

## **MAG STSP Project – Task 5: Incorporate Safety into RTP**

### **DRAFT Notes from the Wednesday, June 11, 2014 Working Group Meeting #1**

Eleven of the 15 Working Group members, including three from the MAG Transit Committee, three from the MAG Bicycle and Pedestrian Committee and two from the MAG Transportation Safety Committee were in attendance for the meeting. However, one of the members, Maria Hyatt had to leave after about an hour of the two-hour meeting, and was not involved in the ensuing discussion. There were also four representatives from MAG and three from Lee Engineering, including Tom Larwin. The meeting began with Margaret Boone giving a background on why the Working Group was organized and what they hoped to accomplish for the MAG STSP project. Yung Koprowski provided information on crash trees for fatal and serious injury crashes in the MAG Planning Area from 2008 – 2012 to help target the types of problem areas that may exist with respect to transit and the people who use transit.

Tom Larwin followed with a presentation on funding programs, policies, programs and regional studies in the MAG Planning Area and related research into multimodal traffic safety. Mr. Larwin discussed the linkages between the ADOT SHSP and the MAG STSP and the MAG TIP, and gave a presentation on how other MPOs were incorporating safety into the regional planning and programming process. The task at hand for the Working Group is to develop Measures based on the previously developed Strategies from Task 3 to reduce the fatal and serious injury crashes that are occurring with respect to pedestrians, bicyclists and transit. Tom Larwin noted that 3 of the 6 MAG STSP Action Areas related to multimodal travel and focused the discussion of the two Strategies within two of the STSP Action Areas that he asked the Working Group to focus on: Vulnerable Road Users (pedestrians, bicyclists and the disabled) and Intersections.

During the open discussion, the following issues were mentioned by the Working Group members:

- Wulf Grote stated that to be proactive on safety, Transit needs to have more resources in the following areas:
  - Better crash data for transit users. They only have data on crashes involving a transit vehicle. They do not have data on other crashes related to a pedestrian or bicyclist crossing a street to access a transit vehicle. This type of data would be helpful to them.
  - Better information on how to identify and address behavioral pedestrian, bicyclist and driver problems that result in crashes. If behavioral problems exist, there is no evidence that the poor behavior causes a safety problem because they have no resources to identify or analyze the problems, and no resources to fix the problem.
- Brandon Forrey stated there is a need to interact more with the public to have more eyes and ears on the street to identify areas which create safety problems to transit

patrons. Brandon also stated that there is also a need to have a wider implementation of Complete Streets policies, and that the Complete Streets policy in Peoria was rather general.

- Madeline Clemann brought up an issue with Scottsdale transit riders crossing at the intersection of Scottsdale Road and Frank Lloyd Wright Boulevard/Bell Road and a need to coordinate with Phoenix at the crossing, stating that local jurisdictions need to work together. In this case, Scottsdale Transit officials did work together with Phoenix Transit officials.
- Often problems are not documented because there is no crash data, even though the recognition or “perception” of a problem is rather obvious.
- The Bicycle/Pedestrian and Transit Committees do not have control of the roadway design or operation to make the changes to establish safer and more functional crossings.
- One strategy is to emphasize correcting behavioral problem that lead to crashes using education and enforcement, or creating new laws. Margaret emphasized that some of the suggested solutions (such as developing new laws to address behaviors that lead to crashes or improving data collection for crashes that do not involve motor vehicles) are issues to be addressed at the State level, and the Working Group needs to focus on what can be done in the MAG region.
- Brandon Forrey suggested that improving standards for such things as lighting or pavement markings may help to improve some of the behavioral problems that lead to crashes
- Susan Conklu stated there is a need for improved bicycle and pedestrian crash details to get a better understanding on how the crash occurred. She also suggested establishing a Bike Level of Service (BLOS) for those streets without bicycle lanes to get a measure or rating of the street that is based on safety.
- Margaret Boone stated that the Working Group needs to identify strategies that are reasonable and achievable and could potentially lead to a reduction in crash types that have been identified in earlier tasks of the development of this updated plan.
- Sarath Joshua stated that the RTSIMS statistics presented earlier showed that 21% of the fatalities in the MAG Planning Area are pedestrians, and that 59% of the fatal pedestrian crashes occur at midblock locations. The current system may be flawed in that inadequate opportunities are provided for safe crossing at midblock locations.
- Wulf Grote stated that prior bus stop design location procedures were developed and implemented to move the stops closer to the intersections and eliminate midblock stops where practical. He is not sure that Phoenix Transit and Valley Metro are still using the same bus stop location guidelines that were developed and refined in prior years.
- Brandon Forrey noted that we have better pedestrian street crossing tools than we did in prior years such as the PHB/HAWK, RRFB, and Two-Stage Crossing Islands.
- Alice Chen reported that Transit has a check-list for transit stops that are used. She also reported that there may be funding issues with Complete Streets, but there is a need to not look at safety issues piecemeal, but to develop a holistic approach. MAG has already invested in numerous studies, such as the Sustainable Transportation Study,

that should be leveraged. Margaret Boone acknowledged Alice's statement noting that these plans are a valuable start and that it is one of the goals of the working group to take what we can from those studies to come up with a practice that can be implemented through the STSP.

- Eileen Yazzie suggested there be a street classification based on Safety. There is also a need to know the underlying factors that relate to pedestrian crashes so that those factors may be targeted and addressed.
- Sarath Joshua commented that we need better tools to evaluate safety but at this time and for the purposes of the development of this plan we are using what is currently available to us. *(There were several comments on the need for more or better tools).*
- Wulf Grote stated that he attended a conference where a speaker made a distinction between "Streets" and "Roads", where "Streets" were defined as location a where people congregate and "Roads" are for higher speed and more efficient travel. It was indicated at the conference that our society is doing a good job in building "Roads", but are not successful in building "Streets" that are livable and where people congregate. He asked if we are clear on the goals for our arterial streets. We need to define what we want to do with respect to the balance between traffic movement and safety.
- Susan Conklu stated that we need to educate motorists about the speed they should be driving based on how the signals are timed; i.e. you will not get there faster by driving faster. We need to let motorists know that a faster speed will result in getting to the next red traffic signal faster. She posed the question about how to educate the public about progression speeds and signal timing.
- Monique de los Rios pointed out the conflicting responsibility that MAG has to mitigate congestion as well.
- Margaret Boone stated that the Working Group needs to identify practices that can be implemented in the MAG Planning Area to improve safety. She also stated that practice(s) the Working Group recommends to address the strategies have the potential of improving safety for the roadway/transit system as a whole and to transit patrons.
- Tom Larwin added that the projects proposed for implemented not only have to address the crash problems that exist, but they need to be within the MAG member agency resources.
- After the meeting Brandon Forrey forwarded the following additional comment summary:
  - Implementation of existing MAG plans is essential component of this effort. Traffic safety will automatically improve by implementing the principles of the Complete Street Guide, for example.
  - Existing plans cover strategies, but if MAG is to pursue this course of action, the next logical step is to establish design standards. However, many agencies may be resistant to this.
  - Public input and creating/facilitating public notification of safety concerns to jurisdictions should be a priority of this effort.
  - ITS must be a key component of this effort, as congestion mitigation and safety enhancements marry well with a well-coordinated, efficient system. Steady

traffic flow is safer and more appealing to most drivers than the ability to drive fast for stretches.

MAG Strategic Transportation Safety Plan  
Task 5 Working Group  
Meeting #1 Sign-in Sheet

Name	Organization	E-mail	Phone	Initial
Alice Chen	MAG	<a href="mailto:achen@azmag.gov">achen@azmag.gov</a>	602-254-6300	AC
Brandon Forrey	City of Peoria	<a href="mailto:brandon.forrey@peoriaaz.gov">brandon.forrey@peoriaaz.gov</a>	623-773-7201	BF
Dana Chamberlin	City of Avondale - TSC	<a href="mailto:dchamberlin@avondale.org">dchamberlin@avondale.org</a>	623-333-4217	X
Eileen Yazzi	MAG	<del>eyazzi@azmag.gov</del>	602-254-6300	X <i>EOY</i>
Jim Hash	City of Mesa - Bike & Ped	<a href="mailto:James.Hash@mesaaz.gov">James.Hash@mesaaz.gov</a>		<i>JH</i>
Julian Dresang	City of Tempe - TSC	<a href="mailto:julian_dresang@tempe.gov">julian_dresang@tempe.gov</a>	480-350-8025	<i>JD</i>
Kerry Wilcoxon	City of Phoenix - TSC	<a href="mailto:kerry.wilcoxon@phoenix.gov">kerry.wilcoxon@phoenix.gov</a>	602-262-4613	X
Madeline Clemann	City of Scottsdale - Transit Chair	<a href="mailto:Mclemann@scottsdaleaz.gov">Mclemann@scottsdaleaz.gov</a>	480-312-2132	<i>M</i>
Maria Hyatt	City of Phoenix - Transit	<a href="mailto:maria.hyatt@phoenix.gov">maria.hyatt@phoenix.gov</a>	602-534-6165	<i>MCH</i>
Maureen DeCindis	MAG	<a href="mailto:mdecindis@azmag.gov">mdecindis@azmag.gov</a>	602-254-6300	X
Monique de los Rios-Urban	MAG	Monique de los Rios-Urban	602-254-6300	<i>MUR</i>
Renate Ehm	City of Mesa - TSC Chair	<a href="mailto:Renate.Ehm@mesaaz.gov">Renate.Ehm@mesaaz.gov</a>	480-644-5640	RE
Susan Conklu	City of Scottsdale - Bike & Ped	<a href="mailto:SConklu@Scottsdaleaz.gov">SConklu@Scottsdaleaz.gov</a>		SC
Wulf Grote	Valley Metro - Transit	<a href="mailto:wgrote@valleymetro.org">wgrote@valleymetro.org</a>	602-322-4420	<i>WG</i>