

May 30, 2025 11:00 a.m.
Steering Committee Meeting #4

**SPC
Safety
Action Plan
2025**

*Please sign in with your name,
position & organization in the
chat if you are attending online*

Agenda

- Last RACI check in
- Engagement strategies: what worked & what didn't
- Deliverable updates
- My Street tool
- Review implementation roles & responsibilities table
- Final timeline to adoption

2025 Safety Action Plan

SCOPE	TASKS	Steering Committee	Stakeholders	SPC	Emergency Medical Svcs	Law Enforcement	Focus Groups	Transit Providers	FHWA & FTA	PROPOSED TIMELINE					
										Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
Phase 1 Project Kick off & Start Data Collection															
	1.1 Project Assessments	C	I	R	I	I	N/A	I	I	★	★	★			
	1.2 Steering Committee Meeting #1	R	C	A	I	I	N/A	I	I	★					
Phase 2 Existing Conditions, Data Collection, Analyses & Outreach															
	2.1 Identify - Current crash data, safety barriers, & trends	I	C	R	C	C	C	C	I	★	★	★	★		
	2.2 Create branding & public outreach strategies	R	I	A	N/A	N/A	N/A	N/A	I	★	★				
	2.3 Steering Committee Meeting #2	R	C	A	I	I	C	I	I		★				
	2.4 Plan & develop online/social media engagement	A	C	R	I	I	I	I	I	★	★				
Phase 3 Identify Potential Goals, Countermeasures, & Strategies															
	3.1 Workshop/charrettes	A	C	R	C	C	C	C	I		★	★			
	3.2 District specific guidance	I	R	A	C	C	C	C	C			★	★		
Phase 4 Public Engagement															
	4.1 Launch online & social media campaign	A	C	R	I	I	I	I	I		★	★	★	★	
	4.2 Report out current response activity, best practices	A	I	R	I	I	I	I	I			★			
	4.3 Useful insights, takeaways on what worked or didn't	A	C	R	I	I	I	I	I					★	
Phase 5 Debriefings															
	5.1 Refine short list of needs & solutions across region	A	C	R	I	I	I	I	I			★	★		
	5.2 Steering Committee Meeting #3	R	C	A	I	I	C	I	I			★			
	5.3 Resolve comments, edits,	R	C	A	I	I	C	I	I			★			
Phase 6 Final Plan & Adoption															
	6.1 Prepare Draft SAP	C	C	R	N/A	N/A	N/A	N/A	N/A					★	
	6.2 Steering Committee Review of Draft SAP	R	I	A	I	I	I	I	I					★	
	6.3 Steering Committee Meeting #4	R	C	A	I	I	C	I	I					★	★
	6.4 Final Plan & Adoption	A	I	R	I	I	I	I	A						★

Public Engagement:

Paid advertising on Social Medias for final survey blast by HIN impacted zip codes

Instagram

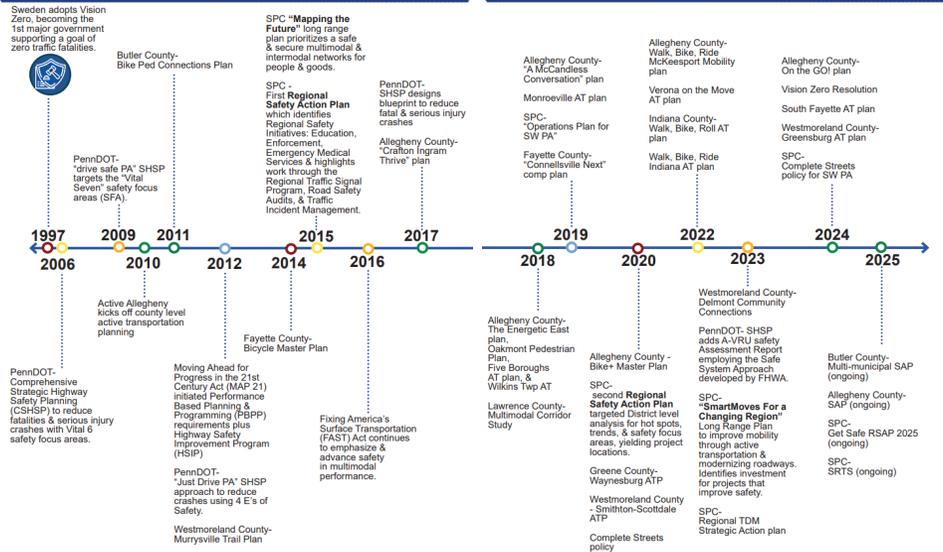
Facebook

New survey results will be added to current plan charts through last day of posting

When draft plan is published online June 6, 2025, share with county & local planners to review refer to if applying for the SS4A planning grants that close at the end of June

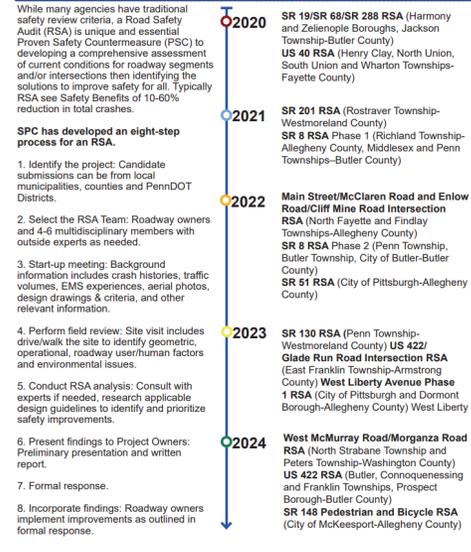
Draft Updates for the Committee:

How the 2025 Regional Safety Action Plan links to other work



Road Safety Audits

Five Years of Regional Project History



Roadway Responsibility

Signs : Installation & Maintenance

Roadway Signage:

Useful Term

Traffic Control Device (TDC) - highway signage including but not limited to: traffic signals, object markers, school signs, information signs, destination & distance signs, route and auxiliary markers, warning signs, construction & maintenance signs and regulatory signs for the purposes of regulating, warning, or guiding traffic.

The following traffic signs are the responsibility of local authorities to install and maintain on state and local roads per Title 67 Pa.Code Chapter 212.5 and Publication 648, PennDOT Pavement Marking Handbook Section 4.4.

All local authorities may install, revise or remove these without PennDOT approval:

1. Stopping, standing and parking signs.
2. Street name signs

Except Pittsburgh, all other municipalities must receive PennDOT approval to install and maintain any of the following signs on state designated highways prior to any change in the traffic restriction.

- 
1. Bicycle route signs
 2. Pedestrian group signs
 3. Traffic signal group signs
 4. School zone speed limits & all other school signs
 5. Snowmobile Road (dates) closed to all other vehicles signs
 6. Snowmobile and ATV group signs
 7. Speed limits signs for speed limits under 35 mph
 8. Street closed (date) to (date) signs
 9. Traffic signal speed signs
 10. Trail group signs

Source: <https://www.pahighways.com/mutcd/>

Roadway Responsibility

Lines : Installation & Maintenance

Roadway Pavement Markings:

Useful Terms

Longitudinal - parallel line markings that are parallel and go along the road such as center lines, lane lines and edge (shoulder) lines.

Transverse - perpendicular line markings on roadways such as crosswalks, as well as symbols, legends, parking spaces, curb markings, daylighting and other.

The following pavement markings are the responsibility of local authorities to install and maintain on state and local roads per Title 67 Pa.Code Chapter 212.5 and Publication 648, PennDOT Pavement Marking Handbook Section 4.4.

- 
1. Bicycle & pedestrian markings on state designated highways
 2. Crosswalks: Pedestrian & School, Intersection & Midblock
 3. Curbs
 4. Daylighting & Parking stalls - Parallel & Angled
 5. Dotted line markings separating dual turning lanes within signalized intersections on state designated highways
 6. Left turn standby lane on state designated highway for local road at unsignalized intersection
 7. Longitudinal lines within signalized intersections
 8. School & other warning legends

Source: <https://www.pahighways.com/mutcd/>

Unsung Heroes

Profiles & Perspectives



Cherise Daniels is a crossing guard for the City of Pittsburgh Bureau of Police. She has a passion for helping families in various communities, and being a crossing guard allows her to do just that. Cherise's role is not only to look out for schools and their students, but to help everyone cross streets safely. This is a key part of her integration into the communities she serves.

"What inspired me is I have a heart for the community. I love working with my neighbors, developing personal relationships and making sure that they're safe. More than anything."

"Put your phones down. I feel like I save lives when I holler ""Watch to your left. Watch your right because they instantly look and stop."" It is not easy working in public safety, stepping in front of vehicles, hoping they stop. I always tell parents, as your children get older, they're not always going to be with you. And they need to know how to cross the street safely. So please, please, please cross at the crosswalk."



Dan Harvey has served in EMS since 2009 and has worked with Ambulance & Chair EMS, Inc. since 2018. His favorite part of his job is responding to a priority call and being able to make a positive impact on the patient's life.

"What inspired me was, my dad was a fire chief. So I spent a lot of time around the firehouse. Stuff that he believed in really rubbed off on me. We have a very large interstate system in our region, if you look at Washington County, we have I-70, I 79, and distracted drivers are always an issue."

"Everyone has to do their part. Can't just be one person. Can't just be me or my department out there preaching that everybody has to take their part and really listen to the message and pass it along. Word travels very fast and the interaction between person, I think the message carries a lot further."

Surviving a Crash

Profile & Perspective



Many of us know someone, family or a friend, who has had their lives changed forever by a crash and these stories are felt across entire communities.

Paul Pozer generously shared his story with SPC so that others can better understand the impacts of a serious injury crash.

"I live in Seward, Pennsylvania. I'm 78 years old. Eleven years ago, I decided to take a walk up the highway. Which I did hundreds of times before. My wife asked me to check the mail. So I checked the mail, hollered in the door to her. No mail. And off I went on a walk.

I've done this walk many, many times. As I was walking up the highway, the next thing I remember is being on the ground. I know I'm down on the ground because I can see dirt all around me. I propped myself up on my elbow and there was a friend of mine there whom I reached up to and ask him to help me get up, help me get up, and then everything went black.

I'm going to quote you from mostly what state police told me and what doctors told me, because I had no memory of even being hit.

According to the state police, A young fella just got a job in a coal mine. Worked a couple of hours overtime. This was like 9:45 in the morning. He worked a couple of hours overtime, and on his way home from work, he fell asleep. Came around the turn. And I was walking up the highway on the left hand side, face up, facing the traffic.

He came around this turn and fell asleep. The state police figured he was doing between 50 and 60 miles an hour when he hit me.

When they got me to the hospital the doctors figured there was nothing they could do for me. In the meantime, the hospital called the state police and reported a fatality. That's how bad of shape I was in. I was in intensive care for a week.

The doctors had told my wife if I survived, I would be a vegetable or I would die from infection. She came to the hospital every day for two weeks for rehab. I had to make trips back to the plastic surgeon to get everything back together, looking halfway decent. After that, why, I just started walking and, pretty much here I am today."

My Street Analysis:



- My Street produces a sketch-level analysis for improving pedestrian safety based on the crash data that a person provides with data already incorporated into the tool:
- My Street allows planners to consider how site-specific proven safety countermeasures (PSC) impact pedestrian avatars who live, work, go to school and travel in a community.
- Prepopulated data includes social-economic and population data from the US Census as well as traffic volumes and numbers of lanes. Expressways, freeways and other functional classes that prohibit access for pedestrian travel are excluded from the assessment.
- Users can select up to ten locations for improvements
- This tool is currently being updated for re-release at the end of June. (SPC is first in line) Changes to the tool include the addition of 12 more avatars that represent pedestrians who are hearing and visually impaired, ESL, and teenagers.
- *Important Note: To begin utilizing My Street, email Contact to be given access. After you provide pedestrian crash data, you will receive guest access credentials for a minimum period of two weeks. These credentials will allow full access to My Street including user instructions, data upload portals, and reports. You can request guest credentials multiple times.*

Questions or Comments?

<https://mystreetpedsafety.org/>

Mode	Municipality	Street Name	Functional Class	End to End Points		Score
Bicycle	City of New Castle	E Long Ave	Major Collector	Pollock Ave	Williams St	3
	City of New Castle	Rear Cunningham Ave	Local Road	E Long Ave	E Reynolds St	3
	Union Twp	W State St	Other Prin Art	Scotland Ln	Mcclelland Ave	3
	Neshannock Twp	Wilmington Rd	Other Prin Art	W Euclid Ave	W Northview Ave	3
	Neshannock Twp	W Glen Moore Blvd	Local Road	Pulaski Rd	Wilmington Rd	3
	City of New Castle	Junior High St	Local Road	Duschane St	E Washington St	1
	City of New Castle	Highland Ave	Minor Arterial	E Lincoln Ave	E Winter Ave	1
	City of New Castle	Park Ave	Local Road	N Jefferson St	Logan St	1
	City of New Castle	E Washington St	Minor Arterial	Harrison St	Allen St	1
	City of New Castle	Beckford St	Local Road	Randolph St	Butler Ave	1
Pedestrian	City of New Castle	E Washington St	Minor Arterial	Beckford St	Butler Ave	6
	City of New Castle	Highland Ave	Major Collector	E Edison Ave	Norwood Ave	5
	City of New Castle	E Leasure Ave	Major Collector	Blaine St	Delaware Ave	4
	Neshannock Twp	Wilmington Ave	Other Prin Art	E Sheridan Ave	W Elizabeth St	4
	City of New Castle	S Cascade St	Major Collector	Rose Ave	County Line Rd	4
	City of New Castle	Park Ave	Local Road	N Jefferson St	Logan St	3
	Neshannock Twp	Old Plank Rd	Major Collector	Mercer Rd	Whitehill Dr	3
	City of New Castle	Croton Ave	Minor Arterial	N Ray St	Eastbrook St	3
	City of New Castle	E Wallace Ave	Local Road	N Jefferson St	Highland Ave	3
	City of New Castle	Booker Dr	Local Road	Mcclelland Ave	Private Rd	3
Vehicle	City of New Castle	N Mercer St	Major Collector	E Grant St	E Edison Ave	17
	Hickory Twp	State Rd	Major Collector	Patterson Rd	Eastbrook Volant Rd	15
	City of New Castle	E Falls St	Major Collector	N Jefferson St	East St	13
	City of New Castle	Highland Ave	Major Collector	E Lincoln Ave	E Winter Ave	13
	Wilmington Twp	State Route 208	Minor Arterial	Red Barn Ln	Covered Bridge Rd	15
	City of New Castle	E Washington St	Minor Arterial	Harrison Ave	West Ave	13
	Wilmington Twp	Old Mercer Rd	Minor Collector	Hickory Hill Dr	State Route 208	15
	City of New Castle	N Jefferson St	Other Prin Art	E Washington St	Wilmington Ave	27
	Shenango Twp	New Butler Rd	Other Prin Art	Aiken Rd	Old State Rd	17
	Union Twp	W State St	Other Prin Art	Upper Idlewild Dr	Scotland Ln	16

Implementation:

Action Outcomes:

Reduce number of fatalities and suspected serious injuries in the Southwestern Pennsylvania ten county region.

Fatal crashes will be reported annually in total and by contributing factors: behavioral and in roadway design changes using Proven Safety Countermeasures.

Fatal and suspected serious injury crashes will be reported annually in total, by vulnerable road users, and by contributing factors using data from the most recent year.

The following table includes entities identified to champion implementation of the action, key partner organizations, a window of time to track implementation, and relative level of investment expected to implement each action item.

Regional metrics to track implementation:

Number of students and seniors receiving new driver work zone safety training

Number of Road Safety Audits requested

Number of Road Safety Audits completed

Recommended project tracking elements to include:

Description of project as constructed, including applied treatments (PSC) and locations

Date construction started/ended

Link to as-built plans or other construction drawings, studies, or completed analyses

Data on crashes, by severity and type, before and after the treatment, with before/after study

Cost estimates for long-term projects at HIN Tier 2 locations and RSA projects

Use estimates to calculate B/C ratios and prioritize sites based on B/C ratios with the near-term projects at HIN Tier 2 crash locations

Complete roadway departure analyses and identify priority locations for PSC

Complete Pedestrian and Bicycle Crossing analyses and identify priority locations for PSC

Goals: References the SPC's goals described in LRTP, "Smart Moves for a Changing Region".

Investment Level Key:

\$ - Includes efforts with low investment in agency labor such as changes to existing practices and approaches to collaboration with partner organizations.

\$\$ - While not involving a physical project, may require funding for agency labor and partner organization involvement.

\$\$\$ - Capital investment in a physical project.

Implementation:

#	Goal	Action	Champions	Partners	Timeline	Costs
A1.1		Implement RSAP 2025	SPC	PennDOT & Counties	Ongoing	\$
A1.2		Administer public safety campaign for 2025 Utilize interview materials from Unsung Heroes	SPC	Counties	Ongoing	\$\$
A1.3		Develop planning & promoting safety campaign around regional transit services	SPC	Local Transit Agencies	0-2 years	\$\$
P1.2		Identify PSC in Bicycling HIN top ten road segments	Local Agencies	PennDOT	5+ years	\$
P1.3		Develop SRTS at relevant pedestrian/bicycle HIN overlay with schools	Local Agencies	PennDOT, Community Organizations, & Schools	5+ years	\$\$
P1.4		Analyze safety data and program projects for RSAs related to HIN	Local Agencies & PennDOT	SPC	Ongoing	\$\$\$
R1.1		Identify speed management techniques to be used regionally as best practice	SPC	Local Agencies & Law Enforcement	0-2 years	\$
R1.2		Identify Traffic Calming best practices for new development and redevelopment	SPC & Local Agencies	Law Enforcement	0-2 years	\$
E1.3		Develop Distracted Driving-Targeted education	Local Safety Commissions	PennDOT, Local Agencies, Community Organizations, & Schools		
E1.1		Partner with youth organizations to create anti-distraction messaging campaigns	SPC	Local agencies, School districts, & Community Organizations		
E1.2		Targeted engagement with traditionally underrepresented communities prior to implementing infrastructure projects.	Local Agencies	Community groups, PennDOT, SPC, Counties	Ongoing	\$



Thank You

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