enterprise Pkwy to Center Ct SR 89A & N Robert Rd SR 69 & Kachina Pl 	Segment	Agency Comment/Top Crash Hotspot	Install speed feedback signs and conduct targeted speed enforcement ^(Cost not included)	\$285,000
Prescott Valley	Prescott Valley	<ul style="list-style-type: none"> SR 69 from N Mendecino Dr to Village Creek Blvd SR 69 from East of Enterprise Pkwy to Center Ct 	Traffic Calming & Segment	Public Comment/ Top Crash Hotspot	Install raised medians	\$746,000
Prescott Valley	ADOT	<ul style="list-style-type: none"> SR 69 & N Glassford Hill Rd SR 69 from N Mendecino Dr to Village Creek Blvd SR 69 from East of Enterprise Pkwy to Center Ct SR 89A & N Robert Rd SR 69 & Kachina Pl 	Intersection & Turn Lane	Public Comment/ Top Crash Hotspot	Install targeted street lighting	\$25,736,000
Prescott Valley	Prescott Valley	<ul style="list-style-type: none"> SR 69 & N Glassford Hill Rd SR 89A & N Robert Rd SR 69 & Kachina Pl 	Intersection	Top Crash Hotspot	Install reflective signal head tape and left turn guide markings	\$163,000
Yavapai County	ADOT	<ul style="list-style-type: none"> SR 69 & Diamond Dr SR 69 & Ramada Dr 	Intersection	Top Crash Hotspot	Install reflective signal head tape, advanced intersection warning signs, and strategic placement of speed feedback signs	\$208,000
Yavapai County	Yavapai County	<ul style="list-style-type: none"> Iron Springs Rd & Arrowhead Dr Williamson Valley Rd & Sylvan Dr Big Chino Rd & Naples St Williamson Valley Rd & Bard Ranch Rd Williamson Valley Rd & Longview Dr Williamson Valley Rd & Outer Loop Rd 	Intersection	Agency Comment	Install intersection lighting and maintain intersection sight distance	\$590,000

CYMPO Systemic Projects						
Location	Roadway Ownership	Intersection/Segment	Project Type	Selection Method	Scope	Estimated Cost
Yavapai-Prescott Tribe/ Yavapai County	ADOT	<ul style="list-style-type: none">SR 69 & Yavpe Connector RdSR 69 & Heather HeightsSR 69 from West of Prescott Canyon Dr to 1.1 Mi West of Prescott Canyon Dr	Segment/ Intersection	Top Crash Hotspot	Install strategic placement of speed feedback signs	\$125,000

CYMPO High-Level Estimate of Probable Project Cost

Unit Costs

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name CYMPO RTSP					
Improvement Speed Feedback Sign - Segment (1 Mile Unit)					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. REMOVALS					
1	REMOVE TREE, DIAMETER > 12 IN.	EA	1	\$ 1,125	\$ 1,125
Subtotal					\$ 1,125
2. INSTALLATIONS					
2	PERFORATED SQUARE TUBE SIGN POST	LF	20	\$ 68	\$ 1,350
3	SPEED FEEDBACK SIGN	EA	2	\$ 6,552	\$ 13,104
Subtotal					\$ 14,454
Construction Subtotal					\$ 15,579
3. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 15,579	\$ 2,500
5	TRAFFIC CONTROL	PERCENT	10%	\$ 15,579	\$ 2,500
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 15,579	\$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 15,579	\$ 2,340
8	CONTINGENCY	PERCENT	20%	\$ 15,579	\$ 3,120
9	ESCALATION	PERCENT	10%	\$ 15,579	\$ 1,560
Subtotal					\$ 15,020
Construction Total					\$ 30,599
4. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	\$ 30,599	\$ 10,000
11	POST DESIGN	PERCENT	2%	\$ 30,599	\$ 1,000
Design Total					\$ 11,000
Grand Total					\$ 41,599

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name CYMPO RTSP					
Improvement Speed Feedback Sign - Intersection (1 Intersection Unit)					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. REMOVALS					
1	REMOVE TREE, DIAMETER > 12 IN.	EA	1	\$ 1,125	\$ 1,125
Subtotal					\$ 1,125
2. INSTALLATIONS					
2	PERFORATED SQUARE TUBE SIGN POST	LF	20	\$ 68	\$ 1,350
3	SPEED FEEDBACK SIGN	EA	2	\$ 6,552	\$ 13,104
Subtotal					\$ 14,454
Construction Subtotal					\$ 15,579
3. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 15,579	\$ 2,500
5	TRAFFIC CONTROL	PERCENT	10%	\$ 15,579	\$ 2,500
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 15,579	\$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 15,579	\$ 2,340
8	CONTINGENCY	PERCENT	20%	\$ 15,579	\$ 3,120
9	ESCALATION	PERCENT	10%	\$ 15,579	\$ 1,560
Subtotal					\$ 15,020
Construction Total					\$ 30,599
4. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	\$ 30,599	\$ 10,000
11	POST DESIGN	PERCENT	2%	\$ 30,599	\$ 1,000
Design Total					\$ 11,000
Grand Total					\$ 41,599

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name CYMPO RTSP					
Improvement Edgeline or Centerline Rumble Strips - Segment (1 Mile Unit)					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	RUMBLE STRIPS	LF	10560	\$ 0.5	\$ 5,280
Subtotal					\$ 5,280
Construction Subtotal					\$ 5,280
2. CONSTRUCTION SOFT COSTS					
2	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 5,280	\$ 2,500
3	TRAFFIC CONTROL	PERCENT	10%	\$ 5,280	\$ 2,500
4	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 5,280	\$ 3,000
5	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 5,280	\$ 790
6	CONTINGENCY	PERCENT	20%	\$ 5,280	\$ 1,060
7	ESCALATION	PERCENT	10%	\$ 5,280	\$ 530
Subtotal					\$ 10,380
Construction Total					\$ 15,660
3. DESIGN AND POST DESIGN COSTS					
8	DESIGN	PERCENT	30%	\$ 15,660	\$ 10,000
9	POST DESIGN	PERCENT	2%	\$ 15,660	\$ 1,000
Design Total					\$ 11,000
Grand Total					\$ 26,660

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name CYMPO RTSP					
Improvement Transverse Rumble Strips - 3 groups of three transverse rumble strips on two approaches (22' wide each)					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	RUMBLE STRIPS	LF	396	\$ 0.5	\$ 198
Subtotal					\$ 198
Construction Subtotal					\$ 198
2. CONSTRUCTION SOFT COSTS					
2	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 198	\$ 2,500
3	TRAFFIC CONTROL	PERCENT	10%	\$ 198	\$ 2,500
4	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 198	\$ 3,000
5	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 198	\$ 30
6	CONTINGENCY	PERCENT	20%	\$ 198	\$ 40
7	ESCALATION	PERCENT	10%	\$ 198	\$ 20
Subtotal					\$ 8,090
Construction Total					\$ 8,288
3. DESIGN AND POST DESIGN COSTS					
8	DESIGN	PERCENT	30%	\$ 8,288	\$ 10,000
9	POST DESIGN	PERCENT	2%	\$ 8,288	\$ 1,000
Design Total					\$ 11,000
Grand Total					\$ 19,288

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name CYMPO RTSP					
Improvement Flashing beacon signage (Four Signs per Unit)					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	PERFORATED SQUARE TUBE SIGN POST	LF	40	\$ 68	\$ 2,700
2	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	36	\$ 10	\$ 2,835
3	SEQUENTIAL FLASHING WARNING LIGHT	EA	8	\$ 48	\$ 384
				Subtotal	\$ 5,919
				Construction Subtotal	\$ 5,919
2. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 5,919	\$ 2,500
5	TRAFFIC CONTROL	PERCENT	10%	\$ 5,919	\$ 2,500
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 5,919	\$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 5,919	\$ 890
8	CONTINGENCY	PERCENT	20%	\$ 5,919	\$ 1,180
9	ESCALATION	PERCENT	10%	\$ 5,919	\$ 590
				Subtotal	\$ 10,660
				Construction Total	\$ 16,579
3. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	\$ 16,579	\$ 10,000
11	POST DESIGN	PERCENT	2%	\$ 16,579	\$ 1,000
				Design Total	\$ 11,000
				Grand Total	\$ 27,579

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name CYMPO RTSP					
Improvement Warning and regulatory signage (1 Intersection Unit)(4 signs)					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	PERFORATED SQUARE TUBE SIGN POST	LF	40	\$ 68	\$ 2,700
2	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	36	\$ 10	\$ 2,835
				Subtotal	\$ 5,535
				Construction Subtotal	\$ 5,535
2. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 5,535	\$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	\$ 5,535	\$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 5,535	\$ 3,000
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 5,535	\$ 830
7	CONTINGENCY	PERCENT	20%	\$ 5,535	\$ 1,110
8	ESCALATION	PERCENT	10%	\$ 5,535	\$ 550
				Subtotal	\$ 10,490
				Construction Total	\$ 16,025
3. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	\$ 16,025	\$ 10,000
10	POST DESIGN	PERCENT	2%	\$ 16,025	\$ 1,000
				Design Total	\$ 11,000
				Grand Total	\$ 27,025

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name CYMPO RTSP					
Improvement Warning and regulatory signage (1 Mile Segment Unit) (2 signs in one direction)					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	PERFORATED SQUARE TUBE SIGN POST	LF	20	\$ 68	\$ 1,350
2	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	18	\$ 10	\$ 2,835
				Subtotal	\$ 4,185
				Construction Subtotal	\$ 4,185
2. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 4,185	\$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	\$ 4,185	\$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 4,185	\$ 3,000
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 4,185	\$ 630
7	CONTINGENCY	PERCENT	20%	\$ 4,185	\$ 840
8	ESCALATION	PERCENT	10%	\$ 4,185	\$ 420
				Subtotal	\$ 9,890
				Construction Total	\$ 14,075
3. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	\$ 14,075	\$ 10,000
10	POST DESIGN	PERCENT	2%	\$ 14,075	\$ 1,000
				Design Total	\$ 11,000
				Grand Total	\$ 25,075

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name CYMPO RTSP					
Improvement 5' Paved Shoulders (1 mile Unit)					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	ASPHALT CONCRETE PAVEMENT (5" C-3/4 AC SURFACE COURSE, LOW TRAFFIC)	TON	1637	\$ 703	\$ 1,150,875
2	AGGREGATE BASE COURSE (12")	TON	1320	\$ 619	\$ 816,750
3	SUBGRADE PREPARATION	SY	5867	\$ 23	\$ 132,000
				Subtotal	\$ 2,099,625
				Construction Subtotal	\$ 2,099,625
2. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 2,099,625	\$ 209,960
5	TRAFFIC CONTROL	PERCENT	10%	\$ 2,099,625	\$ 209,960
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 2,099,625	\$ 21,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 2,099,625	\$ 314,940
8	CONTINGENCY	PERCENT	20%	\$ 2,099,625	\$ 419,930
9	ESCALATION	PERCENT	10%	\$ 2,099,625	\$ 209,960
				Subtotal	\$ 1,385,750
				Construction Total	\$ 3,485,375
3. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	\$ 3,485,375	\$ 1,045,610
11	POST DESIGN	PERCENT	2%	\$ 3,485,375	\$ 69,710
				Design Total	\$ 1,115,320
				Grand Total	\$ 4,600,695

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name CYMPO RTSP					
Improvement Adding Bike lane with conflict zone green paint (by narrowing the lane) (1 Mile Unit)					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. REMOVALS					
1	OBLITERATE PAVEMENT MARKING (STRIPES)	LF	21,120	\$ 1.15	\$ 24,288
Subtotal					\$ 24,288
2. INSTALLATIONS					
2	PERFORATED SQUARE TUBE SIGN POST	LF	40	\$ 68	\$ 2,700
3	5' x 1.5' SOLID GREEN LINE AND 1.5' GAP (90 MIL ALKYD THERMOPLASTIC)	LF	300	\$ 23	\$ 6,750
4	PAVEMENT SYMBOL (EXTRUDED THERMOPLASTIC) (ALKYD) (0.090")	EA	4	\$ 300	\$ 1,200
5	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	21,120	\$ 0.88	\$ 18,480
6	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	36	\$ 10	\$ 2,835
Subtotal					\$ 31,965
Construction Subtotal					\$ 56,253
3. CONSTRUCTION SOFT COSTS					
7	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 56,253	\$ 5,630
8	TRAFFIC CONTROL	PERCENT	10%	\$ 56,253	\$ 5,630
9	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 56,253	\$ 3,000
10	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 56,253	\$ 8,440
11	CONTINGENCY	PERCENT	20%	\$ 56,253	\$ 11,250
12	ESCALATION	PERCENT	10%	\$ 56,253	\$ 5,630
Subtotal					\$ 39,580
Construction Total					\$ 95,833
4. DESIGN AND POST DESIGN COSTS					
13	DESIGN	PERCENT	30%	\$ 95,833	\$ 28,750
14	POST DESIGN	PERCENT	2%	\$ 95,833	\$ 1,920
Design Total					\$ 30,670
Grand Total					\$ 126,503

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name CYMPO RTSP					
Improvement Traffic Signal with protected left-turn movements (1 Intersection Unit)					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	ELECTRICAL CONDUIT (3") (PVC)	LF	50	\$ 146	\$ 7,313
2	CONCRETE SIDEWALK RAMP	EA	4	\$ 10,125	\$ 40,500
3	PAVEMENT SYMBOL (EXTRUDED THERMOPLASTIC) (ALKYD) (0.090")	EA	8	\$ 300	\$ 2,400
4	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	1360	\$ 0.88	\$ 1,190
5	ELECTRICAL CONDUIT (2-3") (PVC) (TRENCH)	LF	140	\$ 146	\$ 20,475
6	PULL BOX	EA	6	\$ 2,250	\$ 13,500
7	POLE FOUNDATION (TYPE R)	EA	4	\$ 11,700	\$ 46,800
8	MAST ARM (60 FT.) (TAPERED)	EA	4	\$ 37,125	\$ 148,500
9	EMERGENCY VEHICLE PREEMPTION UNIT	EA	4	\$ 5,625	\$ 22,500
10	TRAFFIC SIGNAL FACE (TYPE F)	EA	4	\$ 1,350	\$ 5,400
11	TRAFFIC SIGNAL FACE (TYPE G)	EA	8	\$ 1,688	\$ 13,500
12	TRAFFIC SIGNAL MOUNTING ASSEMBLY	EA	12	\$ 450	\$ 5,400
13	SIGNAL POLE	EA	4	\$ 15,000	\$ 60,000
14	LUMINAIRE	EA	4	\$ 2,329	\$ 9,315
15	LUMINAIRE MAST ARM (25 FT.) (TAPERED)	EA	4	\$ 10,125	\$ 40,500
16	CONTROL CABINET	EA	1	\$ 12,000	\$ 12,000
17	CONDUCTORS	LS	1	\$ 22,500	\$ 22,500
				Subtotal	\$ 471,793
				Construction Subtotal	\$ 471,793
2. CONSTRUCTION SOFT COSTS					
18	MOBILIZATION/DEMObILIZATION	PERCENT	10%	\$ 471,793	\$ 47,180
19	TRAFFIC CONTROL	PERCENT	10%	\$ 471,793	\$ 47,180
20	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 471,793	\$ 4,720
21	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 471,793	\$ 70,770
22	CONTINGENCY	PERCENT	20%	\$ 471,793	\$ 94,360
23	ESCALATION	PERCENT	10%	\$ 471,793	\$ 47,180
				Subtotal	\$ 311,390
				Construction Total	\$ 783,183
3. DESIGN AND POST DESIGN COSTS					
24	DESIGN	PERCENT	30%	\$ 783,183	\$ 234,950
25	POST DESIGN	PERCENT	2%	\$ 783,183	\$ 15,660
				Design Total	\$ 250,610
				Grand Total	\$ 1,033,793

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name CYMPO RTSP					
Improvement Intersection lighting (4 each)					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	ELECTRICAL CONDUIT (2-3") (PVC) (TRENCH)	LF	200	\$ 146	\$ 29,250
2	POLE FOUNDATION (TYPE R)	EA	4	\$ 11,700	\$ 46,800
3	LUMINAIRE	EA	4	\$ 2,329	\$ 9,315
4	LUMINAIRE MAST ARM (25 FT.) (TAPERED)	EA	4	\$ 10,125	\$ 40,500
5	POLE	EA	4	\$ 15,000	\$ 60,000
6	CONDUCTORS	LS	1	\$ 12,000	\$ 12,000
Subtotal					\$ 197,865
Construction Subtotal					\$ 197,865
2. CONSTRUCTION SOFT COSTS					
7	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 197,865	\$ 19,790
8	TRAFFIC CONTROL	PERCENT	10%	\$ 197,865	\$ 19,790
9	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 197,865	\$ 2,500
10	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 197,865	\$ 29,680
11	CONTINGENCY	PERCENT	20%	\$ 197,865	\$ 39,570
12	ESCALATION	PERCENT	10%	\$ 197,865	\$ 19,790
Subtotal					\$ 131,120
Construction Total					\$ 328,985
3. DESIGN AND POST DESIGN COSTS					
13	DESIGN	PERCENT	30%	\$ 328,985	\$ 98,700
14	POST DESIGN	PERCENT	2%	\$ 328,985	\$ 6,580
Design Total					\$ 105,280
Grand Total					\$ 434,265

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name CYMPO RTSP					
Improvement One Side Street Lighting (One Mile Unit, Spacing 270')					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	ELECTRICAL CONDUIT (2-3") (PVC) (TRENCH)	LF	5680	\$ 146	\$ 830,700
2	POLE FOUNDATION	EA	20	\$ 11,700	\$ 234,000
3	LUMINAIRE	EA	20	\$ 2,329	\$ 46,575
4	LUMINAIRE MAST ARM (25 FT.) (TAPERED)	EA	20	\$ 10,125	\$ 202,500
5	POLE	EA	20	\$ 15,000	\$ 300,000
6	CONDUCTORS	LS	1	\$ 40,625	\$ 40,625
Subtotal					\$ 1,654,400
Construction Subtotal					\$ 1,654,400
2. CONSTRUCTION SOFT COSTS					
7	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 1,654,400	\$ 165,440
8	TRAFFIC CONTROL	PERCENT	10%	\$ 1,654,400	\$ 165,440
9	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 1,654,400	\$ 16,540
10	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 1,654,400	\$ 248,160
11	CONTINGENCY	PERCENT	20%	\$ 1,654,400	\$ 330,880
12	ESCALATION	PERCENT	10%	\$ 1,654,400	\$ 165,440
Subtotal					\$ 1,091,900
Construction Total					\$ 2,746,300
3. DESIGN AND POST DESIGN COSTS					
13	DESIGN	PERCENT	30%	\$ 2,746,300	\$ 823,890
14	POST DESIGN	PERCENT	2%	\$ 2,746,300	\$ 54,930
Design Total					\$ 878,820
Grand Total					\$ 3,625,120

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name CYMPO RTSP					
Improvement Traffic signal head reflective tape (Four leg intersection with 12 heads)(1 intersection unit)					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	TRAFFIC SIGNAL FACE BACKPLATE	EA	12	\$ 900	\$ 10,800
2	REFLECTIVE SIGNAL HEAD BACK PLATE TAPE	LF	72	\$ 10	\$ 720
Subtotal					\$ 11,520
Construction Subtotal					\$ 11,520
2. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 11,520	\$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	\$ 11,520	\$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 11,520	\$ 2,500
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 11,520	\$ 1,730
7	CONTINGENCY	PERCENT	20%	\$ 11,520	\$ 2,300
8	ESCALATION	PERCENT	10%	\$ 11,520	\$ 1,150
Subtotal					\$ 12,680
Construction Total					\$ 24,200
3. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	\$ 24,200	\$ 10,000
10	POST DESIGN	PERCENT	2%	\$ 24,200	\$ 1,000
Design Total					\$ 11,000
Grand Total					\$ 35,200

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name CYMPO RTSP					
Improvement Pavement maintenance (Chip seal) and new striping (1 mile Unit- 2 lane)					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. REMOVALS					
1	REMOVE BITUMINOUS PAVEMENT (MILLING) (2")	SY	14,080	\$ 4.38	\$ 61,600
Subtotal					\$ 61,600
2. INSTALLATIONS					
2	ASPHALT CONCRETE PAVEMENT (2" C-3/4 AC SURFACE COURSE, LOW TRAFFIC)	TON	3,928	\$ 281	\$ 1,104,644
3	8" SOLID YELLOW LINE (90 MIL ALKYD THERMOPLASTIC)	LF	10,560	\$ 8	\$ 5,580
4	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	10,560	\$ 8	\$ 79,200
Subtotal					\$ 1,189,424
Construction Subtotal					\$ 1,189,424
3. CONSTRUCTION SOFT COSTS					
5	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 1,189,424	\$ 118,940
6	TRAFFIC CONTROL	PERCENT	10%	\$ 1,189,424	\$ 118,940
7	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 1,189,424	\$ 11,890
8	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 1,189,424	\$ 178,410
9	CONTINGENCY	PERCENT	20%	\$ 1,189,424	\$ 237,880
10	ESCALATION	PERCENT	10%	\$ 1,189,424	\$ 118,940
Subtotal					\$ 785,000
Construction Total					\$ 1,974,424
4. DESIGN AND POST DESIGN COSTS					
11	DESIGN	PERCENT	30%	\$ 1,974,424	\$ 592,330
12	POST DESIGN	PERCENT	2%	\$ 1,974,424	\$ 39,490
Design Total					\$ 631,820
Grand Total					\$ 2,606,244

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name CYMPO RTSP					
Improvement Traffic Signal Modification (New Protected Left Turn Movement) (1 Intersection Unit)					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. REMOVALS					
1	REMOVE SIGNAL FACE	EA	8	\$ 688	\$ 5,500
Subtotal					\$ 5,500
2. INSTALLATIONS					
2	ELECTRICAL CONDUIT (3") (PVC)	LF	400	\$ 146	\$ 58,500
3	TRAFFIC SIGNAL FACE (TYPE G)	EA	8	\$ 1,350	\$ 10,800
4	TRAFFIC SIGNAL MOUNTING ASSEMBLY	EA	8	\$ 450	\$ 3,600
Subtotal					\$ 72,900
Construction Subtotal					\$ 78,400
3. CONSTRUCTION SOFT COSTS					
5	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 78,400	\$ 7,840
6	TRAFFIC CONTROL	PERCENT	10%	\$ 78,400	\$ 7,840
7	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 78,400	\$ 2,500
8	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 78,400	\$ 11,760
9	CONTINGENCY	PERCENT	20%	\$ 78,400	\$ 15,680
10	ESCALATION	PERCENT	10%	\$ 78,400	\$ 7,840
Subtotal					\$ 53,460
Construction Total					\$ 131,860
4. DESIGN AND POST DESIGN COSTS					
11	DESIGN	PERCENT	30%	\$ 131,860	\$ 39,560
12	POST DESIGN	PERCENT	2%	\$ 131,860	\$ 2,640
Design Total					\$ 42,200
Grand Total					\$ 174,060

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project No. CYMPO RTSP					
Improvement High-visibility crosswalk (ladder type) (One 36' crossing)					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	12" SOLID YELLOW LINE (90 MIL ALKYD THERMOPLASTIC)	LF	192	\$ 5	\$ 864
2	PERFORATED SQUARE TUBE SIGN POST	LF	40	\$ 68	\$ 2,720
3	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	EA	4	\$ 10	\$ 40
				Subtotal	\$ 3,624
				Construction Subtotal	\$ 3,624
2. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 3,624	\$ 2,500
5	TRAFFIC CONTROL	PERCENT	10%	\$ 3,624	\$ 2,500
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 3,624	\$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 3,624	\$ 540
8	CONTINGENCY	PERCENT	20%	\$ 3,624	\$ 720
9	ESCALATION	PERCENT	10%	\$ 3,624	\$ 360
				Subtotal	\$ 9,620
				Construction Total	\$ 13,244
3. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	\$ 13,244	\$ 10,000
11	POST DESIGN	PERCENT	2%	\$ 13,244	\$ 1,000
				Design Total	\$ 11,000
				Grand Total	\$ 24,244

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project No. CYMPO RTSP					
Improvement High-visibility crosswalk (ladder type) (Four 36' crossing)					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	12" SOLID YELLOW LINE (90 MIL ALKYD THERMOPLASTIC)	LF	768	\$ 5	\$ 3,456
2	PERFORATED SQUARE TUBE SIGN POST	LF	160	\$ 68	\$ 10,880
3	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	EA	16	\$ 10	\$ 160
				Subtotal	\$ 14,496
				Construction Subtotal	\$ 17,952
3. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 17,952	\$ 2,500
5	TRAFFIC CONTROL	PERCENT	10%	\$ 17,952	\$ 2,500
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 17,952	\$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 17,952	\$ 2,690
8	CONTINGENCY	PERCENT	20%	\$ 17,952	\$ 3,590
9	ESCALATION	PERCENT	10%	\$ 17,952	\$ 1,800
				Subtotal	\$ 16,080
				Construction Total	\$ 34,032
4. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	\$ 34,032	\$ 10,210
11	POST DESIGN	PERCENT	2%	\$ 34,032	\$ 1,000
				Design Total	\$ 11,210
				Grand Total	\$ 45,242

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name CYMPO RTSP					
Improvement 12' Paved Right/Left Turn Lane (250 feet Unit)(One lane)					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	ASPHALT CONCRETE PAVEMENT (5" C-3/4 AC SURFACE COURSE, LOW TRAFFIC)	TON	93	\$ 703	\$ 65,391
2	PERFORATED SQUARE TUBE SIGN POST	LF	20	\$ 68	\$ 1,350
3	PAVEMENT MARKING, TAPE, SINGLE ARROW	EA	2	\$ 525	\$ 1,050
4	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	6	\$ 10	\$ 60
5	AGGREGATE BASE COURSE (12")	TON	75	\$ 619	\$ 46,406
6	SUBGRADE PREPARATION	SY	333	\$ 23	\$ 7,500
7	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	405	\$ 0.88	\$ 356
				Subtotal	\$ 122,113
				Construction Subtotal	\$ 122,113
2. CONSTRUCTION SOFT COSTS					
8	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 122,113	\$ 12,210
9	TRAFFIC CONTROL	PERCENT	10%	\$ 122,113	\$ 12,210
10	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 122,113	\$ 3,000
11	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 122,113	\$ 18,320
12	CONTINGENCY	PERCENT	20%	\$ 122,113	\$ 24,420
13	ESCALATION	PERCENT	10%	\$ 122,113	\$ 12,210
				Subtotal	\$ 82,370
				Construction Total	\$ 204,483
3. DESIGN AND POST DESIGN COSTS					
14	DESIGN	PERCENT	30%	\$ 204,483	\$ 61,340
15	POST DESIGN	PERCENT	2%	\$ 204,483	\$ 4,090
				Design Total	\$ 65,430
				Grand Total	\$ 269,913

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name CYMPO RTSP					
Improvement New Left/Right Turn Lane (250 feet, lane slimming, striping only, one lane)					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. REMOVALS					
1	OBLITERATE PAVEMENT MARKING (STRIPES)	LF	1,000	\$ 1.15	\$ 1,150
Subtotal					\$ 1,150
2. INSTALLATIONS					
2	PERFORATED SQUARE TUBE SIGN POST	LF	20	\$ 68	\$ 1,350
3	PAVEMENT MARKING, TAPE, SINGLE ARROW	EA	2	\$ 525	\$ 1,050
4	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	405	\$ 0.88	\$ 356
5	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	6	\$ 10	\$ 2,835
Subtotal					\$ 5,591
Construction Subtotal					\$ 6,741
3. CONSTRUCTION SOFT COSTS					
6	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 6,741	\$ 2,500
7	TRAFFIC CONTROL	PERCENT	10%	\$ 6,741	\$ 2,500
8	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 6,741	\$ 3,000
9	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 6,741	\$ 1,010
10	CONTINGENCY	PERCENT	20%	\$ 6,741	\$ 1,350
11	ESCALATION	PERCENT	10%	\$ 6,741	\$ 670
Subtotal					\$ 11,030
Construction Total					\$ 17,771
4. DESIGN AND POST DESIGN COSTS					
12	DESIGN	PERCENT	30%	\$ 17,771	\$ 10,000
13	POST DESIGN	PERCENT	2%	\$ 17,771	\$ 1,000
Design Total					\$ 11,000
Grand Total					\$ 28,771

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name CYMPO RTSP					
Improvement Refresh Roadway Markings/Restriping (1 Mile)(two lane and TWLTL)					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	PAVEMENT SYMBOL (EXTRUDED THERMOPLASTIC) (ALKYD) (0.090")	EA	2	\$ 300	\$ 600
2	8" SOLID YELLOW LINE (90 MIL ALKYD THERMOPLASTIC)	LF	21120	\$ 0.88	\$ 18,586
3	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	10560	\$ 0.88	\$ 9,293
				Subtotal	\$ 28,478
				Construction Subtotal	\$ 28,478
2. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 28,478	\$ 2,850
5	TRAFFIC CONTROL	PERCENT	10%	\$ 28,478	\$ 2,850
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 28,478	\$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 28,478	\$ 4,270
8	CONTINGENCY	PERCENT	20%	\$ 28,478	\$ 5,700
9	ESCALATION	PERCENT	10%	\$ 28,478	\$ 2,850
				Subtotal	\$ 21,520
				Construction Total	\$ 49,998
3. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	\$ 49,998	\$ 15,000
11	POST DESIGN	PERCENT	2%	\$ 49,998	\$ 1,000
				Design Total	\$ 16,000
				Grand Total	\$ 65,998

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name CYMPO RTSP					
Improvement Sight distance maintenance (1 Intersection Unit)					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. REMOVALS					
1	REMOVE TREE, DIAMETER > 12 IN.	EA	2	\$ 1,125	\$ 2,250
2	CLEARING AND GRUBBING	ACRE	0.5	\$ 5,000	\$ 2,500
				Subtotal	\$ 4,750
				Construction Subtotal	\$ 4,750
2. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 4,750	\$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	\$ 4,750	\$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 4,750	\$ 3,000
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 4,750	\$ 710
7	CONTINGENCY	PERCENT	20%	\$ 4,750	\$ 950
8	ESCALATION	PERCENT	10%	\$ 4,750	\$ 480
				Subtotal	\$ 10,140
				Construction Total	\$ 14,890
3. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	\$ 14,890	\$ 10,000
10	POST DESIGN	PERCENT	2%	\$ 14,890	\$ 1,000
				Design Total	\$ 11,000
				Grand Total	\$ 25,890

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name CYMPO RTSP					
Improvement Install Median (100' Unit)					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. REMOVALS					
1	SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT AND BASE MATERIAL FULL DEPTH (5" AC & 12" ABC)	SY	156	\$ 375.00	\$ 58,333
Subtotal					\$ 58,333
2. INSTALLATIONS					
2	VERTICAL CURB AND GUTTER, STANDARD DETAIL 220-1, TYPE "A"	LF	200	\$ 79	\$ 15,750
3	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	200	\$ 0.88	\$ 176
Subtotal					\$ 15,926
Construction Subtotal					\$ 74,259
3. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 74,259	\$ 7,430
5	TRAFFIC CONTROL	PERCENT	10%	\$ 74,259	\$ 7,430
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 74,259	\$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 74,259	\$ 11,140
8	CONTINGENCY	PERCENT	20%	\$ 74,259	\$ 14,850
9	ESCALATION	PERCENT	10%	\$ 74,259	\$ 7,430
Subtotal					\$ 51,280
Construction Total					\$ 125,539
4. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	\$ 125,539	\$ 37,660
11	POST DESIGN	PERCENT	2%	\$ 125,539	\$ 2,510
Design Total					\$ 40,170
Grand Total					\$ 165,709

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name		CYMPO RTSP			
Improvement		Bike lane buffer striping (1 Mile)(two directions)			
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	PAVEMENT SYMBOL (EXTRUDED THERMOPLASTIC) (ALKYD) (0.090")	EA	4	\$ 300	\$ 1,200
2	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	10560	\$ 0.88	\$ 9,293
Subtotal					\$ 10,493
Construction Subtotal					\$ 10,493
2. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 10,493	\$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	\$ 10,493	\$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 10,493	\$ 3,000
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 10,493	\$ 1,570
7	CONTINGENCY	PERCENT	20%	\$ 10,493	\$ 2,100
8	ESCALATION	PERCENT	10%	\$ 10,493	\$ 1,050
Subtotal					\$ 12,720
Construction Total					\$ 23,213
3. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	\$ 23,213	\$ 10,000
10	POST DESIGN	PERCENT	2%	\$ 23,213	\$ 1,000
Design Total					\$ 11,000
Grand Total					\$ 34,213

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name CYMPO RTSP					
Improvement Raised pavement markers - Segment (1 Mile Unit)(One marker per 50 feet)					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	PAVEMENT MARKER, RAISED, TYPE C	EACH	106	\$ 10.0	\$ 1,060
					Subtotal \$ 1,060
					Construction Subtotal \$ 1,060
2. CONSTRUCTION SOFT COSTS					
2	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 1,060	\$ 2,500
3	TRAFFIC CONTROL	PERCENT	10%	\$ 1,060	\$ 2,500
4	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 1,060	\$ 3,000
5	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 1,060	\$ 160
6	CONTINGENCY	PERCENT	20%	\$ 1,060	\$ 210
7	ESCALATION	PERCENT	10%	\$ 1,060	\$ 110
					Subtotal \$ 8,480
					Construction Total \$ 9,540
3. DESIGN AND POST DESIGN COSTS					
8	DESIGN	PERCENT	30%	\$ 9,540	\$ 10,000
9	POST DESIGN	PERCENT	2%	\$ 9,540	\$ 1,000
					Design Total \$ 11,000
					Grand Total \$ 20,540