

QUARTERLY MEETING HIGHLIGHTS

10 AM | March 13, 2024

8th Floor, American College of Physicians Building | DVRPC Main Conference Room

190 N Independence Mall West, Philadelphia, PA 19106-1520

1. Call to Order

Ariella Maron, Executive Director of DVRPC and Goods Movement Task Force Co-Chair, called the joint meeting of the Goods Movement and Regional Safety Task Forces to order. She spoke to the importance of bringing together diverse perspectives so that the needs of all users, including both vulnerable users and large trucks, are considered in discussions regarding complete streets. She also said that while her Co-Chair, Genevieve Clifton of NJDOT, could not be in attendance, NJDOT agrees that streets could not truly be called “complete” without the consideration of the needs of freight. Additionally, NJDOT will consider the broad range of users and their needs as it works on updating the State’s freight plan.

Attendees went around the room and introduced themselves.

2. Task Force Introductions

Kristen Scudder, DVRPC, welcomed everyone and gave a brief overview of the Delaware Valley Goods Movement Task Force and highlighted the recent publication of DVRPC’s Philadelphia Truck Network and Complete Streets Integration Guidebook. This publication contains guidance for identifying a multi-component truck network and provides recommendations that consider both street and truck traffic characteristics. Examples of recommendations include considering where loading zone space can best be utilized and considering truck drivers as pedestrians once they leave their vehicle to make a delivery. This guidebook can be found on DVRPC’s website at www.dvrpc.org/products/21033.

Kevin Murphy, DVRPC, described the importance of the Regional Safety Task Force and its collaboration with stakeholders, particularly given the increasing number of killed or seriously injured (KSI) crashes throughout the region. Kevin also gave an overview of the Safe System Approach, which conceptualizes a safe transportation system as having multiple layers of overlapping protections, each of which can prevent or reduce the severity of a crash. A key tenet of the Safe System Approach is that people make mistakes, but those mistakes shouldn’t result in death or serious injury. In this model, deaths and serious injuries only occur when the layers of safe speeds, safe people, safe vehicles, safe roads, and post-crash care all fail simultaneously. The meeting topic of Trucks and Complete Streets is directly addressed by the safe vehicles, safe roads, and safe people components of the Safe System Approach. Heavy truck crashes accounted for 7.2% of KSI in the region from 2016 to 2018.

3. Freight and Complete Streets Panel

Stephen Chiamonte, Director of Transportation Planning, WSP served as the moderator of a three-person panel.

- **Bob Dolan, Pennsylvania Motor Truck Association Road Team**, who has decades of experience as a truck driver and works to educate the public about the trucking industry, went over some key facts about trucking. He emphasized that the size and limitations of large trucks can be difficult to appreciate by those who have only driven smaller vehicles, so that it is crucial that the public understand the decreased visibility and increased stopping distance truck drivers must contend with so that they give trucks the space they need on the road.
- **Stephen Dunn, The Biking Fireman**, works as a firefighter in Elizabeth, New Jersey and runs an Instagram account and blog about cycling. He was inspired to start sharing his cycling experiences when he began biking to work and quickly realized the lack of consideration given to cyclists in the design of many roads. He noted that many of the employees of the businesses around him did not have consistent access to a car, and they often risked their safety

on a daily basis just by walking, biking, or taking transit to work. He described the concept of the hierarchy of controls, which describes the hierarchy of safety controls that are most effective (such as eliminating hazards entirely or replacing the hazard with something safer) to controls that are least effective (such as individual behavior changes and personal protective equipment like seatbelts and helmets). His presentation and advocacy focus on the infrastructural changes that are the most effective in promoting safe and equitable mobility. To demonstrate this, he showed visuals of examples he experiences every day, as well as suggested improvements. Reflecting on his experiences driving a firetruck, he shared that parked cars that block crosswalks and limit turns are major issues facing both drivers of large vehicles and pedestrians trying to stay visible. Treatments such as daylighting crosswalks and creating trails separated from motorized traffic can go a long way to improve safety for all road users.

- **Andrew Lappitt, Middlesex County**, gave an overview of *the Southern Middlesex County Freight Study* that provides recommendations to mitigate the impacts of truck traffic in communities such as Cranbury and Monroe. The impetus for the study was the increasing development of warehouses around New Jersey Turnpike exit 8A and resulting complaints about truck traffic from nearby residents. A major takeaway from the study was that there is a significant need for short-term truck parking for drivers who arrive early at a facility early and that these types of facilities can sometimes be overlooked by those focusing on the overnight aspect of truck parking. The report resulted in 60 recommendations and included the mapping of alternate routes to residential streets for trucks traveling to and from nearby industrial areas and improving transit service for local employees.

After introducing themselves, the panel took questions from attendees.

4. Breakout Discussions

Following the panel, attendees broke out into small groups and discussed the presentations with others at their table. In reaction to the presentations, breakout groups discussed the following points:

- While individual behaviors are important, shifting away from individualized blame and instead to integrating the Safe System Approach is helpful in understanding systemic causes of crashes and systemic improvements to roadway safety.
- There is a negative feedback loop between streets being designed for larger vehicles and vehicles getting larger because they can fit in the streets.
- Increasing truck weights, especially as the fleet becomes electrified, cause more wear and tear on the region's infrastructure. This is not only a concern for the safety of Vulnerable Road Users and those in smaller vehicles, but it is also an equity concern as certain neighborhood's roads are in worse shape without adequate repaving.
- The lack of designated truck routes in the region is creating tension both on the road and in surrounding neighborhoods. There needs to be better coordination and technology for truck routing. Additionally, there should be more coordination around the development of warehousing and their roadway access needs.
- There is a desire to seek out alternatives for delivering goods in safer, more sustainable ways. Suggestions included returning to rail, experimenting with delivery drones, using smaller vehicles in urban settings, and exploring bicycles for last-mile delivery.

5. Two-minute Reports

Those in attendance were invited to offer updates on the activities of their organizations.

Marco Gorini Philadelphia Office of Transportation, Infrastructure, and Sustainability

Shared that the Bicycle Coalition of Greater Philadelphia will be hosting a Vision Zero Conference on March 22 at Temple University. For more information, visit www.bicyclecoalition.org/programs/vision-zero/vision-zero-phl-2024

6. Adjournment and Truck Demonstration

The meeting was adjourned, and participants were encouraged to visit the tractor trailer brought by the Pennsylvania Motor Truck Association to gain a better sense of the blind spots that truck drivers must contend with, particularly in busy urban environments.

The next RSTF meeting will be virtual and is scheduled for May 2024. The next GMTF meeting is scheduled for July 18, 2024.

Any modifications or corrections to these highlights can be transmitted to DVRPC's Kristen Scudder (kscudder@dvrpc.org).

Meeting Participants

<u>Name</u>	<u>Affiliation</u>
Al-Sheik, Omar	Rowan University
Assekritov, Yuriy	New Jersey Department of Transportation
Baron, Steve	Delaware Valley Regional Planning Commission
Blevins, Dan	WILMAPCO
Bockius, Brian	NJDOT
Brahms, Matthew	Delaware Valley Regional Planning Commission
Bremer-Nei, Elise	New Jersey Department of Transportation
Brown, Terrell	Philadelphia City Planning Commission
Chiaromonte, Stephen	WSP
Clark, Rickie	Federal Highway Administration
Cordero, Devyn	New Jersey Department of Transportation
Dolan, Bob	Vorzik Transport
Dressman, Alyson	Delaware Valley Regional Planning Commission
Dunn, Stephen	Elizabeth Fire Department
Elliot, Matt	PennDOT
Fagin, Judith	Judith E. Fagin, PMP
Farina, Dan	Delaware Valley Regional Planning Commission
Fusco, Brett	Delaware Valley Regional Planning Commission
Galfond, Emily	City of Philadelphia Department of Streets
Gorini, Marco	City of Philadelphia - OTIS
Grace, Nathan	Philadelphia City Planning Commission
Greene, Sean	Delaware Valley Regional Planning Commission
Hamas, Keith	NJTPA
Hayes, Eva	COP
Hofferth, Tara	Kittleson and Associates
Iodice, Clara	City of Philadelphia Streets Department
Johnson, Jarrett	DVRPC Public Participation Task Force
Kastrenakes, Cheryl	Greater Mercer TMA
Lappitt, Andrew	Middlesex County
Ludasi, Andrew	Self Employed
Malaviya, Sharang	PennDOT
Maniar, Nipa	New Jersey Department of Transportation
Marino-Doyle, Janice	NJDOT

<u>Name</u>	<u>Affiliation</u>
Maron, Ariella	Delaware Valley Regional Planning Commission
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Mastaglio, Michael	Urban Engineers
Miller, Jim	Michael Baker
Mulroy, Christopher	Delaware Valley Regional Planning Commission
Murphy, Kevin	Delaware Valley Regional Planning Commission
Phelps, Tim	TMACC
Phillips, Kaylen	DVRPC
Piper, Valerie	PhilaPort
Quigley, Braelyn	TMACC
Rastogi, Mihir	Delaware County Planning Department
Regosch, Christian	Bucks County Planning Commission
Sankaran, Alex	Chester County Planning Commission
Scheerbaum, Gus	City of Philadelphia
Scudder, Kristen	Delaware Valley Regional Planning Commission
Sendel-Grant, Lauren	Montgomery County Planning Commission
Solis-Cohen, Daniel	Logan Square Neighborhood Association
Spahr, Cathy	DelCo
Stanuikynas, Tom	Burlington County
Turner, Andrew	Montgomery County Planning Commission
Wanyo, Bernie	Pennsylvania Motor Truck Association
Wardwell, Todd	US Coast Guard
Washington, Mark	City of Philadelphia Department of Streets
Weaver, Krista	Hopewell Borough Council
Wetzler, Rebecca	Delaware Valley Regional Planning Commission
Yarzab, William	NJTPA - Street Smart NJ
Young, Lindsay	PhilaPort