



**Memphis (MMPO) & West Memphis (WMPO) Metropolitan Planning Organization
Mid-South Safety Action Plan Working Group (SAPWG) Meeting**

Wednesday, August 24, 2022, 02:00 PM

Shelby County Road Department

6449 Haley Rd, Memphis, TN 38134

MEETING SUMMARY

ATTENDEES:

Antoine Hawkins	<i>TDOT</i>	Rick McClanahan	<i>Bartlett</i>
Chris Armstrong	<i>TDOT</i>	Ethan Skaggs	<i>Germantown</i>
Mark Thomas	<i>MDOT</i>	Austin Cardosi	<i>Hernando</i>
Darren Sanders	<i>Shelby County</i>	Randall Tatum	<i>Memphis</i>
Bennie Hopkins	<i>Desoto County</i>	Susannah Barton	<i>Memphis - OCP</i>
Faria Urmy	<i>Memphis – OCP</i>	Becky Bailey	<i>Bartlett</i>

The following Memphis MPO Staff members were present:

Pragati Srivastava	Jordan Smith	Clarke Shupe-Diggs	Ethan Greene
Mavrick Fitzgerald			

The following West Memphis MPO Staff members were present:

Amanda Hicks	Suzanna Marshall	Guy Sawyer
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1) Introductions

Meeting stated at 2:08 PM with the introduction of attendees and their organizations.

2) Existing Conditions Presentation

Mr. Jordan Smith provided an overview of Safety Action Plan planning frameworks and components, the Toward Zero Deaths initiative and Safe Systems approach, the Mid-South SAP community engagement strategy, and future funding opportunities for local safety projects (notably, the Safe Streets and Roads for All (SS4A) Discretionary Grant Program)

Ms. Clarke Shupe-Diggs provided an overview of the 2016-2020 crash analysis of the Memphis MPO (TN & MS) Planning Area, which was conducted under the umbrella of the 2050 Regional Transportation Plan (RTP) update.

Ms. Suzanna Marshall presented additional 2016-2020 crash data for the West Memphis MPO (AR) Planning Area.

NO DISCUSSION OR QUESTIONS

3) SAPWG Discussion/Polling Exercise

Mr. Ethan Greene conducted a visioning and goal-setting polling exercise.

NO DISCUSSION OR QUESTIONS

4) Other Business

a) SAPWG Meeting Schedule (Tentative)

- Data Overview & Safety Analysis – October 12, 2022, Time TBD, Location TBD
- Strategies and Projects – November 9, 2022, Time TBD, Location TBD

b) Additional Resources & Information

- [Memphis MPO SAP webpage](#)
- [USDOT SS4A Grant Program webpage](#)
- [USDOT SS4A Self-Certification Eligibility worksheet](#)
- [FHWA Toward Zero Deaths & Safe System approach webpage](#)

DISCUSSION / QUESTIONS

Mr. Darren Sanders inquired about the availability of the public comments received by MPO staff during the 2050 RTP public meetings and survey period. Ms. Pragati Srivastava replied that the MPO will share the survey results with SAWPG members after the survey period has officially closed.

Mr. Sanders asked if the 2016-2020 crash analysis utilized traffic volume ratios as an analysis tool. Mr. Sanders further commented that it may be necessary to use volume ratios to more accurately analyze crashes and safety issues on non-Interstate roads, given that the highest concentrations of traffic crashes tend to occur on the Interstates and may therefore obscure high crash rates and frequencies on state and local roads. Mr. Jordan Smith acknowledged the importance of distinguishing between crashes that occur on both Interstate and non-Interstate roadways, and noted that the technical details of the crash analysis will be discussed in detail at the next meeting of the SAP Working Group (SAPWG).

Mr. Rick McClanahan asked if the 2016-2020 crash analysis identified common collision types other than angle crashes (the most common type of crash that occurred during the analysis period). Ms. Clarke Shupe-Diggs confirmed that there were multiple common collision types identified in the 2050 RTP analysis and noted that staff can provide additional collision type data at a later date.

Mr. Ethan Skaggs asked if the MPOs are able to share jurisdictional level crash data with SAPWG members. Ms. Shupe-Diggs replied that MPO staff will look into the possibility of creating jurisdictional safety profiles and/or crash dashboards as part of the SAP safety analysis, and will share the results at the next SAPWG meeting.

Mr. Mark Thomas asked if the 2016-2020 crash analysis included a systemic safety analysis that utilized Annual Average Daily Traffic (AADT)¹ data, in contrast to the less detailed hot spot analysis described during the MPO presentation. Mr. Mavrick Fitzgerald noted that the federal guidance for Action Plans limits the required scope of analysis to the identification of locations of high crash clusters and explained that it may not be possible to conduct systemic safety analysis as part of the Mid-South SAP safety analysis. Ms. Shupe-Diggs further commented that MPO Staff can look into the possibility of incorporating a systemic safety analysis into the plan's Future Needs Assessment as an area for further study.

Mr. Skaggs asked if there is any specific jurisdictional information or safety study that the MPOs will need to complete the plan's Existing Conditions component. Ms. Srivastava replied that any local plan or study that involves transportation safety may be relevant to the Mid-South SAP and encouraged SAPWG members to share any plans, studies, or other jurisdictional information he or she believes is relevant with MPO staff.

Mr. Skaggs inquired about plan development and adoption timeline. Ms. Srivastava replied that the MPOs are currently planning to submit the plan for adoption by the MPO Boards in May of 2023, so that jurisdictions may apply for the Fiscal Year 2023 SS4A Implementation Grant (for which an application deadline is anticipated to fall in mid-September of 2023).

Mr. Skaggs asked if the MPOs are aware of any specific requirements tying the SS4A Implementation Grant funding to the Action Plan analysis and/or recommendations. Ms. Srivastava replied that the scope of the plan's recommended projects, policies, and programs will be kept as broad as possible to allow each jurisdiction flexibility in their safety project funding applications. Mr. Fitzgerald further encouraged SAPWG members to share any information regarding planned FY 2023 SS4A project applications with MPO staff, so that those projects can be specifically incorporated into the plan.

Mr. McClanahan asked if the Tennessee Department of Transportation (TDOT) will be overseeing SS4A funded projects within the state of Tennessee. Ms. Srivastava acknowledged that there will be at least some state oversight involved, as all transportation projects receiving federal funding must undergo state review. Mr. Fitzgerald clarified that since the SS4A program is a federal-to-local grant, state Departments of Transportation (DOTs) will not be responsible for administering SS4A Implementation Grant funds.

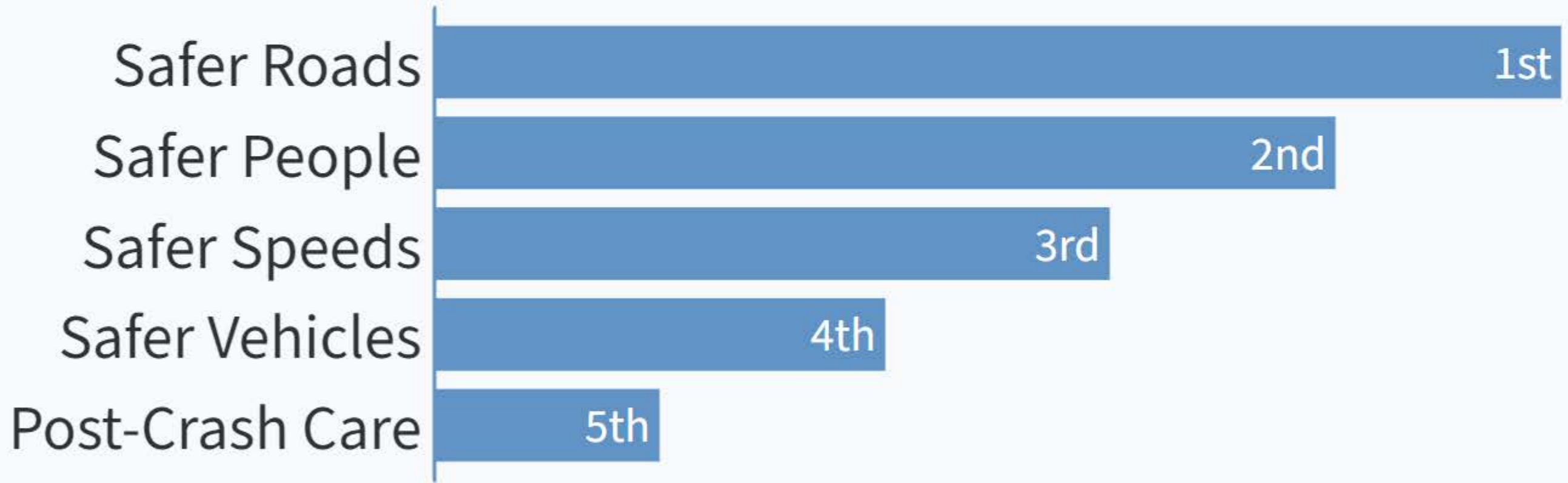
5) **Adjourn @ 3:03 PM**

The meeting was adjourned at 3:03 PM.

¹ AADT is a metric that represents the traffic volume of a given highway or road on a typical day of the year.

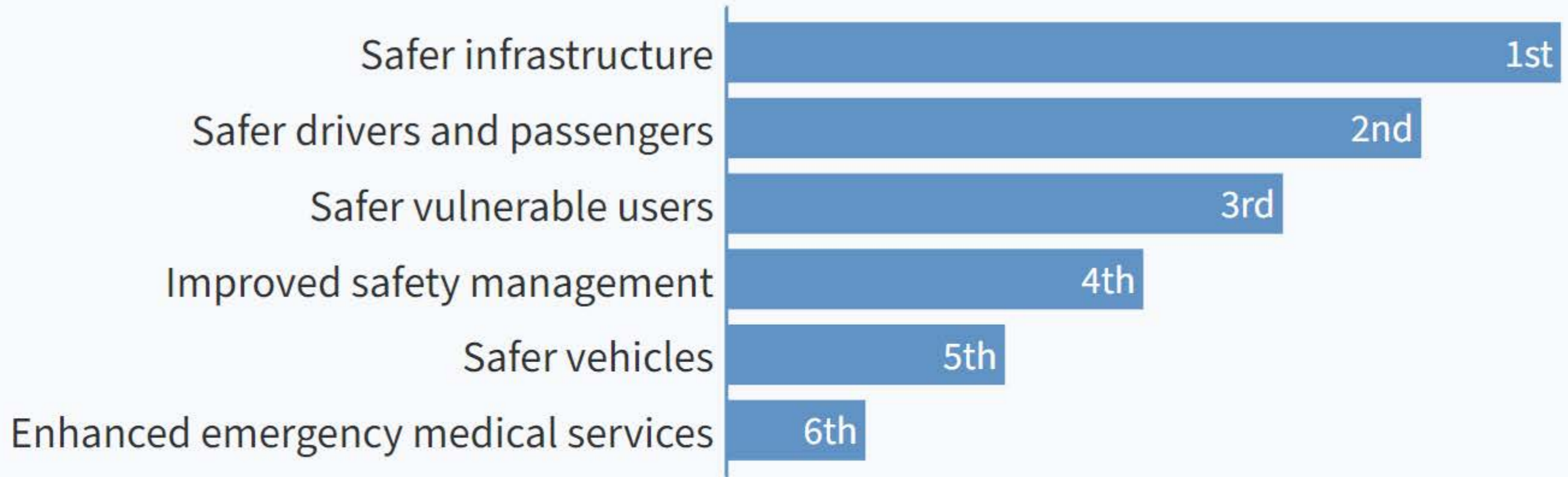


Rank the following Safe System elements in order of importance, from most to least important:



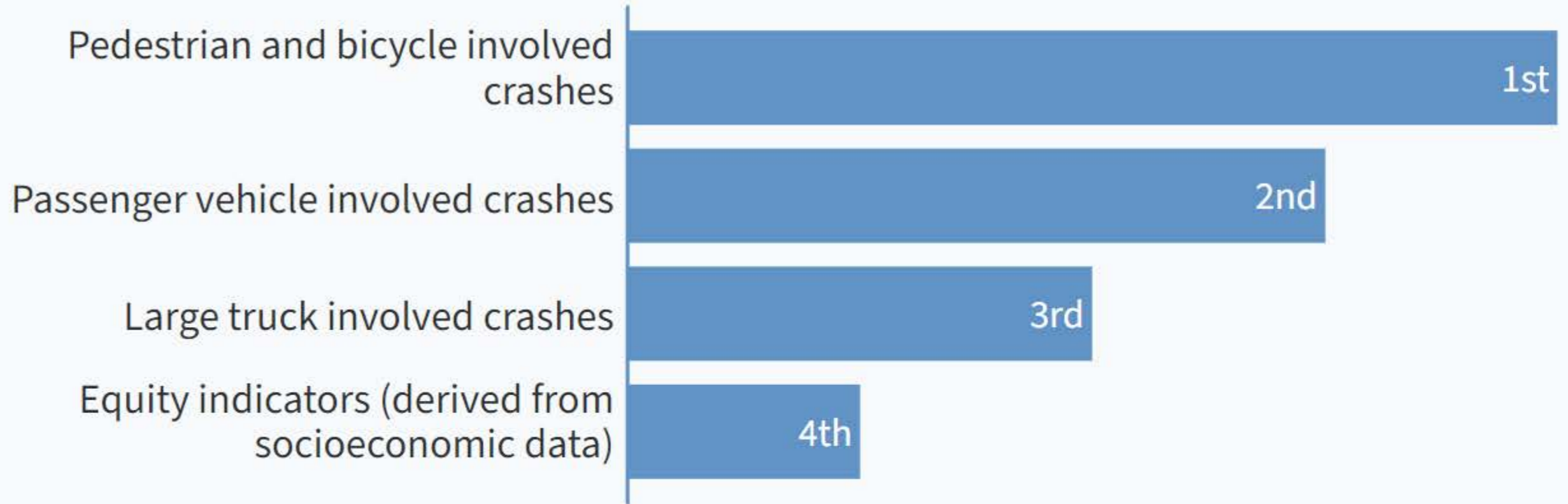


Rank the following Towards Zero Deaths safety emphasis areas in order of importance, from most to least important:



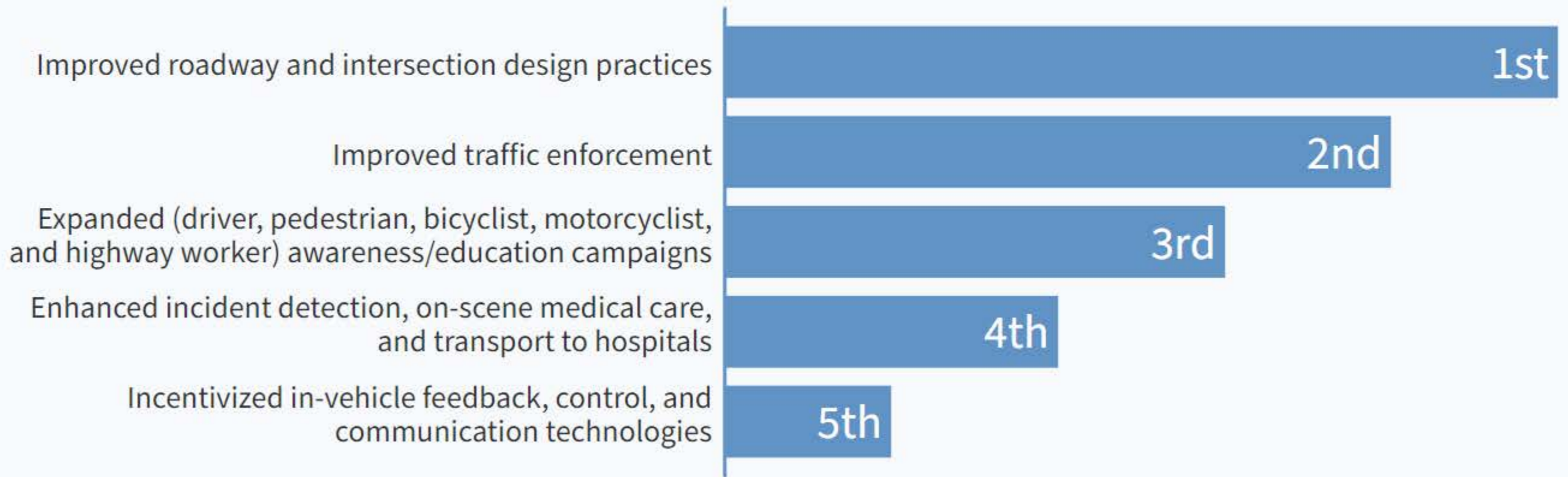


Rank the following High Injury Network evaluation criteria in order of importance, from most to least important:





Rank each of the following strategies in order of effectiveness, from most to least effective:





Rank each of the following countermeasures in order of effectiveness, from most to least effective:

