

HOPI TRIBE SHSP AND ARIZONA SHSP EMPHASIS AREA/STRATEGY COMPARISON

Hopi SHSP EA	Strategy Component(s)	AZ SHSP	Strategy/Action Step(s)
HOPI SHSP - EDUCATION			
Driver/Passenger education	Seat Belt safety, Child passenger seats, Media PSAs on traffic safety	Occupant Protection	A. Couple enhanced enforcement of existing restraint-use laws with high-visibility marketing about enforcement efforts. B. Strengthen outreach and education about the proper use of seat belts and child restraint devices to identified target audiences. C. Strengthen driver education and safety-restraint-usage outreach to identified target audiences.
Impaired Driving	PSAs, Public Education	Impaired Driving	B. Increase educational efforts for everyone about the dangers and consequences of driving impaired.
Distractive Driving	PSAs, Public Education	Distracted Driving	B. Conduct aggressive public information campaigns to discourage all forms of distracted driving.
Pedestrian Safety	PSAs, Public Education	Nonmotorized Users: Pedestrians	D. Increase pedestrian-safety education for all roadway users.
Bicycle Safety	PSAs, Public Education	Nonmotorized Users: Bicyclists	A. Improve public awareness to promote safer behavior by all roadway users relative to bicycle traffic.
Youth Driver Education	Youth-Specific courses/programs	Age Related: Young Drivers	A. Strengthen driver education. D. Enhance outreach campaigns to young drivers and their families about safe driving behavior and programs.
HOPI SHSP - ENFORCEMENT			
Primary Occupant Restraint Law	Coordinate/advocate with Tribal Committees/Council	Occupant Protection	E. Research and identify effective policies to increase restraint usage that can be implemented by state, local and tribal governments.

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Traffic Enforcement	Proactive/visible enforcement program	Speeding and Aggressive Driving	A. Increase highly visible and effective enforcement to reduce the frequency of crashes associated with speeding and aggressive driving.
Develop/enhance partnerships with neighboring police departments, State and Hopi Tribe agencies, villages, businesses, and schools	Coordinate efforts and share resources	Interjurisdictional Coordination	A. Coordinate and promote interjurisdictional cooperation and practices throughout Arizona. B. Improve data collection, integration, analysis and sharing at all levels. C. Develop interjurisdictional methods and agreements to improve rural road infrastructure. D. Assist regions and tribal governments in evaluating safety data, identifying priorities and developing projects. G. Work with ADOT to incorporate data-driven strategies from local, regional and tribal safety plans into the HSIP.
Traffic Enforcement / Safety	Emphasize importance of traffic enforcement/safety within HRES	Speeding and Aggressive Driving	E. Use crash-related data to target enforcement and public information campaigns.
DUI Enforcement	Routine, high visibility saturation enforcements and checkpoints	Impaired Driving	A. Conduct high-visibility impaired-driving enforcement initiatives.
Seat belt compliance	Compliance enforcement	Occupant Protection	A. Couple enhanced enforcement of existing restraint-use laws with high-visibility marketing about enforcement efforts. B. Strengthen outreach and education about the proper use of seat belts and child restraint devices to identified target audiences.

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			<p>C. Strengthen driver education and safety-restraint-usage outreach to identified target audiences.</p> <p>E. Research and identify effective policies to increase restraint usage that can be implemented by state, local and tribal governments.</p> <p>F. Promote employer engagement in efforts to encourage restraint usage 100 percent of the time.</p>
HOPI SHSP - ENGINEERING			
Identify roadway problems	Report identified problems to appropriate agencies	Interjurisdictional Coordination	A. Coordinate and promote interjurisdictional cooperation and practices throughout Arizona.
Identify signage problems	Report identified problems to appropriate agencies	<p>Interjurisdictional Coordination</p> <p>Roadway Infrastructure and Operations: Lane/roadway departure</p>	<p>H. Coordinate engineering and operational efforts across jurisdictions.</p> <p>A. Reduce the frequency and severity of lane- and roadway-departure crashes through roadway infrastructure improvements.</p>
Speed limit	Recommended adjustment to speed limits as needed	<p>Speeding and Aggressive Driving</p> <p>Non-Motorized Users: Pedestrian</p>	<p>B. Institute a statewide speed-management strategic initiative.</p> <p>E. Reduce vehicle speeds in predictable locations, such as areas of high pedestrian traffic and school bus stops.</p>
Pedestrian safety	Evaluate pedestrian safety problems/needs/plans	Non-Motorized Users: Pedestrian	<p>A. Reduce pedestrian exposure to vehicle traffic.</p> <p>B. Improve sight distance and/or visibility between motor vehicles and pedestrians.</p>

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Road safety audits	Coordinate RSAs for all roadways	Interjurisdictional Coordination	C. Develop interjurisdictional methods and agreements to improve rural road infrastructure.
HUPI SHSP – EMERGENCY SERVICES			
Hazardous materials	Incorporate HERT Plan into traffic safety planning	Heavy Vehicles/Buses/Transit	C. Improve enforcement-related efforts for heavy vehicles.
Transportation mass casualty incidents	Incorporate HERT Plan into traffic safety planning	Traffic Incident Management	A. Develop cross-cutting TIM programs that include training, public education, research, evaluation and application of technology.