

Pinal County Strategic Transportation Safety Plan Safety Technical Advisory Committee Kick Off Meeting Meeting Minutes

Date	Monday January 8, 2018
Location	31 N. Pinal Street, Building F. Florence, AZ 85132
Subject	Pinal County Strategic Transportation Safety Plan Safety Technical Advisory Committee Kick Off Meeting
Attendees	See attached sign-in sheet
Date of Issue	Draft: January 11, 2018

1. Introductions

- The meeting began at 10am.
- Jason Hafner (SCMPO) introduced the project and project team. Meeting participants introduced themselves and the agency they represent
- 23 attendees were present

2. Background Information

Mike Blankenship (Greenlight) discussed the importance of the Safety Technical Advisory Committee (STAC) and other stakeholders. The goal of this project is to develop a strategic transportation safety plan (STSP) that fits the needs of the stakeholders and residents who will benefit from it, and to maintain the momentum of the plan after the end of the project to create/improve the traffic safety culture.

The Pinal County STSP will be a cohesive document that references the Sun Corridor Metropolitan Planning Organization (SCMPO) Central Arizona Governments (CAG) and Maricopa Association of Governments (MAG) STSP plans.

3. Objectives

- Save lives. 627 deaths due to crashes in Pinal County over the past 10 years.
- Create a cohesive STSP for the county that incorporates recommendations from the SCMPO, CAG and MAG STSPs.
- Incorporate 4 E's of safety into the STSP (Engineering, Enforcement, Education, Emergency Services).
- It will be important to have stakeholder input/support to address all 4 E's.

4. Work Plan

- Task 1 – Project Management and Coordination
 - Mike – Are there any additional stakeholders to include? Does San Tan Valley have a transportation group that should be included?
 - Andy Smith (Pinal County) – Michael Baker is working on a transportation plan with San Tan Valley that would be worth looking in to.

- Margaret Boone – MAG has submitted HSIP applications with one intersection in Pinal County. They plan to work on additional HSIP applications focusing on bikes/pedestrians.
- Task 2 – Public Involvement
 - Mike: Social Pinpoint is an online public comment tool that has been used in the past because public involvement meetings don't always have as much turnout as desired.
 - Social Pinpoint gathers information from residents/users who may have a better idea of issues that aren't necessarily captured in the crash data.
 - Andy S: Are there any law enforcement groups we can present to?
 - Daniel Hughes (Florence PD) the Pinal County Law Enforcement Association. Daniel will provide Greenlight with contact information.
 - Art Carlton (Pinal County Emergency Management) also recommended the Fire Chief Association of Pinal County. Art will provide Greenlight with contact information.
- Task 3 – Safety System Performance
 - Mike emphasized the importance of police reporting – if a crash isn't captured and reported to ADOT then it won't be in the crash database used to develop the plan
 - Jason H (SCMPO) mentioned that Highway Safety Improvement Program (HSIP) funding is awarded on a competitive basis and that Pinal County is competing with larger agencies for the same funding, so it is important to have all the crash information.
 - Mike showed various mapping examples and mentioned that they are good tools for educational campaigns and targeted enforcement
- Task 4 – Network Screening Methodologies for Prioritization of Transportation Safety Needs
 - Typically excel based network screening to rank locations.
- Task 5 – Identify and Analyze Available Resources from a Transportation Safety Perspective
 - HSIP funding is main source of transportation safety/engineering funding for the state.
- Task 6 – Establish Regional Vision and Goals for Transportation Safety Consistent with Arizona SHSP
 - Stakeholder workshops will be held to identify safety vision and goals.
 - Be consistent with Arizona SHSP for better funding opportunities.
- Task 7 – Develop Emphasis Areas, Goals, and Performance Measures
 - Mike: What are the major (top 5 or 10) issues in the county? These will become emphasis areas.
 - Mike: Many agencies use the FHWA 5 performance measures, but the County can develop their own if desired.
- Task 8 – Identify Transportation Safety Strategies
 - Safety Strategies will be developed based on the identified emphasis areas.
 - Raul A (ADOT): Slide only mentions 3 of the 4 “E’s”, is there a reason? Mike: Not every emphasis area will identify safety strategies for all 4 “E’s”. For this slide, perhaps improved response time would be a recommended strategy for speeding crashes.
 - Raul: Dr. Harden is the contact for a recent study of ADOT's response times and ability to clear roadway after a crash.
 - Raul to provide Greenlight with Dr. Harden's contact information.
- Task 9 – Safety in the Regional Transportation Plan

- Pinal County voters recently approved the creation of a Regional Transportation Authority (RTA) with a funding stream for projects.
- Connecting the STSP with the RTA plan will allow provide opportunities to include safety in future projects.
- Task 10 – Implementation Plan
 - Mike: How do we keep the “spirit” of the plan alive/keep it from just sitting on the shelf? Maybe keep the TAC going to continue safety discussions after the project ends.
 - Other MPOs and COGs have received funding for projects based on their safety plans; this STSP will identify specific safety projects for the County.
 - Mike showed example of HSIP projects identified in the SCMPO STSP and discussed the benefit cost ratio.
 - Kathy (Pinal County): do we know the B/C ratios for recently funded HSIP projects? Scott K (Greenlight): B/C ratios varied between approximately 3 and 57.
 - Irene H (SCMPO): Projects aren’t just weighted on B/C ratio for funding, also depends on how projects line up with emphasis areas.
 - Mike: This STSP will also set up the County to go after other (non-HSIP) funding, possibly for lower cost projects.
 - Andy: Will we be able to utilize recommendations from STSP in the RTA plan?
 - Mike: The RTA may want to consider safety as a scoring criteria when prioritizing transportation projects.
 - Irene: Safety is also a component of local project prioritization.
- Task 11 – Draft and Final Plan
 - A draft STSP will be distributed to the STAC for review, with STAC comments addressed in the final STSP.

5. Schedule

- Mike gave an overview of the project schedule.
Additional discussion included:
- Irene: If most crashes are due to human behavior, what type of funding is available?
 - Mike: Currently, HSIP funding is only available for construction activities and safety studies, no education campaigns, etc. Non-infrastructure safety strategies would need to be funded through additional funding sources, such as Governor’s Office of Highway Safety.
 - Anne R (Pinal County Public Health): Funding is available for bettering communities and bettering the built environment.
- Irene: Central Yavapai MPO has conducted interesting safety campaigns.
 - Mike: The Yavapai County Sheriff’s office participated in the safety campaigns.
 - Scott: A local cable provider teamed with CYMPO and donated air time to run PSAs on local TV.
- Andy: Can we identify and utilize existing PSAs, such as the popular PSA of the danger of texting and driving?
 - Mike: PSAs could be included on the County website or other avenues as available.
 - Mike: Teen driving is often an emphasis area, so teens are good targets for PSAs.
 - Raul: The Zero Fatalities campaign is a good campaign that the County could use.

- Andy discussed the option of applying for funding from the Governor's Office of Highway Safety (GOHS), but mentioned that they haven't been a good source of funding in the past.
 - Margaret: GOHS funding is currently geared towards enforcement efforts.
 - Mike: Funding has previously been used for speed trailers, speed feedback signs, etc.
- Mohammed Y (Town of Queen Creek): Driverless vehicle technology is increasingly popular and could address the human factor of crashes, will we be considering that in the STSP?
 - Mike: WACOG STSP has a small section about new technologies. Would be beneficial to mention in Pinal County STSP.

6. Preliminary Crash Data Analysis

- Steady rise of crashes in Pinal County since 2009, with 2016 at highest total in 10 years.
- Crashes were lower in 2009, likely due in part to the recession. Traffic volumes decreased due to fewer people working, going on vacation, etc. and lower traffic volume is correlated in part to lower crash totals.
 - Tim O (Gila River Indian Community) discussed the importance of looking at crash rates based on miles traveled. Crash rates may be decreasing even if crash totals are increasing. Mike agreed with Tim and mentioned that this is a reason why performance measures are important.
- Jason: One collision manner shown in the county crash data table is "other", what type of crashes are included in the "other" category?
 - Mike: Typically, pedestrian and bicycle crashes.
- Margaret said that crashes can be miscoded and asked if that had been reviewed for this preliminary data analysis.
 - Mike: miscodings haven't been reviewed for preliminary data. Sometimes left-turn crashes get miscoded as angle crashes.
 - Anne: do we know what the percent error is for miscodings?
 - Margaret: A large scale study would be required to get that information. Would be interesting and helpful to see.
 - Mike: At signalized intersections for Road Safety Assessments (RSAs) Greenlight has seen anywhere from 20% to 40% miscodings of left-turn crashes as angle crashes.
- Mike asked agencies to let the project team know if any of the presented crash totals look low or incorrect so that we can identify data deficiencies.
- Blake K (Pinal County Sheriff's Office) asked why Arizona City and San Tan Valley were pulled out of unincorporated Pinal County?
 - Mike: They are listed separately due to County request to take a closer look at those areas due to recent fatal crashes.
- Representatives from the Gila River Indian Community stated that the crash numbers from Ak-Chin and Tohono O'odham Indian Communities currently just include those reported by DPS local agency law enforcement. Often the data from Gila River is delayed in reporting to ADOT because they use paper records.

7. Other Discussion

- Art: Will we look at the difference between winter and non-winter visitors?
 - Mike: Yes, data can be reviewed by season. What would we do if we saw higher winter crashes?

- Art: Possible targeted PSAs at RV parks and areas where winter visitors typically reside.
- Andy: Is there any data available on Uber or Lyft in the area?
 - Scott: Some research has been done into the impacts of Uber and Lyft on impaired driving crash rates. We can discuss this research in the STSP.

8. Adjourn

- The meeting adjourned at 11:30am.

9. Action Items

- Agencies to provide contact information for:
 - Pinal County Law Enforcement Association – provided by Daniel Hughes of Florence PD.
 - Fire Chief Association of Pinal County – provided by Art Carlton of Pinal County Emergency Management.
 - Dr. Harden – Provided by Raul Amavisca of ADOT
- Agencies to provide any additional stakeholders to be included in this plan.
- Agencies to review preliminary crash data to identify any issues.
- Greenlight to prepare crash data and crash maps for public involvement meeting.



Pinal County Strategic Transportation Safety Plan (STSP)
 Safety Technical Advisory Committee (STAC)
 Sign In Sheet

MEETING HELD AT:	31 N. Pinal Street, Building F, Florence, AZ 85132	DATE OF MEETING:	January 9, 2018
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Sign in #	NAME	Representing/Agency	City/County	Phone	EMAIL
<i>Alyssa Whitten</i>	Alyssa Whitten	Safety Analyst	Greenlight Traffic Engineering	602.510.6615	alysaw@greenlightte.com
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	Rich Alvarez	Sergeant	Arizona Department of Public Safety	928.425.8515	ralvarez@azdps.gov
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Other folks:

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