



Best Practices in the Delaware Valley

We are taking the Regional Safety Task Force (RSTF) on the road!

You are invited to join us on **Tuesday, June 19th, 2012** as meet at the Cherry Hill Township Municipal Complex to discuss our next emphasis area: reducing impaired and distracted driving. The meeting will be from 10:00 AM to noon followed by a tour and opportunity to test out the **Low Speed Vehicle Impaired and Distracted Driving Course** run by the Cherry Hill Township Police Department.

ENSURING SAFETY FOR THE MOST VULNERABLE USERS OF THE ROAD: PEDESTRIANS

The safety and convenience of pedestrian travel is an important factor in our quality of life. On March 8th, 2012 the RSTF held a meeting focused on ensuring pedestrian safety in the Delaware Valley region. We wanted to share key findings with the broader range of people improving safety.

Regional Pedestrian Crash Statistics

Consistent with national statistics, pedestrian crashes and fatalities in the Delaware Valley region have been on a downward trend. The number of pedestrian crashes fell from 3,337 in 2006 to 3,005 crashes in 2010, a nine percent decrease. Pedestrian fatalities also decreased, from 94 in 2006 to 72 fatalities in 2010. Despite having the largest pedestrian population, Philadelphia had a significant drop in pedestrian crashes and fatalities. Chester County recorded the least number of pedestrian incidents and fatalities.

Other Key Findings

- New Jersey is one of the first states to adopt a Complete Streets Policy. Instituting a complete streets policy ensures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind - including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities. For more information visit www.completestreets.org.
- Philadelphia is one of 25 cities in the country designated as a pedestrian safety focus city by the Federal Highway Administration (FHWA). These cities had an average of more than 20 annual pedestrian fatalities. For more information visit www.safety.fhwa.dot.gov/ped_bike/ped_focus/.
- Medians and pedestrian crossing islands in urban and suburban areas, pedestrian hybrid beacons, and road diets are proven countermeasures to improve pedestrian safety. For more information visit www.safety.fhwa.dot.gov/ped_bike/.

Practical Strategies to Ensure Pedestrian Safety

RSTF members are doing the following tasks and would be happy to share our experiences with others interested in trying them.

- **Engineering**
 - Conduct analyses to determine the effectiveness of road diets built in the City of Philadelphia and rapid flashing beacons in Mercer County.
- **Enforcement**
 - Summarize Cherry Hill Township's Pedestrian Decoy program including lessons learned from other municipalities.
 - Distribute information about the RSTF to other state police offices.
- **Emergency Medical Services (EMS)**
 - Reach out to the EMS community to attend future RSTF meetings.

How Do I Learn More?

Ensuring pedestrian safety is one of seven key emphasis areas identified in the *DVRPC Safety Action Plan*, which contributed to 95 percent of the traffic fatalities in the region, for the period 2008 to 2010. For more information about the RSTF go to www.dvrpc.org/Transportation/Safety and click on the RSTF link. You will also find meeting highlights and presentations from previous gatherings.

Help us name this regular summary of best practices for our region. The winner will be presented a gift valued at \$30.00. To recommend a name for this summary or to find out more information about the June 19th meeting please contact Regina Moore, RSTF Meeting Coordinator at 215.238.2862 or rmoores@dvrpc.org.