



**Tuesday, November 28, 2017**  
9:30am - noon  
Commission Office  
The ACP Building - 8th Floor  
190 N. Independence Mall West  
Philadelphia, PA 19106

## **AGENDA**

### **1. Welcome and Introductions**

### **2. Emphasis Area Focus: Pedestrian and Bicyclist Safety**

- **John Boyle**, Research Director, Philadelphia Police Department, Bicycle Coalition of Greater Philadelphia
- **Peter Kremer**, Senior Supervising Planner, WSP
- **Charlotte Castle**, Vision Zero & Neighborhood Programs Coordinator, Office of Transportation and Infrastructure Systems, City of Philadelphia

### **3. Action Item Development Breakout Session**

- RSTF members will brainstorm action items to address pedestrian and bicyclist safety in the region.

### **4. Member Updates and Open Forum**

- First Responders' Update
- Legislative Update
- Member Announcements

### **5. Additional RSTF/DVRPC Updates**

- Action Items Update
- Draft Speed Study

### **6. Conclusion**

## **LUNCH**

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

*The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, [www.dvrpc.org](http://www.dvrpc.org), may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a [Title VI Complaint Form](#), please call (215) 592-1800 or email [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org).*

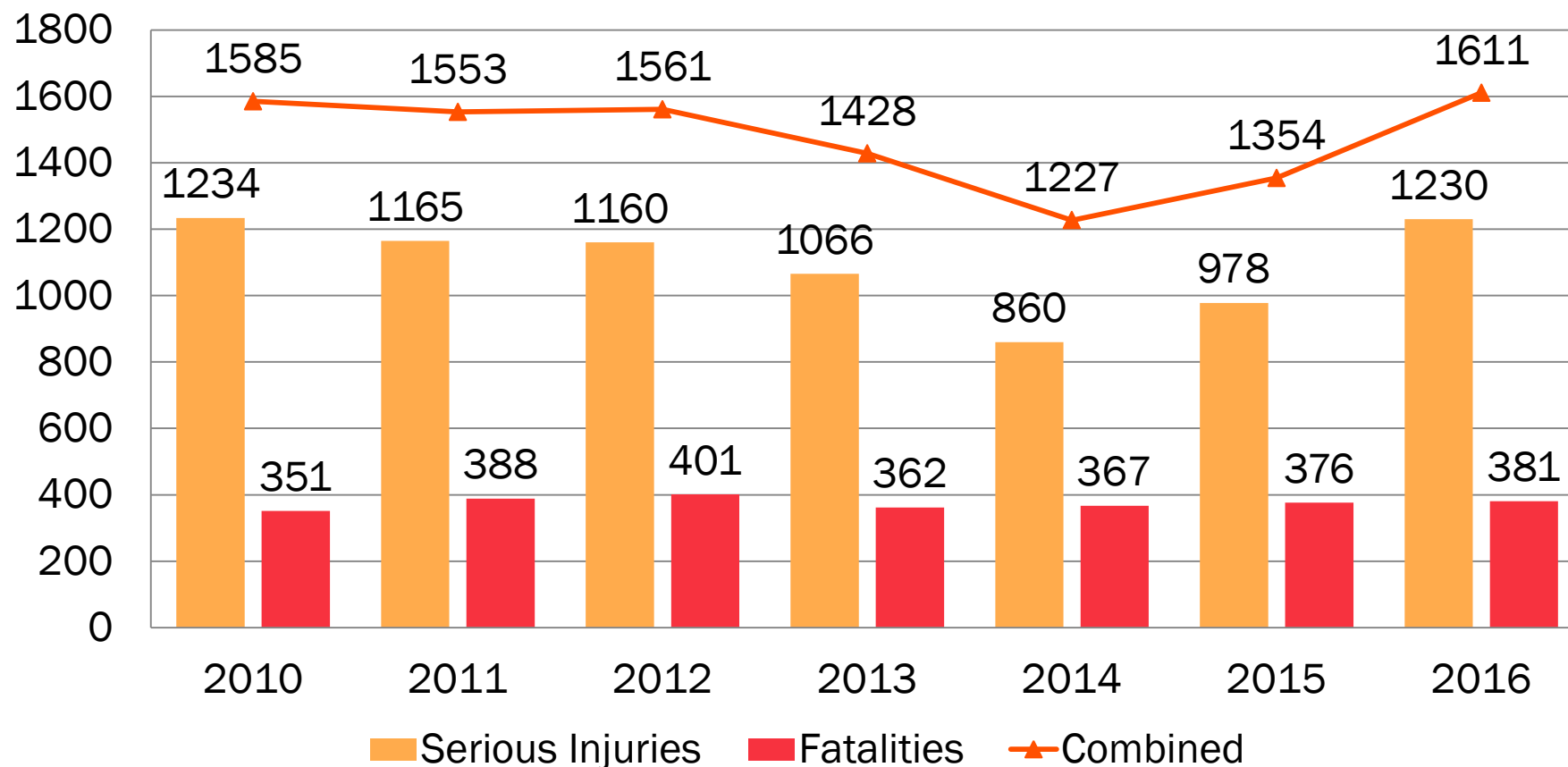


# Pedestrian and Bicyclist Safety

RSTF Meeting

November 28, 2017

## Total KSI - Regional Trend (by person), 2010-2016

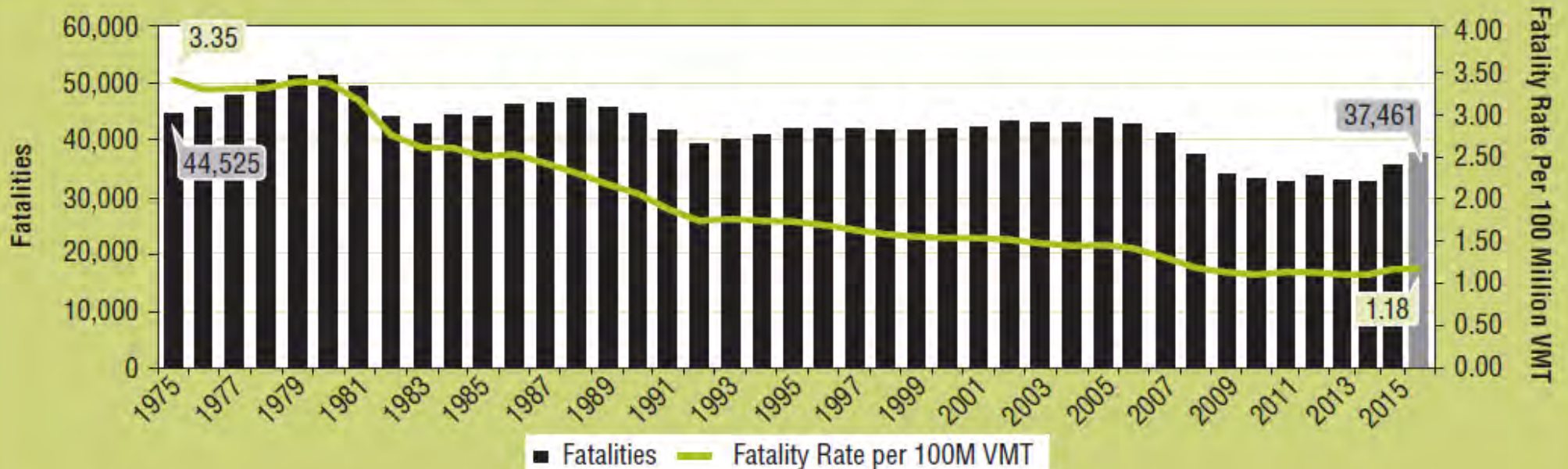


## 2016 Fatal Motor Vehicle Crashes: Overview

In 2016 in the U.S.:

- 37,461 people killed in crashes, **5.6-percent increase** from 35,485 in 2015

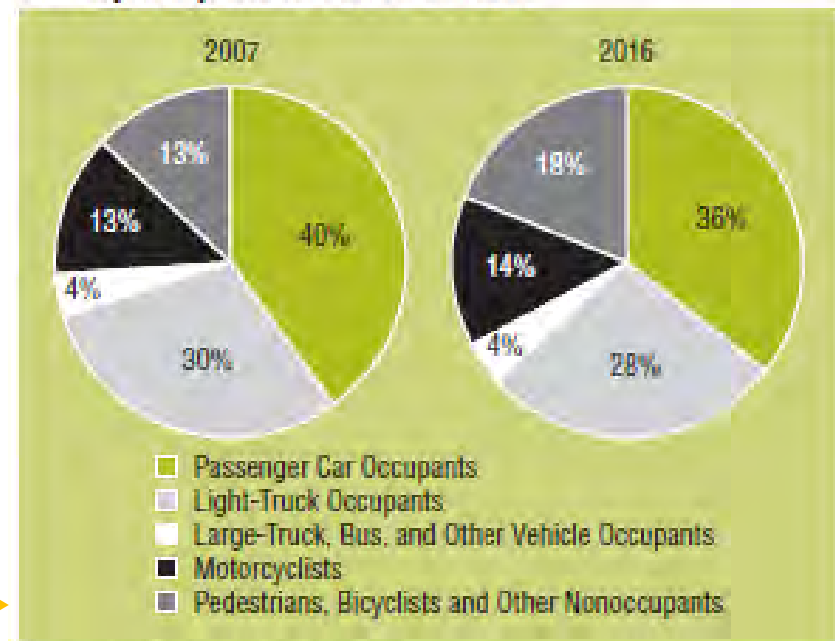
Figure 2  
Fatalities and Fatality Rate per 100 Million VMT, by Year, 1975–2016



## 2016 Fatal Motor Vehicle Crashes: Overview

- Pedestrian fatalities increased by 492 (**9.0% increase**), highest since 1990 (2016 = 5,987)
- Pedalcyclist fatalities increased by 11 (**1.3% increase**), highest since 1991 (2016 = 840)
- Peds, bicyclists, and nonoccupant fatalities increased from 13% in 2007 to **18% in 2016**  
**☐ only category w/significant increase**

Figure 3  
Fatality Composition, 2007 and 2016

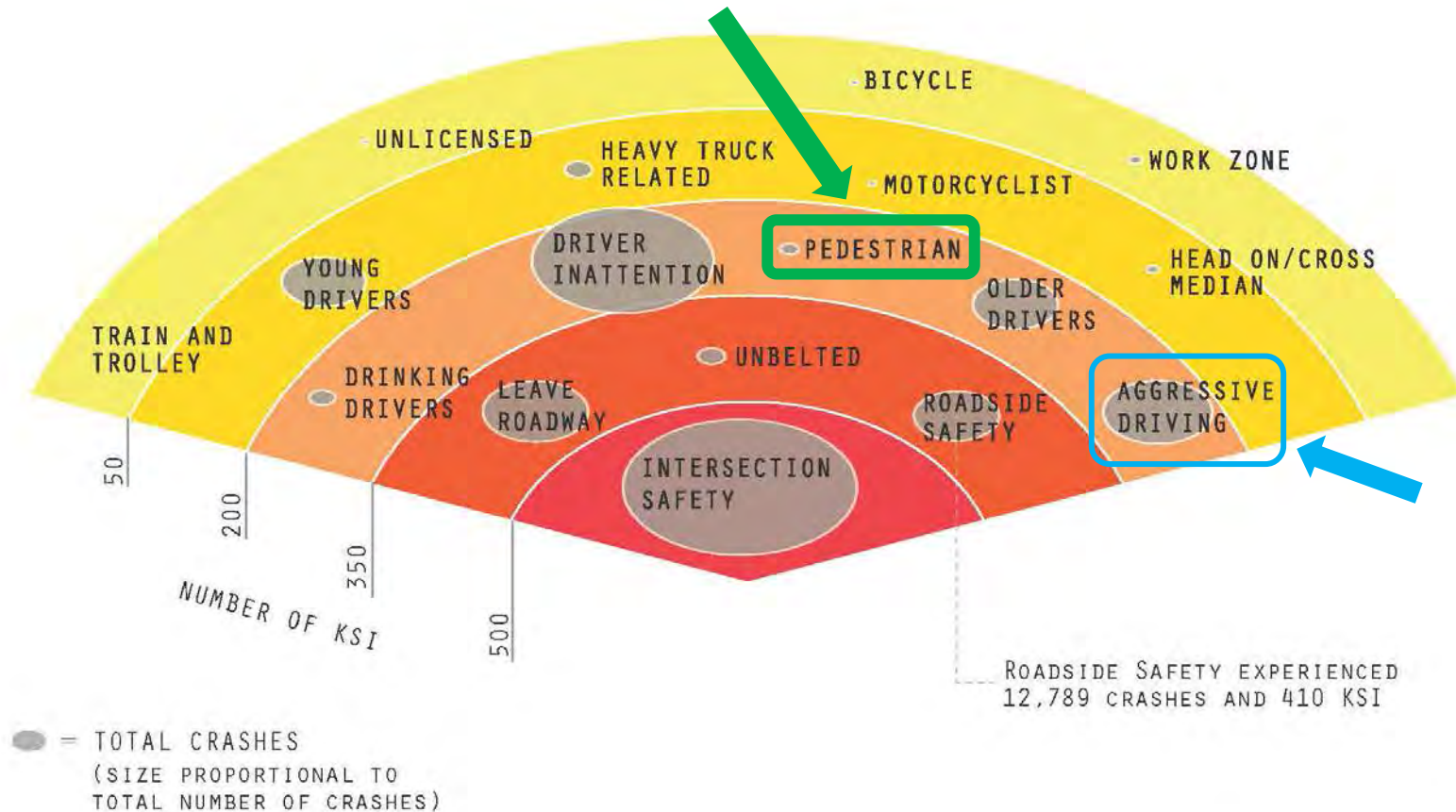


Source: FARS 2007 Final File, 2016 ARF

Note: Sum of individual slices may not add up to 100 percent due to rounding.

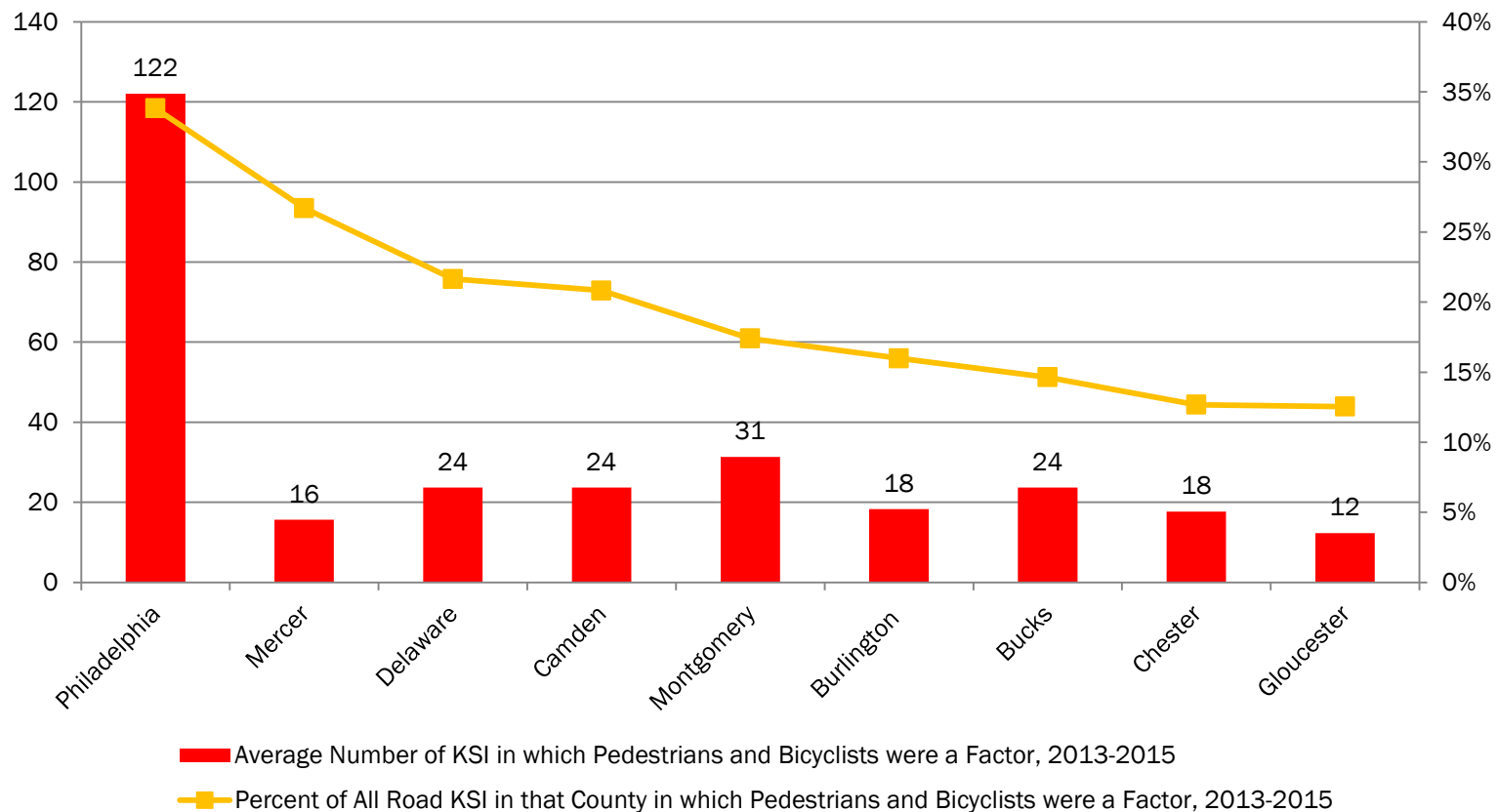


# KSI & Total Crashes by Emphasis Area

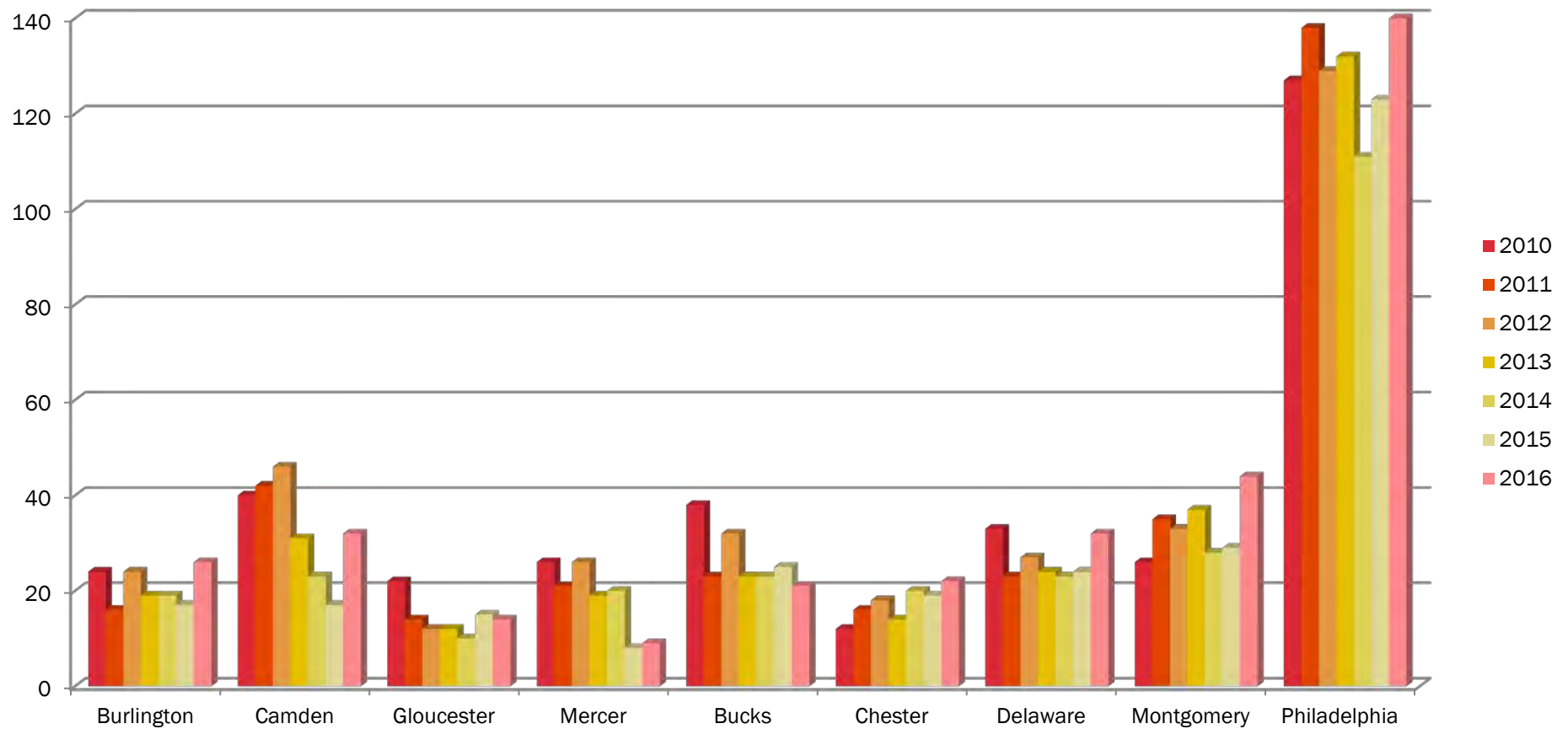


\*KSI REFERS TO PERSONS KILLED OR SEVERELY INJURED IN CRASHES  
 SOURCE: PENNDOT AND NJDOT, 2013-2015

# Pedestrian/Bicyclist KSI Compared to Total KSI by County, 2013-2015



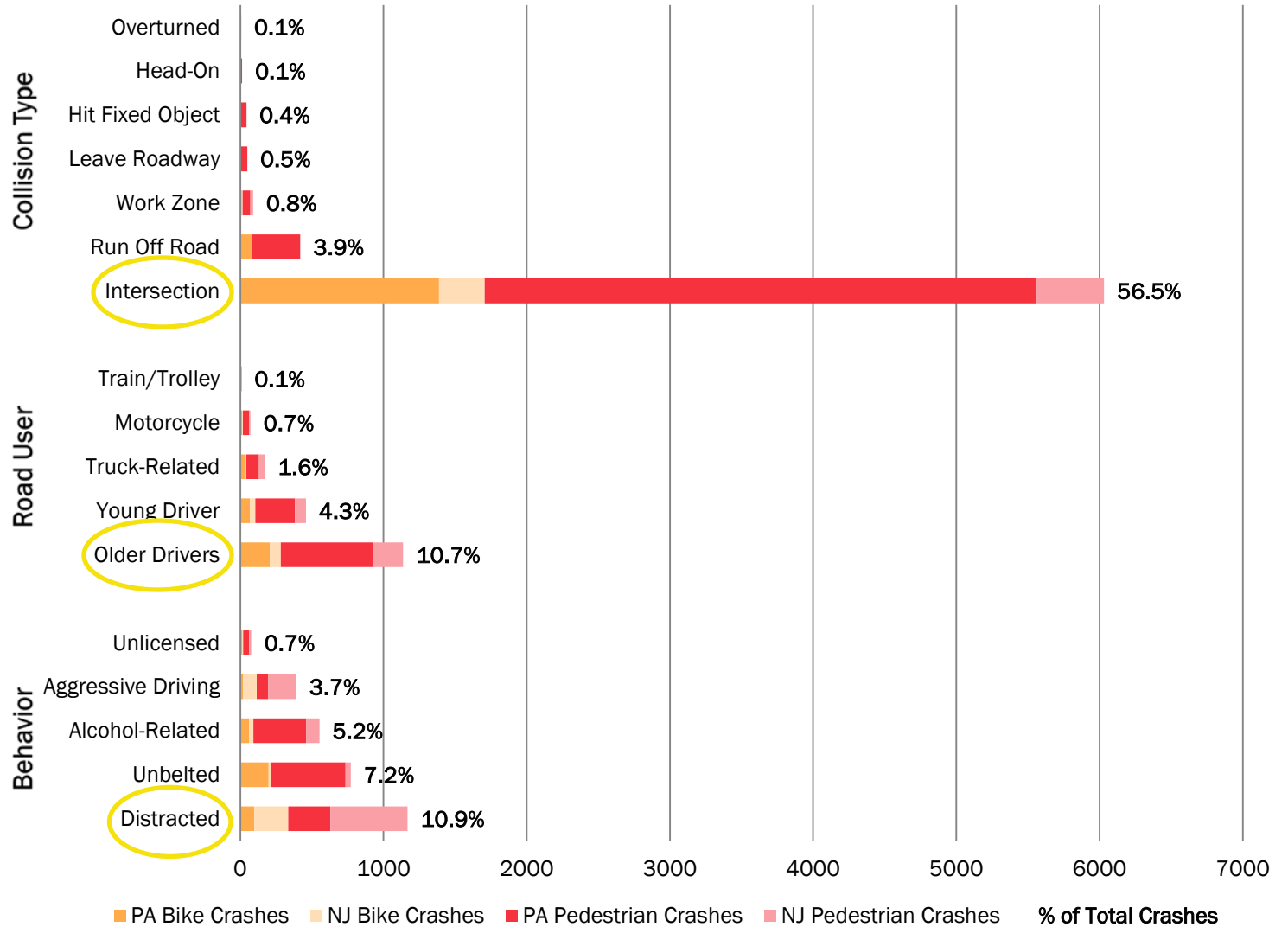
# Pedestrian and Bicyclist KSI by County 2010-2016





# All Bike & Ped Fatal and Injury Crashes Overlap with Other Contributing Factors, 2013-2015

## All Bike/Ped Crashes



# Priority Recommended Strategies

## Pedestrian and Bicyclist Safety

- Raise awareness of local and national data-driven best practices to improving pedestrian and bicycle safety in the region. [*Engineering*]
- Promote adoption and implementation of policies that prioritize pedestrian and bicycle safety through municipal land use regulations and infrastructure improvements that increase multimodal network connectivity, such as Livable Communities, Complete Streets, and Vision Zero policies. [*Policy/Education*]
- Implement infrastructure and roadway improvements to support speed management (e.g. road diet, curb bump outs, on-street parking) to reduce risk of pedestrian and bicyclist fatalities, and lessen the severity in the event of a crash. [*Engineering*]

## Speakers

- **John Boyle**

*Research Director, Bicycle Coalition of Greater Philadelphia*

- **Peter Kremer**

*Senior Supervising Planner, WSP*

- **Charlotte Castle**

*Vision Zero & Neighborhood Programs Coordinator, Office of Transportation and Infrastructure Systems, City of Philadelphia*

# Vision Zero and Complete Streets

John Boyle  
Research Director



**BICYCLE  
COALITION  
OF GREATER  
PHILADELPHIA**



# Vision Zero Goals

- **New York City**  
0 fatalities by 2024
- **Philadelphia**  
0 fatalities by 2030
- **PennDOT**  
50% reduction in traffic deaths by 2030
- **NJ DOT**  
30% reduction in traffic deaths by 2030\*

\*NJ DOT's crash reduction goal is to reduce serious injuries and fatalities by 2.5 percent annually with the



Sweden, the United Kingdom, Denmark and the Netherlands have the lowest number of fatalities per capita in the EU. Even though Sweden's proportion has increased from 2.7 to 2.8 between 2013 and 2014, Sweden is still well placed in comparison with the 2013 value for the other countries.

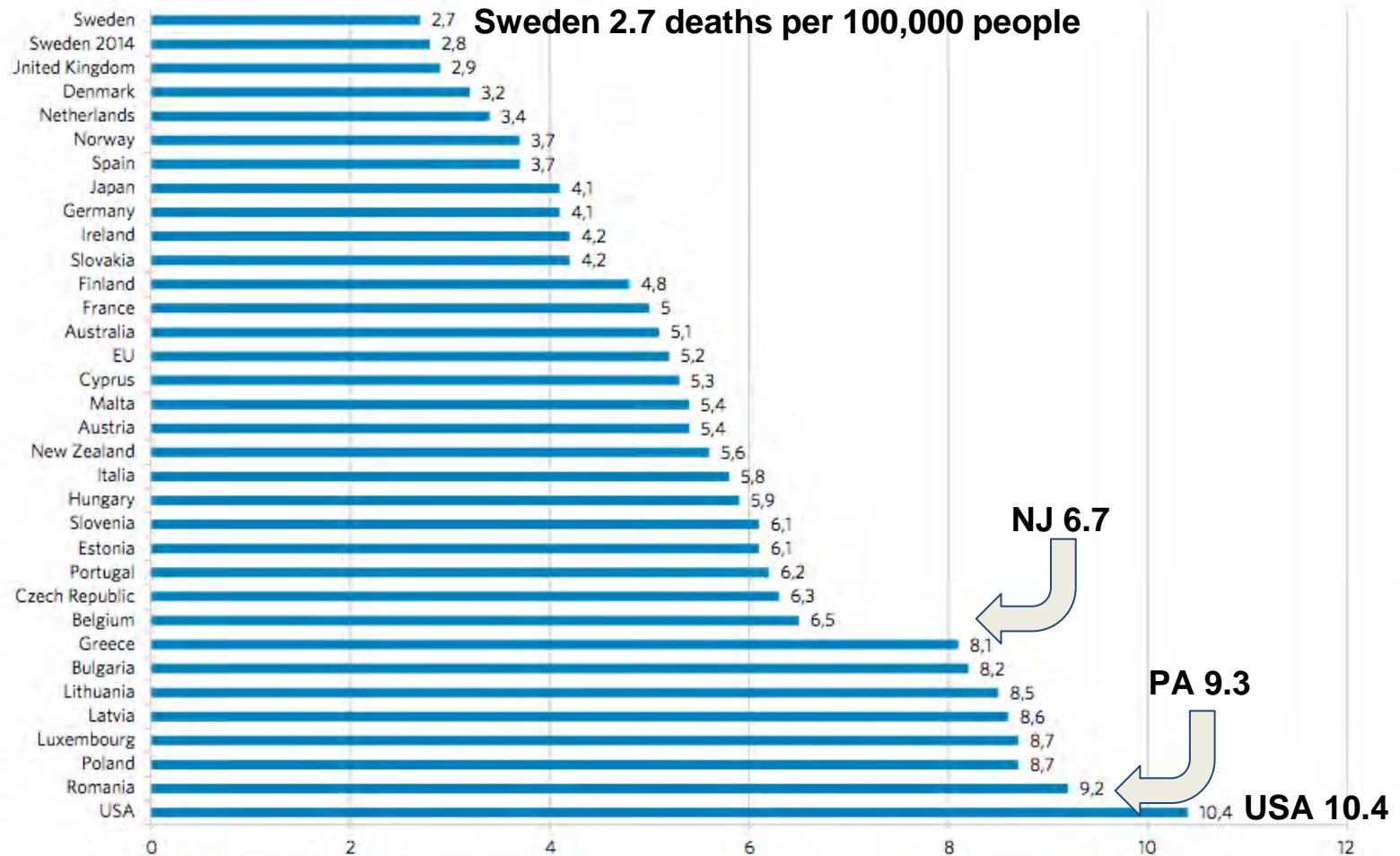
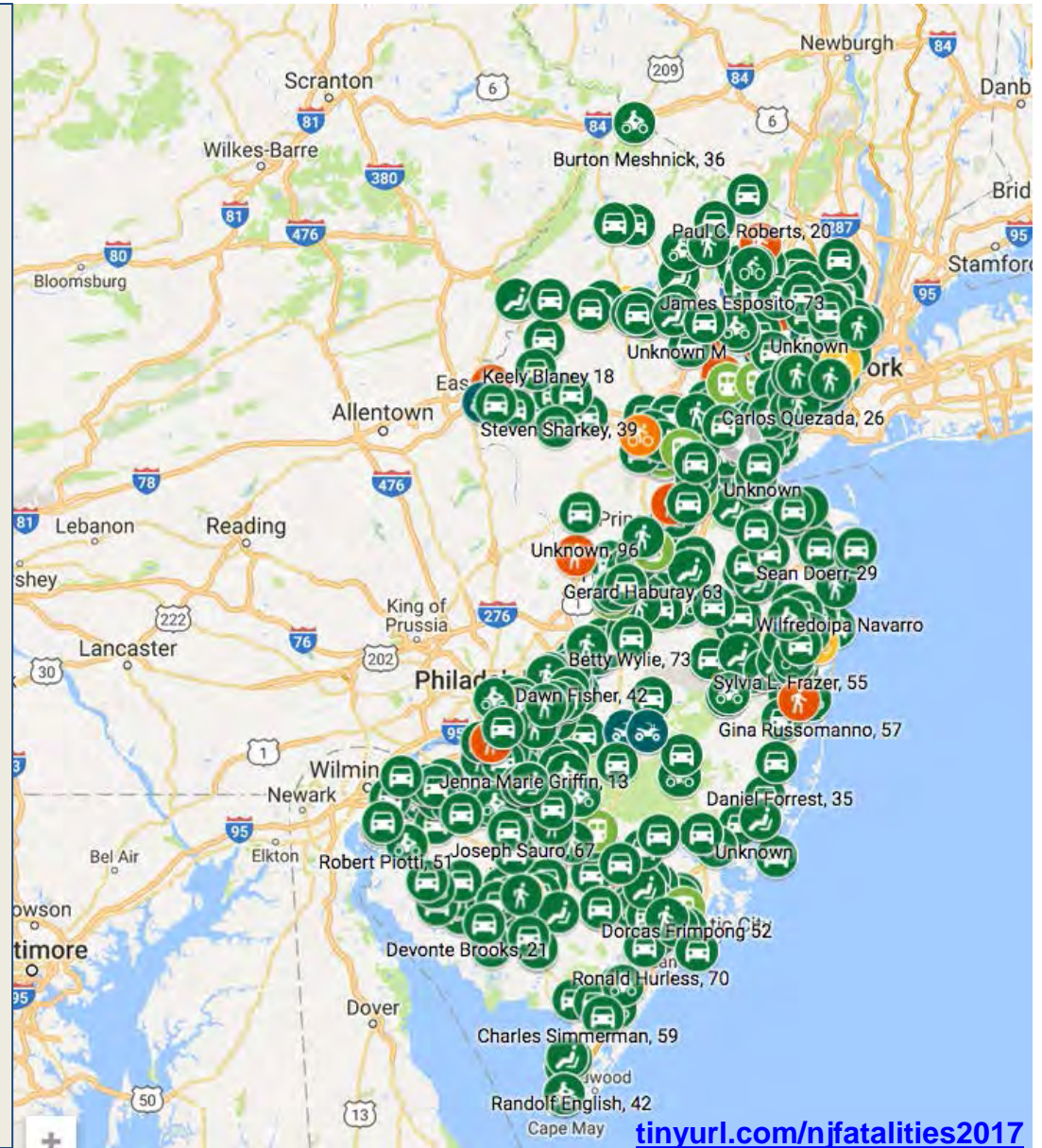


Figure 8. Number of road deaths per 100 000 inhabitants. Sweden (2013 and 2014) compared with other countries (2013). Source: IRTAD and CARE.

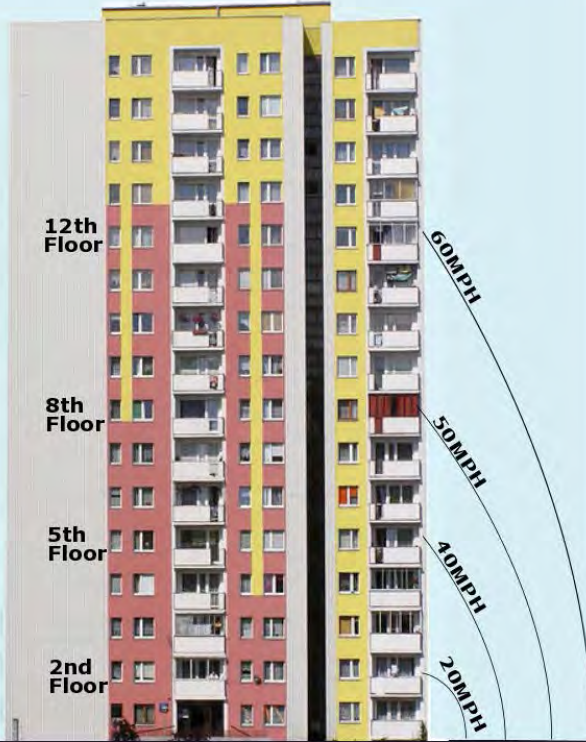
# 2017 552 Deaths To Date

- **256**  
CAR/TRUCK DRIVERS
- **157**  
PEDESTRIANS
- **77**  
CAR/TRUCK PASSENGERS
- **60**  
MOTORCYCLISTS
- **16**  
BICYCLISTS
- **3**  
ATV RIDERS
- **17**  
AGE 17 AND YOUNGER
- **131**  
AGE 65 AND OLDER





# Full speed crash impact on a pedestrian as compared to a free fall from a building



HIT BY A VEHICLE TRAVELING AT:  
**20 MPH**

9 out of 10 pedestrians survive

HIT BY A VEHICLE TRAVELING AT:  
**30 MPH**

5 out of 10 pedestrians survive

HIT BY A VEHICLE TRAVELING AT:  
**40 MPH**

Only 1 out of 10 pedestrians survives

# Sweden's Approach

“...in Vision Zero, the accident is not the major problem. The problem is that people get killed or seriously injured. And the reason that people get serious injuries is mainly because people have a certain threshold where we can tolerate external violence, kinetic energy....”

*Matts-Åke Belin - Citylab.com Nov 2014*

# COMPLETE URBAN STREETS

The majority of Canadians live in urban settings and collisions commonly occur at city intersections. Vision Zero calls for changes in road design and the following strategies are proven ways to increase safety and mobility for urban road users.



## ADVANCE STOP LINES

can increase the likelihood of drivers yielding to pedestrians crossing by approximately **60%**



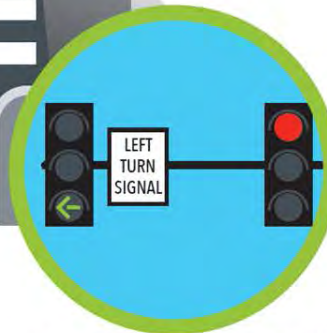
## PROTECTED BIKE LANES

can reduce vehicle-bicycle crashes resulting in injuries by as much as **90%**



## PEDESTRIAN/RAISED REFUGE ISLANDS

can reduce vehicle-pedestrian crashes by **46%**



## PROTECTED LEFT-TURNS

can reduce left-turn collisions by up to **99%**



# Chestnut St Protected Bike Lane

## 34th & Chestnut Bicyclist Behavior Change - August to October counts



In addition to mitigating bad behavior, the parking-protected bike lane has increased bicyclists' perceptions of safety. The overwhelming majority — 89 percent — of bicyclists we surveyed reported feeling safer riding in the lane than they do on most streets in Philadelphia. Ninety-one percent of cyclists believe the lane clearly and effectively separates road users. Eighty-five percent believe it reduces conflicts between road users, and 86 percent said it makes bicyclist and driver behavior more predictable.

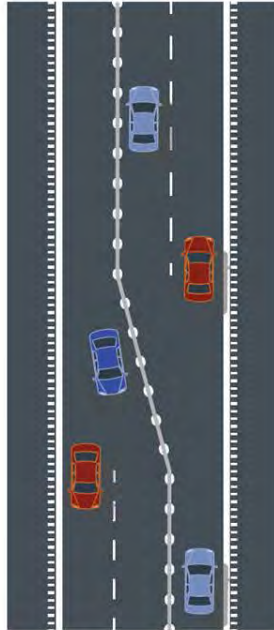
# COMPLETE RURAL ROADS

The majority of fatal crashes occur in rural locations. Vision Zero calls for changes in road design and the following strategies are proven ways to increase safety and mobility for rural road users.



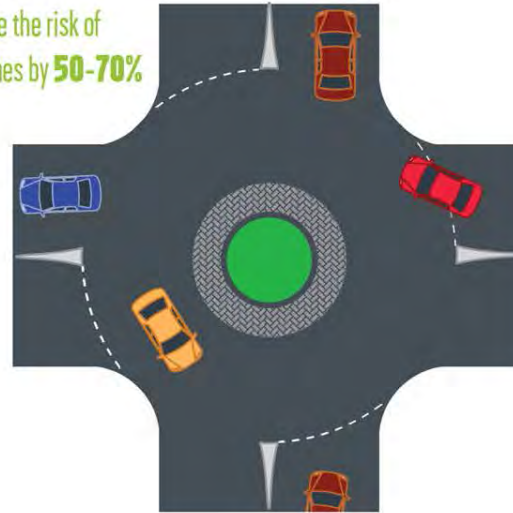
## 2+1 ROADS

with a central cable barrier  
can reduce fatal collisions and  
serious injuries by **55%**



## ROUNDABOUTS

can reduce the risk of  
fatal crashes by **50-70%**



## STREET LIGHTING

at rural intersections can reduce  
night-time crashes by **25-40%**



Bicycle Compatible

## RUMBLE STRIPS

can reduce off-road collisions  
by up to **36%**

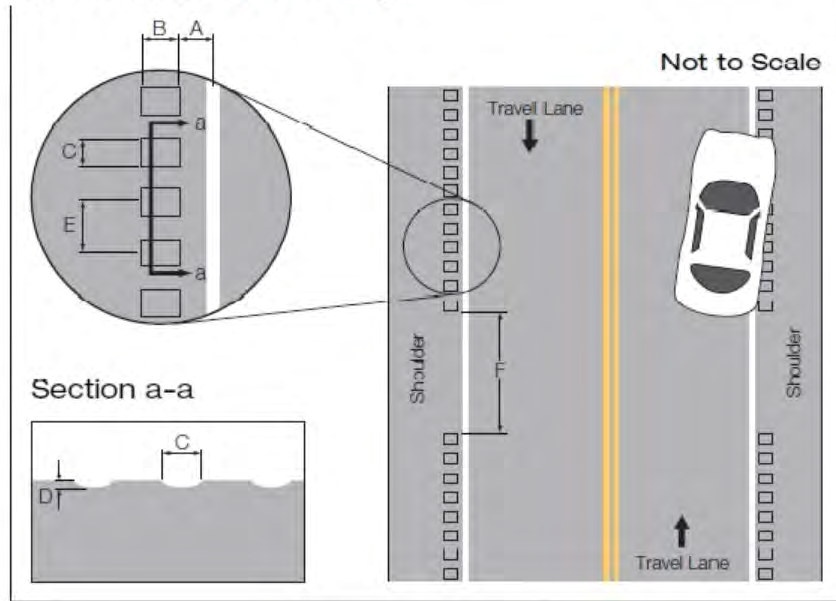
# Extreme Rumble Strips



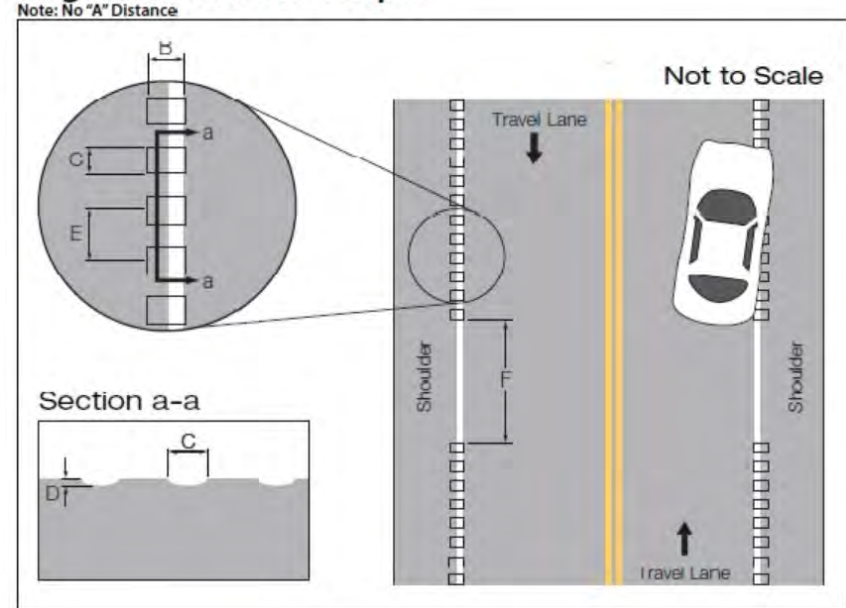


# Bicycle Compatible Rumble Strips

## Shoulder Rumble Strips



## Edgeline Rumble Strips



## Legend

- |     |   |                            |   |   |               |   |   |                    |
|-----|---|----------------------------|---|---|---------------|---|---|--------------------|
| →   | = | <b>Direction of Travel</b> | B | = | <b>Length</b> | E | = | <b>Spacing</b>     |
| □□□ | = | <b>Rumble Strips</b>       | C | = | <b>Width</b>  | F | = | <b>Bicycle Gap</b> |
| A   | = | <b>Offset</b>              | D | = | <b>Depth</b>  |   |   |                    |



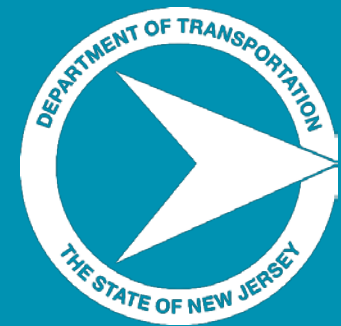




Thank You!



# State of New Jersey Complete Streets Design Guide



# What is it?

## New Jersey Complete Streets Design Guide (2017)

Provides planning and design guidance to *improve safety* and *support implementation* of Complete Streets

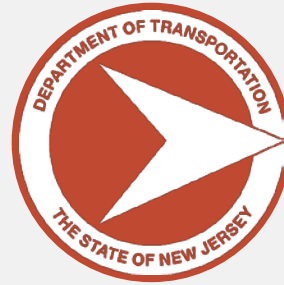


# What is it?

## Continuation of NJDOT Complete Streets Resources

- » Making Complete Streets a Reality: A Guide to Policy Development
- » A Guide to Creating a Complete Streets Implementation Plan
- » **New Jersey Complete Streets Design Guide**

# Who is it for?



NJDOT  
Staff



Local Planners,  
Engineers,  
Developers, Design  
Professionals



Community Groups



# What is it?

## Purpose

- » Inform planning and design decision making
- » Tools and methodologies for designing Complete Streets in a variety of settings
- » Provide quick reference guide of current best practices

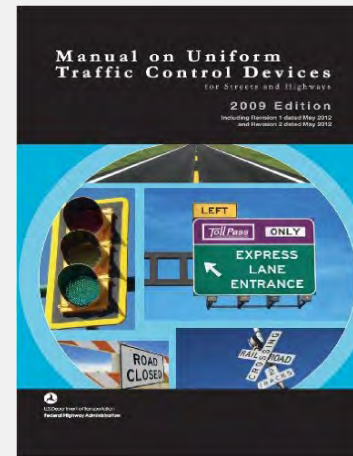
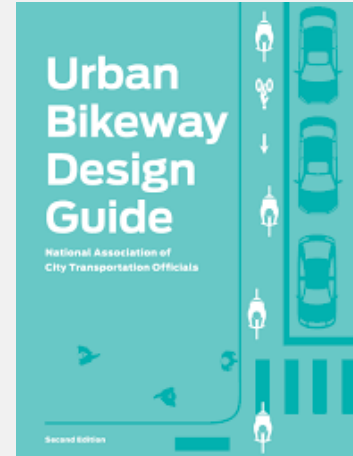
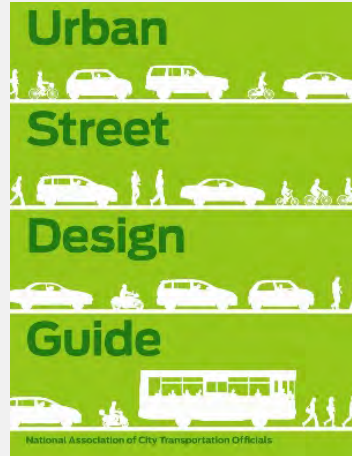
## Emphasize

- » Context
- » Safety
- » Design flexibility

# Planning & Design Toolbox

Compilation of common best practices

- NACTO
- AASHTO
- MUTCD
- FHWA
- ITE
- Other States and Cities



# Navigating the Guide



## Information Box

Supplemental information relating to the primary topic



## Design Standard

In-text call-out for quantitative design standard

**Sidewalk Widths**

REQUIREMENT	REMARKS	REFERENCE
ADA standards specify a minimum 5-foot clear path width to accommodate wheelchair, stroller and other, in addition to providing a more accessible facility. Furthermore, width also allows a more comfortable environment for pushing a stroller, side by side and pass each other, and for families with stroller.		

**Design Guidance**

**Cost**

**Safety and Comfort**

Sample Spread



## Data

Data supporting Complete Streets approach



## Design Guidance

Quantitative and qualitative guidance for Complete Streets designs



## ADA Accessibility

Guidance on accessible design standards

**Bus Stop**

REQUIREMENT	REMARKS	REFERENCE
Design bus stops with a ramp and wheelchair accessible to all users, including those with limited mobility. When possible, wheelchair ramps may prefer to use in-pavement ramps, but a single ramped wheelchair accessible bus stop may require a separate ramp to provide a more accessible design. Ramps should be located in an accessible location and be located on a level surface with a minimum 1:12 slope and a maximum 18-inch rise.		

**Design Guidance**

**Further Questions**



## Further Guidance

References to relevant guidelines and design manuals



## Case Study

Example application of Complete Streets practice

# Contents



## 1 | Complete Streets in NJ

What are Complete Streets?

Why Complete Streets?

## 2 | Integrating Complete Streets into the Planning and Design Process

Implementing CS at the State Level

Implementing CS at the Local Level

## 3 | Complete Streets Toolbox

Sidewalks

Roadways

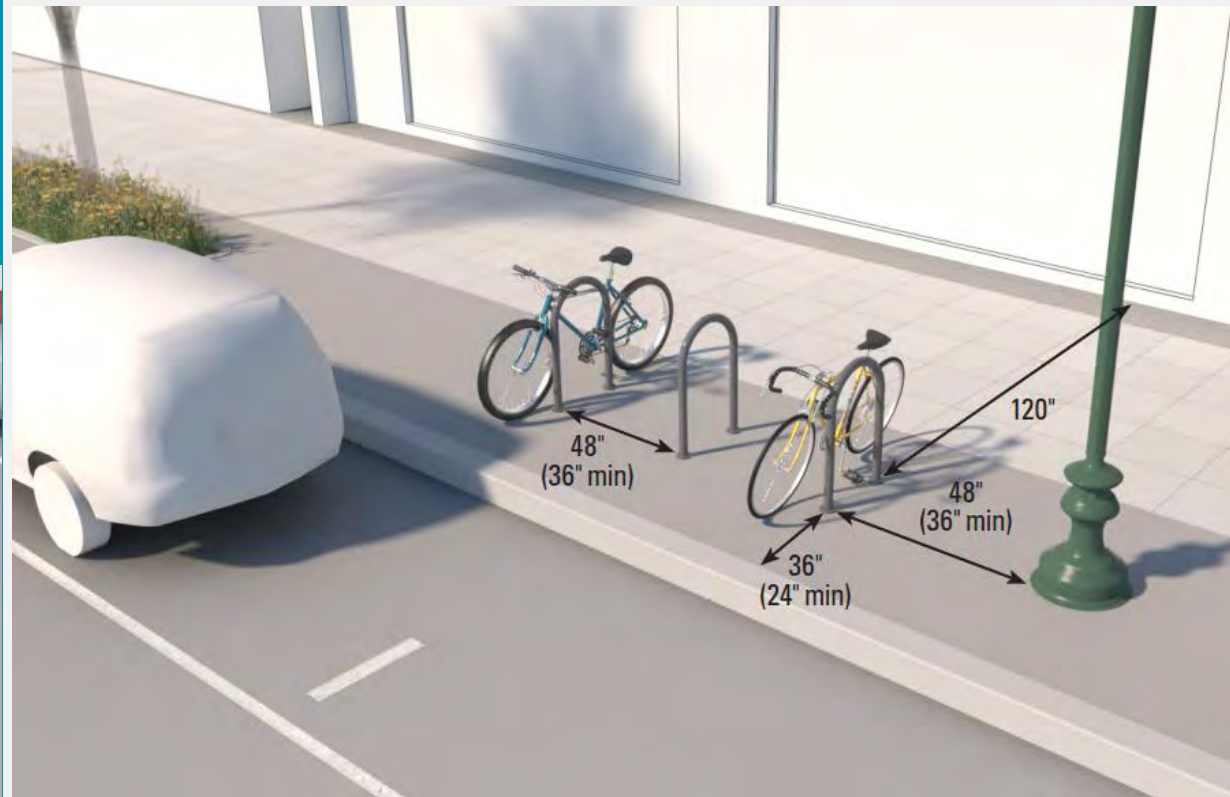
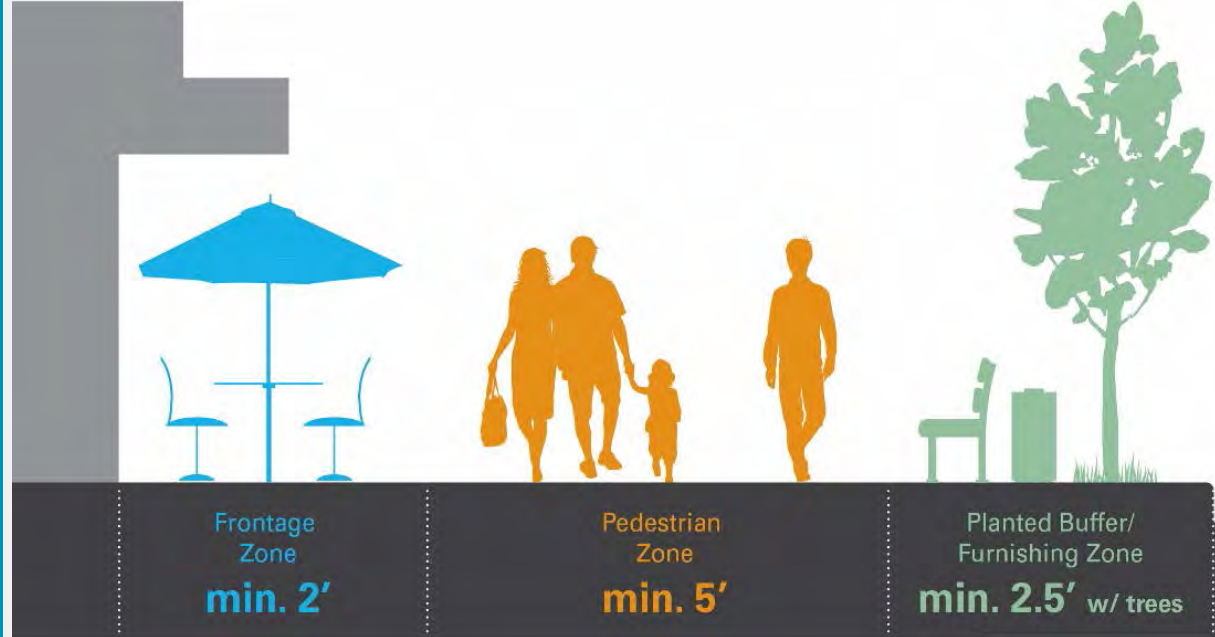
Intersections

## 4 | Street Typologies



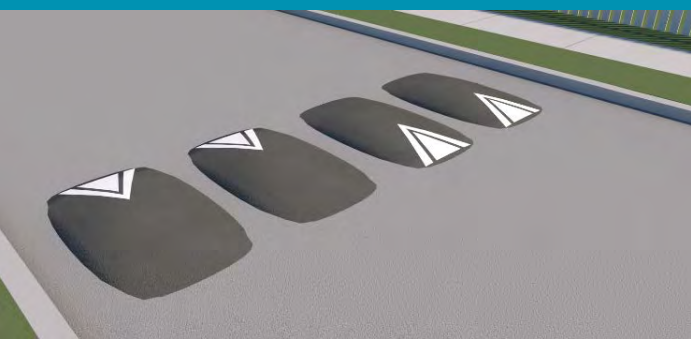
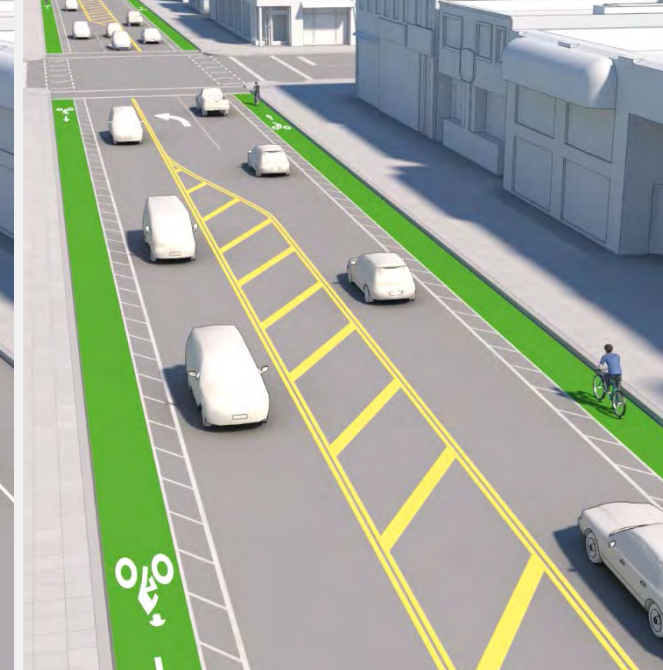
# Sidewalks

- *Sidewalk widths*
- *Sidewalk zones*
- Driveways
- Street trees
- *Street furniture*
- Bus shelters
- Street lights
- Stormwater management
- *Parklets*



# Roadways

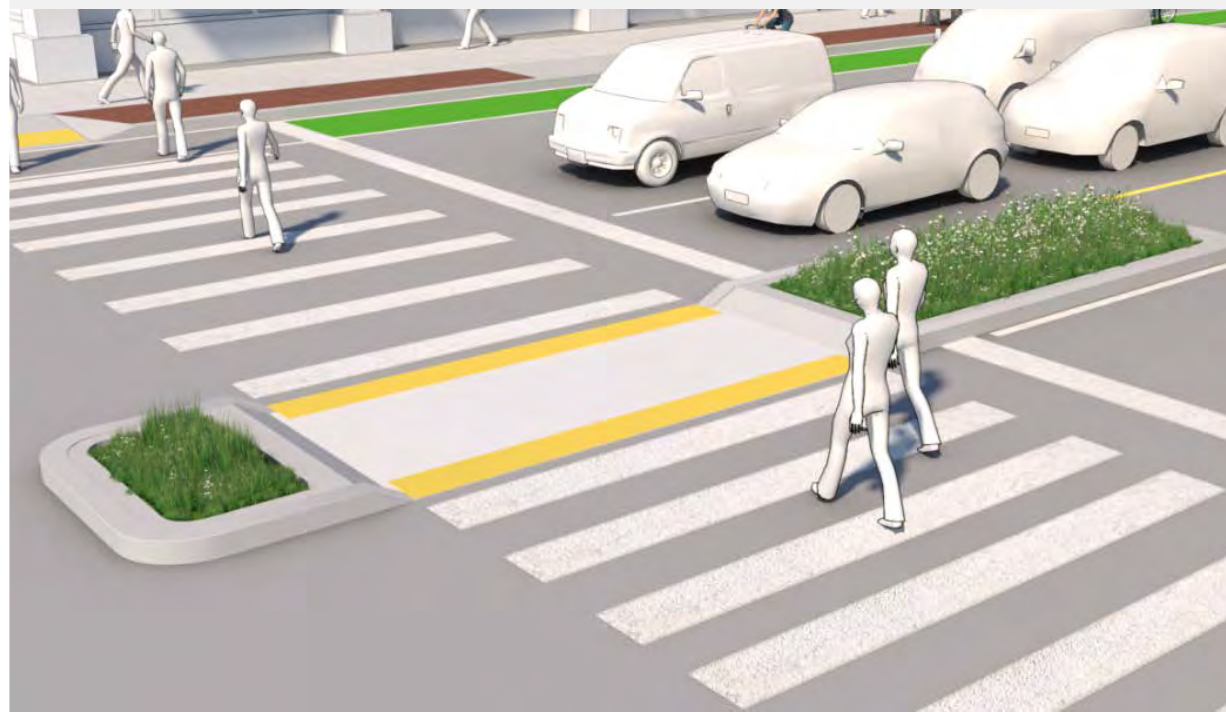
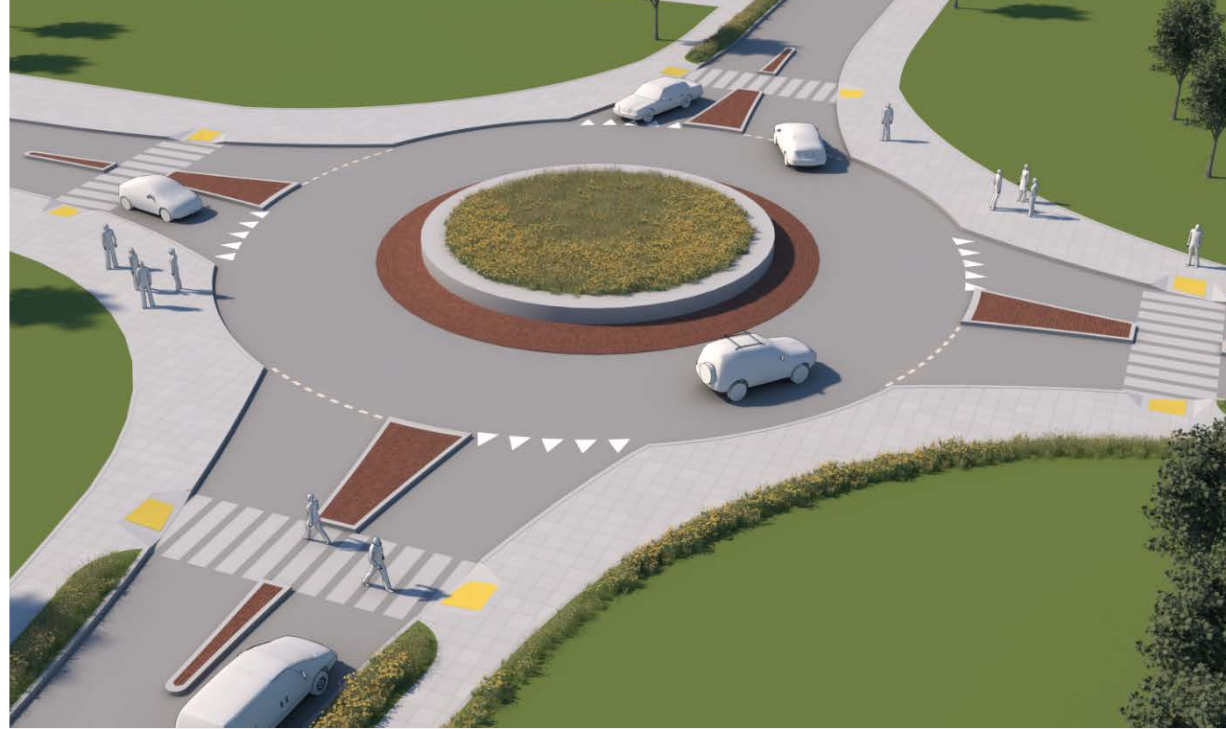
- Design speed
- *Traffic calming features*
- Travel lanes
- *Allocating use of space*
- On-street parking
- Design vehicle
- Design hour
- Design year
- Transit
- Quality of transit service
- *Bicycle facilities*
- Wayfinding





# Intersections

- Placemaking at intersections
- Gateways
- Corners and curb radii
- Curb ramps
- Curb extensions
- *Crossing islands*
- Splitter islands
- Raised crossings
- *Roundabouts*
- Channelized right-turn lane
- Diverters
- Crosswalk design
- Signalized intersections
- Bicycle facilities
- RRFBs
- Pedestrian hybrid beacons
- Metrics



# Street Typologies

## Application of toolbox based on local context

- » Downtown Urban Core
- » Main Street
- » Commercial Strip Corridor
- » Low Density State/County Highway
- » Urban Residential
- » Suburban/Rural Residential  
(high volumes)
- » Suburban/Rural Residential  
(low volumes)
- » Office/Light Industrial Center





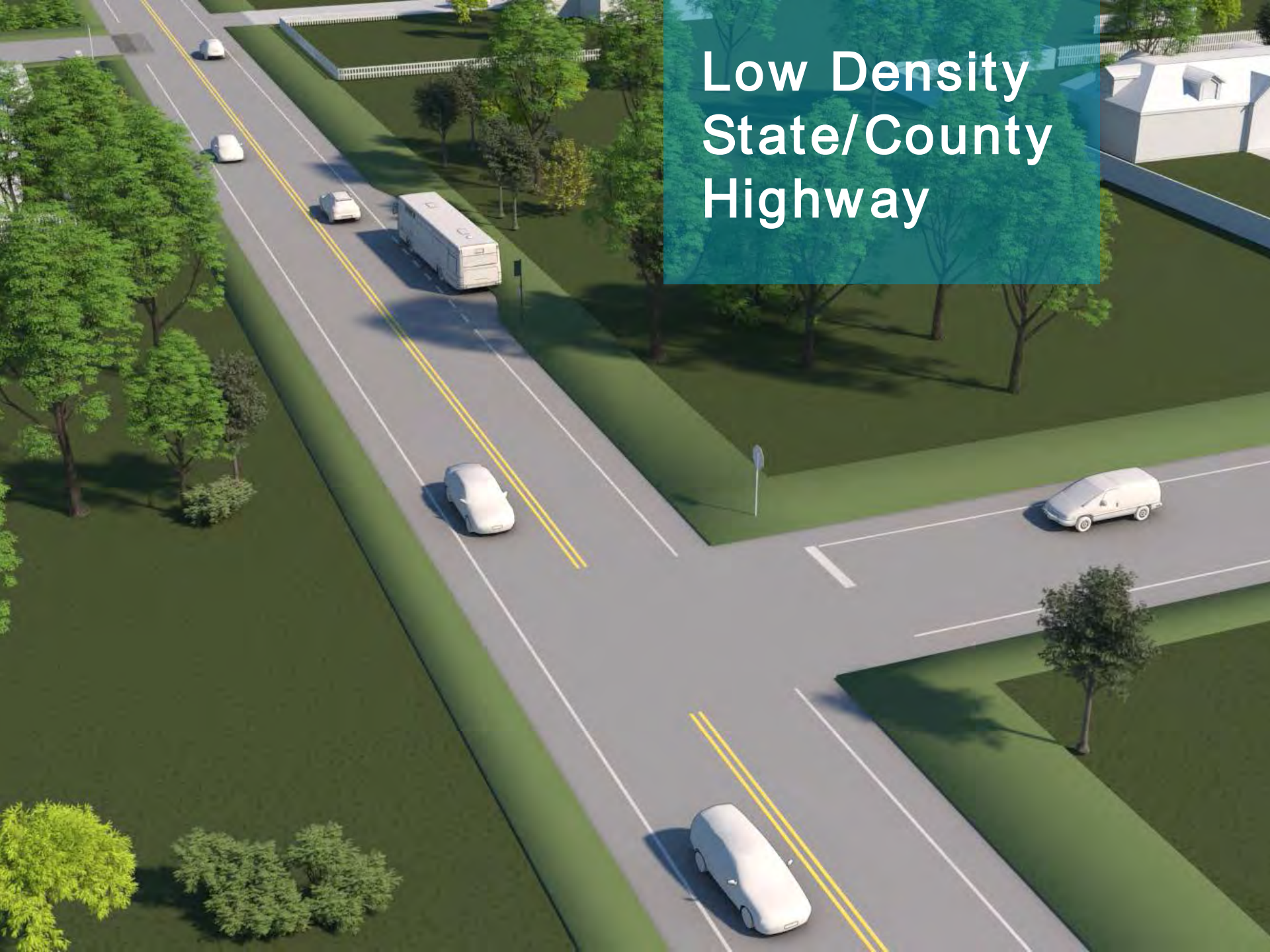
# Main Street



Main Street



# Low Density State/County Highway





# Low Density State/County Highway





# Complete Streets Toolbox

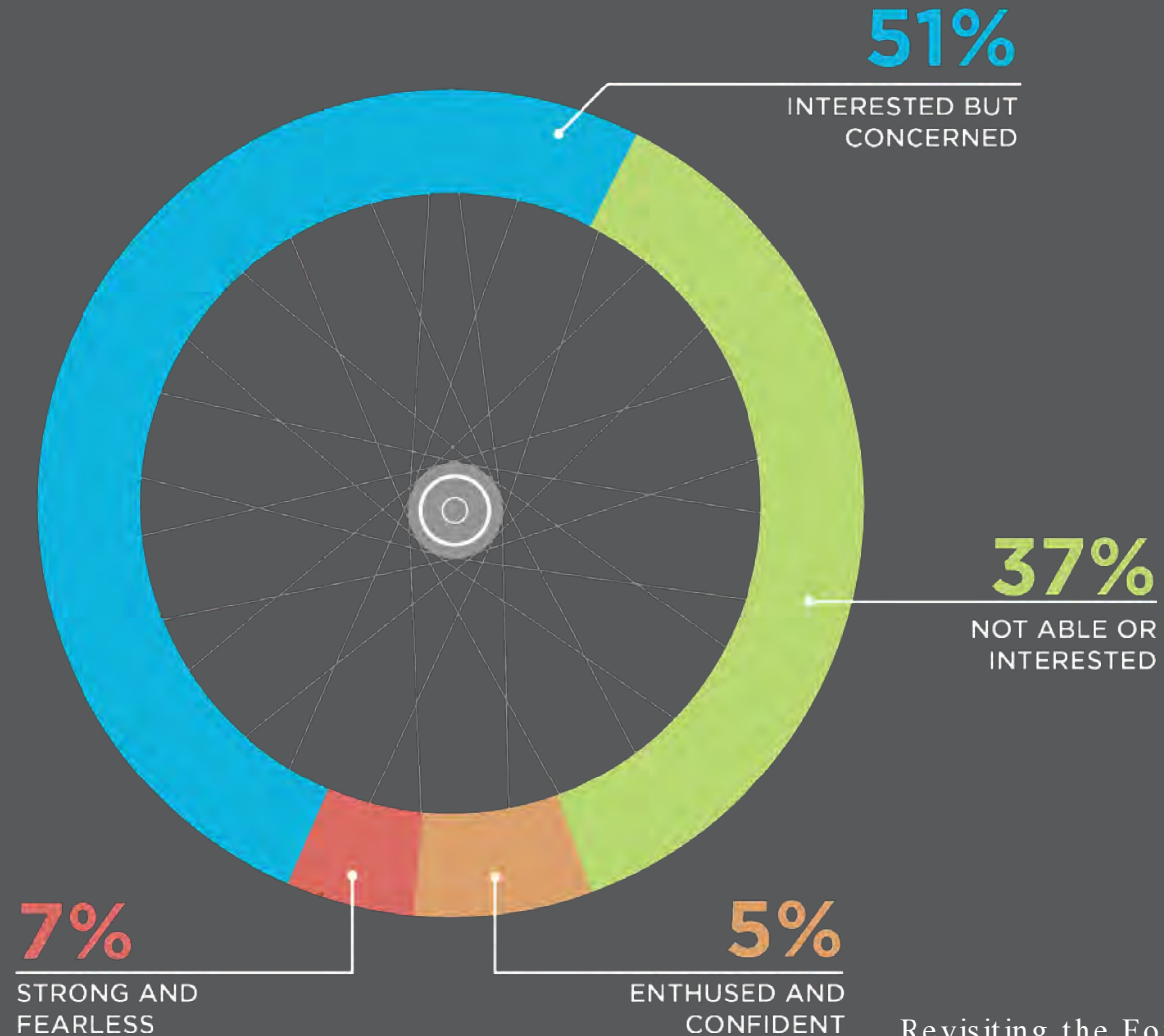
## Bicycle Facility Planning



# Guiding Principles

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# Who are we designing for?



Revisiting the Four Types of Cyclists: Findings from a national survey (TRB 2015)

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# Interested but Concerned



Among the  
Interested but Concerned ...

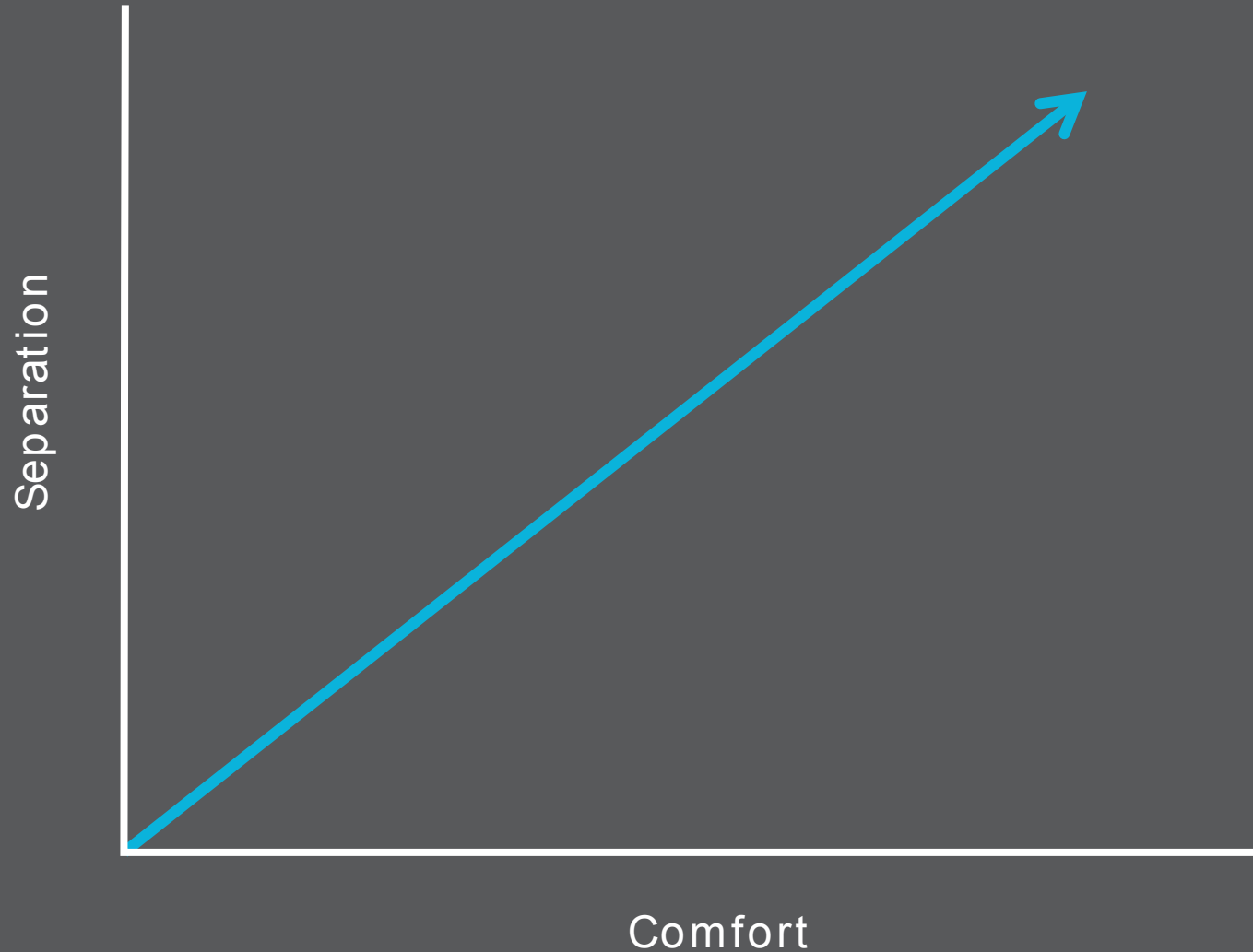
Traffic safety fears are a key barrier, suggesting that infrastructure that reduces interactions with motor vehicle traffic may be particularly successful with this group.

*Revisiting the Four Types of Cyclists:  
Findings from a national survey (TRB 2015)*



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# Traffic Separation vs. Comfort Level



B

# Bicycle Compatibility

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# Bicycle Compatibility

## Condition 3: AADT 10,000+

	Urban (w/ parking)	Urban (w/o parking)	Rural
$\leq 30$ MPH	SL – 14ft	SL – 14ft	SL – 14ft
31 – 40 MPH	SL – 14ft	SH – 4ft	SH – 4ft
41 – 50 MPH	SL – 15ft	<b>SH – 6ft</b>	SH – 6ft
$\geq 50$ MPH	N/A	SH – 6ft	SH – 6ft

AADT: 55,000  
Speed: 50 mph  
Lane Width: 12 feet  
Number of Lanes: 4  
Shoulder Width: 10 feet





# Data-Driven Approach


## Condition 3: AADT 10,000+

	Urban (w/ parking)	Urban (w/o parking)	Rural
$\leq 30$ MPH	SL – 14ft	SL – 14ft	SL – 14ft
31 – 40 MPH	SL – 14ft	SH – 4ft	SH – 4ft
41 – 50 MPH	SL – 15ft	<b>SH – 6ft</b>	SH – 6ft
$\geq 50$ MPH	N/A	SH – 6ft	SH – 6ft

Compatible  
for whom?



# Outdated Approach:



Method  
Encourages  
Wider  
Roads

Wider  
Roads  
Encourage  
Higher  
Speeds

Higher  
Speeds =  
Higher  
Stress



Not reflective of  
different types  
of cyclists



*"...all ages and abilities"*



# New Standards for Bicycle Facility Standards

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# Other Guides, Metrics, Research

## NACTO

» *Urban Bikeway Design Guide*

## FHWA

» *Small Town and Rural Multimodal Networks*

## Bicycle Level of Traffic Service Methodology

## Bicycle Level of Traffic Stress Methodology

## Existing User Survey Data

» *NJ State Bike/Ped Plan*

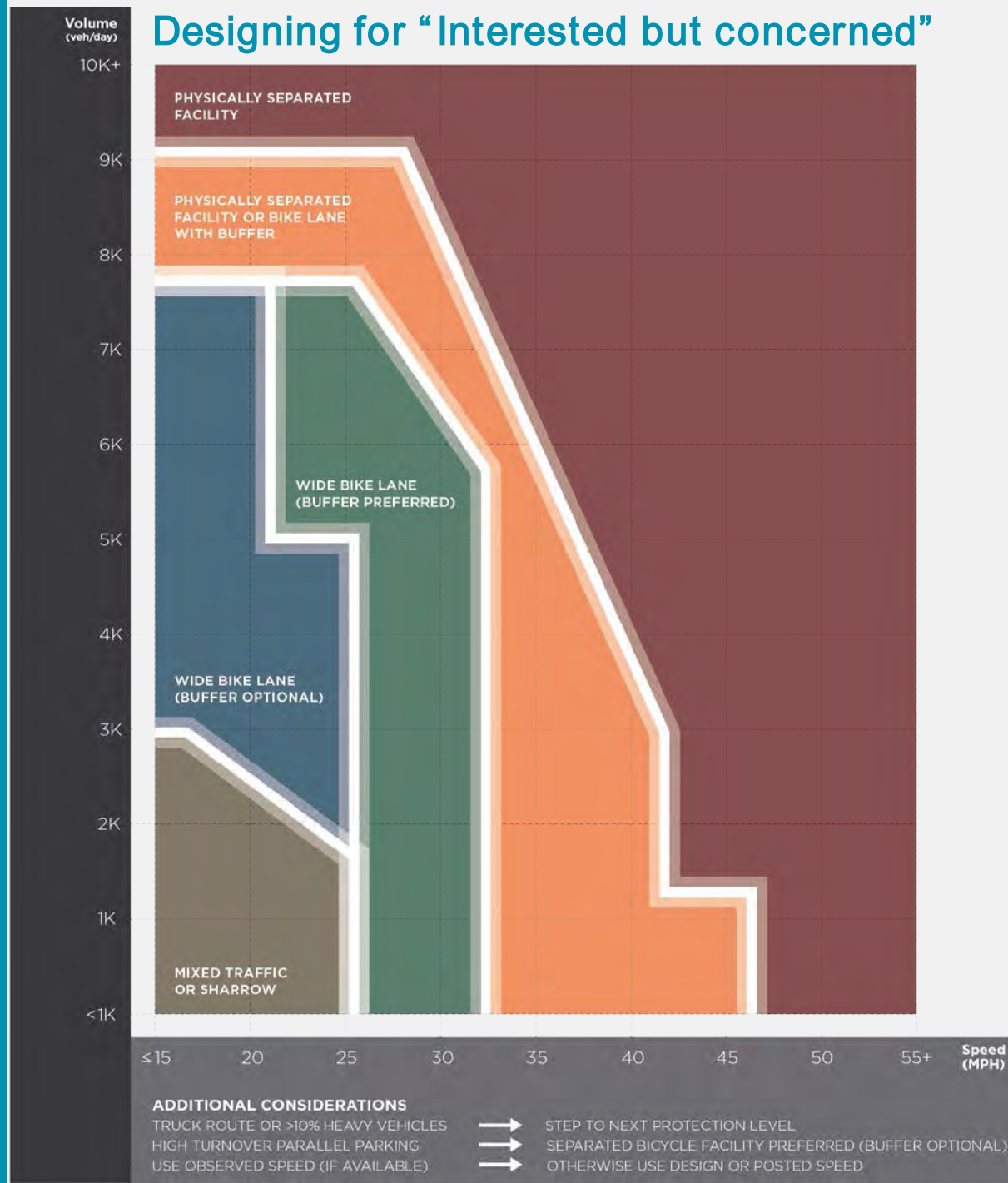
» *National data*



# Other Jurisdictions

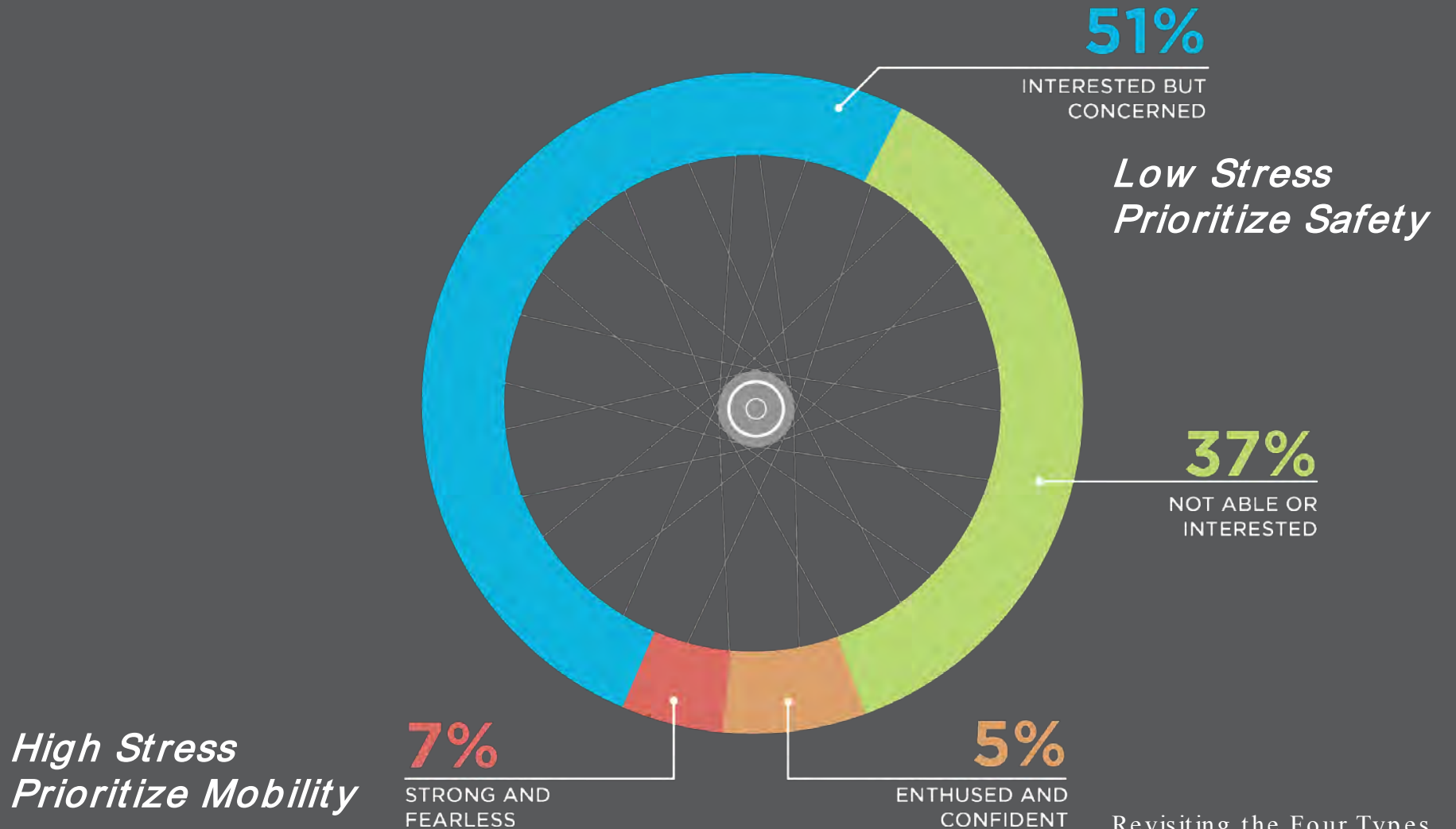
## Example

Montgomery County, MD  
Bicycle Planning  
Guidance





# Who are we designing for?



Revisiting the Four Types of Cyclists: Findings from a national survey (TRB 2015)

# Bicycle Level of Traffic Stress (LTS)



Low Stress

High Stress

**LTS 1**

**LTS 2**

**LTS 3**

**LTS 4**

All Users  
8-80

Interested but  
concerned

Enthused and  
confident

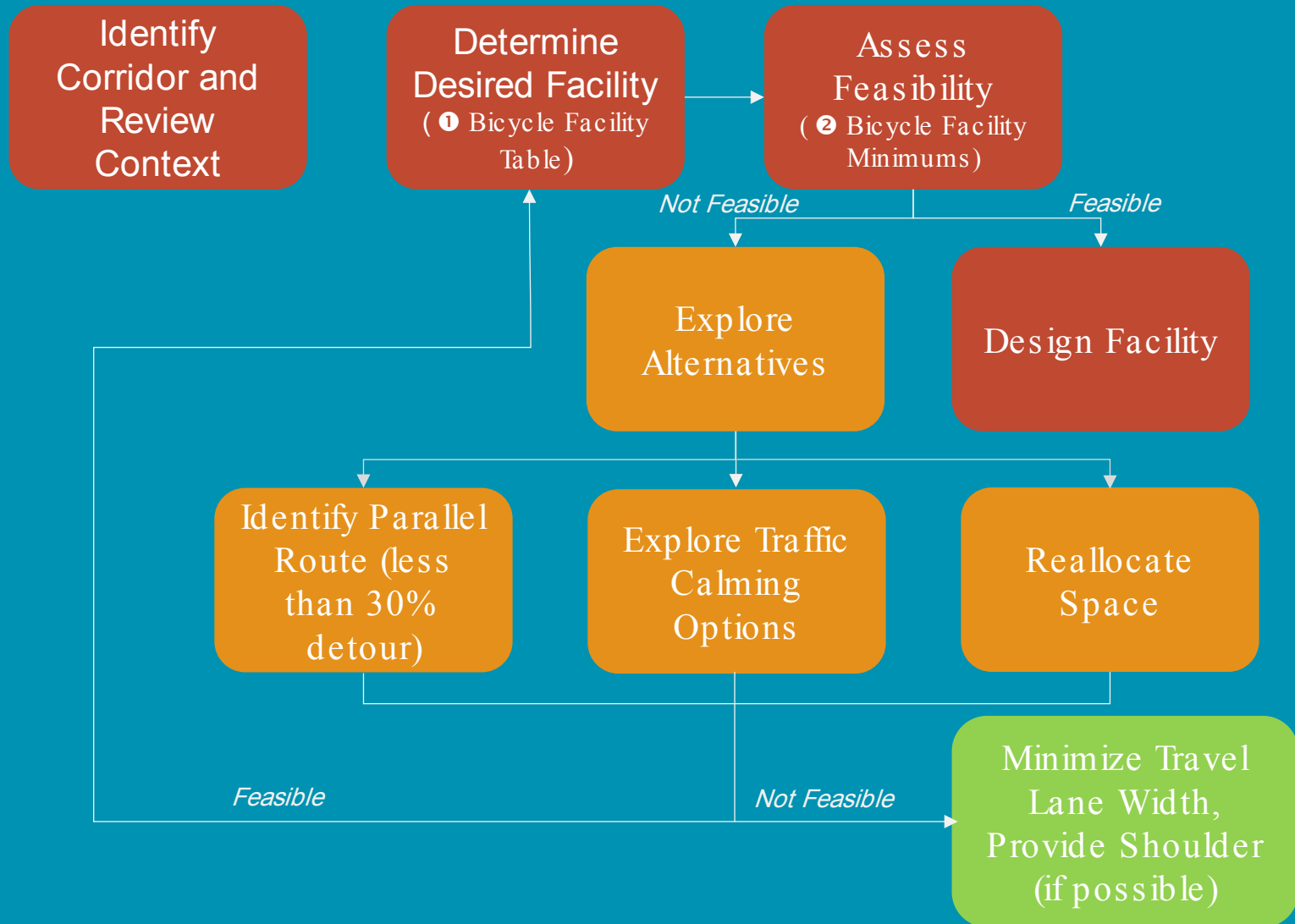
Strong and  
fearless



# New Guidelines

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# Revised Approach: Bicycle Facility Planning





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# Bicycle Level of Traffic Stress

## Methodology

Criteria for Level of Traffic Stress (LTS) for Unsignalized Crossings Without a Median Refuge

Speed Limit	Width of Street Being Crossed		
	Up to 3 Lanes	4-5 Lanes	6+ Lanes
Up to 25 mph	LTS 1	LTS 2	LTS 4
30 mph	LTS 1	LTS 2	LTS 4
35 mph	LTS 2	LTS 3	LTS 4
40+ mph	LTS 3	LTS 4	LTS 4

Lookup tables

# Revised Approach to Bicycle Facility Planning

DRAFT

## 1 Bicycle Facilities Table

ADT	85TH PERCENTILE SPEED*						
	≤20	25	30	35	40	45	≥50
≤2,500	ABCDEF	ABCDEF	CDEF	CDEF	CDEF	DEF	F
2,500-5,000	BCDEF	BCDEF	CDEF	CDEF	DEF	DEF	F
5,000-10,000	B <sup>1</sup> CDEF	B <sup>1</sup> CDEF	CDEF	DEF	DEF	EF	F
10,000-15,000	DEF	DEF	DEF	DEF	EF	EF	F
≥15,000	DEF	DEF	DEF	EF	EF	F	F

**A:** Shared-Street / Bike Boulevard

**B:** Shared-Lane Markings

**C:** Bike Lane

**D:** Buffered Bike Lane

**E:** Separated Bike Lane

**F:** Off-Road Path

*\*use speed limit if unavailable*

*<sup>1</sup> Shared-lane markings not preferred treatment with truck percentages >10%*

# Revised Approach to Bicycle Facility Planning

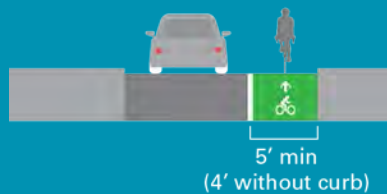
DRAFT

## ② Bicycle Facility Minimums

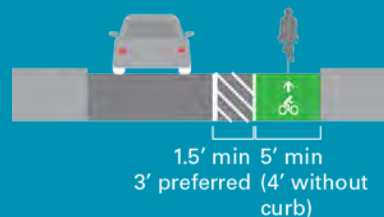
### Key Considerations:

- General purpose travel lanes for motor vehicles in most contexts should be 10-11' wide
- Shared-streets have no minimum width requirements
- Shared-lane markings are not appropriate on multi-lane streets

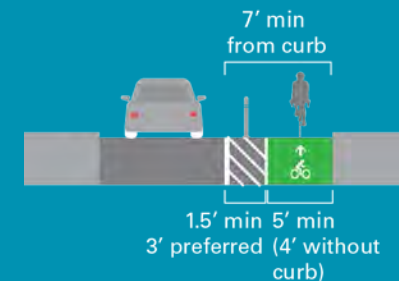
Standard Bike Lane



Buffered Bike Lane



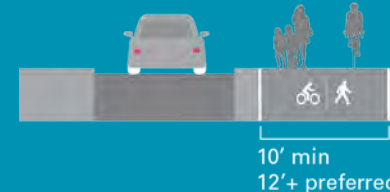
Separated Bike Lane



Two-Way Separated Bike Lane



Off-Road Path





# Example Design Applications

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# Example 1

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## Urban Residential Street

# Context

Identify  
Corridor and  
Review Context

- Adams Street
- Ironbound neighborhood, Newark, NJ
- Urban residential
- 25mph  
~6,000 AADT  
<5% trucks  
one-way



# Determine Facility

Determine  
Desired Facility  
( 1 Bicycle Facility  
Table)

## 1 Bicycle Facilities Table



ADT	85TH PERCENTILE SPEED*						
	≤20	25	30	35	40	45	≥50
≤2,500	ABCDEF	ABCDEF	CDEF	CDEF	CDEF	DEF	F
2,500-5,000	BCDEF	BCDEF	CDEF	CDEF	DEF	DEF	F
5,000-10,000	B <sup>1</sup> CDEF	<b>B<sup>1</sup>CDEF</b>	CDEF	DEF	DEF	EF	F
10,000-15,000	DEF	DEF	DEF	DEF	EF	EF	F
≥15,000	DEF	DEF	DEF	EF	EF	F	F



**A:** Shared-Street / Bike Boulevard  
**B:** Shared-Lane Markings  
**C:** Bike Lane

**D:** Buffered Bike Lane  
**E:** Separated Bike Lane  
**F:** Off-Road Path

*\*use speed limit if unavailable*

*<sup>1</sup> Shared-lane markings not preferred treatment with truck percentages >10%*

# Assess Feasibility

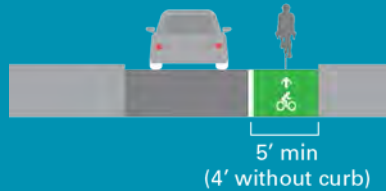
Determine  
Desired Facility  
(● Bicycle Facility  
Table)

- 35' cartway
- 1 travel lane, on-street parking
- $35' - 10' - 2 \times 8' = \sim 9'$  available

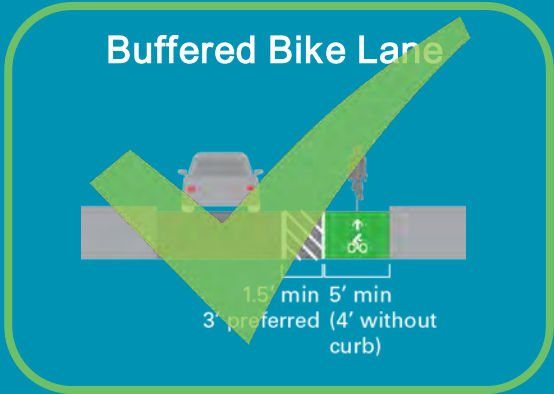
Shared Lane



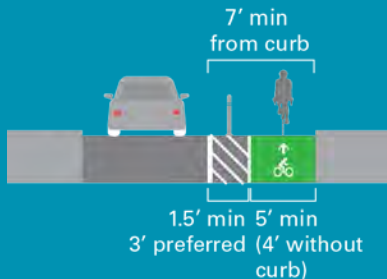
Standard Bike Lane



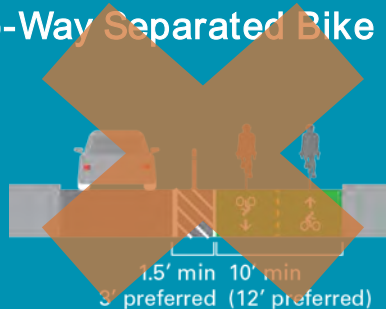
Buffered Bike Lane



Separated Bike Lane



Two-Way Separated Bike Lane



Off-Road Path





# Existing Condition

Adams St, Newark, NJ

Design Facility





# Proposed Concept Plan

## Buffered bicycle lane

Design Facility





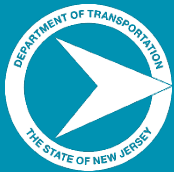
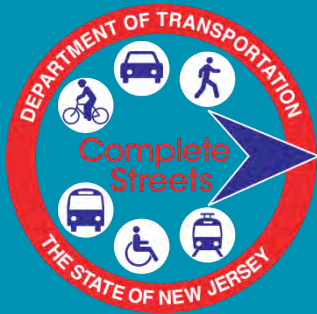
# As-built

## Adams St: Buffered bicycle lane

Design Facility



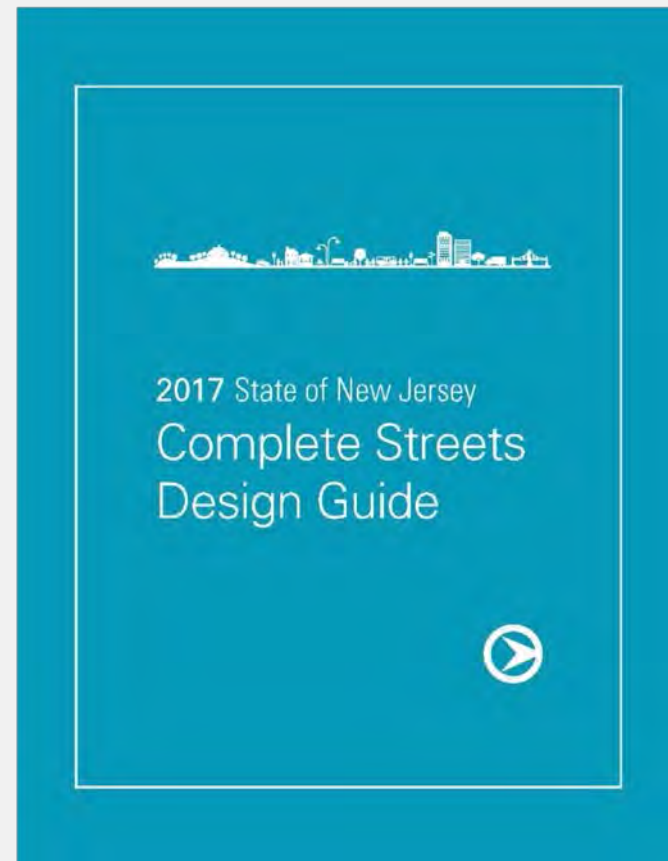
# Thank you!



wsp

Peter F. Kremer, AICP/PP

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# Can safety be fun? Vision Zero at Philly Free Streets

Charlotte Castle  
Vision Zero & Neighborhood Programs Coordinator

CITY OF PHILADELPHIA

**otis**

MANAGING DIRECTOR'S  
OFFICE OF TRANSPORTATION  
& INFRASTRUCTURE SYSTEMS

[Spoiler: We think so.]

CITY OF PHILADELPHIA

**otis**

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OFFICE OF TRANSPORTATION  
& INFRASTRUCTURE SYSTEMS

# Pillars of traffic safety

- Equity
- Evaluation/data
- Engineering
- Enforcement
- Education/engagement



# Pillars of traffic safety

- Equity
- Evaluation/data
- Engineering
- Enforcement
- Education/engagement – *(Hint: The really fun part!)*

# Enter Philly Free Streets

CITY OF PHILADELPHIA

**otis**

MANAGING DIRECTOR'S  
OFFICE OF TRANSPORTATION  
& INFRASTRUCTURE SYSTEMS

# History of open streets, near & far

- 1974: La Ciclovía program established
- 1994: Rev. Dr. Martin Luther King, Jr. Drive closes to vehicular traffic on weekends
- 2007: New York City DOT launches Summer Streets
- 2016: Philly Free Streets kicks off



# Philly Free Streets

- Temporarily closing streets to cars, inviting people to walk, bike, and play
- Upholds Mayor Kenney's commitment to neighborhoods
- Opportunity to establish relationships with neighbors
- Opportunity to pilot ideas





# 2017 Philly Free Streets

- Connected Philadelphia's Historic District to the heart of Latino Philadelphia, El Centro de Oro
- Sponsored by VisitPHILADELPHIA, AARP Pennsylvania, and Inspire
- Additional support generously provided by Knight Foundation



## Philly Free Streets

A people-powered initiative of the City of Philadelphia

**SATURDAY  
OCT 28  
8AM - 1PM**

[phillyfreestreeets.com](http://phillyfreestreeets.com)  
[#phillyfreestreeets](https://twitter.com/phillyfreestreeets)



**PHILADELPHIA'S HISTORIC DISTRICT**

**otis**  
THE OTIS CORPORATION

Open to Vehicular Traffic  
Philly Free Streets route  
(closed to vehicular traffic)

# 2017 Philly Free Streets – Community relations

otis



Photo credit: Neal Santos for Found in Fairhill



# 2017 Philly Free Streets – Community-led programming

otis



Photo credit: Darren Burton for Philly Free Streets



# 2017 Philly Free Streets – Traffic safety demonstration





# 2017 Philly Free Streets – Vision Zero programming



otis

Photo credit: Darren Burton for Philly Free Streets



# 2017 Philly Free Streets – Art in transportation

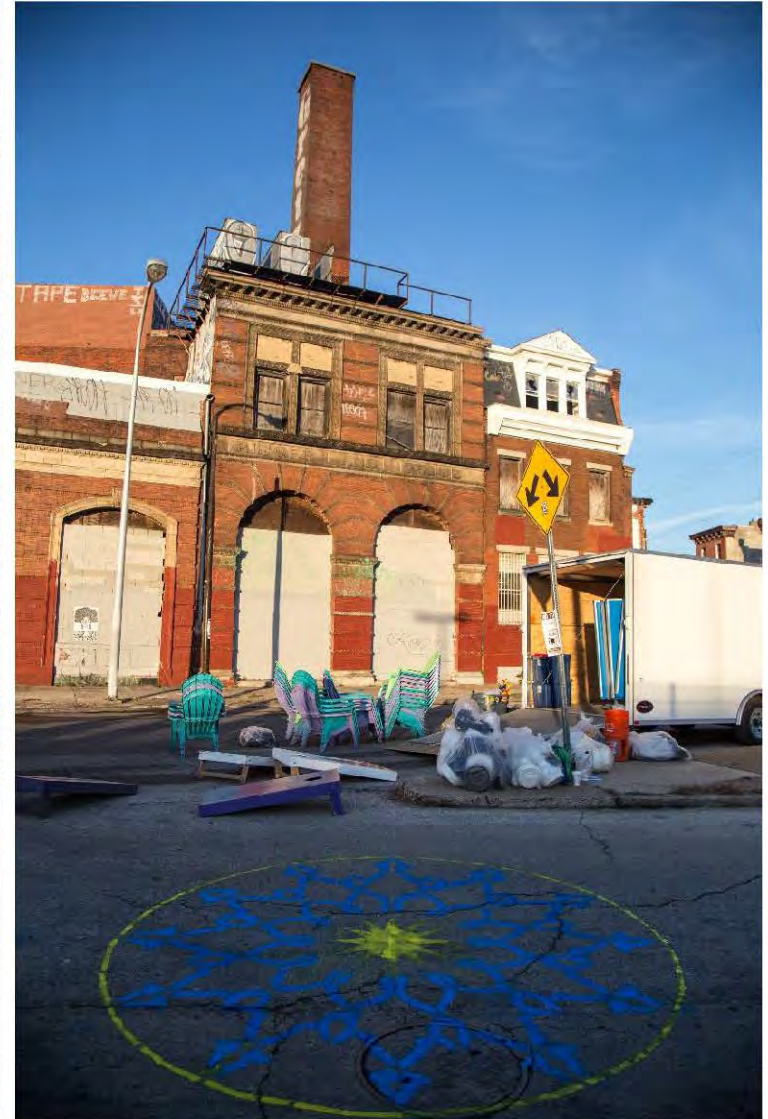


Photo credit: Darren Burton for Philly Free Streets



2017 Philly  
Free Streets –  
A gift for the  
community

otis



Photo credit: Eddie Einbender for Found in Mural Arts Philadelphia



Thank you!



Photo credit: Neal Santos for Found in Fairhill



## **Pennsylvania 2017 – Key Legislative Issues**

(Updated November 2017)

### **Vision Zero Philadelphia**

AAA continues to promote its role as a traffic safety advocate in Philadelphia. As a member of the Vision Zero Alliance, AAA serves on the Vision Zero Task Force enforcement and education subcommittees, reviewing the city's Vision Zero Action Plan and developing goals for implementation to work toward the goal of zero traffic deaths in Philadelphia. AAA has contributed resources and research to aid in Philadelphia's efforts to make the city's streets safer for all road users, including conducting a Philadelphia Traffic Safety Poll to support the city's Vision Zero initiatives to improve mobility, reduce traffic crashes, and ultimately save lives. Poll results noted the majority of Philadelphians say city streets are unsafe for all road users. The Philadelphia Vision Zero short-term action plan was unveiled at a news conference at City Hall on September 28, 2017.

### **Autonomous Vehicles**

The Pennsylvania AAA Federation testified before a joint PA Senate and House Transportation Committees hearing on "Highly Automated Vehicles (HAV) Testing Legislation," focusing on SB 427, which provides for authorization of HAV testing under certain conditions on trafficways throughout PA. AAA supports the continued advancement of technologies leading to the development, testing and use of AV systems, as such technologies could prevent up to 80 percent of today's crashes.

Legislation incorporates "best practices" from enacted HAV testing legislation, recommendations from the Pennsylvania Department of Transportation's Autonomous Vehicle Task Force (PA AAA Federation sits on the AV Task Force), guidance from the federal automated vehicle policy by the National Highway Traffic Safety Administration and a volume of feedback from key stakeholders including Carnegie Mellon University and Uber who are legally testing HAVs in this Commonwealth. This legislation demonstrates Pennsylvania's commitment and leadership towards the development and management of broader, more sophisticated HAV testing in the Commonwealth, which is receiving notable attention from the manufacturing and technology industries, research institutions, safety stakeholders and transportation policymakers across the United States and beyond.

**Senate Bill:**     **SB 427**

**Sponsors:**     Vulakovich

**Summary:**     **Highly automated vehicles testing.**

**Status:**        02/24/2017 – Referred to Senate Transportation Committee

**AAA:**            Support (AAA provided testimony in support)

### **REAL ID**

The state legislature overwhelmingly passed Act 38 in 2012 to address several concerns with REAL ID at the time. Many of these concerns may not be valid today considering the Federal REAL ID Act requires states to adopt and institute 38 specific standards to come into compliance and Pennsylvania currently meets 32 of them. This repeals Act 38 of 2012, requires PENNDOT to apply to the USDHS for an extension, and ultimately moves Pennsylvania into compliance with the Federal REAL ID Act. Act No. 3

allow Pennsylvania to offer residents an optional REAL ID-compliant driver license or state identification card, which can be used to access airports, and federal facilities

Pennsylvania was granted an enforcement extension by the federal Department of Homeland Security (DHS) through October 10, 2018. There is no enforcement on commercial air travel until January 22, 2018. PennDOT has submitted its plans to meet the REAL ID requirements for customers choosing to obtain a REAL ID product. The plan is focused on an efficient, straightforward approach emphasizing customer service. Per federal requirements, persons without a state-issued REAL ID-compliant driver's license or photo ID must present an alternative form of DHS-compliant identification unless the state issuing the driver's license or photo ID has an extension granted by DHS. If the extension is granted, those deadlines could be extended until Oct. 1, 2020.

**Senate Bill: SB 133**

Sponsors: Ward

**Summary: Requires PennDOT to request an extension for REAL ID and a repeal of Act 38 (nonparticipation act).**

Status: 05/26/2017 – Gov. Wolf signed into law as [Act No. 3](#) – PA REAL ID Compliance Act

AAA: Support

**Bills AAA is closely monitoring:**

**House Bill: HB 43**

Sponsors: Readshaw

**Summary: Permits local use of police radar.**

Status: 01/23/2017 – Referred to House Transportation Committee

AAA: Support with motorists protections

**House Bill: HB 150**

Sponsors: Neilson

**Summary: Repeals REAL ID nonparticipation Act.**

Status: 01/23/2017 – Referred to House Transportation Committee

AAA: Support

**House Bill: HB 257**

Sponsors: Kauffman

**Summary: Provides for chemical testing for alcohol or controlled substance.**

Status: 01/31/2017 – Referred to House Transportation Committee

AAA: Support

**House Bill: HB 811**

Sponsors: Cox

**Summary: Exempts new model vehicles from emission inspection for 10 years.**

Status: 03/10/2017 – Referred to House Transportation Committee

AAA: Support

**House Bill: HB 1152**

Sponsors: Boback

**Summary: Providing for civil immunity for use of force in motor vehicle rescue.**

Status: 07/14/2017 – Referred to Senate Judiciary Committee



AAA: Support

**House Bill: HB 1187**

Sponsors: Taylor

**Summary: Photo speed enforcement cameras pilot program (Roosevelt Boulevard).**

Status: 06/29/2017 – Laid on the table

04/12/2017 – Referred to House Transportation Committee

AAA: Support with motorists protections

**House Bill: HB 1216**

Sponsors: Farry

**Summary: Providing civil immunity for first responders rescuing animal from hot vehicle.**

Status: 07/14/2017 – Referred to Senate Judiciary Committee

AAA: Support

**Senate Bill: SB 38**

Sponsors: Hutchinson

**Summary: Adds saliva testing to the methodology of DUI or DUID testing.**

Status: 01/12/2017 – Referred to Senate Transportation Committee

AAA: Support

**Senate Bill: SB 172**

Sponsors: Argall

**Summary: Provides for Workzone speed camera pilot program.**

Status: 10/16/2017 – Laid on the table (House)

07/11/2017 – Referred to House Transportation

04/18/2017 – Referred to Senate Appropriations

01/24/2017 – Reported to Senate Transportation Committee

AAA: Support

**Senate Bill: SB 786**

Sponsors: Rafferty

**Summary: Provides for further prohibiting of text-based communications and providing for prohibiting use of interactive wireless communications devices by novice drivers.**

Status: 07/17/2017 – Laid on the table (Senate)

06/21/2017 – First consideration

06/19/2017 – Referred to Transportation

AAA: Support

## **Incident Management Task Force Update**

November 13<sup>th</sup>-19<sup>th</sup> was National Incident Response week. It was a national effort to promote awareness about responders on our roadways. DVRPC participated by creating an informational packet which was sent out to our Incident Management Task Forces and could be used for various promotional resources. These included press releases and social media.

### **PA**

The IMTF's of PA (I-76/I-476, Delaware Co, Chester Co, Bucks Co) continue to meet on a quarterly basis. The Montgomery County IMTF is in the process of updating their Incident Management Guidelines and the Delaware County IMTF is in the process of creating their Incident Management Guidelines.

The I-76/I-476 IMTF has been involved with PennDOT's I-76 ICM project. The Task Force has been used by PennDOT's consultant team to gather the needs of the first responder community on any work that will be done on I-76. This includes the use of Variable Speed Limits, Queue Detection and Dynamic Shoulder Lanes.

### **NJ**

The NJSAFR IMTF Incident Management Guidelines are in the final review process and will be issued in the coming weeks. The NJSAFR IMTF is in the process of creating a refresher TIM training power point. The power point will condense the 4 hour TIM training into roughly a 1 hour refresher course highlighting the major topics of the training.

## **DVRPC Transportation Operations Management**

The Transportation Operations Master plan is currently in the process of being updated with the goal to create a TSM&O (Transportation Systems Management & Operations) plan. The TSM&O plan will be a more comprehensive plan including performance measures and a regional view of actively managing multimodal transportation.

The New Jersey Signal Retiming Initiative has begun as corridors have been selected in all four NJ counties which DVRPC covers. Rapid field assessments of the signal equipment have been completed. Signal retiming work will commence within the coming weeks.

## UPDATES ON VOLUNTEER ACTION ITEMS

IMPAIRED DRIVING – 9/20/17 RSTF Meeting			
<i>Volunteer Action Items</i>	<i>Lead Person/Agency</i>	<i>Timeframe to Report</i>	<i>Update</i>
1. Inquire with NJDOT officials about implementing engineering solutions to impaired driving, such as variable messages and rumble strips. <b>(Engineering)</b>	Bill Ragozine – CCCTMA	<i>November 2017 meeting</i>	NJDOT confirmed it posts VMS for drunk, but not drugged, driving. Allowable VMS messages are determined by FHWA. NJDOT is a proponent of rumble strips and know that they serve as a good alarm for impaired driving.
2. Investigate available data from PennDOT on drugged driving crashes. <b>(Enforcement)</b>	Sharang Malaviya – PennDOT	<i>November 2017 meeting</i>	PennDOT confirmed they have tags for drug-related crashes in the crash database, but spot-checking uncovered reporting issues. They are investigating a better method to isolate drug-related crashes.
3. Research best practices in addressing drugged driving crashes. <b>(Enforcement)</b>	Marco Gorini – DVRPC	<i>November 2017 meeting</i>	DVRPC provided research to the RSTF on <a href="#">“reasonable inference” laws</a> in Colorado, as well as public information campaigns in Colorado like <a href="#">“Drive High, Get a DUI”</a> and the <a href="#">“320 Movement.”</a>
4. Research existing services and programs that provide support for offenders to help them sustain a livelihood while working toward restoring their driving status. <b>(Education)</b>	Bill Beans – MBO Engineering	<i>November 2017 meeting</i>	Bill provided research to the RSTF on the <a href="#">Occupational Limited License</a> (also <a href="#">here</a> ), especially around eligibility in the case that a license is suspended for a DUI.
5. Research educational efforts surrounding marijuana and its effect on driving. <b>(Education)</b>	Amanda Lozinak – TMA of Chester County	<i>November 2017 meeting</i>	Amanda provided links for RSTF partners to post to their social media about driving while under the influence of marijuana. These include <a href="#">video showing the impact of drugged driving</a> and articles on <a href="#">marijuana sobriety tests</a> , the <a href="#">impacts of driving while using marijuana</a> , and information on <a href="#">DUI-D laws in Pennsylvania</a> .



<p>6. Investigate the PA and NJ crash databases for information needed to map the incident location versus home addresses of impaired drivers for investigation of patterns. <b>(Policy)</b></p>	<p>Kevin Murphy – DVRPC</p>	<p><i>November 2017 meeting</i></p>	<p>Data from NJDOT in DVRPC's crash database provides the home city, state, and zipcode for drivers and pedestrians involved in a crash. PennDOT does not provide this information.</p>
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## Pedestrian and Bicycle Safety Emphasis Area Strategies

These strategies are the result of the July 25, 2017 RSTF Special Strategies Session. RSTF members developed strategies for eight AASHTO emphasis areas, including Pedestrian and Bicycle Safety. The strategies were distributed to the RSTF membership via an online survey. The top strategies are presented below with the most popular strategies highlighted in **bold**.

1. **Educate the public about existing traffic safety laws and safe practices, including the responsibilities of drivers, pedestrians and bicyclists, as well as policies that can increase pedestrian and bicycle safety if implemented locally (like Safe Routes to School).** [Education]
2. **Implement infrastructure and roadway improvements to support speed management (e.g. road diet, curb bump outs, on-street parking) to reduce risk of pedestrian and bicyclist fatalities, and lessen the severity in the event of a crash.** [Engineering]
3. Promote adoption and implementation of policies that prioritize pedestrian and bicycle safety through municipal land use regulations and infrastructure improvements that increase multimodal network connectivity, such as Livable Communities, Complete Streets, and Vision Zero policies. [Policy/Education]
4. Raise awareness of local and national data-driven best practices to improving pedestrian and bicycle safety in the region. [Engineering]
5. Explore and evaluate ways to enforce minor infractions on the part of all road users that can lead to potentially serious crashes involving bicyclists and pedestrians like NJ's Pedestrian Decoy Program. [Education/Enforcement]
6. Work with police, hospitals and other traffic safety professionals to begin to accurately capture the incidence of pedestrian and bicyclist crashes where a motor vehicle was not involved. [Policy]
7. Explore ways to tie DMV fees and traffic violation fines to programs that will increase safety for pedestrians and bicyclists like PA's Automated Red Light Enforcement grant program. [Policy]