



RSTF Measurements and Status

Items in green text are on or ahead of target. Items in red text need attention.

Objective & Measures	Status November, 2011	Winter, 3/8/12	Spring, 2012	Summer, 2012
Build, Maintain, & Leverage Partnerships				
Retain and increase attendance at RSTF meetings by having more people at each meeting	<ul style="list-style-type: none"> • Attendance = 45 • Average of last four meetings = 41 			
Recruit and retain participants from at least two agencies involved in each of the four E's and policy/legislative at each meeting.	<ul style="list-style-type: none"> • Education = 18 • Enforcement = 4 • Engineering = 9 • Em. Response = 0 • Policy/Legislative = 14 			
Active participation in each meeting by more than one agency in each of the four E's and policy/legislative, measured by substantial points in the meeting summaries.	<ul style="list-style-type: none"> • <u>Education</u> = Chester Co. Hwy Safety, NJDHTS, Delaware Co. TMA, Bucks Co. TMA, AARP, and SJTPA • <u>Enforcement</u> = NJSP and Cherry Hill PD • <u>Engineering</u> = PennDOT and NJDOT • <u>Em. Response</u> = N/A • <u>Policy/Legislative</u> = DVRPC, Pa Leg. Rep, NHTSA, AAA Mid-Atlantic, and FHWA NJ 			
Survey to find out what percent of participants report increased and effective partnerships as a result of RSTF meetings	This year: ___ Last year: Base survey not yet done			

Objective & Measures	Status November, 2011	Winter, 3/8/12	Spring, 2012	Summer, 2012
Increase the Effectiveness of the RSTF Through Strategies and Actions				
Continue to refine <i>Safety Action Plan</i> strategies into doable actions at each RSTF meeting and document progress in Tracking Progress table	Did at least two agencies report on actions? Y/N Not yet applicable			
Market and promote safe transportation practices to a broader public than RSTF participants	E-mail newsletter sent for last meeting? Y/N Not yet applicable			
List of the effects of actions taken as a result of the RSTF based on the Tracking Safety Actions Table	What was done and what did it do? This is a list. See below.			
The RSTF will assist with one program and a before-and-after analysis of the program being done by a participant agency per year.	<ul style="list-style-type: none"> Assisted with a program? Y/N Completed before and after analysis? Y/N In discussion with CCD to do analysis of projects done from a 2008 congestion study. 			

List of the effects of actions taken as a result of the RSTF based on the Tracking Safety Actions Table

Status after the November, 2011 meeting

- Adopted the Goal, Objectives, and Measurements of the RSTF as the start of this effort
- There could be no reports on actions as this was the start of the effort
- Participants in the meeting volunteered to do nine actions



November 29, 2011

Emphasis Area: Increasing Seat Belt Usage

1. Strategic Action Item (Education/Policy)

Share a one-page summary of the Increasing Seat Belt Usage emphasis area meeting with county and state-level policy makers, including the county by county seat belt statistics.

Volunteers:

- Lori Aguilera – Chester County Highway Safety
- Trish McFarland – Delaware County TMA
- Ray Rauanheimo – AARP Montgomery County
- Bill Rickett – Bucks County TMA

Time Frame to Report Back:

- Next meeting

2. Strategic Action Item (Education)

Add information about the National seat belt campaign conducted in May to agency website.

Volunteers:

- Janet Hansen – Rutgers University – CAIT
- Trish McFarland – Delaware County TMA

Time Frame to Report Back:

- 6 months

3. Strategic Action Item (Enforcement)

Conduct seat belt surveys at county high schools.

Volunteer:

- Lori Aguilera – Chester County Highway Safety

Time Frame to Report Back:

- 6 months

4. Strategic Action Item (Enforcement)

Investigate a seat belt survey of NJDOT employees at headquarters to measure seat belt usage.

Volunteer:

- Bill Beans – NJDOT

Time Frame to Report Back:

- Next meeting

5. Strategic Action Item (Engineering)

Investigate incorporating a “Buckle Up” roadway stencil program at driveway exits from NJDOT facilities statewide. If program is implemented, conduct a press event with policy makers to mark the event.

Volunteer:

- Bill Beans – NJDOT

Time Frame to Report Back:

- Next meeting

NJDOT AND PENNDOT QUARTERLY CRASH DATA SUMMARY (OCTOBER TO DECEMBER 2010 AND 2011)

STATE	CRASH TYPE	OCTOBER 2010 TO DECEMBER 2010	OCTOBER 2011 TO DECEMBER 2011	DIFFERENCE	PERCENT CHANGE
NJ	CRASHES	13851	13004	847	-6%
	INJURIES	4397	4330	67	-1.50%
	FATALITIES	34	19	15	-44%
PA	CRASHES	9308	8047	1261	-13.50%
	INJURIES	7262	6308	954	-13%
	FATALITIES	58	88	30	52%

STATE	COUNTY	CRASH TYPE	OCTOBER 2010	NOVEMBER 2010	DECEMBER 2010	3-MONTH TOTAL FOR 2010	OCTOBER 2011	NOVEMBER 2011	DECEMBER 2011	3-MONTH TOTAL FOR 2011
NJ	BURLINGTON	CRASHES	1199	1172	1277	3648	1212	1195	931	3338
		INJURIES	395	370	386	1151	403	400	278	1081
		FATALITIES	7	2	2	11	2	4	4	10
	CAMDEN	CRASHES	1362	1278	1483	4123	1371	1283	1126	3780
		INJURIES	526	488	541	1555	600	502	428	1530
		FATALITIES	2	3	2	7	0	6	0	6
	GLOUCESTER	CRASHES	796	707	847	2350	694	669	579	1942
		INJURIES	265	199	241	705	253	229	201	683
		FATALITIES	7	0	1	8	0	0	0	0
	MERCER	CRASHES	1228	1179	1323	3730	1376	1295	1273	3944
		INJURIES	333	326	327	986	408	302	326	1036
		FATALITIES	2	1	5	8	1	2	0	3
PA	BUCKS	CRASHES	581	565	588	1734	672	428	134	1234
		INJURIES	425	407	327	1159	428	304	80	812
		FATALITIES	4	3	9	16	9	9	3	21
	CHESTER	CRASHES	388	381	420	1189	502	387	132	1021
		INJURIES	214	198	215	627	259	218	82	559
		FATALITIES	1	3	1	5	4	6	2	12
	DELAWARE	CRASHES	420	395	419	1234	448	407	144	999
		INJURIES	359	295	263	917	348	301	94	743
		FATALITIES	2	1	3	6	4	3	2	9
	MONTGOMERY	CRASHES	753	780	834	2367	988	715	566	2269
		INJURIES	530	533	474	1537	663	510	351	1524
		FATALITIES	3	3	3	9	9	6	4	19
	PHILADELPHIA	CRASHES	1082	944	758	2784	979	779	766	2524
		INJURIES	1191	1023	808	3022	1055	859	756	2670
		FATALITIES	9	6	7	22	10	5	12	27



SPOTLIGHT ON PEDESTRIAN CRASHES AND FATALITIES

How does the DVRPC Region Stack Up?

Regina Moore

RSTF Meeting – Ensuring Pedestrian Safety

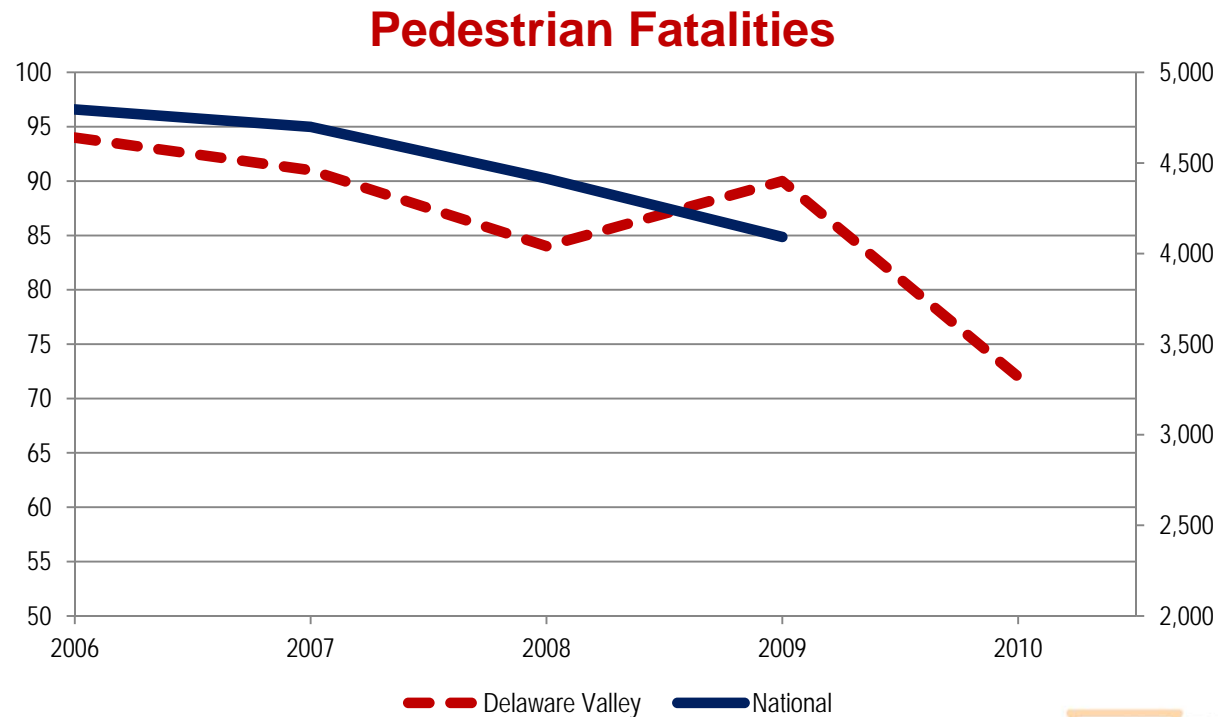
March 8th, 2012

Purpose of the Pedestrian Analysis

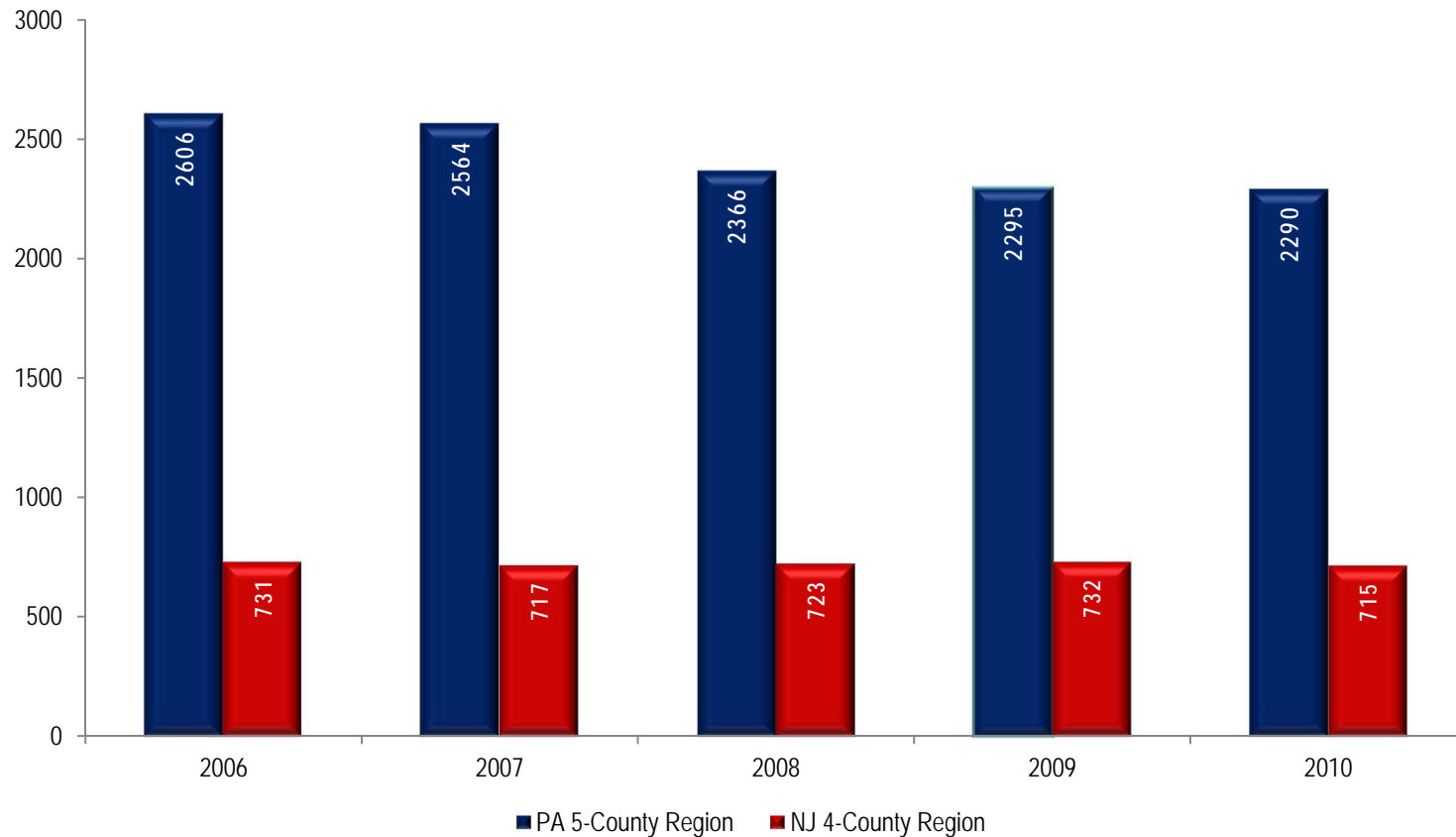
- To provide a snapshot of pedestrian crashes in the region
 - Includes information on pedestrian crashes and fatalities on a regional, state, county, and municipal level
 - 5-year period (2006 to 2010)
 - Maps and other supporting data are provided in a separate appendix

National and Regional Crash Comparison

- Nationally and regionally pedestrian crashes and fatalities continue to fall between 2006 and 2010

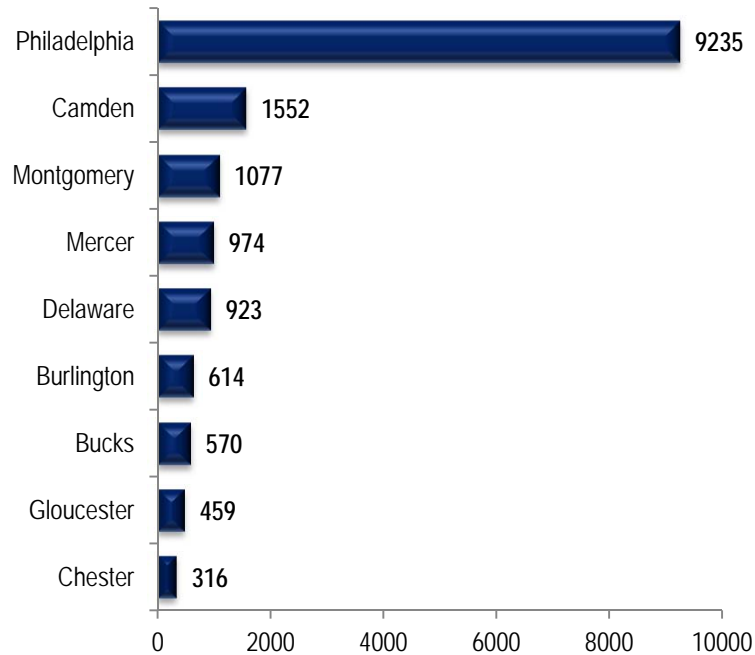


PA and NJ Five-Year Crash Trend Comparison

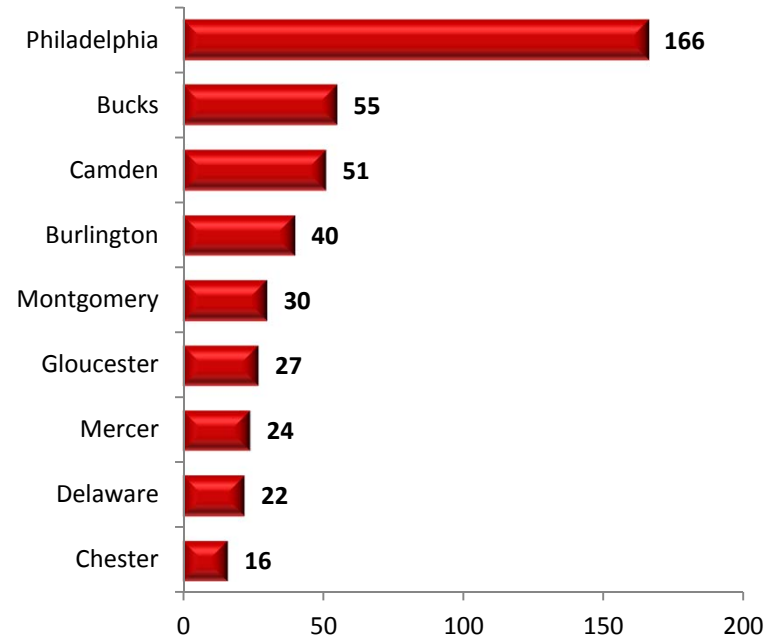


County Five-Year Crash Trend Comparison

Pedestrian Crashes



Pedestrian Fatalities



County Comparison of Pedestrian Crashes (2006 vs. 2010)

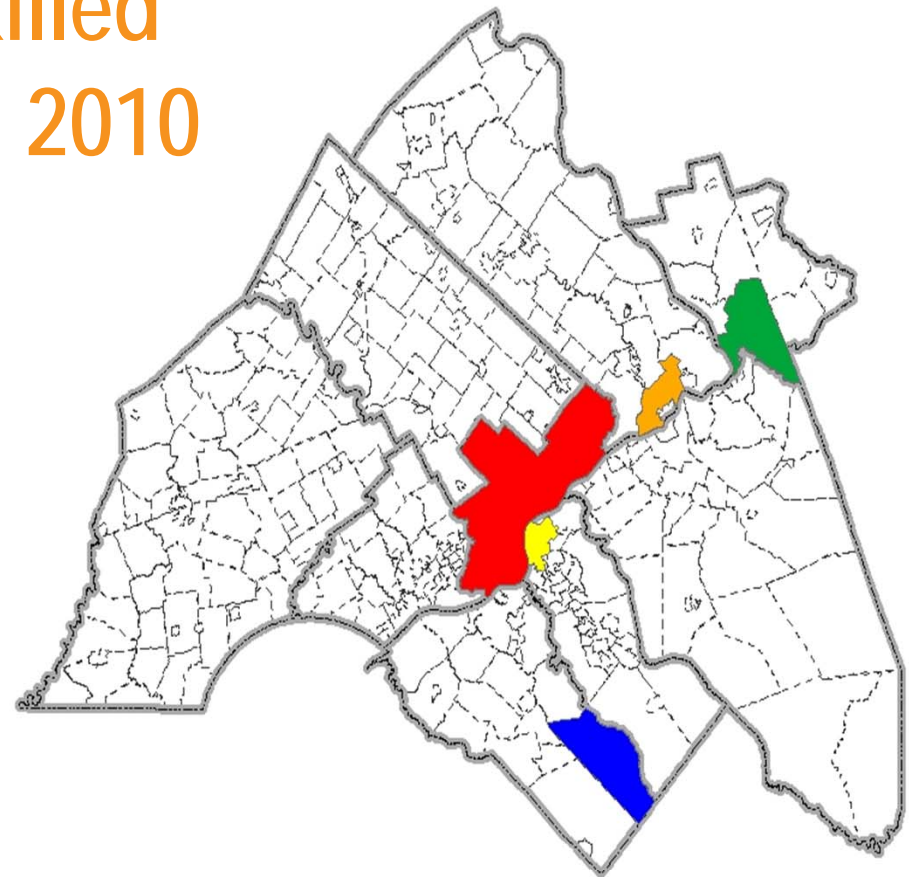
County	# of Pedestrian Crashes in 2006	# of Pedestrian Crashes in 2010	Change	% Change
Camden	320	270	-50	-15.6%
Philadelphia	2027	1713	-314	-15.5%
Montgomery	221	207	-14	-6.3%
Delaware	191	184	-7	-3.7%
Chester	66	67	1	1.5%
Burlington	118	124	6	5.1%
Mercer	203	215	12	5.9%
Bucks	101	119	18	17.8%
Gloucester	90	106	16	17.8%

County Comparison of Pedestrian Fatalities (2006 vs. 2010)

County	# of Pedestrian Fatalities in 2006	# of Pedestrian Fatalities in 2010	Change	% Change
Chester	4	1	-3	-75.0%
Mercer	6	3	-3	-50.0%
Bucks	14	8	-6	-42.9%
Delaware	7	4	-3	-42.9%
Montgomery	5	3	-2	-40.0%
Philadelphia	37	30	-7	-18.9%
Burlington	5	5	0	0.0%
Gloucester	8	8	0	0.0%
Camden	8	10	2	25.0%

Top 5 Municipalities where a pedestrian was killed between 2006 and 2010

- Philadelphia ranked #1 for all 5 years
- No municipalities in Chester and Delaware counties ranked in the top 5 during the study period
- Municipalities in Camden County ranked in the top 5 in every year of the study period

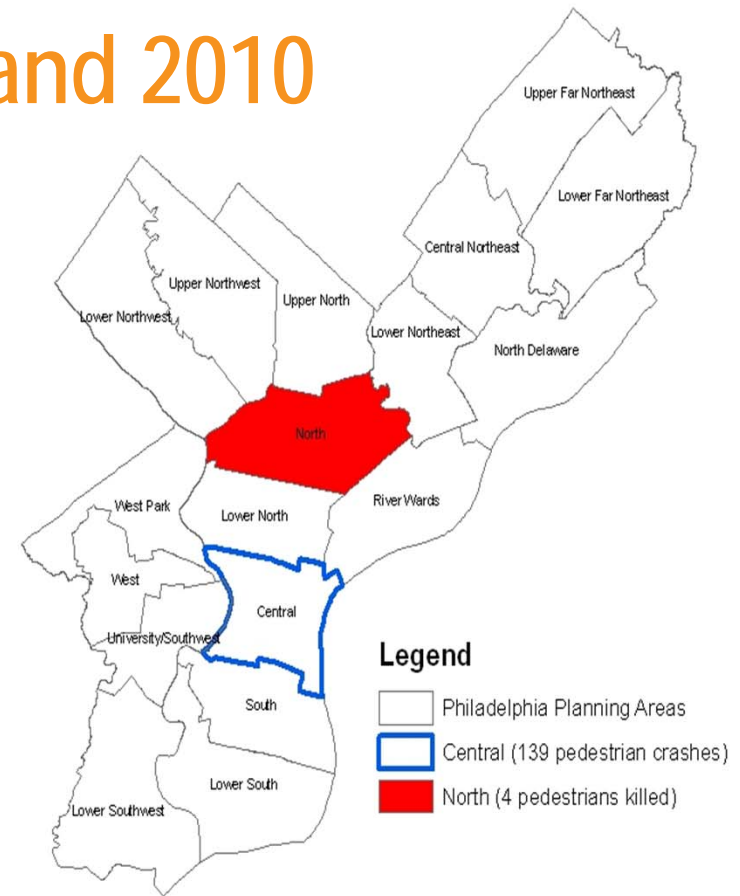


Legend

- Philadelphia City (37 pedestrians killed)
- Bristol Twp (4 pedestrians killed)
- Camden City (3 pedestrians killed) *
- Hamilton Twp (3 pedestrians killed) *
- Monroe Twp (3 pedestrians killed) *

Top Philadelphia Planning Areas for pedestrian crashes and fatalities between 2006 and 2010

- All of the 18 planning areas recorded at one pedestrian crash and fatality during the five-year period
- Most of the pedestrian crashes and fatalities were located in the north-central portion of the City



DVRPC Pedestrian Planning Efforts

- Today's RSTF Meeting – Ensuring Pedestrian Safety
- Pedestrian RSA Training Workshop – May 1st, 2012
- Publications
 - Pedestrian Safety Update
 - Enhancing Local Mobility in Collegeville (DVRPC Pub. #11020)
 - Regional Pedestrian & Bicycle Handbook (DVRPC Pub. #11019)



For more information, please contact:

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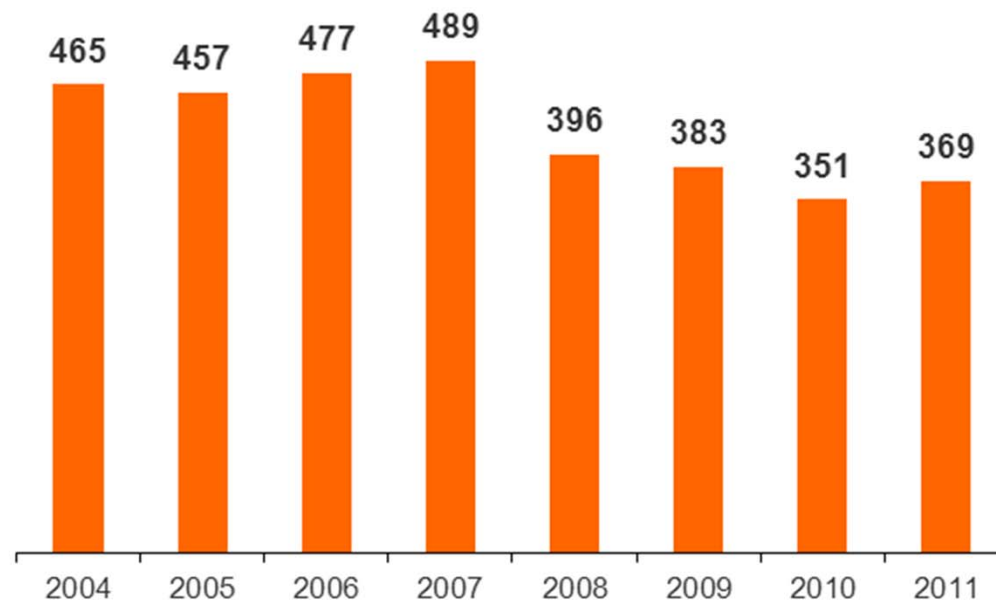
Ensuring Pedestrian Safety

March 8, 2012 Meeting

Safety Planning Context

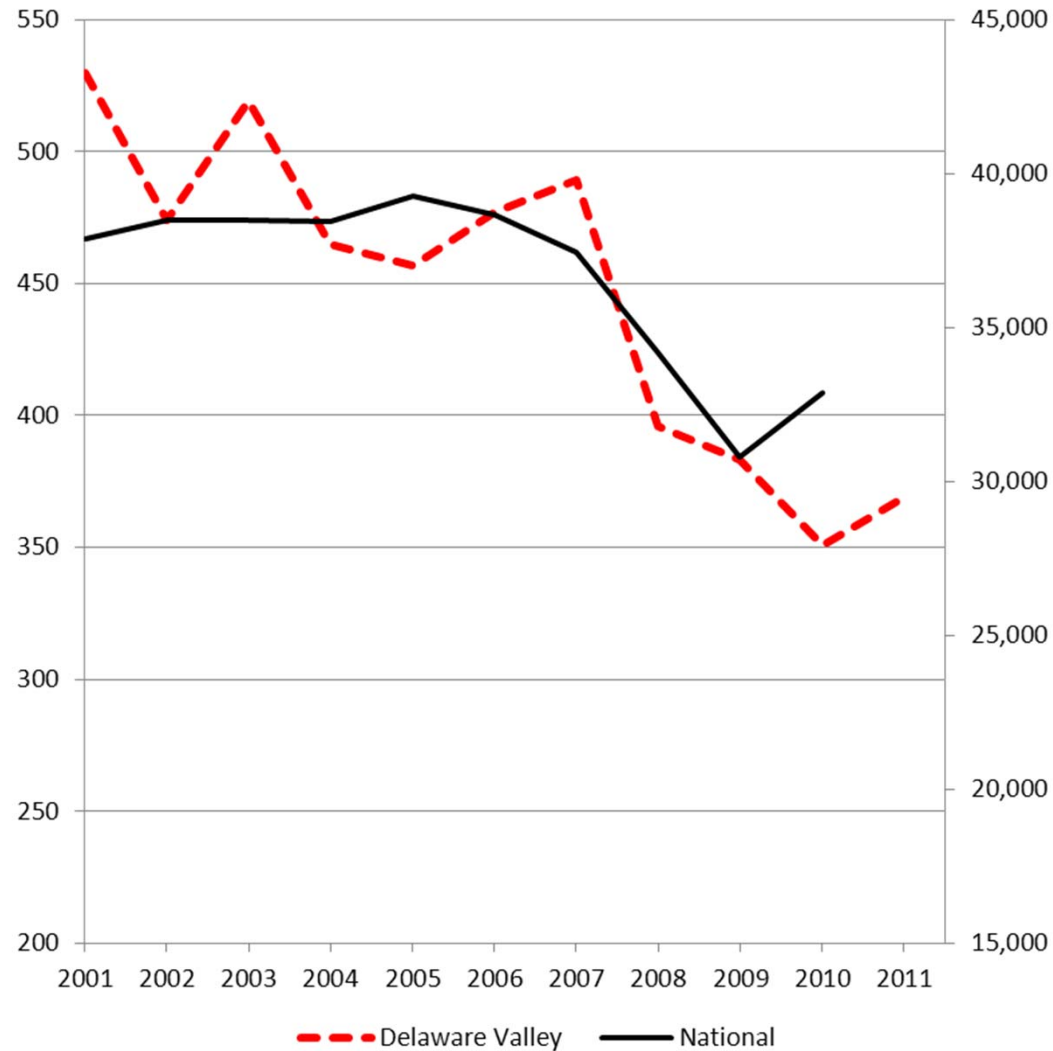
- The Safety Action Plan addresses the seven key emphasis areas that are contributing factors in 95% of fatalities in the Delaware Valley

Road Crash Fatalities in the Delaware Valley



Note: 2011 number is preliminary.
Sources: PennDOT, NJDOT

Regional Fatality Trend Compared to National Fatality Trend



Note: 2011 number is preliminary .

Sources: NHTSA
PennDOT, NJDOT



Pedestrian Safety Emphasis Area

- A “pedestrian crash” may represent any of a variety of situations
- The numbers include everyone who was killed in the crash, though the majority are pedestrians
- While bicyclist safety is also important, the numbers are approximately 10% of those for pedestrians

Pedestrians in the Delaware Valley

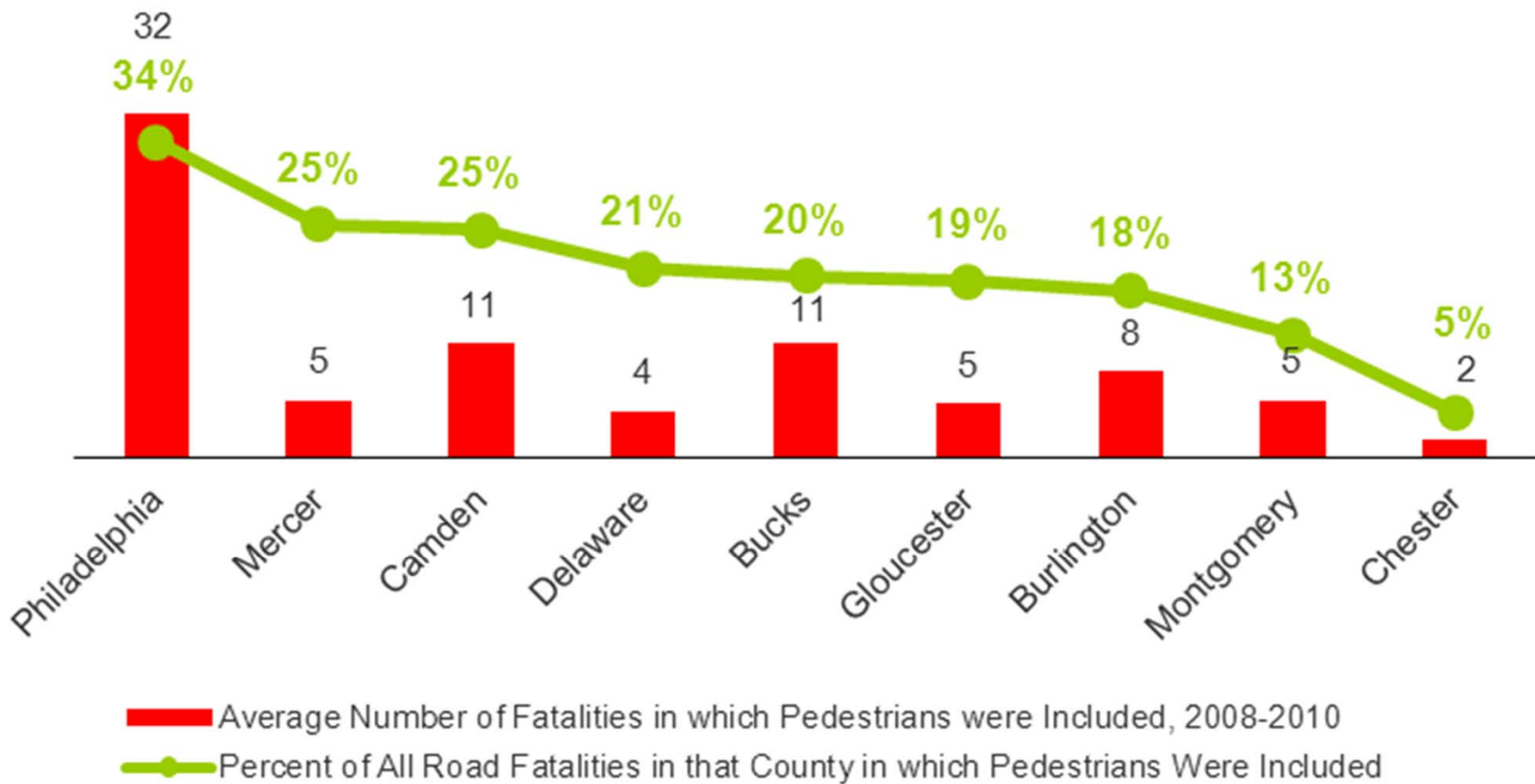
- People walk in every municipality, and should be able to do so safely
- Philadelphia in the regional context:
 - Approximately twice as high a percent of residents walk to work* even before considering other trip purposes and tourists
 - 27% of the residents and 26% of jobs**
 - In keeping with these levels of exposure, between 35% and 42% of the pedestrian crashes in the region, depending on the year***

* 9% in Philadelphia as compared to 4% for the Delaware Valley based on 2000 Journey to Work data

**2005 estimates from DVRPC Board-adopted estimates and forecasts

***2005 through 2010 range provided

Pedestrian Safety Issue by County



Recommended Strategies

- Implement and maintain engineering solutions including traffic calming, crosswalks, cones, etc.
- Provide education, outreach, and training to change specific behaviors
- Enforce stop for pedestrian in crosswalk laws more strictly

Source: Preliminary Draft 2011 Safety Action Plan

Some Resources

- All of you in the room!
- Safety Action Plan and its analysis
- Pennsylvania and New Jersey Strategic Highway Safety Plans (SHSPs)
- TCRP and NCHRP reports
- NHTSA reports
- FHWA safety program and federally funded www.walkinginfo.org

Speakers

- Caroline Trueman, Safety Engineer, FHWA – New Jersey
- Charles Carmalt, Pedestrian and Bicycle Coordinator, Mayor's Office of Transportation and Utilities
- Debby Schaaf, Senior Transportation Planner, Philadelphia City Planning Commission
- Patrice Nuble, Traffic District Engineer, Philadelphia Streets Department



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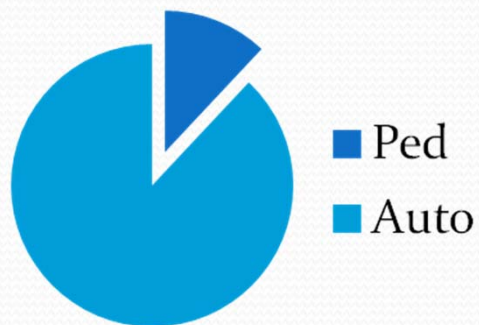
www.dvrpc.org/Transportation/Safety

Pedestrian Safety



DVRPC RSTF
Quarterly Meeting
Thursday, March 8, 2012

US Fatalities



Local Snapshot

NJ DVRPC

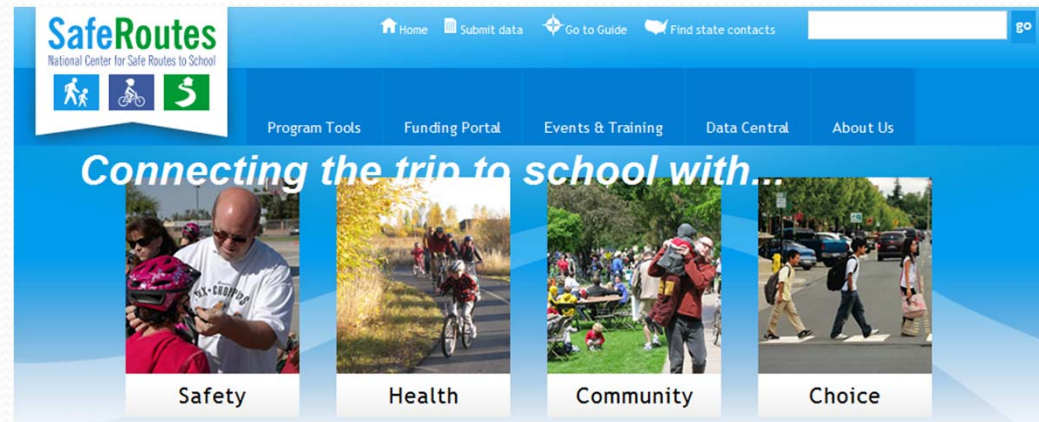


2009

State	Total Fatalities	Ped Fatalities	%of Total	Ped Fatals per 100,000 Population
<u>New Jersey</u>	<u>583</u>	<u>157</u>	<u>26.9</u>	<u>1.80</u>
New York	1,156	306	26.5	1.57
<u>Pennsylvania</u>	<u>1,256</u>	<u>134</u>	<u>10.7</u>	<u>1.06</u>

What is FHWA doing?

- Promoting Complete Streets
- Spotlight on Pedestrian Safety – Focus States
- Resources \$ for Safety



- A. HSIP ~ \$28 Million Annually
- B. SRTS ~ \$5 Million Annually
- C. FHWA multi million \$ investment in Plan4Safety
- D. FHWA's Funding of NJ's Annual Safety Forum

Complete Streets Fully Integrated Transportation Networks

“The US DOT is providing this Policy Statement to reflect the Department’s support for the development of fully integrated active transportation networks.”



UNITED STATES
DEPARTMENT OF TRANSPORTATION

United States Department of Transportation
Policy Statement on Bicycle and Pedestrian Accommodation
Regulations and Recommendations

Signed on March 11, 2010 and announced March 15, 2010

Purpose

The United States Department of Transportation (DOT) is providing this Policy Statement to reflect the Department’s support for the development of fully integrated active transportation networks. The establishment of well-connected walking and bicycling networks is an important component for livable communities, and their design should be a part of Federal-aid project developments. Walking and bicycling foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. Legislation and regulations exist that require inclusion of bicycle and pedestrian policies and projects into transportation plans and project development. Accordingly, transportation agencies should plan, fund, and implement improvements to their walking and bicycling networks, including linkages to transit. In addition, DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate. Transportation programs and facilities should accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive.

Policy Statement

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

Authority

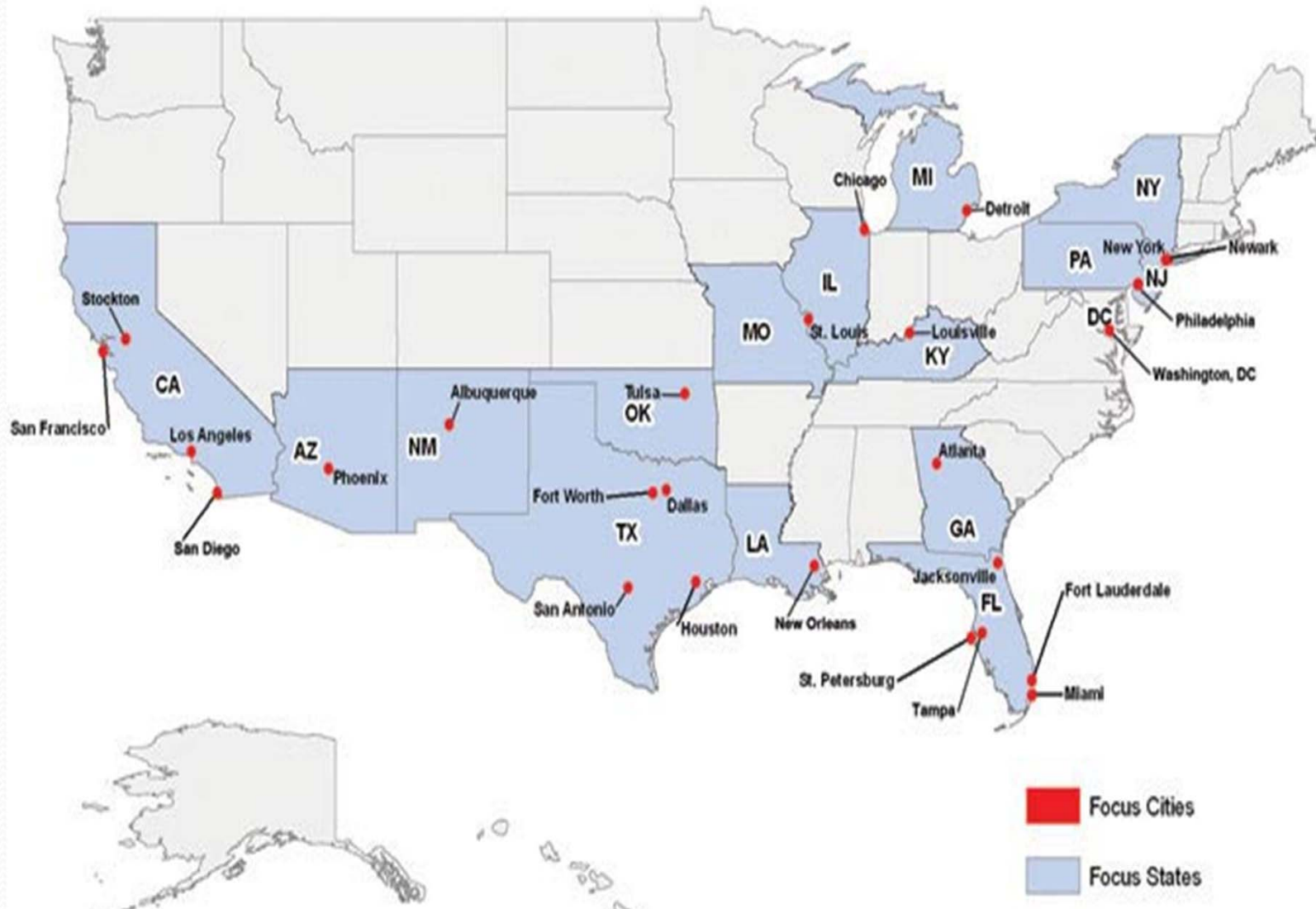
This policy is based on various sections in the United States Code (U.S.C.) and the Code of Federal Regulations (CFR) in Title 23—Highways, Title 49—Transportation, and Title 42—The Public Health and Welfare. These sections, provided in the Appendix, describe how bicyclists and pedestrians of all abilities should be involved throughout the planning process, should not be adversely affected by other transportation projects, and should be able to track annual obligations and expenditures on non-motorized transportation facilities.

FHWA's Focused Approach to Promote Pedestrian Safety

- Three focus areas
 - Intersection Safety,
 - Roadway Departure Safety,
 - Pedestrian Safety.
- 12 - 19% fatal reduction in Focus State 2002 - 2008.
- Prior focus State experiences = lessons learned.



Focus Cities & Focus States

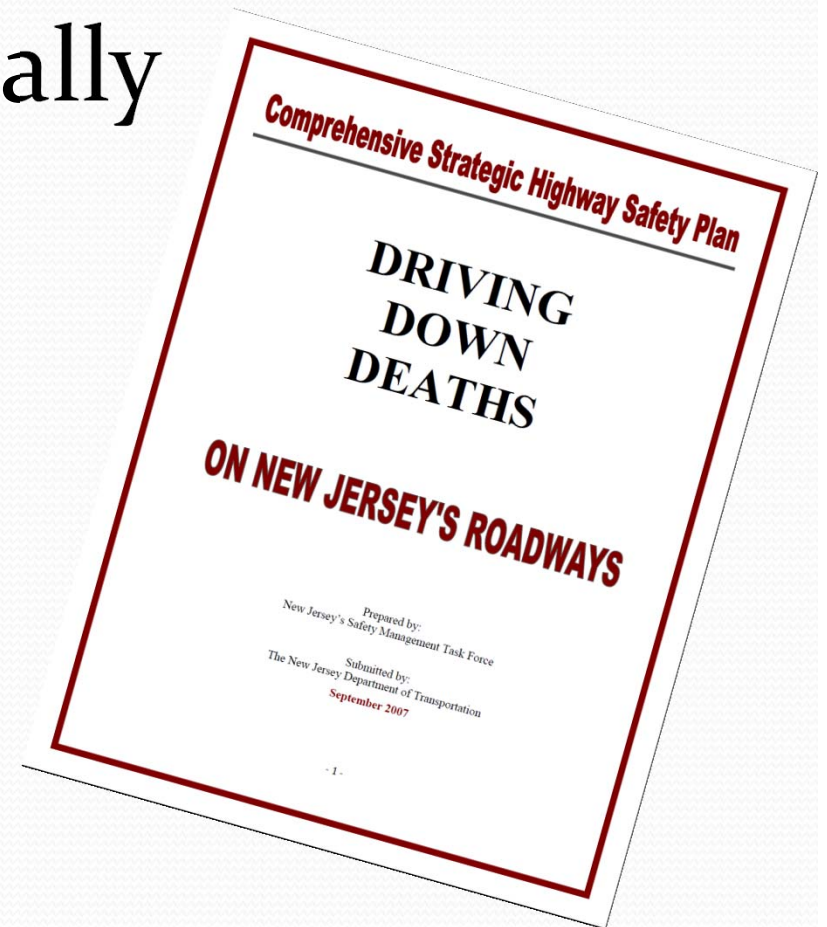




HSIP Funding

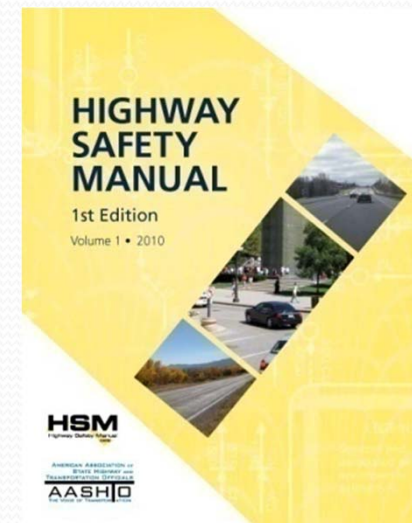


- NJ = \$28 Million Annually
- Align NJ's CSHSP
- All Public Roads
- Data Driven Program



Strengthening Your HSIP Request

- Align with CSHSP
- Focus Category
- Crash Data ~ Utilize Plan4Safety
- Utilize HSM
- Utilization of 9 Proven Safety Countermeasures



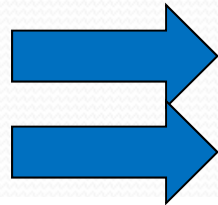
RUTGERS
Center for Advanced
Infrastructure and
Transportation

Plan4Safety

9 Proven Countermeasures

2008 Countermeasures

1. Rumble Strips and Rumble Stripes*
2. Median Barriers
3. Walkways
4. Left and Right Turn Lanes at Stop-Controlled Intersections
5. Yellow Change Intervals
6. Roadway Safety Audit 1.27**
7. Roundabouts 1.23
8. Medians and Pedestrian Refuge Areas 1.17
9. Safety Edge 1.15



2012 Countermeasures

1. Roundabouts
2. Safety Edge
3. Medians and Pedestrian Crossing Islands in Urban and Suburban Areas
4. Longitudinal Rumble Strips and Stripes on 2-lane Roads*
5. Corridor Access Management
6. Backplates and Retroreflective Borders
7. Enhanced Delineation and Friction for Horizontal Curves
8. Pedestrian Hybrid Beacon
9. “Road Diets” (Roadway Reconfiguration)

* Group decided to retain for two-lane roads only, based on application of countermeasure

** Not a Countermeasure

Thank you
for your time & attention!

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