



MEETING AGENDA

Tuesday, December 4, 2012, 9:30 AM – Noon

1. Welcome and Introductions

2. Update from the Enforcement Community

3. Legislative Update

4. Emphasis Area Focus – KEEP VEHICLES ON THE ROADWAY AND MINIMIZE THE CONSEQUENCES OF LEAVING THE ROADWAY

Keeping vehicles on the roadway helps reduce crashes in which vehicles hit fixed objects or overturn. Roadway departure crashes are often deadly. In 2011, 39% of the crashes that resulted in fatalities involved one or more vehicles leaving the roadway. This agenda item will include an overview from DVRPC, two presentations, and then discussion on a range of doable action items for this emphasis area. The presenters are:

- Kevin Conover PE, PTOE, Project Engineer, NJDOT Bureau of Transportation Data and Safety: Safety Engineering and Analysis Section
- Larry Bucci, Traffic Safety Engineer, PennDOT – District 6

5. Developing Action Items

The RSTF will refine strategies from the Plan and discuss action items to minimize road departure crashes to track in the Measurements and Status Table.

6. Follow-up from October 2012 Meeting

This agenda item will include approval of last meeting highlights, status of measures, action volunteer updates, and quarterly crash trends.

7. Draft Outreach Material on Why it is Important to Not Undermine Tickets

At the last meeting the RSTF discussed how excessive waiving or plea bargaining of tickets undermines traffic safety. An action was to draft a brochure and other material for further discussion at this meeting.

8. Member Updates and Open Forum

LUNCH

In the event of inclement weather, please call (215) 592-1800 to check on any changes in schedule

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New Jersey Legislative/Public Affairs Update

A 2012 Recap & a Look Ahead to 2013

As the motorist's advocate, AAA often works with legislators in Trenton and Washington, D.C. to advance traffic safety initiatives, ensure motorists are protected and that New Jersey's roadways remain safe. In 2013, AAA will continue to campaign on a variety of fronts, including: advancing teen driver legislation that will establish practice hours for teen drivers; creating an orientation program to help teen drivers and their parents to develop a lifetime of safe habits; and working with the Legislature and Administration to find a stable, sustainable source of transportation funding.

While teen driving and transportation funding continue to be a large part of AAA's advocacy, AAA weighs in on numerous bills that are heard in the Legislature. In 2012, AAA supported the following legislation:

Distracted Driving

The **Kulesh, Kubert and Bolis' Law** was signed by Lt. Governor Kim Guadagno. The law now allows violation of the hands-free cell phone law to be considered reckless driving in the case of homicide and assault by automobile. AAA participated in the signing ceremony, which was held on July 18.

AAA has been a vocal supporter of the law that would increase fines for talking and texting on a cell phone while driving. The bill **S-69** was passed by the Senate in June, and the identical bill, **A-1080**, is now in the Assembly.

Traffic Safety

The **Jessica Rogers' Law**, which upgrades the penalties for assault by vehicle—three to five years in prison and a \$15,000 fine—in instances of road rage, was signed into law by Governor Chris Christie on April 20. The law was named for Jessica Rogers, a Mercer County resident who suffered severe injuries in an automobile accident stemming from road rage.

AAA supports a law that would increase fines for failure to keep right unless passing another vehicle and establishes a fund to pay for signage about the new law. **S-530** was passed by the Senate in May. An identical bill, **A-2277**, has not been heard in the Assembly.

AAA has been a longtime advocate of New Jersey's "Move Over" Law, enacted in 2009, which requires motorists traveling on highways to "move over" when approaching an emergency vehicle displaying flashing lights—police, fire, construction and tow truck operators—to provide an empty lane of protection. A new bill, **A-2597/S-121**, would require the Department of Transportation (DOT) Commissioner to develop public awareness programs and use variable message signs to inform and remind motorists of the state's "Move Over" law. Both the Assembly and the Senate Transportation Committees passed the bill, it awaits a full vote in both houses.

Motor vehicle crashes are a leading cause of death for children, due largely to misuse and nonuse of child safety seats. AAA supports a bill, **A-1711**, that would increase penalties for failing to secure a child in a child passenger restraint system or booster seat while operating a motor vehicle. The fine would be waived if the driver returns to show a seat has been installed in the vehicle. The bill was passed by the Assembly in October.

Driver Safety

In an effort to keep all drivers safe on New Jersey's roadways, AAA supports legislation that would permit healthcare providers to report certain patient health problems to the New Jersey Motor Vehicle Commission. The Senate passed **S-1533** in June, and an identical bill, **A-2398**, is currently before the Assembly.

Port Authority & Toll Road Transparency


The Port Authority of New York & New Jersey has been subject to increased scrutiny over the last year, particularly in light of proposed toll increases. AAA was against the steep increases proposed and were pleased that the tolls, which did increase, were lower than originally proposed.

Although the toll increases were approved, there continue to be questions regarding how the toll money will be used and there are continuing discussions with both the Legislature and Administration about how to increase transparency and openness to all tolling authorities. AAA's position remains that toll money should be used to improve and repair the roadways that are tolled, and we continue to advocate this issue on our members' behalf.

AAA continues to monitor several pieces of legislation related to the Port Authority and other toll roads, including:


- The **Port Authority of New York & New Jersey Transparency and Accountability Act**, which would create new requirements regarding disclosure of budgets and expenses, and the conducting of public meetings.
- Bills that would impose restrictions concerning commissioners, officers and employees of tolling agencies—Port Authority of New York & New Jersey, Delaware River Port Authority, Delaware River and Bay Authority, and Delaware River Joint Toll Bridge Commission—regarding employment, gifts and compensation. All bills were passed by the Assembly in June and the identical bills are currently awaiting hearings before the Senate Transportation Committee.

AAA continues to track and support legislation that will impact our members on the roadways. In 2013 we hope that we will continue to see success in keeping our roadways safe.



REGIONAL SAFETY TASK FORCE

Keep Vehicles on the Roadway and Minimize the Consequences of Leaving the Roadway

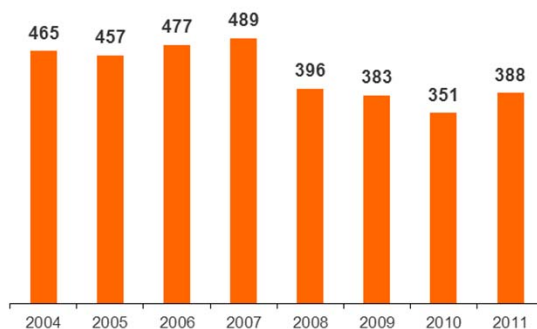


December 4, 2012 Meeting

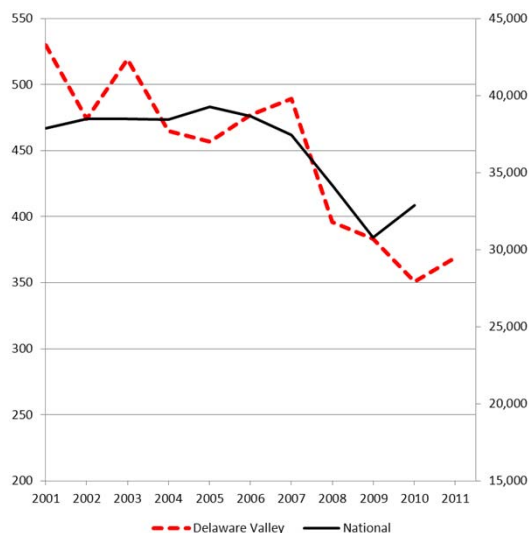
Safety Planning Context

- The Safety Action Plan addresses the seven key emphasis areas that are contributing factors in 95% of fatalities in the Delaware Valley

Crash Fatalities in the Delaware Valley



Regional Fatality Trend Compared to National Fatality Trend



Sources: NHTSA
PennDOT, NJDOT



Keep Vehicles on the Roadway and Minimize the Consequences of Leaving the Roadway

Fatalities resulting from leaving the roadway in 2010:

- 53% of all U.S. crash fatalities
- 66% of all rural road fatalities

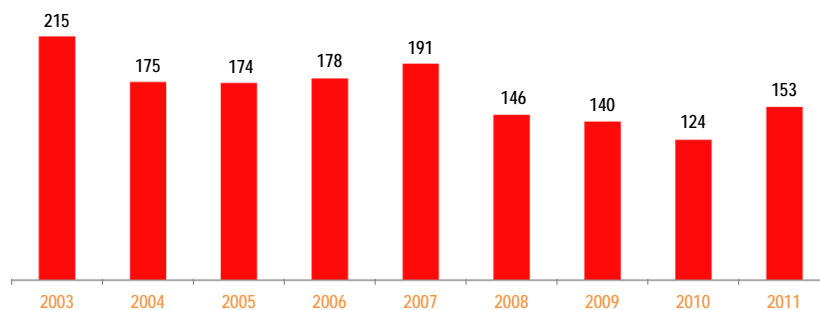
Once a vehicle leaves the road, roadside features become deadly hazards: trees, rocks, sign posts, light poles, culverts, etc.



Regional Perspective

Vehicles leaving the roadway was a contributing factor in **34%** of the crashes resulting in a fatality in the Delaware Valley, on average, from 2008 to 2010

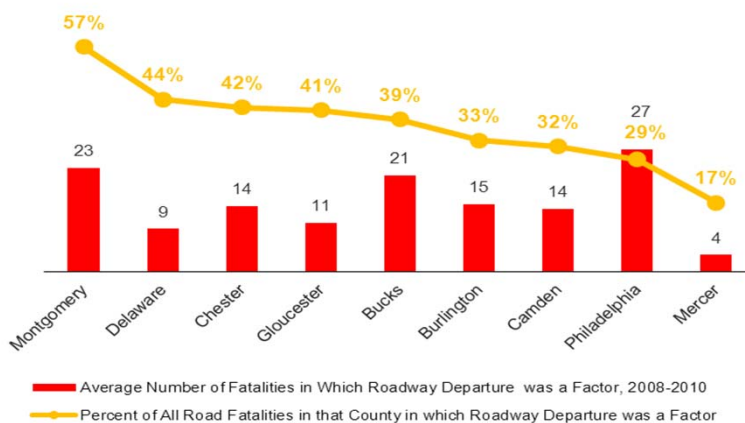
Trend in Fatalities a Run Off the Road Crash was a Factor in the Delaware Valley



Source: NJDOT and PennDOT data, analyzed in NJ Emphasis Area Tables.xls, PA Emphasis Area Tables.xls and Regional Fatalities by Emphasis Area Charts.xls



Run Off Road Related Fatalities by County



Source: NJDOT and PennDOT data, analyzed in Regional Fatalities by Emphasis Area Charts.xls



Recommended Strategies

- Continue to implement engineering solutions at problematic locations: median barrier, skid resistant surface, rumble strips
- Conduct a region-wide assessment of locations where speed limit reductions are appropriate
- Reduce roadside hazards and/or make the roadside more forgiving while not encouraging excessive speeds: break-a-way poles, clear zone evaluation
- Promote best practices and share success stories



2012 TRANSPORTATION SAFETY ACTION PLAN

EMPHASIS AREA

#2 KEEP VEHICLES on the ROADWAY and MINIMIZE the CONSEQUENCES of LEAVING the ROADWAY

Keeping vehicles on the roadway helps reduce crashes in which vehicles hit fixed objects or overturn. **Roadway departure crashes are often deadly. In 34% of the crashes that resulted in fatalities, one or more vehicles left the roadway.** This is the average annual number for the Delaware Valley for the period 2008 through 2010.

Year	Percent of All Road Fatalities
2008	57%
2009	44%
2010	42%
2011	41%
2012	38%
2013	33%
2014	32%
2015	28%
2016	27%
2017	17%

County	Average Number of Fatalities
MONTGOMERY	23
DELAWARE	9
CHESTER	14
GLouceSTER	11
BUCKS	21
BURLINGTON	15
CAMDEN	14
PHILADELPHIA	27
MERCER	4

AVERAGE NUMBER OF FATALITIES IN WHICH ROADWAY DEPARTURE WAS A FACTOR

PERCENT OF ALL ROAD FATALITIES

Note: Crashes often have multiple contributing circumstances. Source: NJDOT and PennDOT, 2008-2010 data.

RECOMMENDED STRATEGIES to KEEP VEHICLES on THE ROADWAY and MINIMIZE the CONSEQUENCES of LEAVING the ROADWAY

An average of 377 people lost their lives in crashes on Delaware Valley roads per year between 2008 and 2010; roadway departure was a contributing factor in 138 of these traffic fatalities.

1. Promote best practices used by Pennsylvania and New Jersey, as well as the 2012 FHWA proven countermeasures in keeping vehicles on the roadway. [Education]
2. Analyze crash data to identify:
 - a. run-off-road locations that have been experiencing crash problems in the region;
 - b. crash trends and locations to draw more attention to these conditions so that appropriate agencies can address them; and
 - c. locations where pedestrians are victims of run-off-road crashes as especially important locations for safety improvements. [Engineering]
3. Publicize the importance of vehicle maintenance to safely staying on the roadway. [Education]

SAMPLE OF PARTNERS CURRENTLY WORKING TO KEEP VEHICLES ON THE ROADWAY AND MINIMIZE THE CONSEQUENCES OF LEAVING THE ROADWAY

- DVRPC, NJDOT, PennDOT
- Rutgers – Transportation Safety Resource Center (TSRC)
- New Jersey counties

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

This card is part of a set of seven—one for each key Emphasis Area identified in the 2012 Transportation Safety Action Plan: Improving Transportation Safety in the Delaware Valley (DVRPC Publication #12030). For more information about crashes and traffic fatalities in the Delaware Valley, please see Analysis of Crashes in the Delaware Valley, 2008-2010 (DVRPC Publication #11059). Additional information is available at: www.dvrpc.org/TransportationSafety

#12031
September 2012

Some Resources

- All of you in the room!
- Safety Action Plan and data memo
- DOT Strategic Highway Safety Plans
- NCHRP Series:
 - 500-6, A Guide for Addressing Run-Off-Road Collisions
 - 500-8, A Guide for Reducing Collisions Involving Utility Poles
- FHWA roadway departure safety website:
 - http://safety.fhwa.dot.gov/roadway_dept



Speakers

- **Kevin Conover PE, PTOE, Project Engineer**
NJDOT Bureau of Transportation Data and Safety –
Safety Engineering and Analysis Section
- **Larry Bucci, Traffic Safety Engineer**
PennDOT – District 6-0





REGIONAL SAFETY TASK FORCE

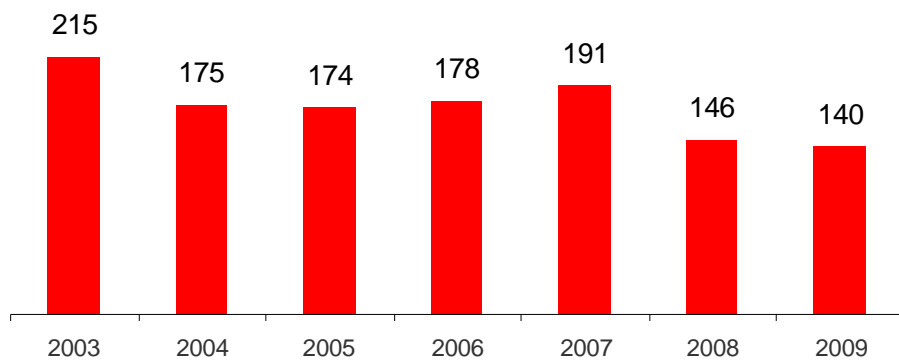
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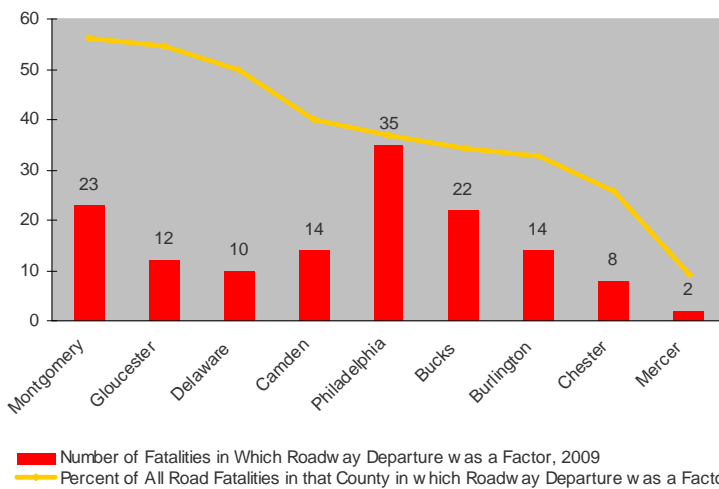
Safety Planning Context

- RSTF focuses on one emphasis area per meeting, resulting in a few actions many agencies can do, and that can be tracked
- The 7th and final emphasis area will be covered in the February meeting; the spring meeting will assess progress and plan the next update of the Safety Action Plan

Crash Fatalities in Which Running Off the Road was a Contributing Factor Delaware Valley, 2003-2009



Importance of Keeping Vehicles on the Road by County, 2009



■ Number of Fatalities in Which Roadway Departure was a Factor, 2009
— Percent of All Road Fatalities in that County in which Roadway Departure was a Factor



Pennsylvania Roadway Departure Safety Initiative

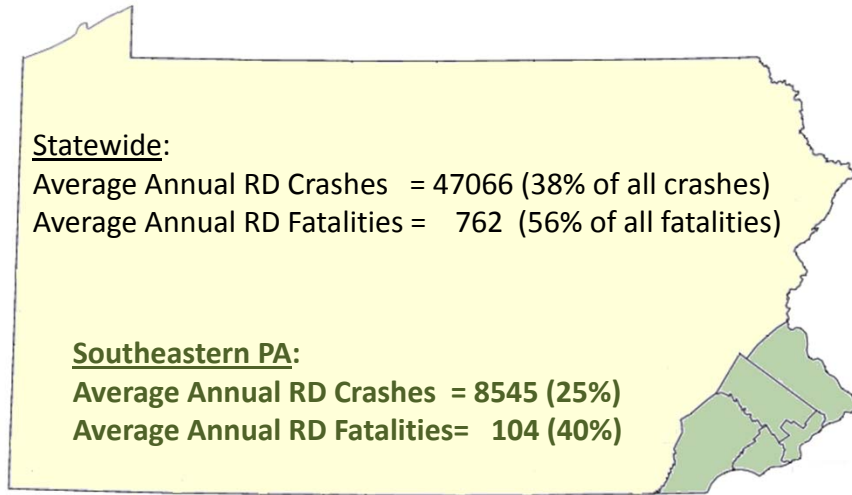
DVRPC RSTF Meeting

December 4, 2012

Roadway Departure Crashes

- All single vehicle non-pedestrian non-bicycle crashes.
- Hit Fixed Object crashes such as trees, guiderail or utility poles.
- Head-on, sideswipe and opposite direction crashes.
- All other multi-vehicle crashes in which the first harmful event is hitting a fixed object.
- Non-intersection crashes.

Scope of Roadway Departure Crashes



Major Road Departure Crash Categories – Statewide

Category	Crashes 2007 - 2011		Fatalities	
All Road Departure Crashes	235,330		3808	
HIT FIXED OBJECT	173,477	73.7%	2,582	67.8%
HEAD-ON or OPPOSING SIDESWIPE	19,686	8.4%	727	19.1%
NON-COLLISION ROLLOVER	18,094	7.7%	295	7.7%

Major Road Departure Crash Categories – Southeastern PA

Category	Crashes 2007 -2011		Fatalities	
All Road Departure Crashes	42,727		518	
HIT FIXED OBJECT	32,461	76.0%	371	71.6%
HEAD-ON or OPPOSING SIDESWIPE	5,024	11.8%	98	18.9%
NON-COLLISION ROLLOVER	2,781	6.5%	40	0.8%

Major Hit Fixed Object Categories - Statewide

Category	Crashes 2007 - 2011		Fatalities	
HIT TREE	173,477	73.7%	2,582	67.8%
HIT UTILITY POLE	19,686	8.4%	727	19.1%
HIT GUIDERAIL	18,094	7.7%	295	7.7%

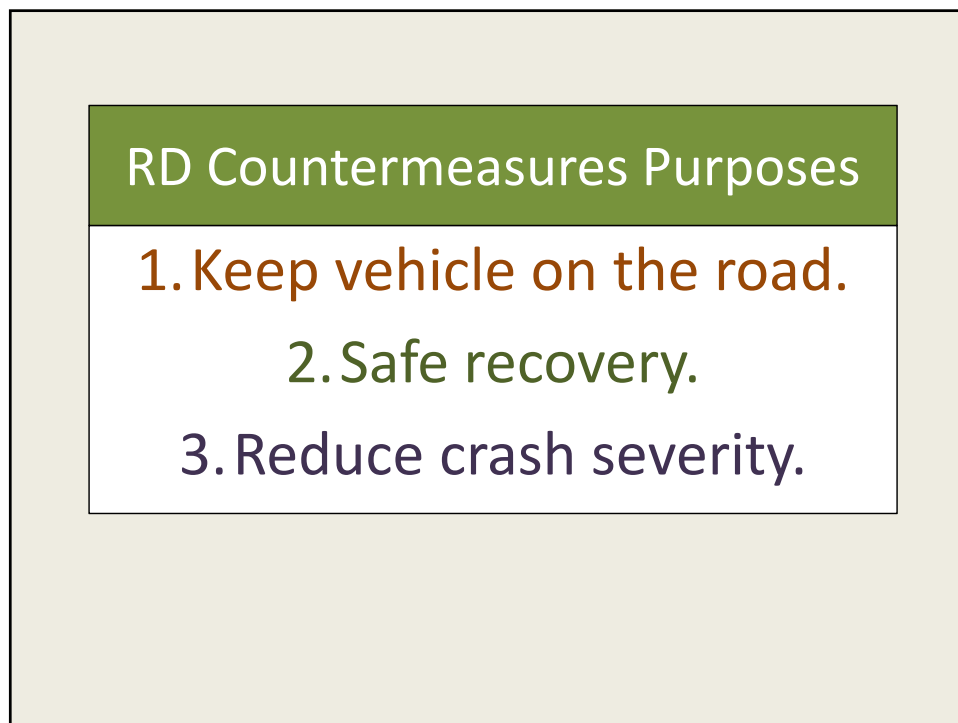
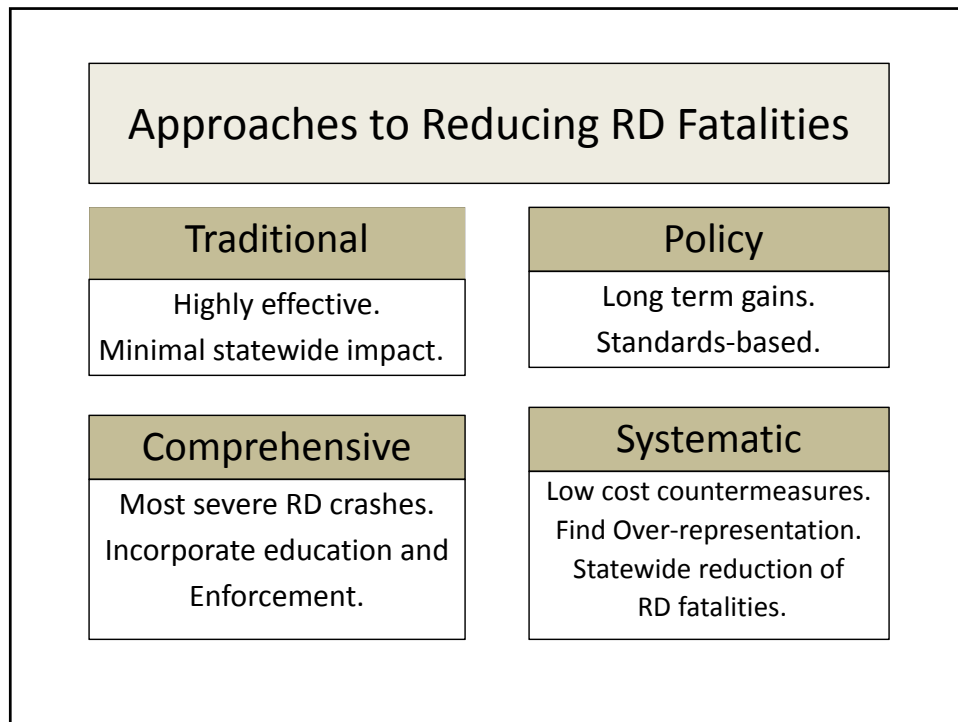
% = Percentages are based on the total number of RD reportable crashes and fatalities.

Major Road Departure Crash Categories – Southeastern PA

Category	Crashes 2007 -2011		Fatalities	
HIT TREE	9,408	22.0%	187	36.1%
HIT UTILITY POLE	10,526	24.6%	118	22.8%
HIT GUIDERAIL	6,185	14.5%	88	17.0%

% = Percentages are based on the total number of RD reportable crashes and fatalities.

Contributing Driver Actions	%
Too Fast For Conditions	28.1
Improper Driving, Improper /Careless Turn	15.0
Affected By Physical Condition	12.4
Over/Under Compensation in Curve	7.4
Driver Was Distracted	7.1
Unknown	6.8
Speeding	5.0
Wrong Side of the Road	3.8
Careless Passing or Lane Change	3.2
Driver Inexperienced	3.2
Others	8.0



Cost Effective RD Countermeasures	B/C Ratio
Centerline rumble strips	26:1
Edge Line rumble strips (in combination with CLRS)	125:1 (117:1)
High-friction surfaces	
Signs and markings for curves	
Cable median barrier	
Guiderail Upgrades	
Widening/paving shoulders	
Tree Removal	19:1
Utility pole relocation	
Safety Edge	
Alignment Delineation	
Enforcement – Aggressive Driving Corridors	42:1
Enforcement - DUI	18:1

Implementation Strategies


Funding : Use additional federal funds provided by approved MAP-21 legislation.

Deployment: Consider Design-Build Contracts.

Engineering: Most critical locations first.

Engineering: Key personnel for decision making with candidate locations.

Management: Organizational approvals and buy-in to finalize RD plan.



Any Questions?

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HIGHLIGHTS OF OCTOBER 4, 2012 MEETING

NOTE:

- All presentations and related meeting handouts are located on the RSTF website.
<http://www.dvrpc.org/transportation/safety/presentations/>

1. Welcome & Introductions

Zoe Neaderland, Manager of the Office of Transportation Safety and Congestion Management at DVRPC, welcomed everyone. Introductions followed. The following are a few items discussed.

- Hard copies of folders for RSTF meetings are being replaced with electronic copies of material posted a week before meetings. Ms. Neaderland asked if anyone had any problems downloading the handouts from the website. A couple of people had an issue with the links to access the handouts. DVRPC will make sure that this problem is handled before the next meeting.
- Ms. Neaderland introduced Jenny Robinson, Manager of Public and Government Affairs at AAA Mid-Atlantic Philadelphia Office, as the new RSTF co-chair. Ms. Robinson will co-chair the RSTF with Violet Marrero, Manager of Special Projects at New Jersey Division of Highway Safety (NJDHHS).
- Sgt. Michael Rann of the Cherry Hill Township Police Department Traffic Safety Unit and former RSTF co-chair, was recently transferred. Officer Jim Philbin, Cherry Hill Township Police Department Traffic Safety Unit, will continue to attend and provide enforcement updates. The co-chairs and DVRPC staff expressed their appreciation for Sgt. Rann's many contributions.
- The **next RSTF meeting will be held on Tuesday, December 4, 2012**. The emphasis area to be discussed is Keep Vehicles on the Roadway and Minimize the Consequences of Leaving the Roadway.

2. Safety Action Plan Update

Ms. Neaderland announced the publication of the *2012 Transportation Safety Action Plan* and set of seven emphasis area summary cards. Members were encouraged to take copies. Both publications are available at www.dvrpc.org/asp/publicationsearch.

3. June 2012 Meeting Recap

The meeting highlights from June 19, 2012 were approved. Regina Moore, Transportation Engineer at DVRPC, provided a brief summary of the following items:

- *Status of Measures* – The table was reformatted to more clearly show which targets are being met and which are running behind. Attendance dropped at the last meeting (38 people) compared to the one before (47 people) but that was at the first off-site meeting. The RSTF continues to have at least two agencies from the education, enforcement, engineering, and policy/legislative communities attend and participate at meetings, however

there is a continued need to bring in the emergency services community – help is requested from participants. DVRPC and the Center City District are conducting a before-and-after analysis of an effort to reduce crash congestion and improve safety for all modes between Broad Street and 23rd Street in Philadelphia.

- *Volunteer Updates on Action Items* – Follow-up actions included the following:
 - DRPA is not able to publicize safety plans of other organizations on their website, because their website is strictly to inform the public about their facilities, traffic reports, and board actions.
 - Pat Ott, Managing Member, MBO Engineering LLC has partnered with Rutgers University's Center for Advanced Infrastructure and Transportation (CAIT) to conduct a survey for the Region II University Transportation Research Center. The purpose of this survey is to gather opinions on the New Jersey cell phone law. Ms. Ott reported that the survey was delayed. She expects to have preliminary results to share at the October meeting.
 - Mike Dennis, Managing Member, ProVuncular LLC, mentioned that he was successful in summarizing existing messaging campaigns for reducing impaired and distracted driving. He hopes to share more results on this effort at the October meeting.
 - No one from the Philadelphia Streets Department was available at the meeting to provide their update on determining the effectiveness of road diets in the City of Philadelphia. An update is expected at the December 2012 meeting.
- *Quarterly Crash Trends* – A data comparison of state and county crash data from April to June 2011 and 2012 revealed fatalities in the five-county Pennsylvania region dropped by 12 percent, however crashes and injuries increased by 30 and 43 percent, respectively. During the same time period, crashes, injuries, and fatalities dropped in the four-county New Jersey region.

There was discussion concerning differences among the fatality data used in the spreadsheet as compared to some other sources. Below are highlights:

- Ms. Marrero said that the Fatality Analysis Reporting System (FARS) is a more solid source for fatalities than Plan4Safety but their data doesn't get finalized until six months after the end of the year. The NJ State Police post-crash fatalities within a few days on their web site and perhaps the spreadsheet should use that data. She noted that there had been crash fatalities in Camden during the period but none showed in the table.
- Pennsylvania gathers fatality data from various sources, so this is less of an issue.
- Additional issues in New Jersey are that there are 44 days to report TR-1 forms rather than the faster electronic process in Pennsylvania. At least in New Jersey, suicides are coded as incapacitating injuries.

There was also discussion about how to prepare the analysis, including the following points:

- Larry Bucci, Traffic Safety Engineer, PennDOT District 6, reiterated that this is only a snapshot and said he believed fatalities will end up higher at the end of the year in Pennsylvania.
- Shannon Purdy, Program Manager, NHTSA Region 2, also said to use caution in looking at a six-month crash comparison. At least nationally, there were more vehicle-miles-traveled and other factors that impacted the year-to-year movement.

She suggested instead using a comparison to average the last five years for the three-month time period.

- There was discussion of whether to change the way that the crash data is being reported and whether this quarterly reporting exercise is worthwhile. Thoughts were mixed. There is the option is to wait for the final numbers that come out approximately six months after the end of the year. However, then there is no feedback on effectiveness or trends for 18 months.
- More detailed explanation to explain and cautions about how to use of the numbers will be added on the quarterly crash data table.

4. Update from the Enforcement Community

Cpl. Preston Forchion of the Washington Township (NJ) Police Department, shared information about the multi-municipal Data Driven Approach to Crime and Traffic Safety (DDACTS) enforcement effort along the Cross Keys Road corridor. DDACTS combines crash and crime analysis; it made sense in this corridor where speeding is a problem, there are various local crime issues, and the road is used to leave after burglaries. The municipalities did this effort from May, 2011 to June 2012. It involved 3,913 man hours but the costs were low as they covered it while on scheduled patrols. It resulted in approximately 3,000 summonses and 414 arrests. One discovery was the high number of violators driving while using prescription and illegal drugs. Cpl. Forchion felt the DDACTS results numbers didn't show the full story of the effect and potential of this approach. The departments didn't have the manpower they needed to fully carry it out. There was a learning curve on this first application for officers to catch up on both the traffic and crime codes, and to know minor legal reasons to stop vehicles. Also the numbers didn't reflect positive intangibles, such as the compliments from the public about seeing stepped-up policing in a troubled area. They did find trouble-makers and crime moving away from that corridor to other locations, highlighting that the approach has to stay flexible to change with circumstances, but it still helps to unsettle criminal elements.

- The question was raised of whether more Drug Recognition Officers (DREs) would help. Cpl. Forchion is a certified DRE but has experienced judges and prosecutors not taking drugged driving seriously. He wrote 100 tickets for driving under the influence of drugs and only one was upheld, and that was for reckless driving. He sees this as significantly undercutting the ability of police to do their jobs.
- Officer Philbin praised the coordinated effort, as they have seen people stopped in three adjoining municipalities, but the officers don't know and the driver gets away with disregarding laws. He noted that a surprising number of people are running the red light with a camera despite clear signage. He said it may take the financial hit of upheld tickets to make people pay attention. He also said that the pedestrian ticket fines fund pedestrian safety grants, so they should not be dismissed either.
- Ray Reeves, Senior Highway Safety Specialist at NJDHTS, said they involve judges and prosecutors when planning a pedestrian decoy event to prepare them for the numbers and so they won't dismiss the tickets.
- Sgt. Tom Gross, NJ State Police, raised the idea of making aggressive driving tickets not subject to downgrading. It has been effective to make teen driving offenses not subject to plea bargaining.

Additional updates included the following:

- New Jersey State Police is looking at ways to address the recent increase in crashes in Burlington and Camden counties, including seat belt and DUI details.

- Cherry Hill Township continues to see a surge in pedestrian fatalities, specifically along Route 70. The Township recently held a roundtable discussion on pedestrian safety and is working with NJ Transit to evaluate whether to relocate or remove any transit stops along high pedestrian crash corridors.

5. Legislative Update

New Jersey

- In New Jersey, a bill (S-69) was proposed to increase fines and impose license suspension for talking or texting on a hand-held device while driving.
- Another bill (A-2199-Kulesh, Kubert, and Bolis Law) established the violation of hands-free cell phone law as reckless under vehicular homicide and assault by auto statutes.
- New Jersey's Supreme Court has upheld C.39:3-13.2a – Kyleigh's Law, which requires teen drivers to display a sticker on their license plates to indicate they are driving with a restricted license.

Pennsylvania

- In July, legislation passed allowing red light cameras in parts of counties around Philadelphia. Under the new law, a municipality would need to pass an ordinance authorizing a red light camera intersection, and submit the request to PennDOT. The following is a list of eligible locations in the Philadelphia region:
 - **Bucks County** – Falls, Middletown, and Warminster Townships
 - **Delaware County** – Springfield Township
 - **Montgomery County** – Norristown Borough and Abington, Horsham, Lower Merion, Lower Providence, Montgomery, Upper Dublin, and Upper Merion Townships
- The legislature approved a bill for testing of octane levels of gasoline. Pennsylvania is currently one of only three states left that do not test it.

6. Making Tickets More Effective

When tickets are plea bargained or downgraded on a regular basis, it can undermine their purpose. Ms. Neaderland led the discussion of a draft handout, "Why Outreach to Judges and Prosecutors is Important to Improve Traffic Safety," prepared in consultation with RSTF members in Pennsylvania and New Jersey. There is a need for more even-handed follow-through on aggressive driving and impaired driving tickets according to analysis and officer experience. In Pennsylvania, more than half of those convicted for impaired driving in 2011 were repeat offenders. A New Jersey study found that repeat offenders are not equally found in the population; for example, male teen-age drivers had recidivism rates 800 percent to 2,100 percent higher than other driver subgroups.

The discussion, which focused on next steps, included the following points:

- Some potential next steps were to better define the research gathered into a brochure that could be shared as an education tool for prosecutors and judges. The RSTF could also volunteer more support, and perform more data analysis, particularly in areas where there are higher rates of plea bargaining.
- Ray Rauanheimo, Montgomery County Volunteer Coordinator/MPO representative from AARP, recommended that DUI and DWI should not be subject to plea bargaining anywhere. He said the points system leads to meaningful changes in behavior and should be fully used.

- Ryan McNary, Assistant Manager of Alcohol Highway Safety Program at PennDOT Central Office, suggested DVRPC could help do outreach in conjunction with enforcement waves using a brochure based on the handout. He said it should clarify that police officers already had opportunity to reduce charges at the scene based on mitigating circumstances.
- Officer Philbin said that this is a legislative issue. Police write the tickets, but unless laws are in place to uphold the ticket, then problems will continue to occur with charges being downgraded by judges. For example, the law could be changed that offenses subject to points can't be plea bargained down to fines.
- It was noted that in New Jersey, a person can be a prosecutor in one county and a DUI defense attorney in another, leading to potentially questionable relationships.
- Ms. Marrero said this is a big issue, and perhaps it would help to focus on specific issues such as respect for DREs and the risk of aggressive driving. She said that traffic violations aren't as sexy as crime even though they impact more people. Part of judge's response depends on their knowledge and experience.
- Max Little, Traffic Safety Resource Prosecutor, Pennsylvania District Attorney's Association, said to some extent this is trying to squeeze social problems into an enforcement setting. For example, he noted that a wealthy person can hire an aggressive lawyer and take an inordinate amount of a judge's and officer's time.
- Gordon Beck, Law Enforcement Liaison for Buckle Up PA, shared his previous experience as an officer. He was told by judges to use five miles over the speed limit (a fine) instead of failure to obey traffic control devices (points). He expressed frustration on behalf of people who pay tickets seeing people who can hire lawyers to protest tickets and get off with much lower penalties. He also said there is no tracking of plea bargaining by person this can be done repeatedly.
- Bill Beans, Program Manager at MBO Engineering, said that the NJ Motor Vehicles Commission is talking about updating the points system and that would be a productive time to be involved. He also recommended a version of the brochure for judges and prosecutors that understands their viewpoints but asks them to take a hard look and temper plea bargaining. It should emphasize that repeat offenders are proven to cause crashes.
- Other ways to proceed included public education (for example regarding how it changed attitudes toward drinking and driving), and the impact of cost of tickets.
- Kevin Murphy, Principle Planner at DVRPC, added recognition of the impact of having to take a day off from work for a summons.

7. Emphasis Area Focus – CURB AGGRESSIVE DRIVING

Mr. Murphy provided a quick review of the DVRPC *Transportation Safety Action Plan* and its products, including analysis and priority strategies Curbing Aggressive Driving. On average, aggressive driving was a contributing factor for 50 percent of the annual traffic fatalities in the Delaware Valley, for the period 2008 through 2010. This is the most significant emphasis area to address to improve safety.

Mr. Little provided the prosecutorial and legal perspective on aggressive driving cases. Below are highlights from his presentation:

- Most of the time, Pennsylvania prosecutors are not involved in traffic citations. Traffic citations are between the lawyer, offender, and the magistrate district judge. Prosecutors get involved if there is an appeal and in summary cases (for example, leaving the scene of a crash).

- Prosecutors can only enforce laws as written. There does, though, remain a perception that traffic enforcement is not legitimate, that it is just a way for municipalities to make money even though that is not true.
- He clarified that structure can influence how prosecutors do their jobs. In New Jersey, they are appointed. In Pennsylvania, they are elected every four years. He thinks that makes them more approachable.
- Plea bargaining happens in part because many people can't risk losing their license as that could result in losing their jobs.
- In homicide by vehicle cases, one must prove gross negligence. It is easier to defend the driver in such a case than to prosecute them successfully.
- There is need to get out among the public and educate potential jurors about how many cases are gross deviations from what is acceptable.
- Another important step is to track repeat offenders.

Dr. Jim Haugh, Associate Professor, Department of Psychology at Rowan University, shared information on Rowan University's Aggressive Driving Project. Below are main points from his presentation:

- This project was a partnership between the education and psychology departments on how to treat aggressive driving behavior.
- The approach used was to test six participants; three who were self-identified aggressive drivers and three who were court-referred aggressive drivers. There were pre- and post-treatment measures gathered among the participants to determine their behaviors and the attitudes behind why they drive aggressively.
- This treatment program consisted of six weekly meetings ranging between 1.5 to 2 hours. The focus was on:
 - Raising awareness about the impact of aggressive driving.
 - Understanding what leads to aggressive driving.
 - Developing skills and attitudes conducive to changing aggressive driving.
 - Monitoring of aggressive driving and change attempts.
- There were positive results from this program, which varied by individuals.
- Dr. Haugh concluded that there are hurdles to overcome in identifying people and the process taken to refer them to the program. He hopes to reach a larger audience and wants to tailor treatment to specific people and their circumstances.

8. Developing Action Items to Reduce Aggressive Driving

A set of actions were generated from the curbing aggressive driving discussion and the strategies in the Safety Action Plan. See the 2011 Tracking Safety Actions Table for list of volunteers. The actions are:

- Draft a public information brochure based on the handout on why outreach to judges and prosecutors is important; it will be oriented to potential future jury members, and also available in Spanish.
- Draft a letter to legislators to share the Safety Action Plan cards, and also the public brochure
- Draft a checklist for prosecutors and judges to use as a reference when handling aggressive driving related cases, to be distributed with a letter and the public brochure.
- Explore the idea of distributing aggressive driving information (i.e. posters or brochures) at PA magistrate district judges' offices and NJ municipal court judges' offices. Check if

NJDOT or other agencies already have an appropriate poster, such as “do you do two or more of these activities?”

- Publicize enforcement activities on agency websites. DVRPC to ask enforcement agencies for activities planned in near future and distribute for posting
- Gather existing aggressive driving messaging campaigns and explore how RSTF partners can use fewer different messages in order to be more effective.
- Develop a one-page summary on who to reach and ideas on how to go about conveying the importance of filling out crash reports to officers when reporting aggressive driving related incidents.

9. Member Updates and Open Forum

- Mr. Reeve noted the following:
 - A pedestrian decoy survey was sent out to over 900 police officers, and over 250 officers responded. The purpose of the survey was to determine a baseline on who is conducting these events and where they are being performed.
 - There were pedestrian decoy training classes held in August and September.
 - In September the first pedestrian roundtable was held in New Jersey to expand upon and get more of an assessment on what is going on in the state.
 - A pedestrian decoy training video for police officers was developed. The video will be distributed to every police department in the state.
 - October 10th is “Put the Brakes on Fatalities”. For more information visit <http://www.brakesonfatalities.org/>.
- Mr. McNary said PennDOT helped to develop an ad campaign on pedestrian safety, which is expected to launch in late winter/early spring.
- Ms. Ott announced that the South Jersey American Society of Highway Engineers (ASHE) is having a half-day workshop on designing for pedestrians. This event will be held on April 17, 2013 at The College of New Jersey (TCNJ).
- Janet Hansen, Program Coordinator at Rutgers University – CAIT, announced the 8th Annual Safety Forum will be held on October 24, 2012 at the Mercer County College. The focus is for pedestrian safety. For more information visit: <http://cait.rutgers.edu/tsrc/safety-forum-2012>.

Attendees:

Aguilera, Lori	Chester County Highway Safety
Amway, Lauren	Street Smarts – Delaware County
Bartels, Stacy	Delaware Valley Regional Planning Commission
Beans, Bill	MBO Engineering, LLC
Beck, Gordon	Buckle Up PA
Bucci, Larry	Pennsylvania Department of Transportation – District 6
Buerk, Jesse	Delaware Valley Regional Planning Commission
Chelius, Tim	South Jersey Transportation Planning Organization
Dennis, Mike	PROVuncular, LLC
Ferraro, Donna	Public Health Management Corp.
Forchion, Cpl. Preston	Washington Township Police Department
Getz, Bradley	Pennsylvania State Police

Gross, Sgt. Tom
Hansen, Janet
Haugh PhD., Jim
Little, Max
MacCarrigan, Lisa
MacKavanagh, Kelvin
Marrero, Violet
McNary, Ryan
Moore, Regina
Murphy, Kevin
Neaderland, Zoe
Noble, Tracy
Oaks, Sarah
Ott, Pat
Philbin, Officer James
Purdy, Shannon
Rauanheimo, Ray
Reeve, Ray
Robinson, Jenny
Schmidt, Peggy
Schmidt, Nicholas
Trimbell, Shayne
Vilotti, Charles
Ward, John

New Jersey State Police
Rutgers University – CAIT
Rowan University
Pennsylvania District Attorney’s Association
Delaware Valley Regional Planning Commission
DVRPC – Goods Movement Committee Task Force
New Jersey Division of Highway Traffic Safety
PennDOT – Bureau of Maintenance and Operations
Delaware Valley Regional Planning Commission
Delaware Valley Regional Planning Commission
Delaware Valley Regional Planning Commission
AAA Mid-Atlantic
Delaware Valley Regional Planning Commission
MBO Engineering, LLC
Cherry Hill Township Police Department
NHTSA – Region 2
AARP Montgomery County
New Jersey Division of Highway Traffic Safety
AAA Mid-Atlantic
Partnership TMA Montgomery County
Washington Township Police Department
Greater Valley Forge TMA
Chester County Highway Safety
Delaware Valley Regional Planning Commission

RSTF Measurements and Status Table

Green = Met goal Red = Needs attention

OBJECTIVES and MEASURES	November 29, 2011 <u>Increase Seat Belt Usage</u>	March 8, 2012 <u>Pedestrian Safety</u>	June 19, 2012 <u>Reduce Impaired and Distracted Driving</u>	October 4, 2012 <u>Curb Aggressive Driving</u>	December 4, 2012 <u>Keep Vehicles on the Roadway and Minimize Consequences of Leaving the Roadway</u>	March 2013 <u>Improve the Design and Operation of Intersections</u>	June 2013 <u>Sustain Safe Senior Mobility</u>
BUILD, MAINTAIN, AND LEVERAGE PARTNERSHIPS							
Retain and increase attendance at RSTF meetings by having more people at each meeting	Attendance = 44 ↑(+9) Avg. of last 4 meetings = 40	Attendance = 47 ↑(+3) Avg. of last 4 meetings = 42	Attendance = 38 ↓(-9) <i>(first off site meeting in Cherry Hill)</i> Avg. of last 4 meetings = 41	Attendance = 36 ↓(-2) Avg. of last 4 meetings = 42	Attendance = Avg. of last 4 meetings =	Attendance = Avg. of last 4 meetings =	Attendance = Avg. of last 4 meetings =
Recruit and retain participants from at least two agencies involved in each of the four E's and policy/legislative at each meeting	Education = 15 Enforcement = 2 Engineering = 7 Emg. Response = 0 Policy/Legislative = 7	Education = 11 Enforcement = 4 Engineering = 9 Emg. Response = 0 Policy/Legislative = 9	Education = 10 Enforcement = 4 Engineering = 4 Emg. Response = 0 Policy/Legislative = 8	Education = 12 Enforcement = 4 Engineering = 4 Emg. Response = 0 Policy/Legislative = 5	Education = Enforcement = Engineering = Emg. Response = Policy/Legislative =	Education = Enforcement = Engineering = Emg. Response = Policy/Legislative =	Education = Enforcement = Engineering = Emg. Response = Policy/Legislative =
Active participation in each meeting by more than one agency in each of the four E's and policy/legislative, measured by substantial points in the meeting summaries	Education = 9 Enforcement = 2 Engineering = 6 Emergency Response = 0 Policy/Legislative = 5	Education = 6 Enforcement = 3 Engineering = 4 Emergency Response = 0 Policy/Legislative = 6	Education = 6 Enforcement = 4 Engineering = 2 Emergency Response = 0 Policy/Legislative = 7	Education = 9 Enforcement = 3 Engineering = 4 Emergency Response = 0 Policy/Legislative = 5	Education = Enforcement = Engineering = Emergency Response = Policy/Legislative =	Education = Enforcement = Engineering = Emergency Response = Policy/Legislative =	Education = Enforcement = Engineering = Emergency Response = Policy/Legislative =
Survey to find out what percent of participants report increased and effective partnerships as a result of RSTF meetings	Annual Survey to begin in 2013						
INCREASE THE EFFECTIVENESS OF THE RSTF THROUGH STRATEGIES AND ACTIONS							
Continue to refine Safety Acton Plan strategies into doable actions at each RSTF meeting and document progress in Tracking Progress Table	Did at least two agencies report on actions? N/A	Did at least two agencies report on actions? YES – 4 agencies: NJDOT, Chester Co. Highway Safety, Delaware Co. TMA, and Bucks Co. TMA	Did at least two agencies report on actions? YES – 3 agencies: Rutgers Univ. – CAIT, Cherry Hill Twp Police, and PennDOT	Did at least two agencies report on actions? YES – 4 agencies: MBO Engineering, LLC; Cherry Hill Twp Police; ProVuncular LLC; and DRPA			
Market and promote safe transportation practices to a broader audience than RSTF participants. This may include the one page emphasis area summary, agency newsletter, website posting, etc.	YES – DVRPC, Chester Co. Highway Safety, Delaware and Bucks Co. TMAs and Rutgers Univ. CAIT distributed information out to over 10,000 people	YES, DVRPC distributed information out to over 10,000 people	YES, DVRPC and NJ Police Traffic Officers Association (NJPTOA) distributed information out to over 10,000 people	YES, DVRPC distributed information out to over 10,000 people; NJDHTS and Fiocco Engineering, LLC promoted the RSTF to the EMS and enforcement communities			
List of the effects of actions taken as a result of the RSTF based on the Tracking Safety Actions Table	See Tracking Strategies Table						
The RSTF or volunteer members will assist with one program or project being done by others with the result being a measurable reduction in fatalities, injuries, or crashes at the location.	The Center City District and DVRPC are conducting before and after analysis of an effort to reduce congestion and improve safety for all modes between Broad St. and 23 rd St. DVRPC staff will discuss draft findings with the RSTF. The after data collection was delayed due to resurfacing in summer, 2012.						

NJDOT and PENNDOT Quarterly Crash Data Summary (July to September, 2011 and 2012)

OVERALL SUMMARY

STATE	CRASH TYPE	JULY 2011 TO SEPT 2011	JULY 2012 TO SEPT 2012	DIFFERENCE	PERCENT CHANGE
NJ *	CRASHES	10,571	9,616	-955	-9.03%
	INJURIES	4,034	3,648	-386	-9.57%
	FATALITIES	28	27	-1	-3.57%
PA **	CRASHES	6,236	7,516	1,280	20.53%
	INJURIES	7,047	6,308	-739	-10.49%
	FATALITIES	57	68	11	19.30%

DETAILED SUMMARY

STATE	COUNTY	CRASH TYPE	JULY 2011	AUGUST 2011	SEPTEMBER 2011	3-MONTH TOTAL FOR 2011	JULY 2012	AUGUST 2012	SEPTEMBER 2012	3-MONTH TOTAL FOR 2012
*NEW JERSEY	BURLINGTON	CRASHES	737	987	976	2,700	802	773	713	2,288
		INJURIES	326	378	375	1,079	293	274	302	869
		FATALITIES	6	4	3	13	4	5	1	10
	CAMDEN	CRASHES	905	1,053	1,163	3,121	1,019	1,069	969	3,057
		INJURIES	393	468	501	1,362	460	464	457	1,381
		FATALITIES	3	2	0	5	2	2	3	7
	GLOUCESTER	CRASHES	525	601	561	1,687	493	462	460	1,415
		INJURIES	236	246	169	651	198	175	187	560
		FATALITIES	2	2	2	6	4	1	2	7
	MERCER	CRASHES	964	1,006	1,093	3,063	984	925	947	2,856
		INJURIES	307	310	325	942	271	300	267	838
		FATALITIES	1	1	2	4	1	2	0	3
**PENNSYLVANIA	BUCKS	CRASHES	444	499	498	1,441	427	450	382	1,259
		INJURIES	316	382	357	1,055	328	325	261	914
		FATALITIES	6	6	5	17	5	7	7	19
	CHESTER	CRASHES	331	360	353	1,044	285	317	326	928
		INJURIES	195	197	196	588	203	206	189	598
		FATALITIES	9	0	5	14	2	2	1	5
	DELAWARE	CRASHES	320	403	356	1,079	305	330	372	1,007
		INJURIES	262	317	260	839	247	269	276	792
		FATALITIES	2	0	1	3	3	3	3	9
	MONTGOMERY	CRASHES	662	651	691	2,004	583	648	618	1,849
		INJURIES	515	503	453	1,471	392	503	425	1,320
		FATALITIES	3	2	2	7	5	3	5	13
	PHILADELPHIA	CRASHES	878	931	863	2,672	836	890	747	2,473
		INJURIES	1,041	1,066	987	3,094	952	964	768	2,684
		FATALITIES	5	4	7	16	5	10	7	22

The information presented in this table represents the estimated total number of crashes (events) and total number of people who were either injured or killed in crashes for July, August, and September for years 2011 and 2012. PennDOT and NJDOT caution that data for 2012 has not yet been finalized and is subject to change.

* NJDOT crash data is provided by Plan4Safety, which is updated from NJDOT on a bi-weekly basis. Unlike data provided in the Fatality Accident Recording System (FARS), NJDOT includes fatal crashes occurred on private property, which may differ from the final number of fatal crashes and fatalities reported in FARS.

** PennDOT data is based on CDART and recent notifications from various sources.



2011/2012 Tracking Safety Actions Table

The Regional Safety Task Force (RSTF) will track implementation of a small number of straightforward tasks defined at RSTF meetings for each of the key emphasis areas in the *Safety Action Plan*. This is a shared task force, in which all members have a role. This participatory approach will help make the RSTF more effective and it will provide helpful input for the next safety action plan. Other tables track other safety measures.

INCREASE SEAT BELT USAGE (11/29/11)			
Strategic Action Item(s)	Lead Person – Agency	Time Frame to Report	Results
Education Action			
1. Share a one-page summary of the Increasing Seat Belt Usage emphasis area meeting with county and state-level policy makers, including the county by county seat belt statistics. (Same as legislative actions)	1a. Lori Aguilera – Chester County Highway Safety	1a. Next meeting (3/8/12)	1a. Shared information with policy makers
	1b. Trish McFarland – Delaware County TMA	1b. Next meeting (3/8/12)	1b. Shared information with policy makers
	1c. Ray Rauanheimo – AARP Montgomery County	1c. Next meeting (3/8/12)	1c. Information was not shared with policy makers
	1d. Bill Rickett – Bucks County TMA	1d. Next meeting (3/8/12)	1d. Shared information with county commissioners, legislators, and PennDOT officials
2. Add information about the National seat belt campaign conducted in May to agency website.	2a. Janet Hansen – Rutgers University – CAIT	2a. 6 months (6/19/12)	2a. Information added to website
	2b. Trish McFarland – Delaware County TMA	2b. 6 months (6/19/12)	2b. Information added to website

<p>Engineering Action</p> <p>1. Investigate incorporating a “Buckle Up” roadway stencil program at driveway exits from NJDOT facilities statewide. If program is implemented, conduct a press event with policy makers to mark the event.</p>	<p>1. Bill Beans – NJDOT</p>	<p>1. Next meeting (3/8/12)</p>	<p>1a. Put together an outline of a seat belt program for NJDOT and submitted it to the Assistant Commissioner for review and comment.</p>
<p>Enforcement Action</p> <p>1. Investigate a seat belt survey of NJDOT employees at headquarters to measure seat belt usage.</p> <p>2. Conduct seat belt surveys at county high schools.</p>	<p>1. Bill Beans – NJDOT</p> <p>2. Lori Aguilera – Chester County Highway Safety</p>	<p>1. Next meeting (3/8/12)</p> <p>2. 6 months (6/19/12)</p>	<p>1a. Put together an outline of a seat belt program for NJDOT and submitted it to the Assistant Commissioner for review and comment.</p> <p>2a. Action completed. Six high schools participated in the Chester County Teen Seat Belt Initiative (CCTSBI). Results from survey conducted from 2/22/12 through 4/27/12 revealed 85% drivers belted and 83% of passengers belted. Survey will end on 6/8/12.</p>
<p>Emergency Services Action</p>			
<p>Legislative and Policy Action</p> <p>1. Share a one-page summary of the Increasing Seat Belt Usage emphasis area meeting with county and state-level policy makers, including the county by county seat belt statistics.</p>	<p>See response from above in Education Actions</p>		

ENSURING PEDESTRIAN SAFETY (3/8/12)

Strategic Action Item(s)	Lead Person – Agency	Time Frame to Report	Results
Education Action			
<p>Engineering Action</p> <p>1. Conduct an analysis to determine the effectiveness of rapid flashing beacons in Mercer County.</p> <p>2. Conduct an analysis to determine the effectiveness of road diets built in the City of Philadelphia.</p>	<p>1. George Fallat – Mercer County Engineering Department</p> <p>2. Charles Denny – Philadelphia Streets Department</p>	<p>1. 6 months (10/4/12)</p> <p>2. Next meeting (6/19/12)</p>	<p>1. The county started the analysis. Results will be reported at the November or December RSTF meeting.</p> <p>2. Update expected at the October meeting.</p>
<p>Enforcement Action</p> <p>1. Provide an update on citations issued to drivers in pedestrian crashes.</p> <p>2. Distribute information about the RSTF to other state police offices.</p> <p>3. Provide a summary on the Cherry Hill Township Pedestrian Decoy program including lessons learned from other municipalities.</p>	<p>1. Sgt. Michael Rann – Cherry Hill Township Police Department</p> <p>2. Capt. Tina Arcaro – New Jersey State Police</p> <p>3. Sgt. Michael Rann – Cherry Hill Township Police Department</p>	<p>1. Next meeting (6/19/12)</p> <p>2. Next meeting (6/19/12)</p> <p>3. 6 months (10/4/12)</p>	<p>1. Action was completed. Since 2010 there were 70 pedestrian crashes; 24% of summons was issued to pedestrians.</p> <p>2. Chief Tony Parenti (ret) Executive Director of NJ Police Traffic Officers Association (NJPTOA) shared information about RTSF at NJPTOA held on September 5, 2012.</p> <p>3. Update expected to be shared at the October meeting.</p>
<p>Emergency Services Action</p> <p>1. Reach out to the emergency services community to attend future RSTF meetings.</p>	<p>1. Brad Rudolph – PennDOT</p>	<p>1. Next meeting (6/19/12)</p>	<p>1. Action was completed. Mr. Rudolph reached out to paramedics and EMTs in the PA region.</p>

REDUCE IMPAIRED AND DISTRACTED DRIVING (6/19/12)

Strategic Action Item(s)	Lead Person – Agency	Time Frame to Report	Results
<p>Education Action</p> <ol style="list-style-type: none"> Publicize other agencies' impaired and distracted driving programs on agency's website. Provide a summary from study conducted to determine the effectiveness of New Jersey's cell phone and texting laws. Summarize existing messaging campaigns for reducing impaired and distracted driving, and look for opportunities to collaborate, resulting in more effective communication. DVRPC will work with partners to prepare a two-page summary of what happens after a police officer writes an impaired driving ticket in Pennsylvania and New Jersey. 	<ol style="list-style-type: none"> Fran O'Brien – DRPA Pat Ott – MBO Engineering LLC Mike Dennis – ProVuncular LLC Troy Love – PennDOT Bureau of Maintenance and Operations, Robyn Mitchell – NJ Division of Criminal Justice and DVRPC 	<ol style="list-style-type: none"> Next meeting (10/4/12) Next meeting (10/4/12) Next meeting (10/4/12) 6 months (November or December meeting) 	<ol style="list-style-type: none"> DRPA will not be able to publicize the safety plans of other organizations on their website or e-alert system. Their site is strictly to inform the public about their facilities, traffic reports and board actions. The survey was delayed in getting out. Preliminary results will be shared at the October meeting. The first part this action item is complete. Preliminary results will be shared at the October meeting. Draft is completed and will be discussed at the October meeting.

CURB AGGRESSIVE DRIVING (10/4/12)

Strategic Action Item(s)	Lead Person – Agency	Time Frame to Report	Results
<p>Education Action</p> <p>1. Draft the following publications for further discussion, then finalize and distribute in the future:</p> <ul style="list-style-type: none"> a) Public information brochure based on the handout on why outreach to judges and prosecutors is important; it will be oriented to potential future jury members, and also available in Spanish. b) Letter to legislators to share the Safety Action Plan cards, and also the public brochure c) Letter and checklist for prosecutors and judges to use as a reference when handling aggressive driving related cases, and include brochure. <p>2. Explore the idea of distributing aggressive driving information (i.e. posters or brochures) at PA magistrate district judges’ offices and NJ municipal court judges’ offices. Check if NJDOT or other agencies already have an appropriate poster, such as “do you do two or more of these activities?”</p>	<p>1. Max Little – Pennsylvania District Attorney’s Association; Violet Marrero – NJDHTS; DVRPC staff</p> <p>2. Bill Beans – MBO Engineering, LLC</p>	<p>1. Next meeting (12/4/12)</p> <p>2. Next meeting (12/4/12)</p>	<p>1. Draft brochures will be discussed at the December meeting. The other items will build on this work and follow at the next meeting.</p> <p>2. Bill Beans followed up on this effort by contacting Mike Mathis, Manager of Publication and Video Services from the NJ Administrative Office of the Courts.</p>

CURB AGGRESSIVE DRIVING (10/4/12) – continued

Strategic Action Item(s)	Lead Person – Agency	Time Frame to Report	Results
<p>Education (continued)</p> <p>3. Publicize enforcement activities on agency websites. DVRPC to ask enforcement agencies for activities planned in near future and distribute for posting.</p> <p>4. Gather existing aggressive driving messaging campaigns and explore how RSTF partners can use fewer different messages in order to be more effective.</p> <p>5. Develop a one-page summary on who to reach and ideas on how to go about conveying the importance of filling out crash reports to officers when reporting aggressive driving related incidents.</p>	<p>3. Janet Hansen – Rutgers University – CAIT; DVRPC staff</p> <p>4. Mike Dennis – ProVuncular, LLC and Violet Marrero – NJDHTS</p> <p>5. Ryan McNary – PennDOT – Bureau of Maintenance and Operations; Bill Beans – MBO Engineering, LLC; Pat Ott – MBO Engineering, LLC; Larry Bucci – PennDOT District 6; Ray Reeve – NJDHTS; Violet Marrero – NJDHTS; Janet Hansen – Rutgers University – CAIT; DVRPC staff</p>	<p>3. Next meeting (12/4/12)</p> <p>4. Next meeting (12/4/12)</p> <p>5. Next meeting (12/4/12)</p>	<p>3. DVRPC requested information from police departments. As of yet, there has been no response.</p> <p>4. The aggressive driving messaging campaigns have been gathered. A brief update will be provided at the December meeting.</p> <p>5. The following results are for New Jersey. Before we can proceed with an education plan, there needs to be a uniform understanding/definition of “aggressive driving”. Even with a universal definition, there is not currently a code on the crash report form for aggressive driving. If there is no universally understood definition, one option is that aggressive driving can be programmatically determined if there are more than 2 contributing circumstances for a single vehicle. This may or may not have merit. Unfortunately, the current NJTR-1 crash report form only has the capacity to record 2 contributing circumstances per vehicle. Input from someone from NJDOT is needed since the NJTR-1 form is due for revision.</p>