
MAG Strategic Transportation Safety Plan

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MAG Bike-Ped Committee
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Project Website:

<http://stsp.azmag.gov>



MAG Strategic Transportation Safety Plan (STSP)

- ▶ Previous/First MAG STSP developed in 2005 by the Transportation Safety Committee (TSC)
- ▶ Serves as the roadmap for road safety planning in the MAG Planning Area – oversight by TSC
- ▶ Incorporated in the Regional Transportation Plan & aligned with the state's Strategic Highway Safety Plan
- ▶ Oversight for new STSP by TSC and Transportation Safety Stakeholders Group (TSSG)
- ▶ Technical Support by Consulting Team - Lee Engineering LLC & Texas Transportation Institute(TTI)
- ▶ 20-month project -- completion by Feb 2015

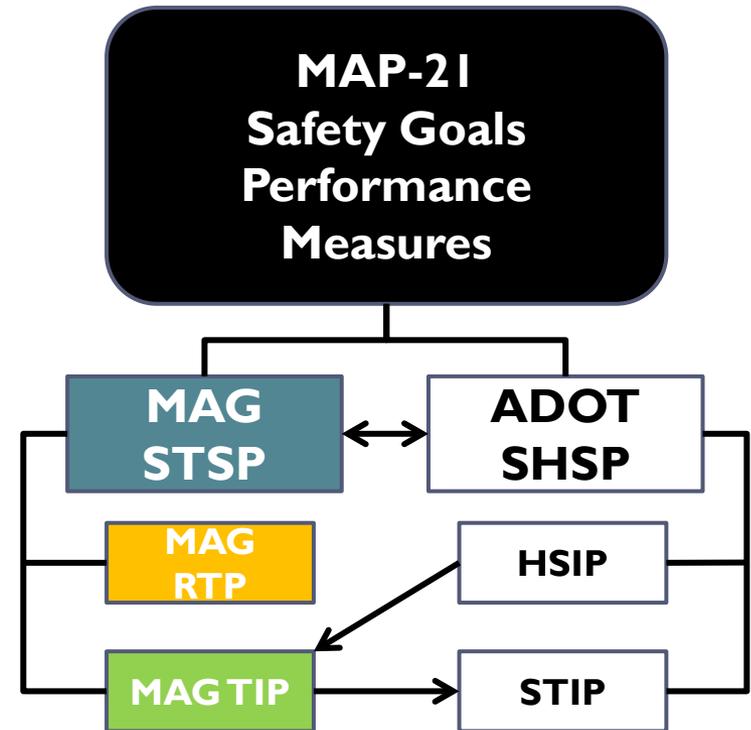
MAG 2005 STSP — Examples of Accomplishments

- ▶ Development of the Regional Transportation Safety Information Management System (RTSIMS) — supports crash data analysis
- ▶ The MAG Road Safety Assessment (RSA) Program
- ▶ MAG Elderly Mobility Sign Project — Clearview Font
- ▶ Safe Routes to School Program Annual Crossing Guard Training Workshops



MAG Strategic Transportation Safety Plan (STSP)

- ▶ ADOT and MAG strategic plans will align with MAP-21 goals: Address Fatal & Serious Injury crashes on all public roads.
- ▶ Projects programmed and administered through MAG & ADOT: Required to meet safety performance measures and targets.



Definitions

- ▶ **Action Area:** A grouping of road safety issues/challenges, based on crash history, that need to be addressed in the STSP; established by the TSC & TSSG
- ▶ **Strategies:** Countermeasures recommended by the TSC & TSSG to address the safety issues/challenges in each Action Area.
- ▶ **Practices:** Regional Practices that would enhance road safety
 - ▶ Facilitates the implementation of Strategies that would target a specific location, corridor segment, or the entire regional transportation system.

MAG STSP Development Process

- ▶ Task 1: State of Road Safety in the Region (Based on a review of crash data for 2008-2012, using RTSIMS software)
- ▶ Task 2: Regional Vision – Visioning Workshop: Sept ‘13: ZERO DEATHS, ZERO INJURIES
- ▶ Task 3: Road Safety Action Areas: Impaired Driving
 - ▶ Aggressive Driving
 - ▶ Crashes at Intersections
 - ▶ **Vulnerable Road Users (Bicyclists, Pedestrians/Transit Users & Disabled)**
 - ▶ Young Roadway Users
 - ▶ Support Action Area: Data Collection, Data Quality, Analysis Tools for Decision Making

MAG STSP Development Process

▶ Tasks 4-7: Exploring New Safety Programs or Practices to be promoted for Implementation

Task 4: Network Screening Methodologies for Prioritization of Road Safety Needs

Task 5: Incorporating Safety in the Regional Transportation Plan (RTP)

Task 6: Incorporating Safety Enhancements in Road Infrastructure Projects (TIP)

Task 7: Improving Safety via Traffic Operations and Technology Solutions – Current Stage

Implementation Focus Via MAG Planning Process

Vulnerable Road Users

Action Area: Eliminate Deaths and Serious Injuries involving Pedestrians/Transit Users, Bicyclists, and Persons with Disabilities

Strategy: Incorporate road safety considerations in multimodal planning and facility design.

Performance Measures:

Output – Number of MAG agencies that combine safety with multimodal connectivity reviews during planning and design

Outcome – Annual Deaths and Serious Injuries involving Pedestrians, Bicyclists and Persons with Disabilities

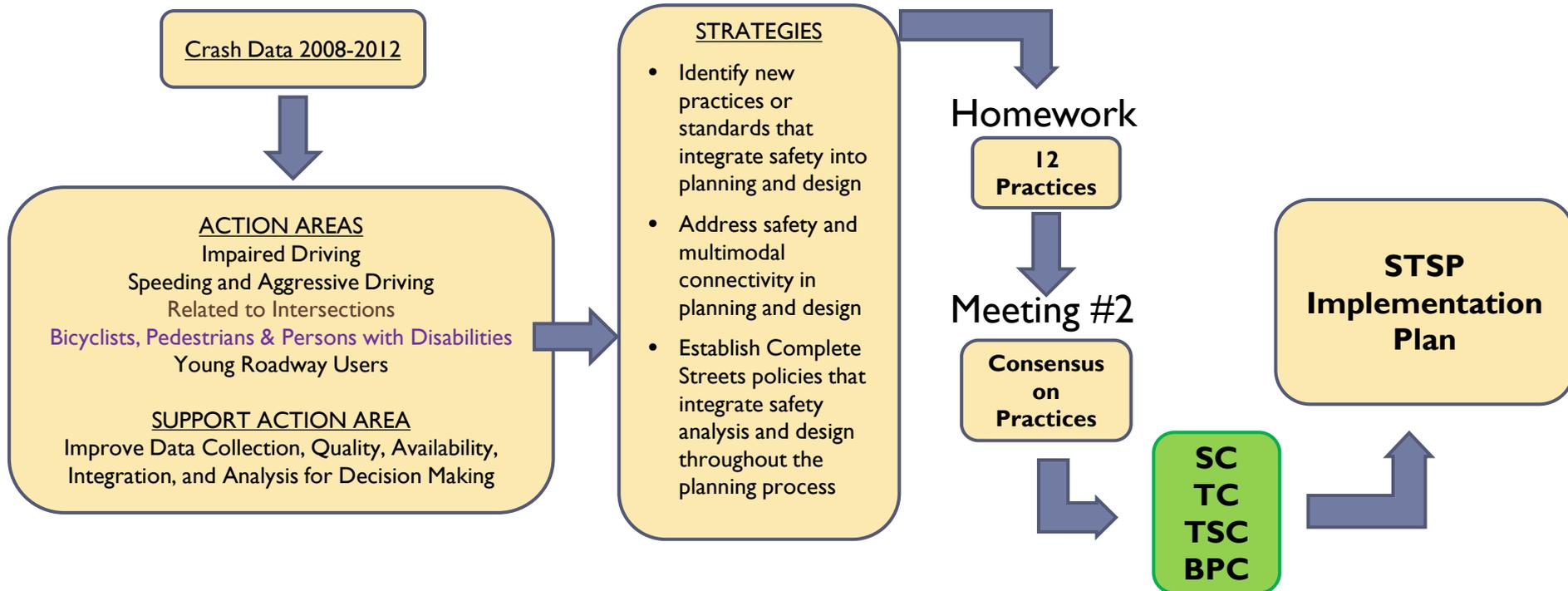
Working Group on Bike/Ped/Transit Safety

- ▶ **Group Activity:** Identify Practices that would support implement strategies identified for Action Area
- ▶ Address bicyclist and pedestrian safety on routes to and from transit stops and stations
- ▶ **Participants:** MAG Transit, Bike & Pedestrian, Transportation Safety Committee, MAG Staff
- ▶ **Brandon Forrey, Susan Conklu & Jim Hash**

TASK 5 & 6 Working Group

OBJECTIVE:

Identify Regional Practices that can be part of the STSP Implementation Plan



Review of Potential Practices by Working Group

- Practices have opportunities and constraints
- Practices were ranked based on the following factors scored subjectively:
 - Cost Effectiveness
 - Need
 - Ease of Implementation

Working Group Recommended Practices

Recommended Practice	Notes	Implementation Timeframe	Funding Source	Lead Agency
<p>1. Prepare best practices guide specific to the MAG Region for high risk intersections and high exposure bike/ped crossing nodes employing safety countermeasures:</p> <ul style="list-style-type: none"> i) Consistent traffic signal operations for pedestrians and bicyclists ii) Installation of enhanced crossings (lighting, widened crosswalks for pedestrians and bicyclists, bulb outs, ladder style crosswalk markings.) 	None	0-5 years	MAG Planning Funds	MAG
<p>2. Develop on-going training and public information bicycle and pedestrian safety campaigns. (Note: the campaign would focus on multiple audiences, e.g., elementary schools, MVD, AAA, Bicyclists, Drivers, Police, Engineers, Planners, Teachers, Health Care Industry)</p>	GOHS funding could be utilized for this.	0-5 years	GOHS	GOHS
<p>3. Encourage submittal of TIP projects that include safety elements, for improving safer access for all modes, by including safety as an explicit project evaluation criteria for all TIP projects.</p>	<p>This could be easily done by MAG with support of committees that evaluate projects that are incorporated into the TIP. MAG staff, with oversight by the Safety Committee, will develop the Safety Evaluation Criteria including guidelines for scoring projects. The actual safety scoring could be done by individual modal committees as part of their normal TIP project review process.</p>	1 year	N/A	MAG
<p>4. Prepare best practices guide for Road Diet and Complete Streets projects that incorporates safety countermeasures in project development.</p>	<p>The intent would be to outline what kind of corridors would be good candidates for these practices with consideration of connecting or abutting conditions as well as how complete streets policies are implemented/enforced, and incorporating known safety countermeasures. The resulting best practices could be incorporated in #3.</p>	0-5 years	MAG Planning Funds	MAG

Working Group Recommended Practices

Recommended Practice	Notes	Implementation Timeframe	Funding Source	Lead Agency
5. Develop short-range action program oriented to 1) high transit activity stops and 2) new routes that would enhance transit stop safety with focus on amenities, safe access and connections. (Note: The intent of this program would be to employ the checklist from the MAG Designing Accessible Communities and tie to Valley Metro Service Standards.)	The intent of this would be to employ the checklist from the MAG Designing Accessible Communities and tie to the Valley Metro Service Standards. This would be heavily reliant on the support of RPTA as the administrators of the Public Transportation Funds (PTF) and agreement with local agencies and towns who own the facilities.	0-5 years	PTF Local	RPTA Local Agencies
6. Develop Bicyclist Safety Assessment (BSA) program that focuses on bicyclist safety countermeasures at high risk intersections. (Examples: leading bicycle phase to coincide with leading pedestrian phase; countdown signals; continuous bike lanes through intersection, bicycle detectors/sensors.)	Could be incorporated into existing MAG RSA program and possibly be expanded for high exposure intersections as the bicycle counts and RSA programs increase the amount of data available.	1 year	MAG Planning Funds	MAG
7. Develop update of regional bus stop design and location guidelines to promote a greater emphasis on safety and consistent practices by local jurisdictions in cooperation with bus operators.	This in part is already being done by Valley Metro and greater emphasis on safety for bicyclists and pedestrians can be added to this effort.	0-5 years	PTF	RPTA Local Agencies
8. Prepare technical resource that summarizes and documents regional and national research on effectiveness of safety countermeasures.	This is already being done at the national level but could be done through a MAG project at a regional level as more safety countermeasures are implemented. As of now, we could only document the systemic countermeasures that have been installed through the HSIP. A more comprehensive program would need to be defined to align determination of safety countermeasure effectiveness with what is being implemented regionally and national standards.	5-10 years	MAG Planning Funds	MAG

MAG STSP Next Steps

▶ Address Performance Monitoring, Implementation Plan and MAG Adoption of the Final STSP:

Task 8: Monitoring and Reporting on System Performance and Program Effectiveness

Task 9: Implementation Plan 2015-2025

Task 10: Final Report, Executive Summary & Presentations

MAG Regional Council approval of the Plan anticipated in April 2015.

Committee Action Requested

Approval of a practice to encourage submission of TIP projects that include safety elements, for improving safer access for all modes, by including safety as an explicit project evaluation criteria for all TIP projects.