



Southeast Arizona Transportation Safety Plan

Sierra Vista Metropolitan Planning Organization and
Southeastern Arizona Governments Organization



Prepared by
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TAC Meeting #2
May 16, 2024



AGENDA

- Study Process Review (5 minutes)
- Safety Analysis Results (10 minutes)
- Proposed Project Locations (45 minutes)
- Policy and Process Changes (30 minutes)
- Next Steps (15 minutes)





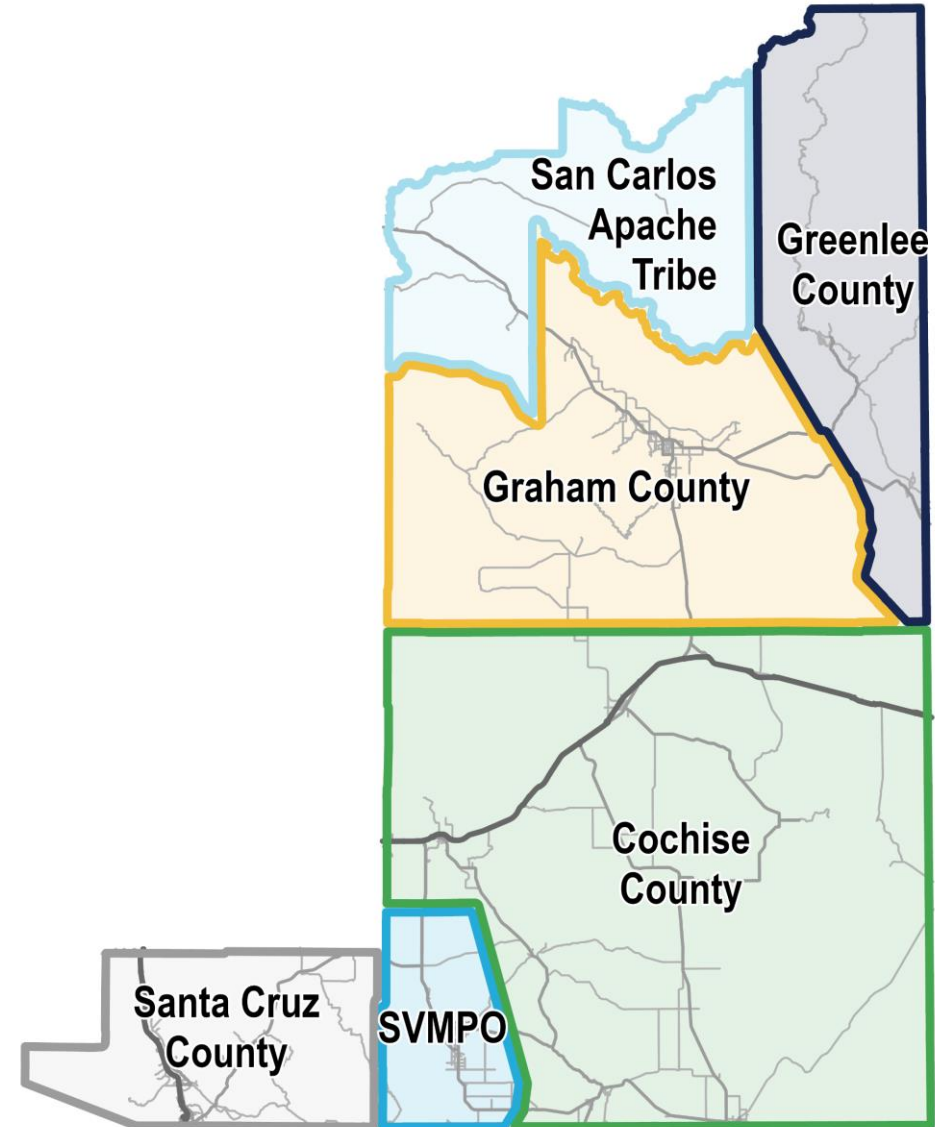
STUDY PROCESS REVIEW





GEOGRAPHIC FOCUS AREAS (GFAS)

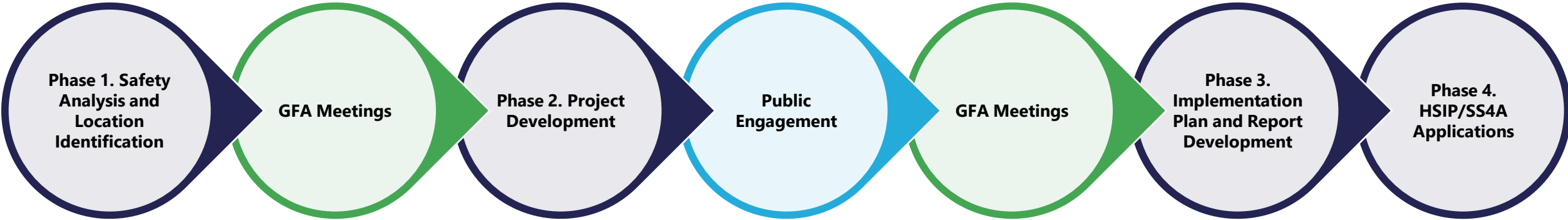
1. Cochise County
2. Graham County
3. Greenlee County
4. Santa Cruz County
5. Sierra Vista MPO
6. San Carlos Apache Tribe





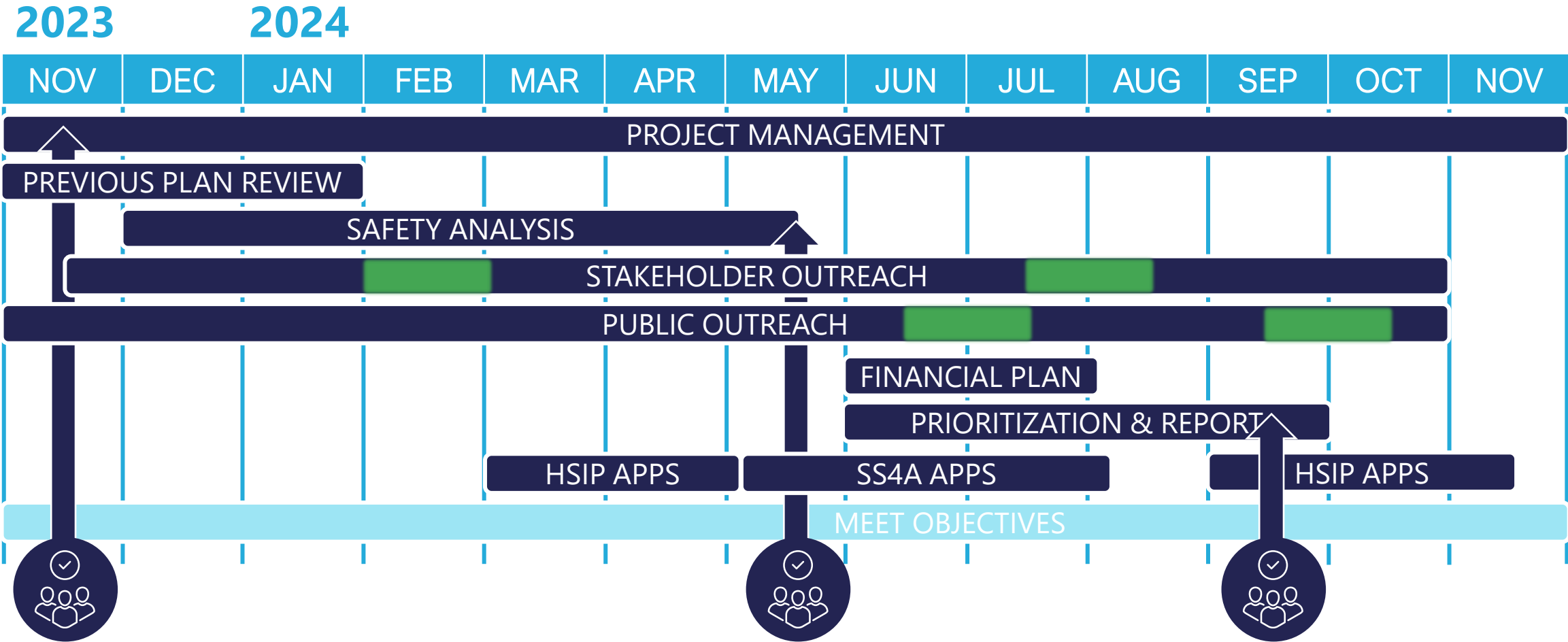
SIMPLIFIED PROJECT PROCESS

WE ARE HERE





SCHEDULE

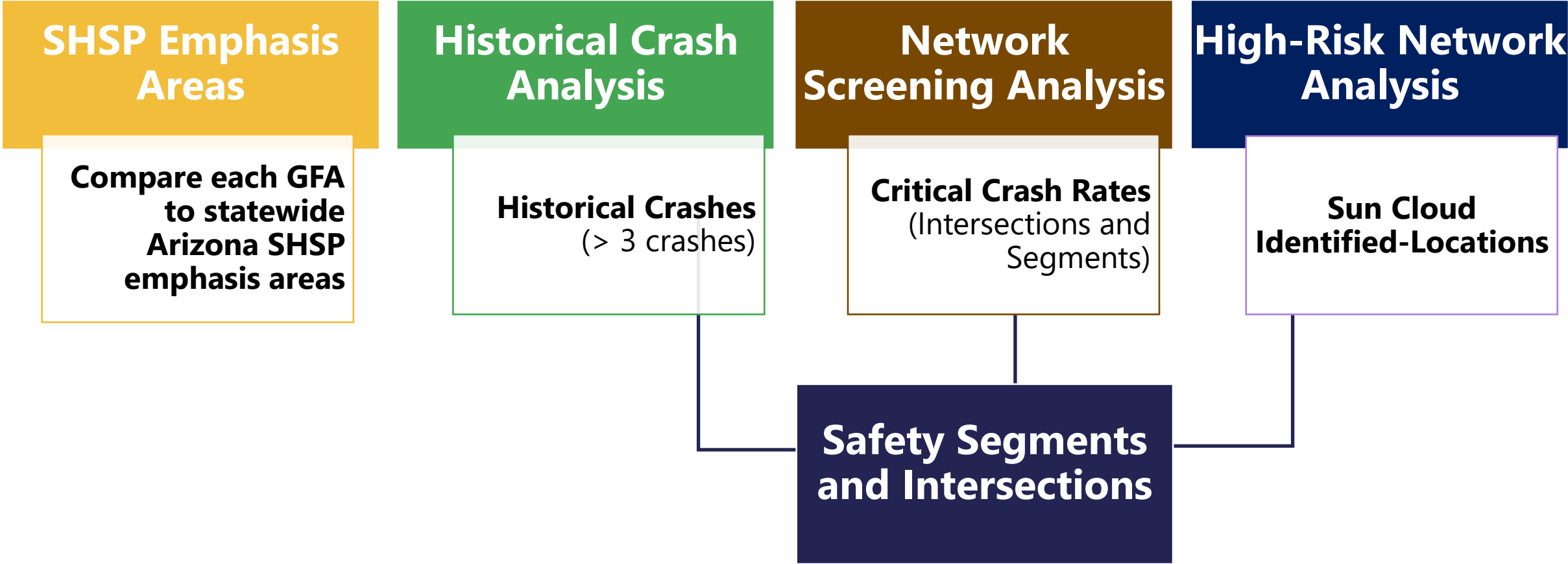


SAFETY ANALYSIS RESULTS





SAFETY ANALYSIS PROCESS OVERVIEW





SHSP EMPHASIS AREAS



HUMAN BEHAVIOR

- ➔ Alcohol/Drug/Impaired
- ➔ Distracted/Sleepy
- ➔ Speeding/Aggressive Driving
- ➔ No Helmet/No Restraint



INTERSECTIONS

- ➔ Junction-Related
- ➔ Railroad Crossings



VULNERABLE ROAD USERS

- ➔ Pedestrian
- ➔ Bicyclist
- ➔ Worker in Work Zone



LANE DEPARTURE

- ➔ Ran Off Road/Overtuned
- ➔ Environmental
 - Animal
 - Rain/Snow/Ice
 - Wind/Dust



TRIBAL LANDS

Southeast Arizona Transportation Safety Plan



SHSP EMPHASIS AREAS

SHSP Emphasis Area	Region-wide (Four Counties)		Cochise County GFA		Graham County GFA		Greenlee County GFA		Santa Cruz County GFA		SVMPO GFA	
	Crashes	Rank	Crashes	Rank	Crashes	Rank	Crashes	Rank	Crashes	Rank	Crashes	Rank
Human Behavior	135 (24%)	1	46 (21%)	1	31 (14%)	1	10 (31%)	1	18 (25%)	1	30 (23%)	1
Lane Departure	101 (18%)	2	39 (18%)	2	16 (7%)	2	7 (22%)	2	18 (25%)	2	21 (16%)	2
Vulnerable Road Users	40 (7%)	3	14 (6%)	3	6 (3%)	3	0 (0%)	4	8 (11%)	3	12 (9%)	3
Intersections	12 (2%)	4	2 (1%)	4	2 (1%)	4	1 (3%)	3	1 (1%)	4	6 (5%)	4
Tribal Lands	0	5	0 (0%)	5	0 (0%)	5	0 (0%)	5	0 (0%)	5	0 (0%)	5

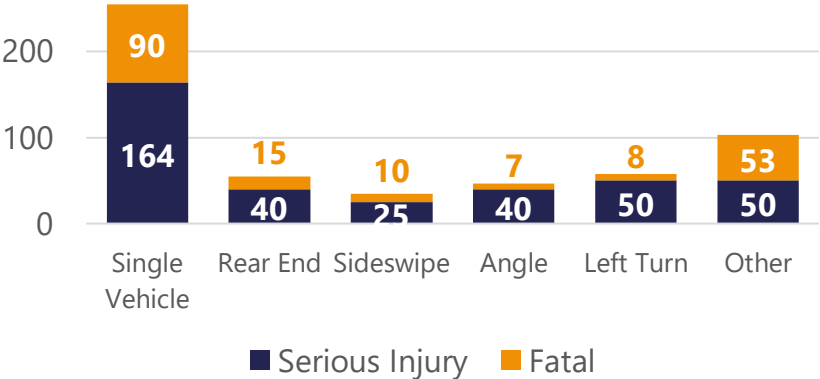
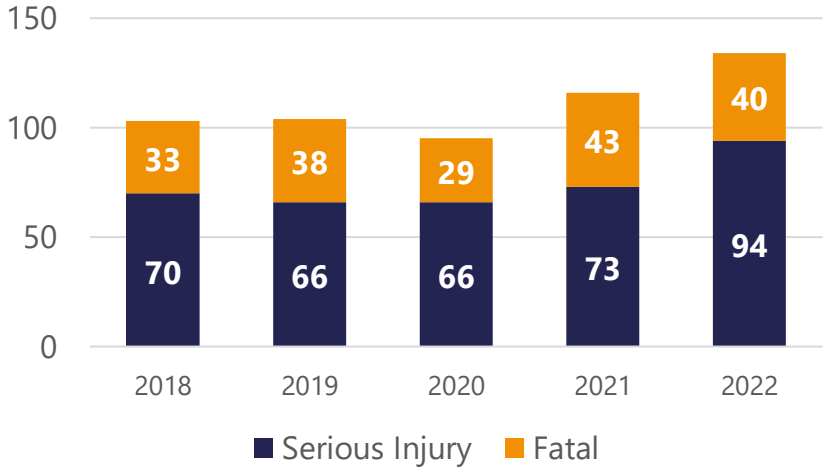
Southeast Arizona Transportation Safety Plan



HISTORICAL CRASH ANALYSIS

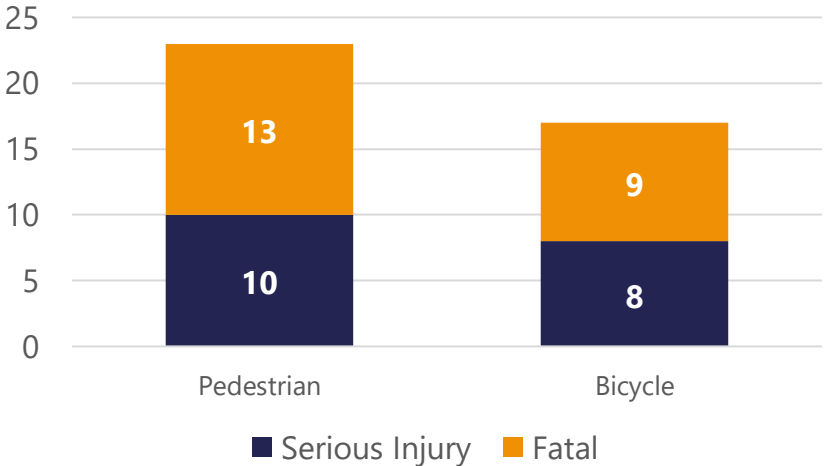
Route Type	State Route		Non-State Route		Total	
Crash Severity	Crashes		Crashes		Crashes	
	#	%	#	%	#	%
Fatal	135	1.89%	48	1.42%	183	1.73%
Serious Injury	292	4.08%	77	2.27%	369	3.49%
Minor Injury	846	11.82%	328	9.68%	1174	11.11%
Possible Injury	688	9.61%	409	12.08%	1097	10.38%
No Injury	5157	72.07%	2525	74.55%	7682	72.68%
Unknown	38	0.53%	27	0.38%	65	0.91%
Total	7,156	100.00%	3,387	100.00%	10,570	100.00%

Annual Fatal and Serious Injury Crashes



Manner of Collision

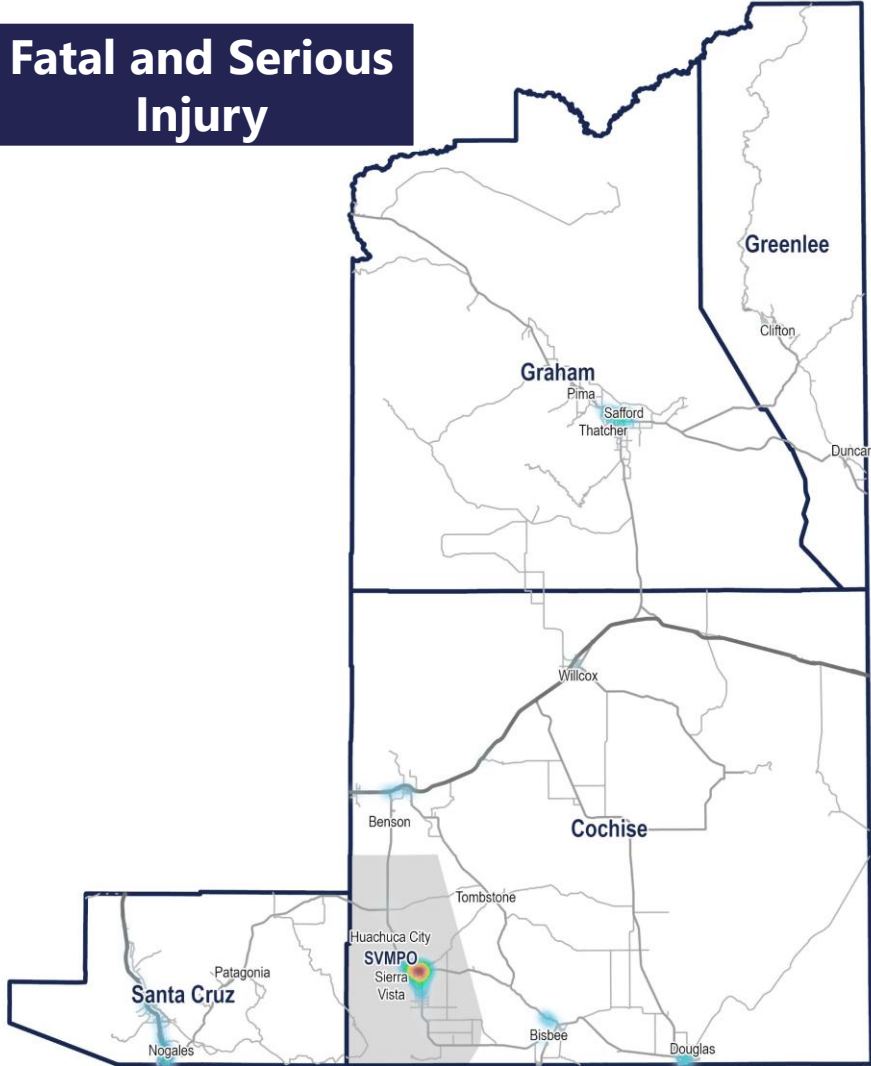
Vulnerable Road User Involved Crashes



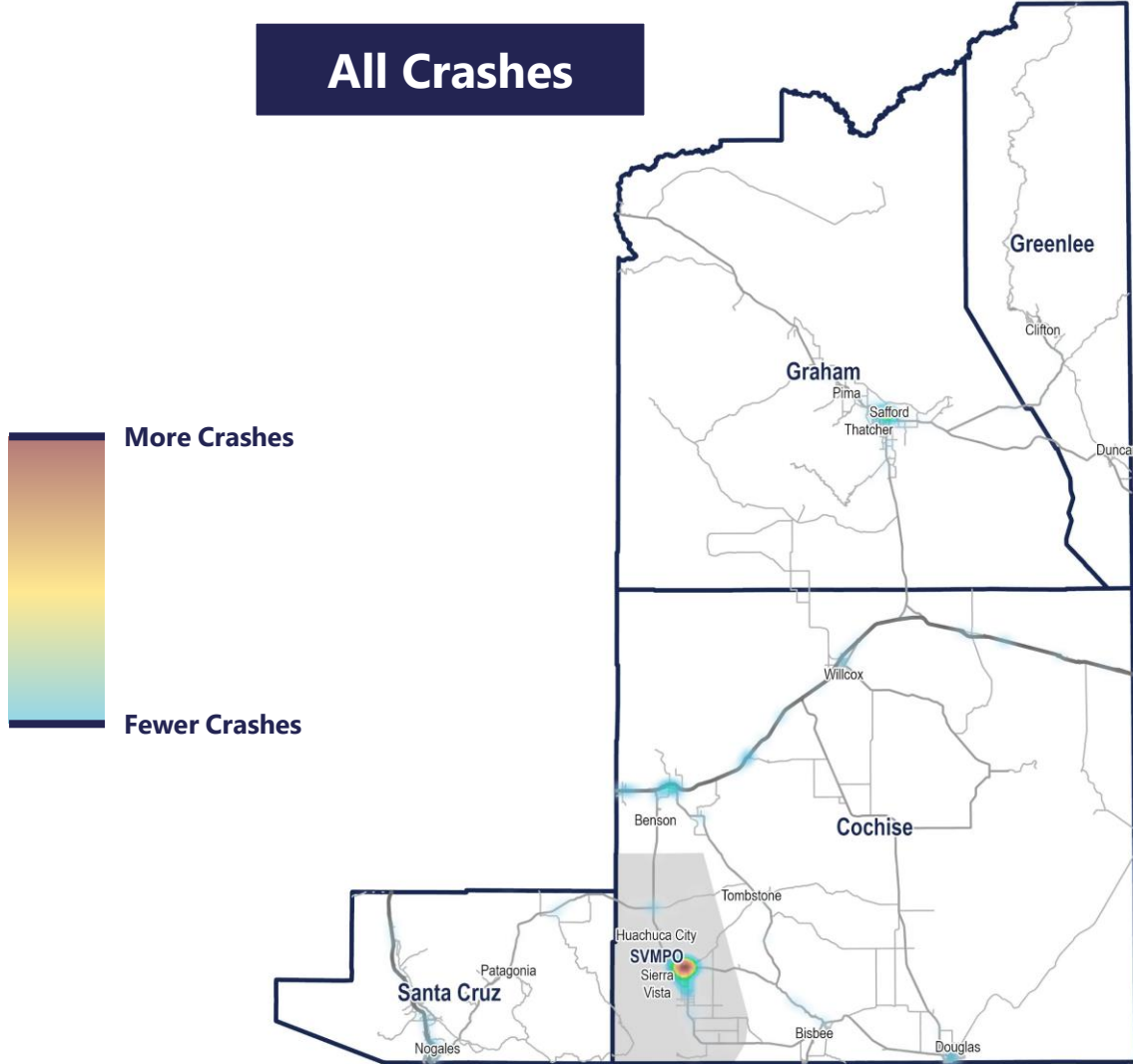


HISTORICAL CRASH ANALYSIS

Fatal and Serious Injury



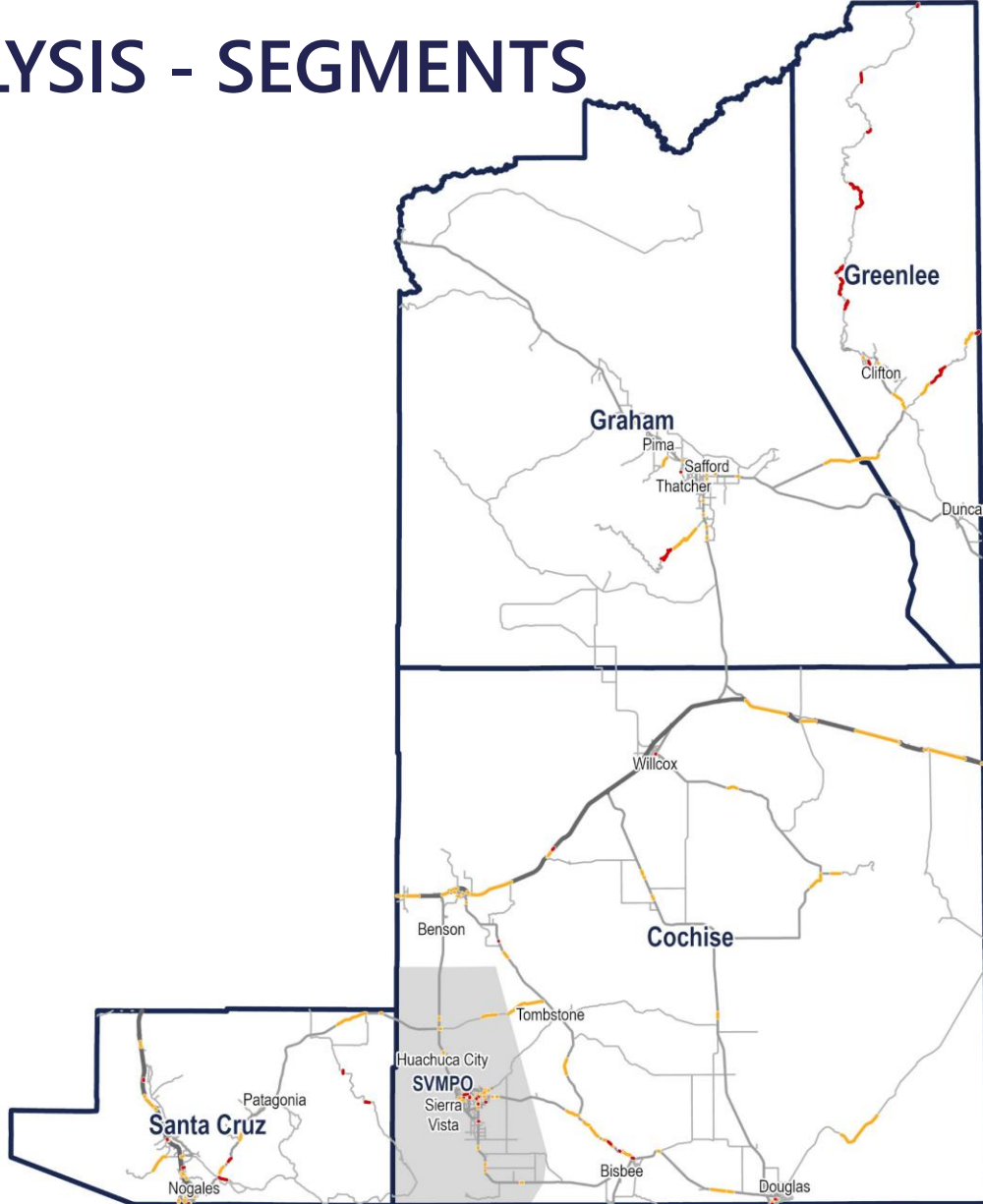
All Crashes





NETWORK SCREENING ANALYSIS - SEGMENTS

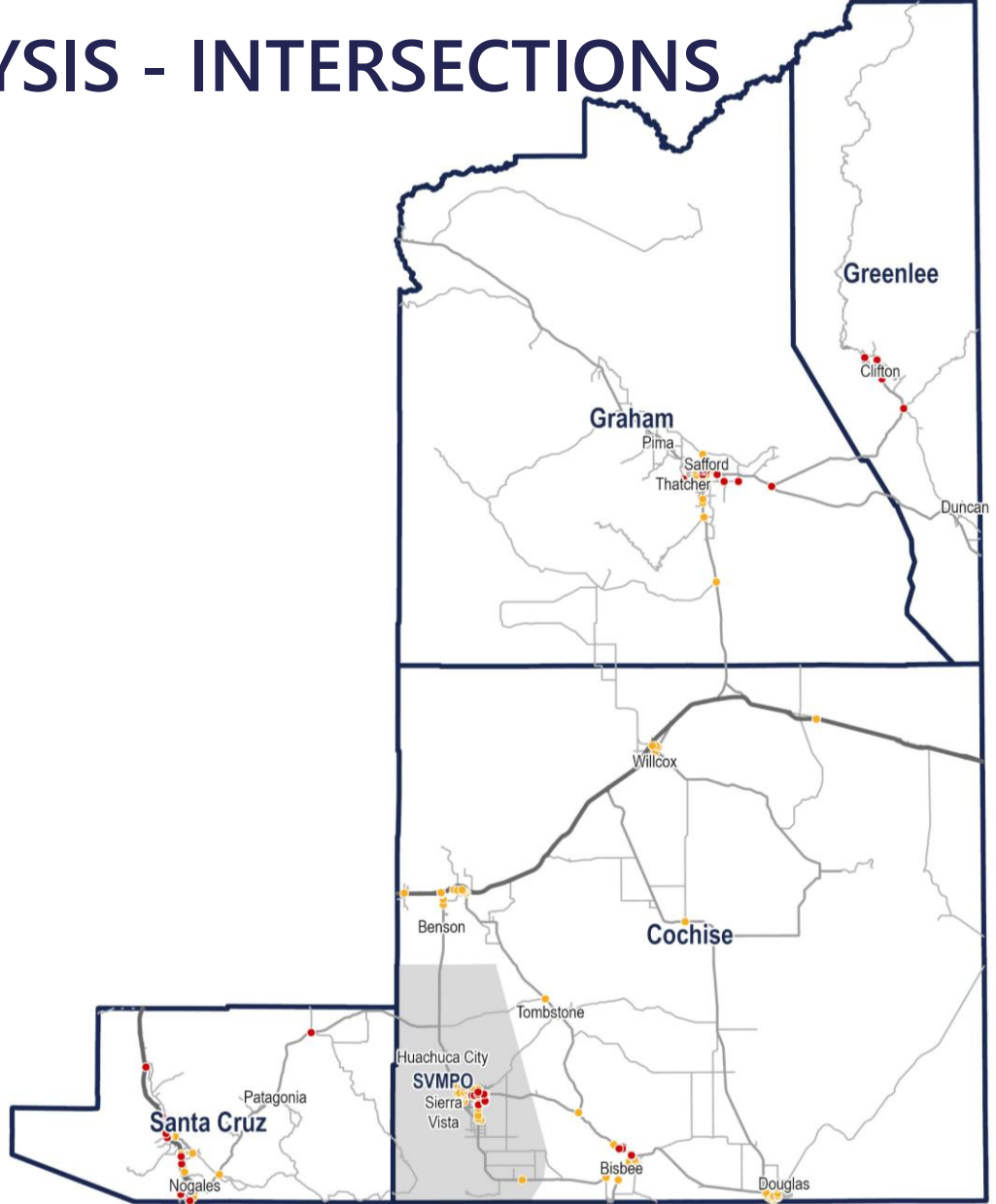
-  Top 10 Segment
-  Critical Crash Rate >0





NETWORK SCREENING ANALYSIS - INTERSECTIONS

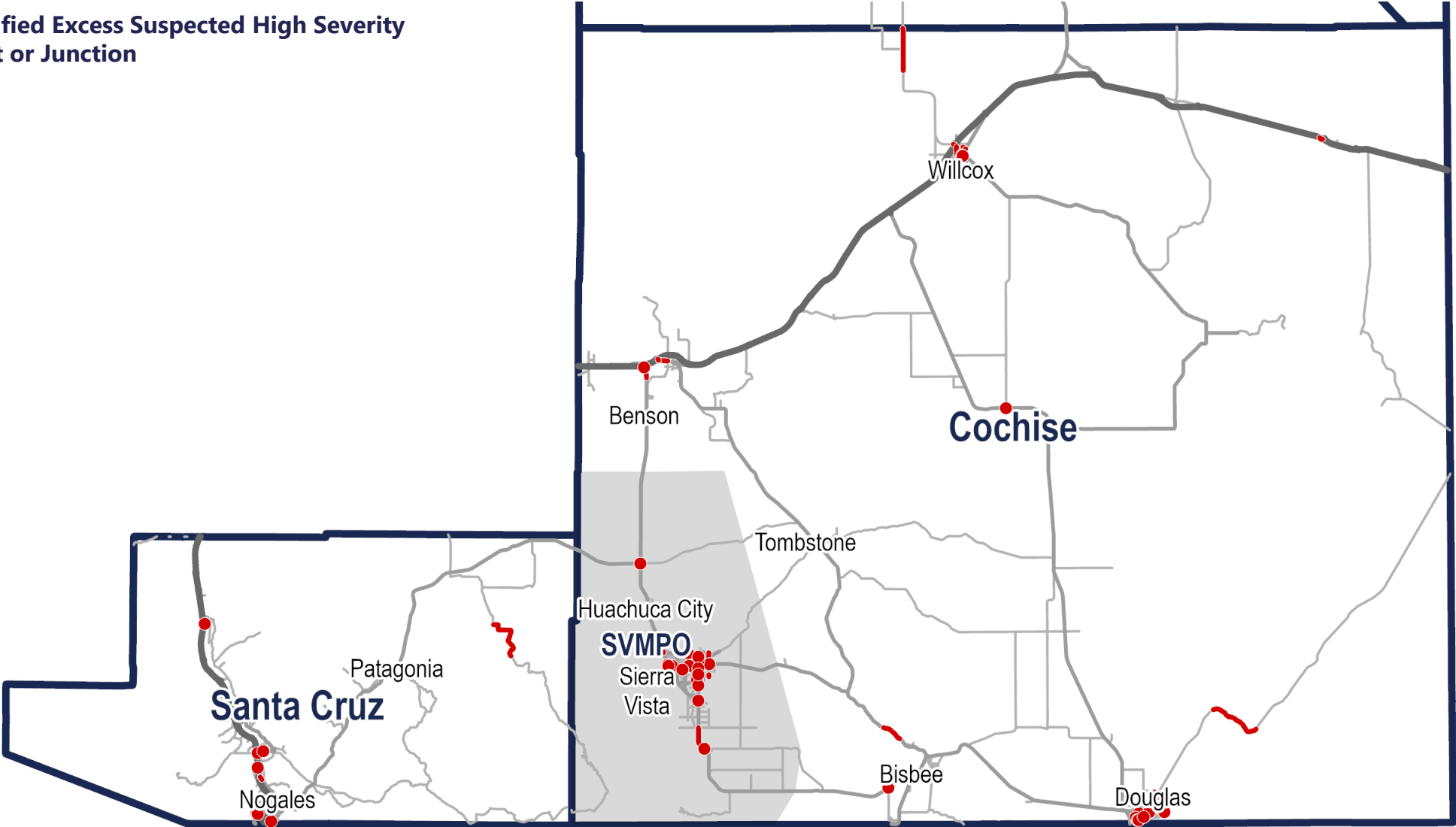
- Top 10 Intersection
- Critical Crash Rate >0





HIGH RISK NETWORK ANALYSIS – SUN CLOUD DATA

—●— Sun Cloud-Identified Excess Suspected High Severity Crashes Segment or Junction



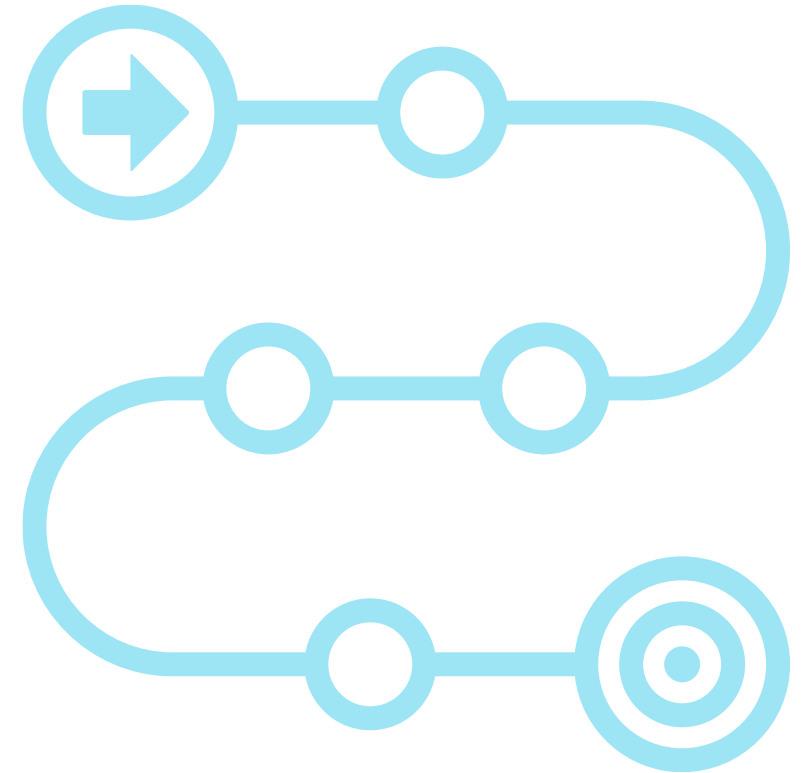
PROPOSED PROJECT LOCATIONS





PROJECT DEFINITION PROCESS

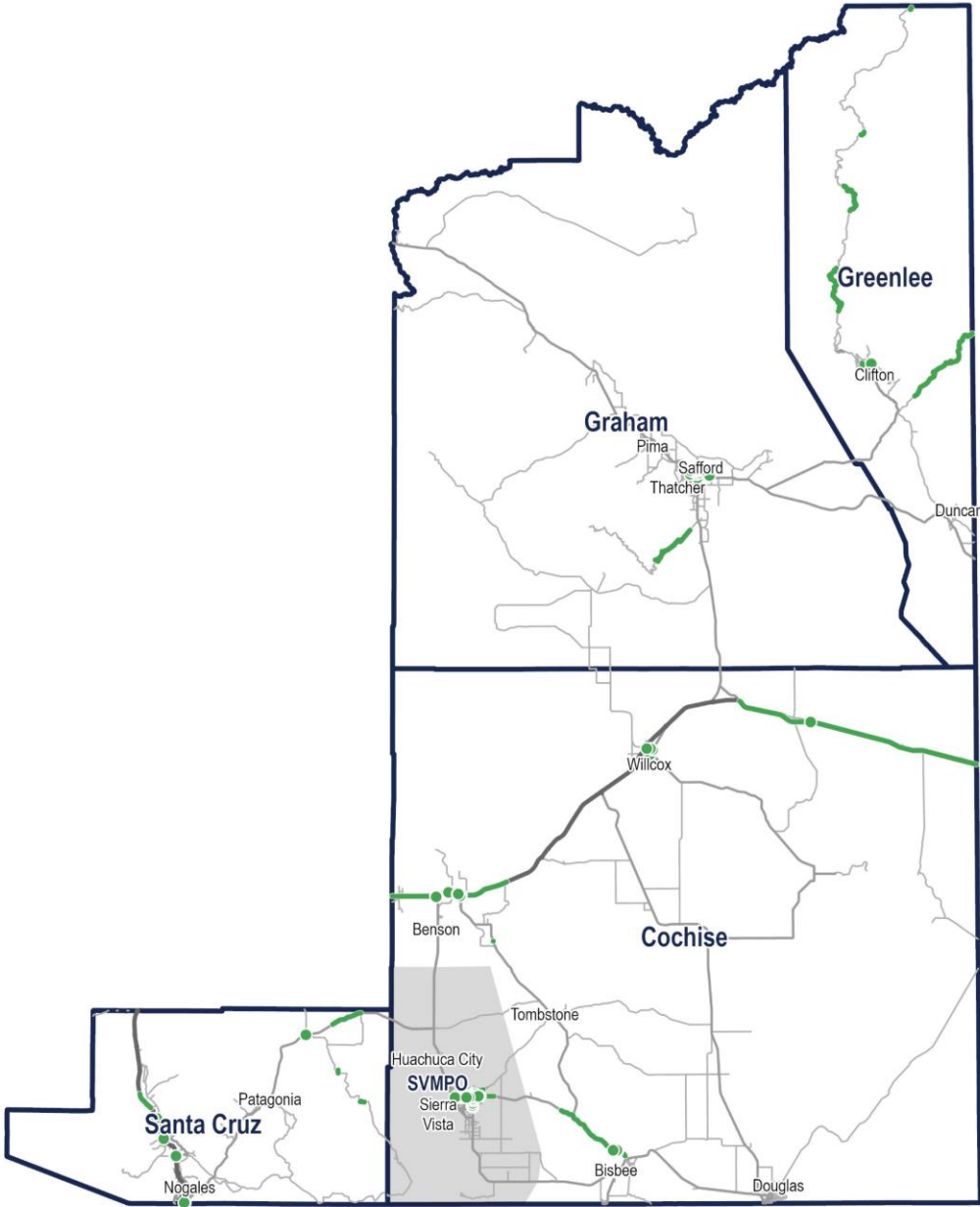
1. Start with Top 10 Network Screening results by GFA and top Sun Cloud high-risk locations (Cochise and Santa Cruz Counties)
2. Identify logical start and endpoints
3. Summarize crash data for each location
4. Select effective countermeasures
5. Prepare project summary sheet





DRAFT PROJECT LOCATIONS

- **43** TOTAL PROJECT LOCATIONS
 - Cochise County GFA – **9** project locations
 - Graham County GFA – **6** project locations
 - Greenlee County GFA – **9** project locations
 - Santa Cruz County GFA – **10** project locations
 - SVMPO GFA – **9** project locations
 - San Carlos Apache Tribe GFA – TBD





BREAKOUT EXERCISE – REVIEW/CONFIRM PROJECT LOCATIONS

- Break into groups by GFA (35 minutes)
- Review the project maps and lists
- Discuss:
 - Did we capture high priority locations?
 - Are there locations that should be removed?
 - Should any of the project limits be adjusted?
- Regroup and report out if you have recommended changes to project locations

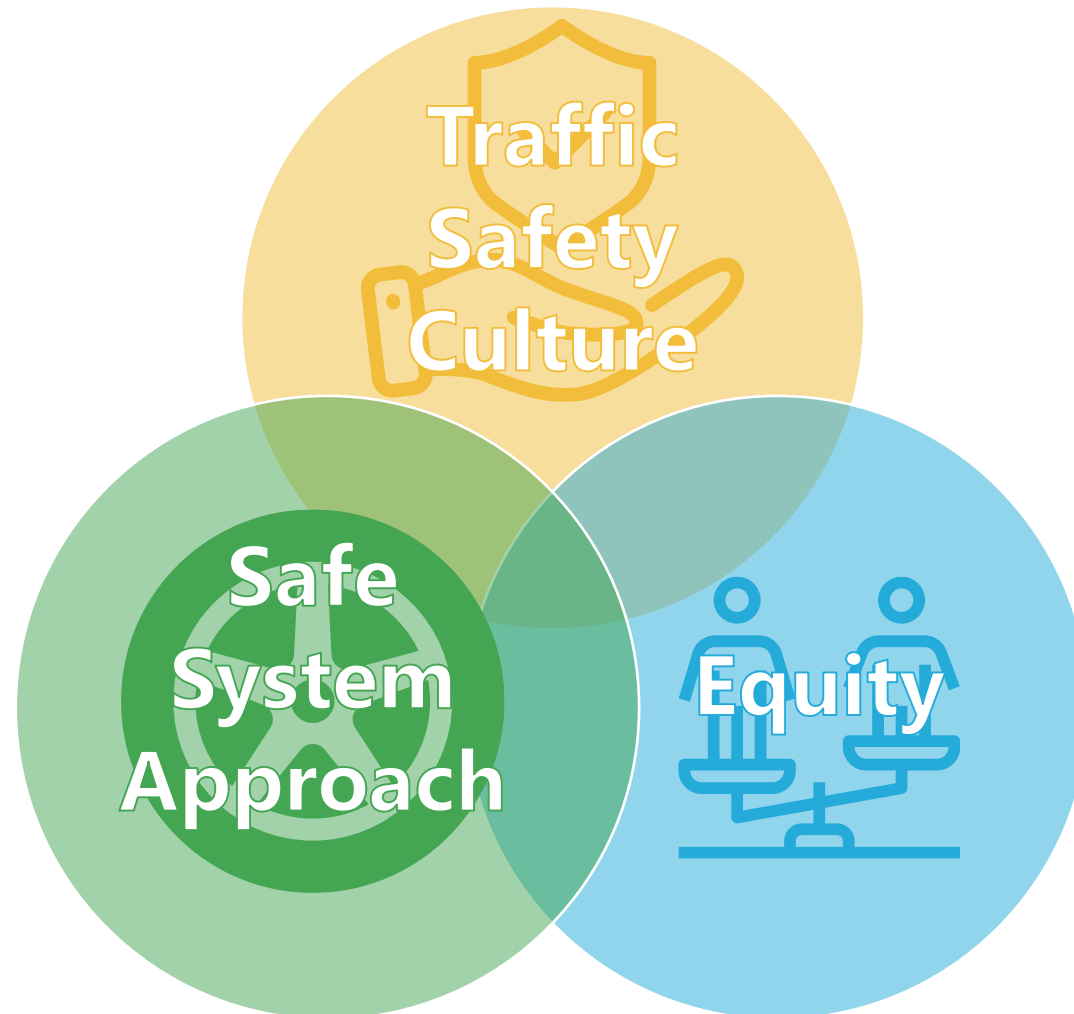


POLICY AND PROCESS CHANGES





POLICY AND PROCESS CHANGES





TRAFFIC SAFETY CULTURE

“The shared belief system of a group of people, which influences road user behaviors and stakeholder actions that impact traffic safety.”



SAFE SYSTEM APPROACH

A new systemic approach that aims to eliminate fatal and serious injuries for all road users by:

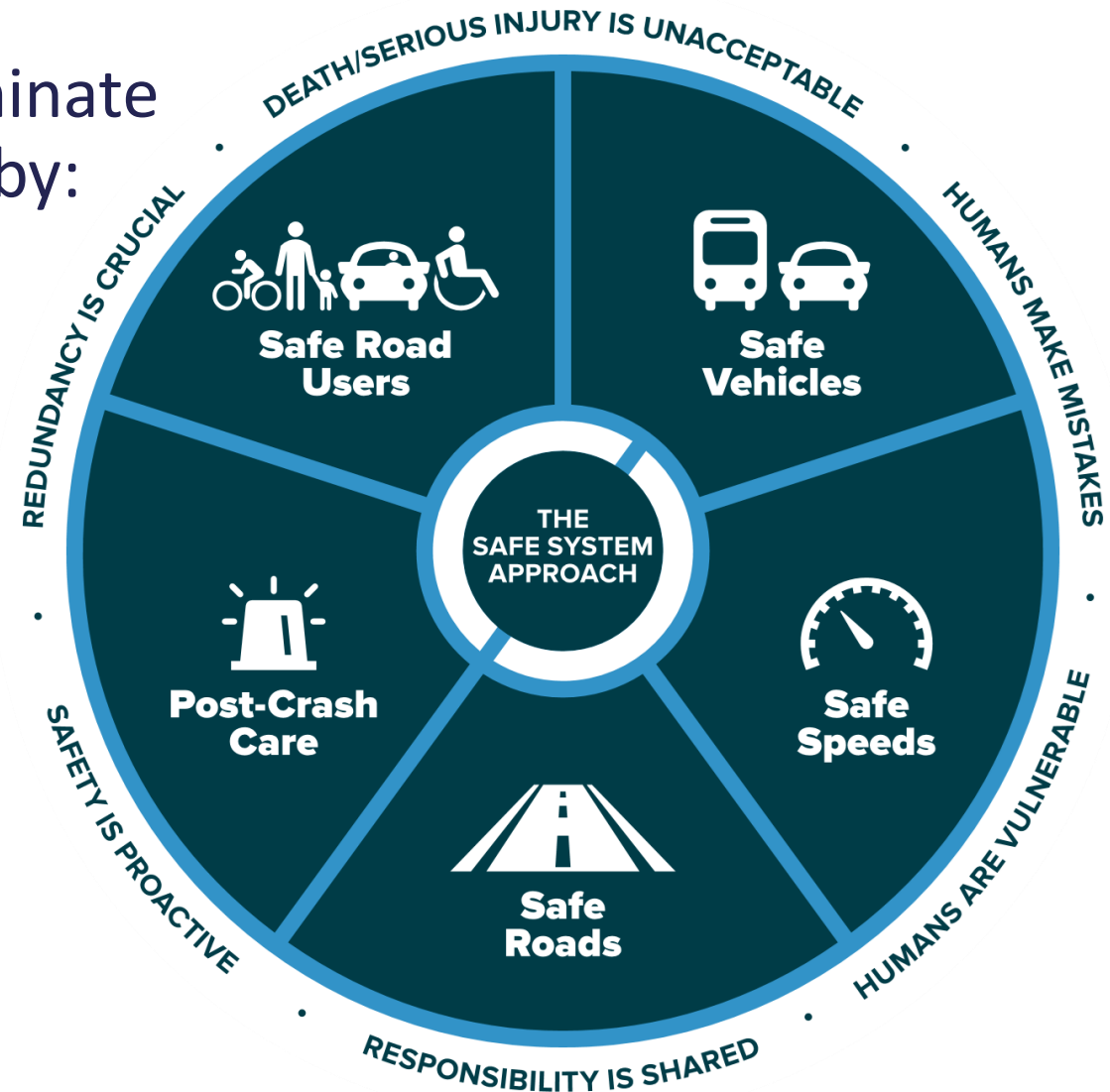


Accommodating human mistakes



Keeping impacts on the human body at tolerable levels

- **6** Principles
- **5** Elements
- **1** Goal: Zero deaths and serious injuries



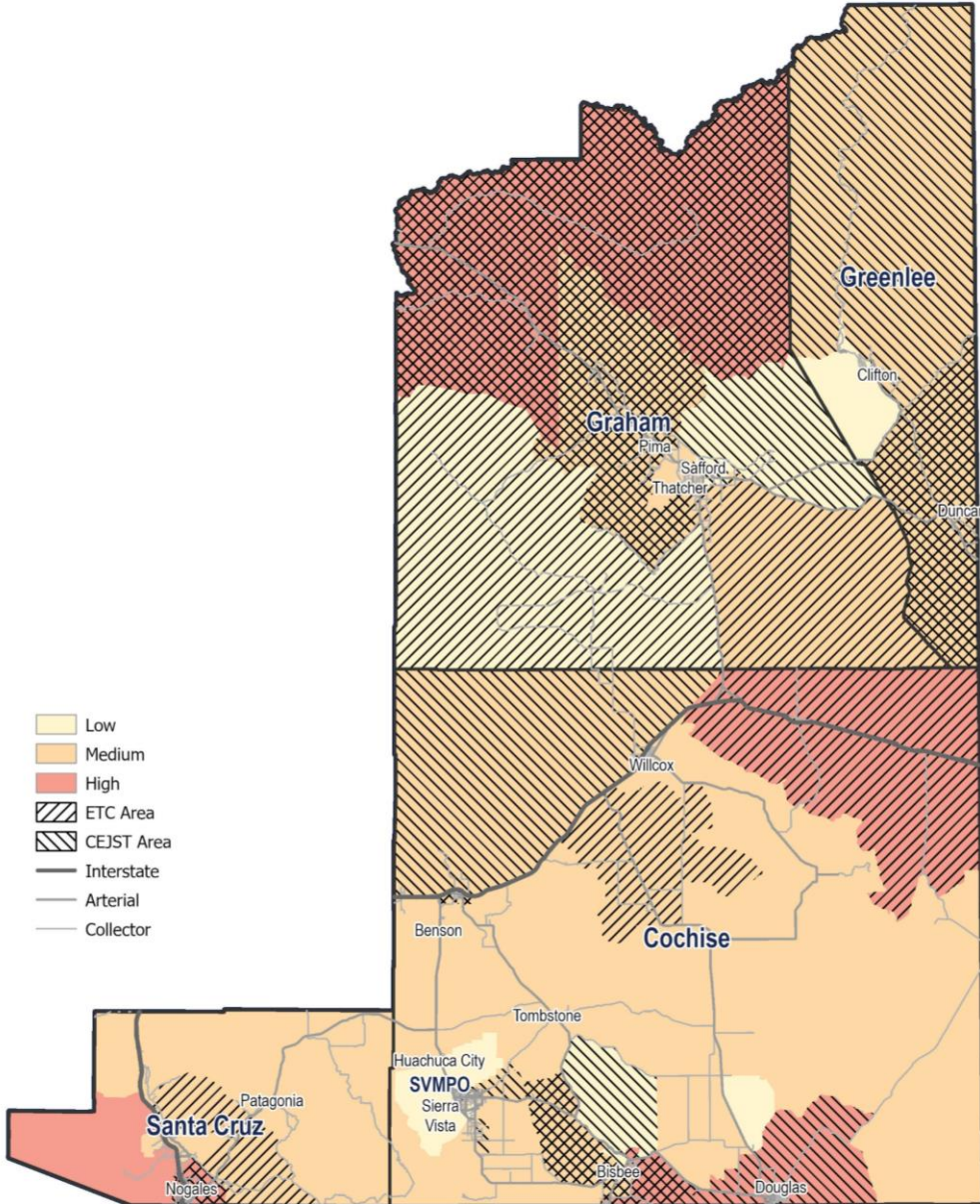


EQUITY

Fairness in mobility and accessibility to meet the needs of all community members and road users.

“Traffic crashes are a leading cause of death for teenagers in America, and disproportionately impact people who are Black, American Indian, and live in rural communities. We face a crisis on our roadways; it is both unacceptable and solvable.”

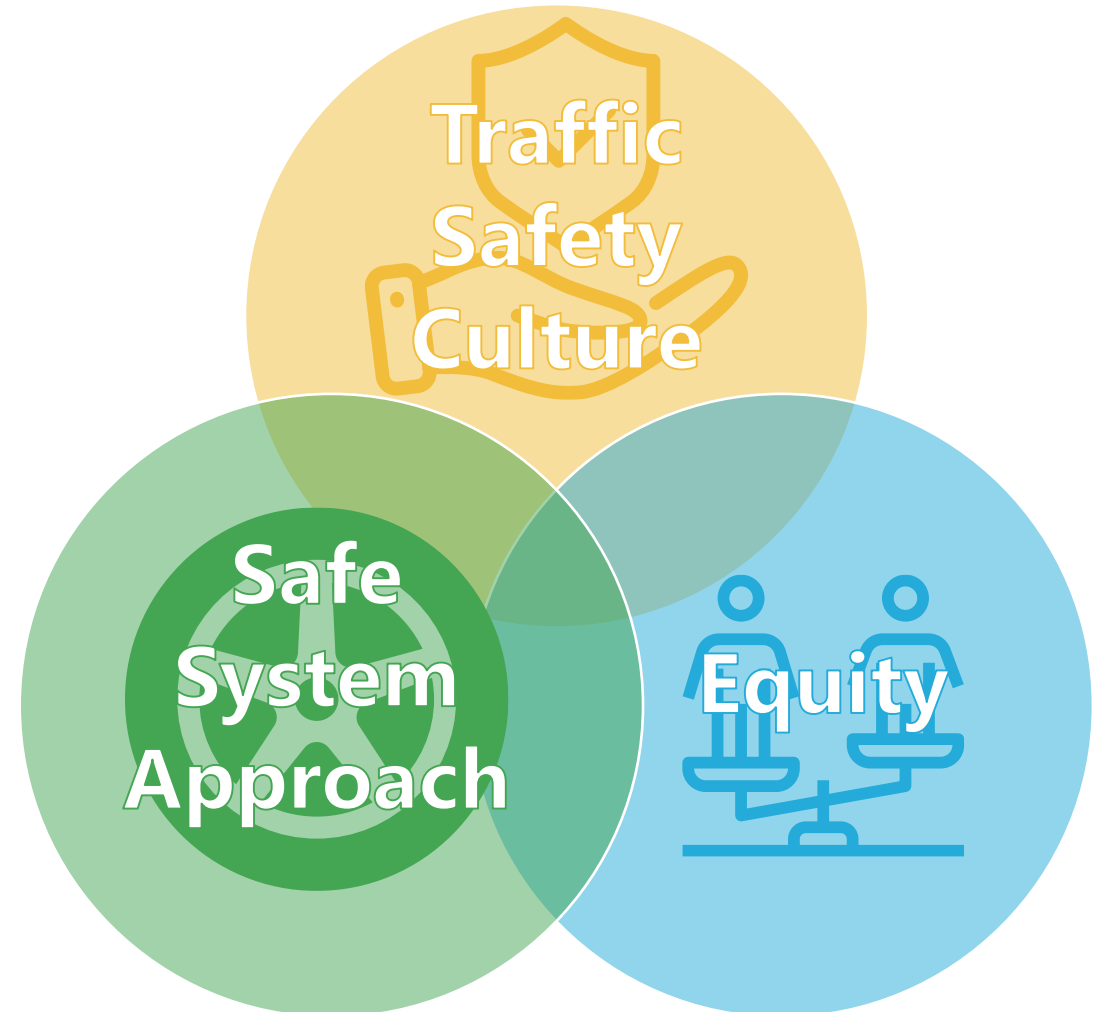
<https://www.transportation.gov/NRSS>





GOVERNMENT POLICY EXAMPLES

- State Highway Safety Plan (SHSP)
- Transportation Improvement Programs
- RTC Plan
- Fleet
- Land Use





NEXT STEPS





PROJECT AND COUNTERMEASURE DEVELOPMENT

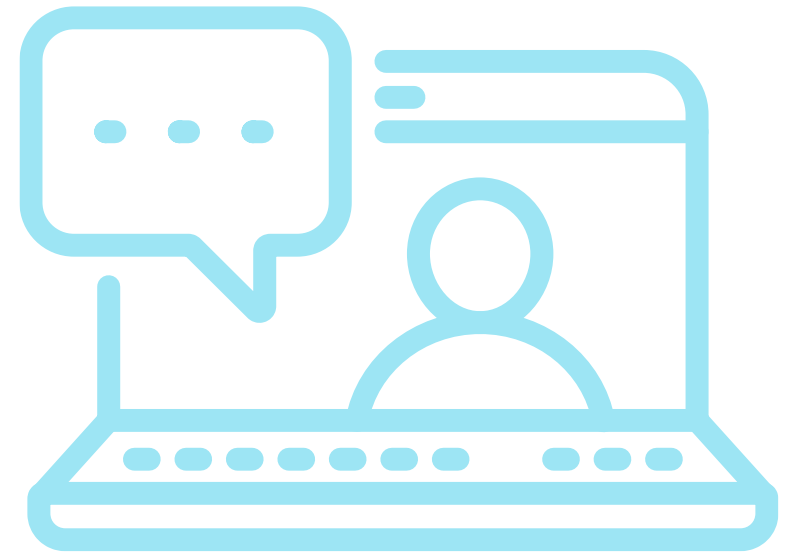
- Late May/Early June
- Develop specific countermeasures to address safety hazards at project locations
- Develop draft project information sheets





CONDUCT VIRTUAL PUBLIC ENGAGEMENT

- **Timeframe:** Late June/Early July
- **Content:** Project overview and draft project locations/proposed countermeasures
- **Platform:** Virtual survey and/or mapping tool
- **Potential Advertisement Types:**
 - SEAGO, SVMPO, and member agency websites and social media accounts
 - Press releases to news outlets
 - Email blasts to listservs maintained by member agencies
 - Purchased social media ads
 - Purchased news outlet ads
 - Flyers posted at local activity centers
 - **Others?**





FACILITATE SECOND ROUND OF GFA MEETINGS

- Late July/Early August
- Individual meetings with stakeholders from each GFA
- Review and refine proposed countermeasures
- Evaluate need for HSIP/SS4A grant assistance





THANK YOU!

