

## MEETING HIGHLIGHTS: Aggressive Driving

Thursday, June 7, 2018

9:30 AM – Noon

DVRPC Offices

190 N. Independence Mall West, 8<sup>th</sup> Floor

Philadelphia, PA 19106

All presentations and related meeting handouts are located on the RSTF Website:

[www.dvrpc.org/Committees/RSTF](http://www.dvrpc.org/Committees/RSTF)

### Welcome and Introductions

The meeting was called to order at 9:30 AM by RSTF Co-Chairs Peggy Schmidt, Executive Director of Partnership TMA and Bill Ragozine, Executive Director of Cross County Connection TMA. The co-chairs directed participants to information on tagging the meeting on social media and also read the RSTF goal aloud. Next, participants each introduced themselves to the group.

Ms. Schmidt requested approval from the RSTF for the March 2018 meeting highlights, and they were approved without comment.

### Aggressive Driving – Presentations

Two featured speakers addressed the meeting on aggressive driving. Prior to the speakers Kevin Murphy, Delaware Valley Regional Planning Commission (DVRPC), introduced the topic. Mr. Murphy presented on overall crash trends noting that in 2016 fatalities and severe injuries (KSI) from crashes reached a seven-year high in the region. Data recently became available for 2017 in Pennsylvania and showed that fatalities remained steady in the region from 2016. 2017 data isn't available yet for New Jersey. Mr. Murphy presented the NHTSA definition for aggressive driving, which specifies that two or more moving violations must be performed to be considered aggressive driving. Pennsylvania has adopted this definition, but New Jersey has not, which leads to much larger numbers of aggressive driving-flagged crashes in New Jersey where only one moving violation is required to be considered aggressive driving. Mr. Murphy also showed data from the overlapping emphasis area analysis, which found intersection, young driver, alcohol-related, and unbelted crashes all coincide more frequently with aggressive driving crashes than other emphasis areas. Mr. Ragozine then introduced the first featured speaker: Lamont Hinton, Metropolitan Police Department (MPD), Washington, DC.

Mr. Hinton opened his presentation by saying that he does not seek to promote automated traffic enforcement (ATE); rather, he sees ATE as a tool in the transportation safety planner's toolbox. Washington, DC's ATE program was first instituted in 1997. It's a hybrid system that relies on a variety of vendors to provide equipment and different services. As the program manager for MPD's ATE unit, Mr. Hinton, a civilian, works to ensure that every single citation given is legitimate. When MPD is determining where to place new cameras, they are guided by data, but also wary of overusing the tool. They are beginning to incorporate other considerations, like public input and adjacent uses like schools or retail. A proposed new process would rely heavily on constituent-generated requests for new cameras. Automated enforcement is used for red lights, oversize vehicles on restricted routes, and speed. The first two are easy to prove, speed is the most often contested. Overall, the ATE program has remained in place and continued to succeed because of the strength of partnerships between MPD and various public groups, such as City Council, pedestrian advocacy groups, and others.

#### Questions/Comments:

- Gus Scheerbaum, City of Philadelphia, asked if MPD is required to install notifications of locations, such as signs. Mr. Hinton explained that at test locations they are not required to install signage, but at target locations they are. Notably, a target location does not necessarily have a camera installed at any given time, it just *may* have one. This can still act to deter speeding and other reckless driving.
- Kelley Yemen, City of Philadelphia, asked if MPD had considered whether relying too heavily on constituent requests to place cameras would lead to inequities in where they are placed (squeaky wheel phenomenon). Mr. Hinton acknowledged this is a concern and that MPD is very concerned about ensuring ATE systems are evenly distributed around the city. The most recent analysis has found they are overrepresented in lower-income neighborhoods of the city; they are working to spread them to more higher-income areas, as well.
- Kelvin MacKavanagh, DVRPC Goods Movement Task Force, asked if MPD faced difficulties in getting the program off the ground due to political resistance. Mr. Hinton noted that efforts to install ATE in Baltimore ran into political resistance. The key to maintaining a successful program is to ensure the integrity of the process. Including other (non-police) departments in the adjudication process has been important in DC.

Ms. Schmidt introduced the second speaker: David Shephard, Families for Safe Streets (FSS). Mr. Shephard began by recounting the loss of his fiancée to a reckless driver outside their home in the Bronx, New York. The tragedy spurred him to become an advocate for safe streets and a founding member of FSS, an advocacy organization started and supported by Transportation Alternatives in New York. One of his first initiatives was an effort to compel the New York City Police Department to share road fatalities data with the public; this was made available online starting in 2011. He also worked with the city to institute its cutting-edge Vision Zero policy and successfully lobbied the state legislature to allow New York City to lower its speed limit to 20 mph on neighborhood streets. FSS often organizes bus caravans to bring FSS members and other advocates to Albany, NY to lobby for safe streets policies. The Bicycle Coalition of Greater Philadelphia is interested in starting a local FSS chapter, David has provided support for their effort. There are currently ten branches of FSS nationwide. A key element of their successful advocacy in New York has been developing a coalition of over 300 organizations in New York City that support their mission and advocacy. FSS has fast-tracked approval of lower speed limits and the installation of speed cameras near schools, which has led to a 60% reduction in speeding in areas where they are installed. Another success was the redesign of a section of Queens Boulevard, once known as the "Boulevard of Death." Since the road redesign, there have been zero fatalities. FSS also holds monthly meetings and reaches out to the families of victims of traffic violence to offer support services.

#### Questions/Comments:

- Mr. MacKavanagh asked about ways that FSS could receive more exposure for the work they do. Mr. Shephard explained that FSS has ambitions to spread their message nationally. They are looking at organizations like MADD as a model for where they wish to go.
- Vince Cerbone, PennDOT, asked Mr. Shephard if he would share some of his thoughts about how to address safety issues on Roosevelt Boulevard, which Mr. Shephard previously stated he drove through on a trip to Philadelphia.

### Developing Action Items

The co-chairs then transitioned from the emphasis area discussion into the next agenda item, developing action items. RSTF members divided themselves into four groups to continue the discussion and work on ways to combat aggressive driving in the region.

**Education Group:** Ms. Schmidt—lead, Heike Jacob, DVRPC—assist

The education group developed several action items. Justin Neff, DVPRC, offered to speak to roadway owners about including more slogans that address aggressive driving on variable message signs, including the slogan, “A Rushed Driver is an Aggressive Driver.” Andrew Besold, Montgomery County Planning Commission, offered to also contact local police departments about variable message signs focused on aggressive driving. Alyson Strigle, DCTMA, will contact Buckle Up PA to learn more about their aggressive driving enforcement waves. Ms. Schmidt will reach out to the Automobile Dealers' Association to invite their community liaison to future RSTF meetings.

**Engineering Group:** Mr. Ragozine—lead, Michael Boyer, DVRPC—assist

The engineering group discussed strategies to reduce speed on streets, especially around the redesign of streets with traffic calming measures. These strategies include infrastructure improvements like roundabouts, speed tables, islands, speed cushions, etc. It's important not to install infrastructure that discourages pedestrians like median fences and pedestrian overpasses instead of more directly addressing the issue of unsafe road conditions. To address this, the group recommended promoting more flexibility to use traffic calming tools on the road and to disseminate information about these tools.

**Enforcement Group:** Marco Gorini, DVRPC—lead

The enforcement group discussed the challenges facing automated enforcement in the Delaware Valley region, specifically getting legislation passed. The perception among many in the public and the legislatures is that automated enforcement is a money grab by municipalities. It's important to build buy-in through the media and forging partnerships to push for ATE in the region. ATE alone isn't enough to address aggressive driving – it's important to look at the root causes of the issue and use other incentivizes to encourage people to drive safely. Akshay Malik, City of Philadelphia, offered to share research on the locations aggressive driving crashes in relation to the home zip codes of the driver. David Maruca, Rutgers CAIT, offered to share information with the RSTF about a pending bill with the New Jersey legislature to legalize speed cameras around work zones.

**Policy Group:** Mr. Murphy—lead

The policy group focused on the need for culture change around aggressive driving behavior. Two actions were identified to help further this culture change. Mr. Cerbone offered to provide the RSTF with aggressive driving crash cluster maps for District 6-0. David Shephard, FSS agreed to provide information detailing his organization's effort to encourage NYC DOT to consider Vision Zero policies and design recommendations in all roadway projects.

## **Member Updates and Open Forum**

Paul Carafides, Office of Transportation Operations Management at DVRPC, gave an update on the Incident Management Task Forces' (IMTF) activities – the full update was included in the meeting folder. DVRPC hosted the 3rd Regional Traffic Incident Management Conference at Citizens Bank Park on May 16. The event was attended by over 200 incident management professionals.

At this point, RSTF members were invited to provide any updates that they wished to share with the group. Mr. MacKavanagh lauded Mr. Murphy and representatives from the other two MPOs in New Jersey for a successful panel on Vision Zero at the TransAction conference. Mr. Besold informed the group about Bike Montco, a seminar focused on bicycle mobility in Montgomery County and timed around the release of the *Bike Montco* draft plan. The event is set for June 20. Mr. Scheerbaum announced that the City of Philadelphia is implementing a protected bike lane along JFK Boulevard and Market Street for a nine-month trial period.

## Additional Updates and Conclusion

Mr. Gorini previewed the *Crashes and Communities of Concern* project, which is a DVRPC project from the 2018 work plan. The project investigates the higher incidence of severe crashes in census tracts with high rates of communities that fall into DVRPC's [indicators of potential disadvantage](#) metric, DVRPC's agency-wide equity analysis. Results from the project will be explored in depth at the next RSTF meeting. Mr. Gorini also provided a brief update on action items accomplished since the March 2018 RSTF meeting on distracted driving. Details on action item updates were provided in the meeting folder.

Mr. Ragozine announced that the meeting would be Ms. Schmidt's final as co-chair, as her two-year term was ending. Mr. Ragozine presented Ms. Schmidt with a certificate thanking her for her service and led the group in a round of applause. Mr. Murphy asked the group to consider nominating someone to replace Ms. Schmidt as the co-chair representing the Pennsylvania side of the DVRPC region. Nominations may be sent to Mr. Murphy or Mr. Gorini.

The next RSTF meeting will be on Friday, September 28, 2018 and the topic will be, "Just Streets: The Intersection of Crashes, Equity, and Safety."

### June 7, 2018 RSTF Meeting Attendees List

Armbruster	Mark	DRPA
Besold	Andrew	Montgomery County Planning Commission
Boyer	Michael	DVRPC
Brown	Corey	Delaware County Planning Department
Carafides	Paul	DVRPC
Castle	Charlotte	City Of Philadelphia
Cerbone	Vince	PennDOT
Cohen	Julia	DVRPC
Cramer	Natalie	Delaware Valley Regional Planning Commission
Diamond	James	Philadelphia Police
Gorini	Marco	DVRPC
Hillengas	Amory	Philadelphia Department of Public Health
Hinton	Lamont	Metropolitan Police Department
Ibarra	Caroline	Delaware Valley Regional Planning Commission
Jacob	Heike	DVRPC
Kanthor	David	City of Philadelphia
MacKavanagh	Kelvin	DVRPC Goods Movement Task Force
Malaviya	Sharang	PennDOT
Malik	Akshay	Office of Transportation and Infrastructure Systems
Marcantonio-Fields	Amelia	City of Philadelphia

Maruca	David	Rutgers CAIT
Merritt	Darrell	Pennsylvania Department of Transportation
Murphy	Kevin	DVRPC
Neff	Justin	Delaware Valley Regional Planning Commission
Nuble	Patrice	City of Philadelphia - Streets Dept.
Ragozine	Bill	Cross County Connection TMA
Reeve	Raymond	Division of Highway Traffic Safety
Regosch	Christian	Bucks County Planning Commission
Scheerbaum	Gus	City of Philadelphia
Schmidt	Peggy	Partnership TMA
Shephard	David	Families for Safe Streets.
Strigle	Alyson	DCTMA
Yemen	Kelley	City Of Philadelphia

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

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# Survey Results

JUNE 7, 2018 RSTF Meeting: Aggressive Driving

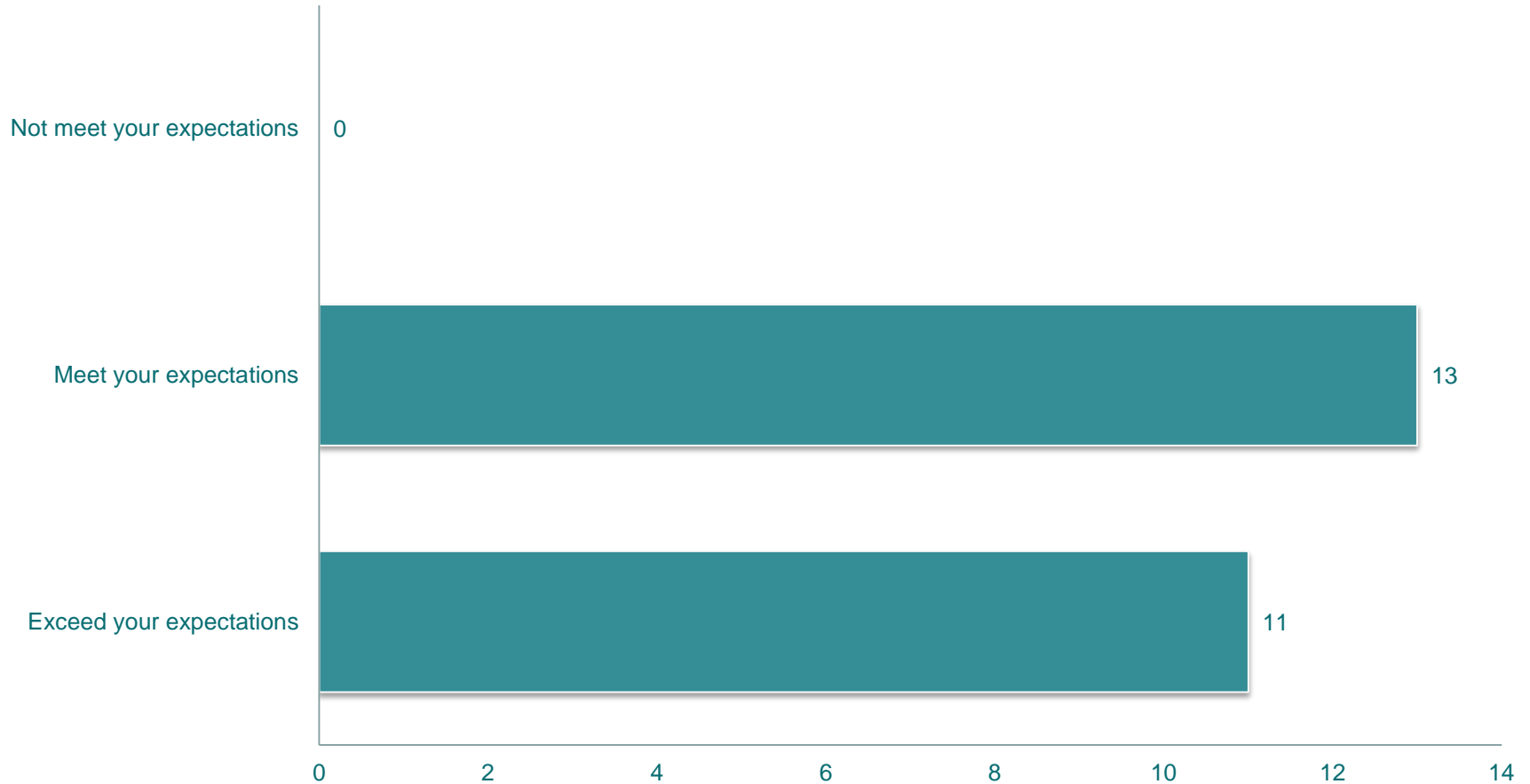


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# Overall Survey Results

- 24 out of 33 meeting attendees responded
- Everyone found that the event either met or exceeded their expectations
- Some write-in comments offered potential areas for improvement

# Question 1: Did this meeting ...





## Question 2: What exceeded or didn't meet expectations?

Good diversity in the speakers, wished Hinton had more visuals and anecdotal data

Small group discussion was great

The group sessions were informative and fruitful

Presentation on D.C.'s Automated Traffic Enforcement program was great

I learned about previously unknown engineering/technology tools that can be used to minimize aggressive driving

Speakers were awesome and practical.

## Question 3: How else can RSTF raise awareness/take action on this topic?

Advertise meetings to the public

Encourage follow-up after meetings

Bring legislators to future meetings

Social media

Get aggressive with messaging

Promote a better understanding of what aggressive driving is

# Additional Comments?

Group leaders should monitor who participates more/less

Well-run and efficient use of time

Advocate groups are great but prefer more data-driven perspectives

# REGIONAL **SAFETY** TASK FORCE



For more information, please contact:  
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