



### Improving Safety at Intersections for All Users

Improving the design and operation of intersections means reducing crashes at both signalized and unsignalized intersections. In locations with pedestrians and bicyclists, it is important to also address their need to cross intersections. On March 7, 2013 the Regional Safety Task Force (RSTF) held a meeting focused on improving intersection safety in the Delaware Valley. We want to share findings with the broader range of people improving safety because everyone needs to be involved.

#### How does your county rank?

##### Crash Statistics in the Bi-State Delaware Valley

In 2011, crashes at intersections contributed to 32 percent of crashes, 45 percent of injuries, and 29 percent of all traffic fatalities in the region. The table below indicates 2011 crash stats for each county.

	County	# of Crashes	# of People Injured	# of People Killed	% of People Killed
PA	BUCKS	2,666	1,934	16	4.1 %
	CHESTER	1,578	1,018	13	3.4%
	DELAWARE	2,165	1,740	8	2.1%
	MONTGOMERY	3,659	2,804	3	0.8%
	PHILADELPHIA	5,741	7,171	35	9.0%
NJ	BURLINGTON	2,252	1,181	12	3.1%
	CAMDEN	3,113	1,952	16	4.1%
	GLOUCESTER	1,725	859	6	1.5%
	MERCER	3,506	1,435	2	0.5%
	REGION TOTAL	26,405	20,094	111	28.6%

#### What is Being Done to Increase Safety at Intersections in the Region?

##### In Pennsylvania:

- ★ Red-light-running cameras (RLRC) are one method to protect against severe accidents at intersections, especially T-Bone collisions.
  - PennDOT's Automated Red Light Enforcement (ARLE) funding program was established in 2010, with the intent of using the extra revenue generated by ARLE to help fund transportation projects focusing on safety throughout Pennsylvania.
  - Legislation was passed in July 2012 to allow for the expansion of RLRC enforcement at other intersections in certain municipalities in Pennsylvania.
  - In Philadelphia, there are 19 intersections where RLRC are installed.
  - Despite an overall increase in fatalities in the region between 2010 and 2011, fatalities are decreasing at RLRC intersections.
- ★ Roundabouts offer improved safety over other at-grade intersection forms because roundabouts have fewer conflict points, slower speeds, and easier decision making.
  - PennDOT has published a PennDOT Roundabout Guide to help transportation professionals and engineers learn and determine whether a roundabout is a feasible alternative for a specific location.

##### In New Jersey:

- ★ Mercer County recently completed a road diet along Parkside Avenue in Ewing Township. This busy four-lane roadway was reduced to three lanes made up of two through lanes and a two-way center left-turn lane (TWCLTL). Signal retiming, improved pedestrian access, removal of traffic signal equipment from a concrete median, and restriping were intersection safety recommendations completed as part the county road diet project.
- ★ The New Jersey Division of Highway Traffic Safety (NJDHTS) sponsors the Pedestrian Decoy Program. This program utilizes a "decoy" (an undercover officer) as a pedestrian to cross the roadway at a clearly marked crosswalk. A team of officers work to identify, stop, and educate violators on the New Jersey's Pedestrian Laws.

##### Here are some other intersection treatments:

- ★ Add pavement markings (e.g. crosswalks, turning arrows, stop bars, etc.)
- ★ Improve access management (e.g. relocate driveways several dozen feet away from intersection)
- ★ Improve signage (e.g. add street name sign to mast arm, use larger lettering, reduce sign clutter)
- ★ Improve pedestrians amenities (e.g. pedestrian signal, sidewalks, ADA ramps)
- ★ Improve lighting conditions

##### A Practical Strategy to Help Improve Intersection Safety

RSTF members are doing their part and would be happy to share our experiences with others who are interested. The RSTF is developing a toolbox containing several safety improvement treatment for guidance for unsignalized and signalized intersections.

##### How Do I Learn More?

Improve the Design and Operation of Intersections is one of seven key emphasis areas identified in the DVRPC 2012 Transportation Safety Action Plan. These emphasis areas contributed to 95 percent of the traffic fatalities in the region for the period 2008 through 2010. For more information, go to [www.dvrpc.org/Transportation/Safety](http://www.dvrpc.org/Transportation/Safety). You will also find prior RSTF meeting highlights and presentations there. **The next RSTF meeting, on Thursday, June 6, 2013, will focus on sustaining senior safety. All are welcome. Contact Regina Moore, RSTF Meeting Coordinator, at [rmoore@dvrpc.org](mailto:rmoore@dvrpc.org) or (215) 238-2862 for more information.**