

DRAFT MINUTES
OF MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION SAFETY COMMITTEE

July 24, 2012
Maricopa Association of Governments
Ironwood Room, Suite 200
302 N 1st Ave,
Phoenix, AZ 85003

MEMBERS ATTENDING

*Linda Gorman, AAA Arizona Tom Burch, AARP	Lazaro Veitia for Chris Lemka, City of Glendale
*Kohinoor Kar, ADOT	+Hugh Bigalk, City of Goodyear
*Shane Kiesow, City of Apache Junction Margaret Boone, City of Avondale (Chair)	Chris Plumb, Maricopa County Renate Ehm(Vice Chair), City of Mesa
+Thomas Chlebanowski, Town of Buckeye	*William Mead, Paradise Valley Mannar Tamirisa for Jamal Rahimi, City of Peoria
Martin Johnson, City of Chandler	Kerry Wilcoxon, City of Phoenix
*Jorge Gastelum, City of El Mirage Kelly LaRosa, FHWA	+Paul Porell, City of Scottsdale
Mike Gillespie, Town of Gilbert	+Tracy Eberlein, City of Surprise Julian Dresang, City of Tempe Gardner Tabon, RPTA

OTHERS PRESENT

Maria Deeb, City of Mesa	Lee Jimenez, MCDOT
Sean Messner, URS	Sarath Joshua, MAG
Doug McCants, ATKINS	Leo Luo, MAG
Anitha Shanker, Stantec	Kiran Guntupalli, MAG
Lauren Neu, Strand Associates	

+Teleconference
Videoconference
*Not present

1. Call to Order
Chair Margaret Boone called the meeting to order at 10:00 a.m.
2. Approval of May 22, 2012 Meeting Minutes
Hugh Bigalk from Goodyear stated that he attended the meeting and requested a correction in the meeting minutes. With the correct noted Kerry Wilcoxon of Phoenix moved to approve the minutes. Renate Ehm from Mesa seconded and it was unanimously carried to approve the minutes of the meeting held on May 22, 2012.

3. Call to Audience

Chair Margaret Boone made a call to the audience providing an opportunity to members of the public to address the Transportation Safety Committee. No public comments were received.

4. Program Manager's Report

The following items were highlighted by Kiran Guntupalli in his report:

- **Road Safety Assessments Update**
 - **16 out of 18 planned RSAs have been completed**
 - **Work on the remaining RSAs will commence in August**
 - Litchfield Park
 - Buckeye - uncertainty of RSA need
 - **Next Cycle of RSAs**
 - \$300,000 available in FY 2013
 - Average cost of performing an RSA is \$25,000
 - RSA scope TBD – intersections, segments, corridors
 - New On-Call Contracts required – possibly by January 2013
- **Regional School Crossing Guard Training Workshops planned dates and venues**
 - **July 31, 2012 - Phoenix**
Sunnyslope High School-Auditorium 35 W. Dunlap Avenue, Phoenix
 - **August 2, 2012 – Mesa**
Mesa Education Center-Auditorium 855 W. 8th Avenue, Mesa
 - **August 7, 2012 – Peoria**
Rio Vista Recreation Center 8866-A W. Thunderbird Road, Peoria
- **Strategic Transportation Safety Plan**
 - **New project proposed in the FY 2013 Work Program - \$300,000 RFP**
 - **The scope of work has been finalized**
 - **A comprehensive plan to update the 2005 Plan**
 - **Key Elements:**
 - Vision, Goals
 - Performance Measures
 - Evaluation Strategies
 - Data driven safety planning
 - Network Screening, HSM methods
 - Incorporation of Safety in the RTP – regional dollars for safety
 - New projects in TIP and UPWP
 - Incorporation of Safety in ALL MAG TIP projects
 - Safety through ITS/Systems Operations
 - Monitoring and Reporting on Safety Performance
 - Implementation Plan 2015-2024
 - **Next Steps**
 - Form a Proposal Review Panel
 - Issue RFP
 - Review Proposals and Select Consultant
- **MAP-21 Highlights on Safety**
 - **Moving Ahead for Progress in the 21st Century (MAP-21)**

- Authorized highway funds for 2013 and 2014
- **Safety remains USDOT's #1 priority**
- **Performance and Outcome Based**
 - Goal: Achieve significant reductions in traffic fatalities and serious injuries on all public roads
 - Performance targets for Safety
 - States/MPOs report to DOT on progress in achieving targets
- **Transportation Alternatives – a new MPO program**
 - Safe Routes to School, Transportation Enhancements & Recreational Trails Programs are combined into this program

5. HSIP Project Status and Eligibility Questions

Sarath Joshua informed the committee that he received an email from Irene Higgs of ADOT regarding FY 2010 and FY 2011 HSIP projects. It reads:

FY 2010 Projects - All HSIP Procurement Projects in the MAG Region have been advertised and award except for Tempe. Tempe had items that were not being bid on, so we had to bid out separate. Items re-advertised July 26, 2012 pending bid open. ADOT is working w/each LPA on Purchase Orders, Kick-off Mtgs. and Deliveries.

FY 2011 Projects – Anticipate advertisement of all the FY 2011 Projects by end of September. The following projects have advertised pending award:

Description of Project /Procure Type / Open Bids / Award/Type of Contract	Jurisdictions / Tracs # / Original Budget / Revised Budget / 2011 RX Number Cancelled at Fiscal Year End June 30, 2012	Advertised	Bid Open
Ped Signal – IFB MATERIALS ONLY	Chandler / SH50001C / \$100K	YES	8/2/2012
Ped Signal & Signs – IFB MATERIALS ONLY	Fountain Hills / SH48201C / \$10K	YES	8/1/2012
Ped Signal – IFB MATERIALS ONLY	Gilbert / SH49101C / \$32K	YES	8/2/2012
Ped Signal – IFB MATERIALS ONLY	Glendale / SH47901C / \$62K	YES	8/2/2012
Traffic Signal & Mount – IFB MATERIALS ONLY	Glendale / SH48001C / \$37K	YES	7/31/2012
Traffic Signal (F&Q) - IFB MATERIALS ONLY	Mesa / SH47801C / \$100K	YES	7/31/2012
Ped Signal – IFB MATERIALS ONLY	Scottsdale / SH48501C / \$100K	YES	8/2/2012

FY 2012 Projects – Anticipate advertisement by the end of October

FY 2013 Projects – Submit for FHWA eligibility and JPA's.

The committee was informed that starting in FY10; the Arizona DOT began sub-allocating 20 percent of the federal Highway Safety Improvement Program (HSIP) funds the state receives to all COGs and MPOs, with MAG receiving \$1 million per year. Projects have been programmed for these funds through FY 2014. Sarath Joshua stated

that there appears to be some confusion regarding the clarity of information on project eligibility for HSIP funds. Paul Porell from City of Scottsdale stated that they have received authorization for a project at Hayden and Thomas Intersection to procure consulting services for safety improvements. At the suggestion of ADOT, Scottsdale agreed to use ADOT On-call to the services. Later realized none of ADOT consultants met the City of Scottsdale need. City had to advertise an RFP to procure the services. Renate Ehm from City of Mesa stated that one the projects programmed in FY2014 (Adding Additional Signal Heads) in deemed ineligible without attaching B/C ratio calculations. So, Mesa planned to replace the project with Adding Crash Cushions and submitted the data needed for replacement to ADOT. She stated she received an email from Sarath Joshua with MAG what such a change in scope is not permitted and funding will come back to regional pot of funds. Sarath Joshua stated that since the replacement project did not go through MAG approval process such a project change is not permitted. Sarath Joshua also stated that city of Mesa may request an action from Safety Committee to this change in project scope. Sarath Joshua also stated that this eligibility question would not have come up if we had clear guidelines on project eligibility for Systematic Safety Improvements. Sarath Joshua suggested that the committee recommend a consultant project that would result in documenting the project eligibility guidelines and systematic improvement projects. Kerry Wilcoxon from City of Phoenix asked if City of Mesa could explain the exact issue with project. Maria Deeb from Mesa told the committee that City of Mesa applied for a systematic safety improvement project to add additional signal heads at number of locations in Mesa; initially ADOT agreed that it is a systematic safety improvement and no B/C analysis was needed. But, during FHWA review of the project City of Mesa was told to run a B/C analysis at every location where these additional signal heads will be installed and proves B/C ratio is greater than 1.0. City of Mesa felt that this is a tedious task for the amount of funding. Kerry Wilcoxon agreed with City of Mesa that initial intent of systematic improvements was to fund proven safety improvements and B/C analysis is not needed. Kerry Wilcoxon also suggested that they had plans to apply for similar project. Kelly LaRosa from FHWA told the committee that ADOT published a HSIP manual that includes a list of systematic safety improvement projects. She also told the committee that if agencies would like to propose projects other than listed in manual to have perform B/C analysis and prove that the improvements will result in reduction of fatalities and serious injuries. She also stated that all projects should be data driven and must align with Arizona Strategic Safety Plan. Kelly LaRosa also stated that projects proposed to meet MUTCD requirements doesn't qualify them HSIP funding. She also stated that MAP-21 asks for greater emphasis on data driven solutions to improve safety. Kerry Wilcoxon stated that he assumes that new MUTCD requirements are added to improve safety. Kelly LaRosa added that manual is adopted to provide uniform traffic control devices as the acronym states. She also stated that some unfunded mandates and if any agency thinks certain MUTCD requirements are safety improvements then they could prove with B/C analysis and get those projects funded. She restated that the purpose of HSIP funding is to eliminate fatalities and serious injury crashes. Mannar Tamirisa stated that crash reports do not state that the crashes are result of no signal head. So, he asked how any agency could prove that adding additional signal head will improve safety. Sarath Joshua responded that any proven and published studies could be used to justify the reduction in crashes. Kerry Wilcoxon asked if city wide data could be used to fund system wide improvements or each location should be evaluated separately. Kelly LaRosa told the committees that she could help

facilitate new courses from NHI to help in network screening and project identification process. She also stated that the new predictive models identified in the Highway Safety Manual could also be used to identify the safety needs and get the projects funded. Julian Dresang from Tempe asked if all the systematic improvements in the HSIP manual funded and implemented throughout the valley what other projects could be funded. Sarath Joshua responded that the proposed study in consultation with ADOT and FHWA would specifically identify guidelines what qualifies for systematic improvement and also what level of analysis is required to qualify an improvement as systematic.

6. Network Screening for Top 100 Intersections for Crash Risk

Sarath reviewed the background to the MAG Network Screening Methodology for Intersections (NSM-I), that was developed and adopted by the committee in January 2010. This was used to develop the Top 100 intersections based on updated crash data for 2008-2010, producing a list of intersections ranked by crash risk. This methodology considers two factors in addition to crash frequency and crash severity. They are the manner of collision and the intersection crash rate. Attachment one provides a complete description of the NSM-I process and the resulting list and map of the Top 100 intersections. Sarath Joshua asked the committee that since FHWA emphasis is on more severe crashes, should this screening methodology be applied only on injury and fatal crashes. Paul Porell from Scottsdale stated that all level of injury should remain in the analysis but probably crash severity and crash rate scores be given higher weightage. Kerry Wilcoxon asked if MAG performed the analysis without including PDO Crashes. Sarath Joshua responded saying no. Julian Dresang told the committee that since the difference between PDO and Fatal Crash is about 1450 times, it would not make a big difference in ranking the intersections. Kerry Wilcoxon agreed with the justification. Chris Plumb questioned the validity of data from crash report regarding intersection related checkbox. Chair Margaret Boone responded that it is up to individual agency to do the fact checking. Sarath Joshua requested the agency send us the comments on Top 100 list. Kerry Wilcoxon also stated that crash rate is down throughout the city. Mannar Tamirisa asked the committee on the purpose of generating this list. Sarath Joshua responded by stating that one of the goals identified in Strategic Safety Plan is to identify high crash locations but using the NSM-I. He also stated that the other purpose of this Top 100 to identify RSA sites. Kerry Wilcoxon also stated that this screening serves as independent analysis of intersections during law suits against an agency.

7. Reports by the Committee Members on Transportation Safety Activities

Mannar Tamirisa is stated that they working with a consultant to install signal heads funded 2010 HSIP funds. Kerry Wilcoxon from Phoenix reported he is participating in Pedestrian Safety Peer Exchange group meeting sponsored by FHWA in Miami Florida. Kerry Wilcoxon also reported that they received funding from GOHS to buy air time to educate public on HAWK signals. Paul Porell requested the script of the advertisement and Kerry Wilcoxon responded stating that he will send out an email. Kelly LaRosa told the committee that FHWA is offering a new Technical Assistance program if any agencies need it. She circulated an information brochure.

8. Request for Future Agenda Items

No future agenda item was received.

9. Next Meeting

The next meeting is scheduled to be held on Tuesday, September 25, 2012 at 10:00 a.m. in the MAG Ironwood Room.

Adjournment

Chair Margaret Boone adjourned the meeting at 11:30 a.m.