

## MEETING HIGHLIGHTS: Just Streets

Friday, September 28, 2018

9:00 AM – Noon

DVRPC Offices

190 N. Independence Mall West, 8<sup>th</sup> Floor

Philadelphia, PA 19106

All presentations and related meeting handouts are located on the RSTF Website:

[www.dvrpc.org/Committees/RSTF](http://www.dvrpc.org/Committees/RSTF)

### Welcome and Introductions

Executive Director Barry Seymour, DVRPC, opened the meeting with remarks that identified traffic safety as a public health epidemic. While someone dies, on average, nearly every day in the DVRPC region, Mr. Seymour noted that certain groups—including bicyclists and pedestrians, as well as people living in areas of greater disadvantage in the region—are at a greater risk of sustaining serious injuries or fatalities from crashes. After opening remarks, Bill Ragozine, CCCTMA and co-chair of the RSTF, introduced Marco Gorini, DVRPC.

### Crashes and Communities of Concern

Mr. Gorini gave the keynote presentation about *Crashes and Communities of Concern*, a FY 2018 project that sought to determine whether communities of concern in the DVRPC region are disproportionately affected by severe traffic crashes and, if so, which federally protected classes are most at risk. Using a correlation analysis, the project team found a correlation between the rate of killed and serious injury crashes and the percentage of racial minorities, ethnic minorities, disabled, and low-income population within a census tract. The project team identified wide roads with fast moving traffic to be the major cause of higher crash rates in these communities of concern; this is especially true near residential areas where car ownership rates are lower, meaning people are more likely to walk. As a result, the main recommendations are to consider systemic safety measures to slow traffic in communities of concern and to prioritize safety investments that benefit communities of concern.

Questions/Comments:

- Jana Hirsch, MES, PhD, Drexel University, asked about the use of census tracts to identify high crash locations in the region and what drawbacks are inherent to this unit of analysis. Mr. Gorini agreed that there are inherent drawbacks to using census tracts as the unit of analysis, given that census tracts are based on population and may have vastly different geographic areas; as such, crash hot spots may locate relatively far away from residential concentrations. Crashes that bordered census tracts were assigned to both tracts, which prevented one census tract from having an artificially low crash rate compared to the other. Despite these inherent drawbacks, census tracts were chosen as the unit of analysis to align with the IPD analysis.
- Charles Brown, Rutgers University, asked if disaggregating the racial minority indicator was considered. He also asked if non-KSI injury crashes were considered as an additional unit of measurement. Finally, he asked how the policy recommendations might be pursued politically. Mr. Gorini said that disaggregating the racial minority indicator was not considered since this would not align with the IPD analysis, but agreed that it would be an interesting avenue to pursue. Using KSI was consistent with similar safety analyses, but it would be interesting to see what all injury crashes would result in. Hopefully,

the analysis performed here will help to inform political leaders about the best policy actions to take in support of safety in communities of concern.

- An audience member made the point that it is important for this work to influence policy and project implementation so that more projects are implemented in communities of concern, where they are most needed, rather than the existing framework in which projects like the Chestnut Street protected bike lane end when they are about to leave a more affluent neighborhood like University City. Michael Carroll, PE, OTIS, commented on the Chestnut Street bike lanes by saying that the project's limit was influenced by the perceptions that residents had in the neighborhood west of 45<sup>th</sup> Street, further noting that they were not interested in the bike lanes. It is important to consider local context and local opinion in every project.
- An audience member asked if the study will be made public and if the methodology is replicable for other areas. Mr. Gorini responded that it is in the publication process and that the methodology is replicable.
- Sarah Clark Stuart, Bicycle Coalition of Greater Philadelphia, asked if the census tracts identified through the analysis were also analyzed for historical safety spending patterns. Mr. Gorini said that a cursory analysis of Transportation Improvement Program (TIP) projects related to safety in identified census tracts was performed, but found that a more in-depth analysis was necessary.
- Jerry Foster, Greater Mercer Transportation Management Association, noted that existing transportation projects are perpetuating the issues identified through the case study analysis. It is critical to incorporate equity into the analysis of every project. Mr. Gorini agreed and noted that the reevaluation of TIP criteria is considering incorporating a speed management component especially as it relates to communities of concern.

After the keynote presentation, Kelli McIntyre, Get Healthy Philly, led the group in an active stretching break. Then Shoshana Akins, DVRPC, introduced Charles Brown, Rutgers University, who served as the moderator of the panel discussion. The panel of experts represented the fields of public health, community organizing, medicine, and transportation: Mr. Carroll; Ms. Hirsch; Angela Kim, MD, St. Christopher's Hospital for Children; and Erwin Figueroa, Transportation Alternatives. The panel first discussed how each of their organizations are addressing structural/institutional racism in pursuit of improved equity and health outcomes, and the challenges in doing so, such as competing priorities, limited funds, entrenched interests, and data gaps. They also discussed the role of enforcement and "eduforcement" in Philadelphia's Vision Zero Action Plan, or ensuring that enforcement efforts are led first by public education campaigns. Philadelphia's bike share program was held up as a model for how to take an equity-conscious approach to community engagement. An engineering-first approach was also emphasized as a key component to equitable Vision Zero implementation.

#### Questions/Comments:

- An audience member attending from the North Jersey Transportation Planning Authority noted the organization's efforts around Crime Prevention through Environmental Design (CPTED) in Newark, NJ, and asked if this was a consideration in Vision Zero efforts in Philadelphia. Mr. Carroll said that he was not familiar with the specifics of CPTED, but noted the challenge of implementing projects in neighborhoods that see them as the leading edge of gentrification (such as the West Philadelphia residents who opposed the Chestnut Street bike lane). Ms. Hirsch stressed that equity comes in different forms (spatial, social, financial, etc.).
- Mr. Brown asked panelists about whether "justice" is a better term than "equity" to describe what is needed to address disparities in traffic violence in the region. Ms. Hirsch noted that equity is not about addressing being inherently disadvantaged but addressing being *put* at a disadvantage. Mr. Carroll agreed that the role of the City is to provide a leg up to people who have been historically disadvantaged and that part of this is building "infrastructure between the ears," or working to build support for a shared

vision. David Saunders, Pennsylvania Department of Public Health, noted that equity is easier to discuss than justice, which frequently runs up against a lack of political will.

- In response to a question about access points for advocacy groups to influence the process, Mr. Carroll noted the strong resistance to bike lanes in many communities and the need to engage people to learn about local perceptions and priorities and bring the public along with you.
- Eric Dobson, Fair Share House Center, emphasized the need for restorative justice, noting that we do not know what justice looks like for communities of concern. We should not assume these communities accept conditions as they are. They do want to see improvements.
- Mr. Ragozine asked about the breakdown of crash victim data at St. Christopher’s Hospital. Ms. Kim said 11 percent of trauma patients are pedestrian crash victims, while 3 percent are bike crash victims. Gun violence, for comparison, contributes to between 15 and 20 percent of trauma intakes. Bob Previdi, Bicycle Coalition of Greater Philadelphia, asked if any of these crashes were underreported. Ms. Kim said the majority of crashes are unreported, particularly when low speed crashes are included where the victim does not go straight to the hospital.
- Mr. Brown asked the panelists for examples of authentic community engagement. Mr. Figueroa suggested looking at projects to institute traffic calming on Queens Boulevard and on the Grand Concourse, which are both recent redesign projects in New York, NY.

### Developing Action Items

Kevin Murphy, DVRPC, then transitioned from the emphasis area discussion into the next agenda item, which was to develop action items. RSTF members divided into ten groups to continue the discussion and work on ways to address transportation equity in the region. The breakout groups developed seventeen action items, including:

Volunteer Action Item	Volunteer
<b>Find funding for a workshop focused on discussing crashes in the media</b>	Heather Strassberger, City of Philadelphia
<b>Share information from the Crashes and Communities of Concern report with firm (WRA)</b>	Andrea Trabelski, WRA
<b>Get data from DVRPC report and distribute to PHMC network and hospitals</b>	Darion Porter, Public Health Management Corporation
<b>Connect CCCTMA with Camden Health Elements partners to explore potential collaboration</b>	Bill Ragozine, CCCTMA
<b>Share methodology for Crashes and Communities of Concern with other NJ MPOs and encourage undertaking similar analysis</b>	Marco Gorini, DVRPC

<b>Share toolkits and resources from Better Bike Share Partnership (BBSP) with the group to help grow the network and further the conversation of the importance of meaningful engagement</b>	Waffiyah Murray, OTIS/BBSP
<b>Share results of a feasibility study on street closures in large parks in New York</b>	Kelli McIntyre, PDPH
<b>Initiate conversation with the Planning Commission about a central repository of community engagement contacts and outreach efforts for Philadelphia neighborhoods</b>	Kim Jordan, Fairmount Park Conservancy
<b>Promote the adoption of Vision Zero in local media in Mercer County</b>	Jerry Foster, GMTMA
<b>Invite SEPTA to next meeting</b>	Eric Dobson, Fair Share House Center
<b>Continue community outreach and encourage participation</b>	Bob Previdi, BCGP
<b>Debrief officials on Communities of Concern report</b>	David Saunders and Jordyn Jackson, Pennsylvania Dept. of Health
<b>Continue walkability engagement and leverage engagement on Education &amp; Enforcement Vision Zero Task Force</b>	Misha Rodriguez, APM
<b>Explore ways to engage the community around transportation and safety in their community (earlier in the process)</b>	Corey Brown, Delaware County Planning Department
<b>Talk to OTBP about pedestrian tracking/route apps</b>	Amy Verbofsky, DVRPC
<b>Student project around engaging with city for walkability improvements</b>	Noelle Kellich, Revolution Schools

## Conclusion

Mr. Murphy closed the breakout session period of the program by noting some key themes that arose in the many conversations happening around the room. In particular, a key element was that *place matters*, meaning traffic

violence is context specific and requires place-based solutions that involve communities through robust engagement. Amy Verbofsky, DVRPC, covered final business items, including updates on the next RSTF meeting and future HCTF workshops on racial equity. Ms. Verbofsky also reminded attendees that this program is eligible for AICP credit to those that signed in.

The next RSTF meeting will be on Thursday, December 13, 2018 and the topic will be safe senior mobility.

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

**Connect With Us! @DVRPC #RSTF #VisionZero**

## September 28, 2018 RSTF Meeting Attendees List

Shoshana	Akins	DVRPC
Kasim	Ali, PE	City of Philadelphia - Streets Department
Abigail	Almonte	Esperanza, Inc.
Christina	Arlt	DVRPC
Jae	Barr	AutoBase inc
Aditya	Belwadi	Children's Hospital of Philadelphia
Andrew	Besold	Montgomery County Planning Commission
Marley	Bice	Montgomery County Planning Commission
Leonard	Bonarek	Bicycle Coalition of Greater Philadelphia
Michael	Boyer	DVRPC
John	Boyle	Bicycle Coalition of Greater Philadelphia
Charles	Brown	Alan M. Voorhees Transportation Center
Corey	Brown	Delaware County Planning Department
Wes	Bruckno	Chester County Planning Commission
Flo	Byarms	Main Line Health/ Lankenau Medical Center
Jeneen	Callahan	NJM Insurance Group
Michael	Carroll	City of Philadelphia
Charlotte	Castle	City of Philadelphia
Marge	Chance	Academy
Liz	Compitello	DVRPC
Frances`	Conwell	Sisters Interacting Through Stitches
Laura	Crandall	Mayor's Office of Education
William	Curran-Groome	Public Health Management Corporation
Elizabeth	Devietti	HHS
Jim	Diamond	Philadelphia Police Department
Eric	Dobson	Fair Share House Center
Maureen	Donnelly	Safe Kids Southern Nj
Justin	Dula	Delaware County Planning Department
Jane	Elkis	Consultant
Alexandra	Ernst	Public Health Management Corporation

Erwin	Figuroa	Transportation Alternatives
Jerry	Foster	GMTMA
Will	Fraser	Clean Air Council
Marco	Gorini	Delaware Valley Regional Planning Commission (DVRPC)
Kathleen	Grady	Temple University
Douglas	Greenfeld	NJTPA
Benjamin	Gruswitz	Delaware Valley Regional Planning Commission
Maya	Gutierrez	Research & Evaluatin Group, PHMC
Suzanne	Hagner	Please Select a Prefix
Colleen	Hansen	Synergy Environmental, Inc.
Mary	Harkins-Schwarz	Public Health Management Corporation
Guest	Hayes	City of Philadelphia
Eva	Hayes	City of Philadelphia
Anne	Heasly	Sustainability Institute - TCNJ - Sustainable Jersey
Brenda	Hernandez	Bicycle Coalition of Greater Philadelphia
Amory	Hillengas	Philadelphia Department of Public Health
Jana	Hirsch, PhD	Drexel University
Alan	Huff	SJTPO
Sally	Inaganti	Public Health Management Corporation
Jordyn	Jackson	Office of Health Equity
Heike	Jacob	DVRPC
Marisa	Jones	Safe Routes to School National Partnership
Kimberly	Jordan	Fairmount Park Conservancy
David	Kanthor	City of Philadelphia
Cheryl	Kastrenakes	Greater Mercer TMA
Noelle	Kellich	Revolution School
Loretta	Kelly	New Jersey Dept. of Health
Angela	Kim, M.D.	St. Christopher's Hospital for Children
Dave	Kuhn	Greenman-Pedersen, Inc.
Charles	Lanier	Hunting Park Community Revitalization Corp.
Lynette	Lazarus	University of Pennsylvania College of Nursing

Shawn	Legendre	DVRPC
Dion	Lerman	Pennsylvania Intergrated Pest Management Program/Penn State
Jon	Leshner	Montgomery County Planning Commission
Kelvin	MacKavanagh	
Sharang	Malaviya	Pennsylvania Department of Transportation
Akshay	Malik	Office of Transportation and Infrastructure Systems
Leslie	Marant	
Violet	Marrero	NJM Insurance Group
Elissa	Martel	Get Healthy Philly
Mike	Mastaglio	Urban Engineers
Mairead	McInerney	AmeriHealth Caritas
Kelli	McIntyre	Philadelphia Department of Public Health, Get Healthy Philly
Darrell	Merritt	PENNDOT - Engineering District 6-0
Christina	Miller	Health Promotion Council of Southeastern Pennsylvania, Inc.
Michael	Minton	BANC3 Engineering
Richard	Montanez	City of Philadelphia
Kevin	Murphy	DVRPC, Safety Programs
Waffiyah	Murray	City of Philadelphia
Jordan	Muse	The Food Trust
Darion	Porter	Public Health Management Corporation
Bob	Previdi	Bicycle Coalition of Greater Philadelphia
Alex	Quistberg	Drexel University
Bill	Ragozine	Cross County Connection TMA
Raymond	Reeve	NJDHTS
Christian	Regosch	Bucks County Planning Commission
Misha	Rodriguez	Asociacion Puertorriquenos en Marcha
Fred	Rothman	DAG Complete Street Committee
Erika	Rush	Urban Engineers
David	Saunders	Pennsylvania Department of Health
jessica	Savidge - Lucas	Jefferson Health - New Jersey
Gus	Scheerbaum	City of Philadelphia



Bill	Schiavi	SJTPO
Peggy	Schmidt	The Partnership TMA of Montgomery County
Claudia	Setubal	Bicycle Transit Systems
Barry	Seymour	DVRPC
Dionne	Smith	Philadelphia, Department of Public Health Get Healthy Philly (Intern)
Dave	Snee	AutoBase Inc
Heather	Strassberger	City of Philadelphia
Warren E	Strumpfer	RSTF and Camden County HTSTF
Jasmine	Stuart	
Sarah	Stuart	Bicycle Coalition of Greater Philadelphia
Daniel	Swartley McArdle	DVRPC - Public Participation Task Force, Chair
Tenille	Torres	Public Health Management Corp.
Andrea	Trabelsi	Whitman, Requardt, and Associates
Jeff	Turner	R&E Group at PHMC
Elise	Turner	DVRPC
Amy	Verbofsky	Delaware Valley Regional Planning Commission
Amanda	Wagner	City of Philadelphia - Department of Public Health
Michaela	Whitelaw	HELP: MLP
Jeffrey	Wilkerson	City of Trenton
Christine	Woltmann	Atlantic County Highway Safety
Tara	Woody	Office of Transportation and Infrastructure Systems
James	Wooten	IntelliMap Consulting
Will	Yarzab	NJTPA Street Smart NJ Pedestrian Safety Program
Matthew	Zochowski	Mercer County
Nick	Zuwiala-Rogers	Clean Air Council