

Pinal County, Arizona Safe Streets and Roads for all (SS4A) Safety “Action Plan” Grant Application Narrative

Selection Criteria #1: Safety Impact

Count of Roadway Fatalities - According to the latest 5-year FARS crash data (2017-2021) available, there were 325 total persons killed in fatal crashes.

Fatality Rate - According to the latest 5-Year FARS crash data (2017-2021) available, there were 14.52 fatalities per 100,000 persons.

Selection Criteria #2: Equity

Underserved Communities - The percentage of the population in Pinal County that resides in an Underserved Community census tract based on 2020 ACS population data from the U.S. Census is 31.8%.

Selection Criteria #3 – Additional Safety Context

Project Location, Purpose and Need – Pinal County, AZ currently has more than \$11 million in safety study and project development needs identified that need prioritization and additional stakeholder and public outreach. Needs identified via an Action Plan (Plan) would be much greater. Pinal County occupies 5,374 square miles in the Arizona Sun Corridor Megaregion between the rapidly growing Phoenix and Tucson metropolitan areas. Pinal County had a 2020 population of 447,559 persons compared to 329,297 during the 2010 census, a 36% growth rate. Rapid population growth is a result of rapid industrial and residential development. Pinal County has identified candidate safety projects by analyzing crash data, stakeholder and public feedback. The Plan will assist with further developing existing and new projects for programming, stakeholder and public outreach, and future transparent safety performance metric reporting.

Leadership Commitment and Goal Setting – Pinal County is committed to roadway safety and has identified a 20% (\$65,000) non-federal match from Road Excise Tax Traffic Safety funds. The Plan will include County Board of Supervisors (BOS) meetings to share the findings of key Plan deliverables. Examples of how other jurisdictions with similar adopted policies and strategies have been successful will be shared with the BOS and key stakeholders. The BOS will approve a resolution and/or policy that will commit resources to achieving zero roadway fatalities by a target date or committing to an ambitious percentage reduction in fatalities and serious injuries by a specific date with an eventual goal of elimination. Pinal County has completed safety demonstration pilot efforts including use of rubberized speed humps, cushions, and tables. An additional demonstration project included installing speed feedback signs and pedestrian warning signs and performing analyses to determine if the signs had an impact on speeds in addition to identifying additional recommendations to address speeding issues.

Planning Structure – Pinal County will utilize a Safety Task Force (STF) consisting of internal and partner agencies for reviewing and providing feedback associated with key Plan deliverables. The STF will remain active after Plan completion. The STF will be responsible ensuring goals, targets, and projects are programmed with crash reduction and fiscal constraint considered.

Equity Considerations – Plan stakeholder and public outreach will be tailored to underserved communities, engaging them at key Plan development and delivery milestones. Tailored outreach includes electronic and in-person meetings, provision of materials in multiple languages, dissemination of outreach materials at churches, community centers and events where underserved populations frequent. Candidate projects will be developed and assessed to minimize negative impacts to underserved communities. Prioritization evaluation criteria will favor programming safety projects in or serving underserved populations.

Policy and Process Changes – The County Transportation Improvement & Maintenance Program project prioritization process will be refined to improve how safety projects are identified and funded. This effort will quantify the overall safety need, educate key internal and external stakeholders, and develop a project identification and prioritization process. The performance framework will utilize data collected and reported annually to develop an online dashboard, allowing for on-going dialogue regarding the need to make safety projects an implementation priority. Potential enhancements include development of a “call for safety projects” framework, bi-annual and annual STF meetings, and reporting on safety and investment trends to the County BOS.

Strategy and Project Selections – Pinal County deploys safety improvements including LED stop signs, yellow reflective back plates on signal heads, a minimum of one signal head per travel lane, protected left-turn signals, advanced “signal ahead” signage, and speed feedback signs. Plan development will consider existing safety projects in addition to identifying new projects based on safety data, diverse stakeholder and public engagement. Plan development will focus on identifying; 1) what success looks like and the measures of success; 2) parties responsible for achieving goals and implementation timeframes; 3) conditions and limitations for success (e.g., are more staff and/or funding needed). Datasets will include Pinal County, local jurisdiction, and Arizona Department of Transportation (ADOT) data. The Plan will build on findings of the Pinal County Strategic Safety Action Plan, and the Sun Corridor MPO Strategic Safety Action Plan. Countermeasures will focus on a safe system approach. Data limitations will be mitigated by developing a framework to collect and/or share pertinent Plan implementation data. Data analysis will focus on whether injury crashes are more likely to occur in certain locations, and/or impact specific demographics. Equitable candidate project scopes and strategies focused on infrastructure, behavioral, and/or operational safety for programming in the short-, mid-, and long-term will be identified. Projects will be developed that will lead to a significant reduction or elimination of roadway fatalities and serious injuries, employing low-cost/high-impact strategies that can improve safety over a wide geographic area, engaging with a variety of public and private stakeholders; adopting innovative technologies that promote safety and equity, and building evidence around what works.

Progress and Transparency – The Plan will identify parties responsible for implementation. Additional training for planners, engineers, public works staff, police, or others will be identified. Actions will be identified for ADOT and incorporated areas of the County to ensure beneficial partnering and safety goals success. At major Plan milestones, key stakeholders will be engaged including the Gold Canyon Association for the Development of a Better Environment, Gold Canyon Community Inc., San Tan Valley Advisory Council, and the Pinal Partnership among others. The Plan will identify opportunities to measure progress, celebrate success, identify unforeseen challenges, prevent against problematic actions, and create an opportunity for course corrections. The following implementation actions will be identified and refined 1) maintenance of a comprehensive, public website to share crash data and progress on strategies, and solicit feedback on safety concerns, projects, and strategies; 2) regular meetings will be held with the STF to solicit input, review data, and provide feedback on progress and challenges; 3) During and after Plan development, regular meetings will be scheduled to solicit input from residents about Plan projects, priorities, and safety concerns; and 4) Pinal County will regularly seek opportunities for 3rd party groups to assess progress, and report regularly (annually at a minimum) to key stakeholders, decision-making bodies, and the public.

| Pinal County FY 23 SS4A "Action Plan" Grant Eligible Activity - Budget Summary | | | | | |
|--|-------------------------|--------------------------|-----------------------------|---|-------------------|
| Task | \$ Federal Share | Federal Share % | \$ Non-Federal Share | Non-Federal Share % | Task Total |
| Task #1 - Project | \$5,000 | 25% | \$15,000 | 75% | \$20,000 |
| Task #2 - Project Management Plan (PMP) | \$0 | 0% | \$5,000 | 100% | \$5,000 |
| Task #3 - Safety Task Force Kick-Off Meeting #1 | \$0 | 0% | \$2,250 | 100% | \$2,250 |
| Task #4 - Best Practices Identification/Review/Docum | \$10,000 | 100% | \$0 | 0% | \$10,000 |
| Task #5 - Stakeholder Interviews/Outreach | \$0 | 0% | \$10,000 | 100% | \$10,000 |
| Task #6 - Action Plan Goals & Objectives Development | \$25,000 | 100% | \$0 | 0% | \$25,000 |
| Task #7 - Current Safety Conditions Report | \$40,000 | 100% | \$0 | 0% | \$40,000 |
| Task #8 - Safety Task Force Kick-Off Meeting #2 - | \$0 | 0% | \$2,250 | 100% | \$2,250 |
| Task #9 - Board of Supervisors Briefing #1 - | \$0 | 0% | \$2,000 | 100% | \$2,000 |
| Task #10-Public Outreach | \$5,000 | 33% | \$10,000 | 66% | \$15,000 |
| Task #11 - Future Conditions - Predicted Crashes Modeling Report | \$45,000 | 100% | \$0 | 0% | \$45,000 |
| Task #12 - Project Evaluation Criteria, Prioritization and Performance Measures Methodology Tracking Report | \$50,000 | 100% | \$0 | 0% | \$50,000 |
| Task #13 - Public Outreach | \$5,000 | 33% | \$10,000 | 66% | \$15,000 |
| Task #14 - Safety Task Force Meeting #3 - Future Conditions, Prioritized Projects, and Performance Measures Tracking Methodology Review | \$0 | 0% | \$2,250 | 100% | \$2,250 |
| Task #15 - Board of Supervisors Briefing #2 - Future Conditions, Prioritized Projects, and Performance Measurements Tracking Methodology Review | \$2,000 | 50% | \$2,000 | 50% | \$4,000 |
| Task #16 -Top Priority Projects Scoping and Programming Coordination | \$25,000 | 100% | \$0 | 0% | \$25,000 |
| Task #17- Draft Final Report | \$30,000 | 100% | \$0 | 0% | \$30,000 |
| Task #18 -Safety Task Force Meeting #4 - Draft Final Report and Performance Measures Tracking Review Roll Out and Future Action | \$3,000 | 57% | \$2,250 | 43% | \$5,250 |
| Task #19 - Final Report | \$15,000 | 100% | \$0 | 0% | \$15,000 |
| Task #20 - BOS Briefing #3 - Final Report Review and Adoption | \$0 | 0% | \$2,000 | 100% | \$2,000 |
| Total Federal Share | \$260,000 | Non-Federal Share | \$65,000 | Project Total Cost towards Action Plan | \$325,000 |