
Be Super: Transform Philly Through Technology and — Collaboration —

Presented BY:



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Collaborations

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OUR VISION

We believe that government can work *for* the people, *by* the people in the 21st century. A strong, diverse civic tech community is key to driving the culture change that is both possible and necessary to make that vision a reality.

We're a **volunteer-driven** *community* of coders, designers, and involved citizens from all walks of life who work together to develop websites, apps, and other tech tools for the greater good. *Together* we empower **passionate** people in Philly to make real, positive change in their City *using tech, data, and the collaborative process—today.*



OUR COMMUNITY

Who we are:

coders, designers, mappers, talkers, thinkers, makers, analyzers and do-gooders--we're civic hackers

What we do:

using tech and data we build a community of learning while improving our home, making Philadelphia into the city we know it can be

How we're making a difference:

our work creates an atmosphere of engagement through collaboration; the relationships we have built and continue to grow breed mutual trust for meaningful impact

HOW WE DO IT

Weekly Workshops:

Every week we host an open workshop to start or work on new projects, learn about us, and meet new people

- welcome and engage new members
- pair people with projects
- focus talent to make impact and create mutual value
- build community

Quarterly Hackathons: Annual Programs:

Signature hackathons are thematically focused from health to democracy.

Solution prototypes live on at CfP weekly workshops

- fresh project ideas
- collaborate with new agencies
- demonstrate demand around data
- opportunity for corporate sponsors to give back

Open Source Mentorship Program ([osmp 2015](#)):

- co-run with [Girl Develop It](#)
- opportunity to work with new partner orgs and develop existing relationships
- extend community and increase diversity
- evaluate current programming and stimulate growth



CyclePhilly

RIDE. RECORD. REIMAGINE YOUR ROUTES.

Code for Philly Project Team:

**Corey Acri
Lloyd Emelle
Kathryn Killebrew**



CyclePhilly

RIDE. RECORD. REIMAGINE YOUR ROUTES.

CyclePhilly

CyclePhilly is a smartphone app for recording your bicycle trips. Data from the app can be used by regional transportation planners in the Philadelphia area to make Philly a better place to ride.



CyclePhilly
RIDE. RECORD. REIMAGINE YOUR ROUTES.

Core CyclePhilly Team



Corey Acri - Product Manager/Designer
[More Info](#)



Lloyd Emelle - Prolific builder of things.
[More Info](#)



Kathryn Killebrew - Turns data into vivid digital landscapes.
[More Info](#)

Contact Us: support@CyclePhilly.org



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The Issue



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- **Issue**

- **Philadelphia is a great place to bike but routes seemed inefficient**

- **Existing Research Methods Limited**

- **Traffic count data**
- **Surveys**
- **Census Data**





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Solution



CyclePhilly
RIDE. RECORD. REIMAGINE YOUR ROUTES.

**A better way to determine
how cyclists are moving
through
the Philadelphia region**



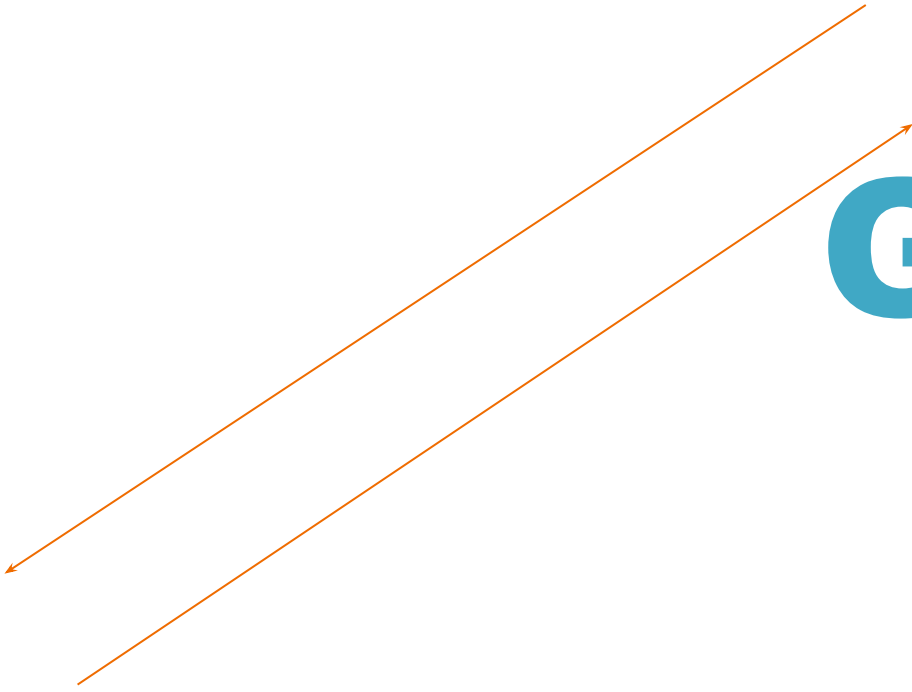


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GPS



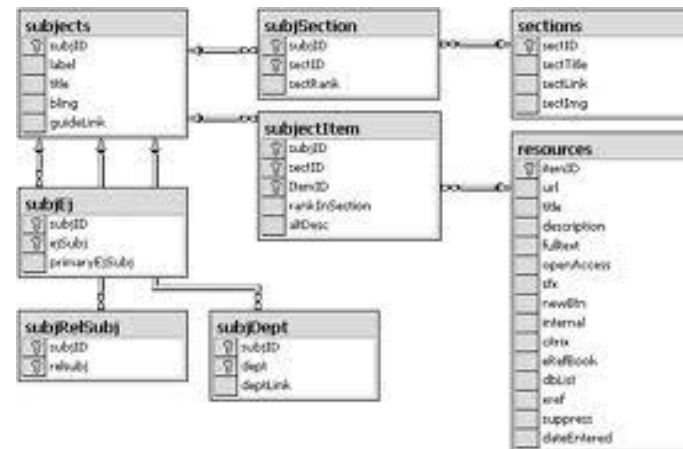


Smartphone App



Website

Database





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Partnerships





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CODE

★ FOR ★

PHILLY



City of
Philadelphia

LIFE • LIBERTY • AND YOU™

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION



SEPTA
SUSTAINABILITY



BICYCLE
COALITION
OF GREATER
PHILADELPHIA



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RIDE. RECORD. REIMAGINE YOUR ROUTES.





CyclePhilly

RIDE. RECORD. REIMAGINE YOUR ROUTES.

Results Since May 2014



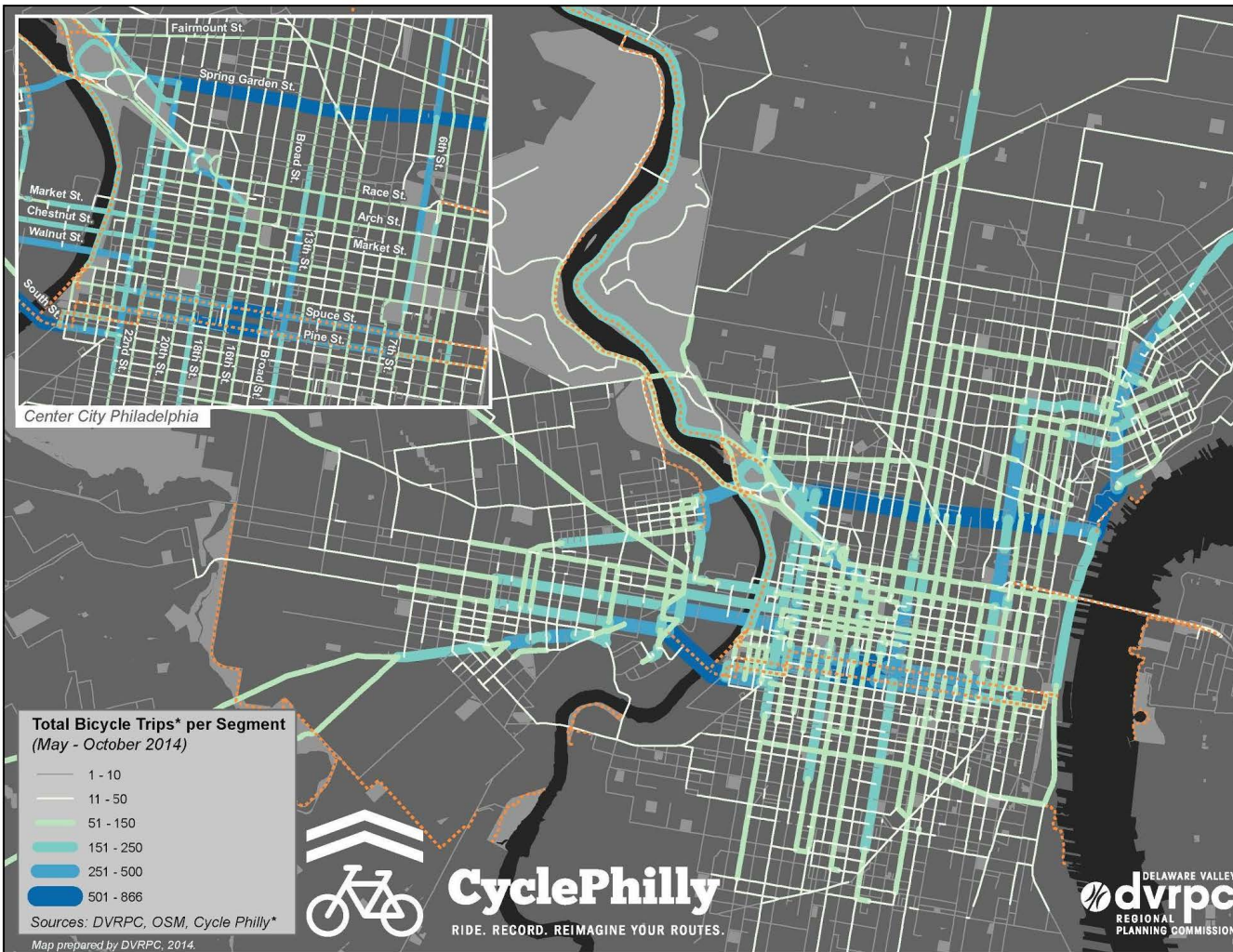


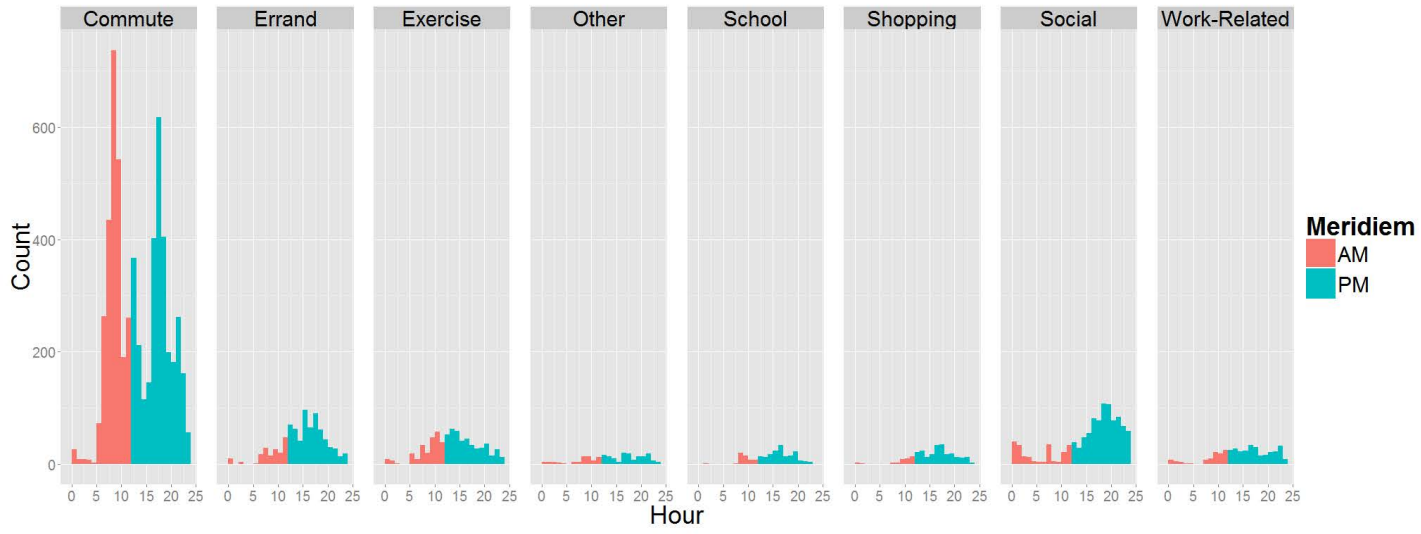
CyclePhilly
RIDE. RECORD. REIMAGINE YOUR ROUTES.

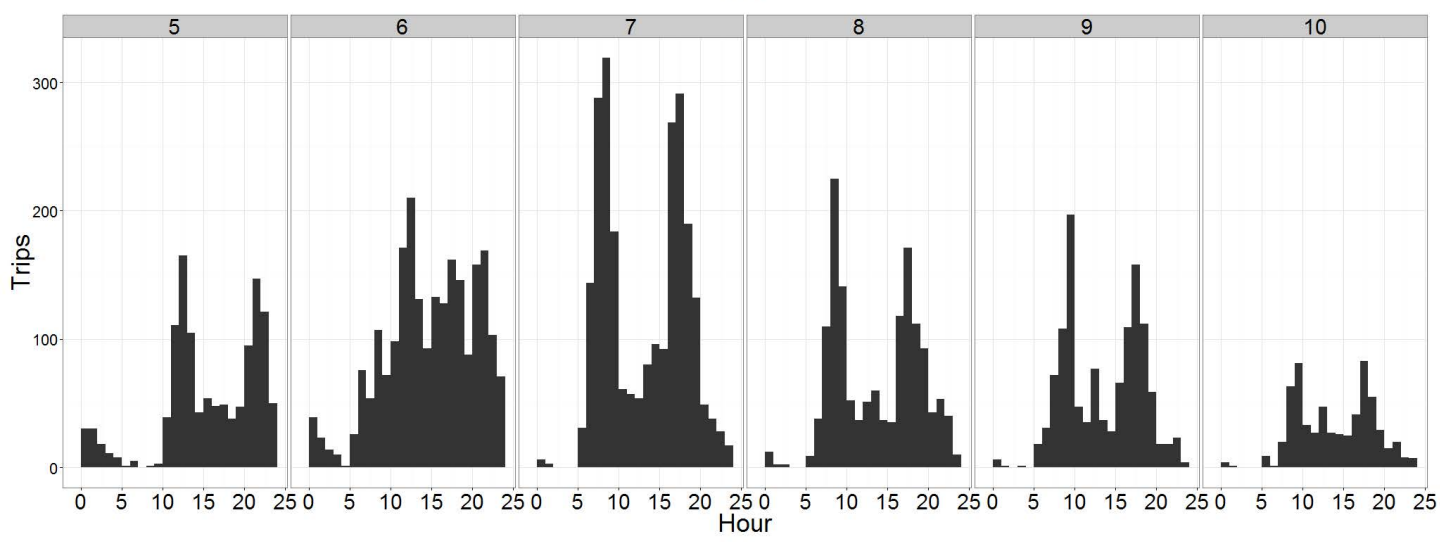
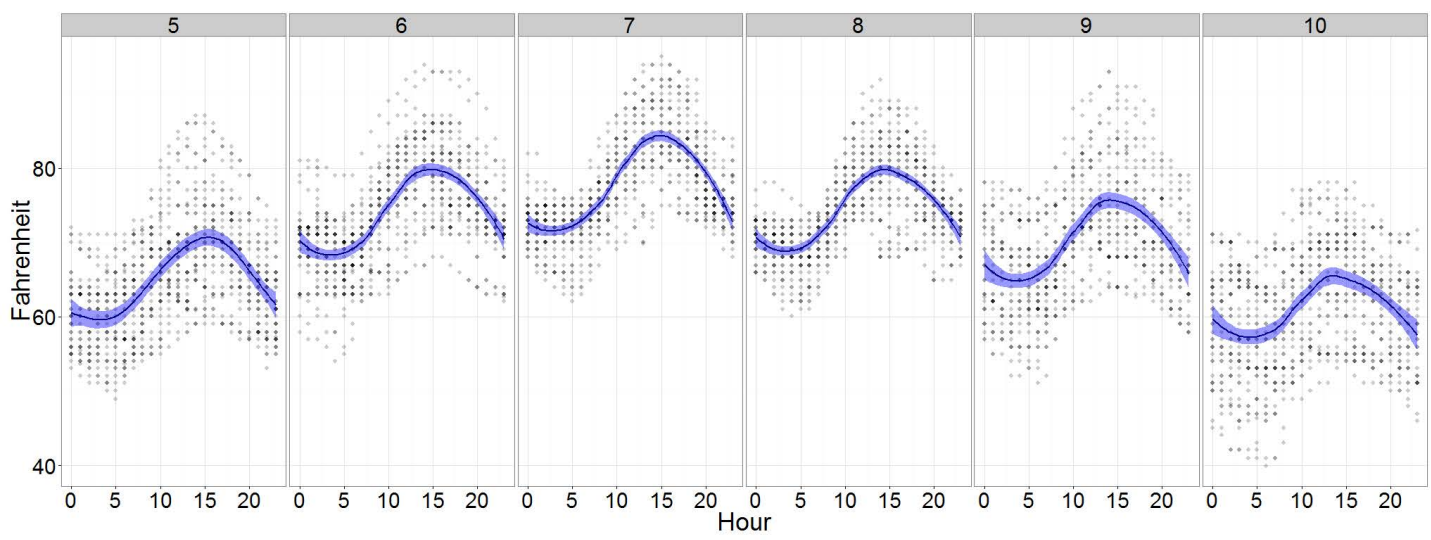
- **Nearly 17,000 Trips logged***
- **Approximately 380 users logged***
- **DVRPC has cleaned, analyzed and shared 8,340 trips of 220 unique users with various planning agencies.**
- **DVRPC Data and visualization available through [DVRPC website](#).**

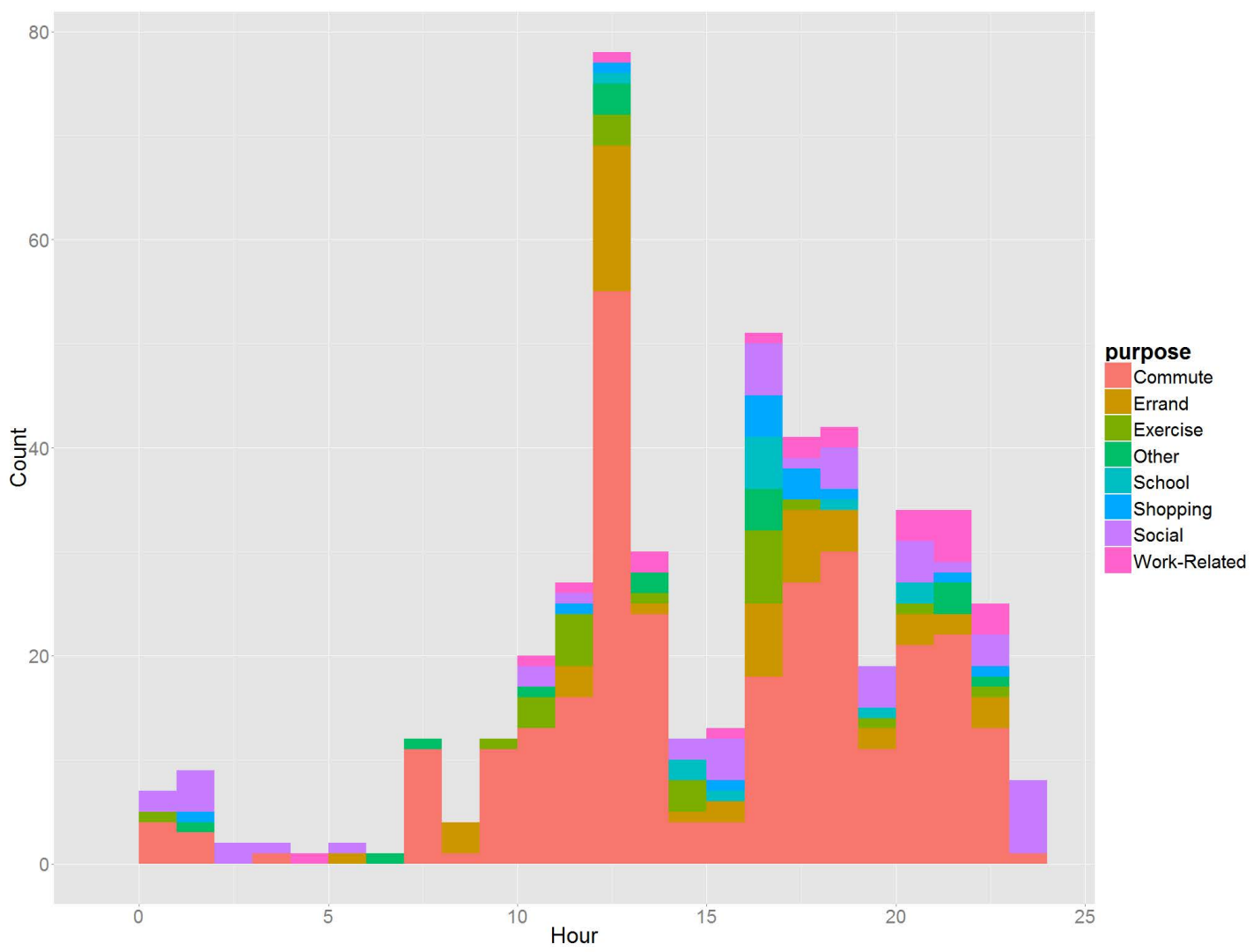


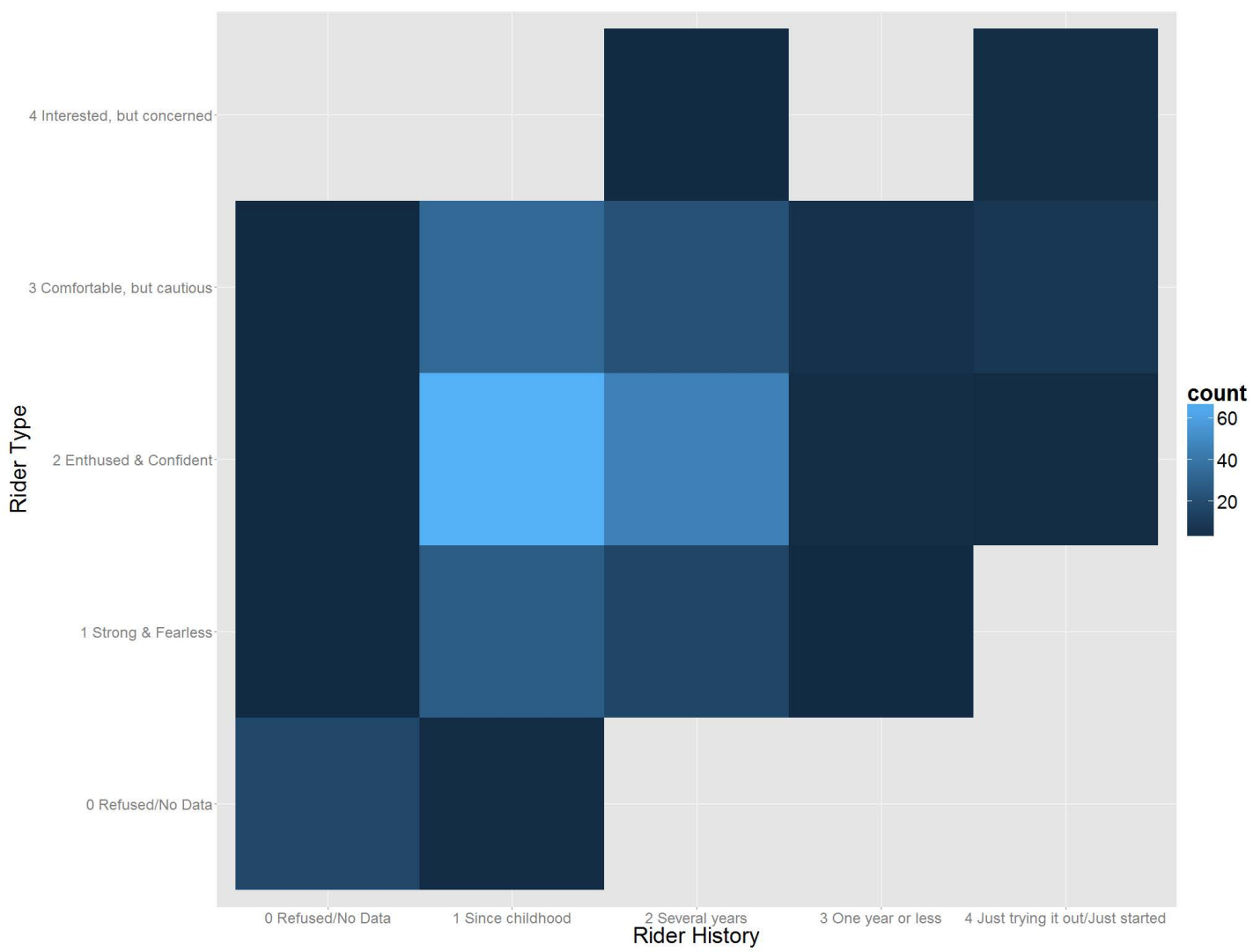
***raw data collected not unique trips or user data.**











Final Thoughts

Be Clear

Be Simple

Be Flexible

Be Super!



[Play](#)

More Resources

- [DVRPC Map and Analyzed Data Sources](#)
- [CyclePhilly.org](#)
- [CodeforAmerica.org](#)
- [CodeforPhilly.org](#)
- [Designing CyclePhilly](#)
- [CyclePhilly: How an App, A Tap and an App Might Change Philadelphia for the Better](#)
- [CyclePhilly app giving transportation planners a handle on region's bikers](#)

GoPhillyGo.org

Multi-modal Trip Planner

A Clean Air Council project
Funded by the William Penn Foundation

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Kathryn Killebrew

kkillebrew@azavea.com





advanced
spatial analysis
on the web



Purpose

- Introduce cultural and natural sites in the region
- Provide point to point directions focusing on sustainable transportation

Open Source Software

- OpenTripPlanner
 - Started in Portland several years ago w/ OpenPlans now Conveyal
 - Yielded GTFS standard
 - Relies on OpenStreetMap

github.com/azavea/cac-tripplanner/

Open Data

Road network data from **OpenStreetMap**



Open Data

- Transit schedule data (GTFS) from
 - SEPTA
 - NJ Transit
 - DART
 - PATCO (with help from Kathryn)

The screenshot shows the go.philly app interface. The top navigation bar includes "Discover Places" and "Get Directions". Below this is a red bar with icons for walking, cycling, and public transit. A yellow banner reads "Check agency bike policy before riding: SEPTA". The "Directions" section shows a route starting at "City Hall, Philadelphia, Pennsylvania, USA at 10:02:43 PM" and ending at "East Falls, Pennsylvania, United States at 10:30:28 PM". The route consists of several segments: a 16-second walk (0.05 miles) to JFK Blvd & 15th St, a 26-minute SEPTA bus ride (5.75 miles) on the 32 Ridge-Lyceum to Henry Av & Midvale Av, and a 1-minute walk (0.25 miles) to Midvale Avenue. The map on the right shows the route in red, with various street names and neighborhood labels. A legend in the bottom right corner includes options for map style (Light, Dark, Satellite) and overlays (Nearby Events, Bike Share Locations, Bike Routes).

go.philly

Discover Places Get Directions

View more options

Check agency bike policy before riding: SEPTA

Directions

Depart from City Hall, Philadelphia, Pennsylvania, USA at 10:02:43 PM

to JFK Blvd & 15th St 16 s 0.05 mi
Head west on John F. Kennedy Blvd

SEPTA 32 Ridge-Lyceum to Henry Av & Midvale Av 26 min 5.75 mi

to Midvale Avenue 1 min, 27 s 0.25 mi
Head northwest on Henry Ave
Turn left on to Midvale Ave

Arrive at East Falls, Pennsylvania, United States at 10:30:28 PM

Leaflet | © OpenStreetMap contributors, © Carto

Open Data

- Bicycle trail and street infrastructure from **DVRPC** and **City of Philadelphia**

go philly

Discover Places Get Directions

City Hall, Philadelphia, Pennsylvania, USA

20 minutes via

View more options

INDEPENDENCE SEAPORT MUSEUM
11 min, 05 s minutes away

FAIRMOUNT WATERWORKS INTERPRETIVE CENTER
9 min, 29 s minutes away

BARTRAM'S GARDEN
23 min, 45 s minutes away

Light
Dark
Satellite

Nearby Events
 Bike Share Locations
 Bike Routes

Leaflet | © OpenStreetMap contributors, © CartoDB, Bike routes data: DVRPC, City of Philadelphia

Open Data

- Event information from **UWISHUNU**

The screenshot displays a mobile application interface. On the left, a sidebar contains the 'go philly go' logo and navigation options: 'Discover Places' and 'Get Directions'. Below this is a search bar with the text 'City Hall, Philadelphia, Pennsylvania, USA'. A red bar shows a travel time of '20 minutes via' with icons for walking, cycling, and public transit. Below the red bar is a 'View more options' link. The main content area features three event cards: 'INDEPENDENCE SEAPORT MUSEUM' (11 min, 05 s minutes away), 'FAIRMOUNT WATERWORKS INTERPRETIVE CENTER' (9 min, 29 s minutes away), and 'BARTRAM'S GARDEN' (23 min, 45 s minutes away). The right side of the screen shows a map of Philadelphia with a purple overlay indicating a specific area. A pop-up window titled 'Walnut Street Theatre Presents The Powerful Tony Award-Winning Musical Memphis, On Stage Through July 12' is overlaid on the map. The pop-up text reads: 'Featuring dynamic dancing, funky songs and a tale of fame and love, Memphis bursts off the stage straight into your heart. Inspired by real-life events, the Tony Award-winning musical takes the stage at Walnut Street Theatre through July 12. Set in the 1950s, the story recalls a time when segregation was still prevalent in [...]'. Below the text are links for 'Events by Uwishunu' and 'More Info'. A settings menu is visible in the bottom right corner of the map, with options for 'Light', 'Dark', and 'Satellite' map styles, and checked options for 'Nearby Events', 'Bike Share Locations', and 'Bike Routes'. The footer of the map shows 'Leaflet | © OpenStreetMap contributors, © CartoDB, Bike routes data: DVRPC, City of Philadelphia'.

Open Data

- Bike Share locations from **City of Philadelphia** (via B-Cycle)

The screenshot displays a mobile application interface for finding bike share locations. On the left, a sidebar lists nearby points of interest: Independence Seaport Museum (11 min, 05 s away), Fairmount Waterworks Interpretive Center (9 min, 29 s away), and Bartram's Garden (23 min, 45 s away). The main map area shows a purple-shaded region representing the city's bike share network, with numerous blue pins indicating station locations. A popup window for the 'Point Breeze & Tasker' station provides the following details:

- Point Breeze & Tasker**
- 1575 Point Breeze Ave.
- Status: Active
- Hours: 12:02 AM to 11:58 PM
- 4 / 19 bikes available
- 15 / 19 docks available

The popup also features the Indego logo. A legend in the bottom right corner allows users to toggle map styles (Light, Dark, Satellite) and filter overlays (Nearby Events, Bike Share Locations, Bike Routes). The footer includes attribution for Leaflet, OpenStreetMap contributors, CartoDB, and bike routes data from DVRPC and the City of Philadelphia.

Open Data

- **USGS** elevation data



Open Data

- Local
- Community-based
- Community-driven
- Sustainable

The screenshot shows the OpenDataPhilly website. At the top, there is a navigation bar with the logo 'OpenDataPhilly' and links for 'Datasets', 'Organizations', 'Topics', and 'About'. A search bar is located on the right. Below the navigation bar is a large circular image of a street map of Philadelphia with various data points overlaid. To the left of the map, the text reads: 'Your source for open data in the Philadelphia region'. Below this, a paragraph states: 'OpenDataPhilly is a catalog of open data in the Philadelphia region. In addition to being the official open data repository for the City, it includes data sets from many organizations in the region.' Below the map is a 'Search data' section with a search input field and a magnifying glass icon. To the right of the search field is a text box that says: 'Get started by searching from 321 datasets that cover all dimensions of Philadelphia, from city council districts to park locations.' Below the search section is a 'Browse by Topic' section with a grid of 14 icons representing different categories: Arts / Culture / History, Budget / Finance, Economy, Education, Elections / Politics, Environment, Food, Health / Human Services, Parks / Recreation, Planning / Zoning, Public Safety, Real Estate / Land Records, Transportation, and Uncategorized.

OpenDataPhilly

Datasets Organizations Topics About

Your source for open data in the Philadelphia region

OpenDataPhilly is a catalog of open data in the Philadelphia region. In addition to being the official open data repository for the City, it includes data sets from many organizations in the region.

Search data

Get started by searching from 321 datasets that cover all dimensions of Philadelphia, from city council districts to park locations.

Browse by Topic

- Arts / Culture / History
- Budget / Finance
- Economy
- Education
- Elections / Politics
- Environment
- Food
- Health / Human Services
- Parks / Recreation
- Planning / Zoning
- Public Safety
- Real Estate / Land Records
- Transportation
- Uncategorized

OpenStreetMap is a free map of the world that may be edited by anyone.

It contains data about things like roadways, places of interest, and footpaths.

Data from OpenStreetMap is used by OpenTripPlanner to build its graph of paths, and determine things used for weighting route options, like whether a street has a bike lane or a sidewalk along it.

OpenStreetMap is built by a community of mappers that contribute and maintain data about roads, trails, cafés, railway stations, and much more, all over the world.

Local Knowledge

OpenStreetMap emphasizes local knowledge. Contributors use aerial imagery, GPS devices, and low-tech field maps to verify that OSM is accurate and up to date.

Community Driven

OpenStreetMap's community is diverse, passionate, and growing every day. Our contributors include enthusiast mappers, GIS professionals, engineers running the OSM servers, humanitarians mapping disaster-affected areas, and many more. To learn more about the community, see the [user diaries](#), [community blogs](#), and the [OSM Foundation](#) website.

Open Data

OpenStreetMap is *open data*: you are free to use it for any purpose as long as you credit OpenStreetMap and its contributors. If you alter or build upon the data in certain ways, you may distribute the result only under the same licence. See the [Copyright and License page](#) for details.

Editing OSM to add bike acces to Palmyra Bridge

Before editing, OpenTripPlanner would route bicycle trips across the bridge, because OSM did not have the footpaths needed to get on and off the bridge walkway.

The screenshot shows the gophillygo.org website interface. The browser address bar displays `beta.gophillygo.org/map/`. The main content area features a search bar with the text "SEPTA R7-Holmesburg Junction, 4799 Rhawn St" and "1335 NJ-73". Below the search bar, there are icons for walking, cycling, and public transit, with the cycling icon selected. A sidebar on the left shows the route details: "via River Road" and a duration of "6 hrs, 25 min, 21 s" for a distance of "18.73 mi". The map displays a red route starting from the SEPTA station, heading south, then east along the Delaware River, and finally north to the destination. The map includes various street names and labels for "PENNSYLVANIA" and "NEW JERSEY". A sidebar on the right contains map controls, including a legend for "Light", "Dark", and "Satellite" views, and checkboxes for "Nearby Events", "Bike Share Locations", and "Bike Routes". The bottom of the screen shows a Windows taskbar with various application icons and a system tray displaying the time "3:18 PM" and date "5/26/2015".

Bridge access footpath added to OSM

The screenshot shows the OpenStreetMap editor interface. The main map area displays a satellite view of a bridge and surrounding streets. A red dashed line indicates the newly added footpath along the bridge. The left sidebar contains the 'Edit feature' panel for a 'Ford' object.

Edit feature

Point Line Area Save

Ford

Access	
General	yes
Foot	yes
Motor Vehicles	no
Bicycles	yes
Horses	Unknown

Add field: Address, Elevation, Note...

All tags (7)

bicycle	yes
foot	yes
footway	sidewalk
highway	footway
motor_vehicle	no
name	Tacony Palmyra Bri...
surface	paved

All relations (1)

Foot Route

Role	
------	--

View on opensstreetmap.org

500 ft

Edits by woodpeck_fixbot, mode_Matt1993, and 17 others

After edit, OTP routes over bridge

The image shows a Google Maps interface with a search for "Arch St & N Juniper St, Philadelphia, Pennsylvania" and a destination of "1335 NJ-73". The selected mode is "Safer". The route is shown in red, starting in Philadelphia and crossing the Delaware River via a bridge to reach the destination in New Jersey. The map includes various neighborhood labels and street names. The interface also shows a travel time of 1 hr, 14 min, 19 s and a distance of 10.29 mi.

go philly go

Discover Places Get Directions

Arch St & N Juniper St, Philadelphia, Pennsylvania

1335 NJ-73

Departing at now

What kind of ride do you want?

Safer

View fewer options

via Kensington Avenue 1 hr, 14 min, 19 s 10.29 mi

View Directions

Leaflet | © OpenStreetMap contributors, © CartoDB

Editing bike access to footpaths

OpenStreetMap Edit History Export

GPS Traces User Diaries Copyright Help About Kathryn Killebrew

Edit feature X

Point Line Area

Foot Path ⓘ

Name ⓘ
Common name (if any) +

Surface ⓘ
asphalt, unpaved, paved...

Lit ⓘ
Unknown

Width (Meters) ⓘ
Unknown

Structure ⓘ
Bridge
Tunnel
Embankment
Cutting
Ford

Access ⓘ

General	yes
Foot	designated
Motor Vehicles	no
Bicycles	Unknown
Horses	Unknown

View on openstreetmap.org

100 ft

Edits by [ChristineH](#), [edgenabata](#), [osm_gary](#), and 16 others

1.7.3

Downloading OSM from Geofabrik

Download OpenStreetMap data for this region:

US Northeast

[\[one level up\]](#)

Commonly Used Formats

- [us-northeast-latest.osm.pbf](#), suitable for Osmium, Osmosis, Imposm, osm2pgsql, mkgmap, and others. This file was last modified 13 hours ago and contains all OSM data up to 2015-09-07T21:22:02Z. File size: 627 MB; MD5 sum: [ed10474220dbdd2d6e17be5a53b208fa](#).
- [us-northeast-latest.shp.zip](#) is not available for this region.

Other Formats and Auxiliary Files

- [us-northeast-latest.osm.bz2](#), yields OSM XML when decompressed; use for programs that cannot process the .pbf format. This file was last modified 1 day ago. File size: 1008 MB; MD5 sum: [6d7a7a07f2555cab4745d564e191ed46](#).
- [.poly file](#) that describes the extent of this region.
- [.osc.gz files](#) that contain all changes in this region, suitable e.g. for Osmosis updates
- [raw directory index](#) allowing you to see and download older files


Sub Regions

See list of US states under [North America](#).

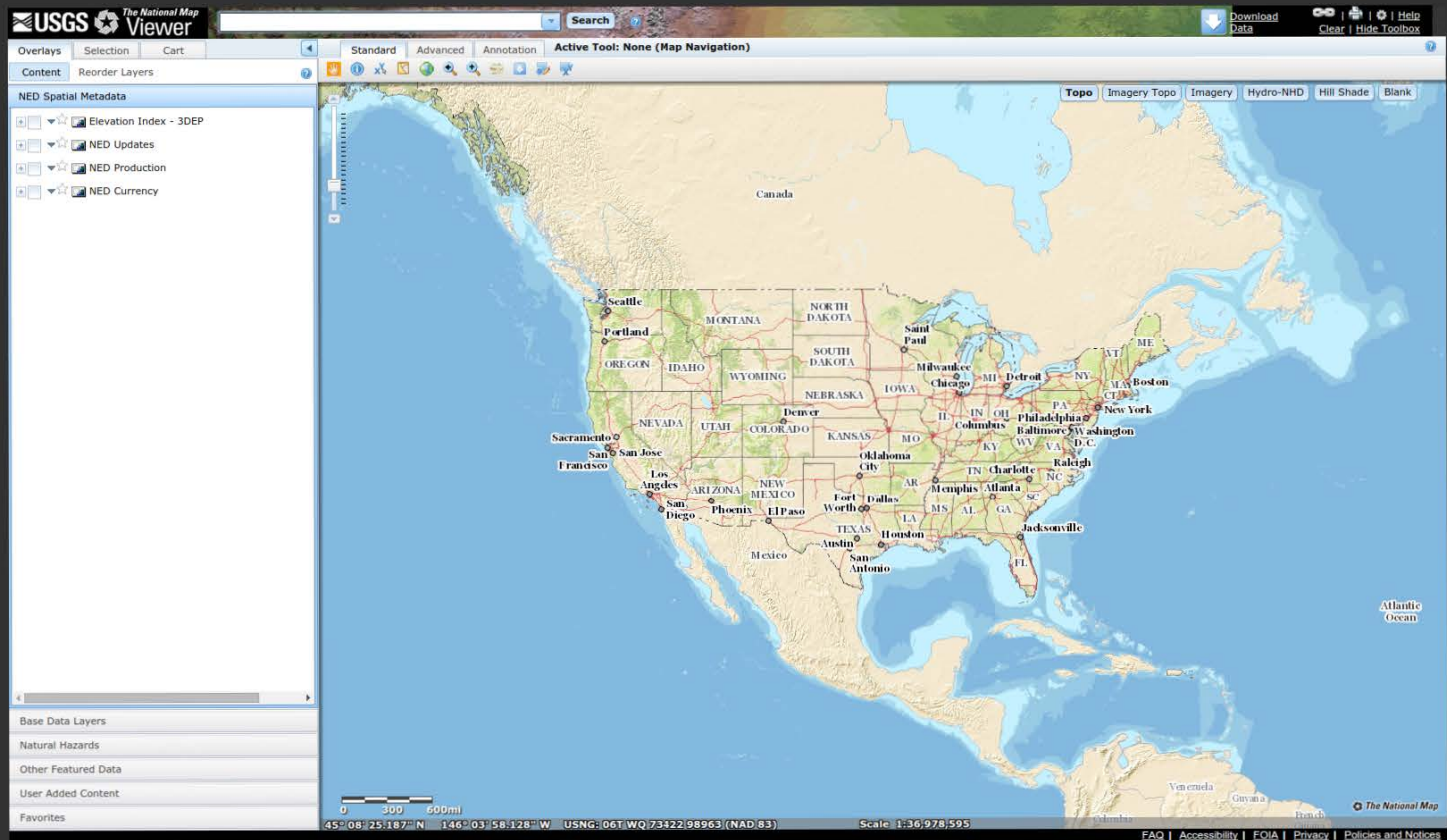


Data/Maps Copyright 2015 [Geofabrik GmbH](#) and [OpenStreetMap Contributors](#) | Map tiles: [Creative Commons BY-SA 2.0](#) Data: [ODbL](#)

 Not what you were looking for? Geofabrik is a consulting and software development firm based in Karlsruhe, Germany specializing in OpenStreetMap services. We're happy to help you with data preparation, processing, server setup and the like. [Check out our web site](#) and contact us if we can be of service.

 Nicht das Richtige dabei? Die Geofabrik ist ein auf OpenStreetMap spezialisiertes Beratungs- und Softwareentwicklungsunternehmen in Karlsruhe. Gern helfen wir Ihnen bei der Datenaufbereitung, Datenkonvertierung, Serverinstallation und ähnlichen Aufgaben. [Besuchen Sie unsere Webseite](#) und sprechen Sie mit uns, wenn wir Ihnen helfen können.

National Elevation Dataset



Bike routing options (neutral)

The screenshot displays the Google Maps interface with a bike route calculated between two points in Philadelphia. The starting point is at the intersection of Race Street and North Bread Street. The destination is 298 South Street. The route is shown as a red line on the map, starting north on Race Street, turning east on Market Street, then south on Walnut Street, and ending on South Street. Key landmarks like Independence Square and Society Hill are visible. The left sidebar shows the search criteria and the selected mode of transport as 'Bike'.

Discover Places [Get Directions](#)

Race St & N Bread St, Philadelphia, Pennsylvania

298 South Street, Philadelphia, PA

Departing at

What kind of ride do you want?

Neutral

[View fewer options](#)

[View Directions](#) via North 2nd Street **7 min, 23 s**
1.12 mi

Bike routing options (safer)

goPhilly go

Discover Places Get Directions

Race St & N Broad St, Philadelphia, Pennsylvania

298 South Street, Philadelphia, PA

Departing at

What kind of ride do you want?

Faster


View fewer options

via South 4th Street **7 min, 03 s**
View Directions **1.23 mi**

Leaflet | © OpenStreetMap contributors, © CartoDB

Downloading GTFS

Tuesday | 9.08.15

 **Southeastern Pennsylvania Transportation Authority**
Serving Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties

Google™ Custom Search

Getting Around | About | Customer Service | Media | Careers | Business

Choose Your Service





- Regional Rail
- Market-Frankford Line
- Broad Street Line
- Trolley Lines
- Norristown High Speed Line
- Buses
- CCT Connect

Trip Planner


[System Map](#)

From: _____
To: _____
9/08/15 10:14 AM
 Departing Arriving
Google Transit or Plan My Trip

Quick Links

-  Schedules
-  Maps
-  Fares
-  Alerts

GTFS Developer Download

 [RSS Feed](#)

Last updated: Thu, 27 Aug 2015 09:21:58

In order to download the Trip Planning Data, you are required to agree to SEPTA License Agreement and complete the following form. (* Indicates Required field)

THIS SEPTA LICENSE AGREEMENT ("Agreement") is entered into by and between Southeastern Pennsylvania Transportation Authority ("SEPTA") and you ("Licensee").

Licensee requests information from SEPTA on how Licensee can use SEPTA's public transit system to travel between two or more points. Such information, called "Trip Planning Data", includes the departure and arrival times, the sequence of transit stops for select routes of SEPTA and a set of files that provide requisite route and trip information along with related scheduled transit stop times over a specified seasonal period. SEPTA hereby grants to Licensee a non-exclusive, limited and revocable right to use, reproduce and redistribute the Trip Planning Data subject to the following terms and conditions:

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- ▶ The Trip Planning Data is provided on an "as is" and "as available" basis. The Trip Planning Data will only be provided in Google Transit Feed Specification format. SEPTA makes no representations or warranties of any kind, express or implied, pertaining to the Trip Planning Data. SEPTA disclaims all warranties pertaining to the Trip Planning Data, express or implied, including but not limited to implied warranties of merchantability and fitness for a particular purpose. SEPTA and its employees, officers, Board members and agents will not be liable for damages of any kind arising from the use of the Trip Planning Data including but not limited to direct, indirect, incidental, punitive and consequential damages.
- ▶ SEPTA reserves the right to alter and/or no longer provide the Trip Planning Data at any time without prior notice.
- ▶ Licensee agrees to indemnify, defend and hold harmless SEPTA, its employees, officers, Board members and agents, from and against all fines, suits, proceedings, claims, causes of action, demands, or liabilities of any kind or of any nature arising out of or in connection with Licensee's use of the Trip Planning Data.


Making a PATCO GTFS

This screenshot shows the GitHub repository page for `flibbertigibbet / patco-gtfs`. The repository has 3 unwatchers, 7 stars, and 2 forks. The "Stargazers" section lists seven users who have starred the repository:

- Kyros Koh** (Singapore) - Follow
- Anthony Fassett** (Web Developer) - Follow
- Daniel Watson** (TigerText) - Follow
- Lonny** (Philadelphia, PA) - Follow
- Miroslav** (Zagreb, Croatia) - Follow
- Joseph Russell** (Red Tettemer O'Connell + Pa...) - Unfollow
- Marko Burjek** (Slovenia) - Follow


The interface includes a search bar, navigation links for Pull requests, Issues, and Gist, and a sidebar with utility icons on the right.

GTFS Data Exchange repository




[All Agencies](#) | [Recent Updates](#) [Upload GTFS File](#) | [Sign Out](#)

PATCO
Last updated 56 seconds ago ago
<http://www.ridepatco.org/>
Location: New Jersey, United States

 [RSS of PATCO Updates](#)
Download the [Latest GTFS File](#) (patco_20150908_1521.zip) posted on Sep 08 2015

Page 1 of 2 [next »](#)

Upload By killebrew@azavea.com on Sep 08 2015 15:21 Z
Updated for schedule effective September 4th. This is an unofficial GTFS, built using [this project](#).

 [patco_20150908_1521.zip](#) 82321 [more info »](#)

OpenTripPlanner User Interface

The screenshot displays the OpenTripPlanner user interface. At the top, it shows the title "Code for Philly OpenTripPlanner" and "Multimodal Trip Planner". The main area features a map of Philadelphia with a red route highlighted, starting from a station icon in the center and ending at a station icon in the southeast. The route passes through several neighborhoods, including Center City and University City.

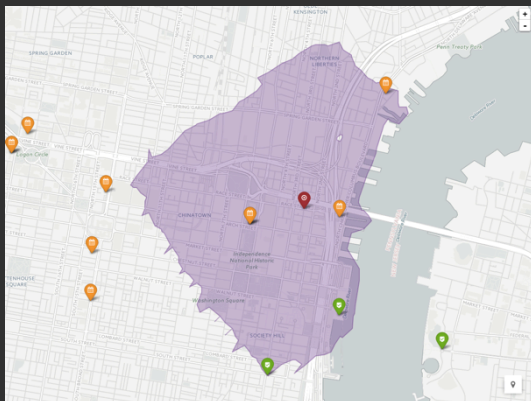
On the left side, there are two panels. The top panel, titled "3 Itineraries Returned", lists three options. The first option is selected and shows a total walk distance warning: "Total walk distance for this trip exceeds specified maximum". It starts at 10:18am on 09/08/2015 and includes a walk to Collingswood and a train ride on the PATCO line. The second and third options also show start times and walking segments.

The bottom panel, titled "Trip Options", allows users to customize their search. It includes fields for Start (39 91171, -75 05894) and End (39.97350, -75.13687) coordinates, a Geocoder set to "Nominatim", and a Depart time of 10:15am on 09/08/2015. The "Travel by" option is set to "Transit". Other options include "Maximum walk: 0.50 mi.", "Preferred Routes: (None)", "Weight:", "Banned routes: (None)", and "Wheelchair accessible trip:". A "Plan Your Trip" button is located at the bottom of this panel.

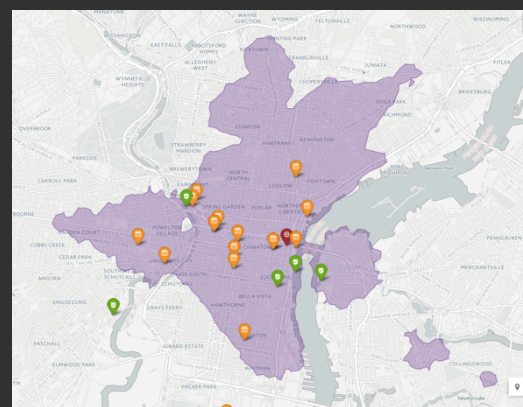
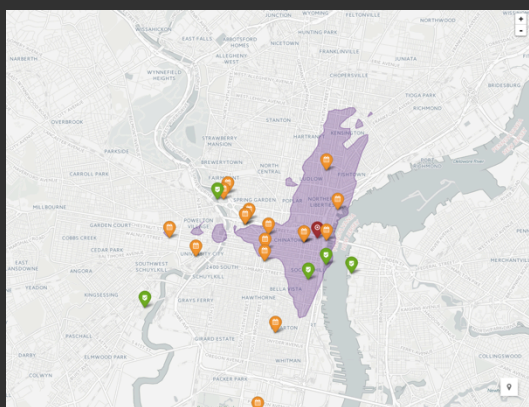
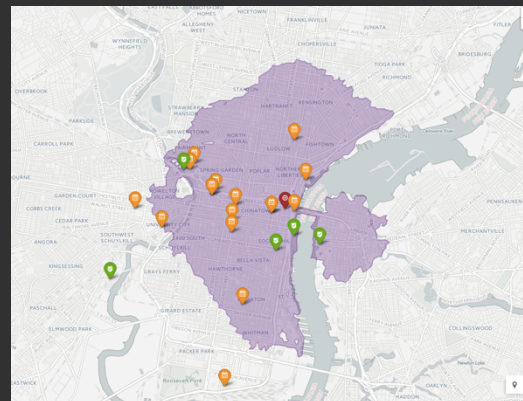
At the bottom right of the map, there is a small text attribution: "Leaflet | Map tiles by CartoDB, under CC BY 3.0. Data by OpenStreetMap, under ODbL".

Isochrones (travel sheds)

Walking



Biking



Walking + Transit

Biking + Transit

GoPhillyGo.org

Multi-modal Trip Planner

A Clean Air Council project
Funded by the William Penn Foundation

John Branigan
jbranigan@azavea.com
Kathryn Killebrew
kkillebrew@azavea.com





DVRPC Safety Programs

September 9th, 2015



Office of Safety and Congestion Management

Today's presentation:

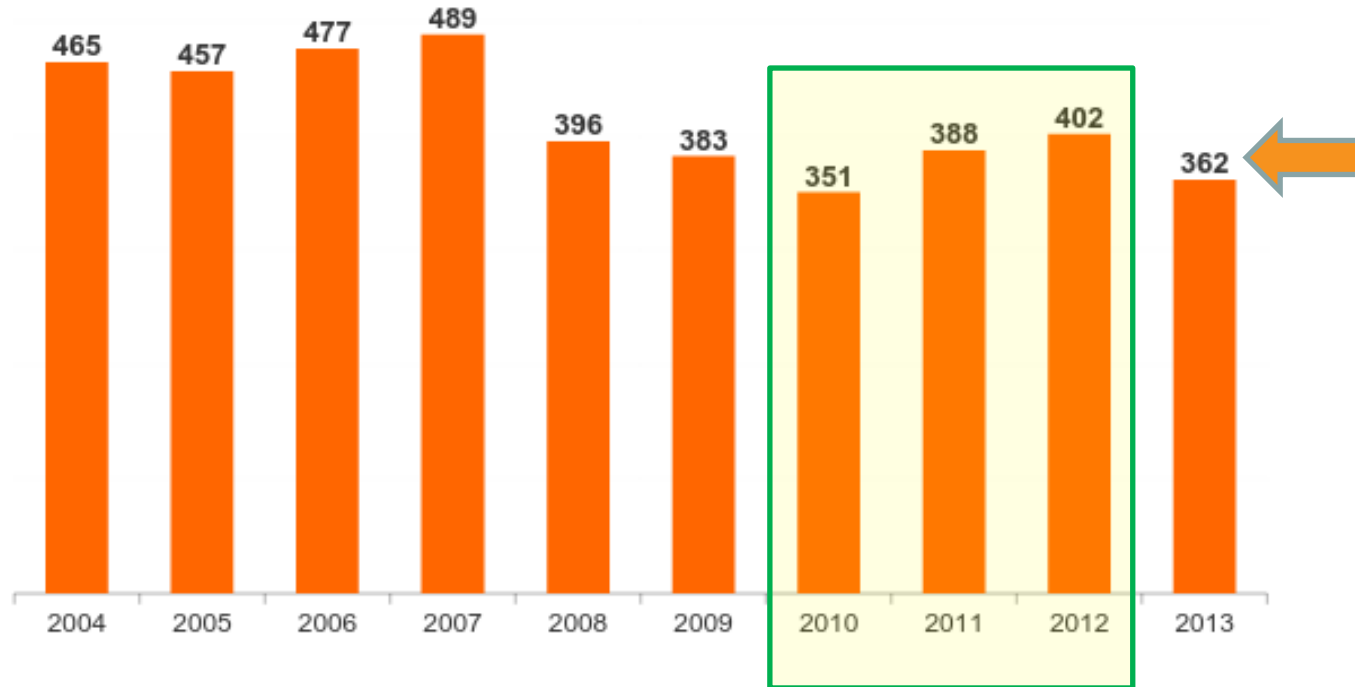
- The safety program
- Crash data we rely on and how it's used
- Coordinating with partner agencies to improve transportation safety in the region

Why Have a Safety Program?

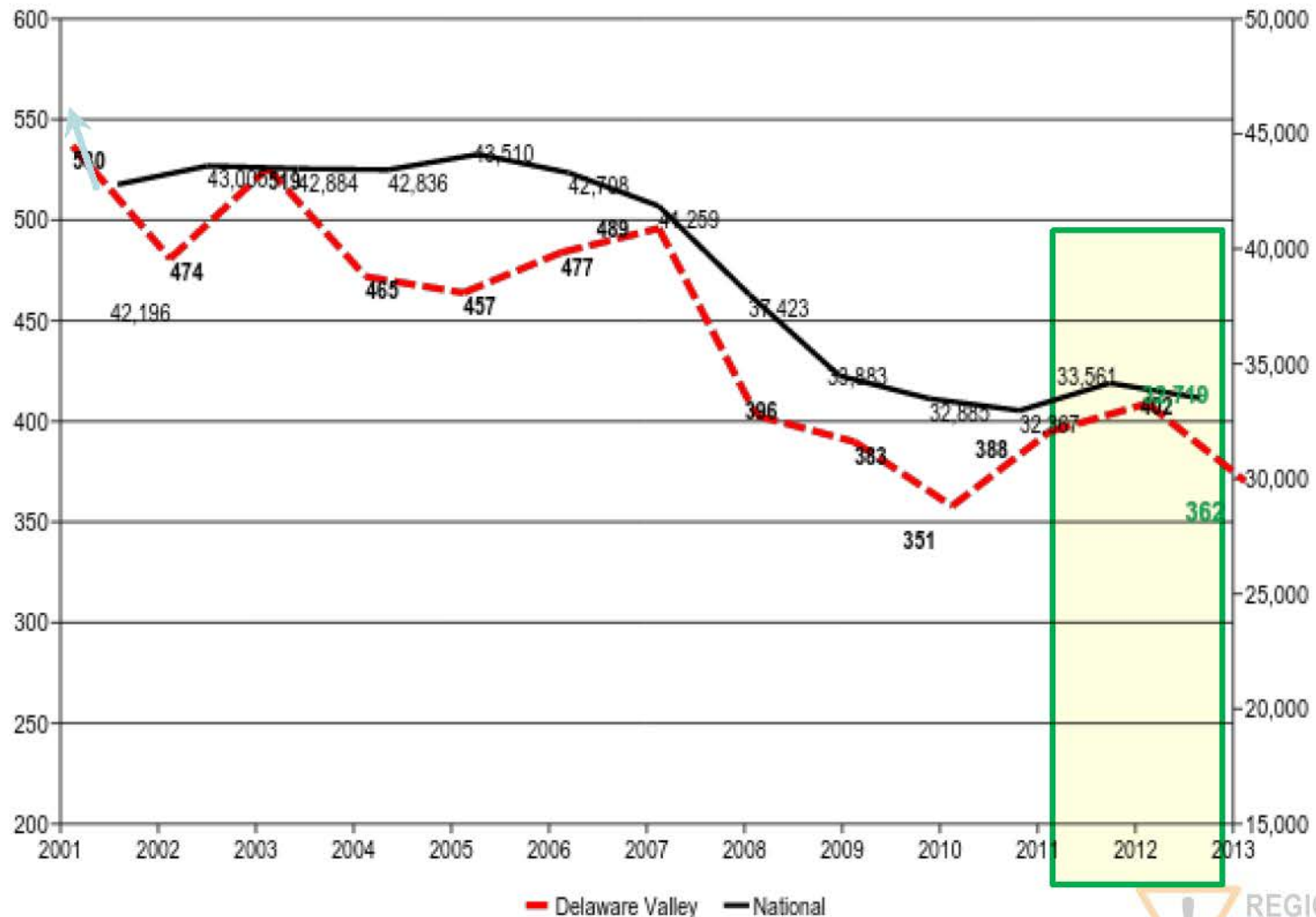
The 2015 Transportation Safety Action Plan addresses the eight key emphasis areas that are contributing factors in **97%** of fatalities in the Delaware Valley, and 88% of the injuries.



Total Crash Fatalities in the Delaware Valley Over Time



Regional Fatality Trend Compared to National Fatality Trend



Sources: NHTSA PennDOT, NJDOT

Building a Safety Program

A Successful Safety Program Must Be:

- Data-driven
- Responsive to partners' needs
- Collaborative
- Focused
- Emphasizes low cost imp. where possible
- Includes decision makers from all levels



FY 2016 Transportation Safety and Security

- **Regional Safety Task Force (RSTF) / Transportation Safety Action Plan**
 - Partnership of multimodal agencies and organizations that work together to improve transportation safety through implementation of the Transportation Safety Action Plan
- **Safety Symposia**
- **RSTF Project Pipeline Process**
- **Crash Data Management System**
 - Crash data provide a starting point in selecting locations for focused work, and support projects within and outside of DVRPC, including HSIP implementation
 - Data Navigator: <http://www.dvrpc.org/asp/DataNavigator/default.aspx>
- **US 130 Pedestrian and Bicyclist Safety Study, Phase II**
 - Phase II of crash data-driven project focused on safety and mobility improvements for walking and biking
- **Safety Project Implementation Assistance**
 - Work with partners at the state and county levels to advance safety projects proposed in previous safety studies (RSAs, CCSAP, etc.), or at locations identified through a data-driven process (HSM, HSIP)
- **Special Studies & Coordination Efforts**
- **Security Planning**



Where does this data come from?

1. State databases

- PA – Crash Data Analysis Retrieval Tool (CDART)
- NJ – Plan4Safety
Download free: <http://www.state.nj.us/transportation/refdata/accident/>

2. Police reports

- Narratives
- Diagrams

3. Other data sources/products

- [PA Crash Facts & Statistics](#)
- NJ State Police, NJDOT Crash Records
- Fatality Analysis Reporting System (FARS)

Crash Data Considerations

All crash data comes from the police reporting form:

- New Jersey - NJTR1
- Pennsylvania - AA 500

Reportable crashes definitions:

- New Jersey: all non-injury crashes where officer determines that \$500 damage to property has occurred
- Pennsylvania: a vehicle must require towing from the scene for crash to be considered reportable.

Non-reportable crashes:

- Not in either database
- More useful in PA than in NJ

File Home Create External Data Database Tools

View Paste Copy Cut Copy Format Painter Filter

Ascending Descending Advanced Remove Sort Toggle Filter Sort & Filter

Refresh All New Save Delete More Records

Find Replace Go To Select Find

Text Formatting

All Access Objects

Search...

- Tables
- Queries
- Forms
- Reports
- Macros
- Modules

frmMain

Last Update 11/15/2013

PA Crash Data Analyzer

County:

Starting Year: Ending Year:

Local Road Only

Route Number: Analyzing Split Route Way (no cluster function)

only on primary road ([roadway].[adj_rdwy_seq] = 3)

From Segment: Offset:

To Segment: Offset:

Reset Analyze Exit

Open Selected CRN Number

DVRPC crash database user interface (PA version)



NJDOT Home	About NJDOT	NJcommuter.com	Community Programs	Reference / Links
Engineering	In the Works	Capital Program	Freight, Air and Water	Doing Business

NJDOT crash records web page

Crash Records

- Crash Detail Summary
- 2001 - Current**
- Raw Data
- Accident Table
- Driver Table
- Vehicle Table
- Pedestrian Table
- Occupant Table
- 1997 - 2000**
- Raw Data
- Raw Data Overview
- Key To Raw Data
- Crash Code List**
- New NJTR-1 Form (pdf 875k)
- NJTR-1 Form 2001-2005 (pdf 147k)
- 1997 - 2000
- Police Resources
- County and Municipal Codes (xls 67k)
- Hospital Code (pdf 22k)
- Insurance Resources**
- MVC Insurance Code List
- NJ Insurance Fraud Info.
- Insurance Company Phone Directory
- Additional Statistics
- Contact Us

Crash Records

Crash Record Summaries

Please read through these notes regarding the information on this site.

- Please be advised that additional Crash Records for Year 2014 will be added to the website when processed.
- Please be advised that the 2001-2006 is now using a new format and you must download the new NJTR-1 Form along with the new tables in order to format your data correctly.

Crash Records & Statistics	Years
Total Crash Records by County Statewide	2000 to 2014 (pdf 64k)
Total Injury Crashes by County Statewide	2001 to 2014 (pdf 63k)
Total Fatal Crashes by County Statewide	2001 to 2014 (pdf 64k)
Crash Rates / By State / Interstate Routes	2003 to 2014 (pdf 84k)
Cell Phone Statistics	2002 to 2014 (pdf 273k)
New Jersey Crash Statistics (excludes Private & US Government Property and State/County Parks and Institutions)	2000 to 2014 (pdf 46k)
Statewide Crash Rates by Cross Section Geometry	2005 to 2013 (pdf 79k)

Crash Rate Reports By Year

You will need **Adobe Acrobat Reader** to view the PDF files which is available at our [State Adobe Access Page](#).

Crash Description Types & Locations	Years
-------------------------------------	-------

NJDOT crash summary by road type

Crash Summary For County Road System

For calendar year 2014

Total Crashes: 72331

<u>Severity</u>	<u>Count</u>	<u>% of Total</u>	<u>Intersection</u>	<u>Count</u>	<u>% of Total</u>
Fatal	143	0.20%	At Signalized	11825	16.35%
Injury - Maj	322	0.45%	At Unsignalized	19477	26.93%
Injury - Mod	3022	4.18%	Between Intersections	41002	56.69%
Injury - Min	15094	20.87%	Railroad Crossing	27	0.04%
Property Damage	53750	74.31%			

<u>Collision Type</u>	<u>Count</u>	<u>% of Total</u>	<u>Surface Condition</u>	<u>Count</u>	<u>% of Total</u>
			Dry	54657	75.57%
Same Dir- Rear End	23453	32.42%	Wet Surface	12332	17.05%
Same Dir- Sideswipe	8950	12.37%	Snow	2575	3.56%
Angle	13487	18.65%	Ice	2024	2.80%
Head On	2683	3.71%	Unknown	250	0.35%
Parked Vehicle	4339	6.00%	Other	493	0.68%
Left Turn / U Turn	2945	4.07%			
Backing	1695	2.34%			
Encroachment	277	0.38%			
Overtuned	378	0.52%	<u>Light</u>	<u>Count</u>	<u>% of Total</u>
Fixed Object	7851	10.85%	Day	51530	71.24%
Animal	3205	4.43%	Dusk	1970	2.72%
Pedestrian	1339	1.85%	Night	17614	24.35%
Pedalcycle	606	0.84%	Dawn	876	1.21%
Non-Fixed Object	397	0.55%	Unknown	341	0.47%
Railcar - Vehicle	5	0.01%			
Unknown	18	0.02%			
Other	703	0.97%			

Crash Summary Report

DVRPC NJ crash summary

County: SRI: 00000130 Start MP: 30.48 End MP: 55.31 From Yr: 2009 To Yr: 2013

Total Crashes: 4836 Total Fatalities (people killed): 29 Total People: 13421

<u>Severity</u>	<u>count</u>	<u>% of Total</u>	<u>Intersection</u>	<u>count</u>	<u>% of Total</u>
Fatal	29	0.60%	Not at Intersection	3152	65.18%
Injury - Maj	36	0.74%	At Intersection	1684	34.82%
Injury - Mod	223	4.61%			
Injury - Min	1287	26.61%			
Property Damage	3261	67.43%			

<u>Severity (person)</u>	<u>count</u>		<u>Surface Condition</u>	<u>count</u>	<u>% of Total</u>
Unknown	18		Dry	3698	76.47%
Killed	29		Wet	975	20.16%
Incapacitated	43		Snowy	110	2.27%
Moderate Injury	281		Icy	46	0.95%
Complaint of Pain	1963		Other	3	0.06%

<u>Collision type</u>	<u>count</u>	<u>% of Total</u>	<u>Light</u>	<u>count</u>	<u>% of Total</u>
Same Direction (Rear End)	1840	38.05%	Day	3326	68.78%
Same Direction (Side Swipe)	1301	26.90%	Dusk	97	2.01%
Right Angle	587	12.14%	Night	1326	27.42%
Opposite Direction (Head-On,	22	0.45%	Dawn	76	1.57%
Opposite Direction (Side	3	0.06%	Unknown	2	0.04%
Struck Parked Vehicle	18	0.37%			
Left Turn/U Turn	114	2.36%			
Backing	33	0.68%			
Encroachment	14	0.29%			
Overtaken	31	0.64%			
Fixed Object	656	13.56%			
Animal	71	1.47%			
Pedestrian	60	1.24%			
Pedalcyclist	29	0.60%			
Non-fixed Object	42	0.87%			
Other	15	0.31%			

RoosBlvd_6001 Local SW

Date Range: 1/1/2008 to 12/31/2012

USER ID/QUERY ID:

Area of Interest: (In County 67 On State Route 6001(S) Between Segment 0141 Offset 0 and Segment 0331 Offset 1638)

c:selawren/PC20130629001



PennDOT crash summary from CDART

MONTH OF YEAR													DAY OF WEEK								
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	SUN	MON	TUE	WED	THR	FRI	SAT		
CRASHES	48	66	59	58	60	56	65	53	56	47	68	81	717	87	107	106	100	87	101	129	717
PCT	7%	9%	8%	8%	8%	8%	9%	7%	8%	7%	9%	11%	100%	12%	15%	15%	14%	12%	14%	18%	100%

HOUR OF DAY																										
	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	99	
CRASHES	28	16	23	9	9	11	17	26	30	28	36	37	35	44	38	42	43	31	32	29	31	19	33	41	24	717
PCT	4%	2%	4%	1%	1%	2%	2%	4%	4%	4%	5%	5%	5%	6%	5%	6%	6%	4%	4%	4%	4%	3%	5%	6%	3%	100%

YEAR		COLLISION TYPE		CRASH SEVERITY LEVEL		SEVERITY COUNT		DRIVER ACTIONS					
	CRASHES	PCT		CRASHES	PCT		CRASHES	PCT	PERSONS		ACTIONS	PCT	
2008	112	16%	REAR END	262	37%	FATAL	11	2%	FATALITIES	12	NO CONTRIBUTING ACTION	647	39%
2009	128	18%	ANGLE	235	33%	MAJOR	12	2%	MAJOR	14	UNKNOWN	197	12%
2010	154	21%	HIT FIX OBJ	81	11%	MODERATE	95	13%	MODERATE	122	OTHER IMPROPER DRIVING	101	6%
2011	165	23%	SAME DIR SS	52	7%	MINOR	285	40%	MINOR	469	IMPROPER/CARELESS TURN	94	6%
2012	158	22%	PEDESTRIAN	43	6%	UNK SEVERITY	154	21%	UNK SEVERITY	335	TOO FAST FOR CONDITION	86	5%
TOTAL	717	100%	HEAD ON	18	3%	UNK IF INJURED	7	1%	UNK IF INJURED	110	TAILGATING	77	5%
			OPP DIR SS	17	2%	PDO	152	21%			RUNNING RED LIGHT	74	4%
			NON COLL	8	1%		1	0%			SUDDEN SLOWING/STOP	67	4%
			BACKING	1	0%	TOTAL	717	100%			SPEEDING	57	3%
			TOTAL	717	100%						CARELESS PASS/IN CHNG	42	3%
											DRIVER WAS DISTRACTED	38	2%
											TURN FROM WRONG LANE	33	2%
											OTHERS	159	10%
											TOTAL	1672	100%

VEHICLE TYPE		ROAD CONDITION		ILLUMINATION		WEATHER		ENVIR/ROADWAY FACTORS						
	VEHICLES	PCT		CRASHES	PCT		CRASHES	PCT		FACTORS	PCT			
AUTOMOBILE	973	67%	DRY	585	82%	DAYLIGHT	427	60%	CLEAR	615	86%	NONE	637	86%
SUV	206	14%	WET	115	16%	STREET LIGHTS	267	37%	RAIN	80	11%	UNKNOWN	28	4%
SMALL TRUCK	90	6%	SLUSH	4	1%	DAWN	7	1%	SNOW	14	2%	SLIPPERY ICE/SNOW	24	3%
VAN	80	6%	SNOW	4	1%	DARK	6	1%	FOG	3	0%	OTHER WEATHER COND	13	2%
BUS	34	2%	ICE	3	0%	DUSK	4	1%	OTHER	2	0%	OTHER ENVIR FACTOR	9	1%
LARGE TRUCK	26	2%	ICE PATCH	3	0%	UNK LIGHTING	4	1%	RAIN/FOG	1	0%	OTHER RDWY FACTOR	7	1%
MOTORCYCLE	17	1%	OTHER	1	0%		1	0%	SLEET	1	0%	CBSTACLE ON RDWY	5	1%
UNK VEHICLE	12	1%	SND/GRVL	1	0%	OTHER	1	0%	UNK	1	0%	GLARE	4	1%
PEDALCYCLE	6	0%	WATER	1	0%	TOTAL	717	100%	TOTAL	717	100%	SUBSTANCE ON RDWY	4	1%
TOTAL	1444	100%	TOTAL	717	100%							SUDDEN WEATHER COND	4	1%
												ANIMAL IN RDWY	3	0%
												WINDY CONDITIONS	3	0%
												OTHERS	3	0%
												TOTAL	744	100%

Year Range: 2008 to 2012

Area of: In County 67 On Route 6001 From / To /

Area of: In County On Route From /0 To /0

YEAR	Crash	
2008	151	14%
2009	196	19%
2010	237	22%
2011	246	23%
2012	232	22%
Total	1065	

COLLISION TYPE	Crash	
Non collision	14	1%
Rear-end	420	39%
Head-on	22	2%
Rear-to-rear (Backing)	1	0%
Angle	255	24%
Sideswipe (same dir.)	87	8%
Sideswipe (Opposite dir.)	16	2%
Hit fixed object	191	18%
Hit pedestrian	56	5%
Other or Unknown	3	0%
Total	1065	

SEVERITY LEVEL	Crash	
Not injured	244	23%
Killed	24	2%
Major injury	26	2%
Moderate injury	140	13%
Minor injury	407	38%
Injury/Unknown Severity	206	19%
Unknown	18	2%
Total	1065	

SERVERTY COUNT	Persons	
Fatalities	25	1%
Total Injur	1301	
Major	29	1%
Moderate	183	5%
Minor	669	20%
UNK Severity	381	11%
Not Injury	2115	81%
Total	3442	

ENVIR/ROADWAY FACTORS	Crash	
None	1069	83%
Windy conditions	8	1%
Sudden weather condition	7	1%
Other weather conditions	33	3%
Deer in roadway	1	0%
Obstacle on roadway	9	1%
Other animal in roadway	4	0%
Glare	5	0%
Slippery road conditions (I	47	4%
Substances on roadway	4	0%
Potholes	1	0%
TCD Obstructed	1	0%
Other roadway factor	14	1%
Other environmental factor	9	1%

Unknown	44	4%
Total	1255	
ROAD CONDITION	Crash	
Dry	832	78%
Wet	200	19%
Snow covered	9	1%
Slush	6	1%
Ice	6	1%
Ice Patches	9	1%
Water - standing or moving	1	0%
Other	2	0%
Total	1065	

WEATHER	Crash	
No adverse conditions	872	82%
Rain	153	14%
Sleet (hail)	4	0%
Snow	25	2%
Fog	2	0%
Rain and fog	1	0%
Other	5	0%
Unknown	3	0%
Total	1065	

ILLUMINATION	Crash	
Daylight	1	0%
Dark - no street lights	809	57%
Dark - street lights	15	1%
Dusk	412	39%
Dawn	11	1%
Dark - unknown roadway	13	1%
Other	3	0%
Other	1	0%
Total	1065	

DRIVER ACTIONS	Actions	
No contributing action	1189	44%
Driver was distracted	75	3%
Driving using hand-held phone	11	0%
Driving using hands-free phone	1	0%
Making illegal U-turn	1	0%
Making improper or careless turn	92	3%
Turning from wrong lane	35	1%
Proceeding w/o clearance after stop	18	1%
Running stop sign	7	0%
Running red light	76	3%
Failure to respond to TCD	16	1%
Tailgating	139	5%
Sudden slowing or stopping	85	3%
Illegally stopped on road	8	0%
Careless passing or lane change	78	3%
Driving the wrong way on 1-way street	4	0%
Careless or illegal backing on roadway	15	1%
Driving on the wrong side of roadway	4	0%
Making improper entrance to highway	11	0%
Making improper exit from highway	8	0%
Careless parking or unperking	2	0%
Over or under compensation at curve	14	1%
Speeding	100	4%
Driving too fast for conditions	145	5%

Failure to maintain proper speed	55	2%
Driver fleeing police (police chase)	1	0%
Driver inexperienced	44	2%
Failure to use specialized equipment	1	0%
Affected by Physical Condition	63	2%
Other improper driving actions	147	5%
Unknown	269	10%
Total	2728	

VEHICLE TYPE	Vehicles	
Automobile	1428	64%
Motorcycle	26	1%
Bus	56	3%
Small truck	155	7%
Large truck	48	2%
SUV	295	13%
Van	129	8%
Unicycle, bicycle or triicyc	10	0%
Unknown vehicle	10	1%
Total	2234	

MONTH	Crash	
JAN	64	6%
FEB	91	9%
MAR	97	9%
APR	96	9%
MAY	95	9%
JUN	73	7%
JUL	70	7%
AUG	84	8%
SEP	92	9%
OCT	75	7%
NOV	90	8%
DEC	110	10%
Total	1065	

Day of Week	Crash	
SUN	147	14%
MON	153	14%
TUE	167	16%
WEC	159	15%
THR	151	12%
FRI	138	13%
SAT	180	18%
Total	1065	

Hour of Day	Crash	
00	39	4%
01	23	2%
02	44	4%
03	31	3%
04	21	2%
05	22	2%
06	35	3%
07	44	4%
08	39	4%
09	32	3%
10	51	5%
11	52	5%

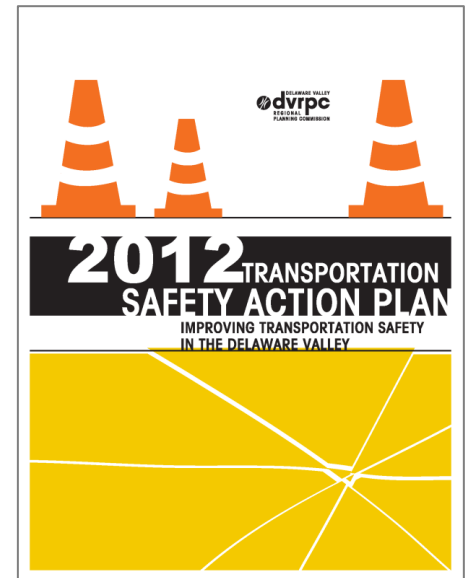
DVRPC PA crash summary

Here's How We Use This Data

- Plans
- Projects
- Data and analysis requests (internal and external)
- Data products

2014 Update - Transportation Safety Action

- Data-driven - focused on key emphasis areas
- Collaborative
- Coordinated and consistent with NJ and PA SHSP's
- Considers existing safety programs and presents new strategies to improve safety



The Process – Data Analysis

Analysis of Crashes in the Delaware Valley

- American Association of State Highway and Transportation Officials (AASHTO) - *Strategic Highway Safety Plan* (2004)
- Data analysis of **17** safety emphasis areas in search of fatal-crash contributing factors
- Baseline analysis for the 2014 update of the SAP

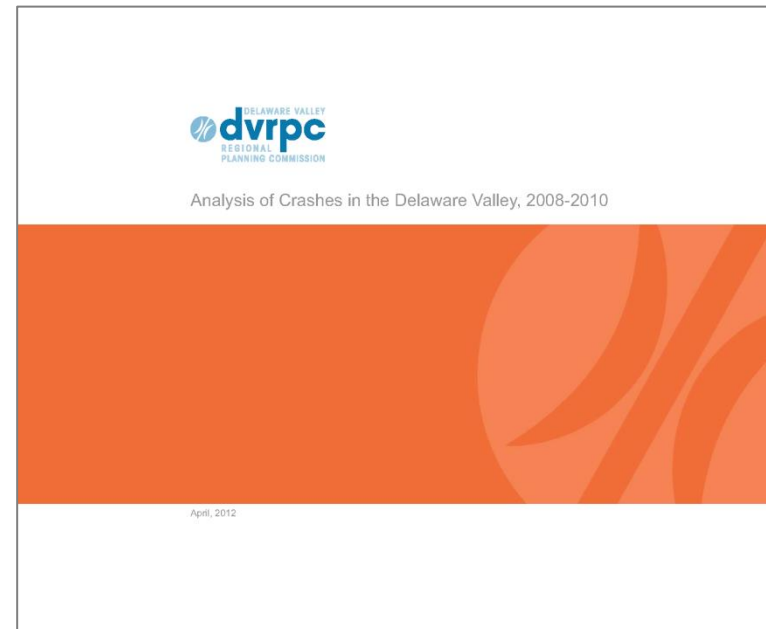


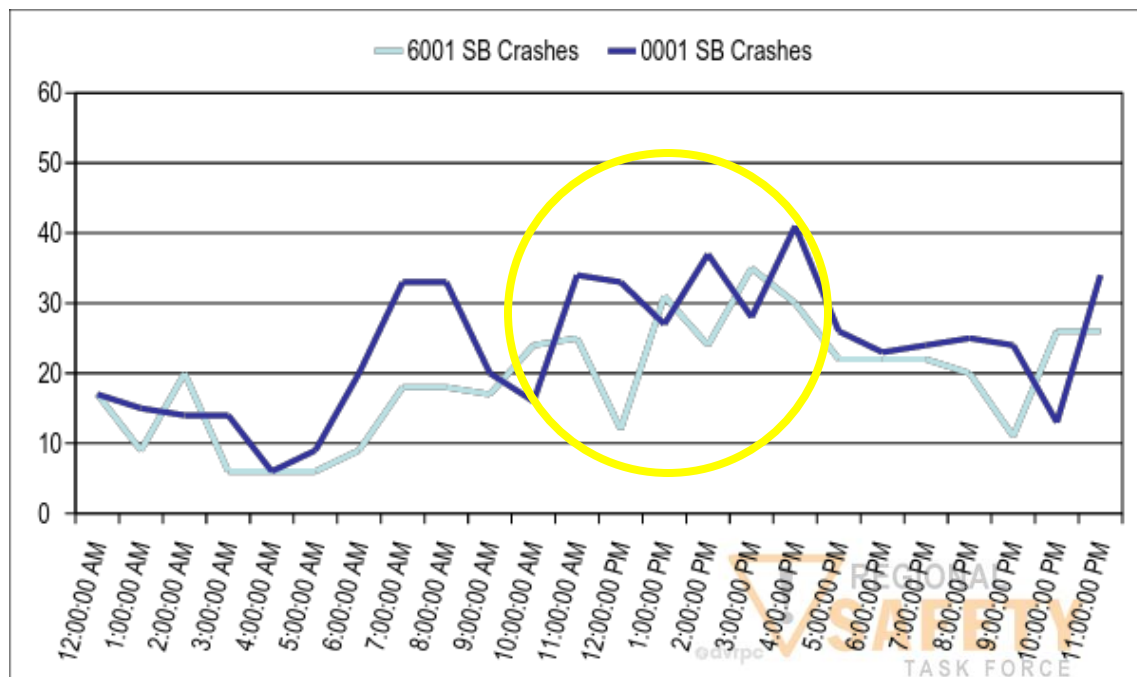
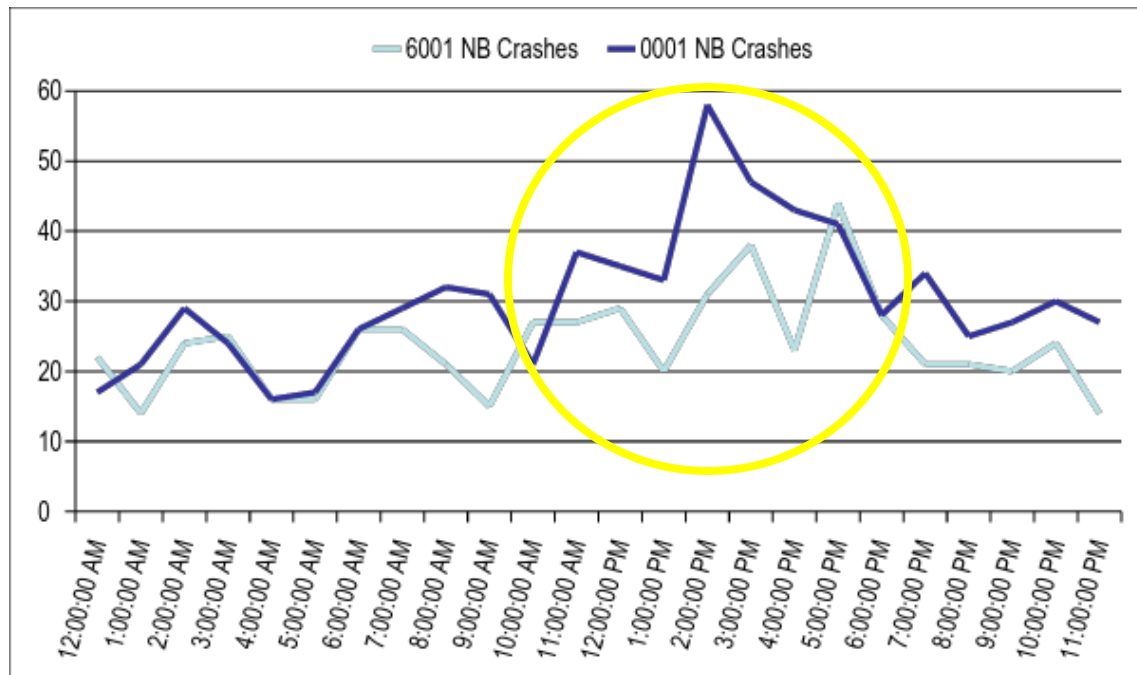
Table A-4: Crash Severity by Emphasis Area by State, 2010-2012 Average

AASHTO #	Emphasis Area	Pennsylvania					New Jersey				
		Crashes	Crashes that Caused:		% of Crashes that Caused Injuries	% of Crashes that Caused Fatalities	Crashes	Crashes that Caused:		% of Crashes that Caused Injuries	% of Crashes that Caused Fatalities
			Injury	Fatality				Injury	Fatality		
1	Institute a Graduated Driver's License	5995	3024	29	50%	0.5%	8643	2309	16	27%	0.2%
2	Ensure Drivers Licensed/Competent	415	247	3	59%	0.6%	933	321	2	34%	0.3%
3	Sustain Proficiency in Older Drivers	4733	2888	39	61%	0.8%	7365	1964	26	27%	0.4%
4	Curb Aggressive Driving	19305	10747	126	56%	0.7%	15180	4647	40	31%	0.3%
5	Reduce Impaired Driving	2669	1420	73	53%	2.7%	1824	735	21	40%	1.1%
6	Keep Drivers Alert (Distracted Driving)	3806	2004	11	53%	0.3%	24005	6102	42	25%	0.2%
7	Increase Driver Safety Awareness										
8	Increase Seat Belt Use/Air Bag Effectiveness	3783	2712	74	72%	2.0%	1064	532	22	50%	2.1%
9	Make Walking/Street Crossing Easier	2320	2257	58	97%	2.5%	706	583	27	83%	3.8%
10	Ensure Safer Bicycle Travel	717	711	5	99%	0.7%	364	298	3	82%	0.8%
11	Improve Motorcycle Safety	907	821	43	90%	4.7%	509	382	14	75%	2.8%
12	Make Truck Travel Safer	1293	676	17	52%	1.3%	3374	582	16	17%	0.5%
13	Increase Safety Enhancements in Vehicles										
14	Reduce Vehicle-Train Crashes	39	33	0	85%	0.0%					
15	Keep Vehicles on the Roadway	9205	4108	94	45%	1.0%	3897	1487	39	38%	1.0%
16	Minimize Consequence of Leaving Roadway	7671	3243	77	42%	1.0%	7624	2167	40	28%	0.5%
17	Improve Design/operation of Intersections	15732	9910	71	63%	0.4%	10635	3654	32	34%	0.3%
18	Reduce Head-on/Across Median Crashes	1436	936	20	65%	1.4%	677	305	3	45%	0.4%
19	Design Safer Work Zones	398	204	4	51%	1.1%	1701	404	6	24%	0.3%
20	Enhance EMS to Increase Survivability										
21	Improve Data/Decision Support Systems										
22	Create More effective Processes/Safety Management Systems (SMS)										

Crash Frequency by Time of Day and Route

	6001 NB	0001 NB
Total	597	755
Max	44	58
Min	14	16
Median	24	29

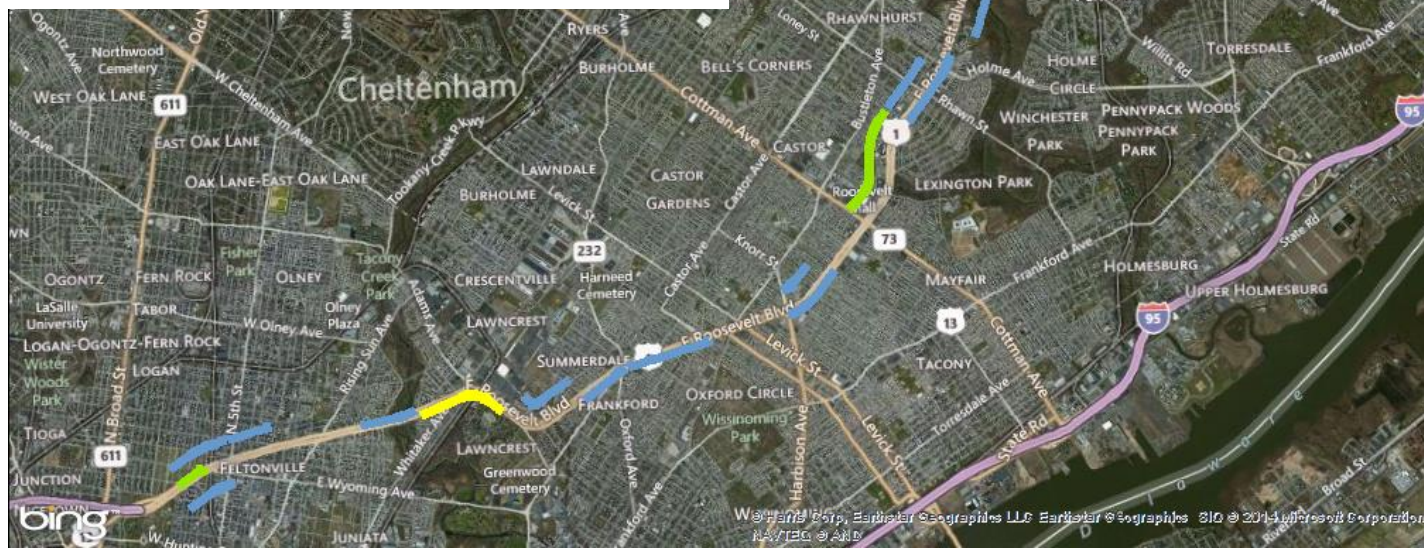
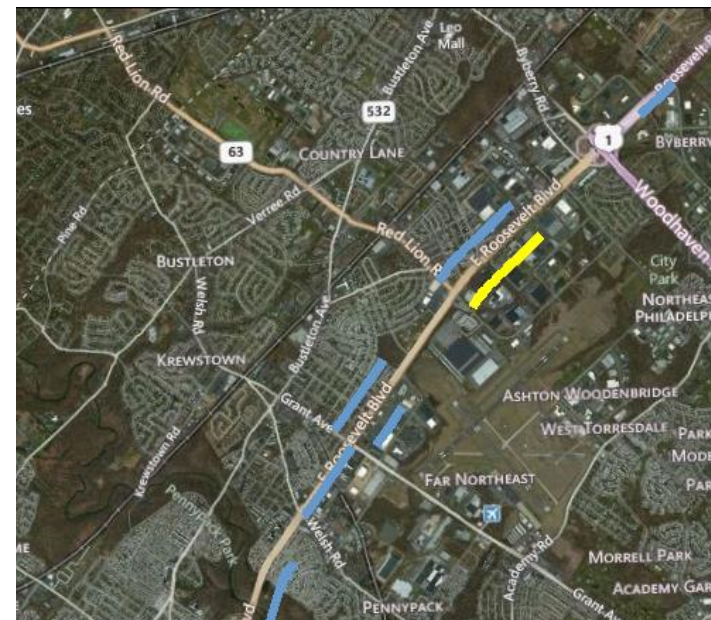
	6001 SB	0001 SB
Total	471	588
Max	35	41
Min	6	6
Median	20	24



Segment Analysis: Pedestrian Crashes by Time Period

Analysis

- Time periods and totals (all route segments)
 - 5am-9am: 17 ped crashes
 - 10am-1pm: 17 ped crashes
 - 2pm-5pm: 28 ped crashes
 - 6pm-10pm: 30 ped crashes
 - 11pm-4am: 20 ped crashes
 - Null_Time (records missing TOD): 8
- No segment had more than 4 pedestrian crashes
- Aprx. 60% of segments had ped crashes



Ped Crashes by Segment and Time Period

Blue	1 crash
Green	2 crashes
Yellow	3 crashes
Red	4 crashes
map:	5AM-1PM all segments



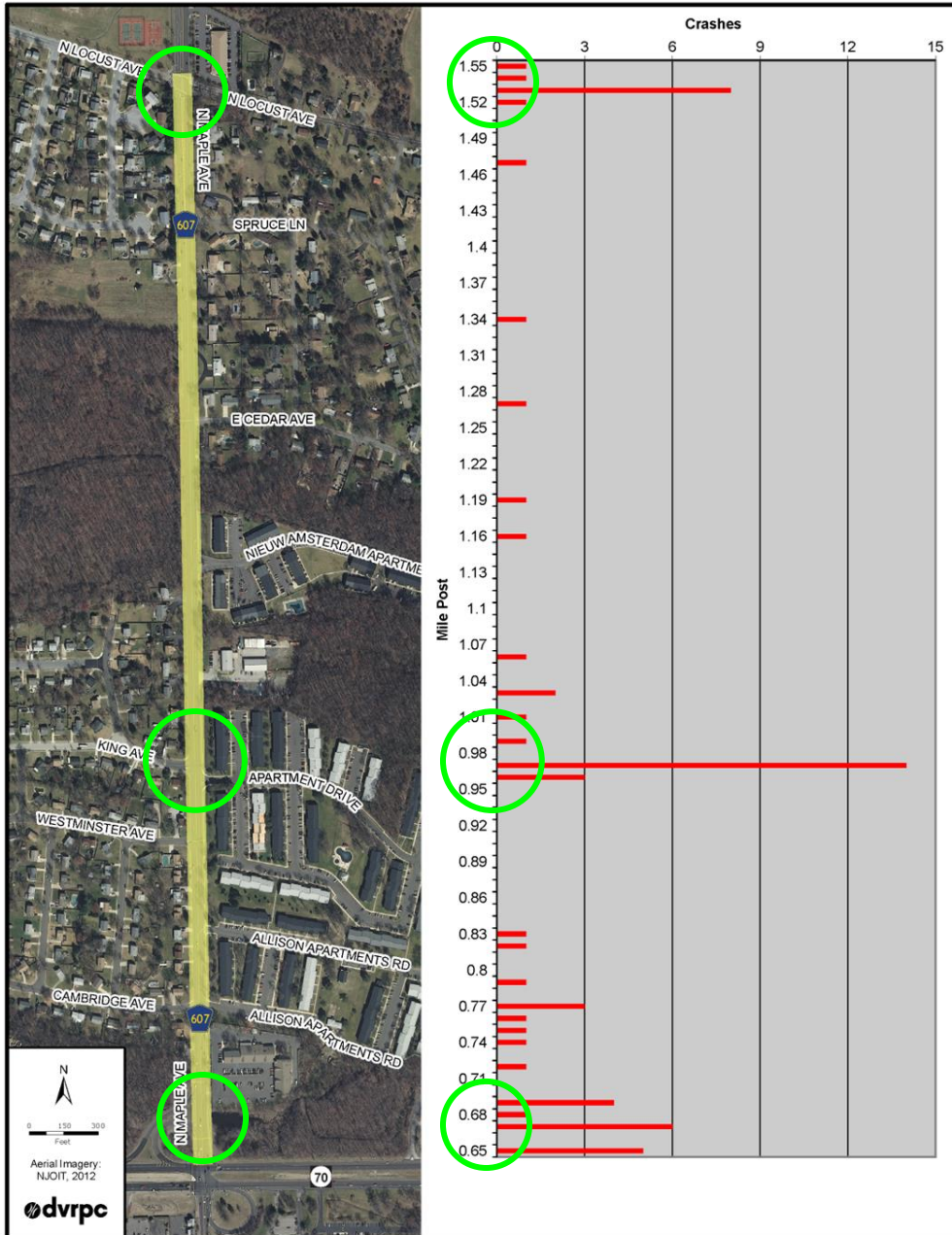
North Maple Avenue (CR 607) Road Safety Audit

Evesham Township, NJ

Friday, July 19, 2013



Crash Frequency by Mile Post: North Maple Avenue (CR 607)
0.9 Miles, 64 Crashes (2009-2011)



Cluster #1

- North side of NJ 70 intersection
- 16 crashes

Cluster #2

- Vicinity of King Ave intersection
- 18 crashes

Cluster #3

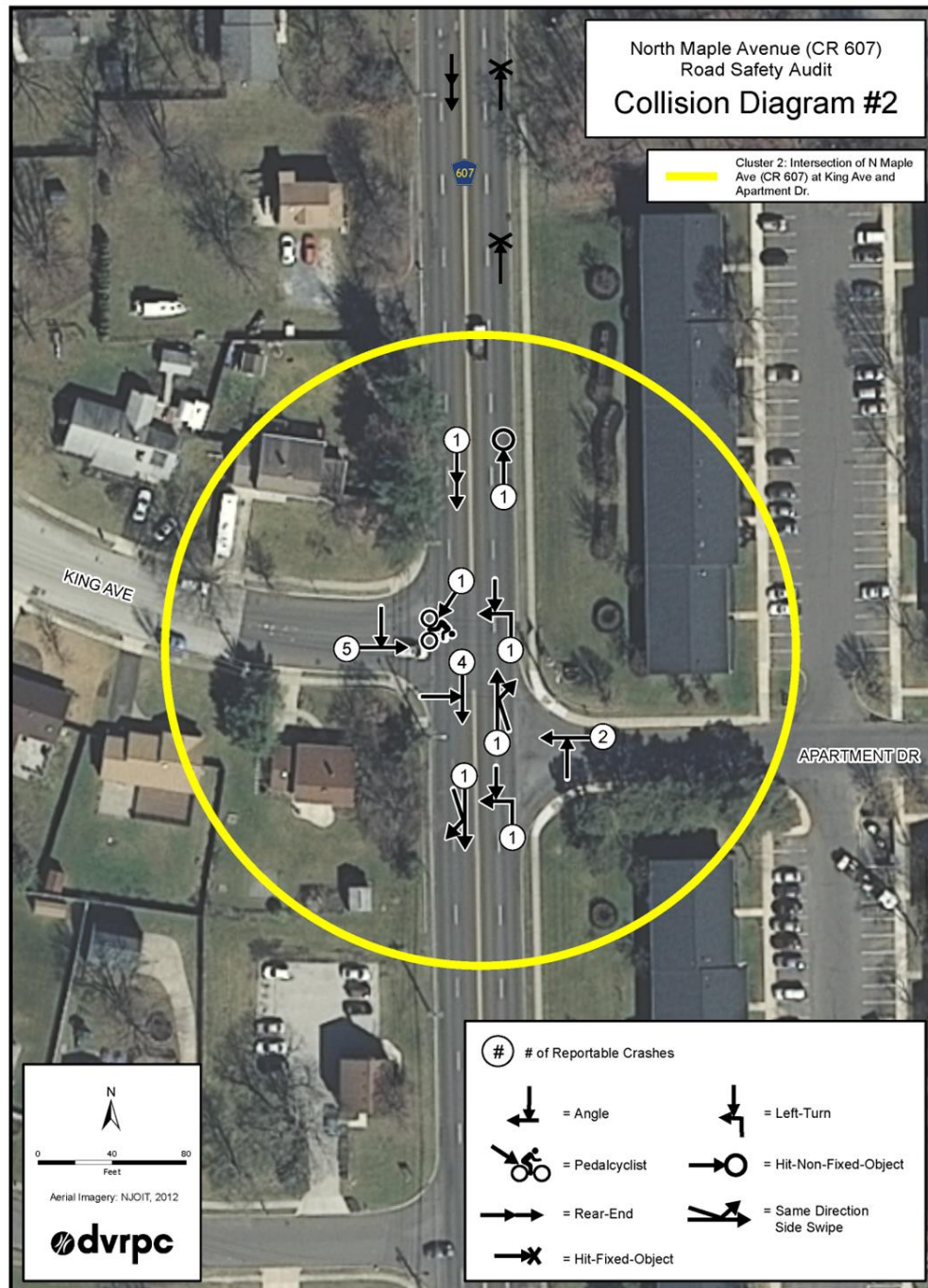
- South side of N. Locust Ave intersection
- 11 crashes

Observation

- 70% of the crash total included in the three clusters
- Cluster #2 = 28%

Observations

- 18 crashes
- Predominant collision type = **right angle (61%)**
- Predominant pre-crash actions = “going straight ahead”
- 9 crashes involved drivers entering N. Maple Ave from King Ave EB
- Crashes spiked to 11 in 2010



Web-maps / Products

US 130 Pedestrian and Bicyclist Safety Study:

[130 web-map](#)

NJ Local Safety Program - Highway Safety Improvement Program (HSIP)

[HSIP-eligible locations](#)

PennDOT 6-0 Safety Webmap (HSIP)

[District 6-0](#)

DVRPC Interactive Maps

[County and Municipal Crash Trends](#)

DVRPC Data Navigator

[Crash Data by MCD, county](#)



Thank you!

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