



HIGHLIGHTS OF APRIL 25, 2007 MEETING

CALL TO ORDER

Welcome and Introductions

The April 24, 2007 meeting of the Regional Safety Task force was called to order by John Ward, Associate Director, Planning Division, DVRPC. He welcomed everyone and they introduced themselves.

Introduction of New Leadership

John introduced Jerry Lutin, New Jersey Transit and Sergeant Robert Tyler, Pennsylvania State Police, the new Chairperson and Vice Chairperson, respectively to the task force. Jerry and Robert will fill these posts for one year.

In Jerry's acknowledgement of his nomination, he mentioned that he hoped to place more emphasis on transit and pedestrian safety than it has had previously. He congratulated Rosemarie Anderson for receiving the Dave Powell Award from Federal Highway Administration.

ACTION ITEMS

Summary of January's Meeting

A motion was made for the approval of the Highlights from the January 18, 2007 Regional Safety Task Force meeting. The meeting highlights were approved.

Adoption of Regional Safety Action Plan

Rosemarie Anderson, Manager of Office of Safety and Corridor Planning began by thanking the task force for their participation in the development of the plan as well as her colleagues at DVRPC who were involved in the process.

She mentioned that everyone should have seen and reviewed the Regional Safety Action Plan. The recommendation that "*the Task Force be made an official standing committee of the Delaware Valley Regional Planning Commission reporting directly to its Board*" was added to the final document after the task force review. As DVRPC satisfies federal mandates for safety planning, the Regional Safety Action Plan would be referenced in the Long Range Plan. With the task force approval, the document will be presented to the Board in May for adoption as the region's transportation safety action plan.

The group was then asked for a motion to adopt the document as the region's transportation safety action plan. William Beans, NJDOT made the motion, and it was

seconded by Karl Ziemer, Delaware River Port Authority. There were none opposed and no abstentions.

PRESENTATIONS

Guest Speakers

Guest speakers from National Highway Traffic Safety Administration (NHTSA) gave a presentation on the agency's focus on reducing alcohol related traffic deaths. Thomas Louizou, Regional Administrator, Eastern Region informed the task force that as of October 1, 2007 Pennsylvania would be joining the Eastern region. He said NHTSA was a part of the USDOT which deals mainly with the driver and the vehicle. In some areas they do consumer outreach but in the regional office they concentrated on the behavioral side of transportation safety. The mission of NHTSA "saving lives, prevent injuries and reduce traffic related crashes and associated costs". Mr. Louizou spoke of traffic fatality statistics which formed the basis for the strategies he would present – motor vehicle crashes are the leading cause of death in 4-34 year olds; most of admissions in trauma centers are motor vehicle crashes and a large percentage of the crashes are alcohol related; a motor vehicle crash takes a life approximately every 12 minutes in the US, which is three times more than homicides; there was a big drop in alcohol related crashes in the 1980's and into the early 1990s but since then there has been a leveling off; experienced drinkers who have developed a tolerance for alcohol are the problem on the roadway and less the social drinker; given the statistics, age 18 to 24 is the target age for the campaign.

Sami Richie, Regional Program Manager, Region II continued the presentation and spoke of the agency's strategies. Four groups of strategies were presented – Center for Disease Control (CDC) Community Guide; Countermeasures that Work (a research effort done by the NHTSA in concert with the Governors Highway Safety Association); NHTSA Priority Strategies; and Mothers Against Drunk Driving (MADD) Campaign to Eliminate Drunk Driving. All four have some overlapping characteristics. They have all shown to have some effect of combating impaired driving.

For the *CDC Community Guide*, five effective strategies were discussed. This included – establishing sobriety checkpoints and mass media campaigns focused on law enforcement activities. Programs which had insufficient evidence to support their effectiveness included – designated driver programs and school-based peer exchange.

Under *Countermeasures that Work* strategies with the greatest potential included – laws (not just laws on the book but those that are enforced); prosecution and adjudication; offender treatment, monitoring and control (statistic show that many are repeat offender therefore proper treatment and monitoring is essential); communication plan (media communication is important); underage drinking and driving programs (programs by citizens, stakeholders and Congress through SAFETEA-LU)

NHTSA strategies include – high visibility enforcement (general deterrence not only arrests); establishing DWI courts and special prosecutors, screening and intervention and establishment of primary seatbelt law. Courts need to be prepared for impaired driving offenders. They can assist states in providing traffic safety resource prosecutors. They would prepare cases for adjudication for the courts. NHTSA is supporting the establishment of DWI courts which mirror drug courts which has been proven to be effective. NHTSA has had some difficulty in engaging the medical community. Their participation is important in the strategy of screening and brief intervention. It is possible

that many of the offenders who end up in the hospital have a problem of alcohol abuse or dependency. A few questions by a medical practitioner can channel them for the right type of treatment. Safety belt use is the best defense against drunk drivers. In all the crashes involving fatalities 55% of persons killed were not wearing a seatbelt. Primary seatbelt laws enable officers to pull offenders over right on the spot without having to observe another offence before doing so.

MADD's *Campaign to Eliminate Drunk Driving* has four elements – high visibility enforcement; full use of ignition interlock (approx. 100,000 in use today); research on advanced interlock technology; grassroots support (political and social). The USDOT, NHTSA, Insurance Institute for Highway Safety, and automobile manufactures are some of the partners who have signed on to this campaign.

Mr. Louizou continued the presentation by discussing the *communication strategies*. The communication strategy is focused on the groups that are most at risk. The two big campaigns are “Drunk Driving: Over the Limit. Under Arrest” and “Click It or Ticket”. These are enforcement theme messages that have shown to have greater effect – general deterrence. These are stronger messages with the idea of punishment behind them. They are carried out for a few weeks at specific times of the year. These are paid ads on national outlets on these messages. The “social norming” messages (“buzzed driving is drunk driving” and “buckle up America”) are PSA which will run in between enforcement mobilization. These are referred to as “reminder” campaigns.

NHTSA is now looking at the emerging issue of stopping alcohol dependence at early age. This includes talking about drinking to kids before they actually start drinking. NHTSA will be looking at driver education research. The research has shown that education alone does not work and must be balanced with enforcement. To be effective an education and enforcement campaign with good laws and good policies is needed. Whatever is done for safety at the federal, state or local level permission is needed. Sighting “red light camera” as an example, he stated that public permission is needed that builds political permission. In many cases the permission is not here in the United States yet. He said that is what we all are working on.

Mr. Louziou concluded his presentation by noting websites with information on impaired driving – www.nhtsa.gov and www.stopIMPAIREDdriving.org

Pennsylvania State Police Safety Initiative

Sergeant Shawn Toboz, Pennsylvania State Police talked about the Drug Evaluation and Classification (DEC) Program which is also referred to as the Drug Recognition Expert (DRE) Program. Sergeant Toboz is one of a select few DRE in Pennsylvania and he is also a DRE instructor. He said that the program is through NHTSA and International Association of Chiefs of Police (IACP) and specialized training is required.

There are two tools to identify alcohol and drug impaired drivers Standardized Field Sobriety Test (SFST) and DRE. Usually an officer will stop a driver showing impairment, an SFST is given and if that is low but there are still signs of a high level of impairment, a Drug Recognition Expert would be called in to conduct testing. Three tests are used to check for sobriety with an accuracy level of 80 percent for alcohol .08 BAC or above.

DRE is highly trained in detecting substance abuse other than alcohol. The certification process is a rigorous exacting three phase process. There are 22 Drug Recognition

Experts in Pennsylvania of which 4 are in the Philadelphia region. They provide services to any police department, at anytime of day.

Sgt. Toboz said drug use was becoming more problematic on the roads and the number of arrests has increased. DRE provides expert assistance in impaired driving investigations. When the DRE is called in there are three determinations which need to be made – if the individual is impaired; whether the impairment is drugs or medically related; and if it is drug related what type of drugs are used. Testing is a 12 step process. Prognosis is not based on one symptom but a totality of a number of symptoms.

In the answer to the question, “how can a local police department get in touch with a DRE”, Sgt. Toboz said that currently it was only through “word of mouth”. John Ward offered DVRPC services through its newsletter to get the word out to the municipalities in the region.

Philadelphia Red Light Running Camera Program

Chris Vogler, Manager of Red Light Photo Enforcement, Philadelphia Parking Authority (PPA) said the City of Philadelphia had the only Red Light Running Camera Program in Pennsylvania and that the main goal of the program was safety. The program started specifically to address issues along the Roosevelt Boulevard then moved into other areas of the City. The main criteria were intersection crashes which involved red light running. There are currently five intersections in the city with cameras, three on Roosevelt Boulevard at Grant Avenue, Red Lion Road and Cottman Avenue. Grant Avenue and Red Lion Road intersections were voted by State Farm Insurance Company as the second and third worst intersections in the country, respectively in 2004. The camera was installed at Grant Avenue in February 2005. When the program first started, there was a 120 day warning period. Since then it has been reduced to 60 days through legislation. The program has been successful and the PPA has been asked to expand the program. Five new intersections have been approved for inclusion in the program.

In talking about the safeguards of the system, Mr. Vogler said the program is not about making money but the safety of road users. Therefore, if there is any doubt regarding a violation it is thrown out. Everything the Parking Authority does is reviewed by the Philadelphia Police Department who is the issuing body for the violations.

Characteristics of the program include 1) utilizes wet film technology, 2) cameras do not activate unless the signal is red; 3) a photograph is taken only if the vehicle crosses the stop bar after the signal turns red; 4) there must be two clear photographs of the vehicle in the intersection with the red signal displayed; 5) there are 31 codes where a ticket would not be issued e.g. funeral, fire, ambulance activity and vehicle position. There is a stringent review process followed by a violation assignment process; because the legislation is written under civil code, there are no points associated and tickets issued by a police officer supersedes the camera violation. Violators can request a hearing to dispute violation. When the *Red Light Running* legislation was first passed there were no enforcement penalties associated; in 2006 Philadelphia City Council gave the PPA enforcement tools – *Red Light Running* tickets were tied to regular parking tickets and are boot eligible with monetary fines associated.

The legislation states that once the cost of running the program is recovered and all profits from the program must be placed in escrow to PennDOT for transportation safety programs. There has been a large decrease in red light running violations as well as a

decrease in angle crashes. From observation, driver behavior on Roosevelt Boulevard has changed especially around intersections with cameras.

Mr. Vogler concluded his presentation by informing the group that red light running cameras would be installed and running at five new intersections by June 15, 2007.

AAA Mid Atlantic Legislative Issue Poll

Catherine Rossi, Manager of Public & Government Affairs, AAA Mid-Atlantic began by saying that Pennsylvania and PPA had done a wonderful job with the Red Light Running program, and AAA was instrumental in the structuring of the legislation in Pennsylvania to include the safeguards (ensure it is a tool for safety only). It is a pilot program and that is the way AAA wanted it to be initially but they hope it will be expanded to other areas with the same standards (use of wet film technology, vendors paid per month rather than per ticket, instituted mainly as a safety tool).

David Weinstein, Manager of AAA Mid-Atlantic South Jersey then spoke on enabling legislation for the use red light running cameras in New Jersey. He said enabling legislation was introduced by Senator Coniglio for a pilot program. It was passed out of the committee with no recommendation. He said when the legislature came back after their budget break it may not be on the top of their list due to current political change.

Ms. Rossi continued by stating she was presenting the motorist side of transportation. The information was gathered through public opinion polls. AAA Mid-Atlantic does a public opinion poll every two years while the Pennsylvania Federation does one every year. She said drivers have very strong feelings about transportation issues as she highlighted some issues from the publication *TripTik*. In discussing the methodology, she said a research firm was utilized. The poll done by AAA Mid Atlantic included 1000 telephone interviews of licensed drivers at the end of 2006. The drivers were both AAA and non-AAA members. The margin of error for the overall poll was +/-3.1%. The Federation poll consisted of a mail survey of AAA members only in fall 2006.

The question "what is the biggest danger you face on the road" resulted in 34% of the respondents citing distracted driver. Ms. Rossi said drivers perceptions are changing because two years ago poll results said aggressive drivers was the biggest danger. For the five county Philadelphia area 69% of respondents said cell phones are a significant distraction and 73% said driver distraction is to be blamed for increase in collisions involving pedestrians. In answer to the question "why people become aggressive drivers", 50% said that frustration with traffic is to blame. Only 4% said because people are in a hurry. Ms. Rossi said getting to the root of congestion and managing that congestion may alleviate aggressive driving. When asked "should police in Pennsylvania use speed camera" response was positive; and "should Pennsylvania re-instate a law requiring motorcyclists to wear helmet" the response was 79% for "yes".

Ms. Rossi said these are the figures lawmakers should look at for pending legislation and potential public support. There is pending legislation in Pennsylvania on some of these issues and AAA is actively involved. A similar poll will be done in New Jersey in Fall 2007. The results of the poll are posted on the AAA website http://www.aaamidatlantic.com/safety/poll_list.asp

Pennsylvania Speed Cameras and Photo Radar Legislation

Matthew Taubenberger, Legislative Assistant, Representative George Kenney's Office said Representative Kenney proposed House Bill 3069, similar to the legislation he currently plans to introduce. House Bill 3069 did not pass because there was not enough time in the session. This legislation amends Title 75 in Pennsylvania Consolidated Statutes providing for automated speed timing systems in Philadelphia. This is an attempt to reduce speeding problems along Roosevelt Boulevard. The legislation, if passed will authorize PPA to install speed sensitive radar cameras on Roosevelt Boulevard; allow PPA to issue violations by mail to the vehicle owner if photographed while speeding instead of the motorist as required by state law. This will be a five year pilot program which will be administered by the PPA. Violations will be issued if the vehicle is traveling 6 or more miles over the posted speed limit and fines will be associated. Violations will not be deemed a criminal conviction, not made a part of the operating record, and will carry no points or insurance surcharges. Photographs can only be used to record traffic violations. The information will not be public record or fall under the right to know laws. The automated speed system will not be used unless there are advance warning signs. PPA will file annual reports to the House and Senate Transportation Committees. The reports should include number of violations and fines issued, compilations of fines paid and outstanding, and the amount of money paid to the vendor or manufacturer. PPA will remit all fines less the operations and maintenance of the system to PennDOT for deposit in the Motor License Fund to be used for safety improvements to Roosevelt Boulevard. The City of Philadelphia will have to pass ordinance to determine locations for the photo radar system. It is possible that they would be in the same locations as the red light running cameras. Mr. Taubenberger concluded his presentation by mentioning safeguards in the legislation to keep the main focus on safety. He stated that the legislation would be introduced in the next few weeks.

ADVISORY ITEMS

Open Forum

It was announced that DVRPC and FHWA was sponsoring the *Older Drivers Design Workshop* on June 7, 2007 at DVRPC offices.

Stacy Bartels, Manager, Commuter Services, DVRPC informed the group about the Roosevelt Boulevard Safety Task Force educational efforts. She said in an effort of cooperation and coordination, DVRPC would be funding a portion of the education campaign along the Boulevard. In cooperation with PennDOT and the City of Philadelphia, DVRPC will jumpstart the education process and help to develop components of the safety campaign to get the word out before the summer season starts. This would also save PennDOT some money which they could divert to other components of the safety effort. The education campaign will include more general safety messages but specific to the Boulevard. A tag line with logo and printed material including a 2-sided flyer will be developed for distribution. This campaign will also include newspaper and radio ads.

John Ward announced I-95 Corridor Coalition Workshop on June 20, 2007 on Quick Clearance Initiatives. This initiative is related to incident management and the clearing of vehicles from the travel-way after a crash.

He told the gathering that the I-95 Corridor Coalition has elevated safety in their organization structure to a full program track. They will be bringing together various

stakeholders from different disciplines to continue the dialogue on integrating safety factors into the work of the Coalition.

Matthew Anderson, Chester County recognized the Regional Safety Task Force and said he appreciated the coordination it provides to the region. The county is in the process of developing a county comprehensive transportation plan and the need for discussion of policy and safety initiatives on the roadways. He asked if anyone had any ideas on a safety toolbox – addressing roadway improvements, deficiencies, cost, strategies, etc., contact him.

Sgt. Tyler said as of April 14, 2007 Pennsylvania State Police have increased their responsibility on I-76. With that increase, the shifts have also changed and they have introduced *Problem Specific Police Squads* (squads concentrating solely on crash reduction, criminal activity, DUI, speeding or drug enforcement). The teams start as early as 4AM, they are there before the rush hour begins. There are concentrated teams of officers on the highway to deter illegal activity early in the morning. Sgt. Tyler said they appreciated the cooperation they had gotten from all the agencies and he encouraged everyone to share ideas and concept that they thought could provide improvement to the operation.

NEW BUSINESS

The meeting concluded with the announcement of the next meeting date for the Regional Safety Task Force meeting – **Tuesday, July 31, 2007.**

ATTENDEES

Aiken, David	PA Senator Connie William's Office
Anderson, Matthew	Chester County Planning Commission
Anderson, Rosemarie	Delaware Valley Regional Planning Commission
Bartels, Stacy	Delaware Valley Regional Planning Commission
Beans, William	New Jersey Department of Transportation
Best, Carolyn	Chester County Highway Safety
Bollendorf, George	Delaware River Port Authority
Bochanski, Matthew	Pennsylvania Department of Transportation
Branco, Sgt. Steven	Washington Township Police
Bucci, Larry	Pennsylvania Department of Transportation
Burke, Erin	Delaware Valley Regional Planning Commission
Carel, Jill Sabin	Philadelphia Regional Emergency Medical Services
Coscia Jr., John	Delaware Valley Regional Planning Commission
Diamond, Josh	Greater Valley Forge TMA
Donnelly, Maureen	SafeKids Southern NJ/Cooper University Hospital
Duchossois, Gina	SafeKids Southeastern Pennsylvania/CHOP
Dula, Justin	Delaware County Planning Commission
Feggans, Charles	New Jersey Division of Highway Traffic Safety
Ferraro, Donna	Street Smarts – Philadelphia Health Management
Fiscina, Carmine	Federal Highway Administration – PA
Hacker, Joseph	Delaware Valley Regional Planning Commission
Helker, Cpt.	Philadelphia Police Department
Hoffman, William	Federal Highway Administration – NJ
Johnson, David	Bucks County Planning Commission
Klejst, Stephen	New Jersey Transit
Lee, Brendan R.	School District of Philadelphia
Lorenston, Teri	Delaware County Highway Safety
Louizou, Tom	National Highway Traffic Safety Administration
Lutin, Jerry	New Jersey Transit
Madera, James	Southeastern Pennsylvania Transportation Authority
Mason, Sgt Wayne D.	Pennsylvania State Police
Merlin, Debbie	Mayors Commission on Aging – City of Philadelphia
Moore, Regina	Delaware Valley Regional Planning Commission
Monteleone, Carmella	Port Authority Transit Corporation
Moyo, Jabulani	City of Philadelphia Streets Department
Murphy, Kevin	Delaware Valley Regional Planning Commission
Parlow, Chief Robert	New Jersey State Police
Patel, Ashwin	Pennsylvania Department of Transportation
Quick, Susan	Brain Injury Association, NJ Inc.
Ragozine, William	Cross County Connection TMA
Ratko, Wesley	Montgomery County Planning Commission
Reeve, Raymond	New Jersey Division of Highway Traffic Safety
Richie, Sami	National Highway Traffic Safety Administration
Rossi, Catherine	AAA Mid-Atlantic

Stafford, Joe	Bicycle Access Council
Steele, Don	Pennsylvania Turnpike Commission
Taubenberger, Matthew	PA Representative George Kenney's Office
Thomas, Carol Ann	Burlington County Engineer's Office
Toboz, Shawn Sgt.	Pennsylvania State Police
Tyler, Sgt. Robert	Pennsylvania State Police
Van Iderstine, Peter	Burlington County Sheriff's Office
Vogler, Chris	Philadelphia Parking Authority
Ward, John	Delaware Valley Regional Planning Commission
Waters, Chief John	Upper Merion Township
Weiner, Bonnie	MADD Southeast Pennsylvania
Weissman, Sarah	Rutgers – TSRC
Weinstein, David	AAA Mid-Atlantic NJ
Ziemer, Karl	Delaware River Port Authority