



Safe Road Users: Designing for Disability

March 23, 2022



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Housekeeping

- Number of attendees
- Meeting recorded
- Use Chat feature for questions and to relay technical issues
- Closed captioning available
- 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**

New Co-Chair Welcome

- **Sean Meehan**, Senior Research Specialist, Alan M. Voorhees Transportation Center

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

Action Item Spotlight

- Darrell Merritt, PennDOT
 - Topic: Lane Departure
 - Action: Identify the safest and most efficient locations for rumble installations to reduce lane departure crashes in the region
 - Update: The Rumble Strip Report is linked on the action items tracking sheet for RSTF members to review
- Mary Ann Sandone, Delaware County TMA
 - Topic: Safe Vehicles
 - Action: Research on disengagement of in-vehicle safety features
 - Update: Shared research on new in-vehicle technology, what is mandated, and what is optional

Safe System Approach: Safe Road Users

- The goal of this meeting is to see how existing safety countermeasures can be interpreted through a disability-informed lens.

A note about language

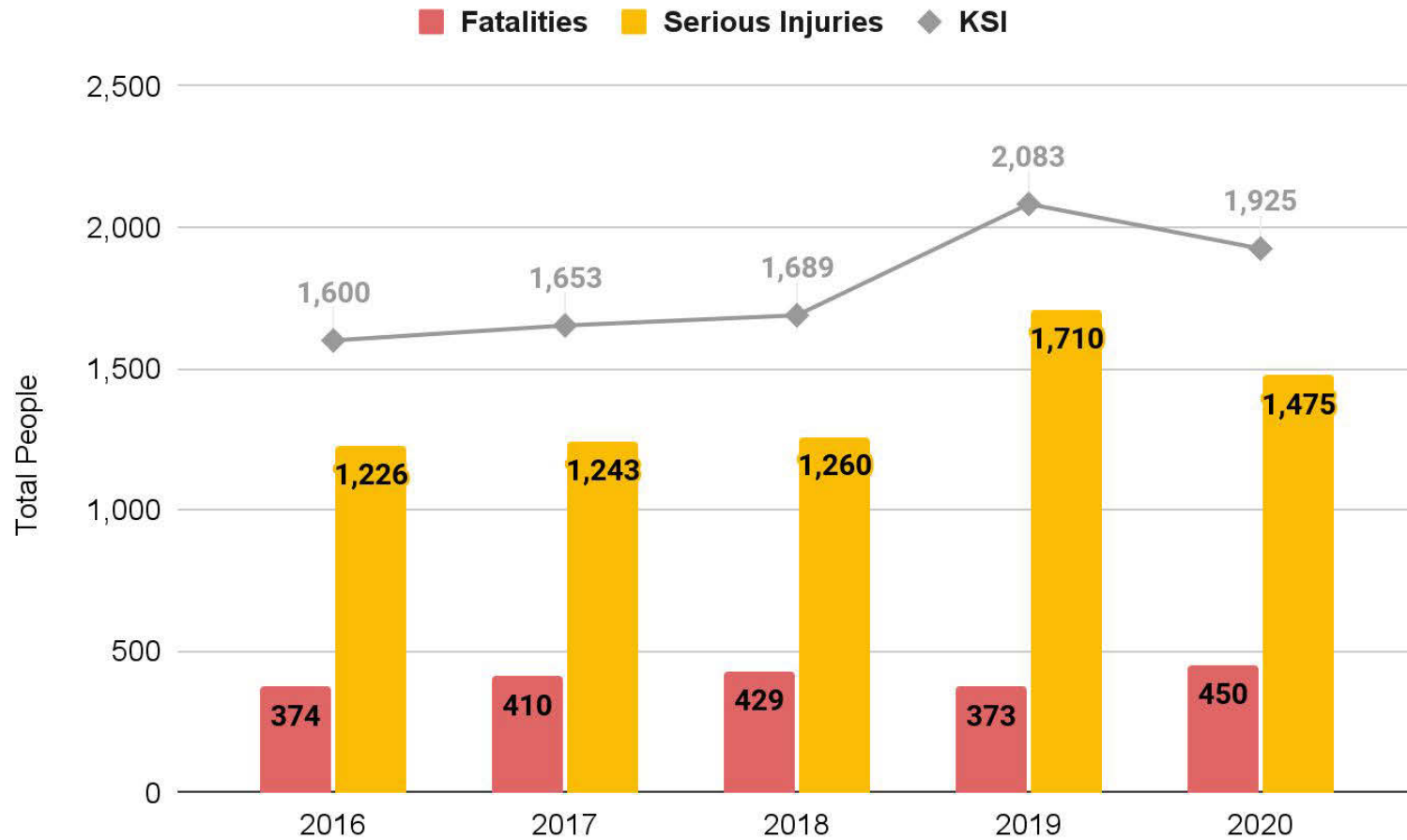
Person-First Language “person with a disability”	Identity-First Language “disabled person”
<ul style="list-style-type: none">● emphasizes personhood● recognizes the person should not be defined by their disabilities● fights against stigma	<ul style="list-style-type: none">● recognizes disability as an important factor in how someone experiences the world● recognizes disability as an identity with cultural and political significance● shows disability is not a source of shame

- disabled communities largely **prefer identity first language**
- **do not correct** a disabled person on their use of language
- if unsure, **ask directly** what the person prefers

Introduction

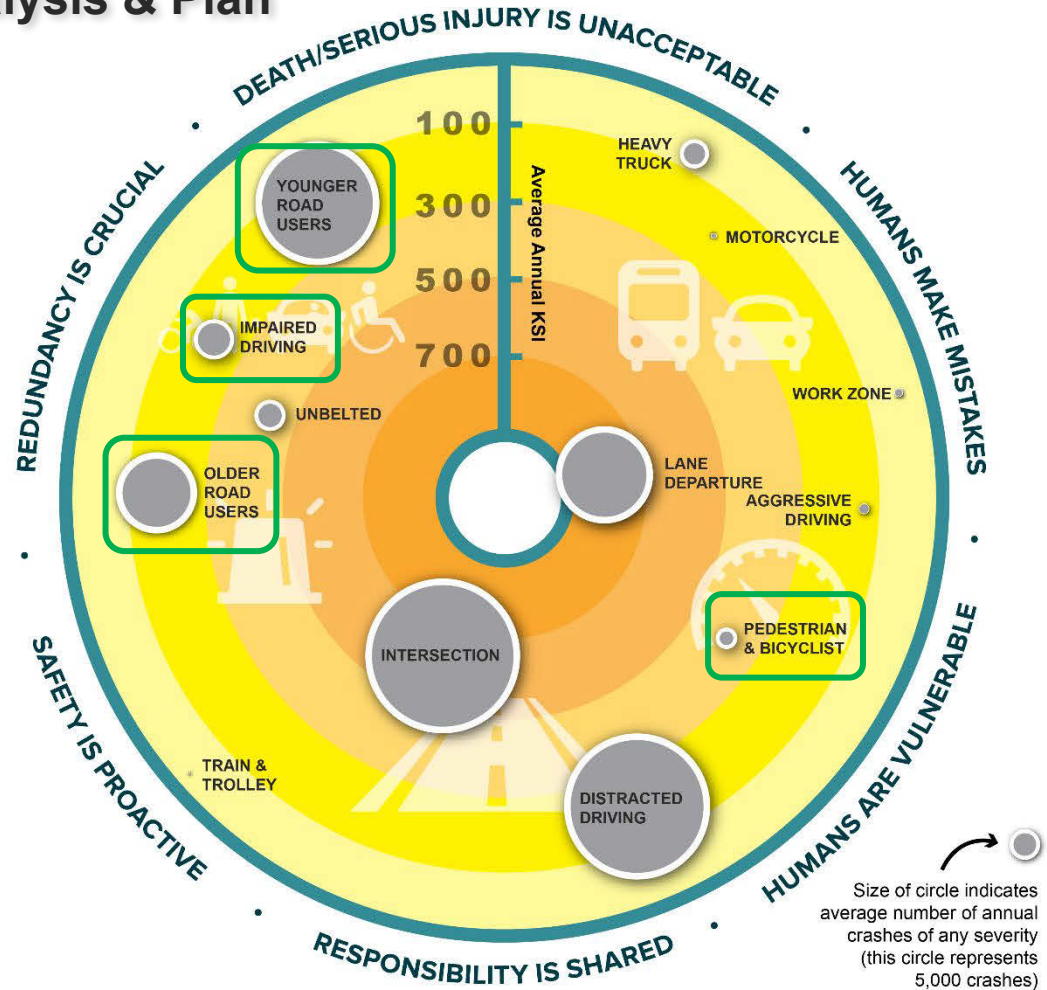
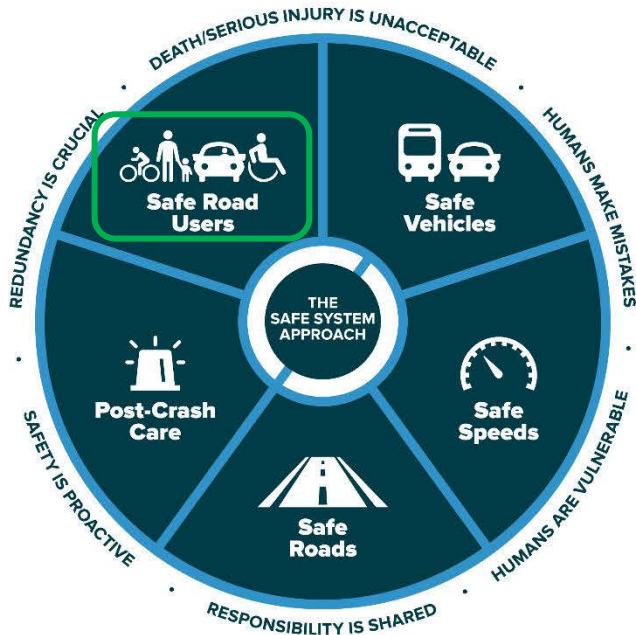
- **Kevin Murphy**, Manager, Office of Safe Streets, Delaware Valley Regional Planning Commission

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



KSI & Total Crashes by Emphasis Area

2021 Transportation Safety Analysis & Plan



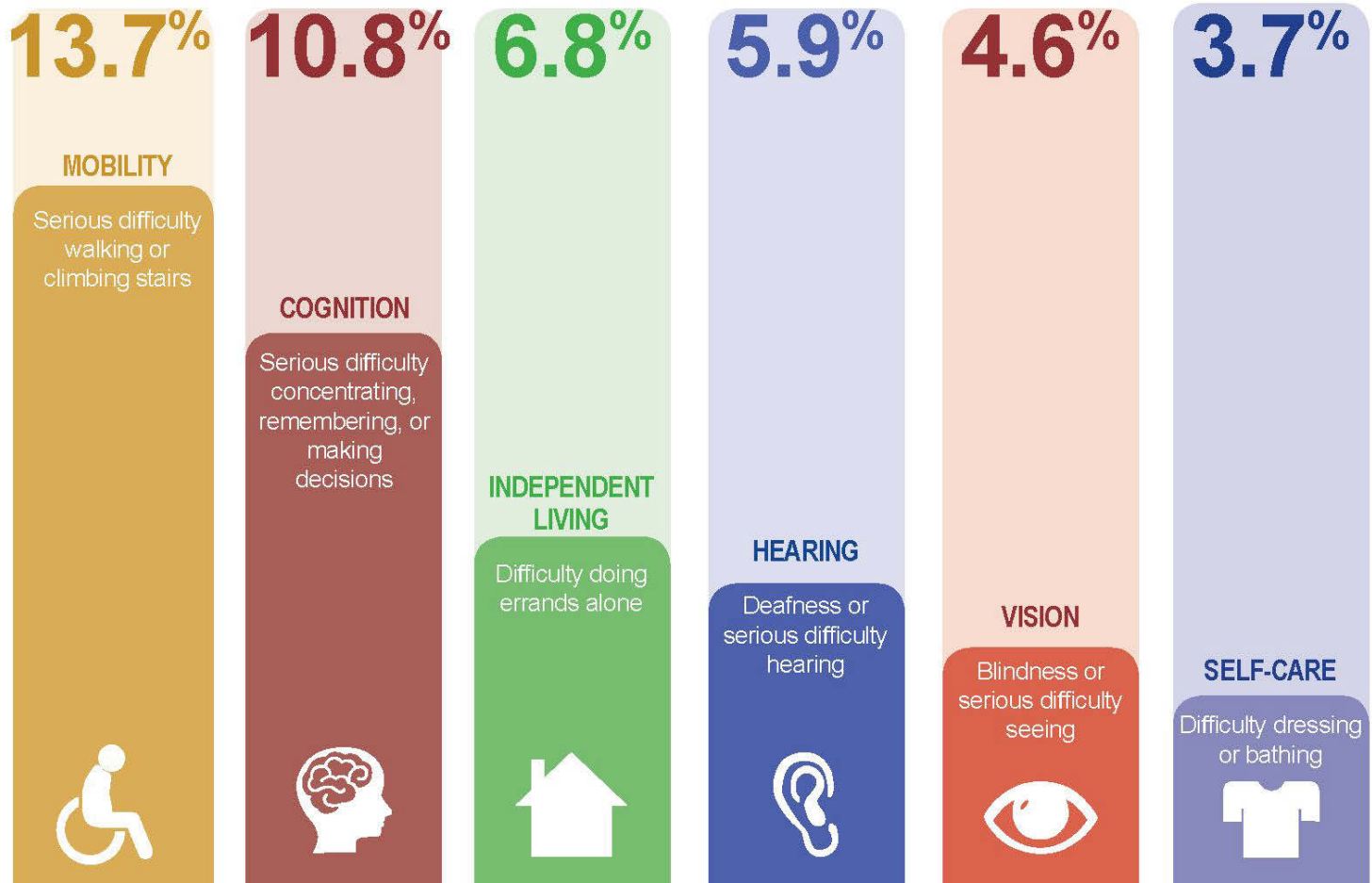
Percent of total KSI in the region, 2015 to 2019:

- **Older road user**-involved crashes **13.6%**
- **Young road user**-involved crashes **14.2%**
- **Bicyclists and Pedestrians** **22.3%**
- **Impaired driving** **17.1%**



(Image: Surrey Live / Darren Pepe)

Percentage of adults with functional disability types



Source: CDC



Safe Road User cross-cutting strategies

Expand Mobility-as-a-Service (MaaS) as emerging private sector options provide safety benefits for seniors and other drivers.

Partner with hospitals, universities, and advocacy groups to study trends unique to young and older road users, and other groups that approach the roadway network with unique challenges.

Supplement safety analyses with Title VI, Environmental Justice, Limited English Proficiency, Disability, and health outcome data and trauma data.

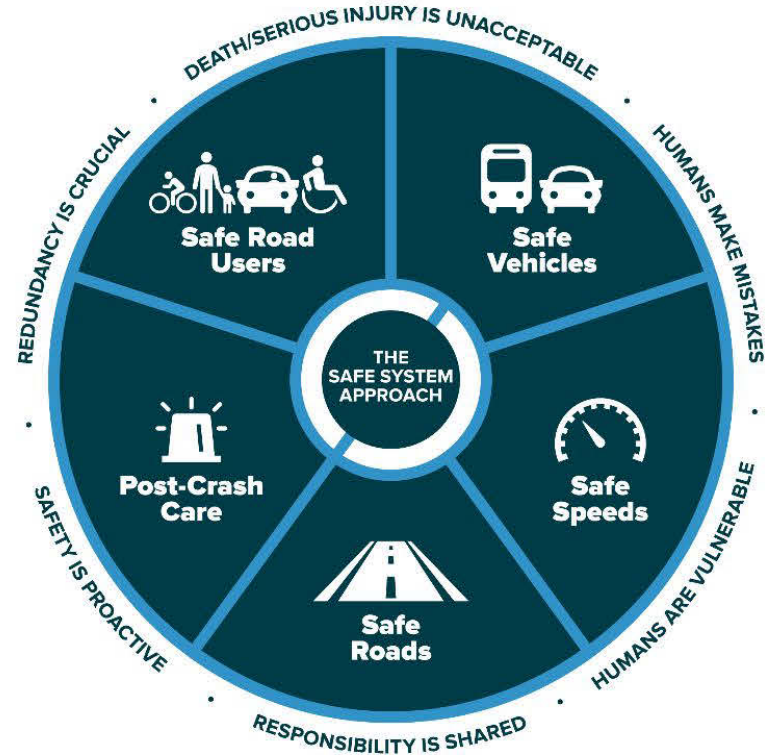
Featured Panelists

- **Maddy Ruvolo**, SFMTA
- **Kimberly Leung**, SFMTA
- **Alexa Vaughn**, MIG

Moderated by **Kaylen Phillips**, DVRPC

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

- **Sean Meehan**, Senior Research Specialist, Alan M. Voorhees Transportation Center

Action Items Reportback

Please Complete the Meeting Survey!

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

Legislative Updates

- Safe Passing Law enacted in NJ, will take effect in March 2022 requiring drivers to give four feet of space when passing bicyclists. The RSTF will partner with other agencies to spread the word.
- IIJA updates
 - sign up for the [DVRPC email list](#) for info on opportunities
 - [National Roadway Safety Strategy](#)
 - Safe Streets and Roads For All program of discretionary funding (forthcoming)

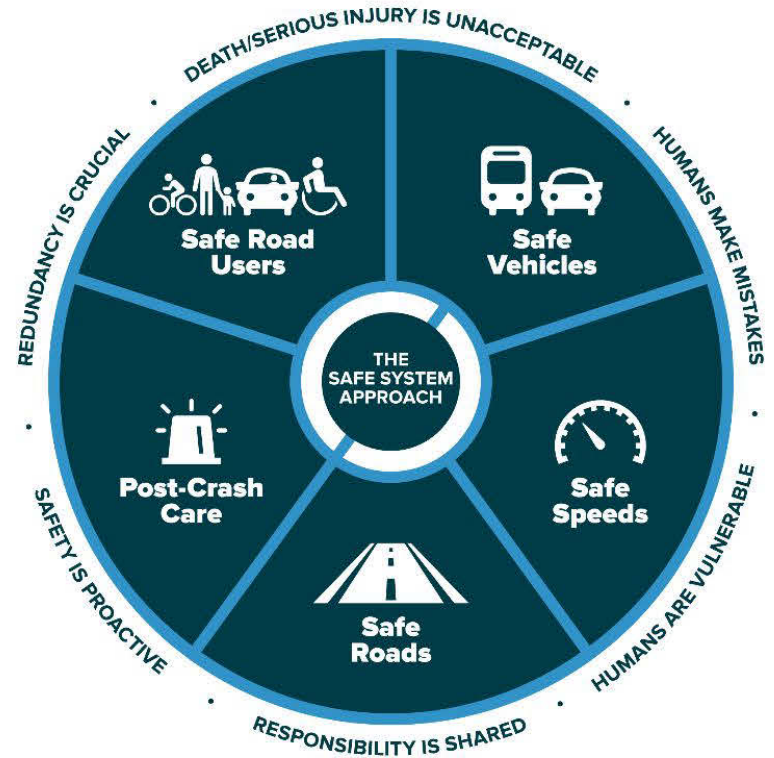
Announcements

- [NJ TransAction conference](#): April 26-28, 2022
- [Vision Zero conference](#): Apr 30, 2022

Many RSTF members involved in both events!

Next Meeting

- Next meeting planned for June 2022, topic TBD
- Adjourn



Thank You!



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Kevin Murphy, Manager, Office of Safe Streets
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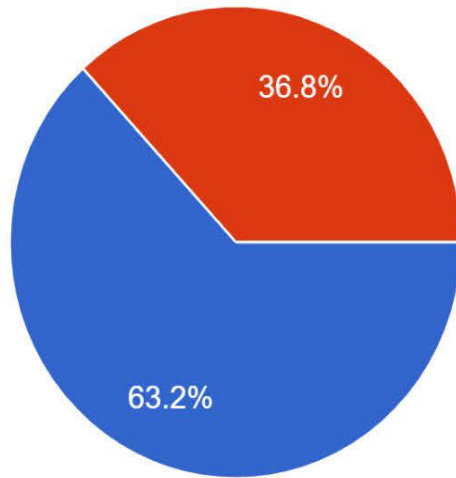


SURVEY HIGHLIGHTS: RSTF Safe Road Users

March 23, 2022

Did this meeting:

19 responses



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

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

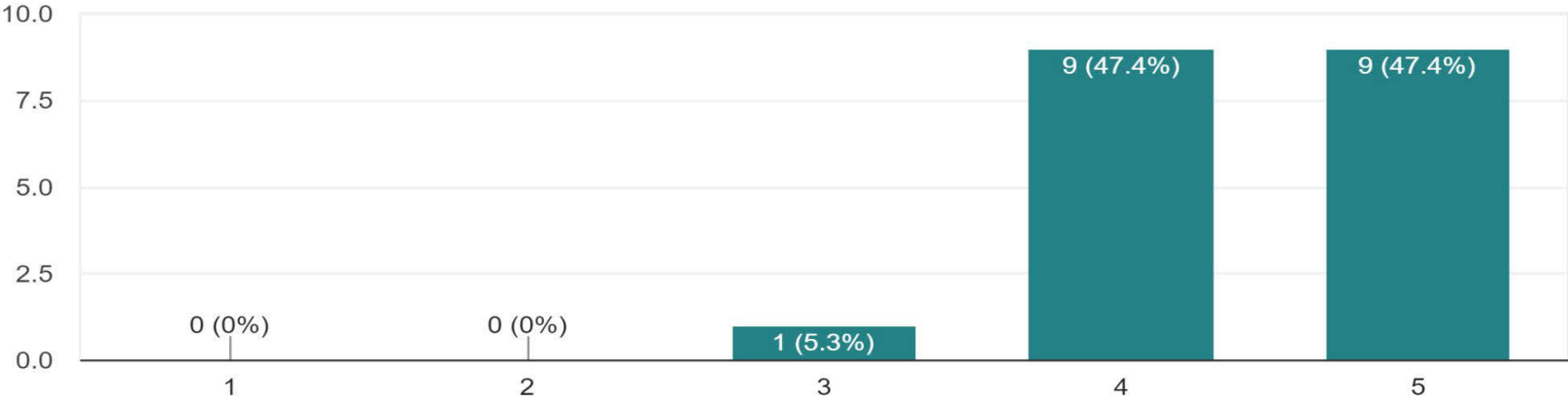
- Discussion was great.
- Organization, detailed panel presentations, wonderful real world examples and tangible action items identified.
- The information regarding Deaf Space and Deaf Scape.
- The subject matter provoked more ideas and concerns that I hadn't thought of.
- Great presentations, particularly Alexa's.

“Learning from the valuable perspective of people with disabilities —specifically on the road, as a portion of VRUs (vulnerable road users), and the need to conduct data collection efforts and audits to make the roads and walkways more safe for everyone.”

“I knew nothing about planning for disabilities outside of standard ADA guidelines, so I learned a lot today.”

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

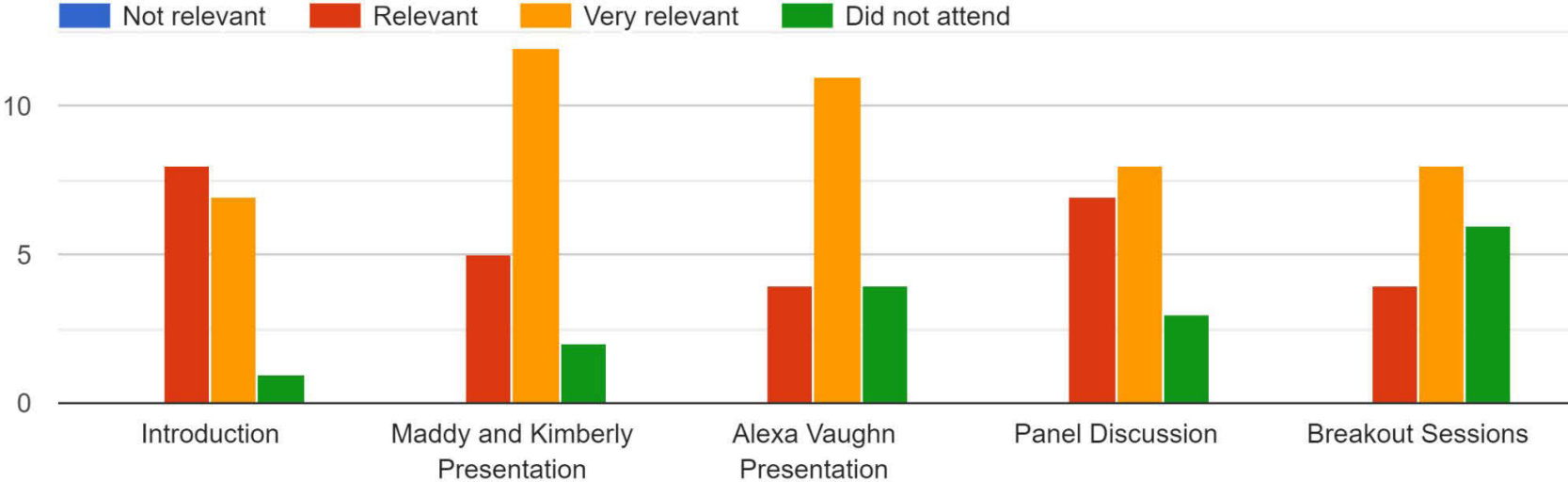
19 responses



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.

Proactively finding people with disabilities to attend meetings throughout the year rather than only at a specific focused topic.

Questions about hybrid meetings in the future.

The Safe Systems approach is relatively new. Let's give it time to see its usefulness.

Looking forward to the "Safe Streets and Roads for All" grant discussions and I'd also be interested in discussing the "Strengthening Mobility and Revolutionizing Transportation" grant related to VRU safety if that also interests the RSTF.

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?

This was my first RSTF meeting and I enjoyed the collaborative approach to the breakout session. Only thought was to have a few more minutes to wrap up thoughts at the end. I imagine there's always a feeling of a needing more time. :)

Group discussion seemed better focused

If it did, I wasn't aware of it.

Maybe it should be mentioned in the facilitation guide?

focus on KSI