



Highlights of November 28th, 2017 RSTF Meeting

Pedestrian and Bicyclist Safety

All presentations and related meeting handouts are located on the RSTF Website:
<https://www.dvrpc.org/Committees/RSTF/>

1. Welcome and Introductions

The meeting was called to order at 9:30 AM by RSTF Co-Chairs Peggy Schmidt, Executive Director of Partnership TMA and Bill Ragozine, Executive Director of Cross County Connection TMA. After welcoming everyone, the co-chairs asked participants to introduce themselves.

Ms. Schmidt requested approval from the RSTF for the September 2017 meeting highlights, and they were approved without comment.

2. Pedestrian and Bicyclist Safety – Presentations

Three featured speakers addressed the meeting on pedestrian and bicyclist safety. Prior to the speakers Kevin Murphy, Delaware Valley Regional Planning Commission (DVRPC), introduced the topic. Mr. Murphy presented on overall crash trends noting that in 2016 fatalities and severe injuries (KSI) from crashes reached a seven-year high in the region. Pedestrian and bicyclist crashes have also been on the rise, both regionally and nationally. Within the region, Philadelphia County bears the greatest proportion and total number of crashes and KSI for pedestrians and bicyclists, followed by Mercer, Delaware, and Camden counties. Mr. Murphy also introduced DVRPC's new overlapping emphasis area analysis, which showed that pedestrian and bicyclist crashes frequently occur in intersections, and most often involve older drivers and distracted drivers. Mr. Ragozine then introduced the featured speakers: John Boyle, Bicycle Coalition of Greater Philadelphia, Peter Kremer, WSP, and Charlotte Castle, City of Philadelphia's Office of Transportation and Infrastructure Systems.

Mr. Boyle opened his presentation by discussing the intersection of Vision Zero and Complete Streets policies in reducing crash severity. Both Pennsylvania and New Jersey have high rates of traffic fatalities in comparison to other developed countries (although they are both below the U.S. national average). He explained how Sweden—where Vision Zero was developed—has identified slowing down traffic as the key to eliminating fatalities, and shared Complete Streets applications that achieve slower speeds while also protecting pedestrians and bicyclists. Mr. Boyle also addressed the need to apply Complete Streets concepts to both urban and rural roads; in particular, using federal guidance in the installation of bicycle-friendly rumble strips, which are increasingly common in both Pennsylvania and New Jersey. Mr. Boyle also covered an interactive [online map](#) he's developing that depicts crash fatalities in New Jersey collected daily from the New Jersey State Police. The tool helps to personalize the issue.

Questions/Comments:

- Joe Stafford, Bicycle Access Council, asked if the lower KSI rates for European countries take into account differences in mode share—could this account for some of what make these countries appear so much safer? Mr. Boyle responded that Sweden, which has among the lowest fatality rates in the world, used to be similar to New Jersey before enacting Vision Zero nationwide and is quite rural (with a correspondingly higher motorized mode share).

Mr. Kremer presented on New Jersey's 2017 Complete Streets Design Guide. The purpose of the guide is to inform planning and design decision making to ensure that Complete Streets applications are incorporated into new and retrofit road projects. The guide is written with a broad audience of practitioners in mind and organized around a toolbox for implementing improvements. He focused on the guide's usefulness as a reference of best practice examples for how to accommodate pedestrians and bicyclists through design recommendations for roadways, sidewalks, and intersections. Bicycle facility selection guidance draws on Level of Stress analysis that considers the degree of separation, traffic speed, and traffic volume to determine the ideal bicycle facility for riders of all levels, including those that are more risk-averse. Mr. Kremer offered the example of a road in Newark, NJ that the city improved with a buffered bike lane based on guidance from the design guide.

Questions/Comments:

- Mr. Ragozine noted that his organization has used the manual and found it very useful.

Ms. Castle presented on Philly Free Streets, an annual event that closes a corridor in the city to motorized traffic and encourages people to walk and bike instead. The initiative was inspired by similar programs in cities across the U.S. and Latin America; the first *ciclovía* started in Bogota, Colombia in 1974. Ms. Castle discussed the event as an opportunity to start a dialog about Vision Zero in neighborhoods along the selected corridor, much of which coincided with the "High Injury Network" identified in the 2017 *Vision Zero Action Plan*. OTIS used the event to pilot a protected bike lane, install informational "safety zones," create neighborhood art, and foster better relations between neighbors and local police.

Questions/Comments:

- Kelvin MacKavanagh, Delaware Valley Goods Movement Task Force, asked if any presenters had seen data on crashes involving impairment (particularly drug-related) and bicycles. Mr. Boyle replied that he was unaware of any specific studies on this.
- Matthew Popek, Montgomery County Planning Commission, asked the presenters to consider what innovative strategies are most necessary to implement, but not yet prevalent. Mr. Kremer replied that incorporating Level of Stress analyses are key.
- Warren Strumpfer, Camden County Highway Traffic Safety Task Force, asked the presenters their thoughts on how Safe Routes to Schools or Rails-to-Trails connect to this issue. Mr. Kremer replied that the NJ Complete Streets Design Guide focused on streets, but trails often have accessibility issues. Mr. Boyle added that AASHTO provides guidance on the design of shared use paths. Mr. Ragozine offered additional resources on Safe Routes to Schools guidance.
- Larry Shaeffer, South of South Neighborhood Association, asked Mr. Kremer if the NJ Complete Streets Design Guide considered bicycle boulevards. Mr. Kremer affirmed that bicycle boulevards are discussed. Mr. Shaeffer asked if on-street parking is addressed in relation to bicycle boulevards. Mr. Kremer said they aim to maintain consistency with NACTO recommendations on this.

3. Developing Action Items

The co-chairs then transitioned from the emphasis area discussion into the next agenda item, developing action items. RSTF members were divided into four small groups to continue the discussion and work on ways to improve crash safety for pedestrians and bicyclists.

Education Group: Ms. Schmidt—lead

The education group developed several action items. Heather Martin, Chester County Planning Commission, will investigate and share a list of rules that drivers should know related to pedestrian and bicyclist safety. Alyson Strigle, DCTMA, and Ms. Schmidt will investigate increasing awareness of speed limits through tactics like painting the speed limit on the roadway. Ms. Strigle is also planning to give a presentation on Complete Streets at an upcoming conference, which aligns with the goals of the education group. Finally, the group discussed the importance of providing information to the public about the proper use and efficacy of modern roundabouts, although no specific action items arose from this discussion.

Engineering Group: Mr. Ragozine—lead, Michael Boyer, DVRPC—assist

The engineering group focused on the connection between engineering solutions and education efforts. Data shows that intersections are key to pedestrian and bicyclist safety as the site of the most conflict points. Several ideas were put forward, such as locating bicycle and pedestrian paths in the middle of the roadway where there is less weaving and protecting bicycle and pedestrian infrastructure with Jersey barriers. DVRPC will investigate conflict points at intersections in next year's work plan. Other topics included flashing treatments at critical areas, speed bumps, better reflective clothing and lights, and improving pavement markings to delineate the road and/or convey messages to drivers.

Enforcement Group: Marco Gorini, DVRPC—lead, Paul Carafides, DVRPC—assist

The enforcement group focused their discussion on proven strategies for making people slow down, such as automated-speed enforcement in Pennsylvania and the pedestrian decoy program in New Jersey. The California Life Savers Conference was raised as a pedestrian culture focused enforcement and education campaign aimed at discouraging pedestrians from engaging in risky behavior. There was general agreement that leading enforcement with education is key to any enforcement measure. Experts in the group identified that a pedestrian decoy program would be precluded in Pennsylvania by current yield laws. Vince Cerbone, PennDOT, agreed to investigate current yield laws and whether they can be altered administratively or if legislation is required to enable a pedestrian decoy program in Pennsylvania. Mr. Gorini volunteered to research examples of enforcement techniques that address equity concerns, such as tiered fines in Europe.

Emergency Response/Policy Group: Mr. Murphy—lead

The emergency response/policy group discussed the need to implement design guidelines as policy. Mr. Murphy will research New York's policy on roundabouts. Joe Stafford agreed to share PennDOT's bicycle and pedestrian checklist. George Fallat, Mercer County, offered to share the county's Complete Streets checklist.

4. Member Updates and Open Forum

Paul Carafides, Office of Transportation Operations Management at DVRPC, gave an update on the Incident Management Task Forces' (IMTF) activities – the full update was included in the meeting folder. The IMTFs participated in National Incident Response week from November 13th-19th. The New Jersey

Signal Retiming Initiative has begun with corridors selected in all four DVRPC counties and field assessments completed.

Ms. Tidwell gave an overview of AAA's recent legislative efforts in Pennsylvania, which included supporting Vision Zero in Philadelphia and testifying to the legislature on autonomous vehicle testing legislation, which AAA supports as these types of vehicles are expected to lead to substantial reductions in crashes. Ms. Tidwell also reported that the state legislature voted to repeal Act 38 of 2012 and comply with the Federal REAL ID Act. Ms. Tidwell provided a written update, which was included in the meeting folder. A legislative update for AAA's activities in New Jersey was not available for this meeting.

At this point, RSTF members were invited to provide any updates that they wished to share with the group. Violet Marrero, NJM Insurance, noted that NJM has adopted the Share the Keys Program and that it is being offered in Pennsylvania, as well.

5. Additional Updates and Conclusion

Mr. Gorini asked members to provide updates on action items accomplished since the September 2017 RSTF meeting on impaired driving. Sharang Malaviya, PennDOT, reported on investigations of PennDOT's crash database which revealed inconsistencies in drug-related crash data. This action item will continue. Amanda Lozinak, TMA of Chester County, provided links for RSTF members to post to social media about driving while under the influence of marijuana. Mr. Ragozine reported on conversations held with NJDOT about engineering solutions to impaired driving. All updates were made available in the meeting packet and posted online with live links.

Mr. Murphy updated the RSTF on the speed study, a draft of which was included in the meeting packet and previously shared via email. Mr. Murphy asked for feedback and explained that the document would serve as the source material for a forthcoming pamphlet.

The next RSTF meeting will be on Tuesday, March 20, 2018 and the topic will be Distracted Driving.

November 28TH, 2017 RSTF MEETING ATTENDEES LIST

Amy Bernknopf	DVRPC
Michael Boyer	DVRPC
John Boyle	Bicycle Coalition of Greater Philadelphia
Paul Carafides	DVRPC
Charlotte Castle	City of Philadelphia
Vince Cerbone	PennDOT
Stephen Chiaramonte	WSP
Khalil Christian	Delaware River Port Authority
George Fallat	Mercer County
Donna Ferraro	Public Health Management Corporation
Jerry Foster	GMTMA
Paul Gordon	Bucks County Planning Commission
Marco Gorini	DVRPC
Amory Hillengas	Philadelphia Department of Public Health

David Kanthor	PCPC
Peter Kremer	WSP
Katie Lample	DVRPC
Jeff Laux	Princeton Municipality
Amanda Lozinak	TMACC
Kelvin MacKavanagh	DVRPC Goods Movement Task Force
Sharang Malaviya	PennDOT
Violet Marrero	NJM Insurance
Heather Martin	Chester County Planning Commission
Betsy Mastaglio	DVRPC
Adam McKillop	Gloucester Township Police Department
Darrell Merritt	PennDOT, District 6-0
Kevin Murphy	DVRPC
Patricia Ott	MBO Engineering, LLC
Jim Philbin	Atlas Flasher
Matthew Popek	Montgomery County Planning Commission
Kadeem Pratt	Temple University
Bill Ragozine	CCCTMA
Lynn Rosner	Camden County Dept. of Health and Human Services
Fred Rothman	DAG Complete Streets Sub-Committee
Erika Rush	Urban Engineers
Gus Scheerbaum	City of Philadelphia
Peggy Schmidt	The Partnership TMA of Montgomery County
David Scrignuoli	Gloucester Township Police Department
Larry Shaeffer	South of South Neighborhood Assoc.
Tom Shaffer	Delaware County Planning Department
Richard Simon	NHTSA
Joe Stafford	Bicycle Access Council
Heather Strassberger	PCPC
Alyson Strigle	DCTMA
Warren Strumpfer	Camden County Highway Traffic Safety Task Force
John Swack	Gloucester Township Police Department
Andrew Thompson	Urban Engineers
Jana Tidwell	AAA Mid-Atlantic
Mark Tozzi	NJDOT
Andrew Tracy	SJTPO
Charlie Vilotti	Chester County Highway Safety
Benjamin Viss	Temple University
Stephanie Wakeley	SJTPO
Ayanna Williams	PennDOT
Kelley Yemen	City of Philadelphia



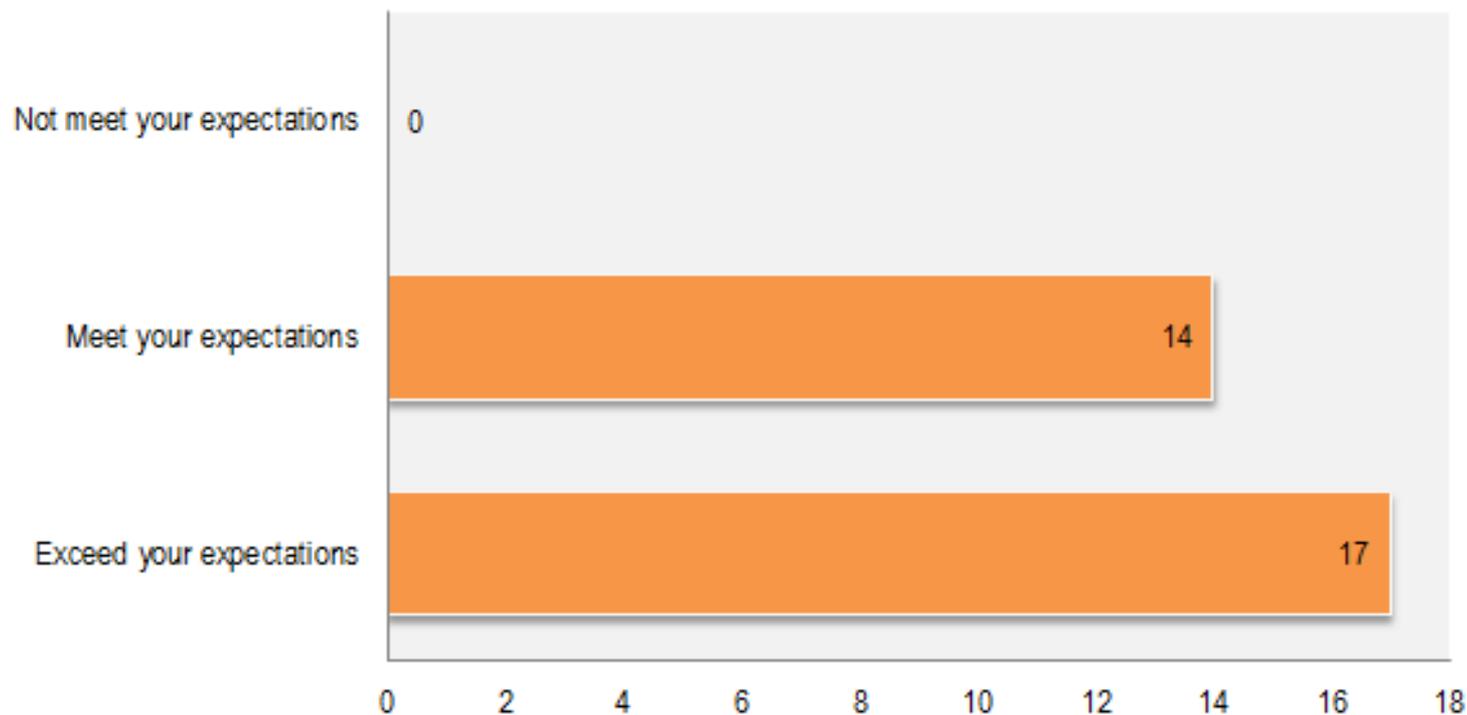
Survey Results

November 28, 2017 RSTF Meeting:
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Overall Survey Results

- 31 out of 52 meeting attendees responded
 - 60% response rate
- Everyone found that the event either met or exceeded their expectations
- Some write-in comments offered potential areas for improvement

Question 1: Did this meeting...



Question 2: What exceeded or didn't meet expectations?

Liked small group discussion, excellent presentations

Pete and Charlotte's presentations

Meeting was very well-run and informative

Discussion to change the culture from catering to vehicles

Need some better education within RSTF

Action breakout sessions helpful

PA and NJ bicyclist and pedestrian crash statistics were eye-opening

Enjoyed talking about how to improve education

Timely, relevant, informative

Initial meeting, need to see what follow-up will be

Comprehensive range of speakers, reinforcement of ideas that have been circulating

Question 3: How else can RSTF raise awareness/take action on this topic?

Invite legislators who have the power to voice these concerns to a governing body

Focus on proven methods, engineering is much more impactful than education, particularly when education focuses on problematic messages to VRUs

Make presenter slides available to all possible attendees and local governments

Reach out to more groups

More exposure of projects undertaken in DVRPC territory

Help further education

This issue needs much education and some engineering/enforcement recommendations

Stronger presentations to better inform group participants

Additional Comments?

Very good attendance!

Very on track and respectful of time

Would love to have rotated groups, there was some underutilized knowledge regarding profession and group

More data, also vegetarian sandwiches

Group moderators need to feel comfortable with keeping breakout groups on-topic/on-task



For more information, please contact:

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