STATE OF ARIZONA
FFY 2006 ANNUAL REPORT

(October 1, 2005 – September 30, 2006)

Prepared for:
THE UNITED STATES DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration
and
Federal Highway Administration

Prepared by:

Janet Napolitano, Governor
Richard G. Fimbres, Director
Governor’s Highway Safety Representative
Michael Hegarty, Deputy Director
Table of Contents

3. Problem Identification Overview

6. Arizona’s 2006 Performance Goals

12. Highlights and Historical Trends

29. Accident Investigation

30. Alcohol and Other Drugs

35. Emergency Medical Services

38. Motorcycle Safety

47. Occupant Protection

51. Pedestrian/Bicycle

52. Police Traffic Services

54. Roadway Safety

56. School Bus

57. Traffic Records

58. Outreach

61. Spanish Outreach

82. Media

89. Legislation
**Problem Identification Overview**

**Mission Statement:** The Arizona Governor’s Office of Highway Safety (GOHS) is the focal point for highway safety issues in Arizona. GOHS provides leadership by developing, promoting, and coordinating programs; influencing public and private policy; and increasing public awareness of highway safety.

**Highway Safety** means the reduction of traffic crashes, deaths, injuries, and property damage on public roads. The Arizona Highway Safety Plan (HSP) is developed through annual problem identification and analysis of traffic records, citations, convictions, judicial outcome, incarcerations, assessments, screening, treatment, prevention, and surveys.

Through the Director of the Governor's Office of Highway Safety, a channel of communication and understanding has been developed between the Governor's Office, the Legislature, state agencies, political subdivisions, and activist groups concerning all aspects of the statewide highway safety program.

Executive Order 2004-24 designates the GOHS as the State Highway Safety Agency (SHSA) and, as such, the appropriate agency to administer the HSP on behalf of the Governor.

One emphasis of the highway safety funding process is to provide "seed" money to develop effective programs that can become operational within a three-year period. If the program(s) are successful, the state or local jurisdiction will establish the program(s) as a permanent responsibility of the jurisdiction.

Problem identification involves the study of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles traveled. Drivers can be classified into subgroups according to age, sex, etc. Vehicles can be divided into subgroups according to year, make, body style, etc. Roads can be divided into subgroups according to number of lanes, type of surface, political subdivision, etc. Crashes can be further analyzed in terms of the time, day of the week, month; age and sex of drivers; primary crash factors; and use of safety equipment.

Other factors also influence motor vehicle crashes and should be considered in conducting comparative analyses between jurisdictions. For example, variations in composition of population, modes of transportation, the highway system, economic conditions, climate, and the effective strength of law enforcement agencies can be influential. The selection of crash comparisons requires the exercise of judgment.
**Key Components of the Highway Safety Plan include:**

- **Alcohol and Other Drugs / Youth Enforcement (AL/YA)** - To reduce the number and severity of crashes in which alcohol and/or drugs are contributing factors.

- **Occupant Protection (OP)** - To increase the statewide seat belt / child safety seat (CSS) usage rate of motor vehicle occupants and to increase public information and education of the benefits of seat belt / CSS usage for adults and children.

- **Police Traffic Services (PT)** - To achieve and maintain compliance with traffic laws such as aggressive driving, speeding and red light running. Enforcement must be consistent, impartial and uniformly applied to all street and highway users.

- **Traffic Records (TR)** - To develop a comprehensive data processing system that brings together the engineering, enforcement, educational, medical, behavioral health, prosecution, judicial, correctional, and emergency response disciplines.

- **Emergency Medical Services (EM)** - To continue to support rural providers with emergency medical services (EMS) equipment.

- **Motorcycle, Bicycle, and Pedestrian Safety (MC/PS)** - To increase the public's awareness and understanding of and participation in motorcycle, bicycle and pedestrian safety.

- **Public Information and Education (PI&E)** – GOHS strives to have PI&E programs running throughout the year. GOHS produces printed materials that are available to the public and private sector. GOHS staff attends and participates in safety and health fairs throughout the year at locations throughout the state. The GOHS Director, Deputy Director and GOHS staff members speak at various events throughout the year. The GOHS Deputy Director has a media and journalism background which allows him to initiate and create media events throughout the year.

- **Roadway Safety (RS)** - To improve traffic conditions in identified corridors and local jurisdictions by funding minor traffic engineering improvements, correcting signing deficiencies and promoting safety programs.

**Features of the Highway Safety Plan include:**

- A working document that is revised throughout the year to accommodate unforeseen events and opportunities;

- A statewide overview and detailed summaries of traffic safety data as well as project/program descriptions, objectives, costs, and time frames;

- A plan that is operational during the federal fiscal year which commences October 1, 2005 and ends September 30, 2006;

- Traffic safety project activities and a budget for the allocation of resources;
• The opportunity by which the State is able to secure federal highway safety funds under the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU).

**Program/Project Development:**

During January of each year, a letter outlining the Proposal Process and priority areas is sent out to political subdivisions, state and non-profit agencies regarding the Governors’ Office of Highway Safety’s (GOHS) Proposal Process. All governmental and non-profit agencies are encouraged to take an active part in Arizona's Highway Safety Program. In addition to the written notification, the letter and Proposal Guide are posted on the GOHS website.

Proposals are due to the GOHS Phoenix Office on 1 April. Each proposal is date stamped, assigned a number and pertinent information is added to an Excel spreadsheet.

The GOHS Director, Deputy Director, Program Manager, Project Coordinators, DRE Operations Coordinator, and Occupant Protection Coordinator review each proposal and provide written comments in preparation of the Highway Safety Plan meeting.

The Highway Safety Plan meeting is held during June. This meeting is typically a multiple day meeting because each proposal is discussed and level of funding is determined. These discussions include the following evaluation criteria:

1. Is the proposal fundable?
2. Does the proposal address one or more of the priority areas identified in the Proposal Letter?
   Priority areas include those identified by NHTSA and the Governor.
3. Did the submitting agency follow the guidelines set forth in the Proposal Guide, i.e. did not exceed page count, provided statistical data, cover letter signed by agency CEO, etc.
4. Has the agency been included in the HSP before? If yes, how did they perform? Were narrative and financial reports completed in accordance with contractual requirements?
5. What is the status of the agency? Is the agency stable or is there significant internal turmoil and personnel turnover?
6. Political considerations.

It is the policy of GOHS to fund all proposals that meet the listed criteria. This ensures that the entire state is represented in the HSP.

Once funding levels are determined, the Program Manager assigns the Program Area, Project Coordinator and task number to each funded proposal. Project Coordinators then write their assigned tasks for inclusion in the HSP.

GOHS relies on the Arizona Department of Transportation, Motor Vehicle Division, Traffic Records Section for all crash related statistics.
Arizona’s 2006 Performance Goals

The primary highway safety goals for Arizona are:

To decrease the fatality rate per 100 million vehicle miles traveled (VMT) from the base level of 2.06 in 2001 to 1.00 in 2008.

The percentage of increase of the total number of persons killed from the base level of 1,057 in 2001 should be less than the percentage of increase of VMT and population in 2008.

The percentage of increase of the total number of persons injured from the base level of 73,962 in 2001 should be less than the percentage of increase of VMT and population in 2008.

Arizona Licensed Drivers, Motor Vehicle Registrations, and Crash History

<table>
<thead>
<tr>
<th>Calendar Year</th>
<th>Total Crashes</th>
<th>Fatal Crashes</th>
<th>Injury Crashes</th>
<th>Property Damage Crashes</th>
<th>Total Persons Killed</th>
<th>Total Persons Injured</th>
<th>Total Licensed Drivers</th>
<th>Total Registered Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>131,368</td>
<td>892</td>
<td>47,485</td>
<td>82,992</td>
<td>1,037</td>
<td>76,626</td>
<td>3,497,208</td>
<td>3,983,860</td>
</tr>
<tr>
<td>2001</td>
<td>131,573</td>
<td>944</td>
<td>46,150</td>
<td>84,489</td>
<td>1,057</td>
<td>73,962</td>
<td>3,550,776</td>
<td>4,037,359</td>
</tr>
<tr>
<td>2002</td>
<td>134,228</td>
<td>984</td>
<td>46,209</td>
<td>87,045</td>
<td>1,132</td>
<td>74,235</td>
<td>3,668,704</td>
<td>4,162,219</td>
</tr>
<tr>
<td>2003</td>
<td>130,895</td>
<td>971</td>
<td>45,177</td>
<td>84,747</td>
<td>1,118</td>
<td>71,901</td>
<td>3,819,823</td>
<td>4,316,219</td>
</tr>
<tr>
<td>2004</td>
<td>138,353</td>
<td>992</td>
<td>46,613</td>
<td>90,748</td>
<td>1,153</td>
<td>73,376</td>
<td>3,923,395</td>
<td>5,638,799</td>
</tr>
<tr>
<td>2005</td>
<td>138,791</td>
<td>1,038</td>
<td>45,200</td>
<td>92,553</td>
<td>1,179</td>
<td>70,050</td>
<td>3,943,625</td>
<td>5,945,131</td>
</tr>
</tbody>
</table>
TABLE 1

Five Year Trend for Selected Highway Safety Data
2001 – 2005

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatality Rate per VMT*</td>
<td>2.08</td>
<td>2.17</td>
<td>2.10</td>
<td>2.01</td>
<td>1.97</td>
<td>-20%</td>
</tr>
<tr>
<td>Total Fatalities</td>
<td>1,057</td>
<td>1,132</td>
<td>1,118</td>
<td>1,151</td>
<td>1,179</td>
<td>2.43%</td>
</tr>
<tr>
<td>Total Urban Fatalities</td>
<td>495</td>
<td>489</td>
<td>432</td>
<td>551</td>
<td>558</td>
<td>1.27%</td>
</tr>
<tr>
<td>Total Rural Fatalities</td>
<td>552</td>
<td>630</td>
<td>686</td>
<td>600</td>
<td>599</td>
<td>-0.2%</td>
</tr>
<tr>
<td>Total Alcohol-Related Fatalities</td>
<td>258</td>
<td>271</td>
<td>298</td>
<td>249</td>
<td>232</td>
<td>-6.8%</td>
</tr>
<tr>
<td>Total Alcohol-Related Injuries</td>
<td>6,880</td>
<td>6,644</td>
<td>6,213</td>
<td>6,187</td>
<td>5,746</td>
<td>-7.12%</td>
</tr>
</tbody>
</table>

Occupant Fatalities - Percent Restrained

| All Occupants                      | 32%  | 29%  | 31%  | 32%  | 33%  | 3.12%                |
| Occupants, age 16 - 20             | 14%  | 21%  | 25%  | 29%  | 28%  | -3.57%               |
| Infants, age 0 - 4                 | 17%  | 28%  | 33%  | 40%  | 50%  | 25%                  |

Pedestrian/Bicycle/Motorcycle Fatalities

| Total Pedestrian Fatalities         | 166  | 158  | 126  | 132  | 164  | 20.6%                |
| Total Bicycle Fatalities           | 29   | 15   | 15   | 27   | 35   | 29.6%                |
| Total Motorcycle Fatalities        | 75   | 95   | 111  | 119  | 146  | 22.7%                |
| % Helmeted Motorcycle Operators    | 29%  | 24%  | 28%  | 29.2%| 40%  | 37%                  |

Percentage of Fatal Crashes by Speed

| 35 - 40 MPH                        | 24%  | 20%  | 22%  | 21%  | 24%  | 14.28%               |
| 60 + MPH                           | 25%  | 23%  | 30%  | 31%  | 29%  | -6.89%               |

*Vehicle Miles Traveled = fatality rate per 100 million miles driven

**Preliminary Data

Data Source: Arizona Department of Transportation, Traffic Records Section
<table>
<thead>
<tr>
<th>COUNTY</th>
<th>2004</th>
<th>2005</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>APACHE</td>
<td>54</td>
<td>31</td>
<td>-42.6%</td>
</tr>
<tr>
<td>COCHISE</td>
<td>53</td>
<td>47</td>
<td>-11.3%</td>
</tr>
<tr>
<td>COCONINO</td>
<td>58</td>
<td>61</td>
<td>5.2%</td>
</tr>
<tr>
<td>GILA</td>
<td>26</td>
<td>19</td>
<td>-26.9%</td>
</tr>
<tr>
<td>GRAHAM</td>
<td>10</td>
<td>8</td>
<td>-20%</td>
</tr>
<tr>
<td>GREENLEE</td>
<td>0</td>
<td>2</td>
<td>200%</td>
</tr>
<tr>
<td>LA PAZ</td>
<td>28</td>
<td>35</td>
<td>25%</td>
</tr>
<tr>
<td>MARICOPA</td>
<td>460</td>
<td>524</td>
<td>13.9%</td>
</tr>
<tr>
<td>MOHAVE</td>
<td>53</td>
<td>62</td>
<td>17%</td>
</tr>
<tr>
<td>NAVAJO</td>
<td>53</td>
<td>46</td>
<td>-13.2%</td>
</tr>
<tr>
<td>COUNTY</td>
<td>2004</td>
<td>2005</td>
<td>% Change</td>
</tr>
<tr>
<td>-----------</td>
<td>------</td>
<td>------</td>
<td>----------</td>
</tr>
<tr>
<td>PIMA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>147</td>
<td>137</td>
<td>-6.8%</td>
</tr>
<tr>
<td>PINAL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>93</td>
<td>85</td>
<td>-8.6%</td>
</tr>
<tr>
<td>SANTA CRUZ</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>12</td>
<td>13</td>
<td>8.3%</td>
</tr>
<tr>
<td>YAVAPAI</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>79</td>
<td>72</td>
<td>-8.9%</td>
</tr>
<tr>
<td>YUMA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>27</td>
<td>37</td>
<td>37%</td>
</tr>
<tr>
<td>GRAND TOTAL</td>
<td>1,153</td>
<td>1,179</td>
<td>2.3%</td>
</tr>
<tr>
<td>Table 3 - DATA ELEMENT</td>
<td>2001</td>
<td>2002</td>
<td>2003</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>-----------</td>
<td>-----------</td>
<td>-----------</td>
</tr>
<tr>
<td>Population</td>
<td>5,319,895</td>
<td>5,472,750</td>
<td>5,629,870</td>
</tr>
<tr>
<td>Motor Vehicle Registrations</td>
<td>4,037,359</td>
<td>4,162,219</td>
<td>4,316,219</td>
</tr>
<tr>
<td>Licensed Drivers</td>
<td>3,550,766</td>
<td>3,668,704</td>
<td>3,819,823</td>
</tr>
<tr>
<td>Vehicle Miles Traveled (Millions)</td>
<td>50,860</td>
<td>52,014</td>
<td>53,345</td>
</tr>
<tr>
<td>Fatality Rate per VMT</td>
<td>2.08</td>
<td>2.17</td>
<td>2.10</td>
</tr>
<tr>
<td>Total Crashes</td>
<td>131,573</td>
<td>134,228</td>
<td>130,895</td>
</tr>
<tr>
<td>Total Injury Crashes</td>
<td>46,150</td>
<td>46,209</td>
<td>45,177</td>
</tr>
<tr>
<td>Total Fatal Crashes</td>
<td>944</td>
<td>984</td>
<td>971</td>
</tr>
<tr>
<td>Fatal Rate Per 100,000 Population</td>
<td>17.74</td>
<td>17.98</td>
<td>17.24</td>
</tr>
<tr>
<td>Total Injuries</td>
<td>73,962</td>
<td>74,230</td>
<td>71,901</td>
</tr>
<tr>
<td>Total Fatalities</td>
<td>1,057</td>
<td>1,132</td>
<td>1,118</td>
</tr>
<tr>
<td>Fatality Rate per 100,000 Population</td>
<td>19.87</td>
<td>20.68</td>
<td>19.86</td>
</tr>
</tbody>
</table>
## TABLE 4

### Arizona Crash Facts

#### 2004 – 2005

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>2004</th>
<th>2005</th>
<th>Percentage of Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Reported Crashes</td>
<td>138,353</td>
<td>138,791</td>
<td>.32%</td>
</tr>
<tr>
<td>Total Fatalities</td>
<td>1,153</td>
<td>1,179</td>
<td>2.43%</td>
</tr>
<tr>
<td>Total Injuries</td>
<td>73,376</td>
<td>70,050</td>
<td>-4.53%</td>
</tr>
<tr>
<td>Total Pedestrian Fatalities</td>
<td>136</td>
<td>164</td>
<td>20.6%</td>
</tr>
<tr>
<td>Total Pedestrian Injuries</td>
<td>1,568</td>
<td>1,468</td>
<td>-6.38%</td>
</tr>
<tr>
<td>Total Motorcyclist Fatalities</td>
<td>119</td>
<td>146</td>
<td>22.7%</td>
</tr>
<tr>
<td>Total Motorcyclist Injuries</td>
<td>2,456</td>
<td>2,453</td>
<td>-.012%</td>
</tr>
<tr>
<td>Total Bicyclist Fatalities</td>
<td>27</td>
<td>35</td>
<td>2.96%</td>
</tr>
<tr>
<td>Total Bicyclist Injuries</td>
<td>1,703</td>
<td>1,710</td>
<td>.41%</td>
</tr>
<tr>
<td>Millions of Vehicle Miles Traveled (VMT)</td>
<td>57,417</td>
<td>59,796</td>
<td>4.14%</td>
</tr>
<tr>
<td>Fatalities Per 100 Million VMT</td>
<td>2.01</td>
<td>1.97</td>
<td>-2%</td>
</tr>
<tr>
<td>Injuries Per 100 Million VMT</td>
<td>128</td>
<td>117</td>
<td>-8.6%</td>
</tr>
</tbody>
</table>
# Highlights and Historical Trends

## 2005 Crash Overview

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QUANTITY</th>
<th>PERCENTAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Crashes</td>
<td>138,791</td>
<td>100.00%</td>
</tr>
<tr>
<td>Fatal Crashes</td>
<td>1,038</td>
<td>0.75%</td>
</tr>
<tr>
<td>Killed</td>
<td>1,179</td>
<td>not applicable</td>
</tr>
<tr>
<td>Injury Crashes</td>
<td>45,200</td>
<td>32.57%</td>
</tr>
<tr>
<td>Injured</td>
<td>70,050</td>
<td>not applicable</td>
</tr>
<tr>
<td>Property Damage</td>
<td>92,553</td>
<td>66.69%</td>
</tr>
</tbody>
</table>

## 2005 Crashes by Geographic Location

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QUANTITY</th>
<th>PERCENTAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Crashes</td>
<td>138,791</td>
<td>100.00%</td>
</tr>
<tr>
<td><strong>Urban Crashes</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fatal Crashes</td>
<td>517</td>
<td>.45%</td>
</tr>
<tr>
<td>Killed</td>
<td>558</td>
<td>not applicable</td>
</tr>
<tr>
<td>Injury Crashes</td>
<td>37,603</td>
<td>32.77%</td>
</tr>
<tr>
<td>Injured</td>
<td>57,575</td>
<td>not applicable</td>
</tr>
<tr>
<td>Property Damage</td>
<td>77,479</td>
<td>67.02%</td>
</tr>
<tr>
<td><strong>Rural Crashes</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fatal Crashes</td>
<td>521</td>
<td>2.24%</td>
</tr>
<tr>
<td>Killed</td>
<td>599</td>
<td>not applicable</td>
</tr>
<tr>
<td>Injury Crashes</td>
<td>7,602</td>
<td>32.75%</td>
</tr>
<tr>
<td>Injured</td>
<td>11,876</td>
<td>not applicable</td>
</tr>
<tr>
<td>Property Damage</td>
<td>15,087</td>
<td>65.0%</td>
</tr>
</tbody>
</table>

## 2005 Crash Description

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QUANTITY</th>
<th>PERCENTAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Crashes</td>
<td>138,791</td>
<td>100.00%</td>
</tr>
<tr>
<td><strong>Single Vehicle</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fatal Crashes</td>
<td>594</td>
<td>2.25%</td>
</tr>
<tr>
<td>Injury Crashes</td>
<td>9,705</td>
<td>36.8%</td>
</tr>
<tr>
<td>Property Damage</td>
<td>16,075</td>
<td>60.95%</td>
</tr>
<tr>
<td><strong>Multi-Vehicle</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fatal Crashes</td>
<td>444</td>
<td>0.39%</td>
</tr>
<tr>
<td>Injury Crashes</td>
<td>35,495</td>
<td>31.57%</td>
</tr>
<tr>
<td>Property Damage</td>
<td>76,478</td>
<td>68.03%</td>
</tr>
</tbody>
</table>
## 2005 Safety Devices

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QUANTITY</th>
<th>PERCENTAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Impacted</td>
<td>382,024</td>
<td>not applicable</td>
</tr>
<tr>
<td><strong>Drivers Total</strong></td>
<td>267,576</td>
<td>not applicable</td>
</tr>
<tr>
<td><strong>With Safety Device</strong></td>
<td>224,697</td>
<td>83.98%</td>
</tr>
<tr>
<td>Fatalities</td>
<td>236</td>
<td>not applicable</td>
</tr>
<tr>
<td>Injuries</td>
<td>14,866</td>
<td>not applicable</td>
</tr>
<tr>
<td><strong>Without Safety Device</strong></td>
<td>8,644</td>
<td>3.24%</td>
</tr>
<tr>
<td>Fatalities</td>
<td>279</td>
<td>not applicable</td>
</tr>
<tr>
<td>Injuries</td>
<td>2,580</td>
<td>not applicable</td>
</tr>
<tr>
<td><strong>Unknown</strong></td>
<td>17,684</td>
<td>not applicable</td>
</tr>
<tr>
<td><strong>Passengers Total</strong></td>
<td>14,448</td>
<td>not applicable</td>
</tr>
<tr>
<td><strong>With Safety Device</strong></td>
<td>102,298</td>
<td>89.38%</td>
</tr>
<tr>
<td>Fatalities</td>
<td>80</td>
<td>not applicable</td>
</tr>
<tr>
<td>Injuries</td>
<td>16,962</td>
<td>not applicable</td>
</tr>
<tr>
<td><strong>Without Safety Device</strong></td>
<td>6,556</td>
<td>5.73%</td>
</tr>
<tr>
<td>Fatalities</td>
<td>120</td>
<td>not applicable</td>
</tr>
<tr>
<td>Injuries</td>
<td>1,661</td>
<td>not applicable</td>
</tr>
<tr>
<td><strong>Unknown</strong></td>
<td>1,362</td>
<td>not applicable</td>
</tr>
</tbody>
</table>

## 2005 Motor Vehicle and Driver Descriptions

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QUANTITY</th>
<th>PERCENTAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Crashes</td>
<td>138,791</td>
<td>100.00%</td>
</tr>
<tr>
<td>Total Vehicles</td>
<td>266,923</td>
<td>100.00%</td>
</tr>
<tr>
<td>Passenger Cars</td>
<td>176,288</td>
<td>66.0%</td>
</tr>
<tr>
<td>Trucks</td>
<td>77,163</td>
<td>28.91%</td>
</tr>
<tr>
<td>Motorcycles</td>
<td>2,961</td>
<td>1.11%</td>
</tr>
<tr>
<td>Buses</td>
<td>1,280</td>
<td>0.48%</td>
</tr>
<tr>
<td>Other</td>
<td>9,231</td>
<td>3.46%</td>
</tr>
</tbody>
</table>

## 2005 Alcohol Related Crashes

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QUANTITY</th>
<th>PERCENTAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Crashes</td>
<td>7,616</td>
<td>100.00%</td>
</tr>
<tr>
<td>Fatal Crashes</td>
<td>211</td>
<td>2.77%</td>
</tr>
<tr>
<td><strong>Killed</strong></td>
<td>232</td>
<td>not applicable</td>
</tr>
<tr>
<td>Injury Crashes</td>
<td>3,398</td>
<td>44.62%</td>
</tr>
<tr>
<td><strong>Injured</strong></td>
<td>5,746</td>
<td>not applicable</td>
</tr>
<tr>
<td>Property Damage</td>
<td>4,007</td>
<td>52.61%</td>
</tr>
</tbody>
</table>
### 2005 Pedestrian and Pedalcyclist Crashes

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QUANTITY</th>
<th>PERCENTAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Crashes</td>
<td>138,791</td>
<td>100.00%</td>
</tr>
<tr>
<td><strong>Pedestrian Crashes</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fatal Crashes</td>
<td>1,577</td>
<td>1.14%</td>
</tr>
<tr>
<td>Killed</td>
<td>156</td>
<td>9.89%</td>
</tr>
<tr>
<td>Injury Crashes</td>
<td>1,311</td>
<td>83.13%</td>
</tr>
<tr>
<td>Injured</td>
<td>1,434</td>
<td>not applicable</td>
</tr>
<tr>
<td>Property Damage</td>
<td>110</td>
<td>6.97%</td>
</tr>
<tr>
<td><strong>Pedalcyclist Crashes</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fatal Crashes</td>
<td>2,009</td>
<td>1.45%</td>
</tr>
<tr>
<td>Killed</td>
<td>35</td>
<td>1.74%</td>
</tr>
<tr>
<td>Injury Crashes</td>
<td>1,700</td>
<td>84.62%</td>
</tr>
<tr>
<td>Injured</td>
<td>1,762</td>
<td>not applicable</td>
</tr>
<tr>
<td>Property Damage</td>
<td>274</td>
<td>13.69%</td>
</tr>
</tbody>
</table>

### 2005 Motorcycle Crashes

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>QUANTITY</th>
<th>PERCENTAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Crashes</td>
<td>138,791</td>
<td>100.00%</td>
</tr>
<tr>
<td><strong>Motorcycle Crashes</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fatal Crashes</td>
<td>2,858</td>
<td>2.06%</td>
</tr>
<tr>
<td>Killed</td>
<td>140</td>
<td>4.90%</td>
</tr>
<tr>
<td>Injury Crashes</td>
<td>2,247</td>
<td>78.62%</td>
</tr>
<tr>
<td>Injured</td>
<td>2,638</td>
<td>not applicable</td>
</tr>
<tr>
<td>Property Damage</td>
<td>471</td>
<td>16.48%</td>
</tr>
<tr>
<td>---------</td>
<td>------</td>
<td>------</td>
</tr>
<tr>
<td>January</td>
<td>71</td>
<td>64</td>
</tr>
<tr>
<td>February</td>
<td>71</td>
<td>66</td>
</tr>
<tr>
<td>March</td>
<td>74</td>
<td>88</td>
</tr>
<tr>
<td>April</td>
<td>83</td>
<td>92</td>
</tr>
<tr>
<td>May</td>
<td>98</td>
<td>99</td>
</tr>
<tr>
<td>June</td>
<td>86</td>
<td>78</td>
</tr>
<tr>
<td>July</td>
<td>107</td>
<td>90</td>
</tr>
<tr>
<td>August</td>
<td>79</td>
<td>105</td>
</tr>
<tr>
<td>September</td>
<td>90</td>
<td>91</td>
</tr>
<tr>
<td>October</td>
<td>95</td>
<td>112</td>
</tr>
<tr>
<td>November</td>
<td>87</td>
<td>80</td>
</tr>
<tr>
<td>December</td>
<td>96</td>
<td>86</td>
</tr>
<tr>
<td>Total</td>
<td>1,037</td>
<td>1,057</td>
</tr>
<tr>
<td>VMT</td>
<td>2.08</td>
<td>2.08</td>
</tr>
<tr>
<td>Year</td>
<td>Licensed Drivers</td>
<td>Registered Vehicles</td>
</tr>
<tr>
<td>------</td>
<td>------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>2000</td>
<td>3,497,208</td>
<td>3,983,860</td>
</tr>
<tr>
<td>2001</td>
<td>3,550,766</td>
<td>4,037,359</td>
</tr>
<tr>
<td>2002</td>
<td>3,668,704</td>
<td>4,162,219</td>
</tr>
<tr>
<td>2003</td>
<td>3,819,823</td>
<td>4,316,219</td>
</tr>
<tr>
<td>2004</td>
<td>3,923,395</td>
<td>5,638,799</td>
</tr>
<tr>
<td>2005</td>
<td>3,943,625</td>
<td>5,945,131</td>
</tr>
</tbody>
</table>
### Alcohol-Related Crashes 2000 - 2005

<table>
<thead>
<tr>
<th></th>
<th>2000</th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crashes</td>
<td>8,048</td>
<td>8,088</td>
<td>8,100</td>
<td>7,800</td>
<td>7,794</td>
<td>7,616</td>
</tr>
<tr>
<td>Fatal Crashes</td>
<td>219</td>
<td>227</td>
<td>237</td>
<td>253</td>
<td>218</td>
<td>211</td>
</tr>
<tr>
<td>Injury Crashes</td>
<td>3,969</td>
<td>3,881</td>
<td>3,766</td>
<td>3,587</td>
<td>3,598</td>
<td>3,398</td>
</tr>
<tr>
<td>Property Damage</td>
<td>3,860</td>
<td>3,980</td>
<td>4,097</td>
<td>3,960</td>
<td>4,178</td>
<td>4,007</td>
</tr>
<tr>
<td>Fatalities</td>
<td>266</td>
<td>258</td>
<td>274</td>
<td>298</td>
<td>249</td>
<td>232</td>
</tr>
<tr>
<td>Injuries</td>
<td>7,087</td>
<td>6,880</td>
<td>6,644</td>
<td>6,215</td>
<td>6,187</td>
<td>5,746</td>
</tr>
</tbody>
</table>

### Drinking Drivers Involved in Crashes 2000 - 2005

<table>
<thead>
<tr>
<th>AGE</th>
<th>2000</th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>15-18 years</td>
<td>435</td>
<td>427</td>
<td>497</td>
<td>452</td>
<td>435</td>
<td>405</td>
</tr>
<tr>
<td>19-20 years</td>
<td>574</td>
<td>604</td>
<td>631</td>
<td>606</td>
<td>584</td>
<td>578</td>
</tr>
<tr>
<td>21-24 years</td>
<td>1,441</td>
<td>1,518</td>
<td>1,512</td>
<td>1,527</td>
<td>1,653</td>
<td>1,499</td>
</tr>
<tr>
<td>25-34 years</td>
<td>2,319</td>
<td>2,258</td>
<td>2,248</td>
<td>2,204</td>
<td>2,292</td>
<td>2,211</td>
</tr>
<tr>
<td>35-44 years</td>
<td>1,780</td>
<td>1,673</td>
<td>1,597</td>
<td>1,501</td>
<td>1,413</td>
<td>1,400</td>
</tr>
<tr>
<td>45-54 years</td>
<td>868</td>
<td>881</td>
<td>911</td>
<td>892</td>
<td>949</td>
<td>918</td>
</tr>
<tr>
<td>55-64 years</td>
<td>360</td>
<td>304</td>
<td>370</td>
<td>378</td>
<td>392</td>
<td>348</td>
</tr>
<tr>
<td>65 and older</td>
<td>196</td>
<td>240</td>
<td>208</td>
<td>160</td>
<td>125</td>
<td>358</td>
</tr>
<tr>
<td>Unknown/Not Reported</td>
<td>188</td>
<td>323</td>
<td>250</td>
<td>198</td>
<td>270</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>8,161</strong></td>
<td><strong>8,221</strong></td>
<td><strong>8,224</strong></td>
<td><strong>7,918</strong></td>
<td><strong>8,113</strong></td>
<td><strong>7,717</strong></td>
</tr>
</tbody>
</table>

Provided by the Arizona Department of Transportation, Traffic Records Section.
### Driver Fatalities with Known Alcohol Test Results in Arizona by County and the Drivers’ Alcohol Test Results

#### 2005

<table>
<thead>
<tr>
<th>ALCOHOL TEST RESULTS</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAC = .00</td>
<td></td>
</tr>
<tr>
<td>BAC = 0.01-0.09</td>
<td></td>
</tr>
<tr>
<td>BAC = 0.10+</td>
<td></td>
</tr>
<tr>
<td>#</td>
<td>%</td>
</tr>
<tr>
<td>Coconino County</td>
<td>1</td>
</tr>
<tr>
<td>Maricopa County</td>
<td>92</td>
</tr>
<tr>
<td>Pima County</td>
<td>32</td>
</tr>
<tr>
<td>All Other Counties</td>
<td>51</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>176</td>
</tr>
</tbody>
</table>

### Driver Fatalities with Known Alcohol Test Results in Arizona by County and the Drivers’ Alcohol Test Results

#### 2004

<table>
<thead>
<tr>
<th>ALCOHOL TEST RESULTS</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAC = .00</td>
<td></td>
</tr>
<tr>
<td>BAC = 0.01-0.09</td>
<td></td>
</tr>
<tr>
<td>BAC = 0.10+</td>
<td></td>
</tr>
<tr>
<td>#</td>
<td>%</td>
</tr>
<tr>
<td>Coconino County</td>
<td>5</td>
</tr>
<tr>
<td>Maricopa County</td>
<td>124</td>
</tr>
<tr>
<td>Pima County</td>
<td>12</td>
</tr>
<tr>
<td>All Other Counties</td>
<td>58</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>199</td>
</tr>
</tbody>
</table>
### Driver Fatalities with Known Alcohol Test Results in Arizona by County and the Drivers’ Alcohol Test Results
#### 2003

<table>
<thead>
<tr>
<th>ALCOHOL TEST RESULTS</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAC = .00</td>
<td>BAC = 0.01-0.09</td>
</tr>
<tr>
<td>1</td>
<td>50.0%</td>
</tr>
<tr>
<td>Coconino County</td>
<td>2</td>
</tr>
<tr>
<td>Maricopa County</td>
<td>127</td>
</tr>
<tr>
<td>Pima County</td>
<td>15</td>
</tr>
<tr>
<td>All Other Counties</td>
<td>51</td>
</tr>
<tr>
<td>TOTAL</td>
<td>194</td>
</tr>
<tr>
<td>#</td>
<td>#</td>
</tr>
</tbody>
</table>

### Driver Fatalities with Known Alcohol Test Results in Arizona by County and the Drivers’ Alcohol Test Results
#### 2002

<table>
<thead>
<tr>
<th>ALCOHOL TEST RESULTS</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAC = .00</td>
<td>BAC = 0.01-0.09</td>
</tr>
<tr>
<td>2</td>
<td>100.0%</td>
</tr>
<tr>
<td>Coconino County</td>
<td>2</td>
</tr>
<tr>
<td>Maricopa County</td>
<td>128</td>
</tr>
<tr>
<td>Pima County</td>
<td>20</td>
</tr>
<tr>
<td>All Other Counties</td>
<td>30</td>
</tr>
<tr>
<td>TOTAL</td>
<td>180</td>
</tr>
<tr>
<td>#</td>
<td>#</td>
</tr>
</tbody>
</table>
### Driver Fatalities with Known Alcohol Test Results in Arizona by County and the Drivers’ Alcohol Test Results

#### 2001

<table>
<thead>
<tr>
<th>ALCOHOL TEST RESULTS</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAC = .00</td>
<td>#</td>
</tr>
<tr>
<td>BAC = 0.01-0.09</td>
<td>#</td>
</tr>
<tr>
<td>BAC = 0.10+</td>
<td>#</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>COUNTY</th>
<th>#</th>
<th>%</th>
<th>#</th>
<th>%</th>
<th>#</th>
<th>%</th>
<th>#</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coconino County</td>
<td>2</td>
<td>3.3%</td>
<td>1</td>
<td>16.7%</td>
<td>3</td>
<td>50.0%</td>
<td>6</td>
</tr>
<tr>
<td>Maricopa County</td>
<td>122</td>
<td>56.5%</td>
<td>20</td>
<td>9.3%</td>
<td>74</td>
<td>34.3%</td>
<td>216</td>
</tr>
<tr>
<td>Pima County</td>
<td>12</td>
<td>66.7%</td>
<td>1</td>
<td>5.6%</td>
<td>5</td>
<td>27.8%</td>
<td>18</td>
</tr>
<tr>
<td>All Other Counties</td>
<td>38</td>
<td>61.3%</td>
<td>3</td>
<td>4.8%</td>
<td>21</td>
<td>33.9%</td>
<td>62</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>174</td>
<td>57.6%</td>
<td>25</td>
<td>8.3%</td>
<td>103</td>
<td>34.1%</td>
<td>302</td>
</tr>
</tbody>
</table>

#### 2000

<table>
<thead>
<tr>
<th>ALCOHOL TEST RESULTS</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAC = .00</td>
<td>#</td>
</tr>
<tr>
<td>BAC = 0.01-0.09</td>
<td>#</td>
</tr>
<tr>
<td>BAC = 0.10+</td>
<td>#</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>COUNTY</th>
<th>#</th>
<th>%</th>
<th>#</th>
<th>%</th>
<th>#</th>
<th>%</th>
<th>#</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coconino County</td>
<td>4</td>
<td>100.0%</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Maricopa County</td>
<td>104</td>
<td>61.5%</td>
<td>14</td>
<td>8.3%</td>
<td>51</td>
<td>30.2%</td>
<td>169</td>
</tr>
<tr>
<td>Pima County</td>
<td>22</td>
<td>59.5%</td>
<td>2</td>
<td>5.4%</td>
<td>13</td>
<td>35.1%</td>
<td>37</td>
</tr>
<tr>
<td>All Other Counties</td>
<td>39</td>
<td>48.8%</td>
<td>8</td>
<td>10.0%</td>
<td>33</td>
<td>41.3%</td>
<td>80</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>169</td>
<td>58.3%</td>
<td>24</td>
<td>8.3%</td>
<td>97</td>
<td>33.4%</td>
<td>290</td>
</tr>
</tbody>
</table>
Drivers Involved in Fatal Crashes by Alcohol Test Results  
(by Blood Alcohol Concentration (BAC))  
2000 - 2005

<table>
<thead>
<tr>
<th>YEAR</th>
<th>.00</th>
<th>.01 - .07</th>
<th>.08+*</th>
<th>Unknown</th>
<th>Total</th>
<th>% .08+*</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>213</td>
<td>23</td>
<td>116</td>
<td>996</td>
<td>1,348</td>
<td>33.0%</td>
</tr>
<tr>
<td>2001</td>
<td>202</td>
<td>22</td>
<td>124</td>
<td>1,059</td>
<td>1,407</td>
<td>35.6%</td>
</tr>
<tr>
<td>2002</td>
<td>206</td>
<td>19</td>
<td>125</td>
<td>1,087</td>
<td>1,437</td>
<td>35.7%</td>
</tr>
<tr>
<td>2003</td>
<td>225</td>
<td>34</td>
<td>123</td>
<td>1,135</td>
<td>1,517</td>
<td>32.2%</td>
</tr>
<tr>
<td>2004</td>
<td>230</td>
<td>22</td>
<td>104</td>
<td>1,150</td>
<td>1,506</td>
<td>29.2%</td>
</tr>
<tr>
<td>2005</td>
<td>207</td>
<td>22</td>
<td>139</td>
<td>1,210</td>
<td>1,578</td>
<td>37.8%</td>
</tr>
</tbody>
</table>

* .08+ = % .08+ (Unknown not used)

Total Known
Unknown = Combination of: Not Tested, Tested with Unknown Results, Unknown if Tested, and Refused Test

15-20 Year Old Drivers Involved in Fatal Crashes by Alcohol Test Results  
(by Blood Alcohol Concentration (BAC))  
2000 - 2005

<table>
<thead>
<tr>
<th>YEAR</th>
<th>.00</th>
<th>.01+**</th>
<th>Unknown</th>
<th>Total</th>
<th>% .01+**</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>27</td>
<td>19</td>
<td>123</td>
<td>169</td>
<td>41.3%</td>
</tr>
<tr>
<td>2001</td>
<td>28</td>
<td>15</td>
<td>145</td>
<td>188</td>
<td>34.9%</td>
</tr>
<tr>
<td>2002</td>
<td>30</td>
<td>18</td>
<td>139</td>
<td>187</td>
<td>37.5%</td>
</tr>
<tr>
<td>2003</td>
<td>30</td>
<td>14</td>
<td>125</td>
<td>169</td>
<td>31.8%</td>
</tr>
<tr>
<td>2004</td>
<td>35</td>
<td>20</td>
<td>151</td>
<td>206</td>
<td>36.4%</td>
</tr>
<tr>
<td>2005</td>
<td>35</td>
<td>22</td>
<td>153</td>
<td>210</td>
<td>38.6%</td>
</tr>
</tbody>
</table>

** .01+ = % .01+ (Unknown not used)

Unknown = Combination of: Not Tested, Tested with Unknown Results, and Unknown if Tested
### Average Time From Crash to EMS Arrival at Hospital*
#### 2000 - 2005

<table>
<thead>
<tr>
<th>YEAR</th>
<th>MINUTES</th>
<th>% TIME UNKNOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>55.4</td>
<td>97.7%</td>
</tr>
<tr>
<td>2001</td>
<td>49.7</td>
<td>96.1%</td>
</tr>
<tr>
<td>2002</td>
<td>49.0</td>
<td>92.8%</td>
</tr>
<tr>
<td>2003</td>
<td>81.5</td>
<td>93.9%</td>
</tr>
<tr>
<td>2004</td>
<td>50.3</td>
<td>95.0%</td>
</tr>
<tr>
<td>2005</td>
<td>56.7</td>
<td>71.8%</td>
</tr>
</tbody>
</table>

* Unknown reliability due to limited reporting of EMS data

### Key Indicators of Data System Integrity*
#### 2000 - 2005

<table>
<thead>
<tr>
<th>YEAR</th>
<th>% UNKNOWN DRIVER FATALITIES BY BAC</th>
<th>% UNKNOWN OCCUPANT RESTRAINT USE</th>
<th>% UNKNOWN TIME CRASH TO HOSPITAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>43.4%</td>
<td>15.2%</td>
<td>97.7%</td>
</tr>
<tr>
<td>2001</td>
<td>42.0%</td>
<td>10.9%</td>
<td>96.1%</td>
</tr>
<tr>
<td>2002</td>
<td>45.6%</td>
<td>18.4%</td>
<td>92.8%</td>
</tr>
<tr>
<td>2003</td>
<td>47.6%</td>
<td>15.4%</td>
<td>93.9%</td>
</tr>
<tr>
<td>2004</td>
<td>50.9%</td>
<td>14.9%</td>
<td>95.0%</td>
</tr>
<tr>
<td>2005</td>
<td>51.02%</td>
<td>14.1%</td>
<td>71.8%</td>
</tr>
</tbody>
</table>

* Unknown reliability due to limited reporting of EMS data

Provided by the Arizona Department of Transportation, Traffic Records Section.
Motorcycle Occupant Fatalities by Helmet Use*  
2000 - 2005

<table>
<thead>
<tr>
<th>YEAR</th>
<th>USED</th>
<th>NOT USED</th>
<th>UNKNOWN USE</th>
<th>TOTAL</th>
<th>% USED</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>32</td>
<td>42</td>
<td>23</td>
<td>97</td>
<td>32.98%</td>
</tr>
<tr>
<td>2001</td>
<td>21</td>
<td>46</td>
<td>3</td>
<td>70</td>
<td>30.00%</td>
</tr>
<tr>
<td>2002</td>
<td>23</td>
<td>57</td>
<td>15</td>
<td>95</td>
<td>24.21%</td>
</tr>
<tr>
<td>2003</td>
<td>31</td>
<td>67</td>
<td>13</td>
<td>11</td>
<td>27.93%</td>
</tr>
<tr>
<td>2004</td>
<td>41</td>
<td>70</td>
<td>7</td>
<td>118</td>
<td>34.75%</td>
</tr>
<tr>
<td>2005</td>
<td>59</td>
<td>85</td>
<td>7</td>
<td>151</td>
<td>39.07%</td>
</tr>
</tbody>
</table>

*Figures include 3 or 4 wheel ATVs and exclude mopeds, motor scooters, and mini-bikes.  Provided by the Arizona Department of Transportation, Traffic Records Section.
### Motorcycle Crashes*
#### 2000 - 2005

<table>
<thead>
<tr>
<th></th>
<th>2000</th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crashes</td>
<td>2,138</td>
<td>2,042</td>
<td>2,299</td>
<td>2,402</td>
<td>2,652</td>
<td>2,865</td>
</tr>
<tr>
<td>Fatalities</td>
<td>97</td>
<td>75</td>
<td>95</td>
<td>111</td>
<td>119</td>
<td>150</td>
</tr>
<tr>
<td>Injuries</td>
<td>2,107</td>
<td>1,924</td>
<td>2,166</td>
<td>2,287</td>
<td>2,456</td>
<td>2,643</td>
</tr>
</tbody>
</table>

*Figures include 3 or 4 wheel ATVs and exclude mopeds, motor scooters, and mini-bikes. Provided by the Arizona Department of Transportation, Traffic Records Section.

### Occupant Fatalities / Age 16 - 20
#### 2000 - 2005

<table>
<thead>
<tr>
<th>YEAR</th>
<th>USED</th>
<th>NOT USED</th>
<th>UNKNOWN USE</th>
<th>TOTAL</th>
<th>% USED</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>26</td>
<td>87</td>
<td>17</td>
<td>130</td>
<td>20.0%</td>
</tr>
<tr>
<td>2001</td>
<td>19</td>
<td>100</td>
<td>18</td>
<td>137</td>
<td>13.9%</td>
</tr>
<tr>
<td>2002</td>
<td>26</td>
<td>79</td>
<td>22</td>
<td>127</td>
<td>20.5%</td>
</tr>
<tr>
<td>2003</td>
<td>34</td>
<td>61</td>
<td>28</td>
<td>123</td>
<td>27.6%</td>
</tr>
<tr>
<td>2004</td>
<td>41</td>
<td>78</td>
<td>22</td>
<td>141</td>
<td>29.1%</td>
</tr>
<tr>
<td>2005</td>
<td>35</td>
<td>89</td>
<td>14</td>
<td>138</td>
<td>25.4%</td>
</tr>
</tbody>
</table>

Provided by the Arizona Department of Transportation, Traffic Records Section.

### Occupant Fatalities / Age 0 - 4
#### 2000 - 2005

<table>
<thead>
<tr>
<th>YEAR</th>
<th>USED</th>
<th>NOT USED</th>
<th>UNKNOWN USE</th>
<th>TOTAL</th>
<th>% USED</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>9</td>
<td>17</td>
<td>3</td>
<td>29</td>
<td>31.0%</td>
</tr>
<tr>
<td>2001</td>
<td>4</td>
<td>12</td>
<td>3</td>
<td>19</td>
<td>21.05%</td>
</tr>
<tr>
<td>2002</td>
<td>4</td>
<td>8</td>
<td>2</td>
<td>14</td>
<td>28.57%</td>
</tr>
<tr>
<td>2003</td>
<td>6</td>
<td>6</td>
<td>2</td>
<td>14</td>
<td>42.86%</td>
</tr>
<tr>
<td>2004</td>
<td>4</td>
<td>6</td>
<td>0</td>
<td>10</td>
<td>40.0%</td>
</tr>
<tr>
<td>2005</td>
<td>2</td>
<td>9</td>
<td>2</td>
<td>13</td>
<td>15.45%</td>
</tr>
</tbody>
</table>

Provided by the Arizona Department of Transportation, Traffic Records Section.
### Urban/Rural Occupant Fatalities by Restraint Usage - All Ages 2000 - 2005

<table>
<thead>
<tr>
<th>YEAR</th>
<th>USED</th>
<th>NOT USED</th>
<th>UNKNOWN USE</th>
<th>TOTAL</th>
<th>% USED</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>145 Rural</td>
<td>304 Rural</td>
<td>91 Rural</td>
<td>540 Rural</td>
<td>26.9%</td>
</tr>
<tr>
<td></td>
<td>96 Urban</td>
<td>112 Urban</td>
<td>32 Urban</td>
<td>240 Urban</td>
<td>40.0%</td>
</tr>
<tr>
<td>Total</td>
<td>241</td>
<td>416</td>
<td>123</td>
<td>798</td>
<td>30.9%</td>
</tr>
<tr>
<td>2001</td>
<td>158 Rural</td>
<td>259 Rural</td>
<td>77 Rural</td>
<td>494 Rural</td>
<td>32.0%</td>
</tr>
<tr>
<td></td>
<td>91 Urban</td>
<td>156 Urban</td>
<td>44 Urban</td>
<td>291 Urban</td>
<td>31.3%</td>
</tr>
<tr>
<td>Total</td>
<td>249</td>
<td>415</td>
<td>121</td>
<td>785</td>
<td>31.7%</td>
</tr>
<tr>
<td>2002</td>
<td>136 Rural</td>
<td>277 Rural</td>
<td>111 Rural</td>
<td>524 Rural</td>
<td>25.9%</td>
</tr>
<tr>
<td></td>
<td>133 Urban</td>
<td>149 Urban</td>
<td>58 Urban</td>
<td>340 Urban</td>
<td>39.1%</td>
</tr>
<tr>
<td>Total</td>
<td>269</td>
<td>426</td>
<td>169</td>
<td>864</td>
<td>31.1%</td>
</tr>
<tr>
<td>2003</td>
<td>175 Rural</td>
<td>281 Rural</td>
<td>124 Rural</td>
<td>586 Rural</td>
<td>29.9%</td>
</tr>
<tr>
<td></td>
<td>104 Urban</td>
<td>123 Urban</td>
<td>53 Urban</td>
<td>280 Urban</td>
<td>37.1%</td>
</tr>
<tr>
<td>Total</td>
<td>279</td>
<td>404</td>
<td>177</td>
<td>866</td>
<td>32.2%</td>
</tr>
<tr>
<td>2004</td>
<td>171 Rural</td>
<td>293 Rural</td>
<td>84 Rural</td>
<td>548 Rural</td>
<td>31.2%</td>
</tr>
<tr>
<td></td>
<td>145 Urban</td>
<td>226 Urban</td>
<td>63 Urban</td>
<td>434 Urban</td>
<td>39.4%</td>
</tr>
<tr>
<td>Total</td>
<td>316</td>
<td>519</td>
<td>147</td>
<td>982</td>
<td>32.2%</td>
</tr>
<tr>
<td>2005</td>
<td>142 Rural</td>
<td>262 Rural</td>
<td>93 Rural</td>
<td>497 Rural</td>
<td>28.6%</td>
</tr>
<tr>
<td></td>
<td>168 Urban</td>
<td>258 Urban</td>
<td>49 Urban</td>
<td>475 Urban</td>
<td>35.4%</td>
</tr>
<tr>
<td>Total</td>
<td>310</td>
<td>520</td>
<td>142</td>
<td>972</td>
<td>31.9%</td>
</tr>
</tbody>
</table>

Provided by the Arizona Department of Transportation, Traffic Records Section.

### Occupant Fatalities by Restraint Usage - All Ages 2000 – 2005

<table>
<thead>
<tr>
<th>YEAR</th>
<th>USED</th>
<th>NOT USED</th>
<th>UNKNOWN USE</th>
<th>TOTAL</th>
<th>% USED</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>241</td>
<td>416</td>
<td>123</td>
<td>780</td>
<td>30.9%</td>
</tr>
<tr>
<td>2001</td>
<td>249</td>
<td>415</td>
<td>121</td>
<td>785</td>
<td>31.7%</td>
</tr>
<tr>
<td>2002</td>
<td>269</td>
<td>426</td>
<td>169</td>
<td>864</td>
<td>31.1%</td>
</tr>
<tr>
<td>2003</td>
<td>316</td>
<td>519</td>
<td>147</td>
<td>982</td>
<td>32.2%</td>
</tr>
<tr>
<td>2004</td>
<td>321</td>
<td>426</td>
<td>138</td>
<td>885</td>
<td>36.3%</td>
</tr>
<tr>
<td>2005</td>
<td>310</td>
<td>520</td>
<td>142</td>
<td>972</td>
<td>31.9%</td>
</tr>
</tbody>
</table>

Provided by the Arizona Department of Transportation, Traffic Records Section.
## RESULTS OF ARIZONA GOVERNOR'S OFFICE OF HIGHWAY SAFETY ANNUAL SEAT BELT USAGE SURVEY 2000 - 2006

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>All Drivers Seat Belt Use</td>
<td>74.99%</td>
<td>74.29%</td>
<td>73.99%</td>
<td>79.5%</td>
<td>86.00%</td>
<td>95.12%</td>
<td>94.42%</td>
<td></td>
</tr>
<tr>
<td>Front Seat Occupants Seat Belt Use</td>
<td>75.17%</td>
<td>74.35%</td>
<td>73.71%</td>
<td>79.46%</td>
<td>85.84%</td>
<td>95.28%</td>
<td>94.22%</td>
<td></td>
</tr>
<tr>
<td>Children Safety Restraint Use</td>
<td>71.68%</td>
<td>72.63%</td>
<td>71.60%</td>
<td>82.24%</td>
<td>89.69%</td>
<td>97.57%</td>
<td>96.66%</td>
<td></td>
</tr>
<tr>
<td>Motorcycles Helmet Use</td>
<td>39.01%</td>
<td>41.69%</td>
<td>43.50%</td>
<td>35.84%</td>
<td>44.85%</td>
<td>35.93%</td>
<td>57.52%</td>
<td></td>
</tr>
</tbody>
</table>

*Post “Click It or Ticket” Survey - Source: CSI Santa Rita Research Center
**Post “Click It or Ticket” Survey – Source: Behavioral Research Center
### Pedestrian Crashes 2000 - 2005

<table>
<thead>
<tr>
<th>Year</th>
<th>Crashes</th>
<th>Fatalities</th>
<th>Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>1,654</td>
<td>132</td>
<td>1,560</td>
</tr>
<tr>
<td>2001</td>
<td>1,601</td>
<td>159</td>
<td>1,509</td>
</tr>
<tr>
<td>2002</td>
<td>1,608</td>
<td>158</td>
<td>1,481</td>
</tr>
<tr>
<td>2003</td>
<td>1,595</td>
<td>126</td>
<td>1,528</td>
</tr>
<tr>
<td>2004</td>
<td>1,629</td>
<td>136</td>
<td>1,568</td>
</tr>
<tr>
<td>2005</td>
<td>1,579</td>
<td>161</td>
<td>1,436</td>
</tr>
</tbody>
</table>

### Pedestrian Fatality Rates 2000 - 2005

<table>
<thead>
<tr>
<th>Year</th>
<th>Number</th>
<th>Rate per 100,000 Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>132</td>
<td>2.57</td>
</tr>
<tr>
<td>2001</td>
<td>159</td>
<td>2.98</td>
</tr>
<tr>
<td>2002</td>
<td>158</td>
<td>2.89</td>
</tr>
<tr>
<td>2003</td>
<td>126</td>
<td>2.24</td>
</tr>
<tr>
<td>2004</td>
<td>136</td>
<td>2.33</td>
</tr>
<tr>
<td>2005</td>
<td>161</td>
<td>2.66</td>
</tr>
</tbody>
</table>

### Urban Pedestrian Fatalities by Non-Motorist Location 2000 - 2005

<table>
<thead>
<tr>
<th>Year</th>
<th>Intersection Crosswalk</th>
<th>Intersection Other</th>
<th>Intersection Unknown</th>
<th>Non-Intersection Crosswalk</th>
<th>Non-Intersection Other</th>
<th>Non-Intersection Unknown</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>12 (11%)</td>
<td>17</td>
<td>6</td>
<td>1</td>
<td>66</td>
<td>2</td>
</tr>
<tr>
<td>2001</td>
<td>15 (12%)</td>
<td>15</td>
<td>7</td>
<td>2</td>
<td>81</td>
<td>3</td>
</tr>
<tr>
<td>2002</td>
<td>19 (17%)</td>
<td>14</td>
<td>3</td>
<td>2</td>
<td>71</td>
<td>1</td>
</tr>
<tr>
<td>2003</td>
<td>12 (12%)</td>
<td>10</td>
<td>3</td>
<td>2</td>
<td>70</td>
<td>0</td>
</tr>
<tr>
<td>2004</td>
<td>11 (11%)</td>
<td>12</td>
<td>5</td>
<td>1</td>
<td>58</td>
<td>4</td>
</tr>
<tr>
<td>2005</td>
<td>12</td>
<td>15</td>
<td>1</td>
<td>8</td>
<td>111</td>
<td>1</td>
</tr>
</tbody>
</table>
### Bicycle Crashes 2000 - 2005

<table>
<thead>
<tr>
<th></th>
<th>2000</th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crashes</td>
<td>2,200</td>
<td>1,993</td>
<td>1,893</td>
<td>1,874</td>
<td>2,001</td>
<td>2,015</td>
</tr>
<tr>
<td>Fatalities</td>
<td>25</td>
<td>29</td>
<td>15</td>
<td>15</td>
<td>27</td>
<td>35</td>
</tr>
<tr>
<td>Injuries</td>
<td>1,915</td>
<td>1,757</td>
<td>1,618</td>
<td>1,617</td>
<td>1,703</td>
<td>1,767</td>
</tr>
</tbody>
</table>

### Bicycle Fatalities by Contributing Factors (of Bicyclist) 2001-2005

<table>
<thead>
<tr>
<th>FACTOR</th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>No contributing factor</td>
<td>7</td>
<td>5</td>
<td>3</td>
<td>6</td>
<td>8</td>
</tr>
<tr>
<td>Failure to yield right-of-way</td>
<td>8</td>
<td>4</td>
<td>4</td>
<td>7</td>
<td>5</td>
</tr>
<tr>
<td>Failure to obey traffic control device</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Darting, running, or stumbling into road</td>
<td>3</td>
<td>1</td>
<td>2</td>
<td>4</td>
<td>6</td>
</tr>
<tr>
<td>Operating without required equipment</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Failure to keep in proper lane or running off road</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Unknown/Other</td>
<td>8</td>
<td>3</td>
<td>10</td>
<td>16</td>
<td>27</td>
</tr>
<tr>
<td>TOTAL</td>
<td>33*</td>
<td>17*</td>
<td>25*</td>
<td>42</td>
<td>51</td>
</tr>
</tbody>
</table>

*Multiple factors for some bicyclists

### Fatal Crashes by Posted Speed Limit 2000 – 2005

<table>
<thead>
<tr>
<th>Posted Speed</th>
<th>2000</th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>25 and less</td>
<td>41</td>
<td>50</td>
<td>58</td>
<td>43</td>
<td>52</td>
<td>57</td>
<td>5.5%</td>
</tr>
<tr>
<td>30 to 40</td>
<td>205</td>
<td>244</td>
<td>233</td>
<td>191</td>
<td>250</td>
<td>254</td>
<td>24.5%</td>
</tr>
<tr>
<td>45 - 50</td>
<td>199</td>
<td>194</td>
<td>202</td>
<td>220</td>
<td>237</td>
<td>232</td>
<td>22.4%</td>
</tr>
<tr>
<td>55 - 60</td>
<td>133</td>
<td>117</td>
<td>116</td>
<td>116</td>
<td>143</td>
<td>102</td>
<td>9.8%</td>
</tr>
<tr>
<td>65 - 70</td>
<td>90</td>
<td>94</td>
<td>117</td>
<td>143</td>
<td>148</td>
<td>141</td>
<td>13.6%</td>
</tr>
<tr>
<td>75</td>
<td>133</td>
<td>128</td>
<td>137</td>
<td>145</td>
<td>203</td>
<td>143</td>
<td>13.7%</td>
</tr>
<tr>
<td>Not Stated</td>
<td>91</td>
<td>117</td>
<td>121</td>
<td>113</td>
<td>117</td>
<td>109</td>
<td>10.5%</td>
</tr>
<tr>
<td>Total</td>
<td>892</td>
<td>944</td>
<td>984</td>
<td>971</td>
<td>1,150</td>
<td>1,038</td>
<td>100%</td>
</tr>
</tbody>
</table>
The Arizona Department of Public Safety (DPS) and the Phoenix Police Department were each awarded federal funding for their Vehicular Crimes Units (VCU).

The DPS utilized their funding for the following: Personnel Services (overtime), Employee Related Expenses, Professional and Outside Services to conduct four (4) Advanced Collision Investigation and Reconstruction Schools, and In-State Travel to allow DPS VCU officers training opportunities.

The DPS VCU has grown in manpower; however, the demand for service continues to grow as well. Reconstruction officers are placed in a more litigious arena in regards to liability, and it becomes more difficult to find qualified officers who are willing to accept more responsibility and work extra hours required to conduct complex investigations.

On a positive note, the DPS VCU is one of the leaders in collision investigation and reconstruction across the nation. By increasing manpower and skills, this program will continue with its current operation output (caseload), and continue to improve efficiency and level of training.

The Phoenix Police Department’s VCU utilized their federal fund award in a different manner. Federal funds were utilized for Capital Outlay equipment. Four (4) desktop computers with enhanced graphics capabilities necessary to operate VISTA CAD software were purchased. This will allow the VCU the animation programs necessary to demonstrate crash reconstruction in court. Crash Retrieval (CDR) System hardware and software were also obtained to enable the majority of the investigative background work to be done in the field, before the vehicles are moved, to prevent the potential for loss of evidence. The Phoenix Police Department’s VCU is often called upon to assist other agencies in need of this specialized equipment when DPS is unavailable. A Total Station Measurement System used to record crash scene data and measurements was obtained as well. VCU detectives use this data to create scale drawings and forensic mapping used to finalize comprehensive investigations for all fatal and serious injury collisions. The Phoenix Police Department’s VCU already had two of these systems; however, as work loads increase, there was a need for another unit.

As you can imagine, both the DPS and Phoenix Police Department’s Vehicle Crimes Units are extremely busy areas in each respective organization. Due to budget constraints, federal funding has been made available to each agency to obtain state of the art equipment, as well as keeping abreast of the new technology through training opportunities.

Providing federal funding to these units for the enhancement of highway safety issues is crucial. It enables these units to perform their duties with accuracy, diversity and the proper amount of personnel, and to handle the investigations and caseloads in an efficient and timely manner.
Arizona has a full-time DRE Operations Coordinator who is assigned to the GOHS office in Phoenix. His tasks include the following:

- Increase the number of certified DREs statewide with a focus on rural Arizona
- Increase the number of certified DRE instructors statewide with a focus on rural Arizona
- Increase the number of SFST certified officers statewide with a focus on rural Arizona
- Increase the number of law enforcement Phlebotomists statewide with a focus on rural Arizona
- Increase the number of certified DITEP instructors statewide with a focus on rural Arizona
- Schedule and oversee all necessary in-service training for the DRE Program
- Schedule and conduct DUI Task Force meetings with representatives from all of the recognized task forces to compare successes and concerns
- Schedule and oversee the GOHS Summit for Law Enforcement and Prosecutors and the GOHS Summit for Judges
- Continue working with GITA, IBM and DUI task force members to ensure that all holiday DUI task force enforcement activities are reported timely and correctly
- Continue to provide press releases to the media with holiday DUI task force enforcement results the morning following the detail
- Continue to represent Arizona statewide and nationwide at conferences and meetings regarding Arizona’s Impaired Driver Program
- Continue to provide statistical information to NHTSA Western Region
- Continue to work with NHTSA and IACP personnel to further Arizona’s Impaired Driver Program

Arizona continues to increase the number of officers trained in SFST/HGN, DRE, phlebotomy, and DITEP. Listed below is the training that was coordinated and sponsored by GOHS. As you can see, training is scheduled throughout Arizona with various agencies. This reduces travel time and travel costs.

**SFST/HGN:**

- Phoenix PD  February 22-24
- Fish & Game  March 1-3
- Mesa PD  March 7-9
- Glendale PD  March 22-24
- Tucson PD  March 30-April 1
- Scottsdale PD  April 11-14
- Yavapai CSO  April 19-21
- Coconino CSO  May 3-5
- Game & Fish  May 11-13
- Phoenix PD  May 24-26
Eagar PD June 7-9
Kingman PD June 20-22
Gilbert PD June 28-30
Mesa PD July 11-13
Nogales PD July 13-15
Gilbert PD July 26-28
Phoenix PD August 2-4
Tempe PD August 15-17
Scottsdale PD September 12-15
Casa Grande, DPS September 25-28
Parker, DPS September 25-28
Phoenix, DPS October 17-19
San Carlos, DPS November 7-9
Pinetop/Lakeside November 7-9
Phoenix PD November 15-17
Yavapai CSO November 15-17
DPS, Phoenix December 19-21

SFST Instructor:

Coconino CSO April 24
Nogales PD July 12
Phoenix PD November 14

DRE Schools:

Phoenix PD March 6-16
Peoria PD May 8-18
Tucson PD September 11-21
DPS October 23-November 2

DRE Instructor Schools:

Peoria PD May 4-5
Tucson PD September 6-7

Miscellaneous:

SFST Assessment Class, VA February 28-March 2
Mid-Year TAP Meeting March 29
NHTSA Meeting, San Diego CA April 12-14
SFST Assessment, Austin TX May 15-17
2006 DRE Conference June 12-15
GOHS Summit August 14-18
TAP Meeting, Boston October 13
DRE Section Meeting, Boston October 14
Region I Meeting      October 28
SFST Assessment, Hartford CT   November 6-9
LEADRS Meeting, Phoenix      November 27
LEADRS Meeting, Tucson       November 28
LEADRS Meeting, Parker       November 29
LEADRS Meeting, Prescott Valley   November 30

Certification training for DRE School was held at both the Madison Street Jail (Maricopa County Sheriff’s Office) and the City of Mesa Jail. The training was for the four Arizona Schools as well as Canada, Indiana, Iowa, Kansas, Kentucky, Massachusetts, Montana, New Mexico, West Virginia and Wisconsin.

Phlebotomy training statewide

DITEP training statewide

The DRE Operations Coordinator conducts bi-monthly DRE Steering Committee meetings. This meeting is an opportunity for each of the agency DRE Coordinators to discuss issues specific to DRE as well as impaired driving in general. These meetings are attended by law enforcement, prosecutors and crime lab personnel.

In addition, the DRE Operations Coordinator along with the Arizona SADD Coordinator is a co-chair of the Arizona DUI Task Force. This group meets bi-monthly immediately following the DRE Steering Committee meeting. Again, this meeting is attended by law enforcement, prosecutors and crime lab personnel.

Both of these meetings have resulted in streamlined procedures, training opportunities, sharing of vital information, and the development of public information and education campaigns.

The DRE Operations Coordinator in conjunction with the Arizona Government Information Technology Agency and IBM developed a web-based reporting system that task force coordinators use to submit information from the enforcement nights using either the direct web entry or Interactive Voice Response (IVR) entry utilizing a toll-free phone number. All of the statistics for a holiday DUI enforcement program must be reported by 10:00 am the morning following the event. By utilizing the system, a press release is immediately generated and sent via e-mail to Arizona media outlets. This procedure provides current statistics to the media for reporting to the public.

On July 25th, GOHS presented a new DUI processing van to Pima County. The van will be used by the all members of the Southern Arizona DUI Task Force. Pima County has just reached the one million mark in population and borders Mexico. Pima County is home to Davis Monthan Air Force Base. The van will be vital in reducing DUIDs throughout Pima County.

In August, GOHS sponsored the Annual GOHS Summit for Law Enforcement and Prosecutors and second one for Judges. These two annual conferences provide all three groups an opportunity to network and receive updates in technology, case law and procedures.
On September 27th, GOHS presented a new DUI processing van to Cochise County. In addition, Cochise County Sheriff’s Office provided the City of Thatcher, a growing community located just west of the New Mexico/Arizona border, with their old DUI van. Cochise County has become one of the fastest growing counties in Arizona. The county borders Mexico and is home to Ft. Huachuca Army Base. The van will be vital in reducing DUls throughout the county but also play an important and visible role at the Agua Prieta Port of Entry in reducing the number of teens that cross the border to consume alcohol.

The Glendale Police Department was able to obtain a much needed DUI Processing Van for the West Valley DUI Task Force. This van is equipped with police radios, MDC (computer), intoxilyzers, cameras, emergency equipment scene lights, generator and a blood draw chair. During the press conference, Chief Steven Conrad stated “Our goal is to make the streets safer and have zero tolerance enforcement of DUls.”
The Nogales Police Department also received a DUI Processing Van for the Southern Arizona DUI Task Force. This van will be available to all agencies in Santa Cruz County. The van will be vital in reducing DUIs throughout the county and will also play an important and highly visible role at the Nogales Port of Entry to help reduce the number of underage youth alcohol violations due to the close proximity to the U. S./Mexico border.

Federal funds were awarded to the Florence and Thatcher Police Departments for the purchase of fully equipped enforcement vehicles. In addition, awards were made to purchase radar units, in car cameras, PBTs and stop sticks.

An award was also made to the Tucson City Court for eight (8) laptop computers to be used by probation officers in tracking DUI probationers.
For Federal Year 2006 GOHS continued to focus on providing funding and services to Arizona’s fire departments, with special emphasis on rural communities. GOHS allocated $444,209.00 to 34 fire departments throughout Arizona. The majority of these fire departments represented small cities/towns or rural communities and 30 of the departments that received funds were able to purchase new extrication equipment to replace antiquated equipment. The fire departments receiving funds have equipment that is 10+ years old, is unreliable and can no longer be serviced.

Three tribal fire departments received funding from GOHS, including, Yavapai Nation, Fort Mojave Indian Reservation and the Cocopah Indian Tribe. Fifteen (15) fire departments are located in Arizona’s mountainous terrain known as “Rim Country.” This area, located 50+ miles north and north east of metropolitan Phoenix represents many of the State’s rural fatalities. In 2004, rural crashes accounted for 17.06% of all crashes but represented 52.53% of all fatal crashes. The following chart illustrates that rural state highways in Arizona make up a significant portion of fatalities.
On June 8th, 2006, Director Fimbres and Project Coordinators Hammond and Rutan traveled to Sierra Vista to present the keys to a new ambulance to Chief Bill Miller of the Fry Fire District. GOHS provided a total of $40,000 towards the purchase of a new ambulance and extrication equipment from Federal Year 2005. Back orders prevented the new ambulance from arriving until June 2006. In addition, Fry received a new Ford rescue truck. The truck was delivered in September.

Unlike most city fire departments, rural/district fire departments place additional stress and use on their ambulances and rescue trucks due to unpaved roads and extended travel. In addition, funding levels for rural fire and EMS-related equipment is often a challenge due to limited tax revenues. The majority of traffic fatalities occur in rural Arizona. Equipment such as this is a key to reducing fatalities on Arizona’s rural roads.

State delivers new truck to Fry Fire Department

SIERRA VISTA — The “Fry Guys” emergency medical personnel have a new ambulance partially funded by the Governor’s Office of Highway Safety. A highway grant from the state office covered $30,000 for the replacement of the Fry Fire District’s 1999 model ambulance, which had accumulated more than 180,000 miles of wear on its engine.

The replacement ambulance will provide services to the area south of Sierra Vista, including Palominas, Fry District Chief Bill Miller said.

The new ambulance is a full-sized, walk-in unit, and will allow a bigger and better emergency medical working environment. Fry Fire also received another $10,000 for an emergency stabilization kit, which includes airbags, rescue hoes and resuscitation bags for emergency vehicle extrication.

Governor’s Office of Highway Safety Director Richard Fimbres visited Fry Fire Station 1 on Yaqui Road on Thursday morning, to check out the new ambulance and talk with Cochise County Board of Supervisors Chairman Pat Call, Miller, members of the Fry Fire District Board of Directors, Sierra Vista police Officer Bob Bandell, and County Sheriff Deputy Commander Mark Dannels.

All of these agencies depend on such federal and state grants to pay for some of their much-needed equipment.

An extra Fry engine that was funded last year by a Federal Emergency Management Agency grant was just put into service by the Fry District on Friday, Miller said.

“We got $3.3 million worth of responses, and we’ve got a pool of about $3 million,” Fimbres said, discussing next year’s round of Arizona Highway Safety grants.

The grant money is directed toward issues and areas of the state that need it the most.

“Speed is a big issue in Arizona. Pedestrian fatalities have increased. Impaired drivers are still a big issue,” Fimbres said.

Motorcycle safety is an issue of concern for the highway safety office as well, with more than 100,000 Arizona motorcyclists, and the nearly year-round motorcycling weather, Fimbres said.

For next year’s disbursement of these highway safety grants, Fry Fire has already applied and been approved for a new Ford F-550 light-duty rescue truck. Miller said.

Dannels said the sheriff’s department is awaiting a new grant-funded DUI-enforcement van.
The Black Canyon Fired Department received funds for extrication equipment and the new equipment was used for the first time on August 22, 2006 when a car slammed full speed into the back of a slow moving tractor trailer. “The new technology now being used with other extrication equipment is fantastic. Instead of having to hook up two hoses to the power unit, only one hose is needed,” said Chief Tom Birch.

In this crash, you can see the hydraulic cutter next to the car. This cutter was used to remove the roof and then to remove the victim. Amazingly, the victim, who was transported to the hospital, did survive the crash.
28-2010. Motorcycle safety fund; administration; advisory council

A. A motorcycle safety fund is established consisting of monies deposited pursuant to subsection B of this section and monies from gifts, grants and other donations. The director of the governor's office of highway safety shall administer the fund. On notice from the director of the governor's office of highway safety, the state treasurer shall invest and divest monies in the fund as provided in section 35-313, and monies earned from investment shall be credited to the fund. Up to ten per cent of the monies in the fund may be used for administrative costs. Monies in the fund are subject to legislative appropriation and are exempt from the provisions of section 35-190 relating to lapsing of appropriations, except that all monies in the fund that are deposited pursuant to subsection B of this section and that exceed one hundred fifty thousand dollars revert to the state highway fund.

B. Notwithstanding section 28-2004, through June 30, 2010, the director of the department of transportation shall deposit, pursuant to sections 35-146 and 35-147, one dollar of each motorcycle registration fee collected pursuant to section 28-2003 in the motorcycle safety fund.

C. Subject to legislative appropriation, the director of the governor's office of highway safety shall use monies deposited in the motorcycle safety fund pursuant to this section, after consultation with the state motorcycle safety advisory council, to implement and support voluntary motorcycle education, awareness and other programs, including covering the cost of materials for motorcycle safety, education and awareness programs.

D. Through June 30, 2010, the state motorcycle safety advisory council is established consisting of five members who have experience in motorcycle safety and who are appointed by the governor for three year terms. Members may be removed for cause and may be reappointed. The council shall meet at least quarterly and on the call of the director of the governor's office of highway safety for advice on the expenditure of monies in the motorcycle safety fund.

During this reporting period a multi-lingual (English, Spanish and Native American) statewide media campaign was launched utilizing radio, brochures, bumper stickers, pins, and key tags. The target audience was operators of four-wheel vehicles and the message was “Look Out for Motorcycles.”

The Motorcycle Safety Advisory Council and the Governor’s Office of Highway Safety produced a newspaper insert addressing motorcycle safety. The insert as published follows:
BEFORE YOU GET YOUR MOTOR RUNNIN’

BROUGHT TO YOU BY THE ARIZONA MOTORCYCLE SAFETY ADVISORY COUNCIL
Letter from the Director

The Arizona Governor's Office of Highway Safety (GOMS) is the focal point for highway safety issues in Arizona. GOMS provides leadership by developing, promoting, and coordinating programs, influencing public and private policy; and increasing public awareness of highway safety.

GOMS is fortunate to work with so many outstanding partners to accomplish its mission, especially with the support of our Governor Janet Napolitano, her staff and our regional and national offices of the National Highway Traffic Safety Administration.

The State Motorcycle Safety Advisory Council is a natural partner in our goal to promote motorcycle safety. Through education - like this publication that was funded through a portion of motorcycle registration fees - enforcement, outreach, and legislation, our focus is on comprehensive programs that prevent crashes, prevent injuries and fatalities. Our initiatives foster promoting motorcycle rider education and licensing; reducing the number of impaired motorcycle operators; increasing motorcycle awareness of pedestrians and increasing safety equipment and helmet use.

Motorcycle riding is a popular form of recreation and transportation for thousands of people across Arizona,” said Governor Janet Napolitano. “The safe operation of a motorcycle requires the use of special skills developed through a combination of training and experience; the use of good judgment; and the knowledge of traffic laws and licensing requirements. It is also very important that motorists also share the road and be aware of motorcycles on our streets and highways.

I would like to personally thank the men and women of emergency medical services and the law enforcement community throughout the state for their support staff throughout the state. They are the first responders in a motorcycle accident and essential in maintaining safety roadways in Arizona.

To learn more about motorcycle safety and even a little more about my office, please visit our website at www.azgsha.gov. We’d appreciate learning your thoughts. Email us at comment@azgsha.gov. Special thanks to the dedicated individuals serving on the Motorcycle Safety Awareness Council. Highway safety is everyone’s responsibility, every person can make a difference in making our streets safer.

Letter from MSAC

Arizona Motorcycle Safety Advisory Council

The great state of Arizona is a great state for motorcycle riding.

More people than ever before are choosing to ride motorcycles for many reasons. Ours is one of the only states with a climate that encourages year-round riding for its residents, as well as attracting riders from all over the country and all over the world to enjoy our unique landscape and some of the most beautiful roads and scenery anywhere. With the rising cost of gasoline, motorcycles are becoming the vehicle of choice for those interested in saving some money at the gas pumps, as well as those interested in conserving the fuel we have by choosing to operate a more fuel-efficient vehicle.

This publication, funded by the Motorcycle Safety Advisory Council which receive a portion of motorcycle registration fees, offers a wealth of knowledge about safe riding, and driving for both motorcycle riders and motorists. We want everyone to enjoy our roads, so please:

Motorcyclists: look out for motorists. Take extra care at intersections or wherever turning across traffic.

Motorcyclists: do your part for safety by taking a rider training course, getting properly licensed, wearing protective riding gear, and ride free from impairment.

Arizona is a great state for motorcyclists... Let's all work together to make it a safe state for everyone.

Arizona Motorcycle Safety Advisory Council Members

Dick Studdard, Chair
Shane Robinson, Vice Chair
Steve Magrane
Dale Orr

Motorcycle Safety Websites

and other Motorcycle Information Sites:

- Motorcycle Safety Foundation
  www.msf.org

- Arizona Motor Vehicle Division
  www.azsos.gov

- Arizona Governor's Office of Highway Safety
  www.azgsha.gov

- National Highway Traffic Safety Administration
  www.nhtsa.dot.gov

- American Motorcycle Association
  www.ama-cycle.org

- Motorcycle Riders Foundation
  www.mrf.org

- The Modified Motorcycle Association of Arizona
  www.mmia.org

- American Brotherhood Aimed Toward Education of Arizona
  www.abeza.com

- Arizona Motorcycling
  www.arizonamotorcycling.com
Ride Safe and Sober, Keep the Rubber Side Down

Dick Studdard, Chair, Arizona Motorcycle Safety Advisory Council

The three major factors in motorcycle crashes are:

Motorist awareness of the motorcycle rider

A study by the University of California showed that motorists’ failure to detect and recognize motorcycles in traffic are the predominant causes of crashes involving motorcycles and other vehicles. Many motorists fail to detect motorcycles because they don’t expect to see them on the road when they are looking for a car. They expect to see other cars and don’t realize there are many motorcycles on the road. Because motorcycles are more invisible, they are also more dangerous to the motorcycle due to the motorcycle turning left in front of the motorist or pulling out in front of the motorist.

The unlicensed & untrained riders

Police officers indicate that about 30 percent of the motorcycle riders stopped for a traffic violation do not have a valid driver’s license or the license is not endorsed for the rider to operate a motorcycle. Unlicensed motorcycle riders are overrepresented in fatal crashes in Arizona. During fiscal year 2004, the Motor Vehicles Division issued 17,296 motorcycle endorsements. During the same period, the total number of completion issued by all the motorcycle training schools in Arizona was 6,645. That means only 39 percent of the renewers received rider training. More than 14,000 riders received their endorsement by going to the local MVD office and taking the written and riding test. Approximately 16 percent of the applicants who go to the MVD for a motorcycle endorsement fail either the written or riding test. Many of the motorcycle riders do not know that the motorcycle schools are available. Attending a motorcycle training school will make the rider a safer, more skilled, and a motorcycle more enjoyable. On completion of the school, many insurance companies will give a discount to the rider.

The impaired rider

The National Highway Traffic Safety Administration reported that 41 percent of the motorcyclists operators who died in single-vehicle crashes in 2004 had a blood alcohol concentration of .08 percent or higher. Riding a motorcycle is 90 percent mental and alcohol and drugs can impair the rider at very low levels. The fact is that the person who is consuming alcohol is judged. Studies have shown that even in small amounts alcohol can put the rider at risk and should be avoided. Legal and illegal drugs will also affect the rider’s ability to safely operate a motorcycle. Many over the counter drugs can also have an adverse affect on the rider and the drugs are prescribed for medical reasons, then operating a motorcycle should be avoided.

The Numbers Are Scary

There’s no denying the numbers—more people are riding motorcycles and motorcycle riders are dying in wrecks than ever before.

In 2004, more than 9 million Americans rode a motorcycle. That year, nearly 4,000 of those motorcycle riders died in a wreck, including 119 in Arizona. Besides the dead, the number of injured has skyrocketed, too. National estimates by the National Highway Traffic Safety Administration for 2004 show that one in seven motorcycle riders were injured (requiring hospitalization or transport to a medical facility) in accidents. In Arizona in 2004, 2,566 motorcycle riders were injured in crashes.

The reasons for these alarming statistics are many:

- Ridership is at all-time high. There are more motorcycle riders to get into crashes. There are 9 million registered motorcycles in the United States in 2005. That’s up from just over two million 10 years ago.
- Experience is low. Many new motorcycle riders know only enough about riding a motorcycle to pass their licensing test. In Arizona, almost a third of the motorcycle riders stopped by police do not have the proper license for operating a motorcycle. The Arizona Motorcycle Safety Advisory Council estimates that nearly 70 percent of motorcycle riders have had no rider training. Plus, about 60 percent of Arizona motorcycle license applicants fail the written or riding test the first time they take it.
- Powerful bikes. Motorcycles have come a long way since the last biking craze at the 1950s and 60s. Many bikes today have more than 100 horsepower and are much lighter than their predecessors, making them quicker, especially in turns. Controlling a fast, light bike takes a lot of skill and experience.
- Drunk drivers. In 1997, Congress imposed highway funding restrictions for states without mandatory helmet laws. As a result, many states changed or repealed their restrictions (Arizona’s reduced law only lasted three years before being repealed in 1976. Arizona now only requires riders under age 18 to wear a helmet). Motorcycle fatalities and injuries in the 1980s reached record lows, prompting helmet requirements. Motorcycle fatalities began to fall, reaching its lowest number in 1997. Since then, as helmet restrictions were relaxed or repealed, motorcycle deaths have increased every year.
- More congested roadways. Near gridlock prevails in much of the nation’s big cities. Phoenix and Tucson being no exception. Hard to see motorcycle compared to space on congested roads with cars and trucks often leads to accidents. More wrecks between a car and a motorcycle involve the car violating the motorcycle’s right of way, either pulling into traffic in front of a motorcycle or changing lanes into a motorcycle.
- Inexperienced and inattentive motorists. The most common reason for motorists involved in an accident with a motorcycle is, “I never saw him.” Many car drivers do not have their mirrors adjusted properly, especially when side mirrors. As a result, the bumper profile of a motorcycle makes it more likely for a motorcycle to be in a car’s “blind spot” on multi-lane roads. The increase in drivers using cell phones and iPods or eating or doing other activities while driving are also causes for the “I never saw him” factor.
- Drugs and alcohol. The sad truth is that 41% of the 119 motorcyclists who died in accidents in Arizona in 2004 had alcohol in their blood with the vast majority having a blood alcohol content above the legal limit, .08.
- It’s a motorcycle, after all. With no bumpers, doors, crumple zones or airbags to protect a rider, save for finding safer, “fearless bikers,” can result in serious injuries to motorcycle riders. Not wearing a helmet magnifies the risk.

Despite the scary statistics, motorcycle riding can be safe and economical. There are good reasons why so many Americans are buying motorcycles. Besides the mythology, nostalgia and machismo associated with bikers, they get great gas mileage, you can drive them in the car pool lane and they’re fun to ride. The key is not “falling off,” no matter the reason or the speed.

May is Motorcycle Safety Awareness Month and the Governor’s Office of Highway Safety, the Arizona Motorcycle Safety Advisory Council, and the National Highway Traffic Safety Administration have produced the following graphic to educate everyone—motorcyclists and motorists—about motorcycle safety.

Before you get your license, you need to learn how to ride right and ride safe.
Ride Right

Riding a motorcycle requires a little more preparation and training than hopping into a car and driving off.

The following is a helpful guide for riding right:

**The Rider**

Helmet: Always wear your helmet, even if you're just riding around the block. Make sure your helmet fits properly and you have good visibility. Make sure it meets the U.S. Department of Transportation standard. A helmet without a DOT sticker does not meet minimum safety standards. Always fasten the helmet strap. A helmet that goes flying off your head at just the moment you need it kind of defeats the purpose.

Eye Protection: Always wear goggles or a visor on your helmet, even if you bike have a windshield. A bug or a pebble in the eye at 40 mph can quickly turn a fun ride into a deadly one, not to mention the risk of blindness.

Clothing and Gloves: Always wear a jacket made of sturdy material: denim, nylon or leather. Always wear gloves. Always wear long pants. Always wear over-the-ankle boots. Sounds hot, doesn't it? That's the curse of riding a motorcycle in Arizona. Gloves protect your hands from injuries from flying objects and help you control the bike. Likewise for the pants and the boots. The jacket helps keep your skin from injuries if you fall off. Whatever the reason (every rider, even the most skilled, has had a spill on their bike), even low-speed crashes can peel skin like a banana. Most people can run at least 15 mph over short distances. Try going out to
the street in sandaly, shorts and a T-shirt, run full speed and then slide chest first on the pavement like a baseball player into second base. Sound painful? Wear the jacket, pants, boots and gloves and save your skin. Make sure your clothing is bright or reflective. The easier it is for motorists to see you, the better, especially at night.

Finally have proper bad weather gear, especially rain gear.

Ride sober: Never operate a motorcycle under the influence of alcohol or prohibited drugs. If you take prescription medicines, adhere to the directions on the bottle and your doctor's and pharmacist's directions. If they say don't operate a motor vehicle or machinery, then don't.

The Bike

Know your bike, the more familiar you are with your motorcycle, the safer you are riding it.

The Controls: Know where all the controls are on your bike and how to use them. Sit on the bike with the engine off and practice operating the controls like you were riding it. Practice with the horn signals, pressing the horn button, turning on and off the lights and making them brighter or dimmer. Know how to turn on your reserve fuel (if you have one). You don't want to be looking for it at 40 mph when your bike starts to cough for gas.

Gear and Brakes: Practice shifting gears. The better you are at upshifting and downshifting, the more control you have over your bike, especially in an emergency. Don't put your bike in neutral at stoplights, keep it in first gear. You might have to have your knees in a hurry. Know where the brake lever and pedal are and practice braking. There are few things more important to know about your bike than how to stop in a hurry. Just because you know how to squeeze the lever and press the pedal at the same time doesn't mean you'd give good at braking. Practice braking, the better you are, the safer you are.

Maintenance: Keep your bike well maintained and in good operating order. Make sure all the lights work, all the controls work, the brakes are in good shape, the chain has the proper tension, and lubrication, the engine is well tuned, the oil and coolant levels are correct, the tires have good tread and the right air pressure. Any one of these being in poor repair or service can affect the safety of your ride. Follow your manufacturer's guidelines for repair and some normal maintenance.

Ride Safe

Once you’re wearing the proper gear and have a well-maintained motorcycle and completely familiar with its operation, the next step is going for a ride. If it was so easy, motorcycles require more work and skill to ride than driving a car. Moreover, the more skilled the rider, the safer the ride.

The following is information on how to safely ride your motorcycle:

Training

There’s an old joke about a lost tourist in New York City who stops a New Yorker on the street for directions and asks, “How do I get to Carnegie Hall?” The New Yorker replies, “Practice, practice, practice.” Same goes for safe motorcycle riding. How do you Ride Safe? Practice, practice, practice. The first step in the Motorcycle Safety Foundation’s Basic Rider Course, which is offered in 47 states, including Arizona. You should take this course before buying your motorcycle – most providers include use of a motorcycle, helmet and other equipment at part of the cost. Learn how to ride a bike before buying one. Once you’ve passed the course and know the basics, you still need to practice your skills. The foundation also offers an Experienced Rider Course that teaches more advanced skills, including crash avoidance and how to handle emergencies. But besides the course, the foundation also provides information for riders to set up their own practice area in empty parking lots. Course layouts and how-to manuals can be downloaded from the MSF’s website, www.msfa.org. The foundation will mail you or tell you how to get a training booklet that includes USY exercise courses by calling 938-727-2227. Even the most experienced riders should practice their skills at least once a year.

Emergencies

Accidents happen. Dogs run into the street, cars pull out in front of you, tires blow out, engines stall and road debris flies up. All of these and more can require a rider to take quick and decisive action. It’s impossible to imagine and then prepare for all of the bad things that can happen when riding a motorcycle. The best emergency procedures are being a skilled, attentive and visible rider. Know how to stop your bike in a hurry. Know how to reserve and avoid danger and stay upright. Know how to control and overtake a skid. Know how to ride on rough or dirt roads. Know how to ride on wet or icy roads. Know how to handle a blowout (stay on the brakes, slow down gradually while keeping a firm grip on the handlebars). Finally, a great way to handle an emergency is to start your ride with the intention of avoiding them. Keep a well-maintained motorcycle, wear the proper clothing and gear, ride like all the other drivers can’t see you, be attentive to what’s happening around you, follow the rules and be safe. Most importantly, in an emergency DON’T PANIC. Use the skills you’ve learned through experience and training courses to avoid or mitigate the emergency.

Group Riding & Passengers

Many new motorcycle riders are casual riders, meaning they don’t ride their bikes everyday to go to work, to the store and what not. They’re mostly weekend and holiday riders who like to go on “Rides” with small or sometimes large motorcycle enthusiast groups.

“Rides” can be a great way to ride in a group. Most of the “pack” riding you see in the movies and on television is not safe group riding and should not be emulated. Ride in small groups. Big groups are difficult for other motorists and can cause unnecessary conflicts. When riding in groups, stagger the formation so the first rider is on the inside left of the lane, the next rider is on the outside right and one second, at least, behind the leader. The next rider should be on the inside left at least one second behind the second rider and two seconds behind the first and so on. Do not ride side-by-side, that leaves no room to maneuver in case of an emergency or either side. Practice a hand-over-hand or simple hand signals to inform the group of your intentions. Two riders riding next to each other should cross the wind and engine noise are not paying attention to what they’re doing or where they’re going and are a danger to themselves and others.

Visibility

When riding with a passenger, realize the handling of the motorcycle has been affected, it’s heavier and will turn differently and take longer to stop. Passengers should wear the same type of clothing and gear as the driver, especially a helmet. Novice motorcycle riders should be shown what’s hot on the bike. They should be taught when to lean and when not to. Passengers should hold onto the driver at all times on the bike, even when it’s stopped.

10,838

That Ain’t No Brain Bucket

The Motorcycle Safety Foundation encourages riders to wear a helmet and to wear a helmet when riding.

Tips for Group Riding

Motorcycling is primarily a solo activity, but for many riding as a group - whether with friends on a Sunday morning ride or with an organized motorcycle rally - is the zenith of the motorcycling experience. Here are some tips to help ensure a fun and safe group ride.

Arrive prepared
- Arrive on time with a full gas tank.
- Hold a riders' meeting. Discuss things like the route, rest and fuel stops, and hand signals. Assign a lead and sweep (tail) rider. Both should be experienced riders who are well-versed in group riding procedures. The leader should assess everyone's riding skills and the group's riding style.
- Keep the group to a manageable size, ideally five to seven riders. If necessary, break the group into smaller sub-groups, each with a lead and sweep rider.

Ride prepared
- Ride in formation. The staggered riding formation allows a proper space cushion between motorcycles so that each rider has enough time and space to maneuver and to react to hazards. The leader rides in the left third of the lane, while the next rider stays at least one second behind in the right third of the lane. The rear of the group follows the same pattern. A single-file formation is preferred on a curvy road, under conditions of poor visibility or poor road surface, entering/exiting highways, or other situations where an increased space cushion or maneuvering room is needed.
- Avoid side-by-side formations, as they reduce the space cushion. If you suddenly needed to swerve to avoid a hazard, you would not have room to do so. You don't want handlebars to get entangled.
- Periodically check the riders following in your rear view mirror. If you see a rider falling behind, slow down so they may catch up. If all the riders in the group use this technique, the group should be able to maintain a steady speed without pressure to ride too fast to catch up.
- If you're separated from the group, don't panic. Your group should have a pre-planned procedure in place to regroup.
- Don't break the law or ride beyond your skills to catch up.
- For mechanical or medical problems, use a cell phone to call for assistance as the situation warrants.

Killer Odds Exposed, measured in terms of vehicle miles of travel in 2001, shows that motorcycle drivers are 26 times more likely to die in a crash than someone riding in a passenger car, and 34 times as likely to be injured.

Tips:
- At least one rider in each group should pack a cell phone, first-aid kit, and full tool kit, so the group is prepared for any problem that may arise.
- The median age was 27.

30% Inevitable Injury
The effects of a crash involving a motorcycle often can be devastating. While 20 percent of passengers in vehicle crashes result in injury or death, an astounding 80 percent of motorcycle crashes result in injury or death.

- Motorcyle Safety Program, National Highway Traffic Safety Administration

All Riders Need Training

Most people recognize the importance of professional training for new activities or sports. The Motorcycle Safety Foundation has developed both beginner and advanced rider training courses, based on more than 30 years of research. This nationally recognized curriculum is taught in 47 states, including Arizona.

Basic Rider Course
This course is for those with little or no riding experience and is designed to be a safe, enjoyable introduction to motorcycling. The course begins with a discussion about the element of risk that is inherent in motorcycling and outlines a strategy to reduce risks by making good choices. The course also covers the importance of protective gear, location and operation of motorcycle controls, basic riding skills as well as more advanced accident avoidance maneuvers, techniques for handling different road surfaces, etc. Hands-on riding practice is maximized in this class. Most providers of training for this course provide the necessary basic equipment, such as motorcycles, helmets and gloves. Successful participants are issued a Driver Education Program Certificate of Completion, which waives additional testing for the motorcycle license endorsement when the documents are presented at the Motor Vehicle Division.

Experienced Rider Course
This course focuses on the critical skills necessary for survival on the street. An "open air" classroom discussion covers pre-ride preparation, risk assessment and management, developing a strategy to reduce risks, accident statistics and traction management. The motorcycle range provides a safe environment to practice and fine-tune your skills in the areas of maximum braking, negotiating to avoid hazards, cornering techniques and limited space maneuvers. Participants in this course ride their own motorcycles and use their own protective gear.

Be Smart, Start Small
A Motorcycle Riding Trainer’s Perspective

If you were a beginning airplane pilot and had just completed your first flying class, would you purchase a Learjet and fly cross-country?

If you were a beginning snow skier, after taking your first introductory class, would you purchase the most expensive equipment available and then head for the expert slope?

I don’t think so. But this is exactly what many novice motorcycle riders do.

As a rider trainer for 12 years, one of the biggest mistakes I see beginning riders make is choosing a first bike that is too big or challenging for their skill level. Many students purchase the bike of their dreams—usually a big cruiser or high performance sport bike— and then sign up for a class. They take a woefully class on a 250cc motorcycle then attempt to ride one of the biggest or fastest motorcycles on the market, sometimes with disastrous results. The largest concentration of motorcycle fatalities in the 10 to 29 age group riding bikes over 880ccs.

Start small and get those basic skills under your belt before tackling the additional challenge of a large, powerful motorcycle. Take time to really learn the skills until you feel the basics of motorcycling operation become automatic. Your life depends on it!
Practice Makes Perfect

Raymond Hardiman
Motorcycle Safety Instructor

When you were a child did your parents or teachers tell you that the more you practice the better you will be at any given task? How much time do you think Tiger Woods spends on the practice range before and after a round? Practice makes perfect!

I spent many years as a police motorcycle officer in Arizona. Practice makes perfect was always at the forefront of any training conducted by the police motorcycle training instructors.

New motorcycle officers would complete a six-week training course on the range and followed up with another four weeks of riding with a training officer on the streets before they were considered qualified to ride alone. Every three months all motorcycle officers would complete a riding skills enhancement training course just to maintain their skills. These are officers who ride a motorcycle every day of the week.

How often do you ride your motorcycle? When was the last time you took any training to improve your riding skills? After I retired from the police department, I continued to ride my own motorcycle and took the Motorcycle Safety Foundation’s training courses. I later became an instructor and coach. After every MSF training class, students are told that the class alone will not make them an expert operator. They must take the skills they have learned in class and practice, practice, practice.

Students are told to find an empty parking lot to work on their riding skills and continue to seek out training to maintain their skills.

Do you think your motorcycle skills are as good as they could be? Do you practice your skills or do you just hop on the bike and ride, hoping that momentum will not pull out in front of you? If so, if a car does pull out in front of you, you may really find out just what your skills are.

There are a number of motorcycle training sites in Arizona that would be happy to provide you with training. Remember, practice makes perfect.

In real life, there is no Reset Button.

Riding a motorcycle is fun, but it isn’t a game. Motorcycle riding demands your full attention. Even one drink can impair your coordination and sense of balance. Studies show that nearly half of all motorcyclists who died in solo crashes were under the influence of alcohol.

They simply lost control of their bikes. Game over, forever.

www.msfaa.org • 800-468-9227

MSF when you RIDE... THINK... your life.
Arizona has a full-time Occupant Protection Coordinator who is assigned to the GOHS office in Phoenix. His tasks include the following:

√ Increase the number of child safety seat technicians statewide with a focus on rural Arizona
√ Increase the number of child safety seat instructors statewide with a focus on rural Arizona
√ Increase the number of Child Are Priceless Passengers Programs statewide with a focus on rural Arizona
√ Increase the number of law enforcement agencies participating in the Click It or Ticket Enforcement Programs
√ Schedule and oversee all necessary training child safety seat technicians and instructors
√ Will work with GITA and IBM to ensure that all occupant protection enforcement activities are reported timely and correctly
√ Continue to provide press releases to the media with occupant protection enforcement results the morning following the detail
√ Continue to represent Arizona statewide and nationwide at conferences and meetings regarding Arizona’s Occupant Protection Program
√ Continue to provide statistical information to NHTSA Western Region

The CAPP Program was implemented in 1993 by the Tempe Police Department and Tempe Saint Luke’s Hospital. The program was started to reduce the infant and toddler injuries and deaths in the state of Arizona by educating the public to consistently and correctly use their child safety seats.

The class is two hours in length and is taught by a certified Child Safety Seat Technician. During the class, the participant will learn how to install and use their seats correctly by viewing a video and listening to a lecture from an instructor.

After the classroom portion, the class goes out to their vehicles where they then install their seats and the instructor verifies that the seat was correctly installed. If the participant does not have a seat, they are given one by the instructor.

The class is open to the public. A person who receives a citation for not having their child in a child safety seat can attend the class and, on a
later date, show the judge that they attended the class and the citation will be dismissed. Paperwork is filled out by all who attend at the beginning of the class so that there is a record of attendance.

There is a $25 charge for the class. This money is for the agency to purchase more seats or supplement the printed material. Although the GOHS will continue to assist the agency with written material as well as other paperwork, the money received for the class will help the agency maintain the program on their own.

The Arizona GOHS initially helps with the set up of the program by providing training, child seats, videos, and written material for the class. The agency provides the classroom, TV/VCR, and storage for the seats, as well as the instructor.

The agencies involved in the CAPP include: St. Joseph’s Hospital, Maryvale Hospital, Tempe Saint Luke’s Hospital, Mayo Clinic Hospital, Banner Desert Medical Center, Banner Thunderbird Medical Center, Tucson Medical Center, Coconino County Health Department (Flagstaff and Page), Show Low Police Department, Del E. Webb Memorial Hospital, and Scottsdale Healthcare. The newest members are Scottsdale Healthcare and Coconino Health Department in Page. These last two agencies were just added this year.

Additional agencies are being added. They include: Parker Police Department, Gila County Health Department (Globe) Clifton Police Department, Yuma Fire Department, Yuma County Health Department, Navajo Nation Health Department, City of Winslow, City of Holbrook, and City of Springerville.

Although the majority of the agencies at this time are hospitals, the program can be expanded to others who are willing to participate.

The Arizona Governor’s Office of Highway Safety awarded federal dollars to the Arizona Department of Health Services to send personnel to Safe Travel Children training for car seat fitting those children with special needs.

Funds were additionally awarded to the Chandler Fire Department for overtime for car seat fittings.

**SAFETY DAYS AT THE ARIZONA STATE FAIR**

Every year, in conjunction with the Arizona State Fairgrounds and the Arizona Department of Public Safety, the Arizona Governor’s Office of Highway Safety organizes an event entitled “Safety Days.” This is a two day event held during the Arizona State Fair. It is a conglomeration of various law enforcement agencies, fire departments, state agencies, health departments and non-profit organizations that come together to educate the public on safety issues. Areas covered include: collision investigation, alcohol and other drugs, emergency medical services, motorcycle safety, occupant protection, pedestrian and bicycle safety, police traffic services, roadway safety, safe communities, and school bus safety. Do these categories sound familiar? They should, as this is what makes up every state’s highway safety plan.
Our event allows the public to visit various booths to obtain safety information as well as a stamp. What is the stamp for? Every year a passport booklet is printed which includes the participating agencies and organizations for that year. Adults as well as children get their book stamped at the various booths. Once their book is complete, they proceed to the Governor’s Office of Highway Safety booth to receive the final stamp and a “Buckles the Safety Bear” stuffed animal toy. This is their “bonus” for taking time away from their day and the fair to educate themselves on safety issues they may not be aware of.

“Safety Days” is a fun-filled area to visit. Vehicles are brought in from various law enforcement agencies and fire departments and placed on display. We also have DUI vans and police motorcycles on display. We set this event up near a stage which over the past several years has been utilized by the Phoenix Fire Department. They provide entertainment for the children (and adults as well) with catchy songs pertaining to several safety issues. Children join the firefighters on stage and get involved with the songs and amusement.

For educational purposes, actual vehicles that have been in horrendous collisions are on display, once again providing education to the public on drinking and driving as well as red light running.

It takes several months (and hard work) to prepare a successful “Safety Days” event. Many phone calls are made and e-mails and faxes sent, contacting people and ordering items. Everyone takes shifts during the two days to assure adequate coverage of our booth. It can be very hectic and busy at times, but fortunately, the Arizona Governor’s Office of Highway Safety has a dedicated staff that can handle it!

GOHS continued the partnership with Century 21 to conduct child safety seat checkup in various locations throughout the state.

GOHS partnered with Univision, DPS Gang Task Force, El Rio Clinic, Tucson Medical Center, Tucson Police Department, Mexican Consulate, and SafeKids to conduct two child safety seat checks (one in Phoenix and one in Tucson) to service the Latino Community.

1-800-505-BABY Hotline

The “Buckle-Up Baby” Hotline (1-800-505-BABY) began in May of 1993, to increase an awareness of the danger of non-use and misuse of child restraint systems in the State of Arizona. During the first six months of the program, 1,400 calls were received reporting sightings of children being transported in motor vehicles without being properly restrained. Since the program’s inception, thousands of calls have been logged. Many radio and television interviews about the program have been conducted over the years.

The way the program works is if a child is spotted in a motor vehicle and is not properly restrained, the license plate number and description of the vehicle is called into the hotline. From there, the registered owner of the vehicle is sent an informational packet on child passenger safety via US mail to their residence.
Printed materials for the program are distributed at health fairs, child safety seat events, conferences, Children’s and Women’s Expos, and materials are mailed to the general public on request.

Costs for this program include voice mail for the call-in number and postage for the packet that is sent to the reported vehicle’s registered owner. Envelopes, mailing labels and brochures explaining the program, and promotional items such as key chains and bumper stickers are also purchased and provided to the public. A post office box is part of the program as well, used for returned mail, so inserts can be recycled.

Since 1993, the program has been handled through an Arizona Governor’s Office of Highway Safety Memorandum of Understanding. As of October 2005, the Memorandum of Understanding only contains the telephone expenses for the “1-800” number. Phoenix Police Department now has a Letter of Agreement in place to handle all the other aspects of the program.
Pedestrian and Bicycle Safety

WHAT’S NEW WITH SAFE ROUTES TO SCHOOL? (Arizona)

The State of Arizona has a new statewide “Safe Routes to School” (SRTS) program manager. His name is Brian Fellows, and he is employed by the Arizona Department of Transportation (ADOT).

Brian has accomplished many things during his short tenure here in Arizona. He has named various people throughout the State as Arizona SRTS contacts. He immediately established an advisory committee that meets quarterly. The purpose of the committee is to provide policy and technical guidance to ADOT’s SRTS program manager, as well as to review and score grant applications on an annual basis. Linda Mendyka, project coordinator with the Arizona Governor’s Office of Highway Safety is a committee member.

The first call for applications is currently available on DOT’s website: www.azdot.gov/saferoutes. Applications came available on November 13, 2006, with a due date of January 19, 2007. Announcement of selected applications will be made sometime in May 2007. Eligible projects for Cycle 1 will only be non-infrastructure projects. Funding is for elementary and middle school programs and projects within a 2.0 mile radius of a school.

SRTS projects may include, but are not limited to the following: education, enforcement and encouragement efforts: bike rodeos, curriculum development, walking school bus/bike train, parent-focused education, student-focused education, speed reduction/driver education, targeted pedestrian safety, bicycle helmet giveaways and fittings and neighborhood watch groups.

We are confident with this new incentive there will be many positive changes in and around schools in the next several years throughout the State of Arizona.

Parents and students using crosswalk at Roadrunner Elementary in Phoenix

Bicycle rack almost full to capacity at Roadrunner Elementary
Police Traffic Services

The Arizona Governor’s Office of Highway Safety awarded federal dollars to numerous agencies throughout the State of Arizona. Grants were awarded for the purchase of fully equipped police package enforcement vehicles for, Chino Valley Police Department, Hayden Police Department and Kearny Police Department. Additionally, Cottonwood Police Department, Marana Police Department, South Tucson Police Department and Yuma County Sheriff’s Office were awarded fully equipped police motorcycles.

Awards were made for travel to training, in car videos, motorcycle helmets, radar units, PBT devices, stop sticks and overtime.

The Arizona Department of Public Safety (DPS) has been busy over the past several years in their Police Traffic Services area. Federal funding was awarded to the agency for two projects: CARE Holiday Enforcement Patrols and Operation Maximum Impact.

The CARE Holiday Enforcement Patrols project allowed the agency to increase the number of officers participating in enforcement activities during major holidays and events throughout the year including Super Bowl Sunday, Valentine’s Day, President’s Day, St. Patrick’s Day, Spring Break, Easter, Cinco de Mayo, Prom Night, Memorial Day, Graduation Day, Independence Day, Labor Day, Columbus Day, Halloween, and of course the holiday season of Thanksgiving, Christmas and New Year’s Eve and Day.

During the third quarter (July 1, 2006 – September 30, 2006) of this project, officers made a total of 321 contacts. Three arrests for DUI alcohol over the age of 21 were made with an average BAC of .142. One arrest for DUI alcohol under the age of 21 was made with a BAC of .239.

DPS will continue under this contract to enforce traffic laws through a combination of citizen complaints, traffic crash data and holiday enforcement through the end of 2006. There is also an ongoing public information and education program through the DPS CORE (Community Outreach and Education) unit.

Operation Maximum Impact concentrates its police traffic enforcement efforts on the greater Phoenix Metropolitan area freeways, to conduct high visibility, zero tolerance details. The objective of Maximum Impact 2006 is to decrease traffic collisions and increase citations issued for criminal speed and aggressive driving. Emphasis is placed on promoting the increased usage of child safety restraints and seat belts, and removing impaired, aggressive, inattentive and fatigued drivers from the roadway. Police traffic enforcement details to date have been conducted on the following metropolitan freeways: SR 101, SR 202, SR 51, Interstate-17, Interstate-10, SR 143, US 60, SR 347 and SR 87. These details concentrate on peak traffic times with special attention to high collision areas.
DPS officer utilizing radar gun

DPS officer issuing a citation on a stretch of freeway in Phoenix
Tucson Utility Contractors Association (TUCA), located in Tucson, Arizona has initiated a public awareness campaign entitled “Highway Construction Zone Traffic Safety.” An acronym has been established for this campaign and is known as FFRW (Friends and Families of Roadway Workers).

On April 4, 2005, a press conference was held to ‘kick-off’ National Work Zone Awareness Week held on April 3-9, 2005 with a theme of “Slow Down! You may save a life!” (See photo below). This press conference was held at an active construction site.

Each year, men, women and children are killed senselessly in work zones, turning work zones into death zones for both motorists and workers. The simple fact is that these incidences are avoidable if drivers slow down, follow the posted speed limits, be aware of workers in their path and not drive aggressively.

“Motorists often ignore the posted speed limits within construction zones and don’t realize that when they don’t slow down, they’re putting themselves most at risk” said Richard Fimbres, Director of the Governor’s Office of Highway Safety.

Here’s what drivers can do to keep themselves and roadway workers safe:

DON’T SPEED! STAY ALERT! PAY CLOSE ATTENTION! TURN ON YOUR HEADLIGHTS! DON’T TAILGATE! DON’T CHANGE LANES IN A WORK ZONE! MINIMIZE DISTRACTIONS! EXPECT THE UNEXPECTED! BE PATIENT!

During the first week of April 2006, a National Work Zone Awareness Week was held once again with the theme for 2006 being on the dangers associated with night work zones “WORKING AT THE SPEED OF NIGHT”
Active Work Zone Site
The Arizona Department of Public Safety’s (DPS) Student Transportation Unit (STU) has been busy over the past several years utilizing an IT Consulting Service to assist in developing future application enhancements for the school bus safety program. Federal funding is being utilized with these much needed updates.

DPS is mandated by Arizona Revised Statute ARS §28-3228 to certify and train all school bus drivers in accordance with the minimum standards outlined in the Arizona Administrative Code. Additionally, ARS §28-900 further mandates that DPS assist with development of the school bus rules and enforce those rules to improve the safety and welfare of students by minimizing probability of school bus collisions and risk of subsequent injuries.

In 1994, a school bus system program was developed and implemented to replace handwritten recordkeeping. By 2003, this system became antiquated and there was a need to replace this system with an improved computer program that would reduce the amount of time necessary to capture data. Data captured includes: the related instructor, training, driver and collision data, suspension of commercial drivers licenses, DUI suspension of licenses, excessive points on drivers licenses, active warrants and traffic citations. This unit is also responsible for processing notifications to citizens who have illegally passed stopped school buses that are loading/unloading students. STU handles the safety inspection of school buses as well.

The goal of the improved computer program is to reduce the amount of time necessary to capture data to allow staff to interact with transportation providers in the field and allow more time for bus safety inspections.

School bus safety checks being conducted by a DPS STU officer
Traffic Records

Director Fimbres is an active member of the Arizona CODES Board of Directors.

In January 2006, Traffic Records Assessment was conducted in Arizona. This Assessment provided GOHS with information on where Arizona has been and currently is. Now we have been able to start the work of improving traffic records statewide.

The Governor’s Traffic Safety Advisory Council worked with GOHS to develop a proposal to apply for 408 funding. Arizona was successful in this attempt, and GOHS is currently working with the Arizona Department of Transportation to develop a contract to improve traffic records.
Outreach

Participation in direct community service was once again a focus for GOHS in 2006. Here is a sampling of activities:

- Participated in a National Reading Program at El Rio Health Clinic in February; read stories to children and provided Buckles the Bear and traffic safety calendars to children.
- Participated in the Town of Green Valley’s Annual Traffic Safety Fair. Provided traffic safety materials to an estimated 100 residents; gave radio interview to AM 1080.
- Participated in the University of Arizona’s Spring Break Safety Fair. Spoke with an estimated 200 students about impaired driving, seat belt use – travel safety messages during spring break. Distributed and collected 30 surveys for the Pass the Keys impaired driving grant. The Arizona Daily Wildcat Newspaper published a safety article as a result of this participation.

Sgt. Terry McCarthy of the Tucson Police Department watches as sociology freshman Christian Ramirez drives through a course on the UA Mall yesterday while wearing ‘beer goggles.’ The event was meant to educate students about being safe during spring break.

- Attended the Arizona Driver and Safety Education Association Annual Conference in Laughlin, NV; gave presentation to driver’s education teachers about finding resources for their driver’s education programs and updated them on current traffic safety-related challenges for the State of Arizona; provided GOHS traffic safety materials. 50 teachers, association members attended event.
- Participated in Tucson Medical Center’s Annual Be Safe Saturday event on March 11th. Distributed traffic safety education materials to an estimated 150 families. Tucson Police and GOHS staff installed car seats for an estimated 40 families. Distributed and collected 50 surveys for the Pass the Keys impaired driving grant.
● Participated in the Annual LULAC Youth Event at Pima Community College in Tucson. Distributed traffic safety information to an estimated 1,000 middle school teens. Distributed and collected 80 surveys for the Pass the Keys impaired driving grant.

● Mentored a University of Arizona Graduate Student during the fall/winter semester. The student learned how to write grants and seek funding for the annual Children’s Assistance and Resource Event. Funds raised by the graduate student were used to purchase safety supplies, such as car seats and bicycle helmets for Southern Arizona’s lowest income children and families. The event was held July 28 and 29th, in Tucson at Pueblo High School.

GOHS staff participated in a number of community events throughout the year. Here are a few pictures of those events:

Annual St. John’s Festival

Annual Tohono O’odham Children’s Safety Fair
The 18th annual Children’s Assistance and Resource event (CARE Fair) took place the last weekend of July at Pueblo High School in south Tucson. An estimated 10,000 low-income children and adults attended the event to receive free health and social services. In the Family Safety Corner area of the event a remarkable number of free safety items were distributed to families. A total of 1,300 car seats were distributed to families. In addition, Tucson Police officers and Tucson Medical Center staff provided car seat classes to over 500 families who received a free infant or toddler car seat. Over 3,500 children and teens received a bicycle helmet and a fitting.

A number of traffic safety agencies also provided informational materials. Tucson Police provided teen driving education through their teen driver simulator. MADD volunteers spoke with hundreds of attendees about DUI and underage drinking prevention. Operation Lifesaver provided information on train crossing dangers. The National Traffic Safety Institute distributed traffic safety information. Pima County Child Abuse and Prevention agency provided education to remind parents to never leave a child unattended in or near a car through their “Not Even for One Minute” campaign. And the Arizona Department of Public Safety brought their rollover simulator and demonstrated to thousands of attendees the real consequences of what happens when you do not wear your seat belt and are involved in a rollover.

A total of 200 community volunteers and 300 agency staff participated in the event. This included the Arizona Army National Guard unit, Charlie Company C111, out of Glendale, AZ.

- SADD’s Annual State-wide Conference.
- Met with officials from Fort Huachuca Army Base. GOHS has reached out to the Base to provide traffic safety-related assistance to all military and civilian staff.
- Attended the University of Arizona’s Underage Drinking and Drug Prevention Coalition. A major focus of the meeting was centered on the alcohol-related problems associated with the annual Homecoming event. Future meetings are scheduled to find solutions to the problem of serving alcohol at the event and the frequency of underage drinking.
- Participated in numerous English and Spanish television and radio shows.
- Participation in SafeKids state-wide
The Pass the Keys Project

I. What is the Pass the Keys (Pasa Las Llaves) Campaign?

The Governor’s Office of Highway Safety (GOHS) received a $186,000.00 grant from the National Highway Traffic Safety Administration (NHTSA) to combat impaired driving in southern Arizona. The emphasis is on designing effective programs to reduce impaired driving within our Latino population. Based on a competitive process the only states awarded the grant were Arizona and North Carolina. The focus of this project is to identify new or past approaches that successfully reduce impaired driving combined with a formal evaluation process. The cities of Tucson and South Tucson serve as the demonstration communities. This project contains three separate components: Enforcement; Education; and Evaluation.

A. The Enforcement Component is testing two interventions for the entire population, not just Hispanics, of Tucson and South Tucson, they are:

1. City-wide enforcement sweeps to target suspended or revoked licenses from past DUI arrests. Sweeps will target all offenders of DUIDs. Statistics show that drivers driving on a suspended or revoked licenses are 3.7 times more likely to be involved in a fatal crash. The goal is to get these offenders into the court system and to get them off the roads.

2. An intensive DUI enforcement detail conducted during the peak hours of 11:00 pm – 3:00 am. Tucson and South Tucson’s Highest DUI crash, fatality areas will be patrolled weekly to apprehend DUID offenders.

3. The Education Component: This portion of the campaign is meant to inform Latinos about the dangers posed by drunken drivers, but also urge them to make a personal pledge to "pass the keys" to a sober driver in instances where they plan to drink or have been drinking. Messages will include Enforcement and DUID sanctions, social norming (positive messages) and general information about DUID crashes and Latinos.

4. Evaluation: Pima Prevention Partnership of Tucson will evaluate the process and outcomes of the Pasa Pass the Keys project. The evaluation section of the grant will also gather data on the knowledge and perceptions that Latinos have regarding DUID-related issues.
Collectively, this data will help design effective and culturally appropriate programs for other communities throughout the U.S.

Steve Guderian and Evelyn Avant of NHTSA speaking to the crowd
“Today is a celebration of life,” said Mr. Guderian

Reuben Perez Sr.
Victim Witness, MADD
“Hermano, hermana, amigo, amiga, if you elect to drink, please Pasa Las Llaves.”
Bishop Gerald F. Kicanas of the 
Tucson Catholic Diocese

Cònsul General de Mexico 
Carlos Flores Vizcarra

Television, Radio and Print for Pasa Las Llaves – Media Outreach Activities 2006

The media communications plan process developed by GOHS for this campaign began at the community level. Which we felt was the key component to developing effective media messages for our Latino population. The processes are as follows:
First script
Driving impaired is a serious crime in Arizona. Law Enforcement is out in force everyday and every night. If you drive drunk, you will pay the consequences. Always remember - pass the keys to a sober driver.

Second Script
So you didn’t show up for court after your DUI arrest? Better turn yourself in before police do it for you. Next time, pass the keys and never drive impaired. For more information about your DUI arrest and your rights, call 791-4216.

Third Script (spoken by a young girl)
Daddy, I need you to always be there for me. Please promise me to never drive drunk. Pass the Keys daddy, because, if you’re gone who will protect me?
Fifth Script
My DUI arrest cost me my job and over $5,000 in fines and fees. I went to jail and my car was towed. I should have passed the keys to a friend or called a cab.

In September, GOHS coordinated two radio shows focusing on DUI prevention and consequences. Decio Hopffer of Tucson Police and Patricia Mejia, an immigration rights lawyer, participated in the first 30 minute call-in show on the Pass the Keys campaign. Officer Hopffer provided important information regarding DUI consequences and a request to always designate a sober driver. Patricia Mejia spoke about rights and responsibilities and a plea to recently arrived immigrants and undocumented immigrants to never drive after drinking. Patricia Mejia was invited to speak after an earlier talk show, hosted by La Caliente, highlighted the campaign and the DUI Sweeps program. The radio show consequently received dozens of calls from people asking more specifics about the Program. Several callers mentioned their undocumented status and had many questions concerning DUls. This response alerted us to the fact that the campaign must reference undocumented immigrants as well.

It is important to note that acknowledgment of undocumented immigrants is a necessary component of reducing impaired driving within Latino populations. It is estimated that there are 12 million undocumented immigrants living in the U.S. and that number will continue to grow each year. Many are Latino. In Arizona there are now an estimated 350,000-400,000 undocumented immigrants. Patricia Mejia is a well known immigrant (both documented and undocumented) rights lawyer in southern Arizona. This respect that she has earned from the community and immigrants results in listeners recognizing the important messages she conveys.

On Thursday September 14th, two days prior to the Fiestas Patrias (Mexican Independence Festival), Decio Hopffer returned to do an additional show on La Raza Radio. Officer Hopffer was joined by Alfredo Salas of Luz Social Services. Mr. Salas is also a committee member for the Tucson/Pima County Commission on Addiction Treatment and Prevention. Underage drinking was the key topic in addition to the need for Hispanics to “Pass the Keys” throughout the festival weekend and beyond.

On November 16th El Protector Program Coordinator, Officer Cecilia Lerma, and Pima County Sheriff’s Deputy Mark Bustamante appeared on La Raza Radio to talk about “Passing the Keys” during the holiday season. Cecelia also talked about her program –El Protector.

The day before Thanksgiving GOHS coordinated a guest appearance for Director Fimbres on the morning show with Destry Jetton of KGUN 9 News –Tucson’s local ABC affiliate. Director Fimbres reminded travelers that Arizona’s DUI Task Forces will be out in full force throughout the holidays and to Pass the Keys/ Pasa Las Llaves to a sober driver.

In November GOHS worked with Telemundo to write and produce a public service announcement for Pass the Keys. The PSA began airing in December.
The GOHS DUI newsletter has now been published in Spanish. The eight page newsletter contains articles related to educating our Spanish speaking population about the consequences of driving under the influence. The article also includes Arizona’s DUI laws; a letter from Carlos Flores Vizcarra –Consul General of the Mexican Consulate; articles about GOHS programs, including the Spanish Immersion Program, El Protector and Pass the Keys. A total of 60,000 newsletters were inserted into the November 17th edition of La Voz in Phoenix. And in Tucson, 60,000 copies of the newsletter were inserted into La Voz over four Friday’s in November and December. In addition, several thousand copies will be inserted into Arizona Hispanica’s weekly newspaper. GOHS also received 30,000 copies of the newsletter to distribute at community events and schools.

The following information is a summary of some of the activities conducted for the campaign:

- Participated in a Cinco de Mayo family event in South Tucson at the C.E. Rose Family Community Center. Collected 43 surveys for the Pass the Keys Project and distributed traffic safety information. An estimated 1,000 people attended.
- Annual Mariachi Festival - collected approximately 70 surveys and distributed traffic safety information. An estimated 7,000 people attended the event.
- Annual St John’s Festival –collected 60 surveys, distributed traffic safety information. An estimated 1,000 people attended the all day event.
- GOHS staff participated in the annual Fiestas Patrias -Mexico’s Independence Festival on Saturday and Sunday, September 16th and 17th. An estimated 30,000 people, mostly Hispanic and monolingual, attended the festival. GOHS was provided a free booth by the sponsors – La Raza radio and spoke to an estimated 1,500 people directly about “Passing the Keys” and to never drive impaired. Important information about car seat and seat belt safety was also a major focus of the weekend. The event was one of the most important community events GOHS has participated in southern Arizona.
- Child-Parent Centers, Inc. is the Head Start grantee for southeastern Arizona and provides a wide range of social services for children, parents and guardians. Child-Parent Centers are
located in Pima, Cochise, Santa Cruz, Graham and Greenlee counties. These Centers employ more than 450 employees and serve over 2,000 children and families. The Child Parent Centers of southeastern Arizona became a partner on the Pass the Keys campaign early in the beginning phase of the project. Representatives attended initial planning meetings and 25 Centers are now a source of survey and educational material distribution.

- **Survey Data**

As of October 2006, GOHS has collected over 700 surveys at community events and through agency partnerships. Here is a sampling of what we have learned so far:

1. **80% of Hispanics use a designated driver.**
2. **How normal is it in the family to drink before turning 21?**

   - Caucasians -27.4%
   - Hispanics -38.2%
3. **Responses to the question; “How fair are the local police . . .?” ranged from 1 being least fair and 10 representing a perception of most fair.**

   Hispanics score significantly lower with a mean of 6.3 than Caucasians with a mean of 7.3 and Caucasians scored significantly greater than All Other which had a mean of 6.1.

4. **Reason why you don’t Drink and Drive:**
   - Family consequences of an accident is the most important reason why people don’t drink and drive. (82%)
   - Police catching me after drinking and driving was the third most important reason for not drinking and driving. (73%)
Carta del Consulado General de México

Estimados Mexicanos:

El conocimiento de la comunidad mexicana en Arizona ha reflejado un impacto importante en las estadísticas de accidentes automovilísticos, particularmente en los últimos diez años. Es de suma importancia para nuestra comunidad tener un sentido de responsabilidad y considerar que un accidente automovilístico tiene consecuencias que afectan negativamente a los seres queridos, ya sea por las implicaciones legales, o peor aún, puede costarles la vida.

A pesar de los continuos esfuerzos de un gran número de grupos consultivos, las muertes causadas por conductores en estado de ebriedad continúan aumentando. A nivel nacional, las cifras indican que por esta causa muere una persona cada 20 minutos, cerca de 56 personas al día, y casi 20,000 al año. La Oficina del Gobierno del Estado para la Seguridad en las Carreteras (ADOT) y otras autoridades están trabajando juntos para poner fin a estas estadísticas mortales.

Por eso, Paseo, Cuando Toque, No Manjere.

Además existen otras medidas que se pueden tomar para prevenir accidentes fatales, por ejemplo:

- Lave pronto el conducto de seguridad
- Asegure las ruedas en el asiento de seguridad adecuado
- Receptos de límites de velocidad
- Tenga cuidado con los ciclistas y peatones
- Evite las distracciones. Preste atención al manejar

Paseo, Si Toucan (Pase las Uvas)

Recuerde que su seguridad es lo más importante para su familia.

Carlos Flores Vizcarras
Consul General

---

Carta del Director de la Oficina del Gobierno del Estado para la Seguridad en las Carreteras

Me gustaría apoyarle personalmente a todos los hombres y mujeres de las fuerzas del orden público y su personal de apoyo en el Departamento de Seguridad Pública, los departamentos de policía, las oficinas del sheriff, y el Departamento de Control de Licencias y Licencias Alcohólicas (Liquor and License Control). Son ellos quienes constituyen la primera línea de defensa en la lucha contra el conductor bajo la influencia y son consultas para mantener seguras las calles de Arizona. Organizaciones como MADD, SADD, y el Consejo de vigilancia para la reducción del número de personas que conducen y arman vehículos bajo la influencia hacen a cada responsable en nuestras provincias. También me gustaría reconocer a todas las personas de la oficial de mi cargo, la ADOT, por el trabajo que desempeñan en instruir al público y reducir el número de tragedias que resultan por conducir bajo la influencia.

Estos servidores públicos durante sus turnos de trabajo y como parte de los equipos operativos, las cuales son reconocidas nacionalmente, ofrecen con entusiasmo y fe a conductores más éticos y controlados aumentando su eficiencia. Cada vez son más oficiales de policía los que están obteniendo la certificación como extractores de DNA y en la Dirección de Drogas. Y gracias al uso de equipos y tecnología más avanzada, estamos realizando grandes avances en nuestra meta de lograr que las carreteras de Arizona sean más seguras para todos.

Las consecuencias de manejar bajo los efectos de la influencia son graves, como lo descubre esta sección especial. Para conocer más sobre el tema de manejar bajo estos efectos y saber más sobre nuestra oficina, por favor llévenos en contacto con nosotros. En Phoenix llame al 602-255-3210; en Tucson, llame al 520-790-5814.

Richard Finfrock
Director

---

En los EU., mueren anualmente 17,000 personas a causa de los conductores que manejan en estado de embriaguez.

Gobernación de Arizona para la Seguridad en las Carreteras (Arizona Governor’s Office of Highway Safety Administration)

SUS DERECHOS:

- Puede refusarse a someterse a los exámenes de sobriety.
- Puede interesar a que le hagan la prueba de aliento alcohólico.
- No tiene una muestra de sangre.
- No tiene una muestra de sangre.
- No tiene derecho a guardar silencio.
- No tiene derecho a llamar a un abogado.
Las leyes de Arizona establecen que no se puede manejar un vehículo bajo los efectos del alcohol o las drogas cuando la capacidad para manejar se ve disminuida “aun al nivel más mínimo”.

**LAS LEYES SOBRE DUI (MANEJAR BAJO LA INFLUENCIA)**

**Manejar bajo la influencia, menores de 21 años:**
(Título 4 - 2443)

Es ilegal que una persona menor de 21 años de edad maneje o esté en control físico de un vehículo motorizado mientras se encuentre bajo la influencia de cualquier tipo de licor. La condena para un menor de 21 años de edad por manejar bajo la influencia es un delito menor.

**Manejar bajo la influencia, en general:**
(Título 28 - 1313.1, A1)

En Arizona es ilegal que una persona maneje o esté en control físico de un vehículo bajo cualquiera de los siguientes criterios:
- Si se encuentra bajo la influencia de un licor embriagante, cualquier droga, cualquier sustancia que libere endorfinas que contenga una sustancia tóxica; o cualquier combinación de licor, drogas, sustancias, si esto hace que la capacidad para manejar de la persona se vea disminuida aún en el nivel más mínimo.
- Si el nivel de concentración de alcohol en la sangre es de 0.08% o más, dentro de un lapso de dos horas de haber consumido alcohol en un centro físico de un vehículo.
- Si en el organismo de la persona se encuentra cualquier de las drogas definidas en la Sección 33-2401 o cualquier de sus metabolitos.
- Si se trata de un vehículo motorizado comercial que requiere que la persona tenga una licencia de manera comercial, tal como lo define la Sección 26-3001 y la persona tiene una concentración de alcohol en la sangre de 0.04% o más.

La condena por manejar bajo la influencia se considera un delito menor.

**Manejar bajo la influencia en extremo:**
(Título 28 - 1346)

En este estado, es ilegal que una persona maneje o esté en control físico de un vehículo motorizado si tiene una concentración de alcohol en la sangre en el rango de 0.15% o más dentro de un periodo de dos horas de un evento que la persona se encontrara bajo la influencia de alcohol en el vehículo. La condena por manejar bajo la influencia en extremo se considera un delito menor.

**SANCIONES Y LA SENTENCIA**

La pena mínima por cometer una segunda falta por manejar bajo la influencia:
(Véase Título 26 - 1381)
- $500 de multa más recargos
- $2.500 cargo para determinar el número de personas que manejan bajo la influencia
- $3.000 fondo de fuga
- 15 días de cárcel
- $3.500 fondo de fuga
- 30 días de cárcel
- Costo de instalación y uso del Dispositivo de Intemperie del Aire

La pena mínima por la segunda infracción por manejar bajo la influencia en extremo:
(Véase Título 26 - 1382)
- $3.000 de multa más recargos
- $3.500 cargo para determinar el número de personas que manejan bajo la influencia
- $4.000 fondo de fuga
- 30 días de cárcel
- $4.500 fondo de fuga
- 60 días de cárcel
- $5.000 fondo de fuga
- 90 días de cárcel
- $5.500 fondo de fuga
- 120 días de cárcel
- $6.000 fondo de fuga
- 180 días de cárcel
- $6.500 fondo de fuga
- 240 días de cárcel
- $7.000 fondo de fuga
- 300 días de cárcel
- $7.500 fondo de fuga
- 360 días de cárcel

Si el conductor ha sido condenado anteriormente por violar la ley de manejar bajo la influencia, enfrenta los siguientes costos:
- $1.000 más multas por ablandar la sentencia
- $500 multa más recargos
- $1.500 del cargo para determinar el número de personas que manejan bajo la influencia
- $2.000 multa más recargos
- $2.500 cargo para determinar el número de personas que manejan bajo la influencia
- $3.000 multa más recargos
- $3.500 cargo para determinar el número de personas que manejan bajo la influencia
- $4.000 multa más recargos
- $4.500 cargo para determinar el número de personas que manejan bajo la influencia
- $5.000 multa más recargos
- $5.500 cargo para determinar el número de personas que manejan bajo la influencia
- $6.000 multa más recargos
- $6.500 cargo para determinar el número de personas que manejan bajo la influencia
- $7.000 multa más recargos
- $7.500 cargo para determinar el número de personas que manejan bajo la influencia

**Manejar bajo la influencia, delito penal con agravantes:**
(Título 26 - 1383)

Una persona es culpable de delito grave por manejar o estar en control físico de un vehículo mientras se encuentre bajo la influencia si comete cualquiera de los siguientes factores:
- Comete una infracción bajo la sección 28-1301, 28-1301 incarcerated (y, 28-1302), mientras su privilegio para manejar o la licencia de manejo lo han sido cancelados, suspendidos, renovados o devueltos, mientras se le ha puesto una restricción a su licencia de manejo o privilegio para manejar como resultado de haber violado la sección 26-1381, 26-1382, o bajo la sección 28-1301, 28-1302, o esta sección, 28-1383.
- Comete una infracción bajo la sección 28-1301 o 28-1302, mientras una persona menor de 15 años de edad se encuentra dentro del vehículo.

El manejar bajo la influencia es considerado un delito menor.

La sentencia puede ser que el conductor se someta a una prueba de alcohol antes de que el auto pueda arancearse.

La pena mínima por la primera infracción por manejar bajo la influencia en extremo, (15% de contenido de alcohol en la sangre) (véase Título 26 - 1382)
- $239 de multa más recargos
- $250 cargo para determinar el número de personas que manejan bajo la influencia
- $2.000 fondo de fuga
- 30 días de cárcel
- $2.500 fondo de fuga
- 60 días de cárcel
- $3.000 fondo de fuga
- 90 días de cárcel
- $3.500 fondo de fuga
- 120 días de cárcel
- $4.000 fondo de fuga
- 180 días de cárcel
- $4.500 fondo de fuga
- 240 días de cárcel
- $5.000 fondo de fuga
- 300 días de cárcel
- $5.500 fondo de fuga
- 360 días de cárcel

La pena mínima por la segunda infracción por manejar bajo la influencia en extremo (véase Título 26 - 1382)
- $3.000 de multa más recargos
- $3.500 cargo para determinar el número de personas que manejan bajo la influencia
- $4.000 fondo de fuga
- 30 días de cárcel
- $4.500 fondo de fuga
- 60 días de cárcel
- $5.000 fondo de fuga
- 90 días de cárcel
- $5.500 fondo de fuga
- 120 días de cárcel
- $6.000 fondo de fuga
- 180 días de cárcel
- $6.500 fondo de fuga
- 240 días de cárcel
- $7.000 fondo de fuga
- 300 días de cárcel
- $7.500 fondo de fuga
- 360 días de cárcel
AUMENTO DE LA CONCIENCIALIZACIÓN CULTURAL

Programas de inmersión en español para la policía.

Se han realizado estudios que indican que los latinos constantemente obstruyen el consumo de bebidas alcohólicas y el manejo vehicular como el principal problema de seguridad vial para las comunidades latinas. El 48% de las víctimas que fallecen se hace en los accidentes viales vinculados con el consumo de bebidas alcohólicas. Los accidentes de tránsito son la principal causa de muerte entre los latinos mayores de 15 años en el país. En el caso de los latinos, el 48% de las víctimas que fallecen se hace en los accidentes viales vinculados con el consumo de bebidas alcohólicas. Los accidentes de tránsito son la principal causa de muerte entre los latinos mayores de 15 años en el país. En el caso de los latinos, el 48% de las víctimas que fallecen se hace en los accidentes viales vinculados con el consumo de bebidas alcohólicas. Los accidentes de tránsito son la principal causa de muerte entre los latinos mayores de 15 años en el país. En el caso de los latinos, el 48% de las víctimas que fallecen se hace en los accidentes viales vinculados con el consumo de bebidas alcohólicas. Los accidentes de tránsito son la principal causa de muerte entre los latinos mayores de 15 años en el país. En el caso de los latinos, el 48% de las víctimas que fallecen se hace en los accidentes viales vinculados con el consumo de bebidas alcohólicas. Los accidentes de tránsito son la principal causa de muerte entre los latinos mayores de 15 años en el país. En el caso de los latinos, el 48% de las víctimas que fallecen se hace en los accidentes viales vinculados con el consumo de bebidas alcohólicas. Los accidentes de tránsito son la principal causa de muerte entre los latinos mayores de 15 años en el país. En el caso de los latinos, el 48% de las víctimas que fallecen se hace en los accidentes viales vinculados con el consumo de bebidas alcohólicas. Los accidentes de tránsito son la principal causa de muerte entre los latinos mayores de 15 años en el país. En el caso de los latinos, el 48% de las víctimas que fallecen se hace en los accidentes viales vinculados con el consumo de bebidas alcohólicas. Los accidentes de tránsito son la principal causa de muerte entre los latinos mayores de 15 años en el país. En el caso de los latinos, el 48% de las víctimas que fallecen se hace en los accidentes viales vinculados con el consumo de bebidas alcohólicas. Los accidentes de tránsito son la principal causa de muerte entre los latinos mayores de 15 años en el país. En el caso de los latinos, el 48% de las víctimas que fallecen se hace en los accidentes viales vinculados con el consumo de bebidas alcohólicas. Los accidentes de tránsito son la principal causa de muerte entre los latinos mayores de 15 años en el país. En el caso de los latinos, el 48% de las víctimas que fallecen se hace en los accidentes viales vinculados con el consumo de bebidas alcohólicas.

La Protectora

La Oficina del Gobierno del Estado para la Seguridad en las Comunidades ha puesto en marcha “La Protectora”, un programa proactivo para la seguridad infantil y el bienestar. La Protectora es un programa de monitoreo y protección que busca identificar y reducir la incidencia de accidentes viales en los niños. El programa incluye la capacitación de voluntarios y la implementación de medidas de prevención en escuelas y comunidades para prevenir accidentes viales. Este proyecto busca mejorar la seguridad infantil y el bienestar en las comunidades.
La GOHS se ha asociado con muchas organizaciones comunidad, y de fort para promover la seguridad vial. La coordinadora de La Protectora, Cecilia Lemus, junto con el Padre Raul Tresino de la Iglesia Católica St. John’s, realizan un evento familiar anual en el Sur de Tucson.

En las noches locales de verano, actividades culturales, eventos de los medios de comunicación, y otros eventos comunitarios.

La exito del programa La Protectora es reducir el número de depresiones de conductores que están bajo el influjo de alcohol y víctimas involu-

cradas en accidentes viales. Las actividades se han diseñado para instruir al público y promover una conducción positiva de seguridad vial, así como para construir mejores relaciones entre la comunidad y las agencias policiales.

La fuerza impulsora y el enfoque de este programa es presentar un escrache oficial del Departamento de Seguridad Pública de habla hispánico, que refleja la imagen de agentes de policía amigable y no amenazante.

La Oficina del Gobierno del Estado para la Seguridad en las Carreteras ha dirigido a la oficial Cecilia Lemus como la "Protectora" para el estado de Arizona. La Sra. Lemus es agente del Departamento de Seguridad Pública. Trabajó como agente de policía en el Condado de Pima durante seis años y previamente se desempeñó como investigadora para la Oficina de Comunicaciones de Vehículos Conscientes (Commercial Vehicle Enforcement Bureau) durante otros años. El cúmulo de conocimientos y experiencia de la agente formó la base para la coordinación de los eventos comunitarios, le permitió hacer presentaciones educativas sobre la seguridad vial, y vende como modelo hispánico.

"La Protectora" de Arizona es un programa de ayuda multifacético enfoque en la comunidad hispánica de todo el estado. Este ha sido el programa anterior que tuvo éxito en la década de los ’90 en Arizona. "El Protector", que incorpora a un oficial de la policía de habla his- pana, emite, capta y promueve una imagen positiva del conductor hispánico que se preocupan por su familia, responsabilizándose de la seguridad vial. Para obtener más información sobre el programa EL Protector, comuníquese con la GOHS al 1-800-255-3218.

¿Qué sucede si me detiene un oficial de policía?

- Siempre déjese a la derecha, aparte de la radio, primera ventaja simultánea con el visor de seguridad puesto, y mire la luz intermitente.

- Si es el agente que le ordenó, siga las instrucciones.

- Si tiene un identificador asignado al agente de policía, manténgalo en el visor.

- Siempre mire hacia la izquierda y mantenga al agente de policía en la parte izquierda de su camino.

Advertencia: Si decide conducir bajo la influencia, el equipo operativo de la policía lo estará esperando!

A nivel de ser para contar con el respaldo de cooperación de múltiples agencias: 17 unidades esenciales, y varias agencias del orden público, departamentos de policía, oficinas de alcaldes, el Departamento de Seguridad Pública (DFS), el Departamento de Control de Licores, y grupos de seguridad sin fines de lucro. Dichas organizaciones compartirán equipos y recursos para hacer cumplir las leyes de Arizona correspondientes a los conductores bebidos.

La mayoría realizan patrullajes de rutina en las que los oficiales se concentran en una área designada y visitar a los vi- llares a un ritmo para que sean procesados, permitiéndoles así a los oficiales regresar más rápido a las calles. El año pasado, durante estas campañas de aplicación de la ley se emitieron más de 5,600 cargos por manejo bajo la influencia. Y esto no incluye las apro- ximadamente 80,000 cargos por manejo bajo la influencia que fueron expedidos por agentes durante los patrullajes regulares.

"No se puede dejar de realizan la efi- cacia de una campaña conjunta para combatir el manejo bajo la influencia", dijo Richard Finster, Director de la Oficina del Gobierno del Estado para la Seguridad en las Carreteras a la cual ayuda a financiar a los equipos operativos que detienen a aquellos que manejan bajo la influencia. Las advertencias que se emiten bajo los efectos del álco- hol o estupefacientes, que luego los agentes saben con toda certeza sufrirán por el efecto de la cirugía y la concepción de la molestia después de manejar bajo los efectos del alcohol a otras substancias. Un componente vital para reducir este problema es que la campaña incluya acústicos populares en la radio y la televisión, y depende en gran medida de un firme acuerdo de cooperación con los medios de comunicación para infor- man sobre los resultados.

"Es importante que el público esté con- cierto de que Arizona no tolera la práctica de manejar bajo la influencia", dijo Richard Finster, Director de la Oficina del Gobierno del Estado para la Seguridad en las Carreteras a la cual ayuda a financiar a los equipos operativos que detienen a aquellos que manejan bajo la influencia. Las advertencias que se emiten bajo los efectos del álco- hol o estupefacientes, que luego los agentes saben con toda certeza sufrirán por el efecto de la cirugía y la concepción de la molestia después de manejar bajo los efectos del alcohol a otras substancias. Un componente vital para reducir este problema es que la campaña incluya acústicos populares en la radio y la televisión, y depende en gran medida de un firme acuerdo de cooperación con los medios de comunicación para infor- man sobre los resultados.

"Es importante que el público esté con- cierto de que Arizona no tolera la práctica de manejar bajo la influencia", dijo Richard Finster, Director de la Oficina del Gobierno del Estado para la Seguridad en las Carreteras a la cual ayuda a financiar a los equipos operativos que detienen a aquellos que manejan bajo la influencia. Las advertencias que se emiten bajo los efectos del álco- hol o estupefacientes, que luego los agentes saben con toda certeza sufrirán por el efecto de la cirugía y la concepción de la molestia después de manejar bajo los efectos del alcohol a otras substancias. Un componente vital para reducir este problema es que la campaña incluya acústicos populares en la radio y la televisión, y depende en gran medida de un firme acuerdo de cooperación con los medios de comunicación para infor- man sobre los resultados.

"Es importante que el público esté con- cierto de que Arizona no tolera la práctica de manejar bajo la influencia", dijo Richard Finster, Director de la Oficina del Gobierno del Estado para la Seguridad en las Carreteras a la cual ayuda a financiar a los equipos operativos que detienen a aquellos que manejan bajo la influencia. Las advertencias que se emiten bajo los efectos del álco- hol o estupefacientes, que luego los agentes saben con toda certeza sufrirán por el efecto de la cirugía y la concepción de la molestia después de manejar bajo los efectos del alcohol a otras substancias. Un componente vital para reducir este problema es que la campaña incluya acústicos populares en la radio y la televisión, y depende en gran medida de un firme acuerdo de cooperación con los medios de comunicación para infor- man sobre los resultados.

"Es importante que el público esté con- cierto de que Arizona no tolera la práctica de manejar bajo la influencia", dijo Richard Finster, Director de la Oficina del Gobierno del Estado para la Seguridad en las Carreteras a la cual ayuda a financiar a los equipos operativos que detienen a aquellos que manejan bajo la influencia. Las advertencias que se emiten bajo los efectos del álco- hol o estupefacientes, que luego los agentes saben con toda certeza sufrirán por el efecto de la cirugía y la concepción de la molestia después de manejar bajo los efectos del alcohol a otras substancias. Un componente vital para reducir este problema es que la campaña incluya acústicos populares en la radio y la televisión, y depende en gran medida de un firme acuerdo de cooperación con los medios de comunicación para infor- man sobre los resultados.

"Es importante que el público esté con- cierto de que Arizona no tolera la práctica de manejar bajo la influencia", dijo Richard Finster, Director de la Oficina del Gobierno del Estado para la Seguridad en las Carreteras a la cual ayuda a financiar a los equipos operativos que detienen a aquellos que manejan bajo la influencia. Las advertencias que se emiten bajo los efectos del álco- hol o estupefacientes, que luego los agentes saben con toda certeza sufrirán por el efecto de la cirugía y la concepción de la molestia después de manejar bajo los efectos del alcohol a otras substancias. Un componente vital para reducir este problema es que la campaña incluya acústicos populares en la radio y la televisión, y depende en gran medida de un firme acuerdo de cooperación con los medios de comunicación para infor- man sobre los resultados.
MUESTRA DE SANGRE

ADOLESCENTES ENCUBIERTOS

El programa "Compradores Menores de Edad Encubiertos" es una forma innovadora de reducir las ventas de bebidas alcohólicas a menores de edad.

Aunque ha sido un estudio activo de la salud y el bienestar de la juventud, ha estudiado el acceso a la bebida alcohólica para menores de edad sin el consentimiento de los padres. Un estudio de la Oficina de Alcohol, tabaco y otras drogas de los Estados Unidos encontró que más de la mitad de los menores de 16 años habían tenido acceso a bebidas alcohólicas.

Los programas que se realizan para reducir este problema incluyen el programa "Compradores Menores de Edad Encubiertos" de la OMB, que ha sido implementado en todo el país. El programa ha sido exitoso en reducir el número de menores de edad que compran alcohol sin el consentimiento de los padres.

NINGÚN LUGAR DONDE ESCONDVERSE

Los conductores más peligrosos en las carreteras son aquellos que han estado bebiendo alcohol o drogas. Estos conductores representan un riesgo significativo para otras personas en el camino.

Los conductores que han estado bebiendo alcohol o drogas pueden poner en riesgo la vida de otros. Los conductores que han estado bebiendo alcohol o drogas pueden estar en saludo o en lo más peligroso. Los conductores que han estado bebiendo alcohol o drogas pueden estar en saludo o en lo más peligroso. Los conductores que han estado bebiendo alcohol o drogas pueden estar en saludo o en lo más peligroso. Los conductores que han estado bebiendo alcohol o drogas pueden estar en saludo o en lo más peligroso. Los conductores que han estado bebiendo alcohol o drogas pueden estar en saludo o en lo más peligroso. Los conductores que han estado bebiendo alcohol o drogas pueden estar en saludo o en lo más peligroso. Los conductores que han estado bebiendo alcohol o drogas pueden estar en saludo o en lo más peligroso. Los conductores que han estado bebiendo alcohol o drogas pueden estar en saludo o en lo más peligroso. Los conductores que han estado bebiendo alcohol o drogas pueden estar en saludo o en lo más peligroso. Los conductores que han estado bebiendo alcohol o drogas pueden estar en saludo o en lo más peligroso. Los conductores que han estado bebiendo alcohol o drogas pueden estar en saludo o en lo más peligroso. Los conductores que han estado bebiendo alcohol o drogas pueden estar en saludo o en lo más peligroso. Los conductores que han estado bebiendo alcohol o drogas pueden estar en saludo o en lo más peligroso. Los conductores que han estado bebiendo alcohol o drogas pueden estar en saludo o en lo más peligroso. Los conductores que han estado bebiendo alcohol o drogas pueden estar en saludo o en lo más peligroso. Los conductores que han estado bebiendo alcohol o drogas pueden estar en saludo o en lo más peligroso. Los conductores que han estado bebiendo alcohol o drogas pueden estar en saludo o en lo más peligroso. Los conductores que han estado bebiendo alcohol o drogas pueden estar en saludo o en lo más peligroso. Los conductores que han estado bebiendo alcohol o drogas pueden estar en saludo o en lo más peligroso. Los conductores que han estado bebiendo alcohol o drogas pueden estar en saludo o en lo más peligroso. Los conductores que han estado bebiendo alcohol o drogas pueden estar en saludo o en lo más peligroso. Los conduc...
EL ALCOHOL EN LA SANGRE
YUSTED

El contenido de alcohol en la sangre (BAC, por sus siglas en inglés), es el porcentaje de alcohol en el torrente sanguíneo. Se utiliza para determinar el nivel de intoxicación de las facetas. Los jueces de Arizona dirigen que si la persona tiene un nivel de concentración de 0.08, se encuentra bajo la influencia; el nivel de 0.15 significa que está bajo influencia severa. En el caso de los menores de 21 años, Arizona tiene un umbral de tolerancia, lo que significa 0.05 BAC.

El alcohol afecta la visión y la coordinación motora, entre otras reacciones. El uso de substancias y medicamentos, tanto los recomendados para un médico como los que se consoman para recreación, pueden afectar su comportamiento y su duración en el BAC.

0.08: Legítimamente daño, deterioro del tiempo de reacción y control.
0.15: Equilibrio, movimiento y coordinación comprometidos. Dificil para pararse, caminar, bailar.
0.20: Eliminación del dolor y las sensaciones. Emociones sanitarias.
0.30: Disminución de los reflejos. Sensación de sermüdo.
0.40: Pérdida del conocimiento. Reflejos muy limitados. Efectos anestésicos.
0.50: Muerte.

PRECAUCIÓN:
Se ha documentado que la muerte puede ocurrir a niveles de concentración de alcohol en la sangre tan bajos como 0.08. Recuerde, cada persona es diferente. La ausencia de sintomatología gaseosa que los niveles de alcohol en la sangre sean bajos es segura. Si una persona consume bebidas alcohólicas con regularidad, desarrollará una tolerancia al alcohol, lo que permite por sí sola la aparición de niveles altos de alcohol en la sangre.

VERDADERO/FALSO

1. Tomar café o dar una ducha fija quita la bebida.
FALSO. Puede, entonces el tiempo, hacer que una persona que ha estado bebiendo vea a estar sobrio.

2. Los efectos del alcohol en el organismo variarán de acuerdo con la persona.
VERDADERO. El hecho que el alcohol tenga en una persona depende del peso de la persona, el peso que se tiene para metabolizar el alcohol, la situación, el estado físico de la persona y la exactitud de la comida en el estómago.

3. Las mejores respuestas de forma diferida al alcohol que se conocen.
VERDADERO. Las mejores respuestas más rápidas al alcohol varían con el organismo físico de la persona, la naturaleza, la composición de la comida y la cantidad de alcohol ingerida.

4. Si se lo matan en 24 horas, y aún así se consumen 0.45 de bebida alcohólica, es peligroso conducir.
FALSO. La policía debe determinar el nivel de alcohol de un conductor en 24 horas, y vencer al que está para decirle que no está seguro de que se puede conducir.

5. Cuantos más bebidas alcohólicas se tomen, más fuertes se hacen.
FALSO. Se al impulso de la persona que toma alcohol con el impulso de más de alcohol alcohólico.

¿PROBLEMAS CON EL ALCOHOL? LOS SÍNTOMAS

¿Alguna vez alguien que ha tomado algún problema con el alcohol o las drogas? Existe ayuda en todo el Estado de Arizona. Por favor marque el 211 desde su teléfono. El especialista que lo contacte le ayudará y lo referirá a un especialista.

PARTICIPE

SADD
SADD DESTINATARIOS EN CONTRA DE LAS DESDICHADAS
DESTRUCCIONES

- Es una organización con base en las instituciones escolares, presente en 300 escuelas de Arizona.
- Dirigida a los estudiantes, las mujeres reales, acciones de prevención e intervención.
- Para obtener más información sobre SADD, favor comunicarse al (928) 434-1593
- WWW.sadd.org

MADD
MADD CONTRA EL CONDUCTOR EN ESTADO DE EMBRIAGADO

- Busca detener la práctica de conducir en estado de euforia y que los menores de edad consuman bebidas alcohólicas.
- Apoyo a las familias de conductores etílicos.
- Para obtener mayores informes sobre MADD, favor comunicarse al (602) 334-1764 www.madd.org
- Para cualquier pregunta relacionada con los medios de transporte en español, favor de comunicarse con Alma Yutka en Tucson, al 520-790-6124.

Seguridad Vial | 73
EMBARRÁCHÉSE, MANEJE Y PIERDA
Un infractor describe su primer día en la cárcel por manejar bajo la influencia.

Por Artek Sarissian

En esta tarde cañaveral de verano, horas después de haber recibido una sentencia del Tribunal Superior del Condado de Pima por haber manejado bajo la influencia, no me di cuenta a la frente ningún pensamiento alentador, mientras caminaba hacia la rejilla del Cielo del Condado de Pima para entregarme.

Me siento en un banco de cemento sólido y observo cómo los oficiales juzgan con fuerza a un hombre de corta estatura para sacarlo de un auto de policía de Tucson. Me mira a la cara, y me hace un sensual de observación.

De regreso rápidamente el baúl de un在乎za to todos volvemos decir: "Sarissian (puestor), hoy, SARKISSIAN, esperamos en la maldita puerta! "No doy que estas en el momento", me dijo a mi mismo. Con lo que me espera más adelante, el hecho de que alguien no perdiera bien mi nombre, o que un delincuente desconocido prometiera unas cuentas remitidas sin escribir en mi rostro, es lo que me preocupa. Debo pasar cuatro meses lejos de mis amigos, familia, comidas preparadas en casa – y mi coche – en la celda, y todo porque decidí tomar y manejar.

He tomado la foto para el expediente policial y las huellas digitales. Me encuentro atrapado en una reja de 16 pies de ancho por 16 pies de largo con otros seis tipos. Sin tiempo en cuenta que nos pasan de una celda a otra, paramos cinco horas hasta estar en la prisión.

La emoción en el cuarto es tan mala que todos nos esperamos por esperar el hecho perturbador proveniente del pasillo de la cárcel cada vez que los oficiales de corrección abren la puerta. El trote de la emoción mordía y los colores corporales allí afuera en el pasillo con mejores que la celda de cuadros en que nos han amontonado a medio docena de hombres adultos, cansados y revoltosos.

Al pensar en todo ello, me doy cuenta de que no sabía en qué compartirme como un reporte al no pensar en las últimas de los demás cuando decidí tomar y manejar, sin que ahora tenga que renunciar a mi dignidad; la idea porque no se me ocurrió pedir un taxi.

Después de esperar cuatro horas a que me ficharan, realizaron un registro exhaustivo de mi persona y me dieron el uniforme de policía obligatorio para los meses; me obligué a dormir sobre el duro banco de piedra, desahogado nunca haber acostado a estar ahí (20 de mi), en realidad nunca acostado. Por lo que, cualquier confrontación impuesta por manejar bajo los efectos de bebidas embriagantes o drogas, existe pasar tiempo en la cárcel."
• DUI Arrests data

The Partnership worked with the Tucson Police Department and the South Tucson Police Department to procure DUI arrest data for the last three years. This data will be used as a baseline to assess the effects of the “Pasa Las Llaves” Program on three outcome variables DUI; Crashes, Injuries and Deaths as well as the overall rate of DUI arrests in these communities.

El Protector Program

The El Protector Program coordinator position was officially filled on April 22, 2006. The following timeline shows the training, events attended, and progression:

April 29 attended the Mariachi conference at Reid Park in Tucson with Marty Moreno and Sean Hammond. Also attended the LPOA Tucson Chapter meeting.

May 05 attended Cinco de Mayo Fiesta with Sean Hammond at Rose Elementary in Tucson.

May 09 took a procurement class.

May 11 attended Memorial Day press release in Phoenix.

May 13 attended car seat event in Flagstaff with Sean Hammond.

May 18 took a power point class.

May 21 coordinated and attended St. John’s Catholic Church Fiesta.

May 23 arranged and met with Ann Tarpy of Head and Spinal Cord Injury Prevention Council.

May 26 attended Memorial Day press release in Tucson.

May 30-31 took DITEP class.

June 02 participated in a Spanish radio interview with Que Onda 1190 AM.

June 09 arranged and met with Koreen Johanessen of A student social norms.

June 16 attended Injury Symposium in Phoenix.

June 19 met with Dr. Valenzuela, consultant and developed a power point presentation for Law Enforcement agencies, and the new program title of “La Protectora”.

June 24 arranged and attended El Dia de San Juan Fiesta with Sean Hammond in Tucson.

June 26 met with Chief Weaver of Willcox PD for power point presentation.
June 28 attended Pasa Las Llaves press release in Tucson, participated in Spanish media interview with Univision which broadcasted that evening.

June 30 invited and attended TEP (Tucson Electric Plant) safety expo in Tucson.

July 11 met with Chief Mitchell of Yuma Western College PD for power point presentation.

July 13 met with Chief Scott of Cottonwood PD for power point presentation.

July 19 met with Sgt Williams of Tempe PD for power point presentation.

July 23-Aug 01 took Spanish Emersion class.

Aug 01 invited and attended National Night Out in Cottonwood with Arnie Cuellar.

August 14-18 conducted power point presentations at GOHS Summit in Tucson.

August 24-26 attended National Leadership Conference in Baltimore Maryland.

Sept 08 attend car seat event at Earhart Ford in Gilbert.

Sept 11-22 took DRE class.

Sept 16-17 attended Fiestas Patrias at Kennedy Park in Tucson with Sean Hammond.

Sept 25 create La Protectora web page with Sean Hammond.

Sept 27 attend LERA (Law Enforcement Rodeo Association) committee meeting.

Sept 28 volunteer to answer phones at Univision for up-coming car seat event with Alma Yubeta in Tucson.

In summary La Protectora attended seven training classes, 15 events, two conferences, conducted five presentations to police agencies, attended six press releases, held four interviews or television appearances with the Spanish media, attended nine meetings and one parade in seven months. A canned statement was developed on the States stance regarding illegal immigrants in Arizona. As the program progresses, the goals continue to work on introductions and exposure with the police agencies for the promotion of liaisons with the program and expanding the existence of the program to the community. Thus far the program is now part of the Safe Kids coalition in Tucson and IPAC in Phoenix. The program has also assisted with the expansion of CAPP classes serving the southern portion of the state.
Spanish Language Training Program

During this federal fiscal year, the Governor’s Office of Highway Safety (GOHS) implemented a Spanish Language Training Program for Arizona’s law enforcement officers. Initially, the program only offered an intensive 10-day immersion course that requires every student to reside at the training site for the duration of the course. However, because of the demand for this training, GOHS expanded the course offerings to include an introductory 5-day class. The response from Arizona’s law enforcement community, to the Spanish language training program, has exceeded expectations. Within days of our announcing the availability of the five-day course, agencies from throughout the state began calling GOHS to schedule a class for their personnel. In addition, as word of this program spread amongst the law enforcement community, officers from agencies outside of Arizona called our office inquiring about the program.

The emphasis of this program is on traffic safety. The course curriculum provides officers with the language tools they need to conduct an impaired driver investigation entirely in Spanish. The program increases the use of occupant restraint devices and enhances traffic safety amongst Latino motorists by enabling officers to enforce traffic laws and communicate with a monolingual, Spanish-speaking, population. The program fosters improved relations between law enforcement and this segment of the community by providing training on the Latino culture. It enhances the delivery of law enforcement services to a segment of the state that encounters difficulty communicating due to their inability to speak English coupled with a nationwide shortage of Spanish speaking officers. The program increases officer safety as students receive instruction on arrest phrases, danger expressions, slang unique to Caribbean and Latin-American Spanish speakers combined with techniques to control and deescalate volatile situations through language.

In March and July 2006, 10-day immersion classes were held at the Arizona Department of Corrections (ADOC) Correctional Officer Training Academy (COTA) in Tucson. Through an agreement with ADOC, GOHS houses and trains its students without charge for the use of the facility. In exchange, GOHS grants ADOC four student positions to the immersion course. This arrangement reduces program delivery costs and maximizes the federal tax dollars used to fund delivery of the training. Twenty-eight officers from 11 different law enforcement agencies from throughout Arizona attended the March 2006 immersion course. In July 2006, 29 officers from 10 different police departments attended the ten-day immersion class. Within five-days of announcing the dates of each of the immersion classes, we closed registration because we reached the maximum capacity of each class.

Five Day Classes

In June of 2006, the first 5-day course was delivered in the Springerville/Eagar area of Arizona. Located in northeastern Arizona, the communities face a problem common to most municipalities, a growing Spanish speaking population and a lack of bi-lingual personnel to deliver law enforcement services to the residents. Twenty-three officers from multiple agencies attended this course. The Eagar Police Department provided their council chambers as the training site at no cost to GOHS. Both chiefs of police attended the course.
During July 2006, a 5-day class was held in Show Low, Arizona in which 29-officers from six different agencies attended the class. The Show Low Police Department made arrangements with the Northland Pioneer Community College to use a classroom on their campus to present this course at no cost to GOHS.

Also during July 2006, another 5-day course was held in St. George, Utah. The Arizona Department of Public Safety requested this class for their personnel assigned to northern Arizona. Due to the geography of this area, Arizona officers have jurisdiction in Nevada and Utah and frequently work closely with officers from these states. The St. George Police Department offered the use of their facility to present the course at no charge. Fifteen officers from six different departments attended the class. Region IX approved the attendance of the officers from Utah.

August 2006, in conjunction with the Arizona Department of Public Safety, a 5-day class was held in Kingman, Arizona. Eleven officers from three agencies attended the course. The Kingman Police Department provided a classroom at no cost.

August 2006, another 5-day course was taught in Scottsdale, Arizona. Thirty-three officers from five different police departments attended the course. This class filled to capacity within 24-hours of announcing the course. GOHS subsequently approved additional training slots to try to accommodate the demand.

September 2006, the Phoenix Police Department requested a 5-day class for their personnel. This course was presented at their academy. Twenty officers from the Phoenix and Chandler Police Departments, including the training commander, attended the course. The Phoenix Police Department subsequently asked GOHS to deliver a 5-day course for their agency once every quarter despite having its own in house Spanish language training program.

September 2006, the Arizona Department of Public Safety requested a 5-day class in Yuma, Arizona. Twenty-eight officers from eight different agencies attended the class. The Yuma Police Department provided the use of their facility for this class. Officers from the California Highway Patrol (CHP) also attended the course. The CHP delivers Spanish training to their personnel during the basic academy. The CHP officers in attendance rated the GOHS course as being superior to their own program and left with information that they intended to ask CHP to incorporate into their own language program. Region IX approved the attendance of the CHP officers.

September 2006, the Arizona Department of Public Safety requested two separate 5-day classes in Bullhead City, Arizona for officers working this area on the Arizona/Nevada border. The first 5-day class occurred within the 2006 federal fiscal year while the second class took place during the first week of October 2006. Ten officers from five different police departments completed the course in September. Also in attendance were personnel from the Clark County Nevada Metropolitan Police Department, which Region IX approved.
Student Feedback

During discussions with the officers that attended the Springerville/Eagar course, several reported instances in the past where they stopped impaired drivers who claimed an inability to speak English. In those instances, the officers reported that they could not proceed with an impaired driver investigation because of the language barrier and ended up releasing the offenders without charges. Unfortunately, this fact is not limited to just the Springerville/Eagar area. Rather, the Project Coordinator heard this same statement repeatedly throughout the course of presenting this training program in various localities.

While this is not what those of us committed to highway safety want to hear, it nevertheless represents the realities of what is occurring on this nation’s streets and highways. Several studies by the National Highway Traffic Safety Administration cite that a majority of the Latinos surveyed possess a low fear of being prosecuted for driving while under the influence. The fact that officers release Latino motorists suspected of driving under the influence without filing criminal charges fuels this perception. Anecdotal information from officers in the field confirms that some Latinos intentionally feign knowledge of the English language to prevent officers from taking enforcement action.

On October 1, 2006, the project coordinator received the following e-mail from Yuma Officer Chris Evans. He completed the 5-day class in Yuma, Arizona in September. “I DID IT!” “Last night at 0200 hours, I successfully conducted a DUI entirely in Spanish.” “I was a bit nervous, but when it all worked out, and I had the suspect on the intox, I felt a sense of empowerment and achievement that I had never experienced and it made me very proud.” “Thank you so much for coming to Yuma and giving me the tools that I needed.”

Additional student comments:

“I came into the class uninterested in learning Spanish. Know I had a great time and want to continue learning the language.”

“This was the best class that I have ever taken.”

“I learned far more than I thought possible.”

“You may not realize it but what I learned in this class probably saved my life.”

“The course of instruction was outstanding. The instructor could not have been better.”

“Every officer should attend.”

“I see the program as much needed in law enforcement.”

“I cannot say enough good things about this class.”
“The renewed emphasis on traffic enforcement/DUI investigation has been excellent. I am leaving with a new sense of confidence in my Spanish skills. Please maintain and keep expanding this course of instruction.”

“One of the best classes that I have ever attended. It was by far the most useful class I have ever attended. I wish the class could have been another 2 or 3 weeks longer.”

“This was by far the best Spanish program offered to law enforcement that I have ever attended.”

“I wish I had taken this class before I had to conduct my first real felony stop with four armed robbery suspects.”

“I loved the DUI information.”

“I know (sic) have a better working knowledge on how to control suspects in dangerous situations. I highly recommend this class for all officers.”

“This was the best class I have been to in my six years with DPS. This class was well taught and it gives me a new set of skills to enhance my job performance and possibly save my life. I would like to thank whoever made this training available and I look forward to attending more of this type of training in the future.” Arizona highway patrolman

After the Region IX Partner’s Meeting, the Nevada Office of Traffic Safety contacted the GOHS Project Coordinator to assist them with the implementation of a similar language training course for officers working in their state. In addition, the ADOC requested the assistance of GOHS to start a program for their personnel.

Many of the officers attending a 5-day class or the 10-day immersion course are Spanish surnamed with varying degrees of proficiency in the language. Consistently, the officers stated that they needed training to learn the vocabulary specific to law enforcement because they never learned it. Several stated that they often find themselves using phrases or words to describe what they want to say because they simply do not have a grasp of the vocabulary specific to their profession. This also extended to officers who learned Spanish in college. Others were shocked to learn that they had been using words or phrases incorrectly throughout their careers.

In August GOHS held its annual traffic safety summit. During the summit, an overview of the program as presented to the state’s prosecutors and judges. This resulted in an avalanche of requests from those in attendance to attend one of the classes. Many of the judges in attendance asked GOHS to expand it course offerings to include a class for courtroom personnel because of the sheer number of Spanish speaking defendants they see in their courtrooms.

In order to aid officers in their investigations of suspected impaired drivers, the project coordinator translated the National Highway Traffic Safety Administration’s standardized field sobriety tests into Spanish. GOHS intends to provide every officer that completes one of the language classes with a copy of the translation on a clipboard that they can refer to during the administration of the field sobriety tests. One side of the clipboard will have the instructions in
Spanish and the other side in English. Officers can record the results of the sobriety tests using a dry erase marker and then transfer their findings onto their permanent report.

Judging from the response to this program, it is obvious that the program fills a critical training need. There also exists a need to expand course offerings into others aspects of the criminal justice system, public safety in general and into other states. The program has received positive press coverage from the news media and enjoys a solid reputation within the law enforcement community.
AZ GOHS, through a partnership with the AZ DUI Task Force, continued to air and expand its “DUI? Expect the Max” media campaign to educate the public about the dangers and repercussions that are a result of a DUI. The intent of the campaign that first launched in August 2005 is to remind motorists 12 months out of the year of the true costs and penalties of a DUI instead of just focusing on this issue during major enforcement campaigns. GOHS uses a multi-faceted approach and is continuously adapting and evolving the campaign with new materials and avenues to reach the driving public who drinks.

What began as three original television ads (as well as the webpage www.youcantaffordit.com with DUI info), was expended with seven new commercials, plus two Spanish-language versions, that hit the airwaves this fiscal year as both paid media and PSAs, on stations across the state on network, cable and public broadcasting channels. More than 250 copies of the ads were distributed to law enforcement officials and other community groups and schools to help expand the reach and airings of the message.

Besides televisions, the campaign could be seen on top of taxicabs in both the Phoenix and Tucson markets, with the advertising concentrating on high-traffic areas for cabs at nightclubs and other locations more conducive to the target audience. Since the cabs are mobile, there a large, diverse motoring audience was able to see the safety messages.

Video monitoring signs on the freeways around the state, through a partnership with the Arizona Department of Transportation, also displayed the message “DUI? Expect the Max” on its boards.
during the holidays and high-visibility enforcement campaigns. Free billboard ads also were
displayed in movie theaters around the state prior to the showings during the holidays. Posters
inside the bathrooms at Chase One Field, home to the Arizona Diamondbacks and other sporting
and social events also displayed an important message to their fans:

One wrong decision can take you from good seats...

...to bad.

If you're drinking, play it safe - use a sober designated driver.

Don't drink & drive.

AZ GOVERNOR'S OFFICE OF HIGHWAY SAFETY
A social norming twist on the more enforcement-sided “Expect the Max” slogan was developed: “Avoid the Max,” which appears in messages to encourage designated drivers and prevent drinkers from having to worry about DUIs since impaired drivers are utilizing other forms of safe, sober transportation. This message appeared in bars and restaurants, including on free telephones set up where patrons would be automatically connected with a local cab company.

The campaign continues to respond well with the public. Sixty percent of the respondents to a 2006 telephone survey of nearly 1,000 Arizona residents over the age of 21 who drink alcohol recognized the slogan: “DUI? Expect the Max,” with the visibility of both TV and outdoor ads matching that number. These results were after just one year of having launched the campaign.
Also in 2006, the campaign received the American Association of State Highway and Transportation Officials’ (ASSHTO) top Public Affairs honor when AZ GOHS’ received their “Excel Award.”

GOHS will continue to develop and evolve “DUI? Expect/Avoid the Max” throughout the near future, incorporating new and innovative techniques (creating “The Max” to appear at events as a live person and face for the campaign) and technologies (internet advertising, email blasts, myspace account, etc).

NASCAR

NOVEMBER 2005

Since November 2004, GOHS and SADD have partnered together to educate race fans about safe driving habits, especially buckling up, since safety is the top priority for NASCAR. For the November 2005 races at Phoenix International Raceway, GOHS worked with the local NBC affiliate, KPNX, which airs the race. The advertising package that was purchased included the station using its sports anchor to create an ad specifically for this campaign, as well as airtime and bonus time. The video ad was also aired during the race weekend at the track. Airtime was also purchased for ads on cable TV, as well as sports and entertainment radio stations.

Another safety poster was created, as where collectible race cars that were labeled with safety messages “buckle up, Arizona” and sponsors logos.
Through a partnership with Sprint/NEXTEL, SADD received a $5,000 donation to their organization for their efforts. The students also designed the artwork for the hood of one of the pace cars for the race. It was then signed by the winner, Kyle Busch, and a replica of it was produced and auditioned on ebay, with all proceeds going to AZ SADD.

For the April 2006 Subway Fresh 500 NASCAR Race at Phoenix International Raceway, GOHS and SADD developed a new campaign called, “Always Prepared. Always Aware.” This campaign, utilizing NASCAR driver Reed Sorenson of the No. 41 Chip Ganassi Racing team,
and local and national partners like Students Against Destructive Decisions (SADD) and Discount Tire, reminds people to: “check your tires regularly, always wear your seat belt, and be focused on driving while behind the wheel.” “Always Prepared. Always Aware.” includes a television ad featuring Reed Sorenson highlighting the importance of being a safer driver—whether you’re on your way to work or home—a hero card, and posters and other materials reinforcing these messages. The ad aired on cable and network TV as both a paid ad, and bonus time as a PSA. The safety message also was played repeatedly on the tracks Jumbotron screens, reaching the race fans at the race.

In addition, during the Busch and Nextel Cup series races April 21 and 22 at Phoenix International Raceway, the more than 1,100 fans signed a pledge promising to be “Always Prepared. Always Aware” were entered into a drawing for the chance to win: a set of wheels from Discount Tire, a camera cell phone from Sprint, or tickets to the November 12 Nextel Cup Series race at PIR through a partnership with TEAM Coalition and its Responsibility Has Its Rewards program, the track, and our other safety partners. TEAM also provided a color printer where more than 800 fans had their photos taken (via Sprint camera phones) and the pictures given to them within moments with a safety message/sponsorship border frame. Collectible race cars were given out to those signing the pledge, as well as other safety materials.
1. **HB 2017: older motor vehicles; registration.**
   (Sponsor: Gray C*)
   Status: Assigned to the following committees
   - TRANS
   - Rules

2. **HB 2099: cellular phones; use while driving.** A person shall not operate a motor vehicle on a highway while using a cellular telephone to engage in a call while motor vehicle is in motion unless the cellular phone is equipped with a hands-free device (means an attachment, add-on or addition to a cellular telephone, whether or not permanently installed in a motor vehicle, that when used allows the motor vehicle operator to maintain both hands on the steering wheel). (Sponsors: Prezelski*, Gallardo, Garcia M., Sinema, Lopez, Meza)
   Status: Assigned to the following committees
   - TRANS
   - JUD
   - COM
   - Rules

3. **HB 2100: personalized veteran special license plates.** Allows a request for a Veteran Special Plate (VSP) to be combined with a request for a personalized special plate and establishes a $50 initial fee for the plate combination and a $25 annual renewal fee. (Sponsor: McClure*)
   Status: Assigned to the following committees
   - TRANS = DISC/HELD on 1/19; passed on 1/26 by a 5-0-0-4-0 vote
   - APPROP (P) = passed on 2/8 by 13-1-0-1-0 vote
   - Rules = C&P on 3/2 by a 7-0-0-2-0 vote
   - Majority/Minority Caucus: Y
   - Transmitted to Senate on 3/10
   - Assigned to the following committees
     - TRANS = passed on 3/28 by a 4-1-0-0 vote
     - Rules = PFC on 4/19
     - COW Action 1: Retained on 5/15
     - COW Action 2: Passed on 5/18
       - Transmitted to House on 5/22
       - Transmitted to Governor on 6/20
       - Governor signed on 6/28
4. **HB 2174: photo enforcement; signage.** Requires state agencies and local authorities to adopt standards for posting signage and the coloring of equipment if the agency or local authority is using a photo enforcement system to identify persons who violate laws relating to speed limits or traffic control devices. (Sponsors: Robson*, Gorman)

   Status: Assigned to the following committees
   - TRANS = passed on 1/26 by a 6-2-0-1-0 vote
   - Rules = C&P on 1/31 by a 8-0-0-1-0 vote
   - COW Action1: DPA on 2/2
   - Transmitted to Senate 2/7
   - Assigned to the following committees
     - TRANS = DPA on 2/28 by a 3-0-2-0 vote
     - Rules = PFC on 3/6
     - COW Action 1: Retained on 3/23
     - COW Action 2: DPA on 4/6
     - Transmitted to Governor on 4/18
     - Governor signed on 4/24

5. **HB 2178: child passenger restraint systems.** A child under eight years of age shall be properly secured in a child passenger restraint system. A person who is violation is subject to a civil penalty of ninety dollars. If a person who is in violation completes the CAPP program administered by GOHS, the court shall not impose a civil penalty. (Sponsors: Downing*, Chase, Landrum Taylor)

   Status: Assigned to the following committees
   - TRANS
   - Rules

6. **HB 2180: automated photo enforcement.** Establishes conditions for installation of photo enforcement systems. (Sponsors: Biggs*, Gorman, Quelland, Allen J, Groe, Murphy, Yarbrough)

   Status: Assigned to the following committees
   - TRANS = DPA/SE on 2/16 by a 6-3-0-0-0 vote
   - Rules = C&P on 2/21 by a 9-0-0-0-0 vote
   - Majority Caucus: H (2/21)
   - Minority Caucus: Y (2/21)

7. **HB 2206: state highway fund bonds.** Removes the statutory cap (currently set at $1.3 billion) on Highway User Revenue Fund (HURF) parity bonds issued by the State Transportation Board. (Laws 2001, Chapter 238, increased the HURF bonding cap to $1 billion from $800 million. Laws 2003, Chapter 4 (HB 2588), Arizona Revised Statute 28-7510, increased the HURF bonding cap to $1.3 billion from $1.0 billion.) (Sponsors: Biggs*)

   Status: Assigned to the following committees
   - TRANS = passed on 1/19 by a 8-0-0-1-0 vote
   - APPROP (P) = passed on 2/1 by a 8-0-0-7-0 vote
   - Rules = Amend C&P on 2/21 by a 9-0-0-0-0 vote
   - Transmitted to Senate on 2/28
   - Assigned to the following committees
8. **HB 2207: driver licenses; organ donor info.** Provides statutory authority to the Arizona Department of Transportation Motor Vehicle Division (MVD) to transfer information the department received prior to 1996, pertaining to a driver or identification licensee’s wish to be an organ donor, to an organ procurement organization that maintains an anatomical gift registry in accordance with Arizona law and that is located in this state. (Sponsor: Biggs*)

   Status: Assigned to the following committees
   - TRANS = passed on 1/19 by a 8-0-0-1-0 vote
   - Rules = C&P on 1/24 by a 9-0-0-0-0 vote
   - Majority and Minority Caucus on 1/24 = Y
   - Transmitted to Senate on 2/6
   - Assigned to the following committees
     - HEALTH = passed on 2/27 by a 5-0-2-0 vote
     - Rules = PFC on 3/6
     - Passed
     -- Sent to Governor on 3/24
     -- Governor signed on 3/29

9. **HB 2234: overtime compensation; law enforcement.** The county sheriff or the governing body of a city or town may establish alternate work periods, in accordance with federal law, for the purpose of determining overtime compensation for a person engaged in law enforcement activities. (Sponsors: Konopnicki*, Flake, Huppenthal)

   Status: Assigned to the following committees
   - CMMA
   - Rules

10. **HB 2235: speed limits; primitive roads.** Adds the 45-mile per hour on unpaved roads in incorporated areas speed limit to the other speed limits in existence. The Board of Supervisors or the governing body of a city or town may establish speed limits for primitive or unpaved roads within its jurisdiction. (Sponsor: Konopnicki*)

   Status: Assigned to the following committees
   - TRANS
   - Rules

11. **HB 2245: photo enforcement traffic complaints.** If the civil traffic violation was detected by a photo enforcement, this state or political subdivision of this state must show at a hearing both of the following: (1) that the defendant was the driver of the vehicle at the time of the violation, (2) that the photo enforcement device was properly calibrated and in good working order at the time of the violation. For complaints issued as a result of photo enforcement, the
complaint shall be manually signed by a traffic enforcement officer of the political subdivision issuing the complaint. If the violation is detected by photo enforcement, the complaint must be served no more than 30 days after the date of the violation. After a person serves another person a complaint resulting from photo enforcement, the person serving the complaint shall sign an affidavit stating the following: “I hereby certify that I have reasonable grounds to believe and do believe that I served the person named on the photo enforcement complaint.” A false certification is perjury. If a person commits perjury, the person shall not longer be a process server in this state. (Sponsor: Gray C*)

Status: Assigned to the following committees
- TRANS
- Rules

12. HB 2251: photo enforcement; highways; highway fund. Mandates that fines collected by a local authority that is authorized by the state to use a photo enforcement system to identify violators of certain traffic laws on a state highway or interstate system highway in Arizona be distributed to the state highway fund (SHF). (Sponsors: Gorman*, Allen J, Knaperek, Pearce, Pierce, Rosati, Biggs, Burges, Groe, Murphy, Quelland, Robson, Stump, Martin)

Status: Assigned to the following committees
- TRANS = W/D on 2/6
- FMPR = W/D on 2/9
- APPROP (P) = DPA on 2/15 by a 9-5-0-1-0 vote
- Rules = C&P on 2/21 by a 9-0-0-0-0 vote
- COW Action 1: Retained on calendar on 2/23
- COW Action 2: DPA on 2/28
- Third Read: Failed on 3/2 by a 27-27-6-0 vote; Failed on 3/6 by a 27-27-6-0 vote

13. HB 2300: cellular telephones; minors; driving use. A person who is under 18 years of age shall not operate a motor vehicle on a highway while using a cellular telephone while the motor vehicle is in motion unless the person is engaging in a call and the cellular telephone is equipped with a hands-free device. If a person is in violation and is not involved in a motor vehicle accident, the person is subject to a civil penalty of $50. If the person is involved in an motor vehicle accident, the person is subject to a civil penalty of $200—the law enforcement officer investigating the accident shall indicate on the written accident form the use of a cellular telephone at the time of the accident. (Sponsors: Garcia M*, Brown, Alvarez, Cajero Bedford, Gallardo, Lopez, Lujan, Prezelski, Tom)

Status: Assigned to the following committees
- TRANS
- JUD
- COM
- Rules

14. HB 2322: driving schools; limitation of hours. Limits Traffic Survival School (TSS) and Defensive Driving School (DDS) training and educational sessions to a combined time of four and one-half hours, including any testing, reviewing and grading related to the sessions. (Sponsor: Allen J*)
Status: Assigned to the following committees
- TRANS = passed on 1/26 by a 6-0-1-2-0 vote
- Rules = C&P on 1/31 by a 8-0-0-1-0 vote
- COW Action 1: DPA on 2/2
- Transmitted to Senate on 2/7
- Assigned to the following committees
  - TRANS = passed on 2/28 by a 3-0-2-0 vote
  - Rules = PFC on 3/6
  - Minority/Majority Caucus: Y (3/7)
  - Passed
    -- Sent to Governor on 3/24
    -- Governor signed on 3/29

   
   Status: Assigned to the following committees
   - TRANS = DPA on 1/26 by a 6-0-0-3-0 vote
   - APPROP (P)
   - Rules

16. **HB 2356: aggravated DUI.** Adds Paragraph 4 to Subsection A and adds Subsection K. ("4. While the person is ordered by the court or required…by the department to equip any motor vehicle the person operates with a certified ignition interlock device, does either of the following: (a) while under arrest refuses to submit to any test chosen by a law enforcement officer…, (b) commits a violation of section 28-1381, section 28-1382 or this section.” “K. After completing the period of suspension…a person whose driving privilege is revoked for a violation…may apply to the department for a special ignition interlock restricted driver license…") (Sponsor: Farnsworth*)
   
   Status: Assigned to the following committees
   - JUD
   - Rules

HB 2387 – See #60

17. **HB 2411: photo enforcement; traffic offenses.** Provides that the Department of Transportation shall not asses any points to a person’s driving record for a red light violation or civil speed violation, and caps the fine at $100, if the violation is detected by using photo enforcement. (Sponsors: Smith*, Biggs, Burges, Gorman, Weiers JP)
   
   Status: Assigned to the following committees
   - TRANS = failed on 2/16 by a 3-5-0-1-0 vote
   - Rules
18. **HB 2513: class G driver licensees.** (Increases the number of practice hours from 25 to 30 (including 6 hours at night, up from 5); and six months with a permit compared to 5 months.) A person who is at least 15 years and 6 months of age may apply and obtain an instruction permit. A person who is under 18 years of age who obtains a license, for the first six months that a class G licensee holds a license, the licensee shall not drive a motor vehicle on public highways from 12:00am to 5:00am unless either (1) the licensee is accompanied by a person who has a class A, B, C or D, who is at least 21-years of age and who occupies a seat besides the class G licensee; (2) the licensee is returning from a school activity or from a place of employment. If the licensee if found responsible of a civil violation, the person is subject to a maximum civil penalty of $25 and the court shall report the violation to the department. On receipt of the report, the department shall suspend the person’s driving privilege for 30 days. The restrictions imposed to do not apply beginning on the licensee’s 18th birthday.  
(Sponsors: Rosati*, Downing, O’Halleran, Smith, Burges, Lopez L)  
Status: Assigned to the following committees  
- TRANS  
- Rules

19. **HB 2543: graduated driver licenses.** (Increases number of practice hours from 25 to 50 (10 hours at night).) A person who is at least 15 years and 6 months of age may apply and obtain an instruction permit. A person who is under 18 years of age who obtains a license, for the first six months that a class G licensee holds a license, the licensee shall not drive a motor vehicle on public highways from 12:00am to 5:00am unless (1) the licensee is accompanied by a person who has a class A, B, C or D, who is at least 21-years of age and who occupies a seat besides the class G licensee; (2) at any time if the licensee is driving a motor vehicle containing a passenger under the age of 18—this restriction does not apply if either (a) the passenger under that age of 18 is the licensee’s sibling or the licensee is accompanied by a person who has a class A, B, C or D, who is at least 21-years of age and who occupies a seat besides the class G licensee. If the licensee if found responsible of a civil violation, the person is subject to a maximum civil penalty of $25 and the court shall report the violation to the department. On receipt of the report, the department shall suspend the person’s driving privilege for 30 days. The restrictions imposed to do not apply beginning on the licensee’s 18th birthday.  
(Sponsors: Garcia M*, Kirkpatrick, Sinema, Alvarez, Brown, Cajero Bedford, Gallardo, Lopez L., Lujan, Tom)  
Status: Assigned to the following committees  
- TRANS  
- Rules

20. **HB 2556: motorcycle safety fund.** Removes the requirement that any monies in excess of $150,000 in the Motorcycle Safety Fund (MSF) reverts to the State Highway Fund. (Sponsor: McClure*)  
Status: Assigned to the following committees  
- TRANS = HELD on 2/9; passed on 2/16 by a 9-0-0-0-0 vote  
- APPROP (P) = passed on 2/22 by a 10-0-0-5-0 vote  
- Rules = C&P on 2/28 by a 8-0-0-1-0 vote  
- Transmitted to Senate on 3/7  
- Assigned to the following committees
21. **HB 2571: child passenger restraint systems.** The operator of a motor vehicle designed for carrying ten or fewer passengers (manufactured for the model year 1972 and thereafter) shall require each passenger under 9 years of age to have a belt positioning seat, a booster seat or the appropriate child restraint system for children meeting the requirements of 49 code of federal regulations section 571.213 for children who are at least 5 years of age and who are under nine years of age. A local ordinance established to regulate the use of child passenger restraint systems shall not include a civil penalty that is less than $50 or that is greater than $100 for a violation of the local ordinance. (Sponsors: Chase*, Downing, Cannell, Weiers JP)

   Status: Assigned to the following committees
   - TRANS
   - Rules

22. **HB 2576: child passenger restraints; booster seats.** Requires children who are at least 5 and under 9 years of age to be restrained by a child booster seat while riding in a motor vehicle. (Sponsor: Chase*)

   Status: Assigned to the following committees
   - TRANS = W/D on 2/9
   - Health = passed on 2/15 by a 7-2-0-0-0 vote
   - Rules = C&P on 3/2 by a 7-0-0-2-0 vote
   - Minority/Majority Caucus = Y (3/6)
   - Third Read: Failed on 3/9 by a vote of 19 ayes, 40 nays, 1 no vote; Failed on 3/16 by 24 ayes, 31 nays, 4 no vote

23. **HB 2612: photo enforcement; processing fee; deposit.** Requires any state agency that contracts with an authorized agent to electronically process motor vehicle records for the purpose of identifying drivers detected by a photo enforcement system to charge $200 for each record. (Sponsor: Biggs*)

   Status: Assigned to the following committees
   - TRANS = HELD on 2/16
   - Rules

HB 2615 – See #59

24. **HB 2616: fallen police officers; special plates.** Establishes a new license plate for families of fallen police officers. Production of the plate is contingent on the Arizona Department of Transportation (ADOT) receiving $32,000 by December 31, 2006 for costs related to the plate. Of the $25 special plate fee, $17 is an annual donation to the “families of fallen police officers” special plate fund. (Sponsors: Nelson*, Aguirre L, Jones, Konopnicki, McClure, Meza, Stump)

   Status: Assigned to the following committees
   - TRANS = passed on 2/9 by a 6-0-0-3-0 vote
- APPROP (P) = passed on 2/22 by a 12-1-0-2-0 vote
- Rules = C&P on 3/2 by a 7-0-0-2-0 vote
- Majority/Minority Caucus:  Y (3/6)
- Transmitted to Senate on 3/10
- Assigned to the following committees:
  - TRANS = passed on 3/28 by a 4-0-1-0 vote
  - Rules

25. **HB 2632: malt beverages; keg sales; requirements.** Each licensee who sells kegs containing malt beverages shall require each purchaser of a keg to present an Arizona driver license or other proper identification at the time of purchase. The purchaser must sign a statement at the time of purchase that affirms the accuracy of the purchaser’s name, address and the location where the contents of the keg will be consumed. The licensee shall retain the identification form and the purchaser’s signed statement for a minimum of 6 months following the sale of the keg. Each keg containing malt beverages that is sold by a licensee shall be labeled with the name and address of the licensee, the keg identification number and the license number of the premises. (Sponsors: Downing*, Prezelski, Sinema, Garcia M, Lopes, Pearce)
   Status: Assigned to the following committees
   - COM
   - Rules

26. **HB 2634: roadside memorials.**
   (Sponsors: Downing*, Gray C, Miranda B, Nelson, Prezelski, Konopnicki, Lopes, McClure, Sinema, Rios R)
   Status: Assigned to the following committees
   - TRANS
   - CMMA
   - Rules

27. **HB 2642: transporting minor passengers in trucks.** A person driving a pickup truck or motor truck on a highway in this state shall not transport a person who is under eighteen years of age in or on the bed of the pickup truck or motor truck. (Sponsors: Weiers JP, Barnes, Chase, Hershberger, Huffman, Kirkpatrick, Landrum Taylor, Mason, Nelson, O’Halleran, Prezelski, Sinema, Smith, Aguirre A, Allen J, Alvarez, Boone, Brown, Burges, Burton Cahill, Cajero Bedford, Downing, Gallardo, Garcia M, Jones, Knaperek, Lopes, Lujan, McClure, McLain, Meza, Murphy, Paton, Quelland, Stump, Tom, Tully, Yarbrough)
   Status: Assigned to the following committees
   - TRANS
   - Health
   - Rules
28. **HB 2706: vehicle license tax reduction.** Vehicle license tax would be computed according to the miles per gallon of the vehicle—for a vehicle with an average mpg rating at least 31mpg, the vehicle license tax is reduced by 25%; for a vehicle with mpg at 36 mpg-40 mpg, tax is reduced by 50%; for a vehicle with mpg at 41 mpg-45 mpg, tax is reduced by 75%; for a vehicle with an average rating of 46mpg or greater, license tax is $10. During the first 12 months of the life of the vehicle, as determined by its initial registration, the vehicle license tax is $2.80 per $100 in value, the value of the vehicle is 60% of the manufacturer’s base retail price. (Sponsors: Downing*, Lopez, Aguirre A, Konopnicki, Lopes, McCune Davis, Miranda B, Sinema, Aboud, Cannell, Garcia J)

   Status: Assigned to the following committees
   - TRANS
   - APPROP (P)
   - Rules

29. **HB 2722: photo radar; state highway fund.** Requires the Arizona Supreme Court to deposit the Defensive Driving School Fund fee ($15) into the State Highway Fund (SHF) if the fee results from a traffic complaint originating from the use of a photo enforcement device on a state or controlled access highway. HB 2722 also specifies that the fees the Court deposits into the SHF are to be used to pay highway patrol costs incurred by the Department of Public Safety. (Sponsor: Gorman*)

   Status: Assigned to the following committees
   - TRANS = HELD on 2/16
   - Rules


   Status: Assigned to the following committees
   - TRANS
   - Health
   - Rules

31. **HB 2756: freeway expansion; intergovernmental agreements.** Three or more contiguous cities may enter into an intergovernmental agreement for a period not to exceed 5 years. (Sponsors: Weiers JP*, Kirkpatrick, Allen J, Brown, Chase, Downing, Jones, McLain, Pearce)

   Status: Assigned to the following committees
   - TRANS = DISC/HELD on 2/23
   - APPROP (P)
   - Rules
32. **HB 2760: appropriation; vehicle access.** The sum of $5,000,000 is appropriated from the state general fund in fiscal year 2006-2007 to the department of transportation to provide vehicle access to businesses in the vicinity of the Interstate 10 expansion in Tucson. (Sponsors: Prezelski*, Cajero Bedford, Paton, Lopes, Lopez)
   - TRANS
   - APPROP (P)
   - Rules

33. **HB 2796: motorized electric; gas powered vehicles.** Exempts motorized electric or gas powered bicycles or tricycles from vehicle registration, certificate of title, license tax, and other laws applicable to motor vehicles. (Sponsors: Prezelski*, Biggs, Chase, Lopes, Paton, Weiers JP)
   
   Status: Assigned to the following committees
   - TRANS = passed on 2/16 by a 9-0-0-0-0 vote
   - Rules = C&P on 2/28 by a 8-0-0-1-0 vote
   - Transmitted to Senate on 3/8
   - Assigned to the following committees
     - TRANS = passed on 3/21 by a 4-0-1-0 vote
     - Rules = PFCA on 4/19
     - Transmitted to House on 4/24
       - Transmitted to Governor on 5/15
       - Governor signed on 5/19

34. **HB 2813: bicycles; safety training; education sessions.** Requires a driver who violates the statute relating to overtaking and passing bicycles to attend a safety and educational (BSE) course designed to improve the habits of drivers operating motor vehicles on the roadway with bicyclists. HB 2813 also allows the court to order a bicyclist to attend a safety and educational session for driving under the influence violations and vehicle violations that apply to bicyclists. (Sponsor: Quelland*)
   
   Status: Assigned to the following committees
   - Rules

35. **HB 2860: accidents; injured animals; leaving scene.** A driver of a vehicle involved in an accident resulting in injury to a dog or cat shall take reasonable appropriate steps to notify the owner or custodian of the animal. The driver shall also take reasonable and appropriate action so that the animal has the necessary attention or care—this does not impose any liability on the driver. (Sponsors: Downing*, Aguirre A, Sinema, Lopes)
   
   Status: Assigned to the following committees
   - TRANS
   - Rules
36. **SB 1028: motor vehicles; two license plates.** The department shall provide to every owner one license plate for each motorcycle, trailer or semi trailer registered and two license plates for every other motor vehicle registered. On a motorcycle, trailer or semi trailer, the plate shall be displayed on the rear. For any other vehicle, one plate shall be displayed on the front and one plate on the rear. (Sponsors: Jarrett*, Allen C)
   Status: Assigned to the following committees
   - TRANS
   - APPROP
   - Rules

37. **SB 1042: repeat DUI offenders; lower BAC.** Decreases the legal Blood Alcohol Concentration (BAC) levels for persons previously convicted of aggravated driving or actual physical control while under the influence (aggravated DUI). (Sponsor: Waring*)
   Status: Assigned to the following committees
   - JUD = DPA on 1/30 by a 6-0-2-0 vote
   - Rules = PFCA on 2/6
   - Majority and Minority Caucus: Y
   - COW Action 1: DPA on 3/2
   - Transmitted to House on 3/15
   - Assigned to the following committees
     - APPROP (P)
     - JUD
     - COM
     - Rules

38. **SB 1064: minors; entry into Mexico.** Allows a city, town or county to adopt an ordinance to allow a peace officer or sheriff to prevent a minor from entering Mexico. (Sponsors: Cannell*, Bee, Jones)
   Status: Assigned to the following committees
   - GOV = passed on 2/9 by a 6-0-1-0 vote
   - Rules = PFC on 2/20
   - Majority/Minority Caucus: Y
   - Transmitted to House on 3/8
   - Assigned to the following committees
     - TRANS
     - Rules

   Status: Assigned to the following committees
   - TRANS = passed on 1/24 by a 4-1-0-0 vote
   - Rules = PFC on 1/30
   - Majority Caucus: H on 1/31; Y on 2/7
40. **SB 1166: stopping vehicles on highways.** Allows public transportation vehicles to stop on a controlled access highway. (Sponsors: Verschoor*, Rios R, Biggs, Konopnicki)

   **Status:** Assigned to the following committees
   - TRANS = HELD on 1/24; DPA on 1/31 by a 5-0-0-0 vote
   - Rules = PFCA on 2/6
   - Transmitted to House on 2/17
   - Assigned to the following committees
     - TRANS = DPA on 3/9 by a 6-0-0-3-0 vote
     - Rules = C&P on 3/21 by a 8-0-0-1-0 vote
     - Transmitted to Senate on 3/30
       - Majority/Minority Caucus = Y (4/4)
       - Transmitted to Governor on 4/4
       - Governor signed on 4/10

41. **SB 1178: ADOT; pilot training car; certification.** Allows the Arizona Department of Transportation (ADOT) to establish pilot car operator training and certification rules and outlines those requirements for those rules. (“Pilot car” means a motor vehicle that escorts overdimensional or overweight loads on any street or highway in this state.) (Sponsor: Verschoor*)

   **Status:** Assigned to the following committees
   - TRANS = DPA on 2/14 by a 5-0-0-0 vote
   - APPROP
   - Rules

42. **SB 1179: special license plates.** Collapses the statutory sections regarding Arizona’s special license plates into one section. (Sponsors: Jarrett*, Allen C, Huppenthal, Harper, Verschoor, Knaperek, Paton)

   **Status:** Assigned to the following committees
   - TRANS = passed on 1/24 by a 5-0-0-0 vote
   - Rules = PFC on 1/30
   - COW Action 1: passed on 2/2
   - Transmitted to House on 2/7
   - Assigned to the following committees
     - TRANS
     - Rules
43. **SB 1218: envelope permits; overdimensional permits (NOW: escort vehicle).** Requires local authorities that issue permits for overdimensional loads to provide the ordinances and rules governing those permits to the Arizona Department of Transportation (ADOT). Requires ADOT rules to apply if a local authority does not issue excess or special weight permits. Modifies the Overdimensional Permit Advisory Council. (Sponsors: Verschoor*, Biggs, Quelland, Smith)
   Status: Assigned to the following committees
   - TRANS = passed on 2/14 by a 5-0-0-0 vote
   - Rules = PFC on 2/20
   - Majority/Minority Caucus: Y
   - Transmitted to House on 3/7
   - Assigned to the following committees
     - TRANS = DPA/SE on 3/23 by a 8-0-0-1-0 vote
     - Rules = C&P on 3/28 by a 9-0-0-0-0 vote
     - Majority/Minority Caucus = Y (3/28)
     - COW Action 1: Passed on 3/30
     - Transmitted to Senate on 4/6
       - Transmitted to Governor on 4/9
       - Governor signed on 4/25

44. **SB 1248: appropriation; highway construction (NOW: osteoporosis; appropriation)**
   (Used to be: Appropriates $100 million in FY 2006-2007 to the Arizona Department of Transportation (ADOT) to accelerate existing highway construction projects.)
   NOW: appropriates $300,000 and three FTE positions from the state General Fund in FY 2006-07 to the Department of Health Services (DHS) for osteoporosis research. (Sponsor: Blendu*)
   Status: Assigned to the following committees
   - TRANS = passed on 2/7 by a 5-0-0-0 vote
   - APPROP = DPA on 2/14 by a 7-3-1-0 vote
   - Rules = PFC on 2/20
   - Majority/Minority Caucus: Y
   - COW Action 1: DPA on 2/22
   - Transmitted to House on 3/6
   - Assigned to the following committees
     - TRANS = W/D on 4/4
     - APPROP (P) = DPA/SE on 4/5 by a 8-0-1-6-0 vote
     - Rules = C&P on 6/19 by a 8-0-0-1-0 vote
     - Transmitted to Senate on 6/20
     - Transmitted to Governor on 6/20
       - Governor signed on 6/21

45. **SB 1274: ignition interlock devices.** Expands the definition of aggravated driving under the influence (DUI) and clarifies the requirements for individuals with ignition interlock devices (IID) and IID installers. (Sponsor: Gray L*)
   Status: Assigned to the following committees
46. **SB 1275: ignition interlock installers; manufacturers; certification.** Requires the Arizona Department of Transportation (ADOT) to adopt rules to certify ignition interlock device (IID) manufacturers and installers. (Sponsor: Gray L*)

Status: Assigned to the following committees
- TRANS = DPA on 2/7 by 5-0-0-0
- APPROP = passed on 2/21 by a 11-0-0-0 vote
- Rules = PFC on 2/27
- Majority/Minority Caucus: Y
- Transmitted to House on 3/8
- Assigned to the following committees
  - TRANS = DPA/SE on 3/30 by a 7-0-0-2-0 vote
  - Rules = C&P on 4/20 by a 8-0-0-1-0 vote
  - COW Action 1: Retained on Calendar on 4/25
  - COW Action 2: DPA on 4/27
  - Transmit to Senate on 5/3
  - Transmitted to Governor on 5/8
  - Governor signed on 5/11/06

47. **SB 1291: school crossings; traffic violation; assessment.** Doubles the fine for a person found to be responsible for a civil traffic violation in a school crossing during school hours. (Sponsor: Verschoor*)

Status: Assigned to the following committees
- TRANS = DPA on 2/14 by a 5-0-0-0 vote
- Rules = PFC on 2/20
- Majority/Minority Caucus: Y
- COW Action 1: DPA on 3/2
- Transmitted to House on 3/15
- Assigned to the following committees
  - TRANS = W/D on 3/23
  - APPROP(P) (3/23/06)= DPA/SE on 3/29 by a 9-0-0-6-0 vote
  - APPROP (P) (4/25/06)
  - Rules (3/16/06) = C&P on 4/6 by a 7-0-0-2-0 vote
  - Rules (4/25/06)
  - Final Disposition: Held in House

   Status: Assigned to the following committees
   - TRANs = DPA on 2/7 by a 5-0-0-0 vote
   - APPROP
   - Rules

49. **SB 1410: traffic violations; fines; distribution.** Establishes a Department of Public Safety (DPS) Fund and outlines permissible uses of Fund monies. Requires a percentage of all penalties collected by municipal courts for traffic violations issued on a freeway in excess of the amount collected for calendar year 2005 be deposited in the Fund. (Sponsors: Martin*, Allen C, Blendu, Barnes, Reagan, Rosati)

   Status: Assigned to the following committees
   - TRANs = DPA on 2/7 by a 4-1-0-0 vote
   - APPROP
   - Rules


   Status: Assigned to the following committees
   - TRANs = failed on 2/14 by a 0-5-0-0 vote
   - Rules

51. **SB 1450: defensive driving school; eligibility.** Eases the requirements for a commercial driver’s license holder who is a responsible for a moving violation while driving a personal or noncommercial vehicle. (Sponsors: Gould*, Harper, Groe, Johnson, Gorman)

   Status: Assigned to the following committees
   - TRANs = failed on 2/14 by a 2-3-0-0 vote
   - Rules

52. **SB 1451: vehicle license tax; flat fee.** Replaces the current vehicle license tax (VLT) rate and distribution schedule with an undermined flat VLT rate and percentage-based distribution schedule. (Sponsors: Gould*, Harper, Johnson)

   Status: Assigned to the following committees
   - TRANs = failed on 2/14 by a 2-3-0-0 vote
   - FIN
   - Rules
53. **SB 1460: photo enforcement contracts; fee provisions.** Restricts vendor fee provisions in new and renewed photo enforcement contracts with local authorities. (Sponsor: Martin*)
   Status: Assigned to the following committees
   - TRANS = failed on 2/14 by a 2-3-0-0 vote
   - Rules

54. **SB 1466: vehicle license tax reduction.** Reduces the vehicle license tax (VLT) for vehicles that have a specified average mile per gallon (MPG) rating. Appropriates an undetermined amount to the Arizona Department of Transportation (ADOT) to administer the VLT reduction. (Sponsors: Rios R*, Aguirre L, Brotherton, Aguirre A, Burton Cahill, Downing, Kirkpatrick, Lopez, Meza, Miranda B, Rios P, Sinema, Aboud, Cannell, Cheuvront, Garcia J, Hale, Miranda R, Mitchell, Soltero, Brown, Gallardo, Lopes, Lujan, McCune Davis, Tom)
   Status: Assigned to the following committees
   - TRANS = passed on 2/14 by a 4-1-0-0 vote
   - APPROP
   - FIN
   - Rules

55. **SB 1473: photo radar on freeways; citations.** Requires all violations detected by photo radar on a controlled access highway to be witnessed by a law enforcement officer before a citation may be issued. (Sponsors: Martin*, Blendu, Flake, Harper)
   Status: Assigned to the following committees
   - TRANS = failed on 2/14 by a 1-4-0-0 vote
   - Rules

56. **SB 1485: professional baseball club special plate.** Establishes a professional baseball club special license plate. (Sponsor: Bennett*)
   Status: Assigned to the following committees
   - TRANS = passed on 2/14 by a 3-2-0-0 vote
   - Rules = PFC on 2/20
   - Majority/Minority Caucus: Y
   - COW Action 1: passed on 2/27
   - Transmitted to House on 3/6
   - Assigned to the following committees
     - TRANS = DPA on 3/16 by a 7-2-0-0-0 vote
     - Rules = C&P ON RECON on 3/28 by a 5-4-0-0-0 vote
     - Majority/Minority Caucus = Y (3/28)
     - COW Action 1: RET ON CAL on 3/30
     - COW Action 2: DPA on 4/3
     - Third Read: Failed on 4/6 by a 24-31-5 vote; To Be Reconsidered.
57. **SB 1504: appropriations; interstate 17 highway expansion.** Appropriates $75 million annually in FYs 2006-2007 through 2011-2012 to widen Interstate 17 (I-17) between the Carefree Highway and Black Canyon City.

   Status: Assigned to the following committees
   - APPROP
   - TRANS = passed on 2/14 by a 4-1-0-0 vote
   - Rules

58. **SB 1507: photo radar; prohibition; appropriation.** Prohibits the use of photo radar to identify speed violations on a controlled access highway. Appropriates an undetermined amount from the Arizona Highway User Revenue Fund (HURF) in FY 2006-2007 to the Department of Public Safety (DPS) for an additional 100 highway patrol officers. (Sponsors: Martin*, Knaperek, Blendu, Stump, Yarbrough)

   Status: Assigned to the following committees
   - APPROP
   - TRANS = failed on 2/14 by a 2-3-0-0 vote
   - Rules

59. **HB 2615: school crossings; traffic violations; assessment.** Doubles the assessment for a person found to be responsible for a civil traffic violation in a school crossing during school hours. (NOW: establishes a special assessment equal to the civil penalty (fine) for a school crossing violation if the violation occurs during school hours, or while children are going to or leaving school during opening or closing hours.) (Sponsors: Nelson*, Biggs, Konopnicki, McClure, McLain, Paton, Reagan, Aguirre L, Gray L, Verschoor)

   Status: Assigned to the following committees
   - TRANS = passed on 1/26 by a 7-0-0-2-0 vote
   - Rules = C&P on 1/31 by a 8-0-0-1-0 vote
   - Transmitted to Senate on 2/13
   - Assigned to the following committees
     - TRANS = HELD on 3/7; DPA on 3/14 by a 3-1-0-0 vote
     - Rules = PFCA on 4/27
     - Transmit to House on 5/2
       - Transmitted to Governor on 5/15
       - Governor signed on 5/19
60. HB 2387: motor vehicle sale advertisements (NOW: Mexico; entry; minors). Allows a city, town, or county to adopt an ordinance to allow a peace officer or sheriff to prevent a minor from entering Mexico. (Sponsors: Pierce*, Nelson, Allen J, Jones, Kirkpatrick, Nichols, Stump, Yarbrough)

Status: Assigned to the following committees
- TRANS = DPA/SE on 2/16
- Rules = C&P on 2/28
- Transmitted to Senate on 3/7
- Assigned to the following committees
  - GOV = passed on 3/30 by a 5-0-1-0 vote
  - Rules = PFC on 4/5
  - Transmitted to House on 4/12
  - Transmitted to Governor on 4/13
  - Governor signed on 4/18

*Primary-Primary Sponsor