



# Safe Speeds Strategies

December 9, 2021



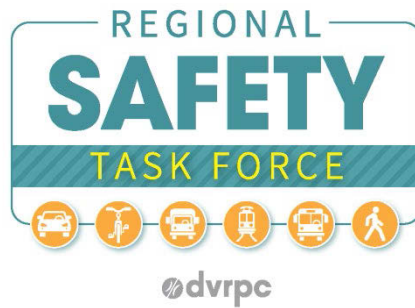
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# Housekeeping

- Number of attendees
- Meeting recorded
- Use Chat feature for questions and to relay technical issues
- Mic and video features enabled for breakout groups

# Opening Remarks

- **Sharang Malaviya, P.E.**, Traffic Safety Supervisor, PA  
Department of Transportation



RSTF Goal:

To reduce roadway crashes and eliminate serious injuries and fatalities from crashes in the Delaware Valley

**Share the conversation!**

Use **#rstf** during today's meeting, and

tag **@DVRPC**

CONNECT WITH US! **@DVRPC #RSTF #VISIONZERO**



The DVRPC'S REGIONAL SAFETY TASK FORCE  
WOULD LIKE to FORMALLY RECOGNIZE

# Patricia Ott

for HER SERVICE as CO-CHAIR of the RSTF,  
and HER COMMITMENT to IMPROVING SAFETY for the TRAVELING PUBLIC  
of the DELAWARE VALLEY REGION.

*December 9<sup>th</sup>, 2021*

A handwritten signature in black ink, appearing to read "Barry Szymour", is written over a horizontal line.

BARRY SZYMOUR

EXECUTIVE DIRECTOR

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

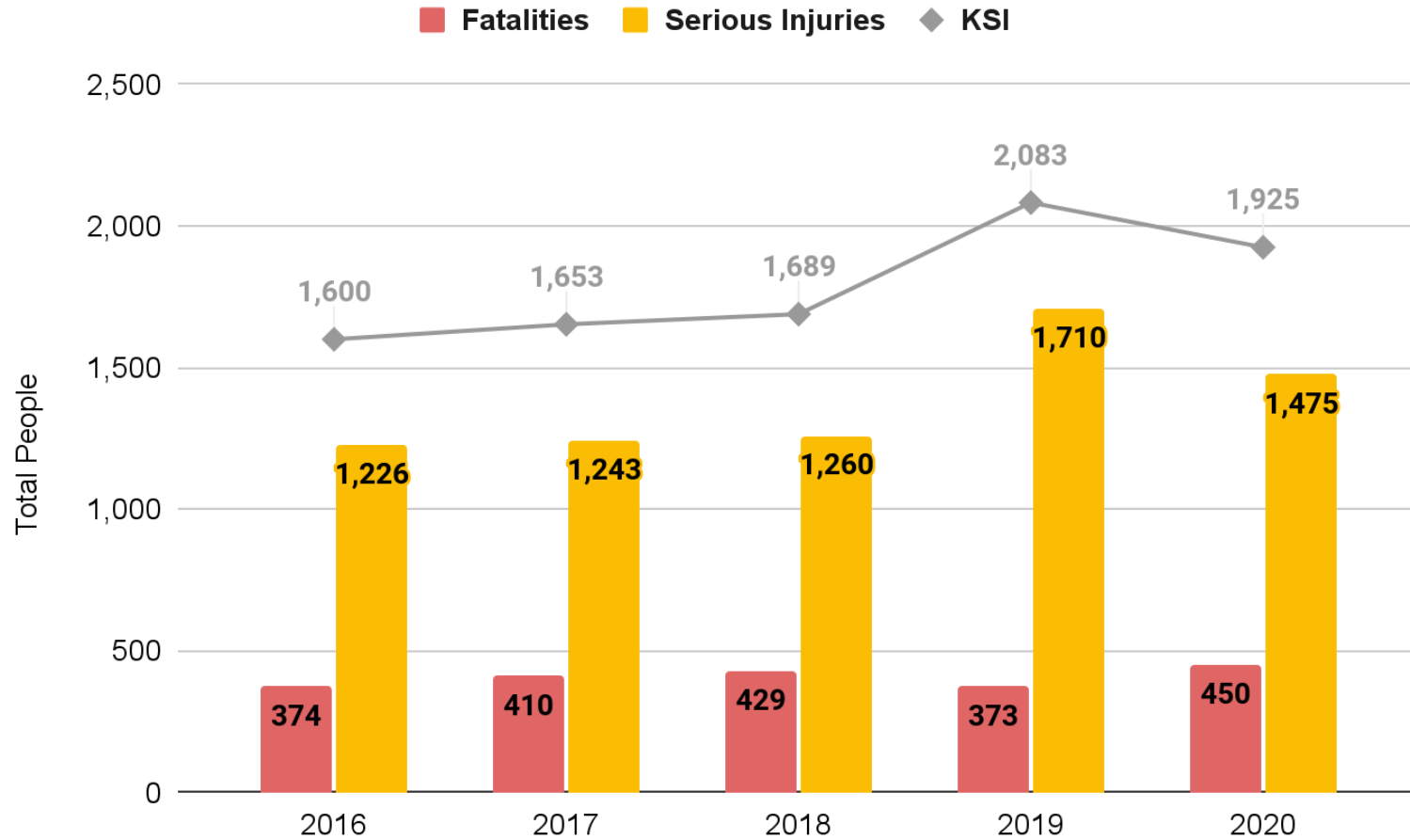
# Action Item Tracking

- Action Items brainstormed during RSTF meetings are now available to view via a [link](#) on the RSTF webpage
- If you would like to volunteer for an unclaimed action item, reach out to Marco at [mgorini@dvrpc.org](mailto:mgorini@dvrpc.org)
- **Action Item Spotlight**
  - Laureen Sendel-Grant, Montgomery County
    - Topic: Lane Departure
    - Action: Look into the cost of rumble strips that would help in determining low cost interventions
    - Update: Research from local companies available to view on the tracking sheet

# Introduction

- **Kevin Murphy**, Manager, Office of Safe Streets, Delaware Valley Regional Planning Commission

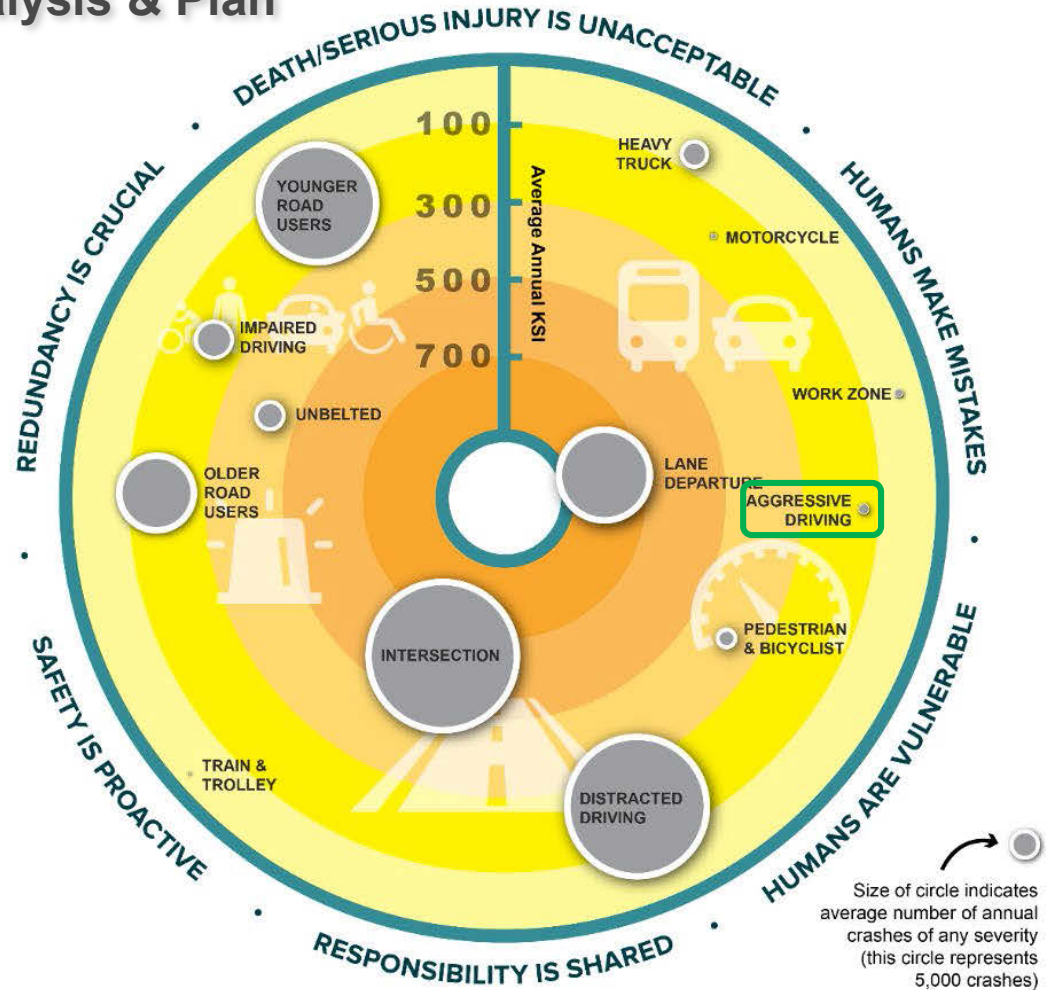
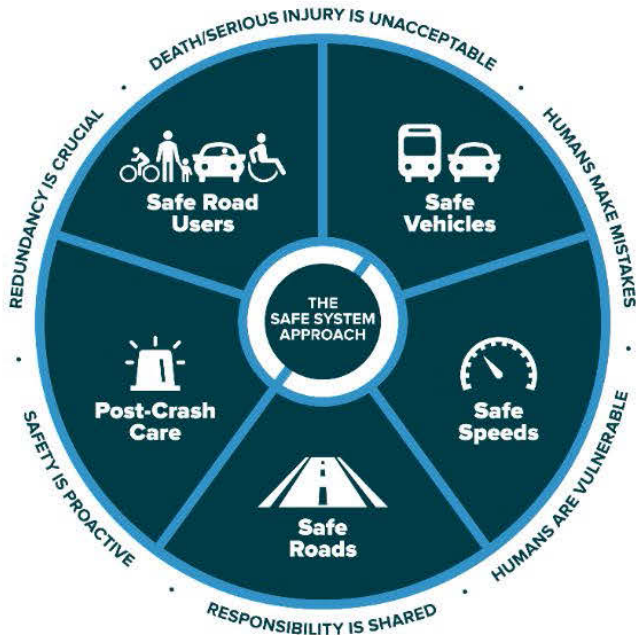
# Total KSI - Regional Trend (by person), 2016-2020





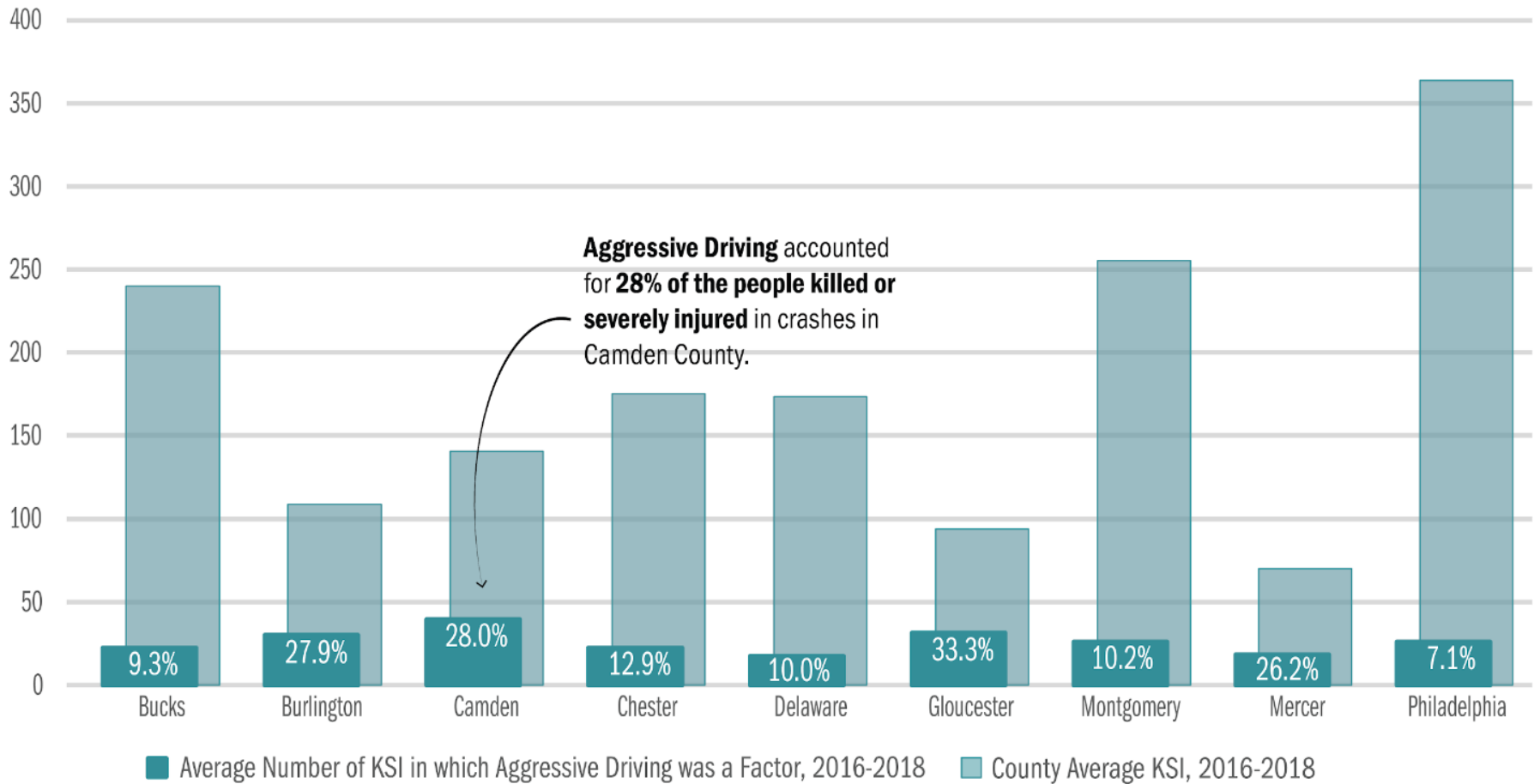
# KSI & Total Crashes by Emphasis Area

## 2021 Transportation Safety Analysis & Plan



Size of circle indicates average number of annual crashes of any severity (this circle represents 5,000 crashes)

Percent of All Road KSI in that County in which Aggressive Driving was a Factor, 2016-2018



CRASH TREND

EMPHASIS AREA

STRATEGIES

SPEAKERS

SSA Category

Strategy

Priority



**Provide information and analysis** to inform policy discussions of **aggressive driving and its elements**, such as speeding, tailgating, and combinations of aggressive behaviors. Analysis may include: radar for local police in PA, effectiveness of automated enforcement; best practices research.

!!!

**Promote** the **speed management benefits** of implementing engineering and technology strategies like traffic calming and road diets that can help reduce aggressive driving in the appropriate setting.

!!!

**Promote** existing technologies and programs for **reporting aggressive driving; research easier and safer ways to report** like online forms or a voice-activated smart phone application; and use the report findings to target enforcement by location.

!!!

**Promote education on defensive driving** in response to aggressive drivers to avoid escalating potentially dangerous situations. Piggyback on existing programs to promote aggressive driving prevention measures.

!!!



**Share and promote aggressive driving campaigns** on websites, email blast, social media, etc., and use variable message signs to track severe crash trends by location to raise awareness.

!!

**Support** the long-term need for **culture change around aggressive driving** by communicating to the public what aggressive driving behaviors are and why they are so dangerous.

!!

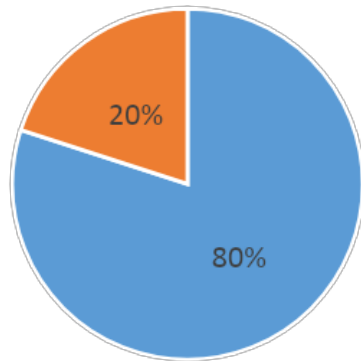
Better **promote the fines and penalties** resulting from speeding violations, such as guaranteed fines in automated speeding enforcement zones.

!!

# The Problem: Speed

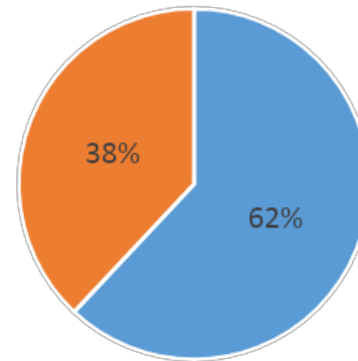
- In 2018, 20% of all traffic fatalities in New Jersey, and 38% in Pennsylvania, were speeding-related.

New Jersey



■ All Fatalities ■ Speeding-Related Fatalities

Pennsylvania



■ All Fatalities ■ Speeding-Related Fatalities

# Regional Speed Management Action Plan

## Plan Overview

- Advancing Safety Culture and a Safe System Approach to Achieve Vision Zero
- Speed Management GIS Map and Data Analysis Methods
- Speed Management Practices
- Speed Management Countermeasures
- Traditional and Nontraditional Funding Sources

# Featured Speaker

- **Lennart Nout**  
Mobycon

## Featured Panelists

- **Julia Kite-Laidlaw**  
New York City Department of Transportation
- **Mahmood Shehata**  
RK&K
- **John J. Taylor, Esq.**  
Archer & Greiner P.C.

Moderated by **Janna Chernetz, Esq.**  
Tri-State Transportation Campaign

# Action Item Development Groups

- Continuing the conversation in small breakout groups
- Brainstorm strategies to advance Safe Speeds strategies and address aggressive driving trends in the region





# Closing Remarks

- **Patricia Ott, P.E., RSP**, Managing Member, MBO Engineering, LLC

# Please Complete the Meeting Survey!

- The link for the survey is in the Chat, please take a moment to get it started now

# Traffic Safety Culture and the Media

- Action item from Year of Traffic Safety Culture program
- Provides guidance on removing unintended bias from crash reporting
- Product guided by a RSTF working group

DELAWARE VALLEY  
dvrpc  
REGIONAL  
PLANNING COMMISSION

→ MEDIA TOOLKIT

## Reporting Traffic Crashes

IN THE GREATER PHILADELPHIA REGION

1 of 8

**NEWS**

This tool is intended to enlist media partners in improving the safety culture in the Greater Philadelphia region. The media plays a crucial role in shaping safety culture through their reporting on traffic crashes.

Journalists have the power, with effective storytelling, to influence collective action and behavior changes to create safer roadways and save lives.

**You can help improve traffic safety culture with these tips:**

- Re-frame the story within the context of a systemic public health crisis.
- Use "crash," not "accident."
- Use human-based reporting.
- Place equal scrutiny on each actor.
- Scrutinize counterfactual statements.

# Next Meeting

- Next meeting planned for March 2022 and will focus on Safe People strategies
- Adjourn



# Thank You!



**Marco Gorini**, Transportation Planner  
617-869-0225 | [mgorini@dvrpc.org](mailto:mgorini@dvrpc.org)

**Kevin Murphy**, Manager, Office of Safe Streets  
215-238-2868 | [kmurphy@dvrpc.org](mailto:kmurphy@dvrpc.org)



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# TAMING THE ARTERIAL

How to build safe, low speed, high volume streets  
DVRPC Safety Task Force – 9 december 2021





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**SLOW**

&

**STEADY**

WINS

THE

**RACE**

## CONTENTS

- Introduction
- Concept
- Design
- Intersections
- Application



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## TOOLS IN THE TOOLBOX

- Low traffic neighbourhoods

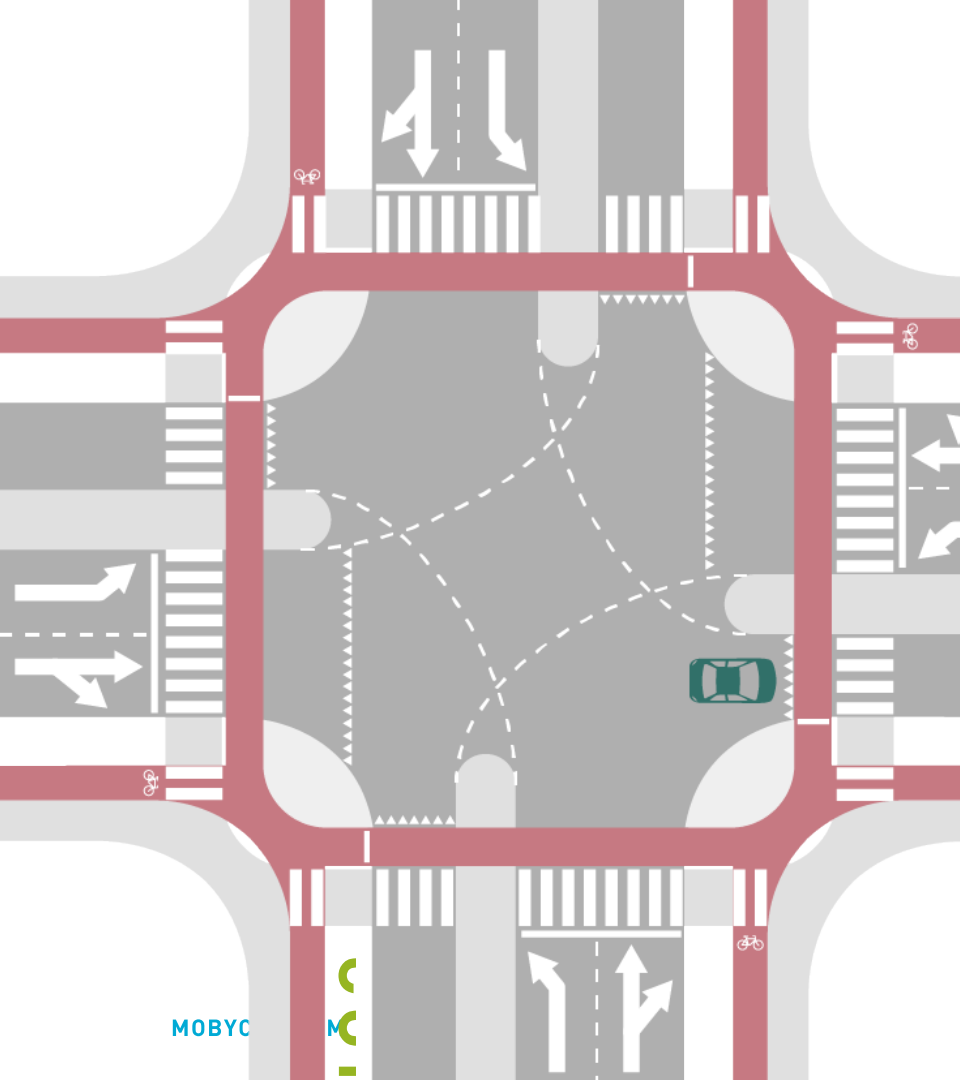




## TOOLS IN THE TOOLBOX

- Low traffic neighbourhoods
- Separated bicycle lanes





## TOOLS IN THE TOOLBOX

- Low traffic neighbourhoods
- Separated bicycle lanes
- Protected intersections





## TOOLS IN THE TOOLBOX

- Low traffic neighbourhoods
- Separated bicycle lanes
- Protected intersections
- Protected roundabouts

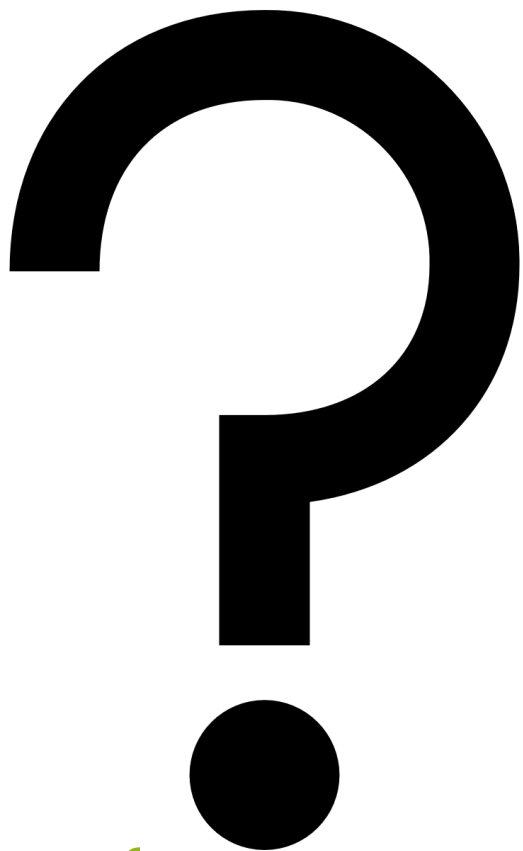




## TOOLS IN THE TOOLBOX

- Low traffic neighbourhoods
- Separated bicycle lanes
- Protected intersections
- Protected roundabouts
- Road diet!





## NEW TOOL

- High capacity street
- Separated cycle infrastructure
- Fewer emissions
- More green space
- Snow storage
- Parking



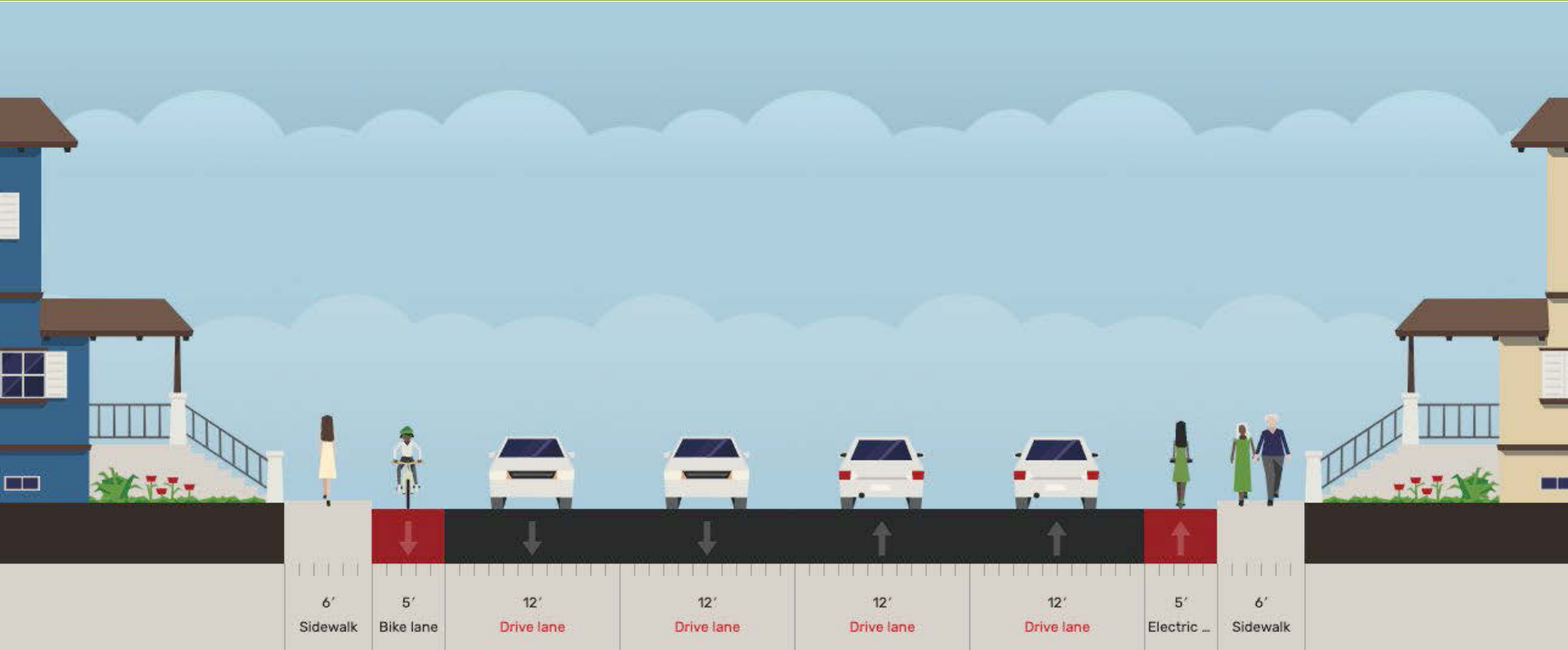


## SLOW AND STEADY

- Priority street @ 40 km/h
- No overtaking
- Wide median strip
- Slow speed at intersections
- Separated bicycle facilities

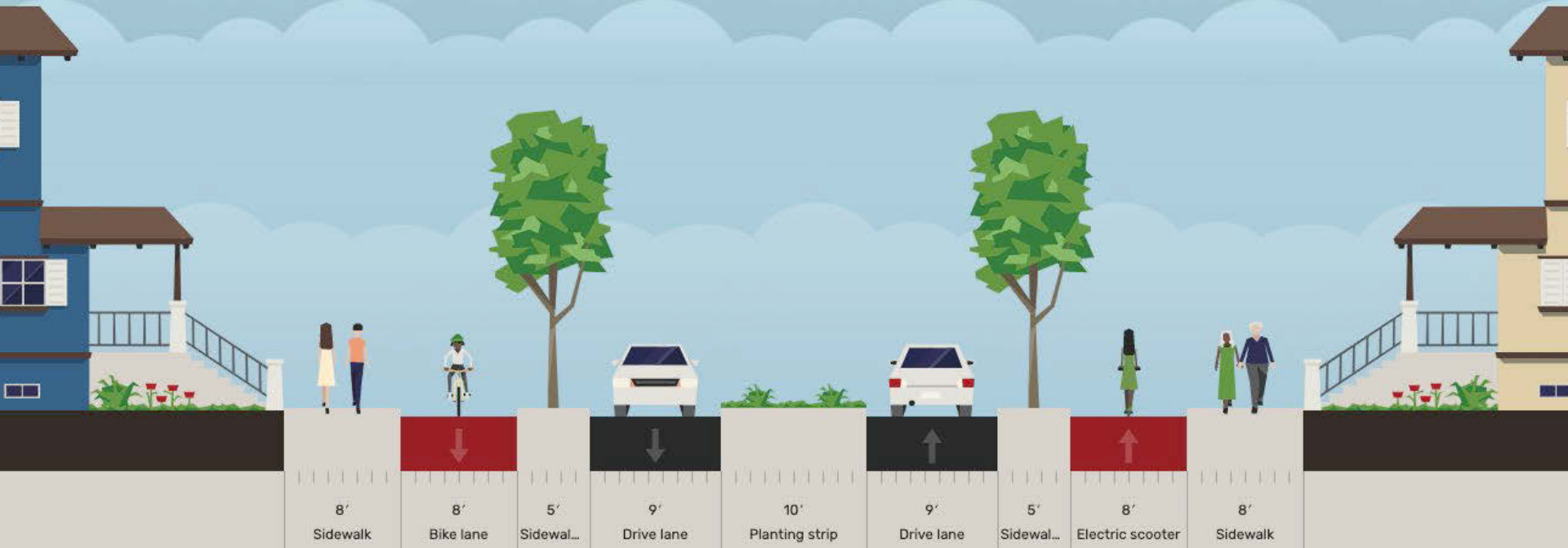


# CROSS SECTION





# TRANSFORMATION





## FUNCTIONAL ELEMENTS

- Design speed 25 mph
- Narrow drive lanes (9 ft!)
- Planted median
- Traffic calming at intersections
- Priority street
- No traffic lights(!)



TRAFFIC LIGHTS ARE  
PROVEN TO BE THE  
**LEAST SAFE** JUNCTION  
OPTION

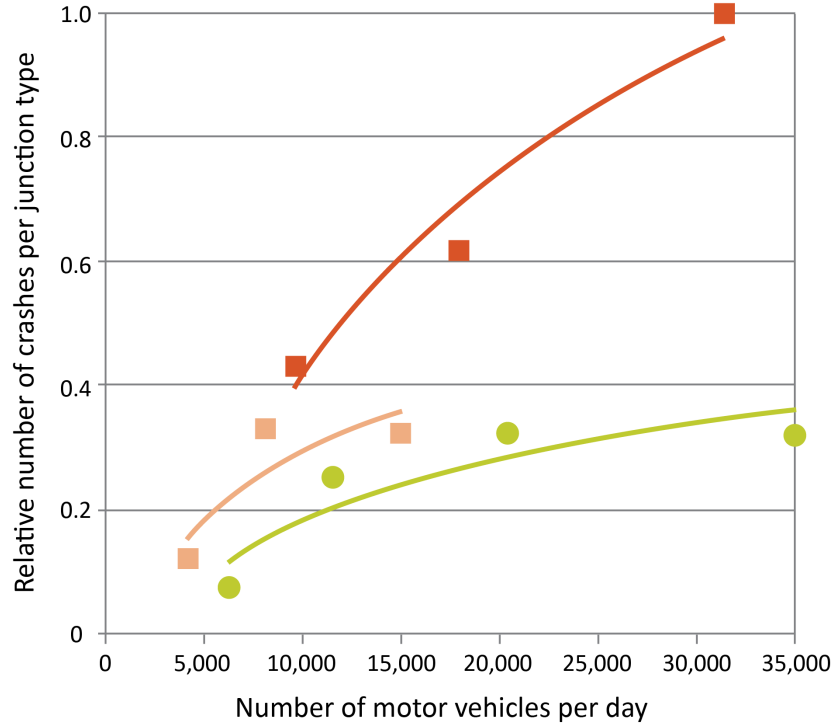


TRAFFIC LIGHTS ARE  
A **TRAFFIC**  
**MANAGEMENT** TOOL.  
NOT A *SAFETY* TOOL.



## UNSAFE LEVELS PER JUNCTION TYPE

- Four-way Signalized
- Four-way Prioritized
- Roundabout (four-way)



## SAFETY FIRST?

- Four-way signalised junctions are over twice as unsafe as their equivalent roundabouts



The Netherlands has  
**5,500** traffic lights  
Nationwide

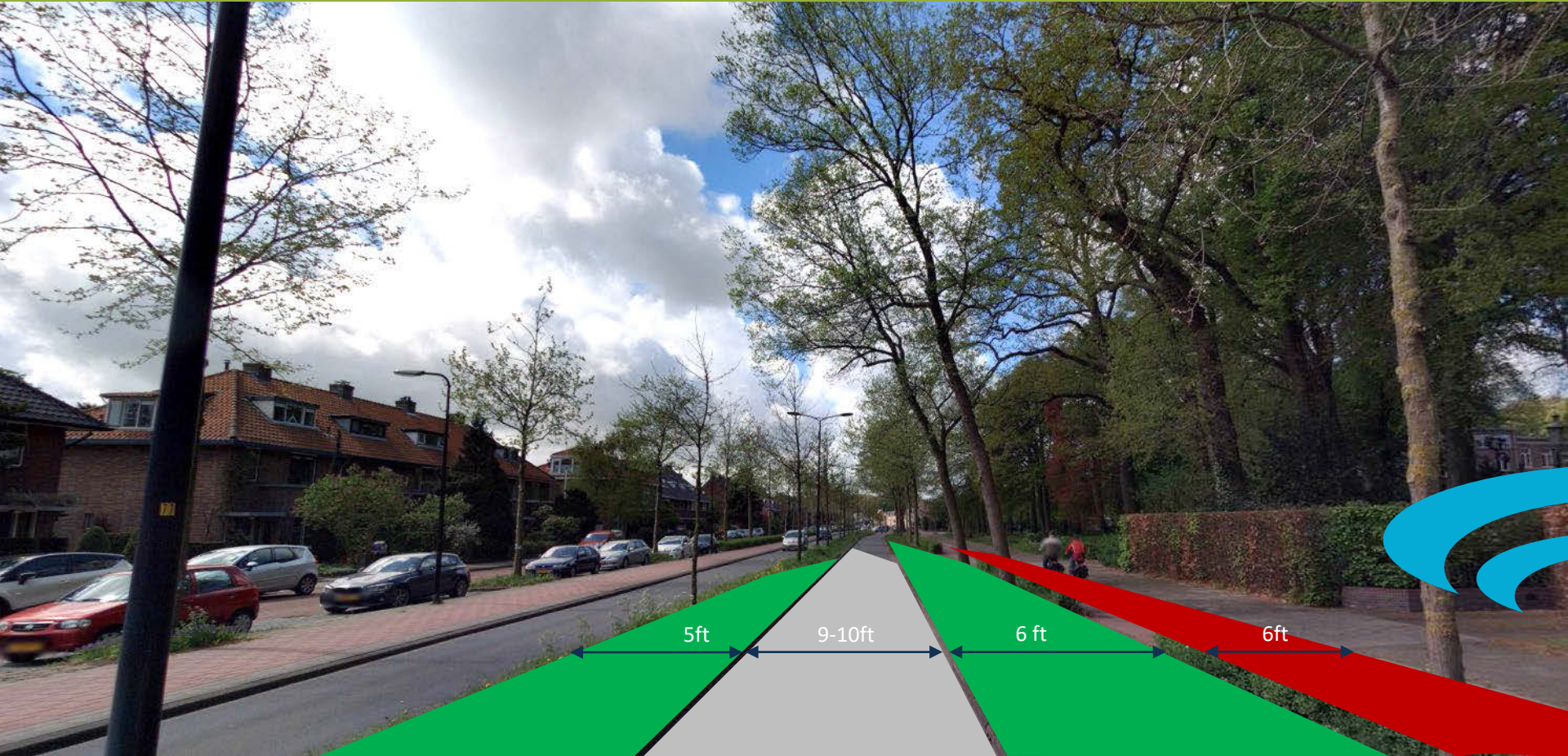


**Philadelphia** has **2,950**

# DESIGN ELEMENTS

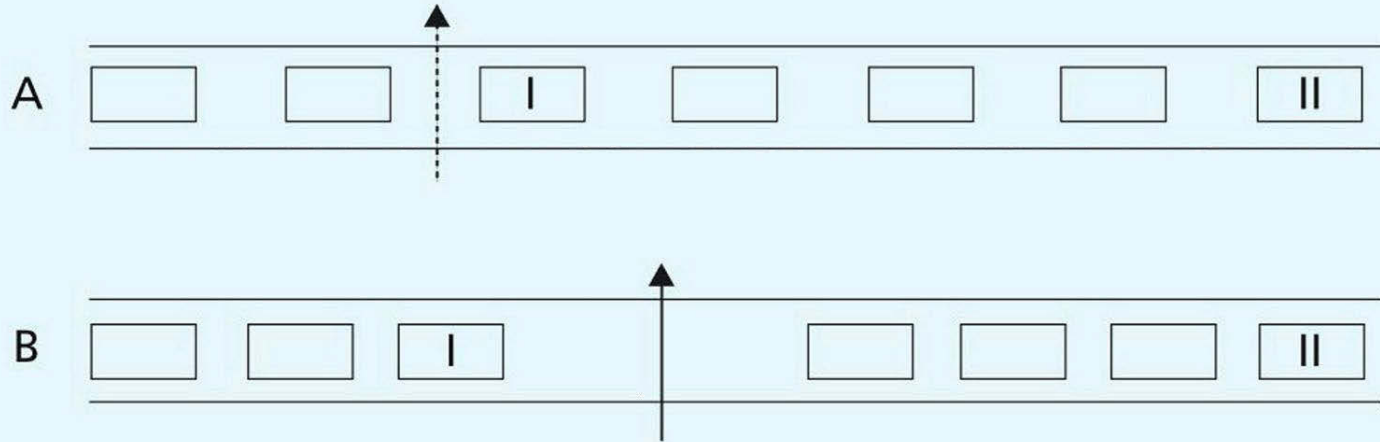


# DESIGN ELEMENTS

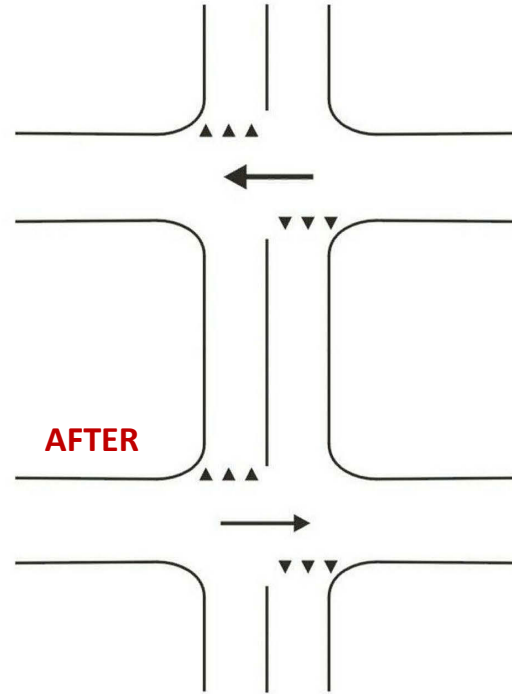
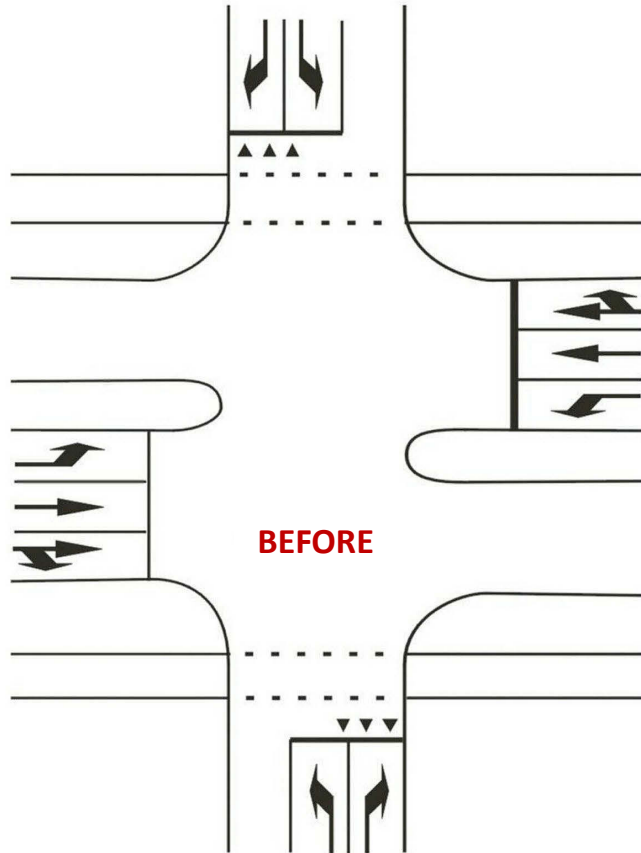




# GAPS IN TRAFFIC



# INTERSECTIONS



# INTERSECTIONS

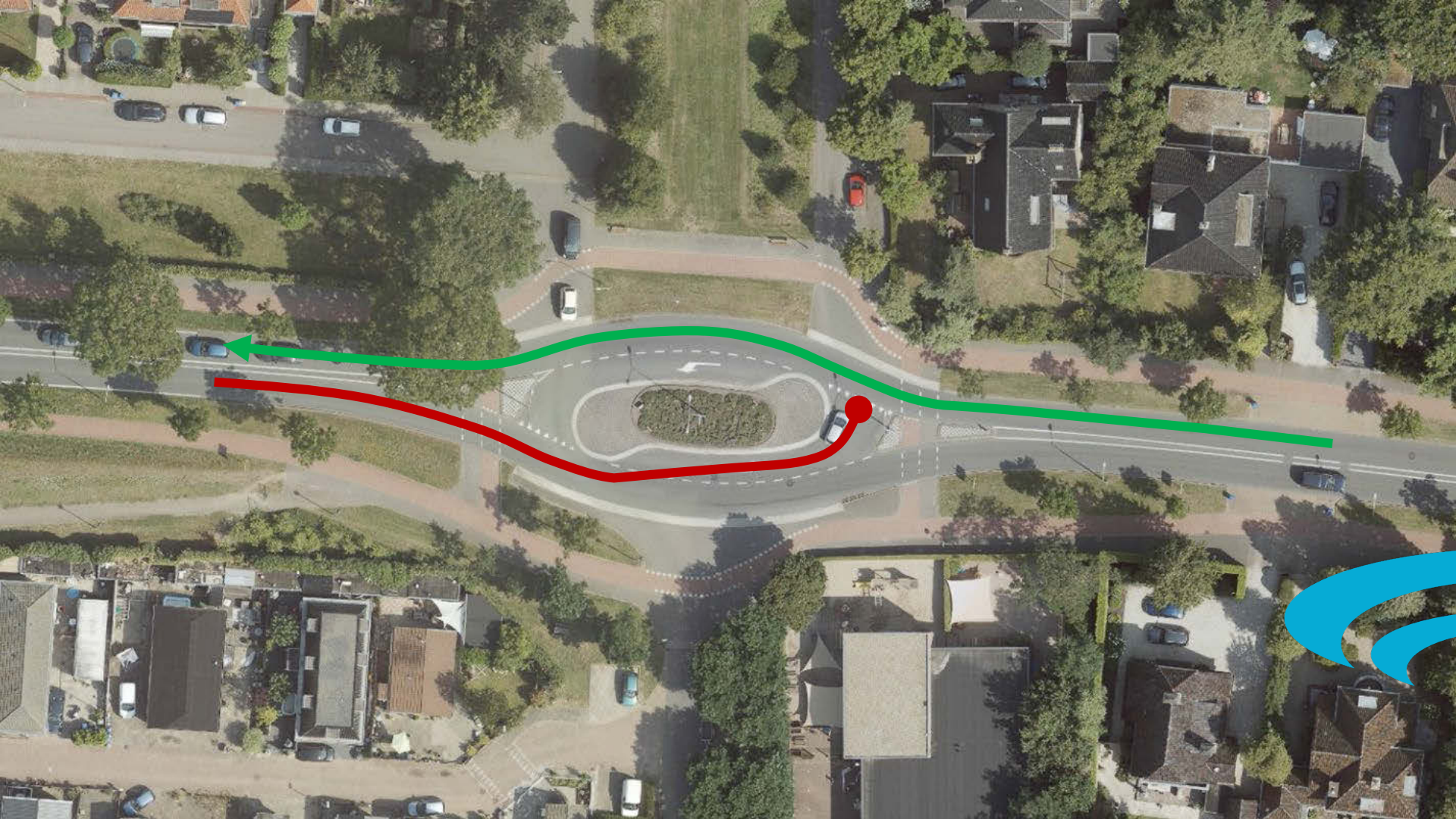




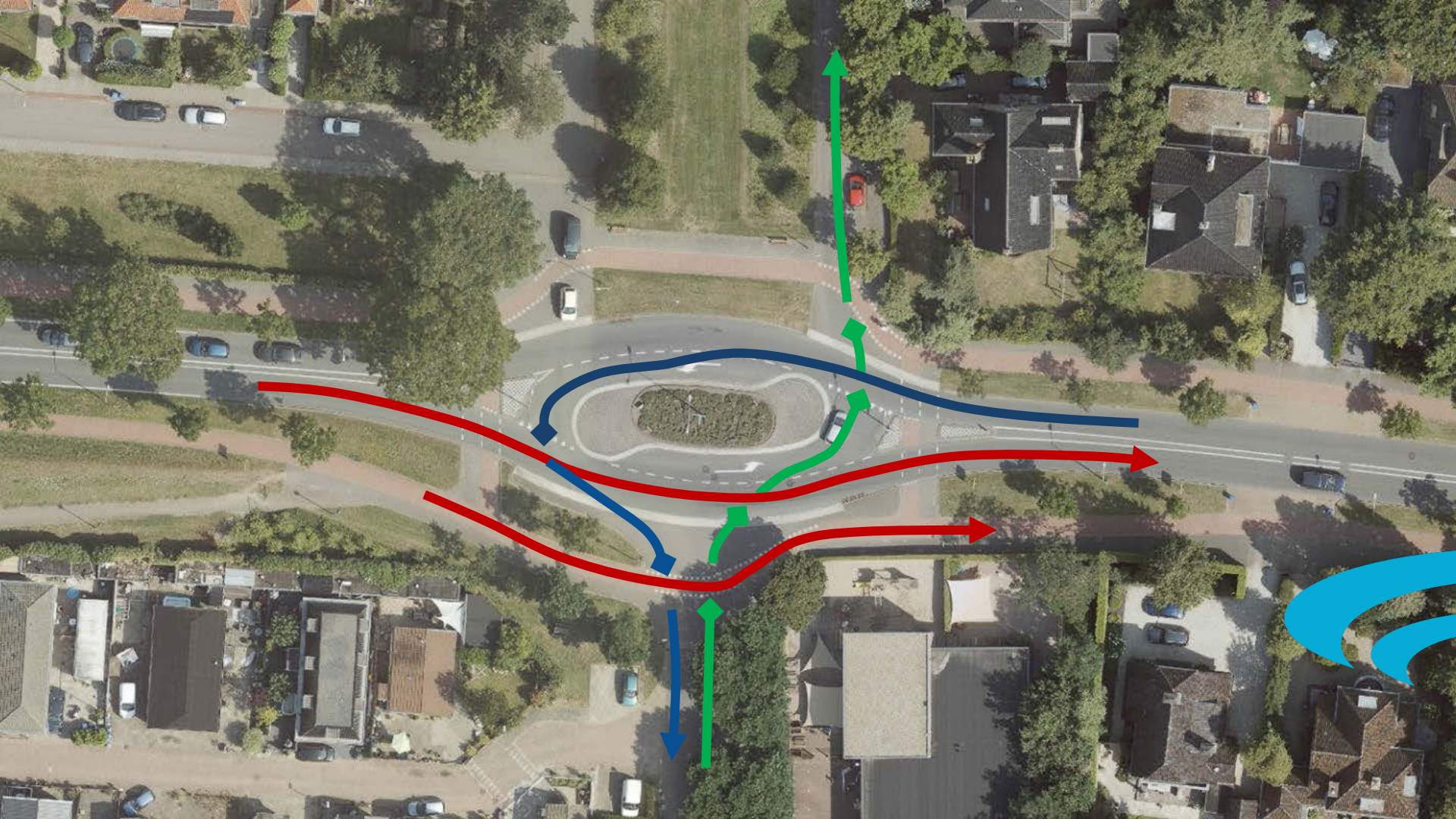












# APPLICATION

- Busy arterials in (sub) urban environments
- Up to 15.000 vpd (easy)
- Used widely in NL
- Various design interpretations



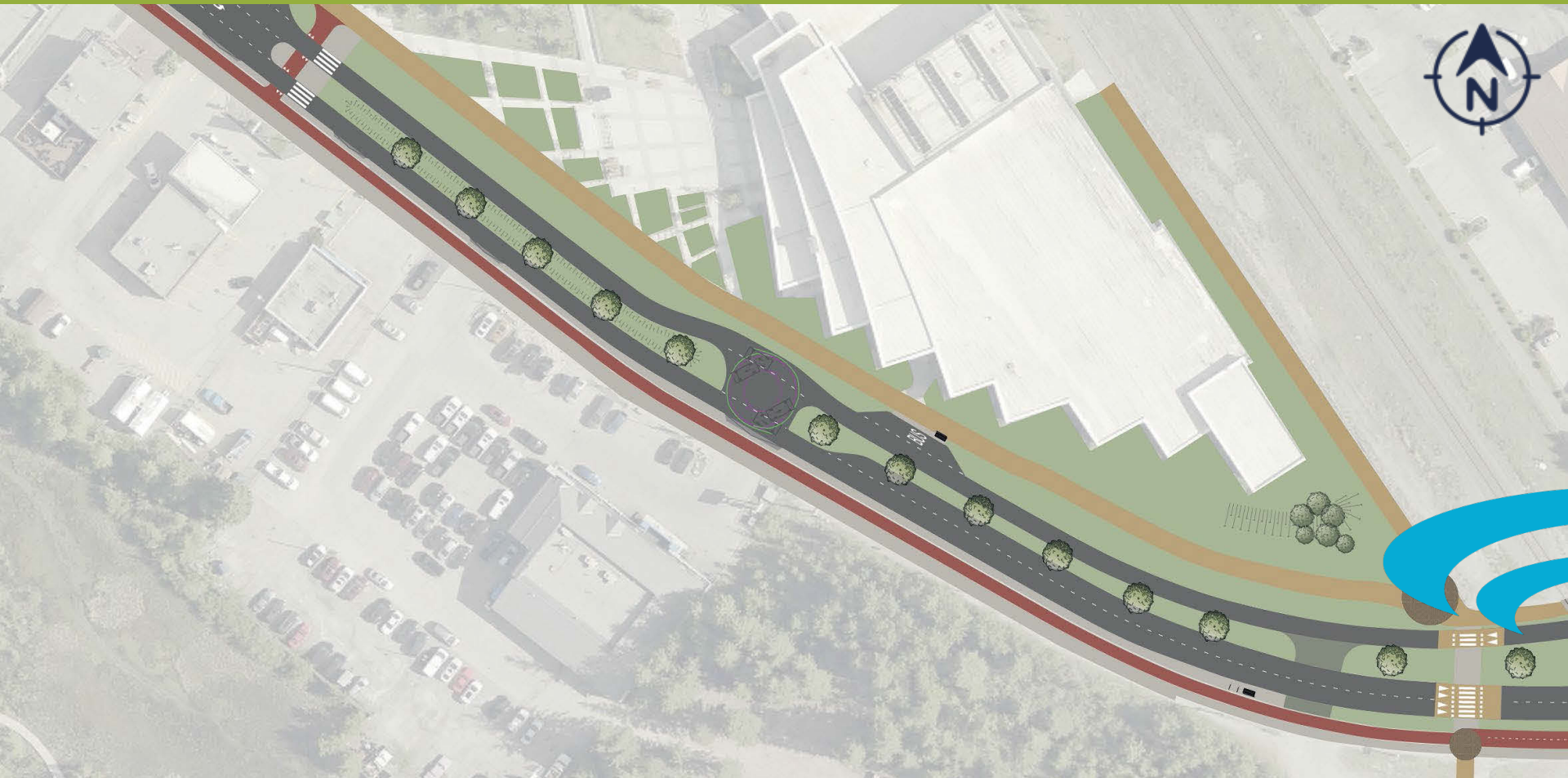


## CONSIDERATIONS

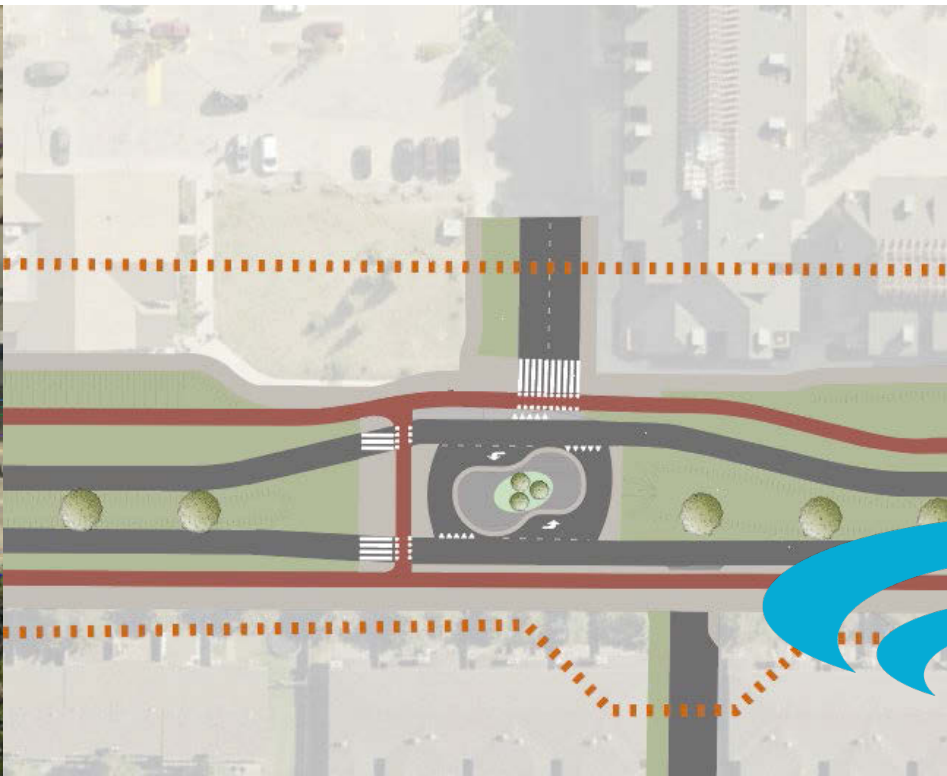
- Emergency services
- Parking
- Public transport
- Cycling/pedestrians



# RAILWAY AVENUE, CANMORE (AB)



# SAME INTERSECTION



# RAILWAY AVENUE





## DOWNSIDES

- No priority for bicycles or pedestrians
- More space used by intersections
- Significant bend-out for bicycles
- Requires good upstream management of flow





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**Lennart Nout**

**Manager of International Strategy**

@lennartnout

[l.nout@mobycon.com](mailto:l.nout@mobycon.com)

[INFO@MOBYCON.COM](mailto:INFO@MOBYCON.COM) . [WWW.MOBYCON.COM](http://WWW.MOBYCON.COM)







# Data in Motion: New York City's Speed Camera Program

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Julia Kite-Laidlaw, Director of Safety Policy  
December 2021



# Speed management

*Possibly our most important tool in Vision Zero*

Safe System Approach:

1. To err is human
2. Road design should be “forgiving” of those errors
3. System designers should take responsibility for how it works

Human body can only withstand so much...

Lower speed = lower harm

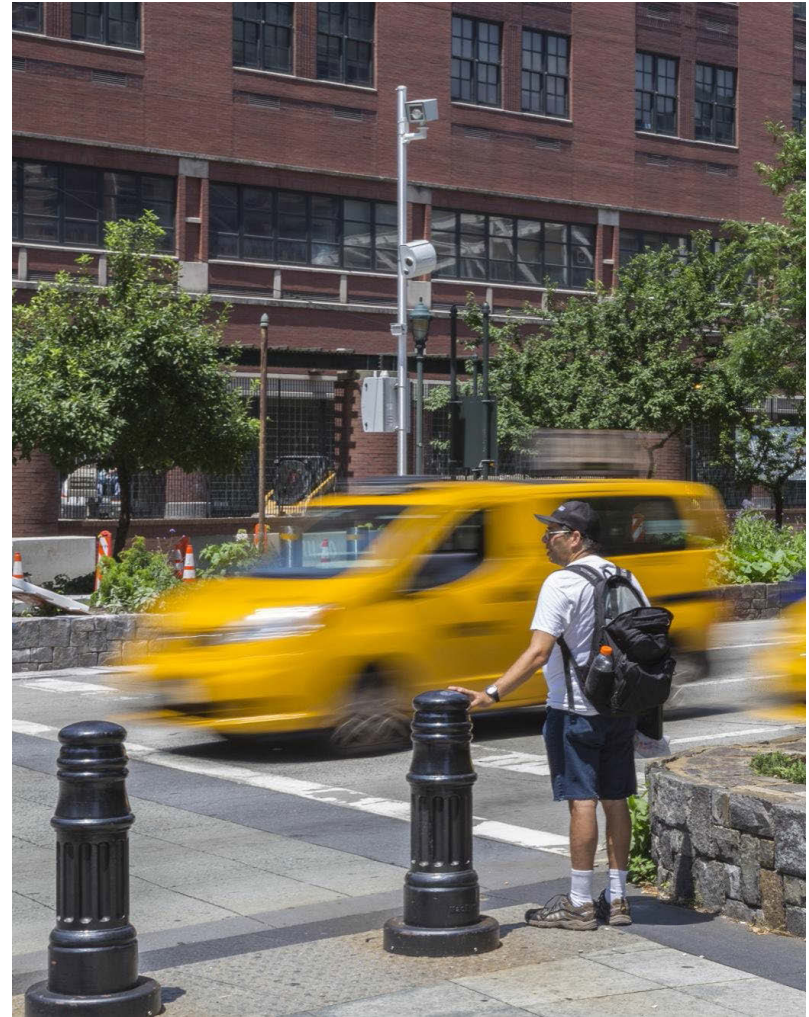


© NYC DOT

# Automated Speed Enforcement

## *World's Most Extensive Speed Camera Program*

- 750 school speed zones
  - Quarter-mile around school building
  - Multiple cameras allowed per zone
  - Approximately 1300 cameras and counting
- In operation 6 AM – 10 PM, weekdays, year-round
- Triggered at 10+ mph over speed limit
- \$50 fine issued to registered owner
  - Driver not identified, so no points on license
- Siting determined by data on speeding and pedestrian injury crashes
  - Inherently equitable; neither a perk nor a punishment



# The Bottom Line: It Works

## Results

- Speeding has fallen **72%** at camera locations.
- Injuries down **14%**.
- In 2020, just over half of vehicles that received one violation did not receive another.
- Only 0.1% of violations have been overturned since the start of the program in 2014.



# How Did We Get Here?

## *Working with the State and Advocates*

NYC could not create its own speed camera program – had to be authorized by State Legislature.

NYC DOT has strong relationship with street safety advocacy groups who maintained pressure on elected officials with coalition-building and personal stories.

- Began as a pilot program at 20 locations in 2014
- Increased to 140 locations mid-2014
- Program expired in 2018
- New Legislature passed extensive expansion in 2019



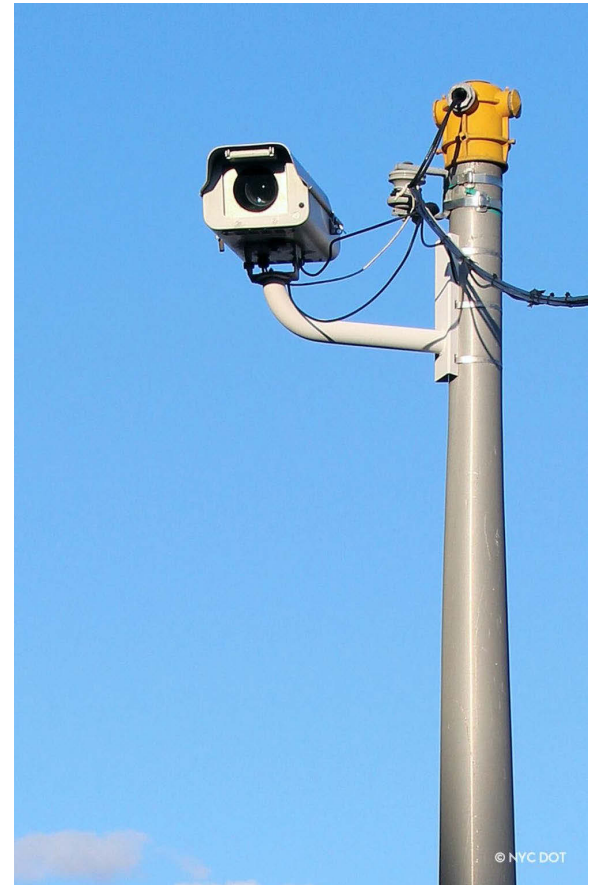
# Legislative proposal

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## *Working Towards 24/7 Operation*

### S5602/A6681

- 24/7 speed camera operation in NYC
- Escalating penalties, up to 90-day registration suspension for six violations in two years
- Allows records to be shared with insurance companies



# Summing it up

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## *Or, Against New York Exceptionalism*

- Initiating a Vision Zero program created the **mandate for action**
- Keeping a **data-driven approach** central to Vision Zero's identity laid the groundwork for focusing on speed management
- Clear, convincing, trustworthy **statistics** made the case for necessity
- Advocates who **humanized** the statistics created political momentum
- Ample, continuous **communication and outreach** convinced the public speed cameras and their penalties were fair, effective, and reasonable
- **Re-examination of data** perfects the program and allows it to meet our needs

# For More Information

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Automated Speed Enforcement Report, 2014-2020

<https://www1.nyc.gov/html/dot/downloads/pdf/speed-camera-report.pdf>



# Thank You!

Questions?

[jkite@dot.nyc.gov](mailto:jkite@dot.nyc.gov)



NYCDOT



nyc\_dot



nyc\_dot



NYCDOT



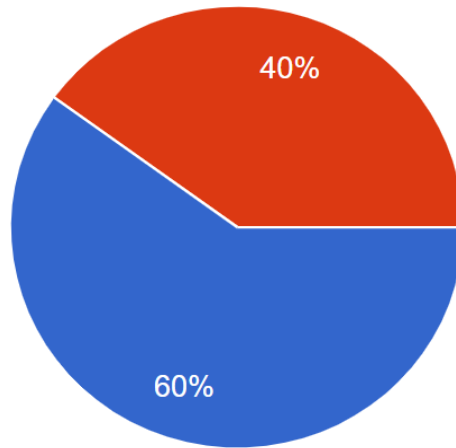
# SURVEY HIGHLIGHTS:

## RSTF Safe Speeds Strategies

December 10, 2021

## Did this meeting:

20 responses



- Exceed your expectations
  - Meet your expectations
  - Not meet your expectations
-

## What at today's meeting met, exceeded, or didn't meet your expectations?

- Really great information, presentation format, facilitation, and breakouts
- Speakers were excellent. Meeting pace and timing were very well done.
- I enjoyed and learned from out of country and out of state experiences.

- Would have liked to know more about the systems approach to speed control but enjoyed the mix of speakers and perspectives.

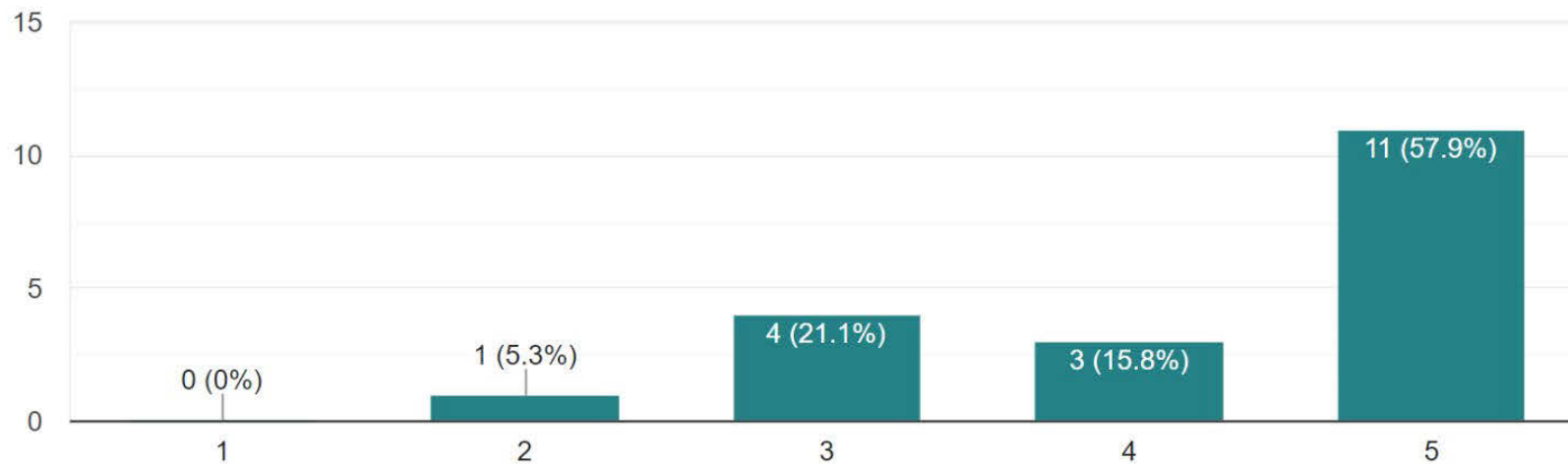
“Pre covid I would have been opposed to any traffic camera. But now, I think we can all agree that there has been an increase in reckless drivers at least on my commute. I never thought to target school zones in the name of bicycle and pedestrian safety and limited operation time. After seeing the statistics, I feel the time is now to get some cameras in operation in Delco.”

“This was the best RSTF meeting I've attended. The presenters were fantastic and the topic is so interesting, important and timely. While it was a lot to pack design and automated enforcement/policy together, it wasn't too too much since most are familiar and it was very exciting to tie these pieces together with this group.”

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## How relevant and helpful do you think it was for your job?

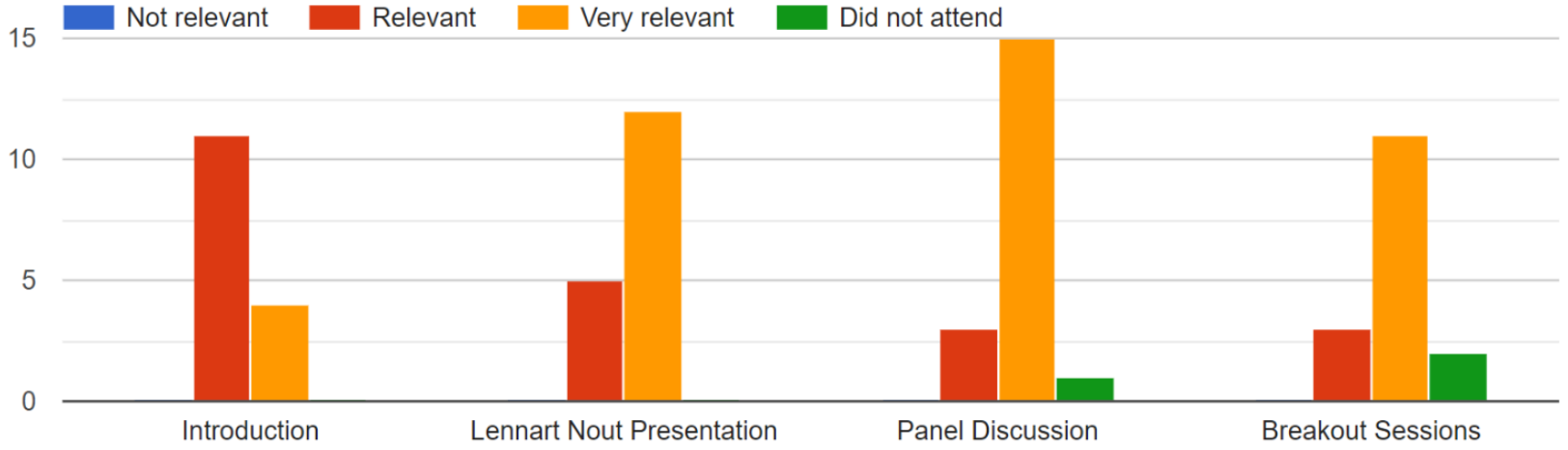
19 responses



Not very

Very much

### Which sessions did you find most relevant?



## Please provide any additional comments or suggestions that will make RSTF meetings more useful in the future.

There is a lot about grade crossings in the new infrastructure law. Have this discussed at a future meeting.

Pre meeting agendas with brief summary of agenda items.

Would be great to see the RSTF identify a location for piloting the kidney bean in both NJ and PA (one idea from first glance is Ducannon Ave. in Philly)

In person meetings. I still find myself hesitate to participate in conversation thinking I am going to talk over someone else. I could not find the raise hand icon.

## The RSTF is adopting a Safe System approach to action item development. How did this influence your group's discussion? Is there more that DVRPC can do to help?

I wonder how effective it would be to do barbershop/store owner conversations on the safe system approach so ideas can trickle down to the general public

Perhaps help communities understand the infrastructure bill and how to get funding to pay for some of these engineering solutions to speed control

The group thought the approach should also be more human. Instead of using the term pedestrian, maybe they could be categorized at a more granular level like age, gender, etc. This would require multidisciplinary coordination.

Can you entice more people from NJDOT and DHTS to join the discussion? Dan LiSanti? Andy Swords? Eric Heitmann?