

May 19, 2014

TO: Members of the MAG Transportation Safety Committee

FROM: Renate Ehm, City of Mesa, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Tuesday, May 27, 2014 9:30 a.m.  
MAG Office Building, 2<sup>nd</sup> Floor, Ironwood Room  
302 North First Avenue, Phoenix

A meeting of the MAG Transportation Safety Committee will be held at the time and place noted above. Committee members or their proxies may attend **in person, via videoconference or by telephone conference call**. Those attending video conference must notify the MAG site three business days prior to the meeting. Those attending by telephone conference call please contact MAG offices for conference call instructions.

Please park in the garage under the MAG building, bring your ticket, parking will be validated. For those using transit, Valley Metro/RPTA will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

In 1996, the Regional Council approved a simple majority quorum for all MAG advisory committees. If the Transportation Safety Committee does not meet the quorum requirement, members who have arrived at the meeting will be instructed a legal meeting cannot occur and subsequently be dismissed. Your attendance at the meeting is strongly encouraged.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Jason Stephens at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

If you have any questions regarding the meeting, please contact Sarath Joshua at (602) 254-6300.

## TENTATIVE AGENDA

### COMMITTEE ACTION REQUESTED

1. Call To Order

For the May 27, 2014 meeting, the quorum requirement is 10 committee members.

2. Approval of April 9, 2014 Special Meeting Minutes

3. Call to Audience

An opportunity will be provided to members of the public to address the Transportation Safety Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Members of the public will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless members request an exception to this limit. Please note that those wishing to comment on action agenda items will be given an opportunity at the time the item is heard.

4. Program Managers Report

The following items will be addressed:

- Strategic Transportation Safety Plan
- Status of RSA and PA projects
- 2014 Crossing Guard Workshops

5. MAG Transportation Alternatives Program: Non-Infrastructure - Second Call for Projects

At the March 25, 2014, meeting the committee recommended a list of three TA/SRTS projects in FY2015 through FY2017. Since all available TA/SRTS funds in these years are not programmed for projects, a second call for projects is required to program the remaining

2. Review and approve minutes of the Special Meeting held on April 9, 2014.

3. For information.

4. For information and discussion.

5. For information, discussion and possible action to adopt guidelines for the second MAG call for TA projects.

funds. A Working Group was assigned the task of recommending guidelines for the second MAG call for TA projects. The recommendations of the Working Group will be presented for review by the committee.

6. HSIP Projects in FY2018 - 2020

The MAG region receives \$1.9 million per year from the Arizona DOT as the suballocation of HSIP funds to the region. These funds are recommended by the committee to be programmed in respective fiscal years through an open call for projects. Available HSIP funds in all fiscal years through 2017 have been fully programmed. The next call for projects would likely involve fiscal years 2018 through 2020. The committee will discuss how this call for projects could help incorporate regional road safety priorities that are identified in the Strategic Transportation Safety Plan. Attachment One provides a listing of strategies that have been identified in the STSP. ADOT Local Public Agency division staff will be available to address questions that may arise related to the use of HSIP funds.

7. 2014 Corridor Safety Management Plan - Pilot Project

A new project has been included in the MAG FY2014 Unified Planning Work Program (UPWP) for performing a pilot project that would develop a Corridor Safety Management Plan. This pilot will be similar to a Road Safety Assessment but would cover an arterial corridor, including both segments as well as intersections. This Plan would address all modes of transportation, including pedestrians (with and without disabilities), bicyclists, transit and vehicles. The pilot project would provide technical assistance to all agencies within the selected corridor in identifying potential countermeasures and strategies, including public information, that could be implemented to improve road safety.

6. For information and discussion.

7. For information and discussion.

Attachment Two is an initial draft of the project scope of work, based on the UPWP project proposal. MAG staff seeks input from the committee to help finalize the scope, including recommendations that would help identify a specific arterial corridor for the study and the corridor length, based on reported crash data.

8. Reports by Committee Members on Transportation Safety Activities

Members will be requested to report agency activities or current issues that are related to transportation safety.

9. Request for Future Agenda Items

Members will be provided the opportunity to suggest future agenda topics.

10. Next Meeting

The next regular scheduled Transportation Safety Committee meeting is scheduled to be held on Tuesday July 22, 2014 at 9:30 a.m in the MAG Ironwood Room.

Adjournment

8. For information and discussion.

9. For information and discussion.

10. For information and discussion.

MINUTES OF  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION SAFETY COMMITTEE SPECIAL MEETING

April 9, 2014  
Maricopa Association of Governments  
Ironwood Room, Suite 200  
302 N. 1<sup>st</sup> Ave,  
Phoenix, AZ 85003

MEMBERS ATTENDING

+Linda Gorman, AAA Arizona  
\*Tom Burch, AARP  
+Kohinoor Kar, ADOT  
+Shane Kiesow, City of Apache Junction  
\*Dana Chamberlin, City of Avondale  
\*Thomas Chlebanowski, Town of Buckeye  
Martin Johnson, City of Chandler  
Bob Senita, City of El Mirage  
+Kelly LaRosa, FHWA  
Kristen Meyers for Erik Guderian,  
Town of Gilbert  
+Kiran Guntupalli for Chris Lemka,  
City of Glendale

\*Alberto Gutier, GOHS  
+Hugh Bigalk, City of Goodyear  
Nicolaas Swart, Maricopa County  
Renate Ehm (Chair), City of Mesa  
\*Jeremy Knapp, Town of Paradise Valley  
+Mannar Tamirisa for Jamal Rahimi,  
City of Peoria  
\*Kerry Wilcoxon, City of Phoenix  
+George Williams, City of Scottsdale  
\*Martin Lucero for Jason Mahkovtz,  
City of Surprise  
+Julian Dresang, City of Tempe  
\*Gardner Tabon, RPTA

OTHERS PRESENT

Sarath Joshua, MAG  
Margaret Boone, MAG  
Teri Kennedy, MAG  
Eric Nava, MAG  
Micah Henry, MAG  
Maria Deeb, City of Mesa

Jaime Blakeman, J2 Design  
Jothan Samuelson, Wilson  
Martin Lucero, City of Surprise  
Skye Gentile, Parsons  
Mike Manthey, Parsons  
BriAnne Turpin, Michael Baker

+ Teleconference  
# Videoconference  
\* Not present

1. Call to Order  
Chair Renate Ehm called the meeting to order at 9:04 a.m.
2. Approval of March 25, 2014 Meeting Minutes  
Chair Renate Ehm called for a motion to approve the March 25, 2014 minutes. Nicolaas Swart made a motion to approve, Kristen Meyers seconded and the motion passed unanimously.
3. Call to Audience  
Chair Renate Ehm made a call to the audience providing an opportunity to members of the public to address the Transportation Safety Committee. None requested.
4. Program Manager's Report
  - o Sarath Joshua provided an update on the MAG RSA program:
    - DBE requirement issue being resolved; it may delay performance of the RSAs to the fall when school is back in session
    - April 28<sup>th</sup> workshop
5. FY2014 HSIP Available Funds  
Margaret Boone from MAG provided information on the availability of FY2014 HSIP funds based on projects that have realized cost savings at project close-out as well as funds that were transferred into the MAG ledger as part of the MAG Planning Area expansion process. Ms. Boone then explained that a Gilbert project which was originally reported to be deferred was later confirmed to have been obligated and completed in FY2014 and that it resulted in a cost savings noting to strike the agenda summary description where it states that it would require additional funding. Ms. Boone then referred to the previous committee action to recommend adding funds to FY2014 Chandler and Tempe projects in a total amount of \$77,287. Ms. Boone continued to outline the new request from Apache Junction requiring an additional amount of \$161,746, a City of Phoenix project requiring \$70,000, and the advancement from FY2015 to FY2014 of a City of Tempe project in the amount of \$637,317 for a total of \$869,063. Ms. Boone stated that the amount of available for funding these new requests as well as the amounts recommended by a previous committee action is \$805,402 and that recommendation of funding these projects would have the effect of a FY2014 deficit in the amount of \$104,948. Ms. Boone invited the MAG TIP Manager, Teri Kennedy to describe the options for funding the additional dollars in FY2014. Ms. Kennedy stated that the overall funding allocation is fixed but that when final vouchers are closed out MAG sees that amount come back to the MAG region. Ms. Kennedy continued to say that if the amount coming back to the MAG region does not cover the amount that MAG can coordinate with another region to borrow the amount but that she is confident that the amount would be able to be funded through the ADOT closeout process. Ms. Kennedy clarified that a loan would be paid back with future fiscal year allocations and still allows for existing project funding. Martin Lucero of Surprise asked what would be the cascading effect of this option stating that the City of Surprise has projects ready to bring to MAG and would like to explore the options with whatever HSIP funding could be available with the shifting of projects and funding years. Ms. Kennedy said that the MAG HSIP suballocation is about \$1.9M per year and that for

example, FY2016 HSIP is currently programmed at about \$2M but there is typically a lot of project cost savings and overages that are tracked in order to move funding between the program years. Sarath Joshua noted that if there are a lot of funds left available in any fiscal year that there would have to be a call for projects which takes time to develop and suggested that the committee consider funding existing projects to advance into the under-programmed fiscal year. Kristen Meyers asked if the Apache Junction project had already obtained eligibility and what the status is of the agreement process with ADOT which could potentially delay the process at this late date. Teri Kennedy stated that ADOT has communicated with her that eligibility and the agreement are imminent for the amount requested of the committee. Kristen Meyers of Gilbert asked if ADOT has come forward with information on providing eligibility of potential HSIP projects even if there is no funding available until FY2019. Maria Deeb of Mesa stated that the City of Mesa has had locally funded projects in the TIP that were advanced with HSIP funding after eligibility had been determined. Teri Kennedy stated that the process of eligibility determination prior to entering projects into the TIP is a new process at ADOT and that they are working on refining the process to get the project eligibility determination for projects already in the TIP in an effort to solve the problem of projects going to ADOT and then not obtaining eligibility. Ms. Kennedy noted that the process of locally funded projects in the TIP that could be advanced for HSIP funding in the future is a long process but important to ensuring we spend allocated funds and overall safety in the region. Kiran Guntupalli of Glendale stated that he understands that ADOT will not look at determining eligibility of a project unless it is in the TIP. Kelly LaRosa of FHWA clarified that there are no federal restrictions on getting eligibility in pursuing a project but that it should be coordinated with ADOT as to what their overall program resources are. Mr. Guntupalli asked Kohinoor Kar if they have staff availability to review projects for eligibility. Mr. Kar stated that ADOT does not have these resources but would do their best. Sarath Joshua commented that seeking eligibility of a project ahead of time may help in the long run but that it may undermine what is being done by the committee when setting project priorities which may have the effect of local agencies that have obtained this eligibility will have the impression that their project will automatically be recommended and also disadvantage those projects that do not have prior eligibility. Mr. Kar stated that evaluation is done before determining eligibility and that through this process sometimes find that projects are not eligible and recommends that the local agencies do the work to analyze projects and develop a cost/benefit ratio before submitting projects. Renate Ehm asked when the next call for HSIP projects is anticipated for FY2018-20. Sarath Joshua stated that this could be discussed at one of the upcoming committee meetings. Sarath Joshua pointed out that the on-going development of the MAG STSP will identify action areas and countermeasures that may drive priorities for the next call for HSIP projects. One of the goals outlined in the STSP refers to prioritizing HSIP projects. Renate Ehm requested a motion to recommend approval of the additional funds for the Apache Junction and Phoenix projects and advancing the Tempe project. **Julian Dresang moved to recommend funding of the Apache Junction and Phoenix projects and advancing the Tempe project to FY2014, Kristen Meyers seconded and the motion passed unanimously.**

6. Reports by Committee Members on Transportation Safety Activities

Chair Renate Ehm deferred this item to the next regular meeting due to time constraints.

7. Request for Future Agenda Items

Chair Renate Ehm asked for requests for future agenda items. Nicolaas Swart requested an agenda item to clarify concerns raised regarding the HSIP process at this meeting and that members of ADOT be available to address questions from the committee. Kohinoor Kar suggested that MAG reach out to the ADOT LPA section.

8. Next Meeting

Chair Renate Ehm stated that the next meeting is scheduled for Tuesday, May 27<sup>th</sup> at 9:30 a.m. in the Ironwood Room.

9. Adjournment

Chair Renate Ehm adjourned the meeting at 10:13 a.m.

Action Area		Strategies	Documented Effectiveness*	Lead Agency	Implementation Progress Measure (output)	Goal-Oriented Measure (outcome)
Eliminate Impaired Driving	Enforcement	High visibility DUI saturation patrols.	HIGH	MAG Member Agencies GOHS	% or # of MAG member agencies conducting high visibility patrols targeting impaired driving in the past year.	Reduction (3-Yr moving avg) in Fatal and Serious Injury Crashes involving driver impairment where the physical description of one or more drivers involved in the crash indicated use of alcohol, recreational drugs, medications, or fatigue as reported by the investigating officer.
	Education	Explore methods of educating target groups for impaired driving including mass-media campaigns on DUI dangers and penalties.	MED		# or % of target population reached. # of tools identified.	
Eliminate Death and Injury from Speeding and Aggressive Driving Behavior	Enforcement	Conduct automated enforcement.	HIGH	MAG Member Agencies	# of automated enforcement cameras operating in MAG Planning Area. # or % of MAG member agencies with automated enforcement cameras. # of speeding violations recorded in the past year.	Reduction (3-yr moving avg) in Fatal and Serious Injury Crashes involving speeding or aggressive driving behavior including:  # of Crashes where data entered by the reporting officer as: "speed too fast for condition" or "exceeded lawful speed".  # of Crashes where data entered by the reporting officer as: "speed too fast for condition" or "exceeded lawful speed" <u>AND</u> improper or excessive lane changing: failing to signal intent, failing to see that movement can be made safely, or improper passing, per ARS 28-695.
		Officer (non-automated) enforcement in work zones and school zones.	HIGH		# of speeding or aggressive driving citations issued in work zones or school zones.	
	Education	Public information campaign to support enforcement programs.	MED	MAG Member Agencies GOHS ADOT	<u>Defer to efforts of the SHSP.</u>	

Action Area	Strategies	Documented Effectiveness*	Lead Agency	Implementation Progress Measure (output)	Goal-Oriented Measure (outcome)	
Eliminate Death and Injury Related to Intersections	Engineering	Select Improvements based on screening for high crash locations.	MAG Member Agencies MAG ADOT	# of MAG member agencies that identified high crash risk intersections in the past year.	Reduction (3-yr moving avg) in Fatal and Serious Injury Crashes including:  # of Crashes at all intersections,  # of Crashes at signalized intersections,  # of Crashes at STOP controlled intersections,  # of Deaths and Serious Injuries at Intersections per 100,000 population.	
		Implement systemic improvements based on identifying characteristics of high risk locations.		-		# of systemic improvements targeting intersections with high crash risk in the past year.
		Identify new practices or standards that integrate safety into planning and design.		HIGH		# of RSA's conducted at intersections with high crash risk in the past year.
		Implement proven design features.		HIGH		# of proven design features implemented.
	Implement countermeasures that go beyond minimum standards (including street design or beyond MUTCD requirements)	-	MAG Member Agencies ADOT	<u>Defer to efforts of the SHSP.</u>		
	Enforcement	Conduct targeted enforcement of high crash locations.	HIGH	MAG Member Agencies ADOT		# of intersections equipped with automated enforcement systems.
		Automated enforcement at high crash locations.	HIGH			
	Education	Provide education related to intersection safety.	-	AAA ADOT AARP		% of representative population educated.

Action Area	Strategies	Documented Effectiveness*	Lead Agency	Implementation Progress Measure (output)	Goal-Oriented Measure (outcome)	
Eliminate Death and Injury for Vulnerable Road Users - Pedestrians, Bicyclists and Persons with Disabilities	Engineering	Install pedestrian Hybrid Beacons (HAWKs).	MAG Member Agencies MAG GOHS	# of pedestrian crossing enhancements installed such as a HAWK, pedestrian crossing island, etc. (not marked crossings).	Reduction (3-yr moving avg) in Fatal and Serious Injury Crashes involving a pedestrian.  # of Pedestrian Deaths and Serious Injuries.  Reduction (3-yr moving avg) in Serious Injury and Fatal Crashes involving a bicyclist.  # of Bicyclist Deaths and Serious Injuries.	
		Install medians and pedestrian crossing islands.				HIGH
		Address safety and multimodal connectivity in planning and design.	-	MAG Member Agencies MAG ADOT		# or % of MAG member agencies that combine safety with multimodal connectivity reviews in planning and design.
		Establish complete streets policies that integrate safety analysis and design throughout the planning process.	-	MAG Member Agencies ADOT		# or % of MAG member agencies with complete streets policies that rely on safety analysis and design.
		Provide bicycle detection at signalized intersections.	-	MAG Member Agencies		# or % of traffic signals with bicycle detection.
	Enforcement	Establish bicycle helmet laws for children.	HIGH	GOHS ADOT MAG Member Agencies		<u>Defer to efforts of the SHSP.</u>
		Decrease wrong-way riding and traffic control violations by bicyclists.	-	GOHS MAG Member Agencies		# or % of MAG member agencies with bicycle wrong-way riding prohibitions
	Eliminate Death and Injury Involving Young Road Users	Education	Identify tools for promoting or implementing Safe Driving pledge campaigns.	ADOT GOHS MAG Member Agencies AAA		# of tools identified.  % of young road users with signed pledges.
Explore methods of educating young road users through Mass-media campaigns.			ADOT GOHS MAG Member Agencies	# or % of target population reached.		
Implement driver education in schools.			ADOT GOHS DOEd AAA	<u>Defer to efforts of the SHSP.</u>		

\* Effectiveness of the strategies is based on the "Countermeasures That Work" NHTSA report and the NCHRP 500 Series reports where this information was available.

\*\* Recent studies of the safety effectiveness of the HAWK or Pedestrian Hybrid Beacon have shown "HIGH" effectiveness.

- Undocumented Effectiveness

## ATTACHMENT TWO

### CORRIDOR SAFETY MANAGEMENT PLAN - PILOT PROJECT

**Project Name:** Corridor Safety Management Plan Pilot Project ON-CALL

**Brief Description:** This pilot project will develop a Safety Management Plan for one arterial corridor in the region. These Plans are seen as an effective approach for addressing road safety issues that can be identified and mitigated as part of a corridor-wide safety investigation. This would be somewhat similar to a Road Safety Assessment, except that a Safety Management Plan would involve a corridor of 3 to 4 miles in length - determined based on crash occurrence and also project resource limits. This would include observations of pedestrian, bicycle, transit and vehicular interactions and the safety issues associated with those interactions. The recommendations in such a Plan would include improvements in all four Es - Engineering, Enforcement, Education and Emergency Medical Services. This would be the first corridor Safety Management Plan to be developed by MAG that address all forms of transportation, including pedestrians (with and without disabilities), bicyclists, transit and vehicles.

**Mission/Goal Statement:**

The goals of conducting a Safety Management Plan Pilot Project are to:

- 1) Provide technical assistance to local agencies in identifying potential safety countermeasures that could be implemented on one arterial corridor that experiences high crash occurrence, selected based on reported crash data.
- 2) Establish a methodology for developing a Corridor Safety Management Plan that local agencies could utilize to investigate corridors of high crash risk and identify effective countermeasures.

**Budget Requested: \$200,000**

**Approximate time frame:** Start Date: September 1, 2014 End Date: June 30, 2015

**Expected Outcome:** The development of a Safety Management Plan will identify low cost road safety improvements that local agencies can address within a short time. The countermeasures may include both infrastructure improvements that could compete for HSIP funds and also non-infrastructure improvements that may compete for MAG Transportation Alternatives funds.

**Benefit to MAG Member Agencies:** Assistance to MAG member agencies in the identification of road safety issues. Preparation of projects for high priority road safety improvements that could compete for federal funds.

**Benefit to the Public:** Road safety improvements and the resulting reductions in crashes, injuries and deaths.

**Summary of Project:** This project would utilize a MAG On-Call consultant to develop the Safety Management Plan for an arterial corridor that will be selected by the Transportation Safety Committee, using criteria that would be based on historical crash risk.