



MEETING HIGHLIGHTS:

Pedestrian and Bicyclist Safety in Intersections

Friday, December 6, 2019

9:30 AM – Noon

DVRPC Offices

190 N. Independence Mall West, 8th Floor

Philadelphia, PA 19106

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

www.dvrpc.org/Committees/RSTF

Welcome and Introductions

The meeting was called to order at 9:35 AM by Kelley Yemen, City of Philadelphia, and Patricia Ott, MBO Engineering, the RSTF co-chairs. The co-chairs read the RSTF goal aloud (listed at the end of this document) and then asked all participants to introduce themselves to the group (a complete list of attendees is available at the end of the summary).

Ms. Ott requested approval from the RSTF for the September 2019 meeting summary. The meeting summary was approved without comment.

Pedestrian and Bicyclist Safety in Intersections – Presentations

One keynote speaker and three panelists addressed the meeting on pedestrian and bicyclist safety in intersections. Prior to the speakers, Kevin Murphy, DVRPC, introduced the topic. Mr. Murphy presented first on overall crash trends, including regional crash data for 2014 to 2018. Fatalities and severe injuries (KSI) from crashes reached an eight-year high in the region in 2018, up slightly from 2017. This is a departure from national trends, which have seen a decrease in fatalities from 2016 to 2018 even as vehicle miles traveled continue to increase. In the DVRPC region, bicyclist and pedestrian KSI have also been on the rise, and KSI from crashes in intersections accounts for nearly half (43%) of all bicyclist and pedestrian KSI in the region. Following the introduction on regional crash trends, Mr. Murphy introduced Sean Quinn, NYCDOT, the keynote speaker.

Mr. Quinn presented on engineering solutions that New York is pursuing to better protect bicyclists and pedestrians in the intersection. NYCDOT judges all treatments on four key values – each new design must be safe, comfortable, effective and intuitive. New York first experimented with mixing zones and fully split phase designs to better protect bicyclists from turning vehicles. More recent designs include offset crossings and delayed turns, similar to a split leading bicyclist interval. Mr. Quinn also discussed left turn traffic calming designs installed to better protect pedestrians in the crosswalk from turning vehicles. New York is also using policy to address bicyclist safety with measures like legalizing bicyclist usage of leading pedestrian intervals and “green wave” bicycle signalization set to 15 mph.

Questions/Comments:

- Sharang Malaviya, PennDOT, asked Mr. Quinn if the increase in bicyclist deaths was due to an increase in exposure from there being more bicyclists on the roadway. Mr. Quinn answered by saying no, it has more to do with an increase in delivery services which means more drivers and particularly trucks on the street. Further, NYCDOT is doing driver training for delivery services to improve safety.
- Kelvin MacKavanaugh, DVRPC Goods Movement Task Force, asked if “no turn on red” is still a provision city-wide and if New York provides more time for pedestrians to cross street. Mr. Quinn said that “no turn on red” is still in effect and that New York employs the 3.5 feet/second standard recommended by MUTCD.
- Ms. Yemen asked if there was a safety difference between paint-only improvements and concrete improvements in terms of performance. Mr. Quinn said not really but there are more occurrences where paint-only improvements are ignored or violated. They also have more long-term maintenance costs.
- Michael Mastaglio, Urban Engineers, asked how the city handled the loss of parking spaces when they are taken to make room for bicyclist and pedestrian improvements. Mr. Quinn replied that sometimes parking is taken and people aren’t happy about it, but the City works hard to balance parking needs with the needs of vulnerable users on the system; leadership is very important for advancing these changes. In addition, NYCDOT always assesses the remaining parking when spaces are removed to ensure maximum efficiency.
- Russell Meddin noted that bicyclist and pedestrian conflicts (crashes between bicyclists and pedestrians) are a problem and inquired about what New York City was doing about it. Mr. Quinn replied that it is an issue, but one more of near-misses versus fatalities or injuries. Education for both bicyclists on the rules of the road and pedestrian awareness are important to keeping these two groups safe.

Following Mr. Quinn, Ms. Yemen introduced the panel of three local practitioners presenting on intersection treatments that protect bicyclists and pedestrians in the region. First, Mr. Mastaglio presented on roundabout designs and public education strategies employed by his firm in their work for PennDOT. Mr. Mastaglio highlighted the safety benefits of new roundabout designs, especially accommodations made for pedestrians and bicyclists. Next, Gustave Scheerbaum, City of Philadelphia, presented on intersection treatments installed through Philadelphia’s Vision Zero program, including modified urban intersections and a proposed roundabout for a complex, multi-leg intersection on Frankford Ave. Finally, Matthew Broad, Trenton Health Team, presented on two demonstration projects installed in Trenton, NJ as part of a public health sector-led, Complete Streets implementation initiative. Those installations employed extensive community engagement and resulted in temporary curb bump outs near local schools.

Questions/Comments:

- Ms. Yemen began the questions for the panel by asking how the panel found dealing with decision-makers to get buy-in. Mr. Broad said it can be hard and you need experts to help explain how and why, but early successes build trust. Mr. Scheerbaum said that City of Philadelphia leadership believes in Vision Zero and that provides justification. Mr. Mastaglio highlighted the importance of data-driven solutions to bring roadway owners and the public along.

- Andrew Besold, Montgomery County Planning Commission, asked about specific design elements of bicycle ramps in roundabouts and their speed limits. Mr. Mastaglio said that these ramps are not standardized or always implemented. The key of their design is that they are placed as close to the yield lines as possible for visibility. Mr. Scheerbaum mentioned that the City of Philadelphia’s ramps emulate Seattle’s in that bicycle ramps are designed so blind pedestrians will not confuse bicycle ramps with pedestrian ramps.
- Mr. Murphy asked about the legal considerations of intersection design, and if/how the panel has dealt with the threat of litigation with untested infrastructure. Mr. Scheerbaum said that the Philadelphia Connects transportation plan shows the city’s priorities in proactive improvements that fix problematic intersections before there is a serious incident. Mr. Broad said that there is a large risk and safety problems in the intersections that were the target of their temporary installments, and a large number of children using them, but the temporary nature of the projects helped to alleviate some of the liability issues.
- Amory Hillengas, Philadelphia Department of Public Health, asked about public meetings, and how often citizen suggestions are incorporated into final design. Mr. Broad said that their project took a neighborhood approach; plans for the project were presented after engagement took place. Artwork in the intersection was chosen by the community, allowing for personal investment in the project and education. Mr. Mastaglio said that aesthetic considerations are the most common suggestions implemented into intersection design, specifically on the inside of roundabouts. Citizen suggestions around infrastructure improvements must be consistent with best practices to be implemented. Gustave Scheerbaum said that treatment types are chosen by the professionals based on research, but the public can contribute context to the intersections that the City may not know about.

Developing Action Items

The co-chairs then transitioned from the emphasis area discussion into the next agenda item, developing action items. RSTF members divided themselves into four groups to continue the discussion and work on ways to address intersection safety in the region.

Education Group: Marco Gorini, DVRPC—lead

The education group discussed several key themes, including the role of media in messaging as well as programs that do more direct education to the public. Another key concern was the need to get messaging out to drivers, especially around new intersection treatments that are being newly deployed in our region, and how to engender a culture shift around distracted driving.

Action Items: Alyson Strigle, DCTMA, committed to incorporating some of the lessons on bicyclist and pedestrian safety in intersections that she learned at the RSTF meeting to DCTMA’s community education program. Christine Norris, CHOP, offered to circulate new research from CHOP evaluating the efficacy of different distraction prevention programs. David Kanthor, PCPC, will investigate what is needed to update the driver’s license test to reflect new intersection safety treatments. Finally, Amory Hillengas, PDPH, said she would strategize with other RSTF members on improving local media contacts.

Engineering Group: Ms. Ott—lead

Action Item: Mr. Besold will investigate the use of shared right turn treatments in areas outside of New York City for bicyclists to use as through lanes (“mixing zones”).

Enforcement Group: Mr. Murphy—lead

The enforcement group was in agreement that there is a missing education component between policy and law-enforcement. Specifically, officers need training on all aspects of new laws as they are passed so they can understand why these are important and how to enforce them, and capture the necessary data which is useful to safety planning. Also, there is a need for more opportunities for the police to be engaging with the public in a positive way, for example, Bob Previdi told a story about an event where Philadelphia officers handed out free bike lights. The group agreed that police officers are very effective when on foot as opposed to in their cars.

Action Item: The four former police officers all volunteered to spread the word about the RSTF to active law-enforcement and try to get one of their active duty law-enforcement colleagues to join us at future RSTF meetings.

Policy Group: Mr. Yemen—lead

Action Items: Mr. Scheerbaum offered to work with PennDOT to reduce hurdles for suburban communities to implement rectangular rapid flashing beacons. Sonia Szczesna, Tri-State Transportation Campaign, will work with the New Jersey Walk/Bike Coalition to institute requirements in drivers education related to new treatments, rules for pedestrians, and rules for bicyclists.

Member Updates and Open Forum

At this point, RSTF members were invited to provide any updates that they wished to share with the group. Ms. Yemen updated the group on progress with Vision Zero PHL, including a webmap tracking Vision Zero-related safety projects and installing speed cameras on Roosevelt Boulevard. Ms. Ott reported on progress with the New Jersey Strategic Highway Safety Plan, including an initial safety summit and efforts to organize a steering committee for the project. Mr. Gorini delivered an update on the Incident Management Task Force, a copy of which was provided by the task force and will be made available online.

Additional Updates and Conclusion

Mr. Gorini then presented on programming for the RSTF in 2020, during which the RSTF will break from its normal program to focus specifically on safety culture. The program will be called, RSTF 2020: Focus on Traffic Safety Culture, and each meeting will focus on a different facet of safety culture. Traffic Safety Culture refers to how organizations and society view crash risk and prioritize road safety in decision-making. The first meeting will focus on the concepts that underlie the study of traffic safety culture and how it is applied to the transportation planning sector. The following three meetings will look at the overlap of traffic safety culture and other sectors, including the media, the law, and the health care sectors. Each meeting will be treated as an opportunity to reach out beyond the typical RSTF audience and speakers to new partners as we promote traffic safety culture in the region.

The next RSTF meeting is scheduled for Tuesday, March 31, 2019 and the topic is Introduction to Safety Culture.

December 6, 2019 RSTF Meeting Attendees List

Akins	Shoshana	DVRPC
Besold	Andrew	Montgomery County Planning Commission
Boyer	Michael	DVRPC
Boyle	John	Bicycle Coalition of Greater Philadelphia
Broad	Matthew	Trenton Health Team
Brown	Corey	Delaware County
Brugger	Jeannette	City of Philadelphia
Callahan	Jeneen	NJM
Carfagno	Mercedes	Delaware County Planning Department
Clarke	Robert	SJTPO
Curry	Erin	DVRPC
Curry	Allison	Children's Hospital of Philadelphia
Donovan	Brian	Chester County Planning Commission
Doyle	John	Traffic Planning and Design, Inc.
Ewald	Jon	Transportation Management Association of Chester County (TMACC)
Farley	Patrick	Cross County Connection TMA
Fraser	Will	Clean Air Council
Gorini	Marco	DVRPC
Hagner	Suzanne	Families for Safe Streets
Hillengas	Amory	Philadelphia Department of Public Health
Kanthor	David	PCPC
Kubli	Larry	PennDOT
Lorenz	Steve	City of Philadelphia
MacKavanagh	Kelvin	DVRPC Goods Movement Task force
Mailler	Kiersten	Delaware County Planning Department
Malaviya	Sharang	Pennsylvania Department of Transportation
Marrero	Violet	NJM Insurance Group
Mastaglio	Mike	Urban Engineers, Inc.
Mastaglio	Betsy	DVRPC

Meddin	Russell	BCGP
Meisel	John	Transportation Management Association of Chester County (TMACC)
Merritt	Darrell	Pennsylvania Department of Transportation
Murphy	Kevin	DVRPC
Norris	Christine	Children's Hospital of Philadelphia
Oduro	Reba	NJDOT
O'Hearn	Suzanne	DHTS
Ott	Patricia	MBO Engineering, LLC
Philbin	Jim	Atlas Flasher
Previdi	Bob	Thomson Consulting
Quinn	Sean	NYCDOT
Regosch	Chirstian	BCPC
Reynolds	Lily	City of Philadelphia
Riviere	William	NJDOT
Sartin	Emma	Children's Hospital of Philadelphia
Scheerbaum	Gus	City of Philadelphia
Shaeffer	Larry	South of South Neighborhood Association
Shelton	Wayne	SJTPO
Shinton	Matt	Kimley-Hurn
Smith	Matthew	City of Philadelphia (Streets)
Solis-Cohen	Daniel	Logan Square Neighborhood Assn
Stanuikynas	Tom	Burlington County
Strigle	Alyson	DCTMA
Szczesna	Sonia	Tri-State Transportation Campaign
Tan	Virgilio	NJDOT
Thompson	Andrew	Urban Engineers, Inc.
Yarzab	William	North Jersey Transportation Planning Authority
Yemen	Kelley	City of Philadelphia

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

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