

MAG Transportation Safety Committee Meeting

July 28, 2020

3. Program Managers Report



2020 Crossing Guard Training

- August 4th Zoom Webinar, 9-11 am
- Reminder and registration link to Schools July 14
- Everyone encouraged to attend; link will be sent
- Materials and recording available after the event at:

<http://srts.azmag.gov>

3. Program Managers Report

FY 2021 Framework for Predictive Safety

- ADOT will be adopting a nationally recognized predictive safety analysis in the coming years
- MAG project to be launched in FY2021
 - To assess data gaps, data needs, and a suitable framework for adopting the predictive safety analysis method
 - Applicability assessment of the predictive method for network screening and safety evaluation
 - Will be complemented with ongoing MAG work on building safety prediction models

3. Program Managers Report

Welcome!

Chris Gottsacker, Transportation Engineer II

➤ Transportation Safety Program

Patrick Stone, **T**ransportation **I**mprovement
Program Supervisor

➤ Transportation Economic and Finance Group

RSP 2020 Draft Annual Report



MAG Roadway Safety Program (RSP)
2020 Draft Annual Report

602 254 6300
rsp@azmag.gov
www.azmag.gov/rsp

\$2M Requested Funds each FY 2020-2024
\$10M Total Projected FY 2020-2024
7 Number of Projects in 5 agencies funded FY 2020
\$2.4M FY 2020 Actual
HISTORY Regional Council Approval September 26, 2019
First Call for Project Applications October 2019
FY 2020 & 2021 in TIP January 2020

ABOUT THE RSP
The MAG Roadway Safety Program (RSP) was initiated by MAG to supplement the state's Highway Safety Improvement Program (HSIP) program. The RSP assists with providing additional funding in the short term. MAG facilitates a Highway User Revenue Fund (HURF) swap and regional safety program that can improve the safety conditions of our roadways in all areas, from rural to dense urban. MAG developed this program to address these critical regional funding needs in the near term.

2020 Projects

- Apache Junction \$50,364 Right-turn channelization
- Apache Junction \$229,159 Systemic signal improvements
- Gilbert \$236,873 Positive offset median modifications
- Glendale \$518,101 Signalize intersection
- Glendale \$870,179 Northern roadway median barrier
- Scottsdale \$185,114 Install pedestrian hybrid beacon
- Surprise \$344,001 Flashing yellow arrow and positive offset

2020 Project Timeline

TIP Listing (Jan 20, March, May, June, Jul)
Construction (Jan 21, June, Jul)
JAA Executed (March)
Final Expenditure Deadline (Jul)

2020 PROGRAM STATUS

JAA Executed: 100%
Design Complete: 60%
Construction Complete: 29%

2020 Status by Project

- Apache Junction - Right-Turn Channelization
- Apache Junction - Systemic Signal Improvements
- Gilbert - Positive Offset Improvement
- Glendale - Signalize Intersection
- Glendale - Median Barrier
- Scottsdale - Pedestrian Hybrid Beacon
- Surprise - Median Barrier

FY2020-2024 FINANCIALS

Fiscal Year	Requested	Actual
2020	\$2,000,000	\$433,791
2021	\$2,000,000	\$450,000
2022	\$1,892,092	
2023	\$2,000,000	
2024	\$2,000,000	



MAG Roadway Safety Program (RSP)

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FY 2020 Actual

 **HISTORY**

Regional Council Approval
September 26, 2019

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October 2019

FY 2020 & 2021 in TIP
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● ABOUT THE RSP

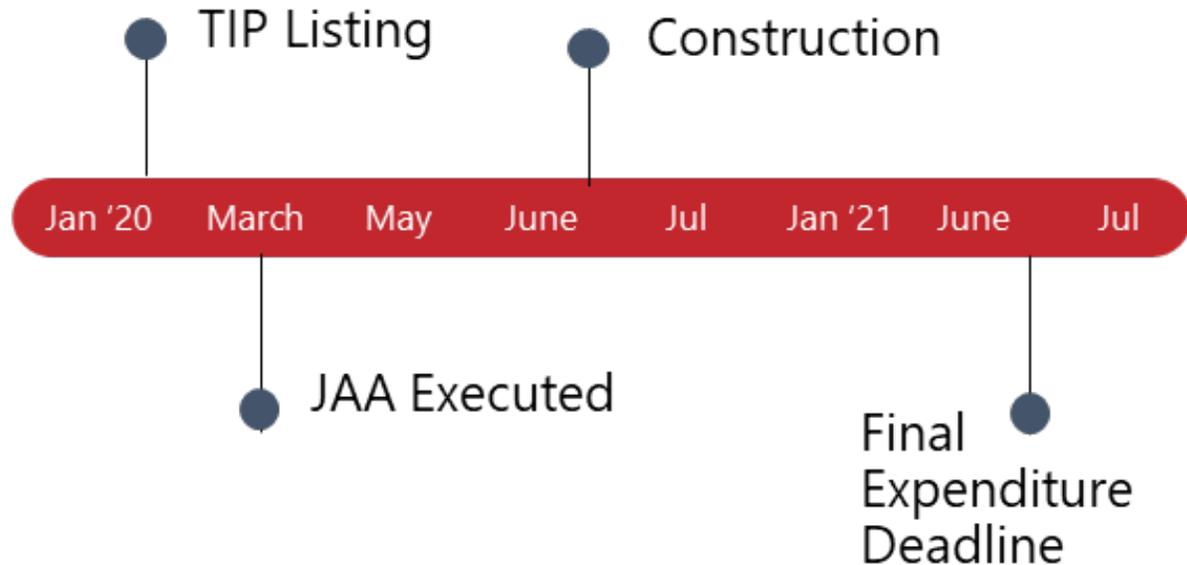
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RSP FY 2020 Projects

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Flashing yellow arrow and positive offset

FY 2020 Project Timeline



Joint Agency Agreement (JAA)

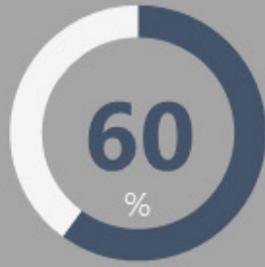
RSP Status and Financials

2020 PROGRAM STATUS

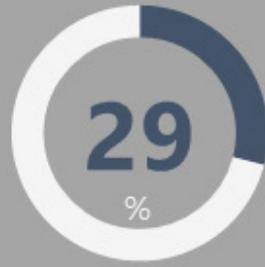
JAA Executed



Design Complete



Construction Complete



FY2020-2024 FINANCIALS

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2020 Status by Project

Apache Junction – Right-turn Channelization



Apache Junction – Systemic Signal Improvements



Gilbert – Positive Offset Improvement



Glendale - Signalize Intersection



Glendale - Median Barrier



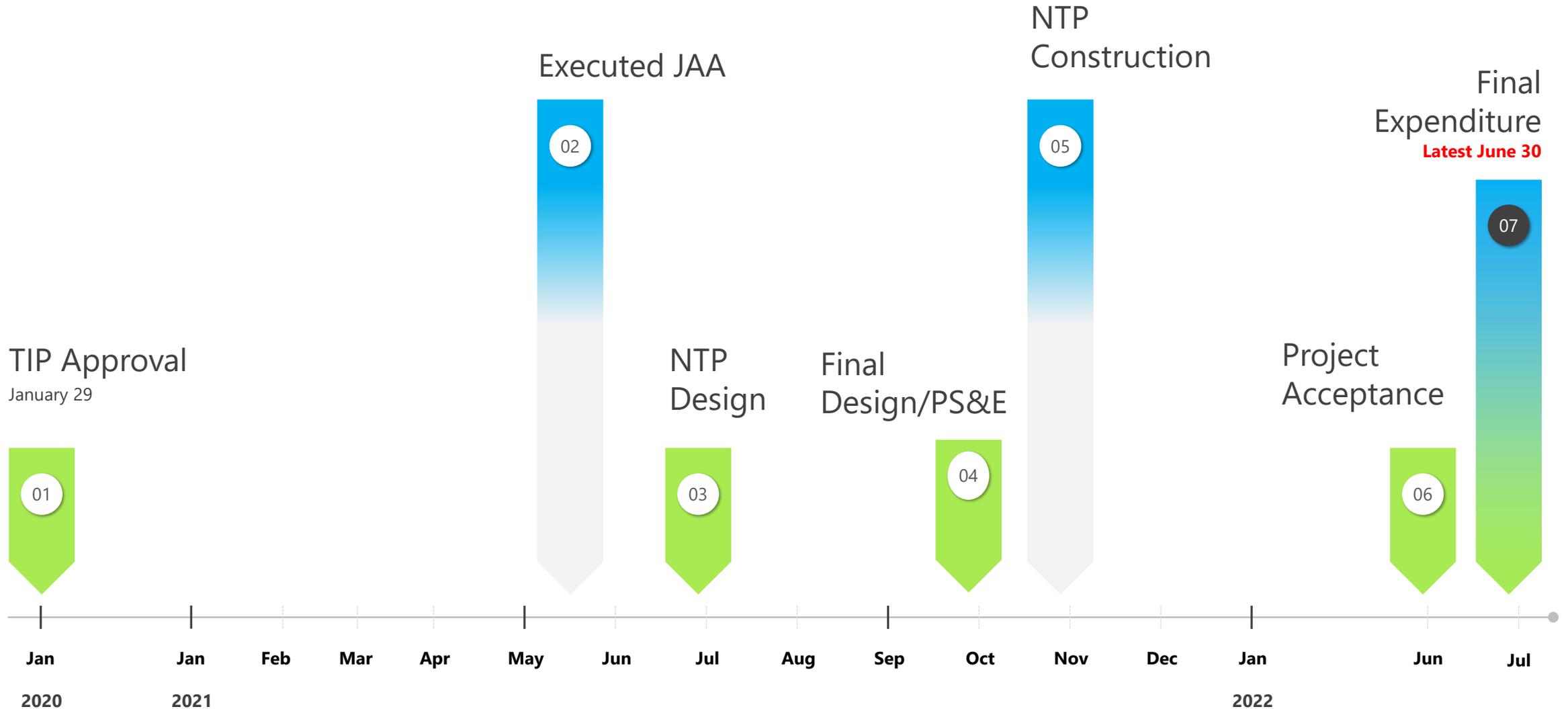
Scottsdale - Pedestrian Hybrid Beacon



Surprise – Flashing Yellow Arrow & Positive Offset



FY 2021 RSP Project Timeline



2020 Roadway Safety Program

Financials Briefing

▶ John Bullen

MAG Transportation Economic &
Finance Program Manager

Programming RSP Projects

- ▶ July 30, 2020: RSP Application available on webpage
- ▶ FY 2022 funding requests
- ▶ \$1.892 million available
- ▶ Applications due 10:00 am, Thursday, October 1, 2020



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Requested Action

***Recommend approval of the 2020
Roadway Safety Program Annual
Report***

4. Safety and the Next Regional Transportation Plan (*Momentum*)



Audra Koester-Thomas

Transportation Planning Program Manager



Update on the Development of a New Regional Transportation Plan

Transportation Safety Committee

July 28, 2020



Current Focus

Public Engagement

Messaging and branding

Website

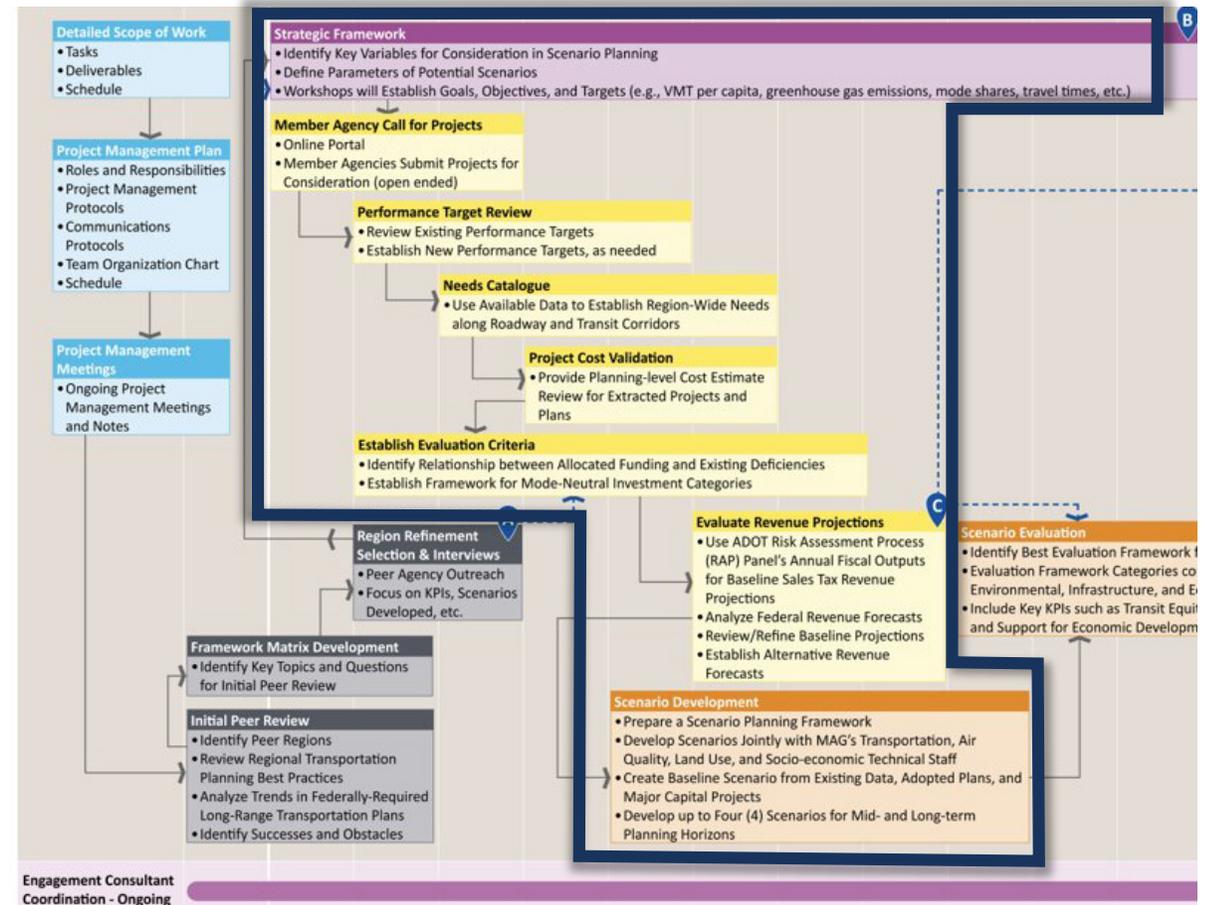
Needs Assessment

Needs Catalogue

- Deferred Prop 400, Unfunded Projects
- RTP Call for Projects
- Studied Needs

Performance-Based Framework Development

- Vision, Goals, Regionally Significant Definitions



Public Engagement

RTP Name and Brand



Website

The screenshot shows a website homepage for 'MOMENTUM'. The top left corner features the 'MOMENTUM' logo. The top right corner has a navigation menu with four items: 'We Are Listening', 'Why It Matters', 'What's Happening', and 'JOIN THE CONVERSATION'. The 'We Are Listening' item is highlighted with a blue underline. Below the navigation is a large banner image of a cityscape at sunset, with green diagonal stripes overlaid. A white text box on the right side of the banner contains the following text: 'The Valley's rapid growth is stressing our transportation infrastructure. Maricopa County is the nation's fastest growing county for the third year in a row: between now and 2050, the region's population is expected to grow by more than two million.' Below the banner, the 'We Are Listening' section is titled with a blue header and a short paragraph: 'Together we've built a great transportation system, but to keep the Valley moving forward, we have more work to do. We asked more than 10,000 Valley residents what was most important about this community and moving around the region.' Below this is a bolded statement: 'We heard that getting from here to there isn't always easy.' followed by a sentence: 'The ability to travel safely and efficiently means spending more'. To the right of this text is a vertical blue bar with a list of topics: 'Learn more about: Flexibility, Productivity, Safety, Sustainability', where each topic is underlined.

MOMENTUM

We Are Listening | Why It Matters | What's Happening | **JOIN THE CONVERSATION**

The Valley's rapid growth is stressing our transportation infrastructure.
Maricopa County is the nation's fastest growing county for the third year in a row: between now and 2050, the region's population is expected to grow by more than two million.

We Are Listening

Together we've built a great transportation system, but to keep the Valley moving forward, we have more work to do. We asked more than 10,000 Valley residents what was most important about this community and moving around the region.

We heard that getting from here to there isn't always easy.
The ability to travel safely and efficiently means spending more

Learn more about:
[Flexibility](#)
[Productivity](#)
[Safety](#)
[Sustainability](#)

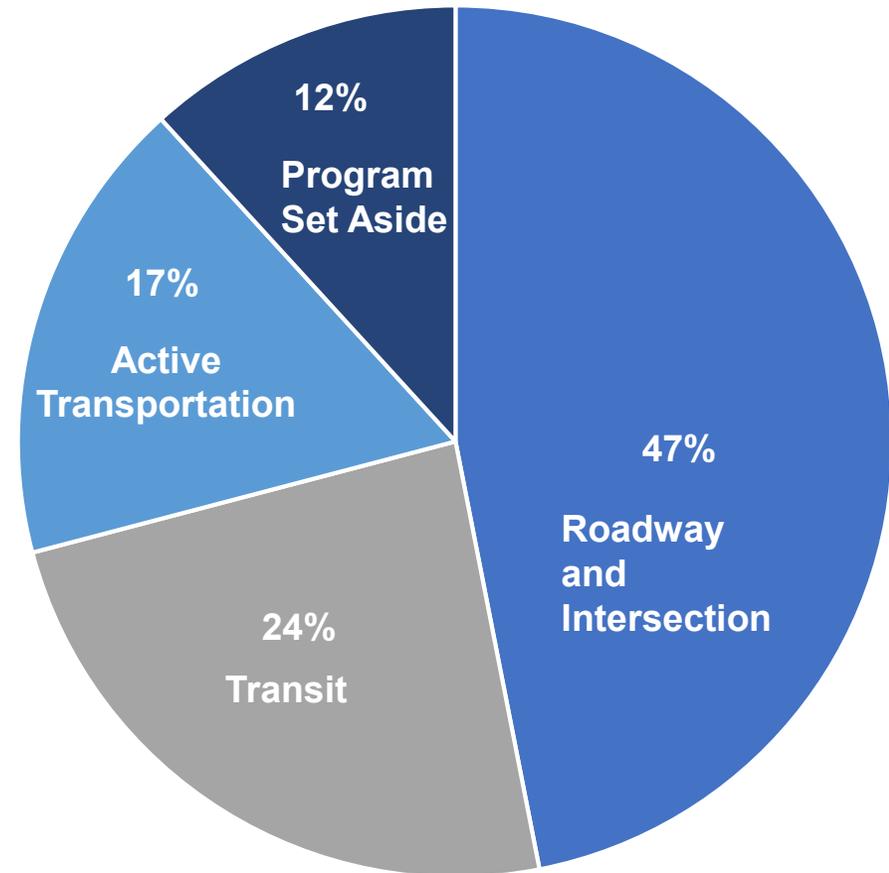
RTP Call for Projects Update: Summary of Submissions

Recap: Existing Prop 400-era Programs

- Freeway Life Cycle Program
- Transit Life Cycle Program
- Arterial Life Cycle Program
- Seniors and Persons with Disabilities Transportation (Enhanced Mobility, §5310)
- Active Transportation
 - Infrastructure
 - Design Assistance
- Safety
 - Safe Routes to Schools
 - Regional Roadway Safety Assessments
 - Roadway Safety Program (RSP)
- Systems Management & Operations
- Air Quality
 - Regional Ride Share
 - Trip Reduction Program
 - Streetsweepers
 - Paving of Unpaved Roads
- Don't Trash Arizona, litter and landscape
- Pinal County Arterial and Bridge Program

Member Agency Call for Projects

- Closed April 17, 2020
(extended due to COVID-19)
- Nearly 1,300 individual
project and program
submissions received



“Buckets” of Submissions

1. **Freeway, Highway and Parkway**
2. **Arterial Roadway**
3. **Arterial Intersection**
4. **Roadway Other**
5. **Pavement Preservation**
6. **Commuter Rail**
7. **High Capacity Transit**
8. **Regional Bus Service**
9. **Other Transit**
10. **Active Transportation**
11. **Safety***
12. **Intelligent Transportation Systems***
13. **Transportation Demand Management**
14. **Planning, Support**
15. **Other Infrastructure**

What Wasn't Submitted?

- Air quality programs
 - Streetsweepers
 - Paving of unpaved roads*
 - Rideshare
- Freeway management system (FMS), large-scale technology



Updated Sketch Estimates

Sketch Estimate Updates - Methodology

- The information was intended to provide order-of-magnitude context.
- Updated the sketch estimates from Fall 2019 based on a high-level analysis of the RTP Call for Projects submissions.
- Intended to demonstrate relative amounts for project categories, not actual submission data.
 - Approximately half of submissions did not include cost estimates.
 - Inconsistency across submission estimates.
 - Extrapolation of submission concepts.



Updated Summary: Sketch System Costs, Revenues

Sketch Costs (2026-2050)

Freeway Capital	\$17.00 b - \$20.00 b
Commuter Rail	\$3.34 b
Active Transportation	\$0.68 b - \$2.75 b
SM&O, Technology	\$1.00 b - \$2.00 b
Arterial O&M	\$4.00 b - \$8.00 b
Freeway O&M	\$7.00 b
Bus Transit*	\$13.45 b - \$17.86 b
High Capacity Transit	\$10.00 b - \$16.00 b
Arterials	\$6.00 b - \$12.00 b
Safety	\$0.50 b - \$1.75 b

Total **\$62.97 b - \$90.70 b**

Sketch Revenue Estimates (2026-2050)

Sales tax (half-cent)	\$14.94 b
ADOT funds	\$8.89 b
MAG federal funds	\$3.17 b
Transit funds*	\$2.06 b

Total **\$29.06 b**

Transit federal discretionary funds* **\$2.00 b - \$6.50 b

Total with discretionary **\$31.06 b - \$35.56 b**



RTP Vision & Goals

Vision

The transportation system plays a critical role in ensuring a high quality of life for residents of the MAG region. The purpose of the Regional Transportation Plan is to establish a sustainable, resilient, multimodal transportation investment program that connects people with opportunities to prosper and thrive. We will deliver a world-class transportation system that reflects the following mission-critical goals:



Goals

- **Safety** – provide for the safety and security of pedestrians, bicyclists, riders and drivers.
- **Prosperity** – support economic competitiveness and growth through strategic transportation investments.
- **Responsiveness** – expand travel choices that accommodate future growth and are flexible in adapting to changing needs and innovations.
- **Livability** – invest in a transportation system that supports health and well-being, and sustains the environment.
- **Preservation** – maintain our region’s transportation infrastructure to protect existing investments for the future.
- **Mobility** – ensure ease of movement for people and goods throughout the region, providing equitable and appropriate access to essential services and destinations.



Alignment of MAG Draft Goals to FHWA Planning Factors

FAST Act Planning Factors	Draft MAG Goal Areas					
	Economic Vitality	Resiliency	Quality of Life	Safety	System Preservation	Mobility
1. Support Economic Vitality	Direct	Support	Support	Support	Support	Direct
2. Increase Safety	Support	Support	Direct	Direct	Support	Support
3. Increase Security	Support	Support	Direct	Direct	Support	Support
4. Increase Accessibility	Direct	Support	Direct	Support	Support	Direct
5. Protect & Enhance Environment	Support	Direct	Direct	Support	Support	Direct
6. Enhance Integration and Connectivity	Direct	Direct	Direct	Support	Support	Direct
7. Promote System Efficiency	Support	Direct	Direct	Support	Support	Direct
8. Emphasize System Preservation	Support	Direct	Direct	Support	Direct	Support
9. Resiliency and Reliability	Support	Direct	Support	Support	Direct	Direct
10. Enhance Travel & Tourism	Direct	Support	Support	Support	Support	Support

FHWA's Metropolitan Transportation Planning Factors



Regional Significance Definitions

Federal Guidance

- FHWA definition
- At a minimum, principal arterial highways and fixed guideway transit
- Projects need to demonstrate a **regional benefit**

Other RTPs

- Identify regional system
- Define Rough Order of Magnitude (ROM) cost threshold
- Proportionality test

Call for Projects

- 1,300 submissions with a wide range of project/program ideas
- Informed by agencies responses to project justification narrative
- Regional significance informed by submissions

Historical Precedent

- Prop 300 (Freeways/Highways)
- Prop 400 (Freeways/Highways + Arterials + Transit)
- ***Do projects funded under Prop 300 & 400 meet the definition? Yes!***



Regional Significance Definition

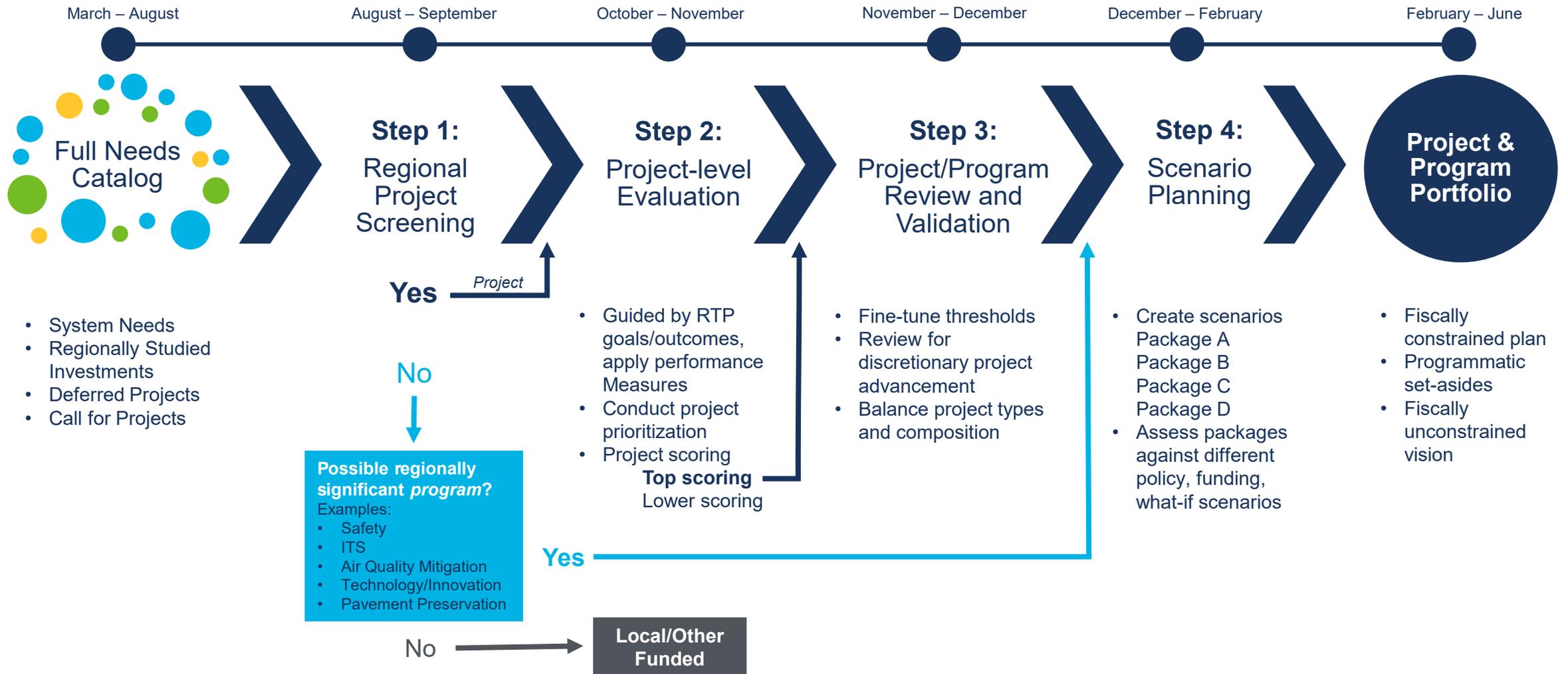
A **regionally significant project** is one that substantially contributes to the regional transportation system, benefitting the movement of people and goods across jurisdictions and connecting communities, activity centers, and destinations. The benefits of a regionally significant project should be as high for users outside the jurisdiction for which it is located as it is for those that reside within that jurisdiction. Projects are often high capacity (e.g., freeway, highway, rail, BRT) or contribute to a system network (e.g., regional bus network, grid arterial network, bridge/connect a gap).

A **regionally significant program** is one that is consistent with the regions values/vision and achieves unique or distinct priorities shared across the region.



What's the Process?

RTP Project Evaluation Steps



What's Up Next?

- Launch Website
- Compile Needs Catalogue
- Performance-Based Evaluation Framework
- Facilitate Revenue Projections





Questions?

Audra Koester Thomas
Transportation Planning Program Manager

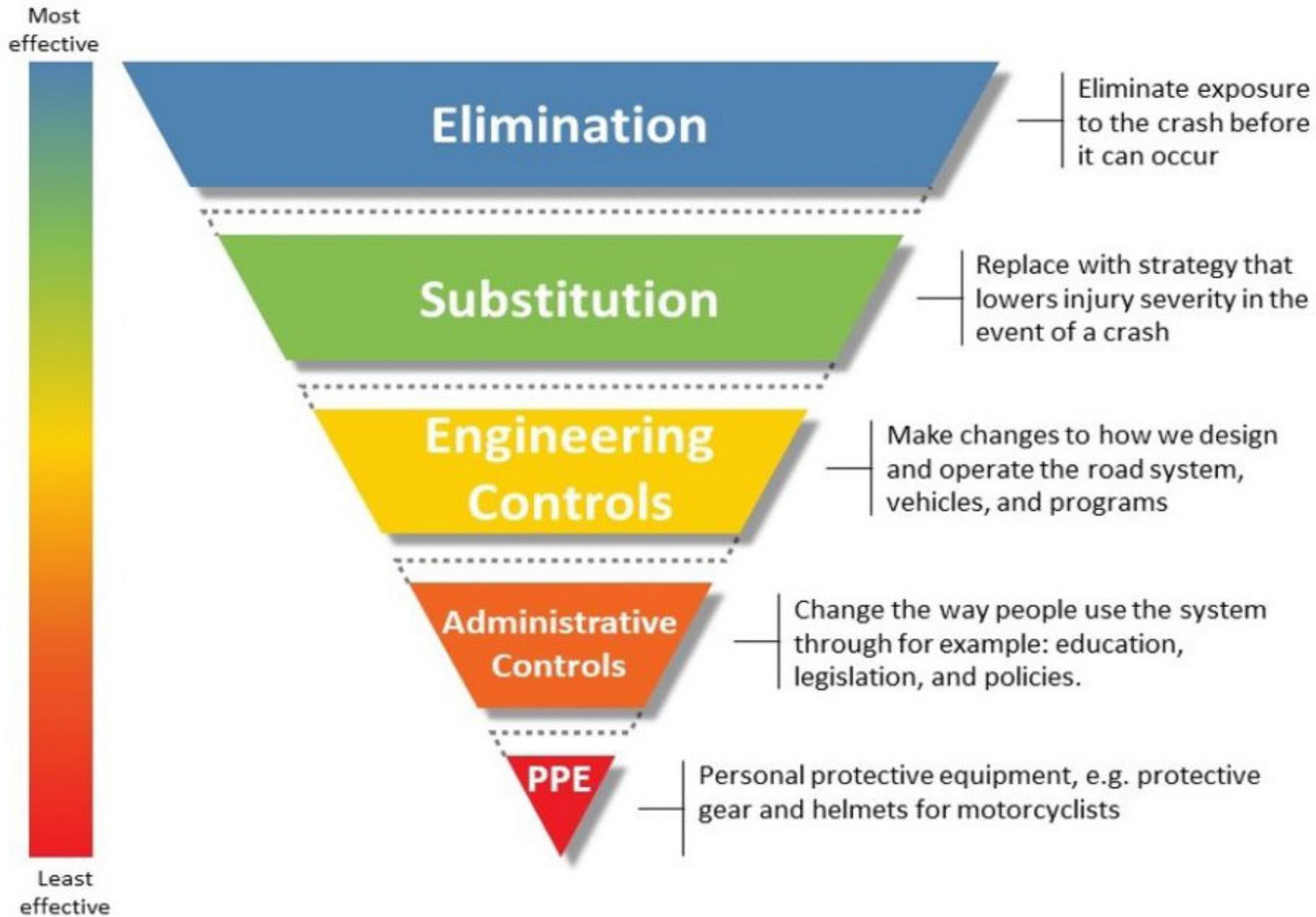
July 28, 2020 Transportation Safety Committee Meeting

Safety in the Regional Transportation Plan

Safe System Approach

The core focus of safe system is to **adapt to human behavior**. The approach recognizes that humans make mistakes, and it is necessary to design a transportation system that reduces the number and severity of consequences resulting from these mistakes. With that, the approach encourages a better **understanding** of the **interaction** among five key elements of the transportation system: road users, roadways and roadsides, vehicles, speed, and incident management.

Requires a **mutual understanding** between transportation agencies and the public. **All parties** who **build and use** the transportation system should ensure appropriate system designs, enforce and obey traffic laws, and **embrace a safety culture**.



Hierarchy of Controls for Traffic Safety, adapted from Hierarchy of Controls (National Institute of Occupational Safety and Health, 2017), transportation system examples added to graphic

What Does the Safe System Approach Include?

- **Safe Road Users – STSP Strategies**
- **Safe Vehicles – IIHS & Manufacturer HUGE STRIDES**
- **Safe Speeds – STSP Strategies**
- **Safe Roads – STSP Strategies: Eliminate exposure**
- **Post-Crash Care – STSP Strategies**

None of these are sufficient on its own

Safe System Examples

Eliminate Exposure:

- Prohibit left turns
- Protected only left turn phasing

Safe System Examples

Speed:

- Screen for high risk locations for potential system improvements to support speed management policy and guidelines that emphasize lower operating speeds.
- Key factors to consider when setting operating speeds include high densities of:
 - Older adults
 - Transit users
 - Youth
 - People who walk or ride bicycles—particularly those who are most reliant on active transportation and transit due to income or disability
 - Land use

Vision, Goal, Action Areas & Strategies

Sources:

- Arizona Accident Location Information and Surveillance System (ALISS)
- FHWA Crash Modification Clearinghouse
- FHWA Zero Deaths
- American Association of State Highway Transportation Officials (AASHTO), Highway Safety Manual

**VISION:
NO DEATH OR
INJURY IS
ACCEPTABLE**

**“Everyone Gets
Home Safely”**

**“Everybody
Deserves to Get
Home Safely”**

GOAL

Establish a Regional Culture of Safety where EVERYONE incorporates safety attitudes and actions into safe behaviors. We must accept the shared responsibility and embrace this culture of safety.

“Not Strong Enough”

“...helps to ensure their own safety and the safety of others through their actions, attitudes, and behaviors.”

“Needs to be More Deliberate”

Is there a way to clarify that “everyone” includes transportation professionals and policy makers?

MAG 2019 STSP

ACTION AREAS

PEDESTRIANS

INTERSECTIONS

LANE DEPARTURE

SAFETY RELATED DATA

The number of PEDESTRIAN deaths in the MAG region have increased 133%

Over Half non-freeway crashes in the MAG region occur at INTERSECTIONS

Over Half of all MAG region fatalities are related to Lane Departure

One Third crashes miscoded*; accurate and timely SAFETY DATA is key

*Sample from analysis conducted for 2017 MAG project: Intersection Left-turn Crash Mitigation

STRATEGIES

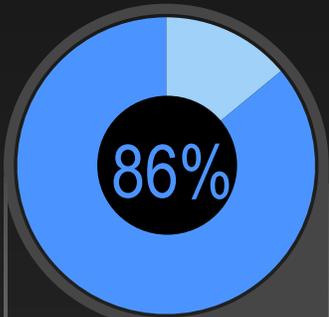
“Safety Concepts
and Strategies Get
Tossed Aside for
Convenience”

“Connection
Between
Strategies and 4-
E’s Difficult”

PEDESTRIAN DEATHS

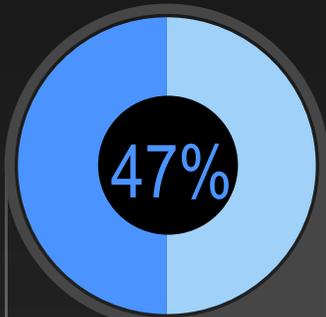
133%

Increase from 2009 to 2018. Pedestrian Crashes increased 33%. MAG region Population increased 19%.



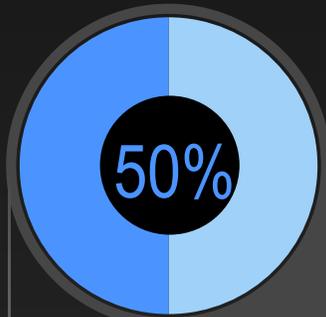
Non-motorized DEATHS are Pedestrians

- 108 Pedestrian
- 18 Bicyclist



Non-motorist Non-intersection Crashes

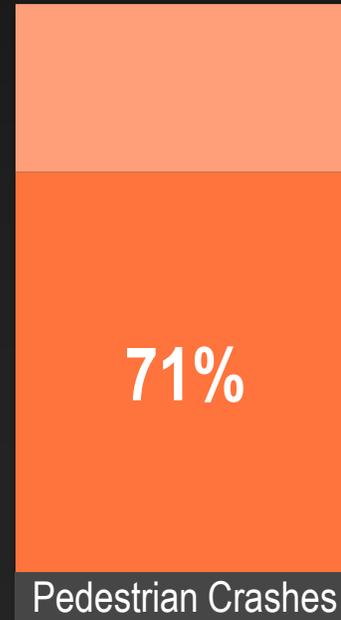
527 of 1,110 occur at Non-intersection



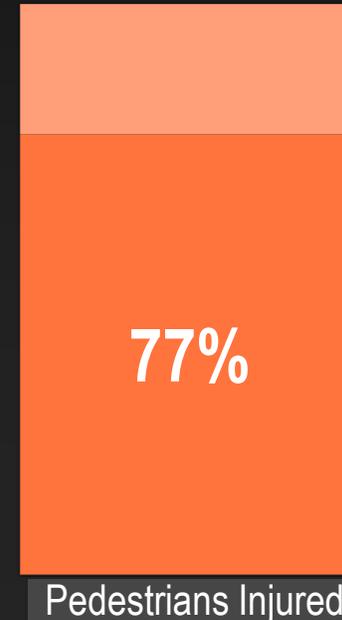
Non-motorist Intersection Crashes

557 of 1,110 occur at Intersection

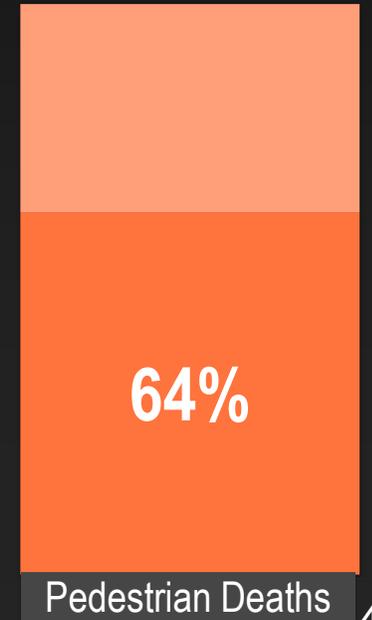
MAG Region Impact on State



Pedestrian Crashes



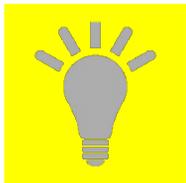
Pedestrians Injured



Pedestrian Deaths

Pedestrian Non-intersection

(5,272 total for the 10-year period in the M...



49% Low or No Lighting

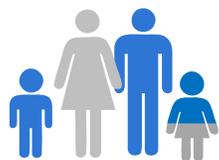
Out of 5,272 pedestrian crashes, 1,893 were injured, 589 died. Adding more or new lighting may reduce these crashes by 49%.

5.5 in 10

Pedestrian crashes may be eliminated with installation of HAWKs with these existing conditions coded in non-motorized crashes

1/4 to 1/2

“Should be HAWKS or Pedestrian Signal, RRFB”



2.6 in 4

Pedestrian crashes may be mitigated by installation of walkways, paths and shoulders.

60%

In roadway located pedestrian crashes.



“Important slide that shows strategies are backed up by data”

Transit Improvements

36% KSI Ped dense bus stop segments

39% Analyzed segments Ped KSI at midblock

*Greater than average number placed per 1,000 feet of analyzed segments



76%

Pedestrian crashes coded on non-intersection segments with no medians

“Concerned about legibility – make clearer”

47% Lane Repurposing

Treatments, including reducing travel lanes and bulb-outs may reduce pedestrian crashes up to 47%.

4 in 10

Pedestrians are involved in crashes resulting in death (K) or serious injury (SI) on arterial

Head on & Sideswipe

36% of the fatalities and injuries in Lane Departure crashes occurred with Head on and Sideswipe collision manner in the MAG region. FHWA Proven Countermeasures for these types of crashes include (crash reduction %):

- Longitudinal Rumble Strips (40%)
- Median Barrier (97%)
- Safety Edge (19%)

Negotiating a Curve

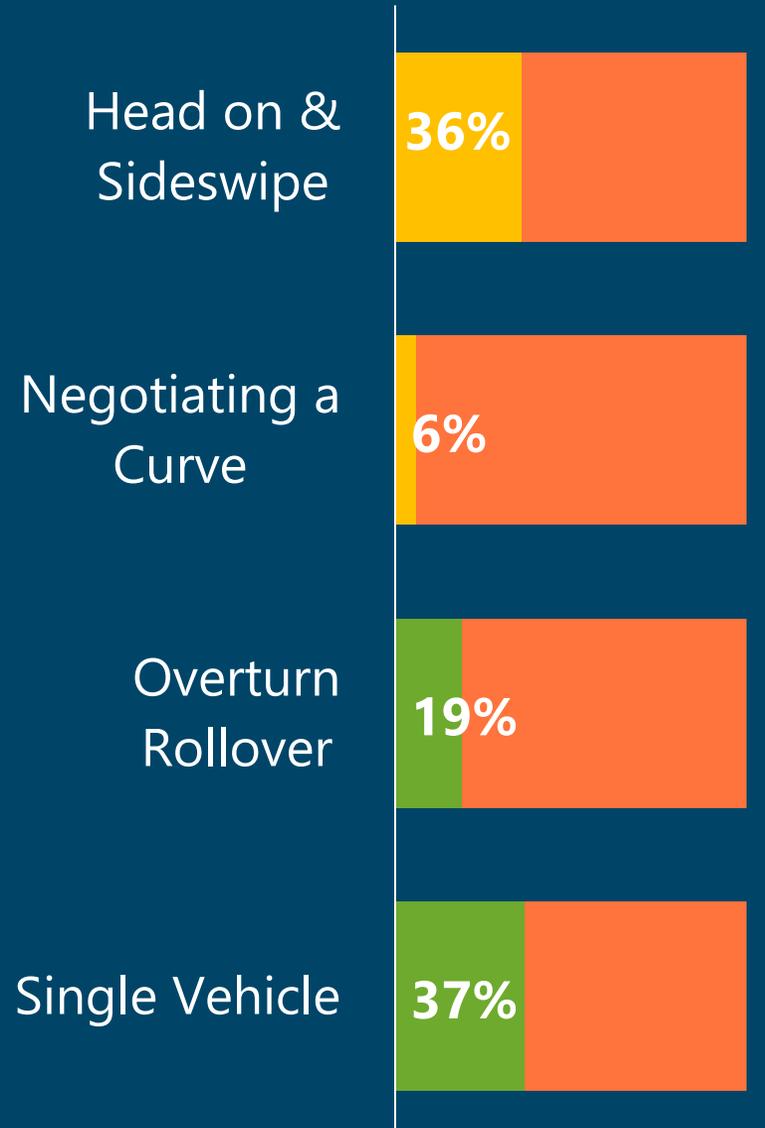
6% of fatal & serious injury LD crashes driver negotiating a curve at the time of the crash. FHWA proven countermeasure to mitigate this issue include (crash reduction %):

- Roadside design improvement at curve (cable barrier, guard rail, concrete barrier; 25-94%)
- Enhanced delineation/friction for horizontal curve (25-57%)

Overturn, Rollover and Single Vehicle

19% of the fatal & serious injury LD crashes involved Overturn Rollover as the First Harmful event. 37% of the fatalities & serious injuries in LD crashes involved a single vehicle. Countermeasures include (crash reduction%):

- Shoulder widening (5-23%)
- Remove/relocate objects within recovery area (38%)
- Flatten side slope (22-42%)



MAG Region Lane Departure

FHWA Proven Countermeasures

Engineering elements to improve system (Environment) for better decision making (Behavior)

Additional Lane Departure Strategies:

Focus on Lane Departure Crashes: A Safe Systems Approach

“Too many strategies – prioritize”

Identify and prioritize high-crash (fatal & serious injuries) and high-risk segments for lane departure crashes

Improve shoulders by dispersing aggregate along the road edge to provide a more stable recovery area beyond the edge of pavement. Millings or aggregate are dispersed at 1V:6H or flatter

Speeding and Speed related enforcement on prioritized high-risk segments for lane departure crashes

Implement educational campaign to increase awareness against aggressive, impaired, fatigued, and distracted driving

“Need more Proactive Strategies; Striping/Markings”

“Add Use of Raised Pavement Markers in Unlit Areas”

“Regular Repair of Pavement Edge at Drop-offs”

Strategies

Which strategies have the largest influence on reducing the number of people impacted by crashes AND are feasible for local agencies to implement?

Strategies

Identification of Locations of Opportunity

- **Includes network screening, demographic and land use data**
- **Safety as key project evaluation criterion**
- **RSAs, including Design Stage**
- **Use electronic crash reporting (TraCS)**

Strategies

More Use of High Value Countermeasures

- **Leading Pedestrian Interval**
- **Roundabouts**
- **Flashing Yellow Arrow**
- **Enhanced crossings**
- **Speed Management**
- **Lane Repurposing, Traffic Calming**
- **Lighting**
- **Left turn prohibitions/Protected left turn phasing**



Confused
by “high
value.”

Strategies

More Use of High Value Countermeasures (cont.)

- **Positive Offset**
- **Raised Median**
- **Signal Visibility**
- **Rumble strips**
- **Safety Edge**
- **Enhanced delineation/friction in horizontal curves**
- **Improved roadside recovery area**

Strategies

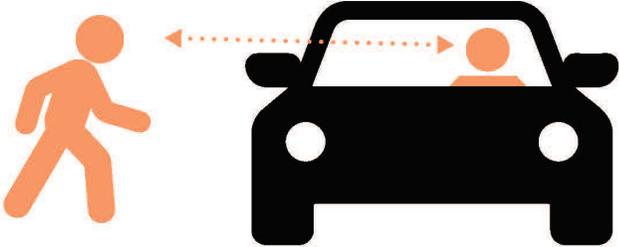
Communicate the Safety Message

- **Conduct Pedestrian and Bicyclist Safety Education and Enforcement Program regionally**
- **Present safety, demographic, socioeconomic, and land use data in a way that changes behavior**
- **Targeted enforcement in high risk locations**



Pedestrian and Bicyclist Safety Education and Enforcement Program (PB SEE): SEE ME AZ

See Me AZ

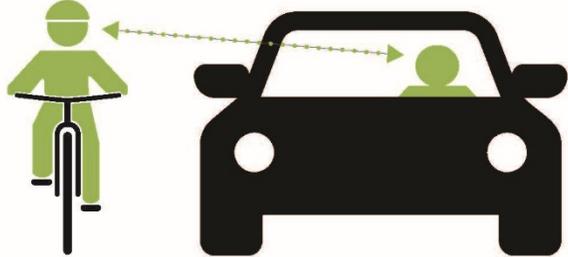
Arizona's most common pedestrian crashes involve drivers and pedestrians not seeing each other.

 **As You Travel**
Be extra aware of vehicle traffic
Make sure you're seen

 **As You Drive**
Look for everyone!
Bicyclists, pedestrians, and other drivers

MARICOPA ASSOCIATION of GOVERNMENTS azmag.gov/SeeMeAZ City Logo

See Me AZ

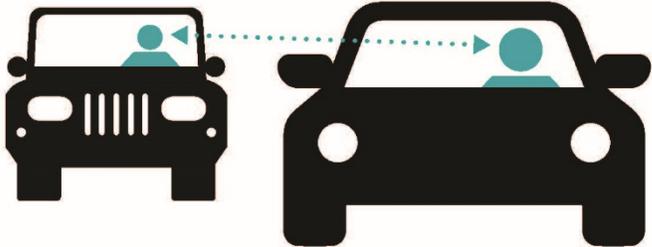
Arizona's most common bicyclist crashes involve drivers and bicyclists not seeing each other.

 **AS YOU RIDE**
Be extra aware of vehicles
Ride in the same direction as traffic

 **AS YOU DRIVE**
Look for everyone!
Bicyclists, pedestrians, and other drivers

MARICOPA ASSOCIATION of GOVERNMENTS azmag.gov/SeeMeAZ City Logo

See Me AZ

Arizona's most common crashes involve drivers not seeing each other.

 **AS YOU DRIVE**
Look for everyone!
Bicyclists, pedestrians, and other drivers

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Safe System Approach

How do the Safe System Approach and STSP strategies relate to the Regional Transportation Plan?

Establish Safety Cornerstone

Current RTP:

- “Proposition 400 Era”
- Enhance safety evaluation criteria for priority projects
- Implement STSP strategies aligned with the current goals as a springboard to *Momentum*

Momentum:

- Framework for safety in projects reflecting regional needs (evaluation criteria)
- Establish Roadway Safety Program (RSP) as a *Momentum* funding priority
- Safety Policies aligned between *Momentum* ↔ STSP goals and vision

Regional Transportation Plan (RTP) Strategic Transportation Safety Plan (STSP) Roadway Safety Program (RSP)



Momentum – Evaluation Criteria

2019 STSP Strategy

Action Area: SAFETY RELATED DATA

Strategy: Enhance safety evaluation criteria for arterial and local intersection projects programmed in the MAG TIP and RTP

Implementation:

- RTP call for projects (+/- 1,300 submissions)
- Prop. 400 deferred
- Studied projects (example: SM&O)

2019 STSP Strategy

Action Areas: ALL

Strategy: All FHWA and AASHTO countermeasures

Implementation:

- Align with RTP call for projects
- Demonstrate safety in ALL projects
- Toolkit to be used to include safety elements in all RTP priority projects

Momentum – RSP as funding priority

2019 STSP Strategy

Action Areas: ALL

Strategy: All FHWA and AASHTO countermeasures

Implementation:

- Use RSP backlog developed,
- 2020-2024 RSP reporting and
- Demonstrate importance of RSP as a funding priority in *Momentum*

Momentum – Safety Policies

2019 STSP Strategy

Action Areas: ALL

Strategy: Design Level RSAs; Safety Elements Toolkit

Implementation:

- Project prioritization
- Project safety score based on use of toolkit

Example: Project application that includes lighting based on use of safety elements toolkit

- Use of technology: Based on need; demonstrated in each Action Area

Momentum

Key recommendations and programs of STSP will be incorporated into the new RTP, but specific strategies will be addressed at the project level with TIP updates post 2024 (“implementation phase”)

Consensus Items

- ✓ Vision
- ✓ Goal
- ✓ Action Areas
- ✓ Strategies

NEXT STEPS

- Continued coordination with *Momentum*
- MAG Policy Committees
 - Suggested Vision, Goal, Action Areas and Strategies
- Task 7 – Safety Implications of Emerging Technologies
- Task 8 – Safety Performance Reporting
- Task 9 – Draft Plan
- Task 10 – Final Plan

Contact Information

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5. Roadway Safety Program (RSP) Annual Report

6. Reports by Committee Members

7. Request for Future Agenda Items

8. Next Meeting

September 22, 2020

10:00 a.m.

Virtual Meeting

9. Adjourn