



In Attendance

Brian, Eller, <i>Pima County Health Department</i>	Gabriela Barillas-Longoria, <i>AZ Health Zone</i>
Brooke Reaves, <i>Carondelet Health Network</i>	Mary Kinkade, <i>Pima County Health Department</i>
Chris Blue, <i>Pima Association of Governments</i>	Nic Cogdall, <i>Pima County Health Department</i>
Donna Lewandowski, <i>AZ Department of Transportation</i>	Roseanne Nguyen, <i>Pima County Health Department</i>
Elaine Mariolle, <i>Pima County Bicycle Ambassador Program</i>	Sam Chia, <i>Pima County Health Department</i>

Welcome and Introductions

Brian Eller from the Pima County Health Department welcomed everyone in attendance and led the group through an interactive introduction activity.

Chris Blue from Pima County Association of Governments (PAG) recently accepted a new position with the City of Tucson so his attendance at the VRUMS Task Force meetings may change.

Grant Proposal

America Walks – Community Change Grant

Mary Kinkade and Brian Eller from the Pima County Health Department submitted a grant to America Walks for a mini pop-up park to be built on the intersection of S 8th Ave & W 29th St in South Tucson. If the proposal is selected for funding, the funding will be used to buy supplies, such as trees and paint, and VRUMS Task Force members will be asked to assist with the project’s implementation.

The South Tucson City Planner was consulted before submitting the grant proposal and the intersection stated above was selected because of the degrading cross-walk and the lack of trees/shades. The submission of the grant was completed in partnership with Tucson Clean & Beautiful who will be the funding agent on behalf of the VRUMS Task Force if the proposal is funded.

The group suggested including the Tierra Y Libertad organization and the local neighborhood association, especially for assistance with planning the trees.

Safe Routes to School Programming

A Safe Routes to School event (“Walk and Bike to School Day”) will be held in February during rodeo break. The next planning meeting will be held on Friday, December 7th at 2pm at Abrams. If you would like to be invited to this meeting or if your organization is able to contribute to materials, time, funding, etc., please e-mail Brian at:

Brian.Eller@pima.gov.

Question: What are the quantities and materials needed?

Response: Approximately 75 schools have participated in the past. The planning group would like to provide roughly 750,000 items (about 100 to each school). Items would include hacky sacks, stickers, erasers, pencils, etc.



PAG Bike & Pedestrian Count

Since 2008, PAG has coordinated a [bicycle and pedestrian count](#) throughout the Pima County region. In the month of October, over a several week period, volunteers go out to roughly 90 locations and collect information on cyclist and pedestrian volumes, helmet use, whether cyclists are riding on the sidewalk or riding the wrong-way, gender, direction, and time of day. The information is compiled into a report and made available on the PAG website. The data is open to the public and available in map and spreadsheet form. The data from 2018 has not yet been analyzed but will be soon.

Chris passed around the [2017 Regional Bicycle and Pedestrian Count Summary Report](#).

It was noted that the count locations are chosen by the Department of Transportation (DOT) jurisdictions not PAG. The public, and VRUMS members, should contact the DOT in their jurisdiction with recommendations for locations the count should be conducted in.

PAG Bike & Pedestrian Count - Data Collection Improvements

Last month the VRUMS Task Force submitted a memorandum to the Board of Health (BOH). The memo asked the BOH to draft a letter of support to submit to PAG to revise the count data collection tool to include additional information about pedestrians (see page 5).

A group discussion was held around the proposed letter from the Board of Health to PAG. Feedback from the group included:

- Change “Since October 2018” on the second line to “Already this calendar year.”
- To capture additional data, PAG would likely need additional volunteers (almost double the current number). The letter should include an explanation of how a sufficient number of volunteers would be recruited to collect the additional data requested.
 - It was noted that volunteers are difficult to come by and that students in the past have not accurately collected the data.
 - PCHD could offer manpower or a commitment from other partners/organizations who could assist with the count, such as AZ Health Zone and Healthy Pima.
- An idea was suggested to have two count sheets - one specifically for pedestrians and one specifically for cyclists. This would also make it easier on the person conducting the count.
- Make the ask positive and regional.
- Supervisor Ramon Valadez is on the PAG Regional Council. The group discussed reaching out to him to set-up a meeting.
- The letter should also include “who is going to revise the count sheet” and where the extra funding and resources will come from to implement the changes.
- The letter should be sent to PAG in the New Year once the holidays are over.
- It was noted that crash data is available but rate data isn’t, so the ask is very important because it will allow the VRUMS Task Force and partnering agencies to have the complete picture and make data-driven informed decisions.

A group discussion was held around the importance of pedestrian safety and how collecting and publicizing certain data could highlight inconsistencies and shortcomings.



UA Crash Data Report

Brian provided an overview of the crash data report developed by the University of Arizona (see pages 6-8). The highlights included:

- Speed is a very common collision factor for fatal and severe injury collisions
- Most collisions occur on arterials
- Left turns and right turns are extremely common collision factors across all collisions
- Driving under the influence is a common contributing factor in fatal or severe injury collisions

A group discussion was held around how the information mimics what group members are seeing in the community. At the next meeting, the group will discuss how the data can be used.

Funding Opportunities

The VRUMS Task Force is currently applying for funding opportunities to support the coalition's activities. Brian informed the group that a request for a "letter of support" may be coming in the near future. He also encouraged members of the group to e-mail him or Mary any potential grant opportunities the task force can apply for.

Members of the group were asked if their organization had any "letter of support" templates. Organizations who don't have templates, can contact Brian for samples: Brian.Eller@pima.gov

It was noted that there is a difference between a letter of support and a letter of commitment. Letters of commitment take longer for organizations to create and approve (usually 6-8 weeks), so VRUMS members should keep this in mind when applying for grants with this ask.

Bicyclist Light Distribution Project

A group discussion was held around the need to provide bike lights to at-risk members of the community. PAG has a lot of bicyclist lights left over from their Light The Night event and the group discussed distributing them to homeless populations, students on the UA campus, and at the Jose's Women's Center.

The Pima County Health Department offered to be the distributor and partner with the VRUMS Task Force and other Healthy Pima action groups to have the lights distributed. Brian will work with Chris to collect about 1,000 light sets.

Brooke Reaves from Carondelet Health Network also suggested that St. Joseph's Hospital could distribute bike lights as part of their trauma outreach efforts.

General Updates:

Nic Cogdall from the Pima County Health Department encouraged the group to provide their feedback on what the new priority health needs should be for Pima County by participating upcoming Community Health Needs Assessment (CHNA) Forum on Friday, November 30th from 9-11am at Abrams. To register, please follow the [link here](#). (It was also noted that registration is still open even though it says it closes November 23rd).



**Community Health Improvement Planning
VRUMS Task Force Meeting
Meeting Minutes – Wednesday November 29, 2018
11:00-12:00 PM
Abrams Public Health Center: Room 3110**

Next Meeting

The VRUMS Task Force meets in-person the 2nd Wednesday of every month from 11am-12pm in Room 3110 at the Abrams Public Health Center, located at 3950 S Country Club Rd. Tucson, AZ.

There will be NO MEETING IN DECEMBER.

The next meeting is scheduled to take place:

Date: Wednesday, January 9, 2019

Time: 11:00 AM – 12:00 PM

Location: Abrams Public Health Center: 3950 S. Country Club Rd. Tucson, AZ 85714

Room: 3110

Adjourn



MEMORANDUM

Date: October 24, 2018

To: Pima County Board of Health

From: Healthy Pima VRUMS Task Force

Re: Request for a formal letter from the Board of Health

Background

Healthy Pima's Vulnerable Road User and Motorist Safety (VRUMS) Task Force is a coalition invested in reducing traffic-related injuries for cyclists, pedestrians, and motorists by decreasing the risk and severity of collisions and advocating for improved conditions to make all methods of transportation safer for members of Pima County. The coalition is composed of various organizations including the Pima County Health Department, City of Tucson, Tucson Police Department, and Pima Association of Governments (PAG).

Discussion

Since 2008, PAG has collected reliable bike and pedestrian count data that has been used by transportation professionals and community stakeholders, including VRUMS, to drive activities, allocate resources for improvements, and conduct public safety enhancements. While the count data tool collects adequate information on bicyclist attributes such as helmet use and illegal bicycle riding on the sidewalk, there is limited data collected on pedestrians.

The collection of additional pedestrian data is needed by VRUMS to guide the group's data-informed activities and the group humbly requests a letter of support from the Board of Health encouraging PAG to expand their data collection on pedestrians.

Financial Impact

There will be no financial impact of the Pima County general fund.

Recommendation

VRUMS recommends a formal letter of support from the Board of Health encouraging PAG to expand the collection of pedestrian data.

Tucson Crash Analysis 2012-2017

The following is an analysis* of Tucson Police Department Traffic Incidents between 2012 and 2017, with a focus on signalized four-way intersections, which account for three out of four crashes during this period (72.5% in 2012, to 80.5% in 2017). The second most common type of crash occurred a T-intersections, accounting from approximately one-fifth of all crashes (18.5% in 2012 to 18.4% in 2017). (See Appendix: Table 3 and Figure 3)

The most common incident in a 4-way intersection is a left turn with the number of left-turn crashes ranging from 272 in total numbers in 2012, to 1,222 during 2017 (Figure 1; Table 1)

Figure 1. Number of crashes in the City of Tucson from 2012 to 2017 at four-way intersections.

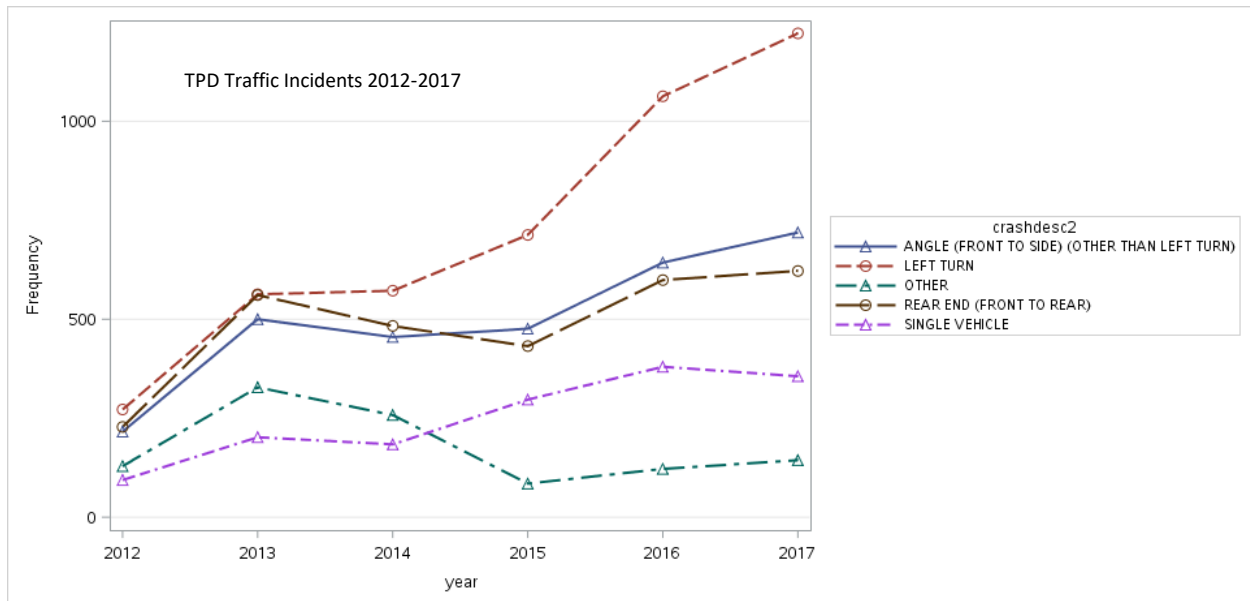


Table 1. Number of crashes in the City of Tucson from 2012 to 2017 at four-way intersections.

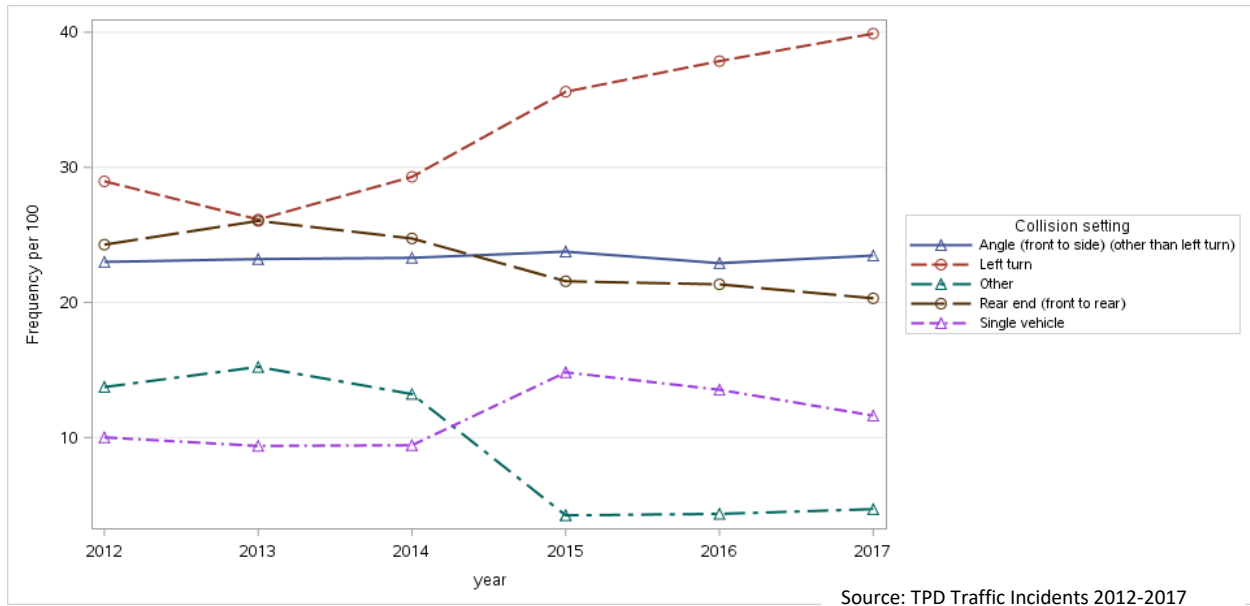
	Year					
	2012 n(%)	2013 n(%)	2014 n(%)	2015 n(%)	2016 n(%)	2017 n(%)
Angle (front to side) (other than left turn)	216 (23)	500 (23.2)	455 (23.3)	476 (23.7)	643 (22.9)	719 (23.5)
Left turn	272 (28.9)	563 (26.1)	572 (29.3)	713 (35.6)	1063 (37.9)	1222 (39.9)
Other	129 (13.7)	328 (15.2)	258 (13.2)	85 (4.2)	122 (4.3)	144 (4.7)
Rear end (front to rear)	228 (24.3)	561 (26)	483 (24.7)	432 (21.6)	599 (21.3)	622 (20.3)
Single vehicle	94 (10)	202 (9.4)	184 (9.4)	297 (14.8)	380 (13.5)	356 (11.6)
Total	939	2154	1952	2003	2807	3063

Source: TPD Traffic Incidents 2012-2017

*Conducted by the Arizona Physical Activity Policy Research Network+ a the University of Arizona

In Tucson, the incidence of a left turn crash in a 4-way intersection increased from 28.9 per 100 incidents at 2012 to 39.9 per 100 by 2017 (Figure 2). This finding shows a trend with a z-score of -2.44 ($p < 0.05$), all other types of incidents test for trend were not statistically significant, which implies that **the number of incidents in a 4-way intersection by a left turn are increasing, while other type of collision maintains its level over time.**

Figure 2. Crash incidence in a four-way intersection per every 100 per year in Tucson



The high rate of pedestrian deaths in Tucson indicate the need for a Pedestrian Safety Action Plan with targeted actions to reduce crashes. A number of agencies and academic studies have identified the following factors as they relate to pedestrian fatalities:

- Speed is a very common collision factor for fatal and severe injury collisions;
- Most collisions occur on arterials;
- Left turns and right turns are extremely common collision factors across all collisions;
- Driving under the influence is a common contributing factor in fatal or severe injury collisions.

Analysis of the Tucson Police Department Traffic Incident data from 2012-2017 that includes collision characteristics (violations/behaviors, manner of crash) and environmental impacts (road design, daylight) reveals five collision profile descriptions that provide a measurable target for development of a Pedestrian Safety Action Plan. Speed limits of 35 MPH or greater creates the greatest risk to pedestrians and is a factor in ~95% of pedestrian fatality incidents, while environmental factors, i.e. lack of street lighting or dark conditions, is a factor in ~75% of fatal collisions. Less than half of pedestrian fatal crashes involve lack of pedestrian infrastructure or inappropriate use of existing infrastructure.

Table 2. Pedestrian Collision Profiles from 2012 to 2017 in the City of Tucson.

	Profile Name	Profile Description	% of Ped KSI* (Total=92)	% of Bike KSI * (Total=16)
1	Arterial or Collector Street (posted speed limit 35 mph+)	PostedSpeedLimit = "35 and over" Combined "Fatal" with "Speed limits map"	87/92= 94.6%	14/16= 87.5%
2	Presence of street lighting near collisions occurring during dark conditions	LightCondition = "Dark-lighted" "Dark-not lighted" "Dark-unknown lighting" "Dawn" "Dusk"	73/92 = 79.3%	4/16= 25%
3	Lack of crossing infrastructure along pedestrian desire lines	ViolationBehavior1 and/or ViolationBehavior2 = "Did not use crosswalk" and "Walked on wrong side of the road" OR LocPedCyclist = "In Roadway (Not in Crosswalk/intersection;" "Roadside;" "Shoulder)	40/92= 43.5%	-
4	Turning-vehicle collisions occurring at signalized locations	MannerOfCrashDescription = "Left Turn" or "Right Turn" AND TrafficControlDevice= "Signals"	14/92 = 15.2%	10/16 = 62.5%
5	Insobriety	CondInfluencingDriver1 and/or CondInfluencingDriver2 = "Alcohol"	8/92= 8.7%	1/16= 6.3%

*killed or severely injured

Appendix

City of Tucson Policy Department Crash Incidence

2012-2017

The percentage of a four-way intersection crash accounts from 72.5% in 2012, to 80.5% in 2017. Followed by a crash in a T-intersection type starting at 18.5% in 2012, to 18.4% in 2017.

Figure 3. Number of crashes at intersection type in the city of Tucson from 2012 to 2017.

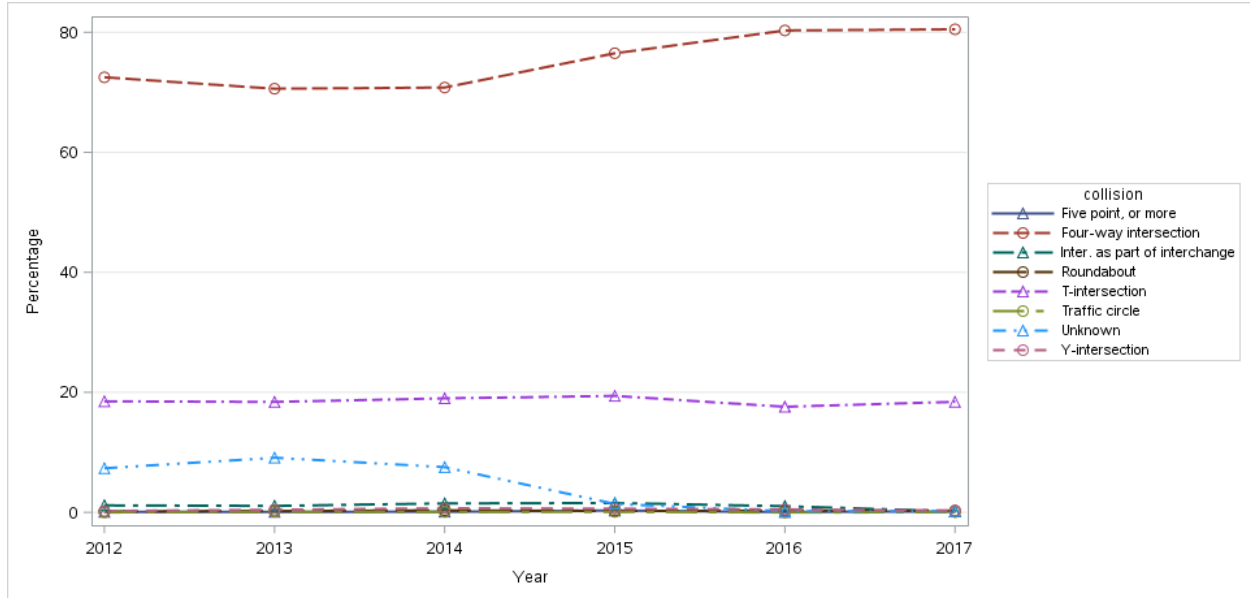


Table 3. Number of crashes at intersection type in the city of Tucson from 2012 to 2017.

	Year											
	2012		2013		2014		2015		2016		2017	
	n	(%)	n	(%)	n	(%)	n	%	n	(%)	n	(%)
Five point, or more	1	0.08	2	0.07	3	0.11	8	0.31	2	0.06	6	0.16
Four-way intersection	939	72.5	2154	70.6	1952	70.8	2003	76.5	2807	80.3	3063	80.5
Inter. as part of interchange	15	1.16	33	1.08	41	1.49	41	1.56	36	1.03	6	0.16
Roundabout	2	0.15	7	0.23	9	0.33	6	0.23	10	0.29	10	0.26
T-intersection	240	18.5	560	18.4	524	19	507	19.4	616	17.6	701	18.4
Traffic circle	0	0	3	0.1	2	0.07	2	0.08	0	0	1	0.03
Unknown	95	7.34	278	9.11	208	7.54	37	1.41	7	0.2	7	0.18
Y-intersection	3	0.23	13	0.43	19	0.69	16	0.61	17	0.49	11	0.29
Total	1295		3050		2758		2620		3495		3805	

*Conducted by the Arizona Physical Activity Policy Research Network+ a the University of Arizona