



## **MEETING AGENDA**

**Thursday, March 7, 2013, 9:30 AM – Noon**

**1. Welcome and Introductions**

**2. Update from the Enforcement Community**

**3. Legislative Update**

**4. Emphasis Area Focus – IMPROVE THE DESIGN AND OPERATION OF INTERSECTIONS**

Improving the design and operation of intersections means reducing crashes at both signalized and unsignalized intersections. In locations with pedestrians and bicyclists, it is important to also address their need to cross intersections. In 2011, 29% of the crashes that resulted in fatalities in the Delaware Valley occurred at intersections. 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:

- Charlie Territo, Vice President of Communications, American Traffic Solutions
- George Fallat, P.E., Traffic Engineer, Mercer County Department of Transportation and Infrastructure – Engineering Division

**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 December 2012 Meeting**

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

**7. Member Updates and Open Forum**

### **LUNCH**

### **Technical Discussion on Intersection Safety Improvements (Optional)**

Attendees are welcome to stay over lunch to share and discuss various intersection improvement measures with guest presenters and other professionals.

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

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## March 2013 New Jersey Legislative Update

**Teen Driving** -AAA will continue to campaign to advance 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.

- **A-1571** – Expands education and practice requirements for special learner's and examination permits. *Sponsored by Assemblyman Wisniewski, Assemblywoman Lampitt, Assemblyman Coutinho*

**Automated Enforcement** – AAA Mid-Atlantic's Legislative team will continue working with legislators to address many of the concerns with automated enforcement throughout the State.

- **A-3285** – Lengthens amber light at traffic signal with red light camera; sets penalty for failing to stop before turning right on red when detected by red light camera; implements half-second delay for red light camera violations. *Sponsored by Assemblyman O'Scanlon, Assemblywoman Huttle, Assemblyman Giblin, Assemblyman Ramos*
- **A-3575** – Lengthens yellow light at traffic signal with red light camera; sets penalty for failing to stop before turning right on red when detected by camera; implements one second delay for red light camera violations. *Sponsored by Assemblyman Wisniewski, Assemblyman O'Scanlon, Assemblywoman Huttle*

**Distracted Driving** – We will continue to pursue stricter penalties for distracted driving violations.

- **S-69/A-1080** –Increases fine and imposes license suspension for talking or texting on hand-held device while driving. *Sponsored by Senator Codey, Senator Madden, Assemblyman Quijano, Assemblywoman Spencer, Assemblywoman Munoz*

**Drunk Driving** – We will continue to pursue legislation for greater usage of the ignition interlock device for all convicted DUI offenders, including first-time offenders.

- **S-2427** – Revises penalties for certain drunk driving offenses, including mandating installation of ignition interlock device, and creates restricted use driver's license. *Sponsored by Senator Scutari, Senator Pou*

**Child Passenger Safety** – Motor vehicle crashes are a leading cause of death for children, due largely to misuse and nonuse of child safety seats. AAA supports legislation that would strengthen Child Passenger Safety laws and provide immunity to Child Passenger Safety Technicians.

- **A-1711**- Would increase penalties for failing to secure a child in a child passenger restraint system or booster seat while operating a motor vehicle. *Sponsored by Assemblyman Green, Assemblyman Chivukula, Assemblywoman Lampitt*

- **A-1184** – Provides immunity from liability for persons who install or inspect child restraint systems. *Sponsored by Assemblywoman Stender, Assemblyman Wisniewski*

**Move-Over Law** – 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-2597/S-1212** - 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. *Sponsored by Assemblyman Wisniewski, Assemblyman Rumpf*

### ***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 was 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.

#



## March 2013 Pennsylvania Legislative Update

### Transportation Funding



(image of billboards posted from early February through early March, sponsored by AAA Clubs in PA)

On February 5, Gov. Tom Corbett proposed a long-awaited plan to spend **\$1.8 billion over five years** on the state's crumbling transportation infrastructure, generating a bulk of the funding through lifting a decade-plus-old cap on wholesale gasoline. Corbett's plan would raise the current Oil Company Franchise Tax cap, which is currently set at \$1.25, when the wholesale price of gas is more than double that amount.

Corbett's proposal, recognizing that the cost of uncapping the tax could be passed down to the consumer, also includes a reduction of the at-the-pump motor fuels tax by a one-cent next year and another cent the following year, to "soften" any potential cost shift, said Budget Secretary Charles Zogby. The state would lose about \$55 million to \$60 million for each cent reduced. Lifting the cap, however, might be a difficult sell to other lawmakers who, like Corbett, signed the no-tax pledge drafted by Americans for Tax Reform, which criticized lifting the cap as a tax increase.

Corbett's plan is short of the \$2.7 billion recommended by his Transportation Funding Advisory Commission and Senate Transportation Chairman John Rafferty suggested a final plan should match the report's funding level. The transportation funding issue was identified as a priority by the Governor who created a Transportation Funding Advisory Commission (2011), which included Ted Leonard of the AAA Pennsylvania Federation. Large majorities of AAA members in a recent survey rated the state's highways, bridges and traffic conditions as "fair" or "poor." Over 70 percent opposed raising the gas tax or tolling existing highways, while 47 percent opposed tolling new highways. Nearly three in four opposed leasing the Pennsylvania Turnpike to a private vendor.

The Republicans controlling both legislative chambers are divided on whether to uncouple the issues of infrastructure and mass transit. Since many reforms have to be brought to mass transit, the issues need to be “disentangled” and addressed as separate pieces. However, Senate Republicans said legislation addressing only one component of transportation would have an uncertain path through the chamber. AAA believes the Senate could pass separate bills if they were moved together.

The governor’s proposal also calls for studies on public transit consolidation and offering local agencies funding incentives for participating in a consolidation if it would save costs. It would also create a fund for various modal needs, combining rail, air, ports and transit under one branch at PennDOT. PennDOT would also continue modernizing business practices, and look toward the production of pre-fabricating bridges to reduce the cost share for local governments. Local governments would also be able to partner with PennDOT to address traffic congestion through upgrading traffic light systems.

AAA is committed to finding a long-term solution that’s going to move through the Legislature. Meantime, AAA Clubs in PA have jointly sponsored a billboard campaign to urge state officials to boost funding for the state’s ailing transportation system. The campaign includes 20 billboards in southeast Pennsylvania, with the following message: “Keep us safe. Keep us strong. Fix PA Roads.” The billboards, located in Philadelphia, Bucks, Delaware and Montgomery counties, include a link to AAA’s transportation funding information website, [www.makingamericastronger.aaa.com](http://www.makingamericastronger.aaa.com).

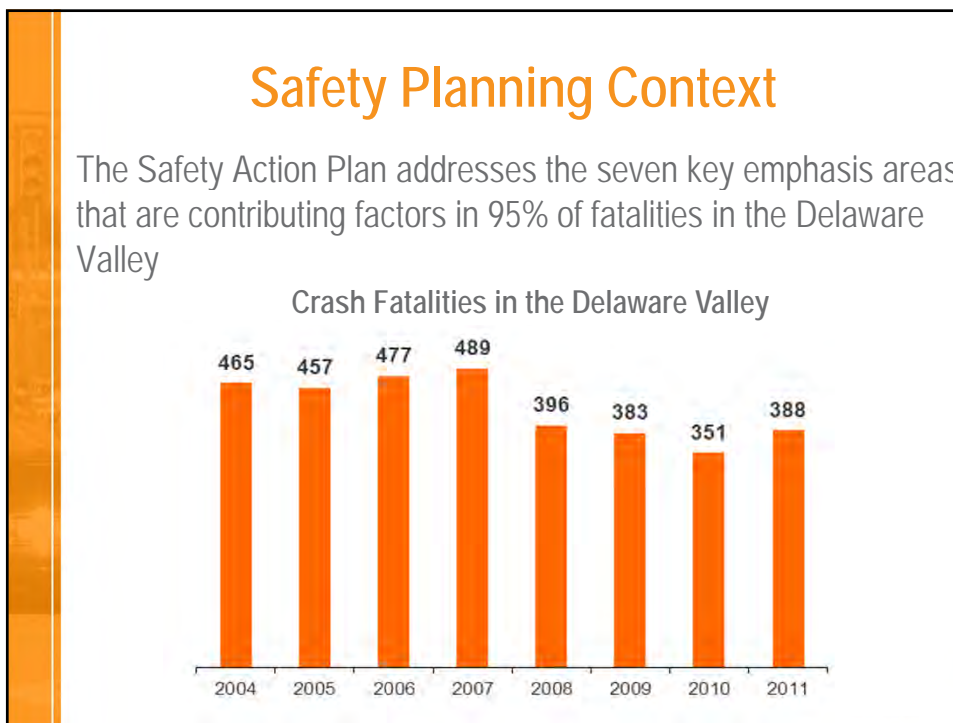


**REGIONAL SAFETY TASK FORCE**

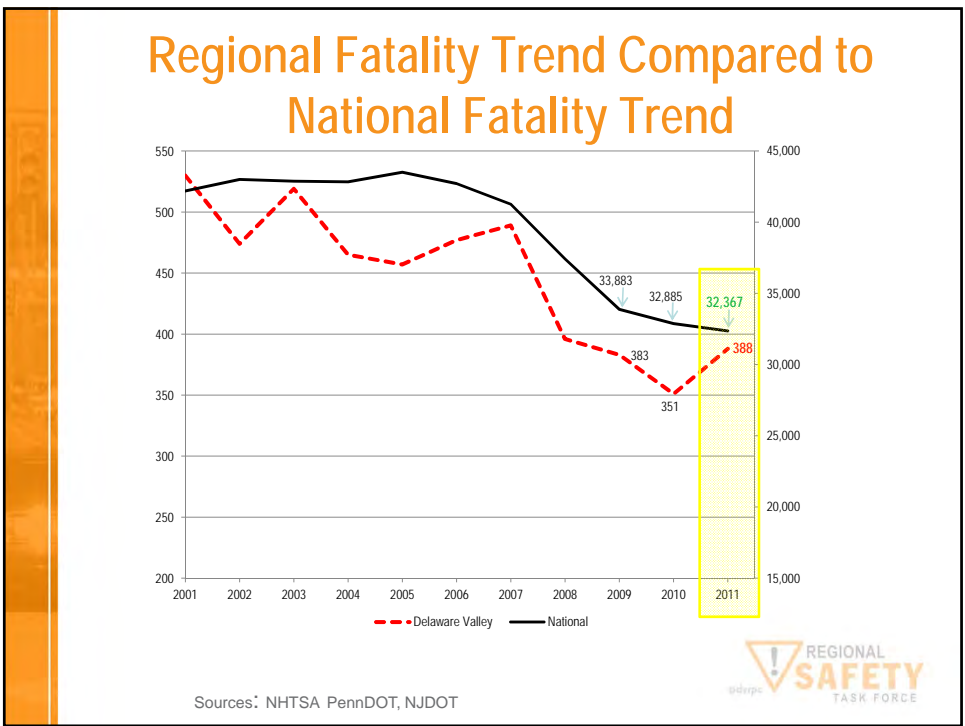
## Improve the Design and Operation of Intersections



March 7, 2013 Meeting







## Improve the Design and Operation of Intersections

- On average, there are five crashes at intersections every minute, and one person dies every hour of every day at an intersection somewhere in the United States.\*
- In 2009, 20.8% of all fatalities occurred at intersections or were intersection-related.\*
- Angle crash types (typically T-bone) account for almost half of all fatal crashes at intersections.\*\*



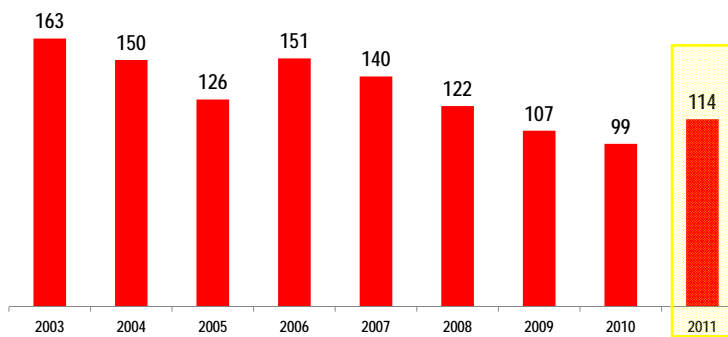
\*Strategic Highway Safety Plan (AASHTO, 2005)  
 \*\*Intersection Safety Issue Briefs (FHWA 2009)



## Regional Perspective

Intersections were a contributing factor in **29%** of the crashes resulting in a fatality in the Delaware Valley, on average, from 2008 to 2010

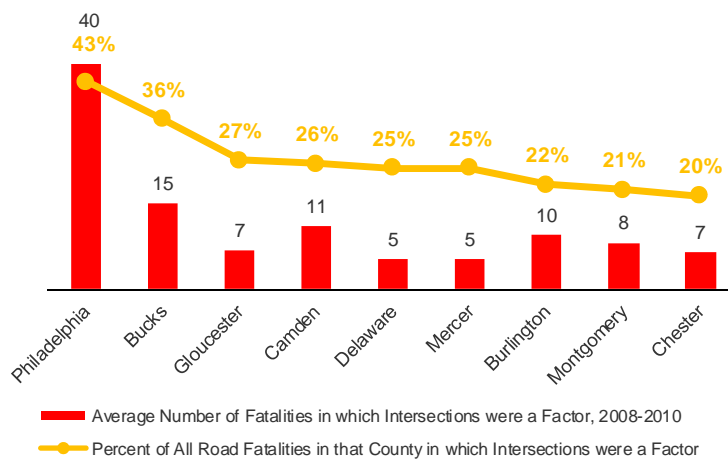
Trend in Intersection Crash Fatalities in the Delaware Valley



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



## Intersection Crash 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 intersections, including:
  - increase the use of protected left-turn signals as appropriate,
  - improve visibility of signals by using light-emitting diode (LED) bulbs, larger signal heads, and back plates,
  - expand use of roundabouts as an effective intersection improvement
- Implement an Intersection Improvement Program (IIP) on a regional and per county basis to help with analysis, recommendations, and funding.
- Consider automated enforcement at crash trend locations (red-light running cameras where allowed)



### 2012 TRANSPORTATION SAFETY ACTION PLAN

EMPHASIS AREA

## #3 IMPROVE the DESIGN and OPERATION of INTERSECTIONS

Improving the design and operation of intersections means reducing crashes of both signalized and unsignalized intersections. In locations with pedestrians and bicyclists, it is important to also address their need to cross intersections. **On average, intersections were a contributing factor in 29% of the annual traffic fatalities in the Delaware Valley, for the period 2008 through 2010.** These numbers include drivers, passengers, pedestrians, bicyclists, and others who need to be able to get through intersections safely. It is important to recognize that Philadelphia has by far the highest total number of intersections among these counties.

County	Average Number of Fatalities in Which Intersections Were a Factor	Percent of All Road Fatalities
PHILADELPHIA	40	43%
BUCKS	15	36%
GLouceSTER	7	27%
CAMDH	11	26%
DELAWARE	8	25%
MERCER	8	25%
BURLINGTON	10	22%
MONTCOMERY	8	21%
CHESTER	7	20%

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

### RECOMMENDED STRATEGIES to IMPROVE the DESIGN and OPERATIONS of INTERSECTIONS

An average of 377 people lost their lives in crashes on Delaware Valley roads per year between 2008 and 2010; the design and operation of intersections was a contributing factor in 108 of these traffic fatalities.

1. Share list of intersections experiencing a high frequency of crashes that would benefit from capital improvements or low-cost safety measures, to promote cooperative improvement approaches. [Engineering]
2. Spread the word to make roadway signage and signalized intersections as clear and simple as possible. [Engineering]
3. Educate the public on crash scene safe practices to maintain operations of intersections and improve speed of medical treatment. [Emergency Services]

**SAMPLE OF PARTNERS CURRENTLY WORKING TO IMPROVE THE DESIGN AND OPERATION OF INTERSECTIONS**

- Federal Highway Administration (FHWA)
- DVRPC, NJDOT, PennDOT
- Emergency Service Providers
- New Jersey counties

#12031  
September 2012

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 #11056). Additional information is available at: [www.dvrpc.org/transportation/safety](http://www.dvrpc.org/transportation/safety)

## Some Resources

- All of you in the room!
- Safety Action Plan and data memo
- DOT Strategic Highway Safety Plans
- NCHRP Series:
  - NCHRP Report 500-5, A Guide for Addressing Unsignalized Intersection Collisions
  - NCHRP Report 500-12, A Guide for Reducing Collisions at Signalized Intersections
- FHWA's Safety at Signalized Intersections website:
  - [http://safety.fhwa.dot.gov/intersection/signalized/presentations/sign\\_int\\_pps051508/short/](http://safety.fhwa.dot.gov/intersection/signalized/presentations/sign_int_pps051508/short/)



## Speakers

- **Charlie Territo, Vice President of Communications**  
American Traffic Solutions
- **George Fallat, P.E., Traffic Engineer**  
Mercer County Department of Transportation and Infrastructure –  
Engineering Division





**REGIONAL SAFETY**  
TASK FORCE

For more information, please contact:

Kevin Murphy, Principal Transportation Planner, or other staff  
Office of Transportation Safety and Congestion Management  
Delaware Valley Regional Planning Commission  
(215) 238-2864  
kmurphy@dvrpc.org  
[www.dvrpc.org/Transportation/Safety](http://www.dvrpc.org/Transportation/Safety)



# Making Safety Happen in Pennsylvania!

Making Life Safer and Easier on the Road Ahead™

March 2013



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## ATS Snapshot

**U.S. Company with National Operations Center in Tempe, AZ**

**Regional Offices Throughout the US, Staffed by 750+ Employees**

**Largest Automated Violation Processing & Photo Enforcement Camera Program Provider in U.S.**

**Nearly 300 Current Red-Light and Speed Safety Camera Customers**

**3,500+ Systems Under Contract, 2,800+ Installed  
1,500,000+ Violation Touches Processed Monthly**

**Proven Success Changing Driver Behavior**

**Vendor of Choice for Large Programs**

**Selected by 2 out of 3 Competitive Procurements**

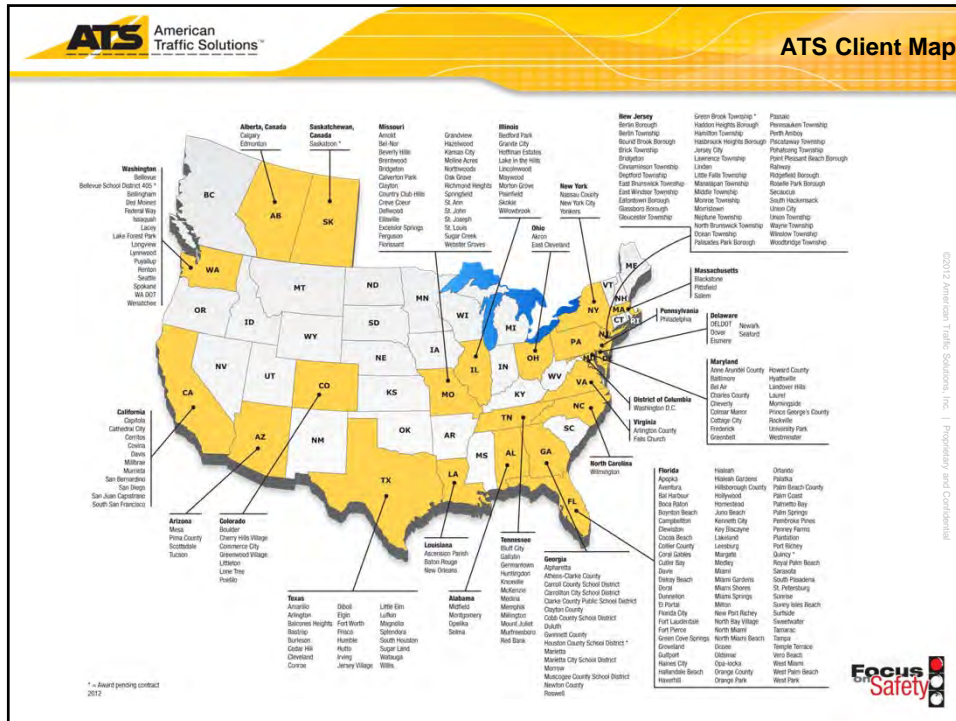


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**Pennsylvania**

**Montgomery County**  
 Abington  
 Norristown Borough  
 Horsham  
 Lower Merion  
 Lower Providence  
 Montgomery  
 Upper Dublin  
 Upper Merion

**Bucks County**  
 Falls Township  
 Middletown  
 Warminster Township

**Philadelphia County**  
 Philadelphia \*

**Delaware County**  
 Springfield

**Allegheny County**  
 Pittsburgh

• **ATS Client**  
 • **Accredited Jurisdictions**

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**Focus on Safety**

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**Legislation: Act of Jul. 2, 2012, P.L. 735, No. 84**

### Legislation Highlights

- Generally, jurisdictions that have at least 20,000 citizens and have received accreditation from the Pennsylvania Chiefs of Police Association will be able to implement RLSC solutions beginning October 1, 2012.
- Approval by the Pennsylvania Department of Transportation of the RLSC system and selected intersections is required.
- Evidence of the violation must include only the violation; images of the driver are prohibited.
- Implementation of RLSC programs must include a 60-day non-violation period for the first intersection in a jurisdiction. A 30-day non-violation period for each intersection selected is required for subsequent RLSCs within that jurisdiction.

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**Focus on Safety**



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Legislation: Act of Jul. 2, 2012, P.L. 735, No. 84

## Legislation Highlights

- A Notice of Violation (NOV) is to be issued to the owner of the violating vehicle.
- The NOV's must be issued by a police officer for the jurisdiction where the violation occurred and within 30 days of when the owner of the vehicle is identified.
- The fine amount is \$100 unless the municipal ordinance provides for a lesser amount.
- Transportation Enhancement Programs will be funded through grants from the RLSC program revenue. Priority will be given to municipalities that participate in RLSC programs.

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Red-Light Cameras Work

**Nationally, according to the Insurance Institute for Highway Safety:**

- Red light cameras saved 159 lives in 2004-08 in 14 of the biggest US cities.
- Had cameras been operating during that period in all large cities, a total of 815 deaths would have been prevented.
- Two-thirds of people who die in red light crashes are not the violators, but rather pedestrians, cyclists or other drivers.”

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Supporting Studies

Researchers examined 11,122 crash records from the 275 intersections in Texas where red-light safety cameras are in use, and compared crash frequencies for one-, two- and three-year time periods before and after cameras were installed.

**KEY FINDINGS:**

- Right-angle crashes -- the most life-threatening type of red-light running collisions -- decreased by 32% at intersections with red-light safety cameras.
- Red-light related crashes decreased by 25% at intersections with red-light safety cameras.
- Overall, the state recorded 633 fewer crashes at intersections with red-light safety cameras, an 11% decrease.

**Texas Transportation Institute**

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Safety Results in Philadelphia

- **Crashes decrease at intersections with red-light cameras.** Total crashes decline 24% at Philadelphia intersections with cameras in operation for three years. Right-angle crashes decreased 32%. Citywide, red-light running crashes decreased 15% to 16%.
- **Studies show rear-end crashes decrease** Rear-end crashes have decreased 16% at 10 Philadelphia intersections with red-light cameras in operation for 3 years. Long-term studies of the city show fewer rear-end crashes today than before cameras were installed
- **Red-light running violations decreased 50%** after 18 months of having cameras installed.

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**Safety Results in New Jersey**

- According to the report, the program is making a difference among drivers. **“While there is no expectation that citations will drop to zero, there is an expectation that driver behavior will change with the Red Light Running system, and these locations appear to be fulfilling these expectations,”** the report states.
- At the 24 intersections with red-light safety cameras in use for one year:
  - Total right-angle crashes decreased 15% from the previous year.
- At the two intersections with cameras in use for two years, right-angle crashes decreased 57% after one year with cameras and 86% in the second year.

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**Safety Results in New Jersey**

- Right-angle crashes decreased 87.5% after one year of camera operation at the intersection of Route 41 and Deptford Center Drive, in Deptford Township.
- Right-angle crashes diminished 57% in the first year with red-light safety cameras at the U.S. Route 1 and South Park Avenue intersection in Linden.
- Citations decreased 87.8% from the first month of the program to the 12<sup>th</sup> month in Gloucester Township at the intersection of Blackwood-Clementon Road and Erial Road.
- Citations decreased 70% in the program’s first year in Woodbridge Township at the intersection of Route 1 and Avenel Street.

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**ATS** American Traffic Solutions™ **Safety Results in Florida**

**According to a new survey by the Florida Department of Highway Safety and Motor Vehicles:**

- 44% percent of community police departments noticed a reduction in side-impact crashes
- 41% experienced a reduction in rear-end crashes,
- 56% reported a total reduction in crashes at red-light camera intersections.

- The city of **Aventura** reports a 57% reduction in collisions at intersections utilizing RLC since 2010.
- **Miami Beach** notes a 17% decrease in crashes at the four intersections equipped with the technology, while reporting an 8% increase in crashes citywide from FY 2009/2010 to FY 2010/2011.
- All 12 intersections with RLC in **Miami Gardens** show a decrease in **crashes** totaling a cumulative reduction of 68% fewer collisions since the program's implementation.
- Crashes at the intersection of NW 36<sup>th</sup> @ 42<sup>nd</sup> Avenue are down 23% in **Miami Springs**.

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**Focus On Safety**

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**ATS** American Traffic Solutions™ **How it Works: PPA**



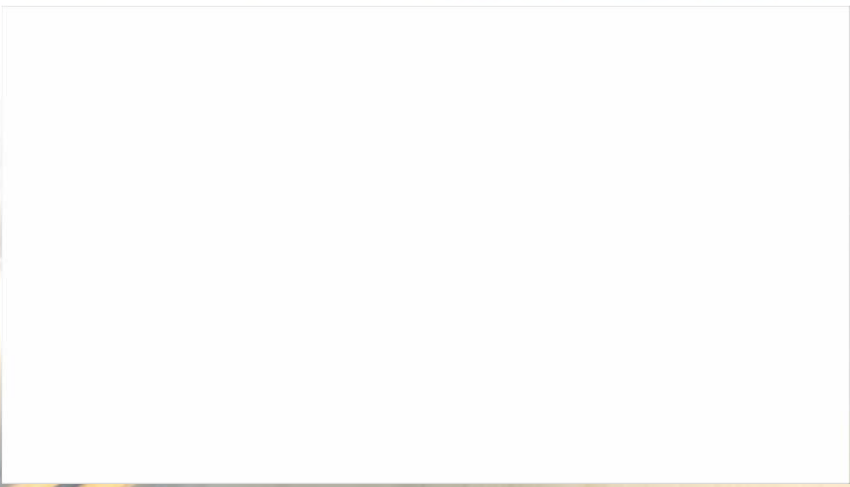
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**ATS Violations Processing**



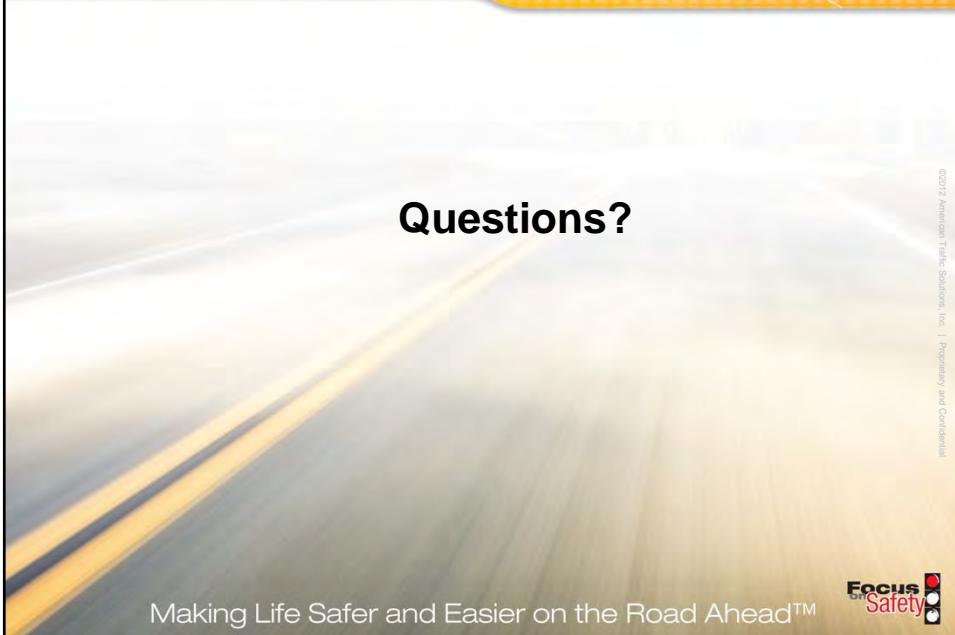
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**Questions?**



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**Our Purpose**

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**Focus**  
on Safety








**Mercer County Department of Transportation**  
**Engineering Division**

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**Parkside Avenue Road Diet**  
presented to  
**Delaware Valley Regional Planning Commission**  
**T.R.A.D.E. Regional Transportation Safety Forum**  
**March 7, 2013**

George Fallat, P.E., Traffic Engineer



**Background and Overview**

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**Part of DVRPC 2008 Congestion/Crash Analysis Program**

**Location Identification**

**Reviewed Available Data**

**Assembled Review Team**

**Developed Recommendations**

## **Existing Conditions**



**Location Experiences Congestion and Delays**

**Identified as a High Crash Location**

**Heavy Pedestrian Activity**

**Nearby Development Generates Turning Movement Conflicts**

**Transit Corridor**

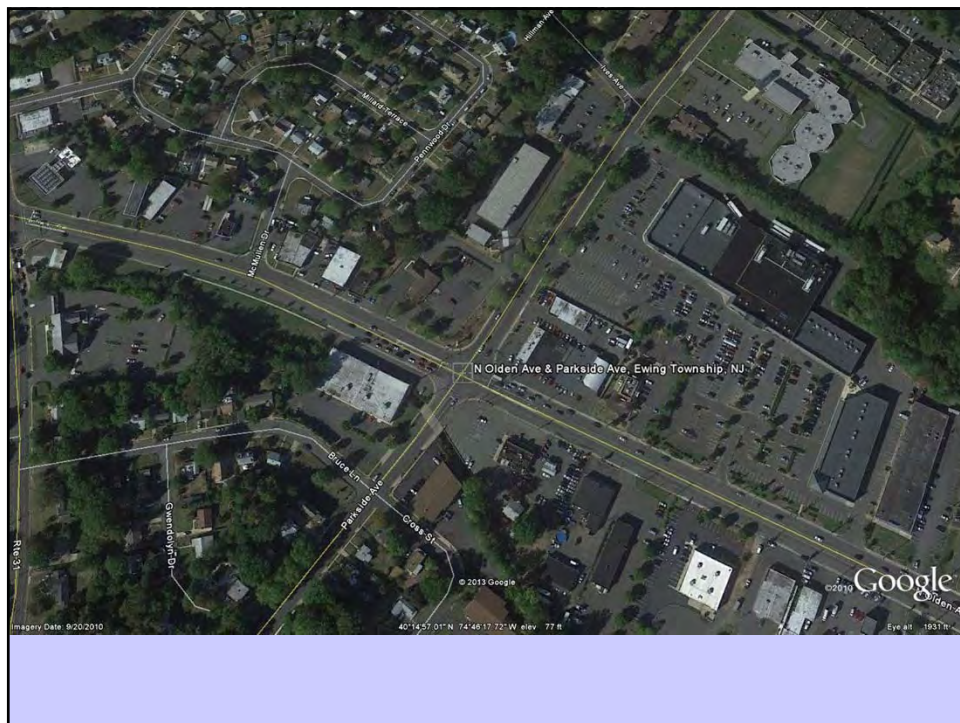
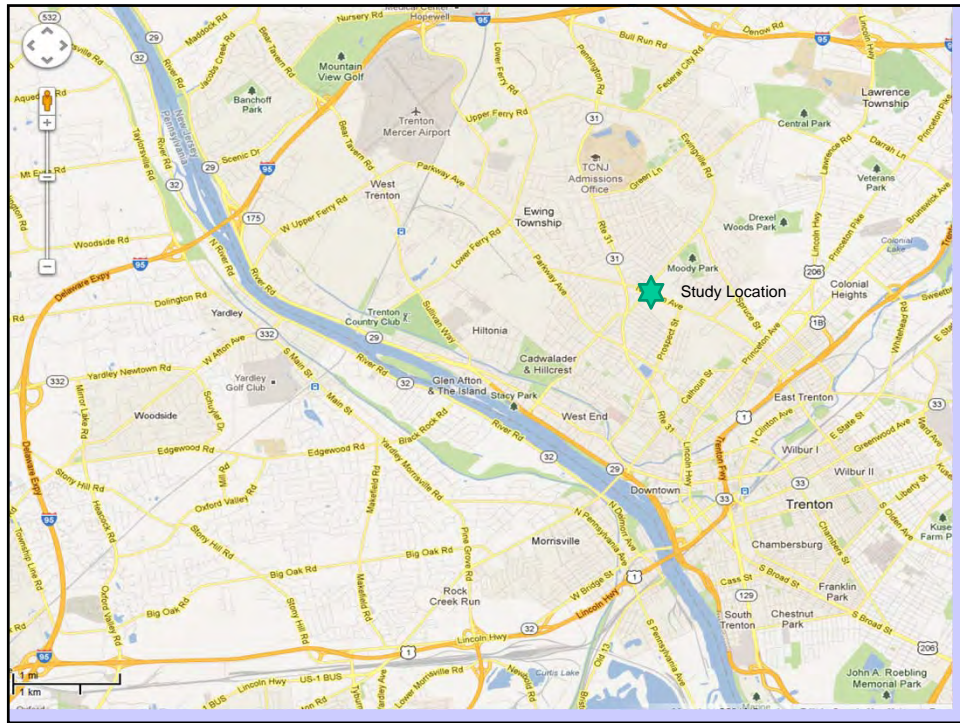
## **Existing Conditions (continued)**

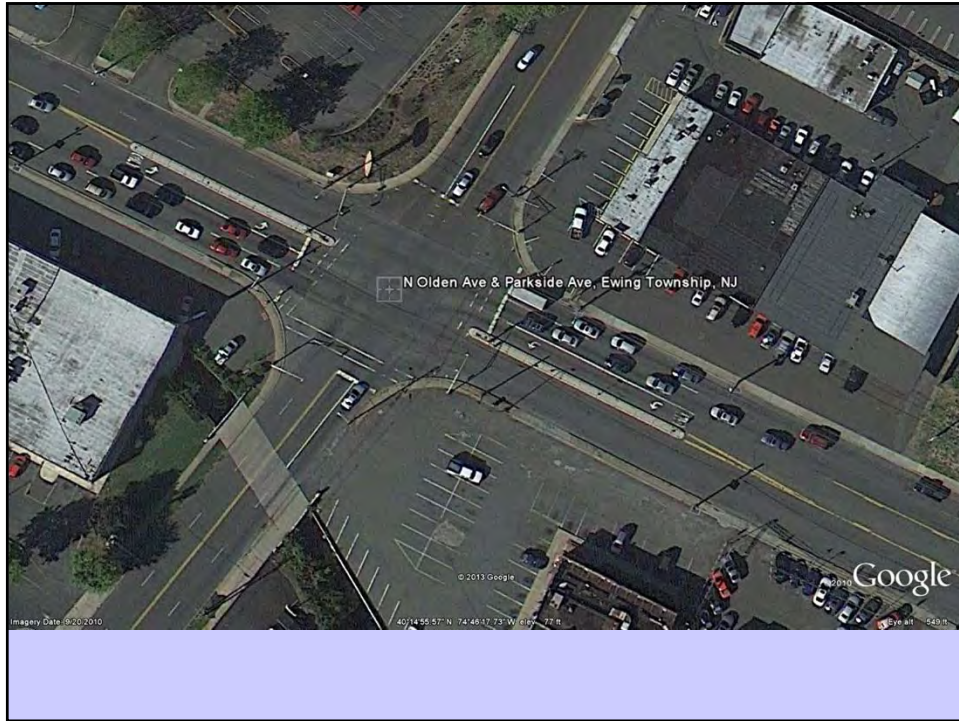


**North Olden Avenue – 5 Lanes with TWCLTL**

**Parkside Avenue – 2 Through Lanes Each Direction**

**Speed Limits are 35 MPH for Both Roadways**





## Traffic Operations and Safety



**Approximately 2000 VPH Entering - AM PH**  
**LOS C Overall (29 sec/veh)**

**Approximately 3000 VPH Entering – PM PH**  
**LOS D Overall (45 sec/veh)**

**A total of 92 Crashes 2005-2007**



## Crash Types Exceeding Statewide Average



Rear-End Crashes – 37% of total

Angle Crashes – 34% of total

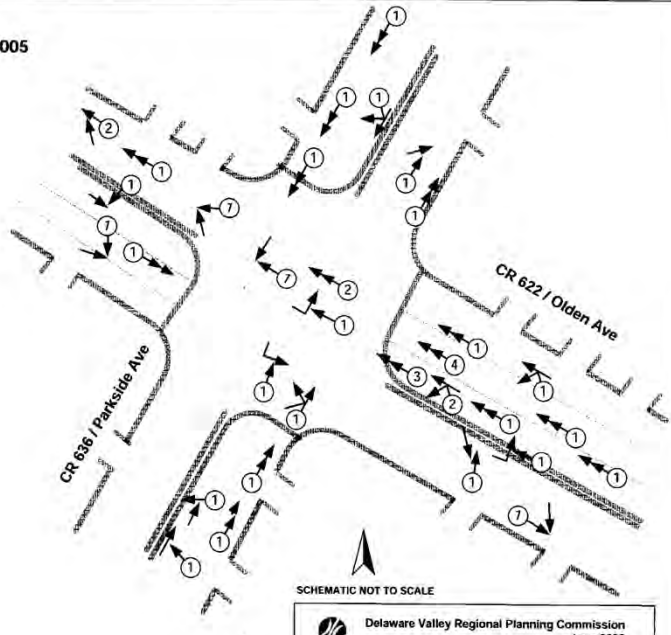
Sideswipe Crashes – 15% of total

Figure 8  
Collision Diagram – 2005

Total Crashes = 40  
Pedestrian Crashes = 0

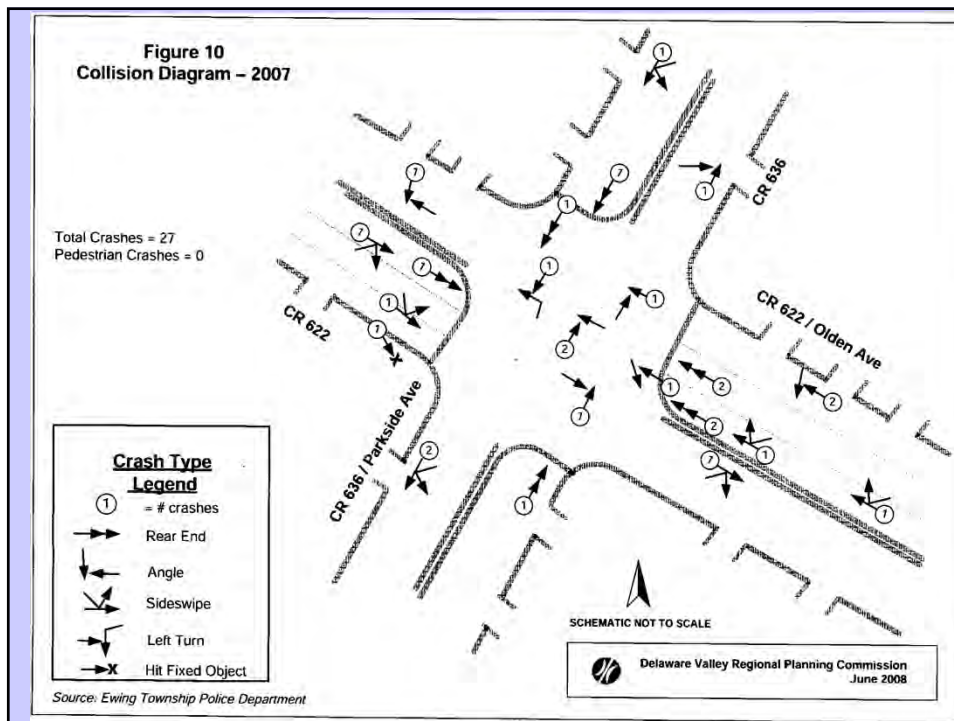
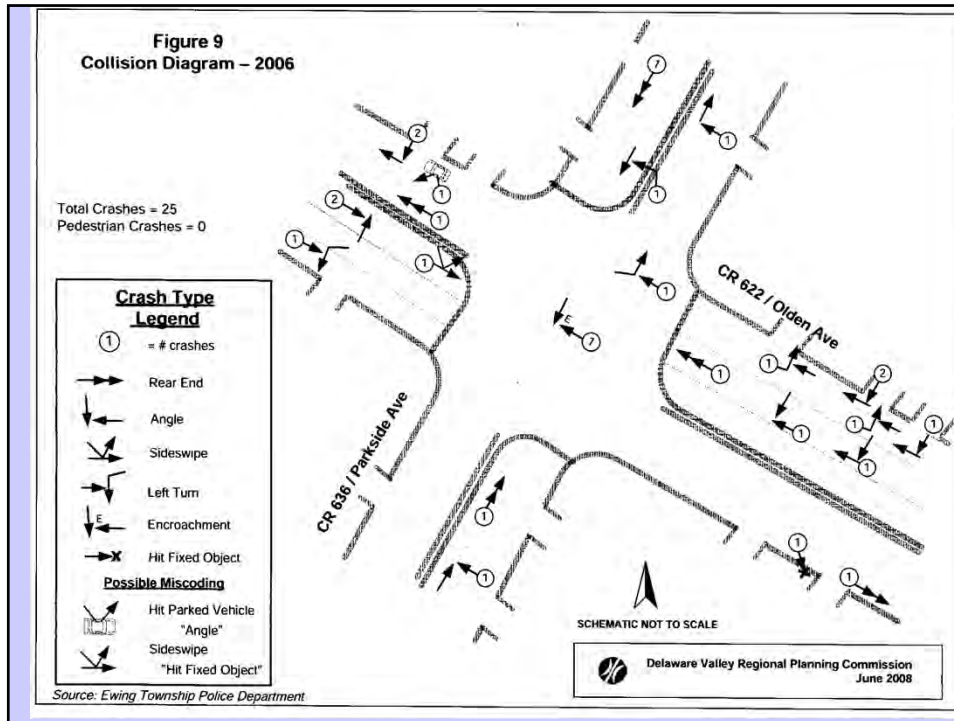
**Crash Type Legend**

- ① = # crashes
- → Rear End
- ↘ ↘ Angle
- ↘ ↗ Angle
- ↔ Sideswipe
- ↙ ↘ Left Turn



SCHEMATIC NOT TO SCALE  
Delaware Valley Regional Planning Commission  
June 2008

Source: Ewing Township Police Department



## Recommended Enhancements



**Restripe Parkside Avenue**

**Eliminate Traffic Signal Equipment from the Median**

**Retime the Traffic Signal to Reduce Congestion**

**Improve Pedestrian Access**

## Cons and Pros



### Cons

**Inadequate Shoulder for Bus Transit**

**Addressing Signalized Intersections**

**Increased Delay for Motorists Exiting Sidestreets**

### Pros

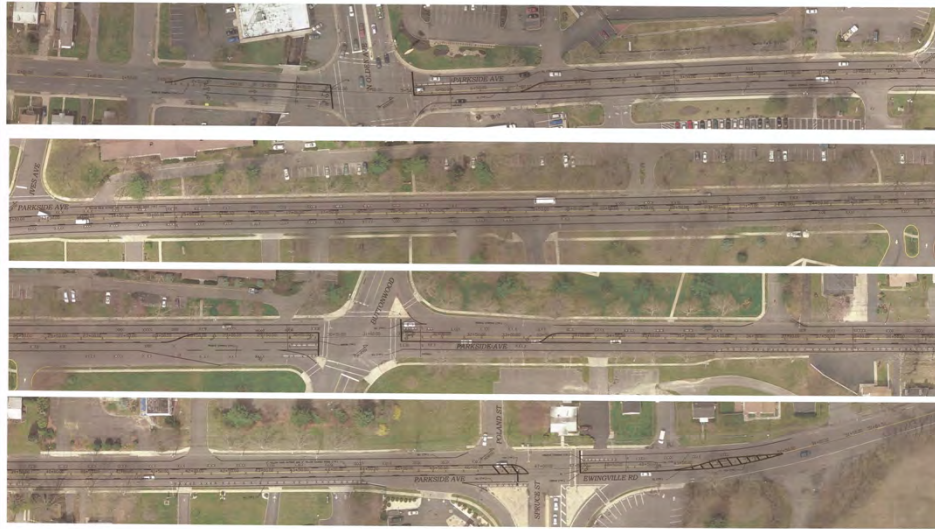
**Eases crossing for pedestrians**

**Provides area for cyclists**

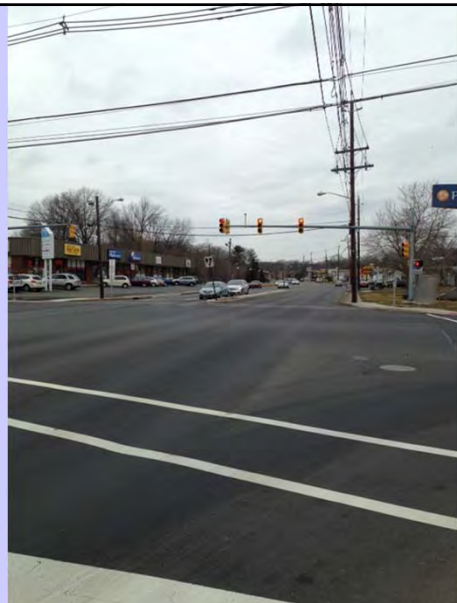
**Provides designated left turn storage areas**



### Striping Plan Implemented May, 2012



Parkside Ave – Looking South




North Olden Avenue








Parkside Ave – Looking North



ADA Upgrades

<h2>Implementation Results</h2>	
<p><b>Moderate Improvement to Level of Service</b></p> <p><b>Feedback Generally Positive</b></p> <p><b>Too Soon to Determine Effect on Crashes</b></p>	

<h2>Mercer County Department of Transportation</h2> <h3>Engineering Division</h3>		
 <p>TRADE</p> <p>T.R.A.D.E.</p>	 <p><b>Questions or Comments??</b></p>	 <p>Engineering</p>
 <p>Trenton/Mercer Airport</p>		



## HIGHLIGHTS FROM DECEMBER 4, 2012 MEETING

### NOTE:

- All presentations and related meeting handouts are located on the RSTF website.  
[www.dvrpc.org/ASP/committee/Presentations/RSTF/2012-12.pdf](http://www.dvrpc.org/ASP/committee/Presentations/RSTF/2012-12.pdf)

### **1. Welcome & Introductions**

Violet Marrero, Manager of Special Projects at the New Jersey Division of Highway Traffic Safety (NJDOTS), welcomed everyone. Introductions followed. Ms. Marrero mentioned there would be a meeting during lunch to follow-up on the aggressive driving discussion from the October 4<sup>th</sup> meeting.

### **2. Update from the Enforcement Community**

Members of the enforcement community shared the following information:

- Officer Jim Philbin, Cherry Hill Township Police Department, mentioned the department is conducting a “Drive Sober or Get Pulled Over” enforcement detail from December 7, 2012 through January 2, 2013. They are also working with high schools to promote driver safety, including through use of their popular Low-Speed Vehicles Program, which deals with the dangers of distracting driving and texting. Verizon, a sponsor of this program, donated cell phones.
- Chief William Wiegman, Lower Southampton Township Police Department, said beginning on December 7, 2012, their department will be conducting a two-week aggressive driving detail. DUI roving patrols are also planned.
- The New Jersey State Police plans to enforce a relatively new law that requires drivers on the state highways to move from the left lane and allow other traffic to pass.
- Sgt. Joe Zito, Delaware River Port Authority (DRPA) Police Department, mentioned plans to post several safe driving warning messages including “Fans Don’t Let Fans Drive Drunk” and “Stay Out of the Left Lane”.

### **3. Legislative Update**

#### *Pennsylvania*

- In November, Pennsylvania adopted a law to regulate the quality of gasoline to ensure that it will be the quality stated on the pump. Nebraska and Alaska are now the only remaining states that do not have a quality gas testing law.

#### *New Jersey*

- AAA Mid-Atlantic New Jersey researched other states’ substance abuse legislation to help develop similar legislation for New Jersey as discussed at a previous RSTF meeting. This will help police successfully enforce against drugged driving. New Jersey allows for the use of medical marijuana, which is a factor that needs to be considered when examining the law. Max Little, Traffic Safety Resource Prosecutor, Pennsylvania District Attorney’s Association, cautioned that in Pennsylvania (if marijuana is off the table because of pending legislation), impairment has to be proven.



This can be done; however, it is very difficult for the medical community to agree on any particular level in the blood that is impairing.

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

Kevin Murphy, Principal Planner at DVRPC, provided a quick review of the DVRPC *Transportation Safety Action Plan* and its products, including analysis and priority strategies for the emphasis area, Keep Vehicles on the Roadway and Minimize the Consequences of Leaving the Roadway. The main points presented were:

- In 2011, 39 percent of the crashes that resulted in fatalities in the region involved one or more vehicles leaving the roadway.
- Fatalities resulting from leaving roadway in 2010 were 53 percent of all U.S. crash fatalities and 66 percent of all rural roadway fatalities.
- Once a vehicle leaves the road, roadside features become deadly hazards, including trees, rocks, sign posts, light poles, and culverts.

Kevin Conover, PE, PTOE, Project Engineer, NJDOT Bureau of Transportation Data and Safety: Safety Engineering and Analysis Section, provided information on NJDOT's run-off-road (ROR) prevention programs. Below are highlights from his presentation:

- NJDOT has several programs dedicated in preventing roadway departure crashes. Many of these programs use high crash location lists to determine appropriate strategies for treating specific types of ROR crashes.
- From this list numerous hit-fixed-object (HFO) crashes were identified near interchanges. This is more of a local roadway problem that can be addressed through the High Risk Rural Road (HRRR) program. Crash locations at curves were also identified and included the following recommendations: evaluating speed limits, installing curve signs, chevrons, and guide rails.
- NJDOT also has a median barrier program. The high crash list identified numerous median cross-over crash locations. Nearly 20 percent of these crashes resulted in a fatality. Current trends indicate that median cross-over crashes are declining. Heavy trucks were a common factor in many of these crashes, particularly near closely spaced interchanges, where weaving and lane changes are problematic. The outcome of this program has led to a change in the standard width requirement for guide rail treatment, from 36 feet of grass median protection to 60 feet.
- NJDOT is currently working on another list to identify clusters of undivided highway centerline crossover crashes. Roadway geometry will be examined as a contributing factor in the cause of these crashes.
- The utility pole crash program identifies frequently hit poles. These locations are given to the NJDOT utility department for further determination on how to remedy the safety issue, which may include relocating the poles, installing breakaway poles, retrofitting poles with guide rail, or geometric adjustments.
- There has been a recent spike in the number of truck rollover crashes at interchanges, particularly in north Jersey. The NJDOT Safety Engineering and Analysis Section team is coordinating with the NJDOT Incident Management team to develop a new crash list to identify cluster locations and safety solutions to prevent these types of incidents. Adding curve signs and chevrons along ramps is one strategy that may help.

- NJDOT has a program that focuses on wet surface conditions. Recently “Slippery When Wet” signs were installed at two problematic locations, which resulted in a 40 to 50 percent reduction in wet surface crashes. Mr. Conover said, just adding a sign can have a huge impact.

Larry Bucci, Traffic Safety Engineer, PennDOT – District 6, shared information on PennDOT’s Roadway Departure Safety Initiative (RDSI). Below are main points from his presentation:

- This statewide initiative started as a workshop held in October 2012 among planning partners, engineers, and maintenance officials to discuss how to tackle the issue of roadway departure (RD) crashes. PennDOT defines RD crashes as:
  - All single vehicle non-pedestrian and non-bicycle crashes,
  - HFO crashes,
  - Head-on, sideswipe, and opposite direction crashes,
  - All other multi-vehicle crashes in which the first harmful event is HFO, and
  - Non-intersection crashes.
- Seventy-four percent of Pennsylvania’s RD crashes occur on state roads and 26 percent on local roads.
- Pennsylvania is following national trends. RD crashes account for 56 percent of Pennsylvania fatalities and 40 percent of fatalities in the DVRPC Pennsylvania five-county region.
- Compared to the rest of the state, HFO and head-on crashes are higher in the DVRPC Pennsylvania five-county region.
- Driver behavior (too fast for conditions, improper driving, affected by physical condition, speeding) is the largest contributing factor in RD crashes.
- PennDOT’s four approaches to reducing RD crashes are:
  1. Traditional – Utilizing Highway Safety Improvement Program (HSIP) funding to fix the problem.
  2. Comprehensive – Incorporate enforcement and education effort to help curb risky driver behavior.
  3. Systematic – Using low-cost countermeasures that have the biggest impact to achieve goal in reducing fatalities.
  4. Policy – Develop standards for long-term gains.
- Several RD countermeasures were considered. Their purpose is to keep vehicles on the road, allow for safe recovery, and reduce crash severity.
- Implementation strategies for the RDSI include the following:
  1. Funding – Use additional federal funds provided by approved MAP-21 legislation.
  2. Deployment – Consider Design-Build Contracts.
  3. Engineering – Identify worst locations first and have key personnel for decision making with candidate locations.
  4. Management – Organization approvals and buy-in to finalize RD plan.

Below are a few comments from the discussion that followed:

- Caroline Trueman, Safety Engineer, FHWA – New Jersey, asked Mr. Bucci if PennDOT has considered using energy absorbed poles as a countermeasure. He responded that he is not aware if that is a consideration. In New Jersey, energy absorbing poles have been installed at approved locations. Ms. Trueman mentioned there was an instance

where one energy absorbed pole was hit with minimal damage to the vehicle. The impact of the collision would likely have resulted in a fatality.

- Mr. Bucci said Pennsylvania's largest problem is the lack of right-of-way (ROW). Removing or relocating utility poles is very expensive; however, utility companies are willing to relocate poles where possible.
- John Ward, Deputy Planning Director at DVRPC, asked about PennDOT and NJDOT preferred treatment in preventing crossover crashes: guide rail vs. cable median barrier. NJDOT's preference is to use guide rail treatment because it is inexpensive and is less of a maintenance headache. If a cable median barrier receives a minor strike, several feet of cable must be replaced. PennDOT's preference is to use cable median barriers; however, they are not appropriate in all settings. One advantage to installing cable median barriers is the flexibility and crash severity reduction quality. Mr. Bucci mentioned this treatment has contributed in the reduction of fatal crossover crashes on I-95 in Bucks County.

### **5. Developing Action Items**

Below are comments and action items generated from the discussion to reduce ROR crashes. Members who volunteered will report back at the next meeting on the action items. See the 2011 Tracking Safety Actions Table for list of volunteers.

#### *Discussion*

- The definition of a ROR crash in Pennsylvania excludes crashes involving a pedestrian or bicyclist. Clarification is needed regarding whether that is the case in New Jersey. DVRPC may need to revise its analysis queries.
- Ms. Marrero mentioned data is needed for the education and enforcement community to know where to focus their efforts.
- NJDOT is still working on determining centerline rumble strip standards.
- Since 90 percent of centerline miles roads in New Jersey are under local jurisdiction, the proposed action is to work with county engineers using Plan4Safety and make analysis available to help develop programmatic approaches.
- In his absence, Ms. Moore mentioned Ray Rauanheimo's, Montgomery County Volunteer Coordinator, AARP, desire to contact utility companies to encourage the use of reflective materials on utility poles. Although Mr. Rauanheimo's willingness to volunteer was appreciated, Mr. Bucci responded that roadway delineation is the better option to guide people to follow the roadway.

#### *Action Items*

- Write a letter to the NJDOT Statewide Traffic Records Coordinating Committee (STRCC) to encourage changes in the NJ TR-1 crash form so cross-median crashes can be clearly identified.
- Identify ROR patterns in New Jersey on a regional level and share information with counties and municipalities. This will act as a starting point as to what roads will make sense to implement countermeasures on.
- NJDOT's list is not directly shared with the counties, but it is shared with MPOs every two to three years. MPOs could share this list with the counties. DVRPC will act on this.



## **6. Follow-up from October 2012 Meeting**

The meeting highlights from October 4, 2012 were approved. Regina Moore, Transportation Engineer at DVRPC, provided a brief summary of each item below, which was followed by discussion.

### *Volunteer Updates from October 4, 2012 Meeting – Curb Aggressive Driving*

- Mr. Little mentioned he was able to draft a cover letter to judges and prosecutors. The letter, along with an accompanying brochure, will serve as a reference tool for judges and prosecutors to use when making decisions on cases that may involve various forms of aggressive driving.
- Bill Beans, Program Manager at MBO Engineering LLC, reported that he heard back from the New Jersey Administrative Office of Courts (NJAOC) on the request to install signs and hang posters at their facilities to educate about the dangers of aggressive driving. The NJAOC responded that placing these signs and posters in their facilities may give the impression that judges will be biased in their decisions when hearing aggressive driving related deposes. The NJAOC suggested reaching out to county prosecutors to hang up aggressive driving posters. This effort may work better since many county prosecutor offices are housed in the same facilities with local police departments and are areas frequented by the public. Educating judges and the public are two separate issues. Mr. Beans plans to set up meetings with New Jersey and Pennsylvania county prosecutors to determine the best approach in delivering educational materials to judges and prosecutors.
- Ms. Moore mentioned efforts to publicize police activities. She plans to coordinate with local and state media sources to obtain the latest enforcement activities. This information will be shared with RSTF members to post on their agencies' websites. Janet Hansen, Program Coordinator, Rutgers University – CAIT, has agreed to post announcements on their website.
- Ms. Hansen mentioned there is no code on the NJ TR-1 crash report form to record aggressive driving. She thinks this issue has to be resolved before there can be any aggressive driving educational campaign for officers. Ms. Neaderland noted that NJDOT has done this analysis and campaigns for years using the definition of any of a set of contributing circumstances such as speeding. Pennsylvania uses this approach and also the newer NHTSA definition of two or more items from such a list. DVRPC has helped NJDOT evaluate whether they could switch to this approach. Unfortunately, differences in the New Jersey crash form as compared to the Pennsylvania one make it difficult. The short-term step is to educate officers in New Jersey to fill more than one action.

### *Volunteer Updates from June 19, 2012 Meeting – Reduce Impaired and Distracted Driving*

- Mike Dennis, Managing Member, ProVuncular LLC, mentioned that he was successful in summarizing existing messaging campaigns for reducing impaired and distracted driving. Delaware has a great website with many national messaging programs. Their NHTSA aggressive driving campaign "Are You That Guy" has several marketing tools available including brochures, billboards, and bumper stickers. Mr. Dennis also developed a grid which lists agencies and their respective messaging campaigns. Ms. Marrero encouraged everyone to pick up this information.

### *Status of Measures*

- Ms. Moore briefly went through the status and measures sheet. There is continued need to reach the emergency service community to attend meetings – help is requested from participants.

### *Quarterly Crash Trends*

- Ms. Moore mentioned the crash table has been updated to reflect the number of crashes and number of people injured and killed for New Jersey and Pennsylvania. At past meetings this data was incorrectly shown for New Jersey, where the number of injury and fatal crashes were shown in lieu of the number of people injured and killed. A data comparison of state and county data from July to September 2011 and 2012 revealed crashes and fatalities in the five-county Pennsylvania region increased by 20 and 19 percent respectively. During the same time period, crashes, injuries, and fatalities dropped in the four-county New Jersey region.

Ms. Trueman mentioned concerns over the way the current quarterly DOT crash data is presented. She noted that it takes longer to have data compiled in New Jersey than in Pennsylvania, so data from three months ago may not yet be accurate. The goal of this exercise is to gather some sense of crash trends before we have year-end data. Ms. Neaderland suggested discussing this after the meeting with a smaller group.

## **7. Draft Outreach Material on Why It Is Important Not to Undermine Tickets**

At the last meeting, the RSTF discussed how excessive waiving or plea bargaining of tickets undermines traffic safety. This offers an exciting opportunity for the RSTF to have a significant impact on improving safety in the Delaware Valley. DVRPC staff led a discussion over lunch to gather consensus on the follow-up action to draft a brochure and other materials.

## **8. Member Updates and Open Forum**

- Mr. Ward mentioned he recently attended a ribbon-cutting for the opening of the US 202 section 700 parkway. The new nine-mile alignment, which was initially scoped as an expressway, contains one lane in each direction and has many safety components in place. Mr. Ward said this facility has been a long time in the making and gave accolades to PennDOT for finally completing the project.
- Joe Fiocco, Owner, Fiocco Engineering LLC, mentioned the American Society of Highway Engineers (ASHE) Southern New Jersey Chapter will be hosting a one-day training session in April for highway engineers on the three-step process on how to identify safety problems and solutions.
- Mr. Murphy mentioned the *2011 Annual Crash Data Bulletin for the Delaware Valley* is almost ready for publication. He also reminded everyone to be careful as they travel, because most of the traffic fatalities occur during the holiday season.
- Ms. Hansen shared information about an engineering symposium that Rutgers University – CAIT is offering on pedestrian safety on March 21, 2013.
- Kelvin MacKanavagh, Planning Subcommittee Chair, Delaware Valley Goods Movement Task Force, announced the annual New Jersey TransAction Conference will be held on April 17 – 19, 2013 in Atlantic City, New Jersey.

**Attendees:**

Amway, Lauren	Street Smarts – Delaware County
Beans, Bill	MBO Engineering, LLC
Bucci, Larry	Pennsylvania Department of Transportation – District 6
Buerk, Jesse	Delaware Valley Regional Planning Commission
Chelius, Tim	South Jersey Transportation Planning Organization
Conover, Kevin	New Jersey Department of Transportation
Dennis, Mike	ProVuncular, LLC
Felts, Alex	Greater Valley Forge TMA
Ferraro, Donna	Public Health Management Corporation
Fiocco, Joe	Fiocco Engineering, LLC
Frank, Laura	Ceisler Media
Graham, Lindsey	Temple University (grad student)
Hansen, Janet	Rutgers University – CAIT
Kaplan, Andy	Rutgers University – TSRC
Kozak, Diane	Camden County Highway Traffic Safety
Little, Max	Pennsylvania District Attorney’s Association
MacKavanagh, Kelvin	Delaware Valley Goods Movement Task Force
Marrero, Violet	New Jersey Division of Highway Traffic Safety
Matkowski, Laurie	Delaware Valley Regional Planning Commission
McNary, Ryan	PennDOT – Bureau of Maintenance and Operations
Moore, Regina	Delaware Valley Regional Planning Commission
Murphy, Kevin	Delaware Valley Regional Planning Commission
Neaderland, Zoe	Delaware Valley Regional Planning Commission
Noble, Tracy	AAA Mid-Atlantic
Petrucci, Dave	Petrucci Consulting, LLC
Philbin, Officer James	Cherry Hill Township Police Department
Ragozine, Bill	Cross County Connection TMA
Reeve, Ray	New Jersey Division of Highway Traffic Safety
Robinson, Jenny	AAA Mid-Atlantic
Spino, Sam	Camden County Highway Traffic Safety
Trueman, Caroline	Federal Highway Administration – New Jersey
Viega, Cynthia	Pennsylvania Department of Transportation – District 6
Vilotti, Charles	Chester County Highway Safety
Ward, John	Delaware Valley Regional Planning Commission
Wiegman, Chief William	Lower Southampton Police Department
Zito, Sgt. Joe	DRPA Police



## RSTF Measurements and Status Table

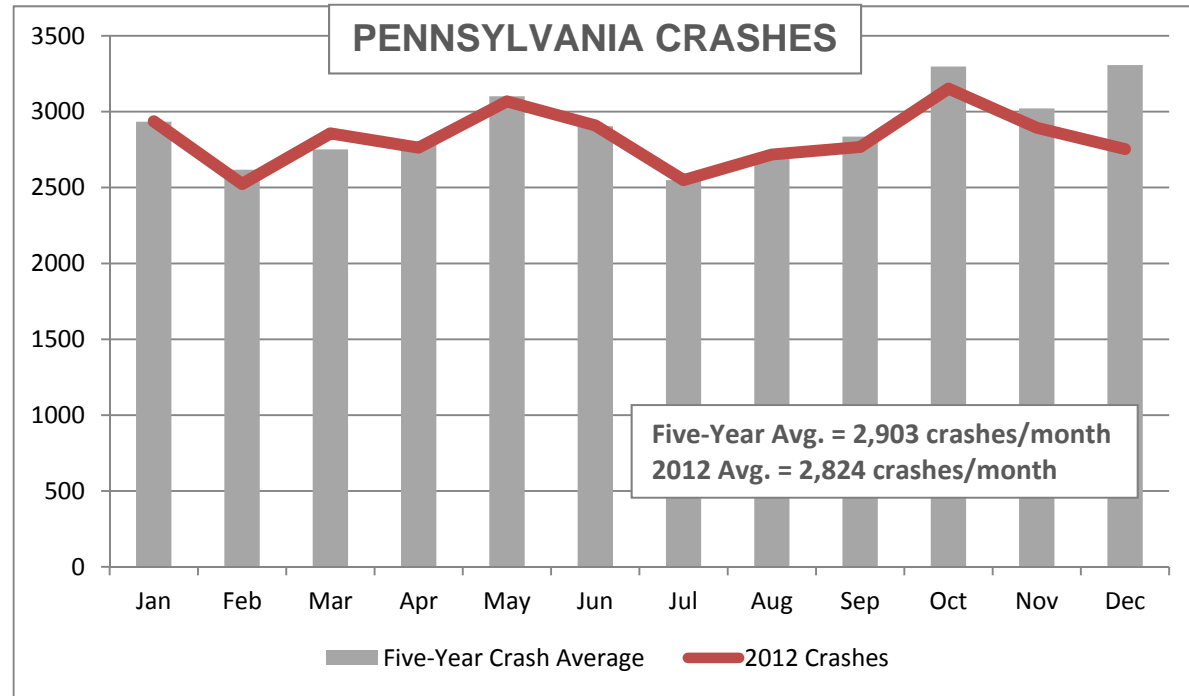
Green = Met goal   Red = Needs attention

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 7, 2013 <u>Improve the Design and Operation of Intersections</u>	June 2013 <u>Sustain Safe Senior Mobility</u>
<b>BUILD, MAINTAIN, AND LEVERAGE PARTNERSHIPS</b>							
Retain and increase attendance at RSTF meetings by having more people at each meeting	Attendance = <b>44</b> ↑(+9) Avg. of last 4 meetings = <b>40</b>	Attendance = <b>47</b> ↑(+3) Avg. of last 4 meetings = <b>42</b>	Attendance = <b>38</b> ↓(-9) <i>(first off site meeting in Cherry Hill)</i> Avg. of last 4 meetings = <b>41</b>	Attendance = <b>36</b> ↓(-2) Avg. of last 4 meetings = <b>42</b>	Attendance = <b>36</b> (0) Avg. of last 4 meetings = <b>41</b>	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 = <b>15</b> Enforcement = <b>2</b> Engineering = <b>7</b> Emg. Response = <b>0</b> Policy/Legislative = <b>7</b>	Education = <b>11</b> Enforcement = <b>4</b> Engineering = <b>9</b> Emg. Response = <b>0</b> Policy/Legislative = <b>9</b>	Education = <b>10</b> Enforcement = <b>4</b> Engineering = <b>4</b> Emg. Response = <b>0</b> Policy/Legislative = <b>8</b>	Education = <b>12</b> Enforcement = <b>4</b> Engineering = <b>4</b> Emg. Response = <b>0</b> Policy/Legislative = <b>5</b>	Education = <b>9</b> Enforcement = <b>3</b> Engineering = <b>6</b> Emg. Response = <b>0</b> Policy/Legislative = <b>8</b>	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 = <b>9</b> Enforcement = <b>2</b> Engineering = <b>6</b> Emergency Response = <b>0</b> Policy/Legislative = <b>5</b>	Education = <b>6</b> Enforcement = <b>3</b> Engineering = <b>4</b> Emergency Response = <b>0</b> Policy/Legislative = <b>6</b>	Education = <b>6</b> Enforcement = <b>4</b> Engineering = <b>2</b> Emergency Response = <b>0</b> Policy/Legislative = <b>7</b>	Education = <b>9</b> Enforcement = <b>3</b> Engineering = <b>4</b> Emergency Response = <b>0</b> Policy/Legislative = <b>5</b>	Education = <b>4</b> Enforcement = <b>3</b> Engineering = <b>5</b> Emergency Response = <b>0</b> Policy/Legislative = <b>6</b>	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						
<b>INCREASE THE EFFECTIVENESS OF THE RSTF THROUGH STRATEGIES AND ACTIONS</b>							
Continue to refine Safety Action Plan strategies into doable actions at each RSTF meeting and document progress in Tracking Progress Table	Did at least two agencies report on actions? <b>N/A</b>	Did at least two agencies report on actions? <b>YES – 4 agencies: NJDOT, Chester Co. Highway Safety, Delaware Co. TMA, and Bucks Co. TMA</b>	Did at least two agencies report on actions? <b>YES – 3 agencies: Rutgers Univ. – CAIT, Cherry Hill Twp Police, and PennDOT</b>	Did at least two agencies report on actions? <b>YES – 4 agencies: MBO Engineering, LLC; Cherry Hill Twp Police; ProVuncular LLC; and DRPA</b>	Did at least two agencies report on actions? <b>YES – 4 agencies: PA District Attorney's Association; MBO Engineering LLC; Rutgers CAIT; DVRPC; and ProVuncular LLC</b>		
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.	<b>YES – DVRPC, Chester Co. Highway Safety, Delaware and Bucks Co. TMAs and Rutgers Univ. CAIT distributed information out to over 10,000 people</b>	<b>YES, DVRPC distributed information out to over 10,000 people</b>	<b>YES, DVRPC and NJ Police Traffic Officers Association (NJPTOA) distributed information out to over 10,000 people</b>	<b>YES, DVRPC distributed information out to over 10,000 people; NJDHTS and Fiocco Engineering, LLC promoted the RSTF to the EMS and enforcement communities</b>	<b>YES, DVRPC distributed information out to over 10,000 people; NJDHTS and Fiocco Engineering, LLC promoted the RSTF to the EMS and enforcement communities</b>		
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 <sup>rd</sup> St. DVRPC staff will discuss draft findings with the RSTF. The after data collection was delayed due to resurfacing in summer, 2012.						

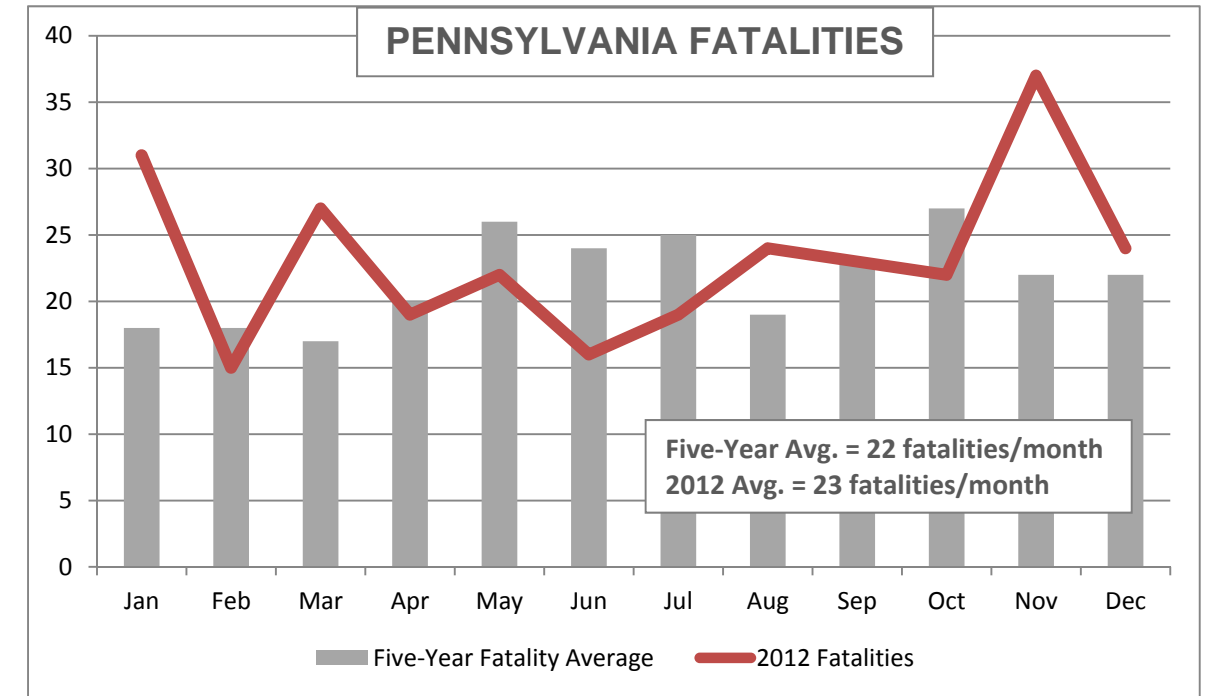


## CRASH TRENDS IN 2012

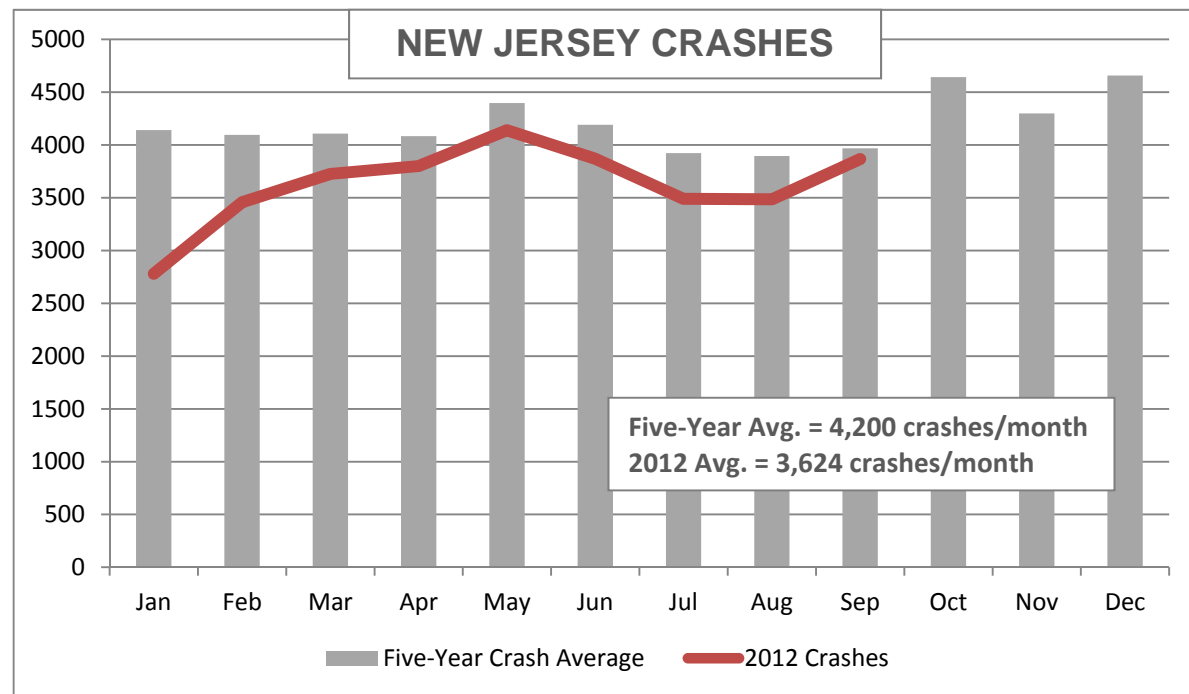
What do the preliminary crash data tell us about crash trends in 2012? This page compares the preliminary number of crashes and fatalities per month in 2012 to the five-year average for that month (2007 – 2011). This data is for the five southeastern Pennsylvania counties and the four New Jersey counties.



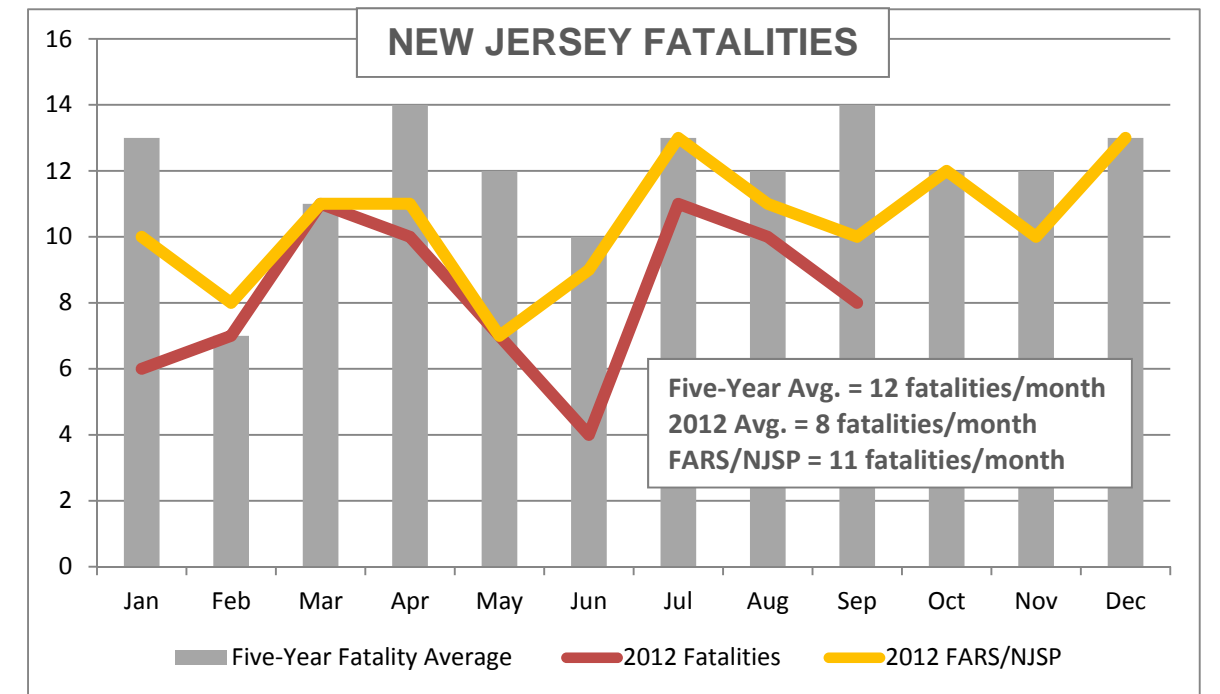
Source: PennDOT District 6



Source: PennDOT District 6



Source: Plan4Safety/NJDOT



Source: Plan4Safety/NJDOT

**NOTES:**

A.) This is preliminary data to provide advance information on trends. Final 2012 data will be available in Summer 2013.

B.) New Jersey ONLY: Due to data reporting differences, data will be reported only up to six months before a meeting.

C.) New Jersey ONLY: FARS gets their data from the NJ State Police (NJSP). This data is posted the day after a crash. NJDOT do not get initial fatal reports, on average, for 2-3 months. NJDOT fatality numbers are lower than FARS/NJSP because NJDOT does not include suicides, fatalities on private property, occupants in a coma for over 30-days then dies, and fatalities on Authority Bridges.

## Volunteer Updates for March 7, 2013 RSTF Meeting

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.

<b>KEEP VEHICLES ON THE ROADWAY AND MINIMIZE THE CONSEQUENCES OF LEAVING THE ROADWAY (12/4/12)</b>		
<b>Volunteer Action Items</b>	<b>Lead Person or Agency</b>	<b>Action Update</b>
<ul style="list-style-type: none"> <li>Draft letter to NJDOT Statewide Traffic Records Coordinating Committee (STRCC) to encourage changes in the NJTR-1 Form Field Manual and the Police Guide for Preparing Reports of Motor Vehicle Crashes in coding the first event. This important change will lead to more accurate crash coding regarding lane-departure related crashes. Kevin Conover also suggested this important correction be announced via bulletin to all state and municipal police forces to help with compliance.</li> </ul>	<ul style="list-style-type: none"> <li>Kevin Conover (NJDOT)</li> <li>Kevin Murphy (DVRPC)</li> </ul>	<ul style="list-style-type: none"> <li>Kevin Murphy will discuss the draft letter and ask for the RSTF's approval to send the letter to the STRCC.</li> </ul>
<ul style="list-style-type: none"> <li>NJDOT distributes their crash lists to MPOs every two to three years. DVRPC will work with NJDOT to acquire the most recent lists and then distribute them to the counties.</li> </ul>	<ul style="list-style-type: none"> <li>Kevin Conover (NJDOT)</li> <li>Kevin Murphy (DVRPC)</li> </ul>	<ul style="list-style-type: none"> <li>DVRPC received the NJDOT crash lists from Kevin Conover and will forward them to county partners in early March.</li> </ul>
<b>CURB AGGRESSIVE DRIVING (10/4/12)</b>		
<b>Volunteer Action Items</b>	<b>Lead Person or Agency</b>	<b>Action Update</b>
<ul style="list-style-type: none"> <li>DVRPC to ask enforcement agencies for activities planned in near future and distribute for posting. This effort is ongoing and was a follow-up action from the 12/4/12 meeting.</li> </ul>	<ul style="list-style-type: none"> <li>Regina Moore (DVRPC)</li> </ul>	<ul style="list-style-type: none"> <li>Regina Moore reached out to appropriate agencies. Enforcement updates were shared via email to RSTF to post to their agency websites. These included "Operation Safe Holiday", "Drive Sober or Get Pulled Over" impaired and aggressive driving enforcement waves.</li> </ul>
<ul style="list-style-type: none"> <li>Meet with prosecutors in New Jersey and Pennsylvania to discuss best approaches in delivering aggressive driving educational materials. This effort was a follow-up action from the 12/4/12 meeting.</li> </ul>	<ul style="list-style-type: none"> <li>Bill Beans (MBO Engineering, LLC)</li> </ul>	<ul style="list-style-type: none"> <li>Bill Beans is expected to provide an update at the meeting.</li> </ul>

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

<b>Volunteer Action Items</b>	<b>Lead Person or Agency</b>	<b>Action Update</b>
<ul style="list-style-type: none"><li>At the 12/4/12 RSTF meeting, DVRPC staff led a discussion over lunch to gather consensus on a previous follow-up action to draft a brochure and other materials. Various actions are ongoing.</li></ul>	<ul style="list-style-type: none"><li>Zoe Neaderland (DVRPC)</li></ul>	<ul style="list-style-type: none"><li>Zoe Neaderland will provide an update at the meeting.</li></ul>

**ENSURE PEDESTRIAN SAFETY (3/8/12)**

<b>Volunteer Action Items</b>	<b>Lead Person or Agency</b>	<b>Action Update</b>
<ul style="list-style-type: none"><li>Conduct an analysis to determine the effectiveness of rapid flashing beacons in Mercer County.</li></ul>	<ul style="list-style-type: none"><li>George Fallat – Mercer County Engineering Division</li></ul>	<ul style="list-style-type: none"><li>George Fallat coordinated with Lawrence Hopewell Trail (LHT) and Hopewell Borough officials on two projects to determine the effectiveness of rapid flashing beacons. Unfortunately, he did not receive any feedback from the LHT effort. However, the response was extremely positive from Hopewell Borough where beacons were installed in front of their library.</li></ul>
<ul style="list-style-type: none"><li>Provide a summary on the Cherry Hill Township Pedestrian Decoy program including lessons learned from other municipalities.</li></ul>	<ul style="list-style-type: none"><li>Cherry Hill Township Police Dept.</li></ul>	<ul style="list-style-type: none"><li>Officer Jim Philbin is expected to provide an update at the meeting.</li></ul>