

July 17, 2019

TO: Members of the MAG Transportation Safety Committee

FROM: Carl Langford, City of Phoenix, Chair

SUBJECT: NOTIFICATION OF THE MEETING AND TRANSMITTAL OF TENTATIVE AGENDA

**Tuesday, July 23, 2019 - 10:00 a.m.**

MAG Office Building, 2<sup>nd</sup> Floor, Ironwood Room  
302 North First Avenue, Phoenix

The Transportation Safety Committee has been scheduled at the time and place noted above. Committee members or their proxies may attend **in person or by video conference or by telephone conference call**. 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 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 Margaret Herrera at (602) 254-6300.

**MAG TRANSPORTATION SAFETY COMMITTEE SPECIAL MEETING**  
**TENTATIVE AGENDA**  
**July 23, 2019**

**COMMITTEE ACTION REQUESTED**

1. Call to Order

For the July 23, 2019 meeting, the quorum requirement is 10 committee members.

2. Approval of minutes from the Transportation Safety Committee meeting held on May 28, 2019

2. Review and approve minutes of the meeting held on May 28, 2019.

3. Call to the 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 the Transportation Safety Committee requests an exception to this limit. Please note that those wishing to comment on action agenda items will be given an opportunity when the item is heard.

3. For Information.

4. Program Managers Report

The following items will be discussed:

- 2019 Crossing Guard Workshops
- FY 2019 Project Update
- FY 2023 & 2024 HSIP status
- FY 2020 project scoping status
- Top 100 List of Intersections ranked by crash risk using 2014-2018 data
- Chair and Vice Chair appointments

5. Regional Roadway Safety Improvement Program (RRSIP) \*NEW\*

The new Regional Roadway Safety Improvement Program (RRSIP) will be administered by MAG to supplement the state's Highway Safety Improvement Program (HSIP) program, and assist with providing additional funding in the short term. MAG will facilitate a Highway User Revenue Fund (HURF) transfer of funding for the regional safety program that can directly improve the safety conditions of our roadways in all areas of MAG, whether rural or dense urban. MAG has developed this program to address these critical regional funding needs in the near term. Starting in the fall of 2019, MAG will be issuing a call for applications for transportation safety projects, utilizing RRSIP funding in FY 2020 and 2021.

A working group made up of members of the MAG Transportation Safety Committee, and one from the Transportation Review Committee, was convened to define the RRSIP policies and

4. Information and discussion.

5. For information and discussion.

procedures and provided input to the program goals, objectives and criteria for programming RRSIP-MAG funds. An overview of the RRSIP will be provided to the committee for discussion. RRSIP materials will be provided to committee members for review and input ahead of the special meeting to be held in August for possible action to recommend approval of the RRSIP. The new RRSIP program will require approval through the MAG policy committees. At the conclusion of the MAG Regional Council approval, a call for projects will be issued for the new RRSIP.

6. Local Agency Safety Studies (LASS)

The FY2020 MAG Work Program includes a budget of \$100,000 for the Local Agency Safety Studies (LASS) program. This program was identified in response to the many requests received by MAG for technical assistance with road safety studies and recommended by the MAG Transportation Safety Committee. These studies will examine specific road safety issues or concerns identified by local agencies at locations that may not meet the high crash risk criteria used for performing an RSA. MAG on-call consultants will carry out the studies.

The Program Goals, Objectives and Eligibility Criteria document and application as a fillable PDF form is available at [www.azmag.gov/lass](http://www.azmag.gov/lass). This is an open call for projects through March 1, 2020. Applications are accepted until the budgeted amount is allocated.

6. For information and discussion.

Applications submitted after the budget has been allocated, or calendar deadline, will be added to the FY2021 LASS program.

One project application was submitted by the Town of Cave Creek in FY 2019 before the March 1, 2019 deadline, but after funds had been allocated for the fiscal year. A brief presentation will be provided on the Town of Cave Creek project to be funded with the FY 2020 program budget. Therefore, the remaining budget available is \$60,000 for requests received through March 1, 2020.

7. MAG FY 2019 Strategic Transportation Safety Plan

The FY 2019 MAG Work Program budget includes \$300,000 for a consultant services contract for the development of a comprehensive update to the MAG Strategic Transportation Safety Plan. The consultant selection of Greenlight Traffic Engineering was approved by the MAG Regional Council Executive committee on April 15, 2019. A consultant kick-off meeting was held June 25, 2019.

The consultant team lead will provide a brief overview of the STSP development tasks and schedule for the 18-month project.

8. Reports by Committee Members on Transportation Safety Activities

Members will be provided an opportunity to share information related to ongoing

7. For information and discussion.

8. For information and discussion.

safety related project activities in their jurisdictions.

9. Request for Future Agenda Items

Topics or issues of interest that members would like to have considered for discussion at a future meeting will be requested.

10. Next Meeting Date and Place

The next meeting of the Transportation Safety Committee will be held at 10:00 a.m. on Tuesday August 27, 2019, in the Ironwood Room on the 2<sup>nd</sup> Floor of the MAG office building.

11. Adjournment

9. For information and discussion.

10. For information.

11. Motion to Adjourn.

DRAFT MINUTES OF  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION SAFETY COMMITTEE MEETING

May 28, 2019

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

MEMBERS ATTENDING

Glendale: Kiran Guntupalli (Chair)  
\*Phoenix: Carl Langford (Vice Chair)  
\*AARP: Vacant  
ADOT: Kerry Wilcoxon  
Apache Junction: Shane Kiesow  
Avondale: Tom Peterson  
Buckeye: John Willett  
#Chandler: Dana Alvidrez  
#El Mirage: Nick Russo  
#FHWA: Jeff King  
\*Gilbert: Jaspreet Anand  
\*GOHS: Alberto Gutier  
#Goodyear: Luke Albert

\*Litchfield Park: Brendon Squire  
Maricopa County DOT: Aaron Morales  
for Nicolaas Swart  
\*Maricopa (City): Josh Plumb  
#Mesa: Ryan Hudson  
\*Paradise Valley: Jeremy Knapp  
#Peoria: Brandon Forrey  
for Chris Lemka  
#Pinal County: Kathy Borquez  
\*Scottsdale: Sam Taylor  
Surprise: Martin Lucero  
for Dana Owsiany  
Tempe: Julian Dresang  
\*RPTA: Adrian Ruiz

OTHERS PRESENT

Margaret Herrera, MAG  
Mohammad Shaheed, MAG  
Joseph Davis, Jacobs  
Jason Stevens, MAG  
Randy Dittberner, Lee Engineering  
Marta Gerber, Stanley

Jacob Bentz, Lee Engineering  
Mike Blankenship, Greelight  
Mike Cynecki, Lee Engineering  
Felipe Ladon de Guevara, Kittelson  
Dana Biscan, Burgess & Niple  
Steph Doubek, WSP  
Lina Bearat, KHA

- \* Not present or represented by proxy
- # Participated by teleconference
- + Participated by videoconference

1. Call to Order

Chair Kiran Guntupalli called the meeting to order at 10:02 a.m.

2. Approval of May 28, 2019 Special Meeting Minutes

Chair Kiran Guntupalli requested any revisions or comments on the May 28, 2019 meeting minutes. Julian Dresang made a motion, Shane Kiesow seconded, Chair Kiran Guntupalli made a roll call for the members on the phone to vote for the minutes and it was carried to **approve the minutes of the meeting held on May 28, 2019.**

3. Call to Audience

Chair Kiran Guntupalli made a call to the audience providing an opportunity to members of the public to address the Transportation Safety Committee. None Heard.

4. Program Manager's Report

Ms. Margaret Herrera reported on the following items as the Program Manager's Report.

- Crossing Guard Training Workshops 2019: The dates for the upcoming workshops are July 25 in Phoenix, July 30 in Peoria, and August 1 in Mesa. Ms. Herrera noted that a reminder of the July 18 registration deadline would be sent out in July to school superintendents. During the month of June, MAG staff and the workshop planning team will work on updating the workshop materials. A meeting will be scheduled with police and fire department presenters ahead of the workshops.
- FY2019 UPWP Projects: Ms. Herrera noted five Road Safety Assessment projects; four RSAs and one PA are complete, one draft report for the RSA conducted at Camelback Road and 16<sup>th</sup> Street is due this week. Four Safe Routes to School studies involving five schools in Avondale and Goodyear and four schools in Surprise are complete and reports are being finalized with comments from MAG, local agency staff, school and district staff. Notice to Proceed will be issued in the coming weeks to Greenlight Traffic Engineering, LLC for the 2019 Strategic Transportation Safety Plan. A report on the Regional Bicycle Safety Analysis project will be provided in the regular agenda for this meeting. Two task orders for the City of Scottsdale Local Agency Safety Studies (LASS) are nearing completion; data analytics are under review by the consultant teams, field reviews are scheduled and recommendations are being developed for review by MAG and City of Scottsdale staff. Once LASS application for a project in the Town of Cave Creek is being carried forward to fiscal year 2020 as the LASS budget has been expended for the current fiscal year.
- FY 2023 & 2024 Highway Safety Improvement Program Projects: Eleven

- project applications were submitted by MAG to ADOT on May 10, 2019. Next steps include the ADOT HSIP review committee meeting to be held in July to recommend a list of projects to be sent to the State Engineers office for approval. ADOT is anticipating sending out eligibility letters in October, at which time the list of MAG region projects will be brought back to the committee to begin the approval process for placing the FY 2023 & 2024 projects in the MAG TIP.
- 2019 Strategic Transportation Safety Plan (STSP): The eighteen month schedule for the development of the STSP was provided. Ms. Herrera highlighted key tasks to be included in the project; establishing a regional culture of safety to include review of current culture of safety region wide and nation wide, the development of a comprehensive pedestrian and bicycle safety education and enforcement program, and the overall emphasis on projects, programs, and initiatives with the goal of establishing safety as a cornerstone of the next Regional Transportation Plan (RTP), and extension of proposition 400. The next RTP will be developed as the next twenty year plan for regional transportation and therefore will also need to address emerging technologies and the rapidly changing transportation environment. The STSP will also explore safety implications of emerging technologies throughout the development.

## 5. FY 2019 Regional Bicycle Safety Analysis

- Chair Kiran Guntupalli stated this item is on the agenda for information and discussion. The FY 2019 MAG work program included a project to conduct a regional bicycle safety analysis. This study was recommended by committee members to address bicyclist safety strategies included in the 2015 Strategic Transportation Safety Plan. MAG Transportation Engineer II, Mohammad Shaheed provided a brief introduction stating that the focus of the study was to perform a detailed review of bicycle crash reports in order to identify crash characteristics not typically found with a traditional review of crash data. In addition to crash characteristics, the study also included review of bicycle infrastructure and use preference. Mr. Shaheed invited Randy Dittberner from Lee Engineering to provide details of the study findings. Mr. Dittberner reported that a review of bicycle crashes in the MAG region for the period of 2015 through 2017 produced 874 crash reports provided by MAG with 830 crashes related to the intent of the study. Crashes omitted from the review were those occurring at intersections of two arterials, those not resulting in a crash with a vehicle, those not involving a bicycle or miscoded as a bicycle and one involving a bicycle struck while parked with no rider. A total of 589 crashes occurred where no bicycle facility was along the path of the cyclist with another 240 crashes where a bike lane was in the path of the cyclist.

For the purposes of assigning “fault”, the consultant utilized the narrative and crash diagrams provided in the crash report in order provide this element of analysis as some agencies have city codes defining fault in different ways. By comparison, motorist at fault was 61 percent to 33 percent where the bicyclist was at fault. Review of bicyclist direction of travel resulted in 40 percent bicyclist riding against traffic and another 38 percent were riding with traffic. However, when the bicyclist was at fault, 49 percent were riding against traffic in comparison to 27 percent riding with traffic. In instances where the motorist was at fault, 50 percent of bicyclist were riding against traffic compared to 45 percent riding with traffic. High crash segments were also provided on a heat map for review noting that there may be some interest in coordinating this with information the MAG Active Transpiration Plan. Preliminary conclusions include:

- The most common crash type involves a motorist entering a street from a driveway and a bicyclist on the sidewalk approaching from the right,
- Cyclists may feel safe on sidewalks, but sidewalk riding against traffic is a key contributor to crashes,
- Helmet use ranges from 10 percent to 30 percent among cyclists in crashes,
- Bicycle crashes are generally not concentrated at hotspots,
- Location-specific crash patterns are rare, but similar types of crashes are observed region wide,
- Bicyclists in crashes are riding along or crossing arterials in 68 percent of crashes.

Preliminary recommendations include:

- Cyclists need frequent opportunities to cross streets to reduce contraflow riding,
- Access management techniques can help minimize driveway crossing conflict points,
- Bicycle (and pedestrian) infrastructure needs to be continuous,
- Bicycle infrastructure is needed on arterials,
- Bicycle boulevards are an effective, low-cost way to provide continuous cycling accommodations and arterial crossings,
- Officers may need additional resources to more accurately complete bicycle crash reports,

- Drivers and cyclists may benefit from education about frequent crash type.

Mr. Dittberner stated that the draft guidance document is forthcoming and the consultant team would appreciate comments provided by committee members. Martin Lucero noted that on high volume arterial streets the City of Surprise is looking at implementing access management to bring more attention to pedestrians and bicyclist and draw them away from the conflict zone. Brandon Forrey agreed with the use of access management to reduce the risk. Mr. Forrey also noted that the motorist failed to yield vs. bicyclist failed to yield coded on the report is possibly miscoded on the crash report due to the challenges of determining fault in these types of crashes. Randy Dittberner clarified that the consultant team utilized the information available in the crash report to independently assign fault so that all crashes were analyzed based on the same criteria; over 50 percent of the time, it was different from what the officer had coded. Documentation of the police officer coding will be provided in the guidance document. Kiran noted he would like to see more in the recommendations to address the counter flow riding. Julian Dresang stated that he appreciated all the work put into the analysis, that there is a lot of good information, and that he is looking forward to seeing the guidance document. Kerry Wilcoxon inquired as to if the analysis noted behavior of cyclists riding on the sidewalk on a facility before and after a bike lane is provided in order to provide local agencies some leverage to proposing bike lanes on arterials. Mr. Dittberner stated that the analysis did not include noting that the three-year data set may not provide an adequate sample to determine any changes in riding behavior from one condition to another. Martin Lucero stated that he thinks we should not be trying to say every street needs a bike lane, but rather each mode needs proper location in a common sense manner considering volumes and speeds of the facility. Carl Langford asked if the analysis looked at if counter flow riding happened more where a bike lane is provided on an arterial street. Mr. Dittberner stated that the review resulted a wide range of counter flow riding both where a bike lane is provided and not provided. A more in depth review to filter out the percent for each condition could be provided. Margaret Herrera requested that comments on the draft guidance document be submitted to MAG by June 10, 2019.

## 6. 2023 & 2024 Transportation Alternatives: Safe Routes to School Programming

Chair Kiran Guntupalli stated this item is on the agenda for information, discussion as a starting point to review the process for programming of projects utilizing Transportation Alternatives federal funds for non-infrastructure safe

routes to school projects. Ms. Herrera reported that MAG would be issuing a call for projects in August for all modal programs for fiscal year 2023 and 2024, to include TA SRTS non-infrastructure projects. Ms. Herrera reviewed the current program detailing Priority One: SRTS studies projects with an amount available of \$300,000 in each fiscal year, and Priority Two projects: SRTS Support Activity projects with an amount available of \$100,000 in each fiscal year. The schedule for the call for projects is currently being finalized by MAG staff and will be provided to the committee when available. Ms. Herrera provided the committee with draft applications and evaluation criteria to committee members for review. Committee member comments and input on the TA SRTS applications are requested by June 10 to complete the process necessary for the August 2019 call for projects. As a follow up to the committee on SRTS studies projects funded in previous cycles, City of Surprise and City of Avondale provided a brief review of the studies conducted at schools in their jurisdictions, including lessons learned, projects funded and steps taken to implement the action plans developed for individual schools. Martin Lucero recommended that local agencies thinking of submitting an application for a SRTS study consider the location of each school and combining schools to have some cohesiveness; if the schools are further apart to submit a separate application. Ms. Herrera noted that MAG has the opportunity to coordinate with the local agency to determine how to split the schools included in an application and assign consultant task orders in order to address cohesiveness. Chair Guntupalli reminded committee members to be looking out for the call for projects later this year.

## 7. Reports by Committee Members

Chair Kiran Guntupalli requested that committee members report on agency activities or current issues related to transportation safety. Carl Langford from the City of Phoenix provided an update on the City Council vote not to move forward with a Vision Zero policy but stated that the transportation division will continue to move forward with programs, projects and initiatives common in Vision Zero action plans. The City of Phoenix has a new safety analyst position posted. The City of Phoenix also is seeking candidates for their Safety Analyst position. Kerry Wilcoxon stated that ADOT would release the 2018 Crash Facts in June 2019. Julian Dresang reported that the Tempe City Council adopted the Vision Zero Action Plan developed over an 18-month period. Champions for several areas of the Plan have identified and the City is moving forward with implementation. Margaret Herrera reported that MAG has a Transportation Engineer III position open to fill some gaps in staff left by the reorganization and the retirement of Sarath Joshua last year. Brandon Forrey reported that the City of Peoria has received permission from FHWA to move forward with a green bike lane pilot project. Peoria is looking for treatments in right-turn trap lanes and any input

from committee members would be appreciated. Kathy Borquez reported that the Pinal County Strategic Transportation Safety Plan, funded partially with MAG region HSIP funds, is being wrapped up. Three public meetings will be held in July. Jeff King noted that he would be forwarding an invitation on a webinar demonstration related to using video analytics to provide pedestrian and bike counts, near misses and other information.

8. Request for Future Agenda Items

Chair Kiran Guntupalli deferred this item in the interest of time.

9. Next Meeting Date and Place

Chair Kiran Guntupalli stated that the next meeting is scheduled for Tuesday July 23, 2019 at 10:00 a.m. in the Ironwood Room.

10. Adjournment

Chair Guntupalli requested a motion to adjourn the meeting. Brandon Forrey made a motion to adjourn the meeting, Shane Kiesow seconded, Chair Kiran Guntupalli made a roll call for the members on the phone to **vote for adjournment, and it was unanimously carried.** Chair Kiran Guntupalli adjourned the meeting at 11:34 a.m.