



Highlights for July 22, 2021 DVRPC Board Meeting

Fifty-eight people attended the Regional Safety Task Force meeting held on July 15, 2021 via Zoom webinar, including representatives from FHWA, NJDOT, PennDOT, MPOs, TMAs, the City of Philadelphia, county governments, law enforcement, non-profit organizations, advocacy groups, transportation consultants, and citizens.

Sharang Malaviya, PennDOT, welcomed the attendees and introduced the featured speaker, Jeffrey Shaw, FHWA. Mr. Shaw presented *The Safe System Approach & an Application to Intersections*. Mr. Shaw discussed FHWA's adoption of the Safe System Approach (SSA), which aims to eliminate fatal and serious injuries to all road users by (1) accommodating human mistakes and (2) keeping impacts on the human body at a tolerable level. The SSA is made up of five elements: safe roads, safe road users, safe vehicles, safe speeds, and post-crash care. Six principles underlie the approach, including (1) death and serious injury are unacceptable, (2) humans make mistakes, (3) humans are vulnerable, (4) responsibility is shared, (5) safety is proactive, and (6) redundancy is crucial. Mr. Shaw showed how these principles can be applied to intersection safety by refocusing assessments of infrastructure on kinetic energy management. The result is the Intersection Control Evaluation (ICE), which is a data-driven, performance-based approach to evaluating alternatives for intersection design using the SSA principles to determine what approach will best minimize severe injuries and highlight innovative treatments that protect all road users.

Following Mr. Shaw's presentation, Kevin Murphy, DVRPC, introduced the focus of the meeting: a series of strategy sessions to inform the next edition of the Transportation Safety Analysis & Plan (TSAP). Mr. Murphy discussed the evolution of the TSAP, from a print document to an online Storymap. He also discussed the evolution of the approach, from focusing on AASHTO emphasis areas to incorporating the SAA as the guiding principle for the document. This resulted in new categories to guide the strategy sessions. Following Mr. Murphy's introduction, RSTF members split into four breakout groups to discuss strategies to eliminate severe crashes in the region that the RSTF would support in the new TSAP.

Each of the four breakout groups discussed strategies in two consecutive sessions. The first four concurrent sessions covered Safety Culture (across two sessions), Safe Roads (one session), and Safe Speeds, Safe Vehicles, and Post-crash care (in one session). The second four concurrent sessions covered Safe People (in one session), Safe Roads (a second session on this topic), and Safety Culture (across two additional sessions). During each session, participants were asked to rate each strategy by how effective they felt the strategy was at eliminating severe traffic crashes and how difficult they felt the strategy was to implement by members of the RSTF. They also flagged strategies that merited further discussion and each group workshopped strategies to ensure that they reflected best practice.

After the strategy sessions, Patricia Ott, MBO Engineering, concluded the program with gratitude to the participants for participating in the program. The next RSTF meeting is scheduled for fall 2021.

RSTF Goal: *To reduce roadway crashes and eliminate serious injuries and fatalities from crashes in the Delaware Valley* **Connect With Us!**
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