

DRAFT MINUTES OF MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION SAFETY COMMITTEE

October 27, 2009
MAG Cholla Room, 2nd Floor
302 North First Avenue
Phoenix, Arizona

MEMBERS ATTENDING

<p>*Linda Gorman, AAA Arizona Tom Burch, AARP Reed Henry, ADOT Heather Hodeman for Shane Kiesow, Apache Junction Robert Gray, Arizona State University Margaret Boone-Pixley, City of Avondale</p> <p>*Martin Johnson, City of Chandler Sgt. Christopher Romero for Lt. Jenna Mitchell, AZDPS Jorge Gastelum, City of El Mirage Karen King, FHWA Kurt Sharp, Town of Gilbert Lazaro Veitia for Chris Lemka, City of Glendale</p>	<p>*Hugh Bigalk, City of Goodyear *Chris Plumb, Maricopa County Renate Ehm, City of Mesa *William Mead, Paradise Valley Mannar Tamarisa for Jamal Rahimi, City of Peoria Kerry Wilcoxon, City of Phoenix (Chair) George Williams for Paul Porell, City of Scottsdale Tracy Eberlein for John Abraham, City of Surprise Julian Dresang, City of Tempe Gardner Tabon, Valley Metro</p>
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OTHERS PRESENT

<p>+Sanja Grujakovic, City of Mesa Larry Talley, TRCC Kohinoor Kar, ADOT Tricia Boyer, Kimley Horn Associates Manny Nelson, Kimley Horn Associates David Tai, Kimley Horn Associates</p>	<p>Shanti Krishnan, Jacobs Scott Friedson, ADOT Anita Shanker, Stantec Sarath Joshua, MAG Kiran Guntupalli, MAG</p>
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+Teleconference

*Not present or represented by proxy

1. Call to Order
Chairman Kerry Wilcoxon called the meeting to order at 10:00 AM

2. Approval of July 28, 2009 Meeting Minutes
Julian Dresang moved and Renate Ehm seconded and it was unanimously carried to approve the minutes of the meeting held on July 28, 2009.

3. Call to Audience
Chairman Kerry Wilcoxon 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

Sarath Joshua reported on the following items:

- ADOT Call for Safe Routes To School Project Applications:
 - Infrastructure Projects:
Max. Project Cost - \$300,000
 - Non-Infrastructure Projects:
Max. Project Cost - \$45,000
 - Material and Regional Support
Max. Project Cost - \$30,000
 - SRTS Planning Assistance Program: ADOT will hire a consultant and execute the project to assist the applying agency.(No \$ value mentioned)
 - APPLICATIONS DUE AT ADOT – by 12:00 noon December 31, 2009
- MAG Application for 2010 grant:
 - In SRTS Cycle 3 MAG received a grant of \$30,000
 - Grant funds were used to purchase and provide Safety Kits to participants in the 2009 School Crossing Guard Training Workshops
 - 2010 Grant Application will procure similar materials for this year's workshops.
- ADOT Plan for Utilization for HSIP funds in improving road safety in Arizona
 - HSIP Apportionment - \$29,019,843
 - 70% Statewide Roadway (\$20,313,890)
 - 20% Local Roadway(\$5,803,969)
 - 10% Flex Funding (\$2,901,984)
 - From the 20% Local Roadway funding \$1million per year is available for programming safety improvement projects in the MAG region.

5. Network Screening Methodology to Identify Potential Intersection Sites for Safety Improvements

Kiran Guntupalli presented a network screening methodology that was used by Wisconsin DOT to rank safety at intersections. The proposed methodology generates an Intersection Safety Score based on three factors that capture the individual intersection's safety performance in the network

- Crash Frequency (CF)
- Crash Severity (CS)
- Crash Type (CT) – accounts for Collision Manner

These three factors are explained in detail in Attachment One sent out with the agenda. George Williams from Scottsdale suggested including Crash Rate Factor in to the mix in ranking the intersections. Sarath Joshua has requested the members of the committee to review the procedure and send in the comments to Kiran Guntupalli by November 6, 2009. **The action on the item was tabled for the next meeting.**

6. Programming of HSIP Allocation to MAG Region

Sarath Joshua told the committee the following:

- \$1m/yr available for MAG safety projects

- This funding is available at 94.3% cost reimbursement, 5.7% local match
- MAG needs to start programming FY2010 and FY2011
- Strategy for FY 2010 projects
 - Project selection method has to be objective
 - Projects MUST be shown to improve safety and meet FHWA/ADOT criteria
 - Network screening is a requirement

7. Regional Transportation Safety Information Management System Phase-II Software Demo

Sarath Joshua introduced Tricia Boyer from Kimley Horn Associates to talk about the Software development effort. Tricia Boyer presented the background of the project and Kiran Guntupalli demonstrated the Software developed as part of this effort. Karen King from FHWA asked the difference between ADOT Safety Data Mart and MAG Software. Sarath Joshua responded saying ADOT system provides results to standard queries and data dump to perform any custom querying. But the MAG System will provide ability to custom query any fields and also this system will be enhanced in the future to perform other regional safety analysis.

8. Update on Elderly Mobility Sign Evaluation Project

Dr. Robert Gray from ASU had a schedule conflict and couldn't be present at the meeting. He sent an email providing an update it stated "To date, we had run 24 participants ranging in age from 57-74 through the study. The comments about the study have been very positive. Three of the participants have reported some mild motion sickness. In the post-test questionnaire the majority of participants have indicated that it is easier to navigate with the Clearview signs. We are just beginning the preliminary data analysis now in which we will look at specific driving behaviors (e.g., acceleration, braking, steering)."

9. Effectiveness of Non-Engineering Strategies for Improving Safety

Sarath Joshua told the Committee that it is generally accepted that the true effectiveness of transportation safety improvements are linked to how well they address underlying human factors. Many road safety countermeasures involve modification of the physical road environment or traffic operations, such as changes to the road geometry, new road signs, etc. The primary goal of all these changes is to render the road environment easy to understand and navigate, and reduce potential traffic conflicts between vehicles, and also between vehicles and non-motorized humans. Recent experience in places where significant advances in road safety improvements have been made, such as the province of Victoria in Australia, indicate that non-engineering safety countermeasures can be far more effective than engineering countermeasures in well developed road systems. However, very little is known on how non-engineering countermeasures, such as Education, Enforcement and Emergency Medical Services (EMS) impact overall road safety performance. A study has been included in the MAG Work Program to gain a better understanding of the significant role and effectiveness of non-engineering road safety strategies in safety improvement. The proposed scope of work is attached as Attachment Three. Sarath Joshua has requested the committee members to provide comments on the Scope of Work by November 6, 2009.

10. Meeting Schedule for 2010

Sarath Joshua told the committee that at present, the committee meetings are held each quarter, on the fourth Tuesday of the first month in each quarter. It is anticipated that the level of safety planning activities at MAG will increase with the recent opening up of HSIP funds for safety improvement projects in the region. In consideration of this change, Sarath Joshua has requested if the committee meetings in 2010 should be held more frequently. In prior years the committee met bi-monthly on the fourth Tuesdays of the odd months. The members of the Committee concurred with suggestion of meeting bi-month on fourth Tuesday of odd months.

11. Reports by the Committee Members on Transportation Safety Activities

Tom Burch from AARP said that 21 new states have joined the AARP driver training program. He also said that 13,000 drivers have participated in this training program in 2009. He also told that in 2008 lesser crashes happened involving drivers 55 years or greater. He also said that about 25 classes are held each week as part of this program during winter. This program also helps the older drivers in insurance discounts for attending the training class.

12. Request for Future Agenda Items

Sarath Joshua said that Network Screening Methodology will be included in the next meeting agenda.

13. Next Meeting

The next Transportation Safety Committee meeting is scheduled to be held on January 26, 2010 at 10:00AM in the Cholla Room at MAG.

14. Adjournment

Chairman Kerry Wilcoxon adjourned the meeting at 11:55 PM.