



MEETING AGENDA

Thursday, June 6, 2013, 9:30 AM – Noon

1. Welcome and Introductions

2. Update from the Enforcement Community

3. Legislative Update

4. Emphasis Area Focus – SUSTAIN SAFE SENIOR MOBILITY

Sustaining safe senior mobility includes recognizing that, although many older drivers are still capable, the impact of aging has negative effects on the safe driving abilities of some seniors. It is important to address the range of mobility alternatives in addition to driver safety issues of seniors. In 2011, drivers over 65 years of age were involved in crashes that led to 21% of traffic fatalities per year in the Delaware Valley. This agenda item will include an overview from DVRPC, three presentations, and then discussion on a range of doable action items for this emphasis area. The presenters are:

- Speaker TBD, AAA Senior Driver Program
- Jeffrey M. Booker, Sr., Manager, Community Outreach, New Jersey Motor Vehicle Commission

5. Developing Action Items

The RSTF will refine strategies from the Plan and discuss action items to sustain safe senior mobility to track in the Measurements and Status Table.

6. Follow-up from March 2013 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

Follow-up Discussion on Aggressive Driving (Optional)

We appreciate help preparing for a conference call of people at various agencies who can shape an assessment tool for judges to consider when they are deciding plea-bargaining appeals to aggressive driving citations. The initial focus will be New Jersey but all are welcome.

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2013 New Jersey Legislative Agenda

New Pending Legislation:

- **AR-106** - Urges Port Authority of New York and New Jersey to implement frequency based discounted toll plan for certain New Jersey residents. *Sponsored by Assemblywoman Valerie Vainieri Huttle.*

AAA Position: *The AAA Clubs of NJ are monitoring this legislation.*

- **S-2531** - Establishes mileage-based fee on passenger vehicles; exempts passenger vehicles from motor fuels tax. *Sponsored by Senator Jim Whelan.*

AAA Position: *The AAA Clubs of NJ are monitoring this legislation and scheduling a meeting with Senator Whelan to discuss amendments to this bill.*

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*

AAA Position: *The AAA Clubs of NJ supports this legislation.*

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*

AAA Position: *The AAA Clubs of NJ are monitoring this legislation.*

- **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 Assembly Wisniewski, Assemblyman O'Scanlon, Assemblywoman Huttle*

AAA Position: *The AAA Clubs of NJ are monitoring this legislation.*

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*

AAA Position: *The AAA Clubs of NJ supports this legislation.*

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*

AAA Position: *The AAA Clubs of NJ supports this legislation.*

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*

AAA Position: *The AAA Clubs of NJ supports this legislation.*

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

AAA Position: *The AAA Clubs of NJ supports this legislation.*

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*

AAA Position: *The AAA Clubs of NJ supports this legislation.*



REGIONAL SAFETY TASK FORCE

Sustaining Safe Senior Mobility

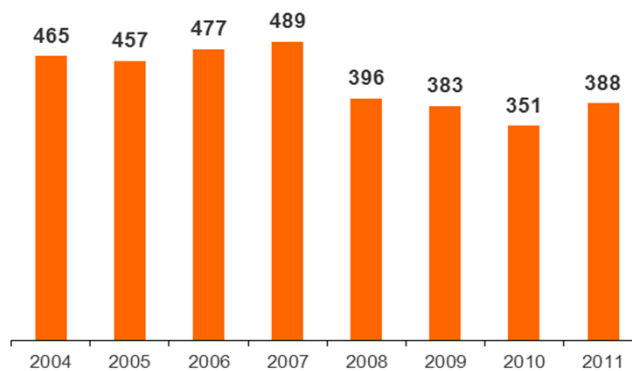
June 6, 2013 Meeting



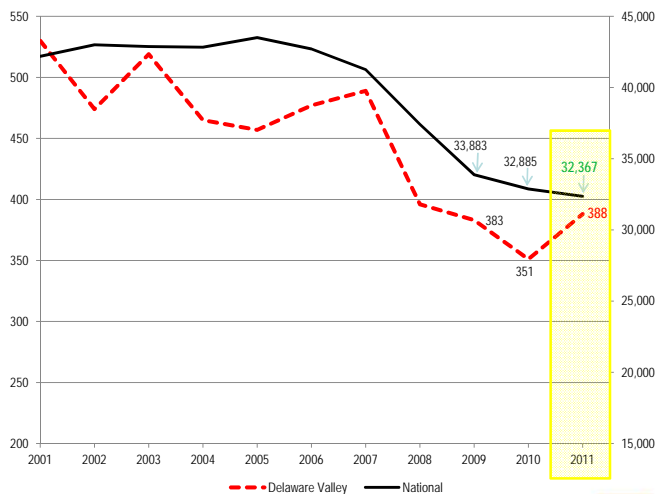
Safety Planning Context

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



Sustaining Safe Senior Mobility

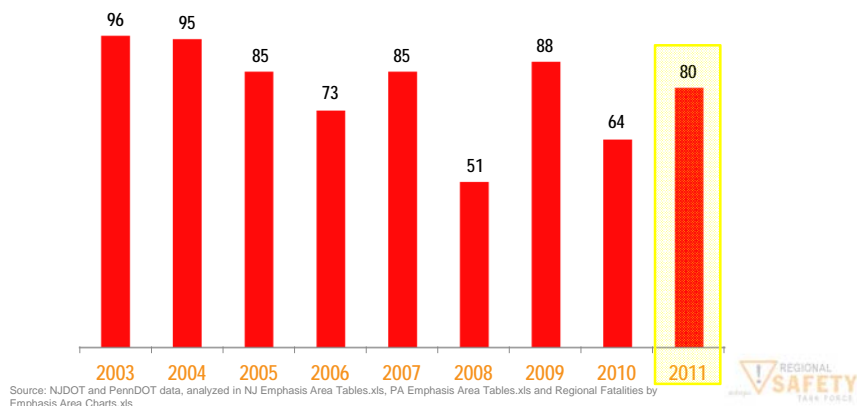
- In U.S. in 2009: Older individuals made up 16 percent of all traffic fatalities, and 8 percent of all people injured (AASHTO)
- In DVRPC Region: People 65 or older are 16 percent of the total population
- Mobility alternatives: a key safety consideration for seniors



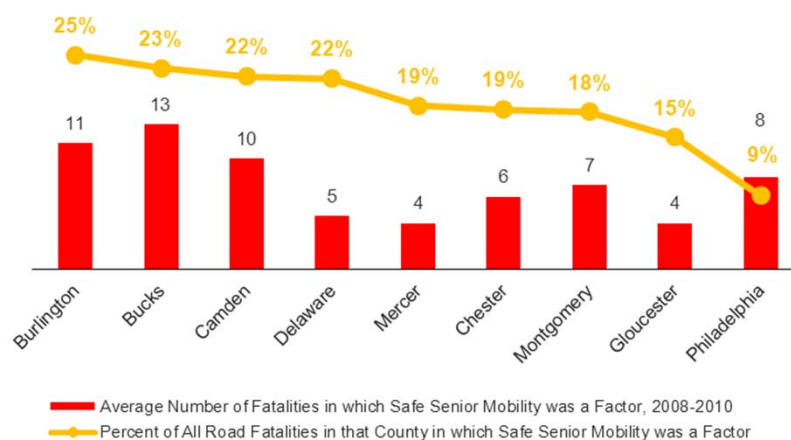
Regional Perspective

Drivers over 65 years of age were involved in crashes that led to **18%** of traffic fatalities per year in the Delaware Valley, on average, from 2008 to 2010

Trend in Crash Fatalities for People Over 65 in the Delaware Valley



Crash Fatalities Involving Senior Drivers



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

Recommended Strategies

- Provide and publicize adequate/efficient mobility alternatives
- Implement engineering solutions including larger lettering on signs, brighter pavement markings, lighting, etc.
- Promote mature driver education classes and/or enhanced driver education for all ages
- Partner more closely with the insurance and medical communities for safety planning, especially oriented to seniors.



2012 TRANSPORTATION SAFETY ACTION PLAN

EMPHASIS AREA

#7 SUSTAIN SAFE SENIOR MOBILITY

Sustaining safe senior mobility includes recognizing that, although many older drivers are still capable, the impact of aging has negative effects on the safe driving abilities of some seniors. It is important to address the range of mobility alternatives in addition to driver safety issues of seniors. **On average, drivers over 65 years of age were involved in crashes that led to 18% of traffic fatalities per year in the Delaware Valley, for the period 2008 through 2010.** This number does not relate to whether the senior driver was at fault or was hit. The fatalities include people of all ages. People 65 or older make up 16% of the total population of the Delaware Valley.

AVERAGE NUMBER OF FACILITIES IN WHICH SENIOR DRIVERS WERE A CONTRIBUTING FACTOR

PERCENT OF ALL ROAD FATALITIES

County/City	Average Number of Facilities	Percent of All Road Fatalities
BURLINGTON	11	25%
BUCKS	13	23%
CAMDEN	10	22%
DELAWARE	8	22%
MERCER	4	18%
CHESTER	6	19%
MONTGOMERY	7	18%
GLoucester	4	15%
PHILADELPHIA	3	9%

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

RECOMMENDED STRATEGIES TO ENSURE SAFE SENIOR MOBILITY

An average of 377 people lost their lives in crashes on Delaware Valley roads per year between 2008 and 2010; of these traffic fatalities, 68 were people who were in crashes involving a senior driver.

1. Partner more closely with the insurance and medical communities for safety planning, especially oriented to seniors. [Policy]
2. Identify locations of high senior populations and crash rates for consideration of improvements. [Engineering]
3. Promote maintenance of essential facilities, such as keeping sidewalks in good repair and clearing snow from bus stops. [Engineering]
4. Publicize services and coordinate to improve mobility alternatives to driving alone. [Education]
5. Promote mature driver education classes (AAA/AARP/Seniors for Safe Driving) that inform older drivers about new laws, health requirements, and mobility alternatives; emphasize how they save people money on insurance. [Education]
6. Promote Livable Communities and Complete Streets policies with regards to senior safety and mobility options. [Policy] This is a shared strategy with Pedestrian Safety.

SAMPLE OF PARTNERS CURRENTLY WORKING TO SUSTAIN SAFE SENIOR MOBILITY

- DVRPC, NJDOT, PennDOT
- AARP
- Transportation Management Associations (TMAs)
- AAA Mid-Atlantic
- City of Philadelphia

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 #11069). Additional information is available at www.dvrpc.org/transportation/safety

#12031
September 2012

Some Resources

- All of you in the room!
- Safety Action Plan and data memo
- DOT Strategic Highway Safety Plans
- NCHRP Report 500-9, A Guide for Reducing Collisions Involving Older Drivers
- American Medical Association—Physician's Guide to Assessing and Counseling Older Drivers



Speakers

- **Speaker TBD**
AAA Mid-Atlantic
- **Jeffrey M. Booker, Sr.**
Manager of Community Outreach, NJ Motor Vehicle Commission





REGIONAL SAFETY
TASK FORCE

For more information, please contact:

Kevin Murphy, Principal Transportation Planner, or other staff
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Delaware Valley Regional Planning Commission
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www.dvrpc.org/Transportation/Safety



HIGHLIGHTS OF MARCH 7, 2013 MEETING

NOTE:

- All presentations and related meeting handouts are located on the RSTF website.
<http://www.dvrpc.org/ASP/committee/Presentations/RSTF/2013-03.pdf>

1. Welcome and Introductions

Jenny Robinson, RSTF Co-chair, and Manager of Governor and Public Affairs at AAA Mid-Atlantic – Philadelphia Office, welcomed everyone. Introductions followed. Ms. Violet Marrero, RSTF Co-chair and Manager of Special Projects at NJDHTS, mentioned the meeting format had been revised to allow more time to focus on the meeting's emphasis area. A new RSTF survey was created to obtain members' feedback on each meeting. Members were encouraged to complete and return the surveys after the meeting. This effort will help make the RSTF more effective and useful to members.

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 working with all three high schools to promote driver safety, including the "Share the Keys" and "Low-Speed Vehicles" programs. On March 15, 2013, the department will host a pedestrian safety class, sponsored by the New Jersey Division of Highway Traffic Safety (NJDHTS).
- National Work Zone Awareness Week is April 13 – 19, 2013. This week brings national attention to motorist and worker safety and mobility issues in work zones.
- Ray Reeve, Senior Highway Safety Specialist, NJDHTS, mentioned the national "Click It or Ticket" enforcement campaign will begin on May 20 and will run until June 3, 2013.
- The RSTF helps share information about events, especially enforcement, so all were encouraged to share and distribute information.

3. Legislative Update

New Jersey:

- AAA Mid-Atlantic is supportive of teen driver legislation (A-1571), which expands education and practice requirements for learner's and examination permits. One New Jersey senator expressed concerns on how practice hours are handled in urban areas for teens without access to cars. Ms. Marrero mentioned there is no strict requirement to verify the hours; it is more of a self-certifying system that is monitored by parents. There are other states with urban areas that have similar mandates.
- George Fallat, P.E., Traffic Engineer, Mercer County Department of Transportation and Infrastructure – Engineering Division, mentioned proposed New Jersey legislation (A-3831 and S-207) to ban jughandles on any public road. Ms. Noble commented that AAA-Mid Atlantic will not be supportive of the ban.
- Chief William Wiegman, Lower Southampton Township Police Department, mentioned a town in New Jersey was complaining of more crashes due to RLRC. Charlie Territo, Vice President of Communications at American Traffic Solutions, cautioned that it is important to

review police reports to determine the real causes of incidents. RLRC may not be the only cause of crashes, other factors should be reviewed.

Pennsylvania:

- March 8, 2013 is the one year anniversary of the Pennsylvania texting ban law. The number of citations written corresponds to higher populated areas; therefore Philadelphia residents received the most.
- In February 2013, Pennsylvania's Governor Corbett proposed a plan to raise additional revenue for transportation. Given today's rates for the wholesale value of gas, Pennsylvanians should benefit by seeing their investment in transportation grow to approximately \$1.8 billion by year five of the Plan. Pennsylvania legislators may offer a proposal that would generate more money.

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

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, Improve the Design and Operation of Intersections. The main points presented were:

- In 2011, 29 percent of the crashes that resulted in fatalities in the region occurred at intersections.
- Angle crash types (typically T-Bone) account for almost half of all fatal crashes at 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.

Charlie Territo, American Traffic Solutions (ATS), provided information on various RLRC efforts in the region. Below are main points from his presentation:

- RLRC is one method reduce severe accidents at intersections, especially T-Bone collisions.
- In Philadelphia there are 19 intersections where cameras are installed.
- Legislation was passed in July 2012 to allow for the expansion of RLRC enforcement at intersections in Pennsylvania.
- According to Mr. Territo, Philadelphia saw a 24 percent reduction in crashes at intersections where cameras have been installed.
- Despite an overall increase in fatalities in the region between 2010 and 2011, fatalities are decreasing at RLRC intersections.
- Right angle crashes at RLRC intersections in Deptford Township, New Jersey have dropped by 87 percent.
- Citations at RLRC intersections in Gloucester Township, New Jersey have fallen by 88 percent.
- PennDOT is considering installing speed enforcement cameras in work zones along the Pennsylvania Turnpike.
- A brief video was shown describing the RLRC violation review process.

George Fallat provided an update on intersection safety improvements recently implemented after being recommended by DVRPC's Congestion and Crash Site Analysis Program (CCSAP). Below are key highlights from his presentation:

- In 2008, DVRPC partnered with Mercer County and Ewing Township officials to study and determine safety improvements at the intersection of Olden Avenue and Parkside Avenue. This intersection experienced high levels of pedestrian activity, congestion, and crashes.

- Mr. Fallat explained the advisory committee comprised of representatives from DVRPC, Mercer County, and Ewing Township, reviewed traffic and crash data and later met to develop safety recommendations.
- The main recommendation from this effort was to perform a road diet along Parkside Avenue. The road diet was completed in 2012. It reduced Parkside Avenue from an undivided four lane roadway into three lanes made up of two through lanes and a two-way center left-turn lane (TWCLTL).
- Signal retiming, improved pedestrian access, removal of traffic signal equipment from a concrete median, and restriping were completed as part the county road diet project.
- Some of the disadvantages to the road diet were inadequate shoulder for bus transit and increased delay for motorists exiting cross streets. The benefits of the road diet included improved pedestrian and bicyclist access and designated storage for left-turning vehicles.
- Municipal support on this effort was essential.
- Since the implementation of the road diet the county has reported positive feedback.
- It is too soon to determine the effect on crashes.

Below are comments from the discussion that followed:

- George Fallat mentioned the road diet project was done in conjunction with Mercer County's plans to resurface Parkside Avenue.
- Kevin Conover, PE, PTOE, Project Engineer, NJDOT Bureau of Transportation Data and Safety: Safety Engineering and Analysis Section, mentioned a road diet project on NJ 168 in Mount Ephraim Borough. The state would like to do more road diets; however more support is needed to publicize the benefits of them.
- Gus Scheerbaum, PE, Bicycle and Pedestrian Safety Engineer, Philadelphia Mayor's Office Transportation and Utilities, mentioned a helpful document, *Pennsylvania State Transportation Advisory Committee (TAC) – Evaluating the Automated Red Light Enforcement (ARLE) Program Final Report*. This report indicated a decrease in crashes; however there was a slight increase in rear-end collisions at the initial implementation of RLRC at intersections. Overall crashes were reduced in Philadelphia.
- AAA Mid-Atlantic asked how enforcement can be used to address the severity of RLRC incidents. Mr. Territo responded that camera sensors have detectors to indicate if vehicles enter the intersection. Citations will not be issued unless a vehicle entered the intersection after the light turns red. It is up to local law enforcement to determine if a violation should be issued.

5. Developing Action Items

Below are comments and action items generated from the discussion to improve the design and operation of intersections. 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

- Ray Reeve shared information on a new federally funded program to address pedestrian issues along US 130 in Burlington County. The purpose of the program is to add police presence along the corridor to curb dangerous driving behavior. Burlington County Sheriff Department officers will set up the decoy zones and local police will organize the enforcement and educational component. NJDHTS plans to reach out to municipalities and churches in the county to raise public awareness.

- Zoe Neaderland, Manager of Transportation Safety and Congestion Management at DVRPC, asked if there was something the RSTF can do to help facilitate a technical discussion to encourage communication with the municipalities, counties, and state DOTs on improving intersections.
- George Fallat said that one of the things lacking is an exposure rate and the number of accidents to identify appropriate locations for specific intersection safety improvements.
- The Philadelphia Parking Authority (PPA) is about to release a video describing the benefits of the RLRC program in Philadelphia. The PPA video could be shared with Pennsylvania municipalities eligible for the RLRC program, which will be helpful to inform their decision on whether to install cameras.
- Gus Scheerbaum said it's good to get the information out and to tell municipalities to look at intersections in a more holistic way such as complete streets which will allow infrastructure to accommodate the needs of all roadway users.
- Kevin Murphy mentioned roundabouts (a FHWA proven countermeasure) as an action for DOTs to consider. Median islands are another countermeasure that could be supported.
- Joe Fiocco, Owner of Fiocco Engineering LLC, mentioned that automated speed enforcement is another tool to help traffic enforce laws at intersections.
- Dennis Winters, Transportation Team Member, Clean Air Council, suggested generating a toolbox that could list all of the viable intersection safety improvement strategies.
- Gus Scheerbaum mentioned it would be beneficial if the RSTF could reach out to the legislators and show support for the requirement of low cost treatments to be considered whenever an intersection is redesigned for any project.
- Larry Bucci, Traffic Safety Engineer, PennDOT District 6, suggested providing specific examples of the various intersection safety improvements within the toolbox that will show how counties and municipalities would benefit from utilizing a particular method.

Action Items

- Develop a toolbox containing all available safety improvement treatments for unsignalized and signalized intersections.
- Share information on the *Pennsylvania State TAC – Cameras in Work Zones Final Report*.
- Distribute the PPA video and information on the newly eligible municipalities and their counties.

6. Follow-up from December 2012 Meeting

The meeting highlights from December 4, 2012 were approved. Zoe Neaderland provided a brief summary of each item below:

- *Quarterly Crash Trends* – Staff developed a new way of showing the preliminary crash data trends. This new approach compares the preliminary number of crashes and fatalities per month in 2012 to the five-year average for that month (2007-2011). Due to crash data reporting differences (paper vs. electronic), New Jersey data will be reported only up to six months before a meeting.
 - In Pennsylvania, the 2012 monthly crash average was lower than the five-year monthly average. There was an average of 23 fatalities per month in 2012, compared to 22 fatalities in the five-year average.
 - In New Jersey, the 2012 nine-month crash average was 16 percent lower than the five-year crash average. The 2012 fatality monthly average was also lower than the five-year fatality average.

- *Volunteer Updates from December 4, 2012 Meeting – Keep Vehicles on the Roadway and Minimize the Consequences of Leaving the Roadway*
 - Kevin Murphy discussed a draft RSTF letter to the New Jersey Statewide Traffic Records Coordinating Committee (STRCC), requesting their assistance in moving towards more accurate reporting of crash-related events in the NJTR-1 form to better identify Run-Off-Road (ROR) crashes. The RSTF endorsed the letter. Mr. Murphy also followed up on DVRPC working to provide the NJDOT cluster location lists to counties. There were a few issues of getting county locations to appear on the lists. This was discussed over lunch.
 - Regina Moore, Transportation Engineer at DVRPC, is continuing to work with enforcement agencies to publicize enforcement efforts. Agencies were reminded to provide information to her.
 - Bill Beans, Program Manager, MBO Engineering, LLC, has reached to the New Jersey county prosecutors to determine the best approach in delivering educational materials to judges and prosecutors. Max Little, Traffic Safety Resource Prosecutor, Pennsylvania District Attorney's Association, will reach out to Pennsylvania county prosecutors.
 - Zoe Neaderland discussed another RSTF letter written to the STRCC, requesting their assistance in moving towards more meaningful reporting of aggressive driving as a way to increase transportation safety. The RSTF endorsed the letter.
- *Volunteer Updates from March 8, 2012 Meeting – Ensure Pedestrian Safety*
 - George Fallat reported back on his efforts in determining the effectiveness of rapid flashing beacons on two projects for Hopewell Borough and Lawrence Hopewell Trail (LHT). He received no feedback on the LHT, however response was positive from Hopewell Borough where beacons were installed in front of their library.
 - Officer Jim Philbin provided an update on the success of Cherry Hill Township's Pedestrian Decoy Program. There were numerous violations reported by pedestrians not crossing at crosswalks, particularly along Route 70. The program originally started as an awareness campaign for pedestrians, however has been expanded to educate and enforce the motorists in targeted areas.

7. Member Updates and Open Forum

- Ray Reeve mentioned NJDHTS will conduct four Pedestrian Decoy training sessions this year and are looking to expand the program. There were pedestrian decoy training classes held in August and September. A pedestrian decoy training video for police officers was developed. The video will be distributed to every police department in the state.
- DVRPC is finishing up the 2011 County Crash Data Bulletins. Each bulletin provides an annual snapshot of road safety within each county and its municipalities. It also highlights and compares trends at the state, county, and local levels.
- John Ward mentioned the *DVRPC Long Range Plan* (LRP) update fact sheet that has information on transportation funding in the region.
- Kelvin MacKavanagh, 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.
- Joe Fiocco mentioned the South Jersey Chapter of American Society of Highway Engineers (ASHE) is offering a half-day workshop on designing for pedestrians. This event will be held on April 17, 2013 at The College of New Jersey (TCNJ).
- Sam Spino, Coordinator at Camden County Highway Traffic Safety, mentioned a new Variable Message Board (VMB) campaign in Camden County which targets aggressive

driving, speeding, and pedestrian safety at key locations. The VMB can record driver speed, posted speed, and time. This data is given to municipalities to help them with targeted enforcement efforts.

- Kevin Murphy mentioned the Gloucester County Highway Traffic Task Force will be hosting their 10th Annual High School Safety Video Contest. .

Attendees:

Aguilera, Lori	Chester County Highway Safety
Bartels, Stacy	Delaware Valley Regional Planning Commission
Behr, Sheriff Eileen	Montgomery County Sheriff's Department
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
Delromano, Lt. Nick	Pennsylvania State Police
Fallat, George	Mercer County Engineering Division
Felts, Alex	Greater Valley Forge TMA
Ferraro, Donna	Public Health Management Corporation
Fiocco, Joe	Fiocco Engineering, LLC
Hansen, Janet	Rutgers University – CAIT
Hicken, Eric	New Jersey Office of Emergency Medical Services
Kozak, Diane	Camden County Highway Traffic Safety
Knaus, Kurt	Ceisler Media & Issue Advocacy
Kubiak, Suzanne	Public Health Management Corporation
Little, Max	Pennsylvania District Attorney's Association
MacCarrigan, Lisa	Delaware Valley Regional Planning Commission
MacKavanagh, Kelvin	DVRPC – Goods Movement Committee Task Force
Marrero, Violet	New Jersey Division of Highway Traffic Safety
Matkowski, Laurie	Delaware Valley Regional Planning Commission
Merritt, Darrell	Pennsylvania Department of Transportation
Moore, Regina	Delaware Valley Regional Planning Commission
Moyo, Jabulani	Philadelphia Streets Department
Murphy, Kevin	Delaware Valley Regional Planning Commission
Naderland, Zoe	Delaware Valley Regional Planning Commission
Noble, Tracy	AAA Mid-Atlantic – New Jersey Office
Nuble, Patrice	Philadelphia Streets Department
Oaks, Sarah	Delaware Valley Regional Planning Commission
Philbin, Officer James	Cherry Hill Township Police Department
Picone, Leah	3M Traffic Safety Systems Division
Ragozine, Bill	Cross County Connection TMA
Reeve, Ray	New Jersey Division of Highway Traffic Safety
Robinson, Jenny	AAA Mid-Atlantic – Philadelphia Office
Rudolph, Brad	Pennsylvania Department of Transportation – District 6
Scheerbaum, Gus	Philadelphia Mayor's Office of Transportation & Utilities
Schmidt, Chief Mark	Upper Makefield Township Police Department
Schuler, Dennille	Ceisler Media & Issue Advocacy

Speese, Chris
Spino, Sam
Territo, Charlie
Turk, Lt. Eric
Vilotti, Charles
Ward, John
Ward, John
Wiegman, Chief William
Winters, Sgt. Amy
Winters, Dennis
Zito, Sgt. Joe

PennDOT – Bureau of Maintenance and Operations
Camden County Highway Traffic Safety
American Traffic Solutions
Pennsylvania State Police
Chester County Highway Safety
Delaware Valley Regional Planning Commission
YRC Freight
Lower Southampton Township Police Department
Cherry Hill Township Police Department
Clean Air Council
DRPA Police Department

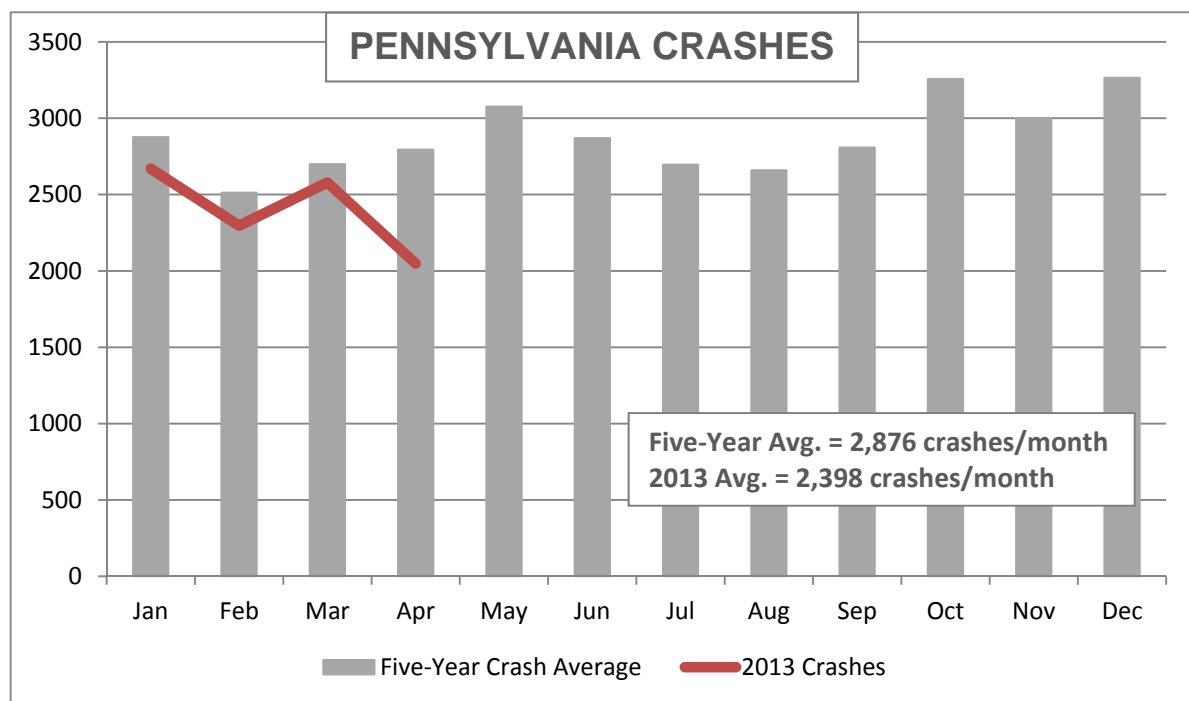
RSTF Measurements and Status Table

Green = Met goal Red = Needs attention

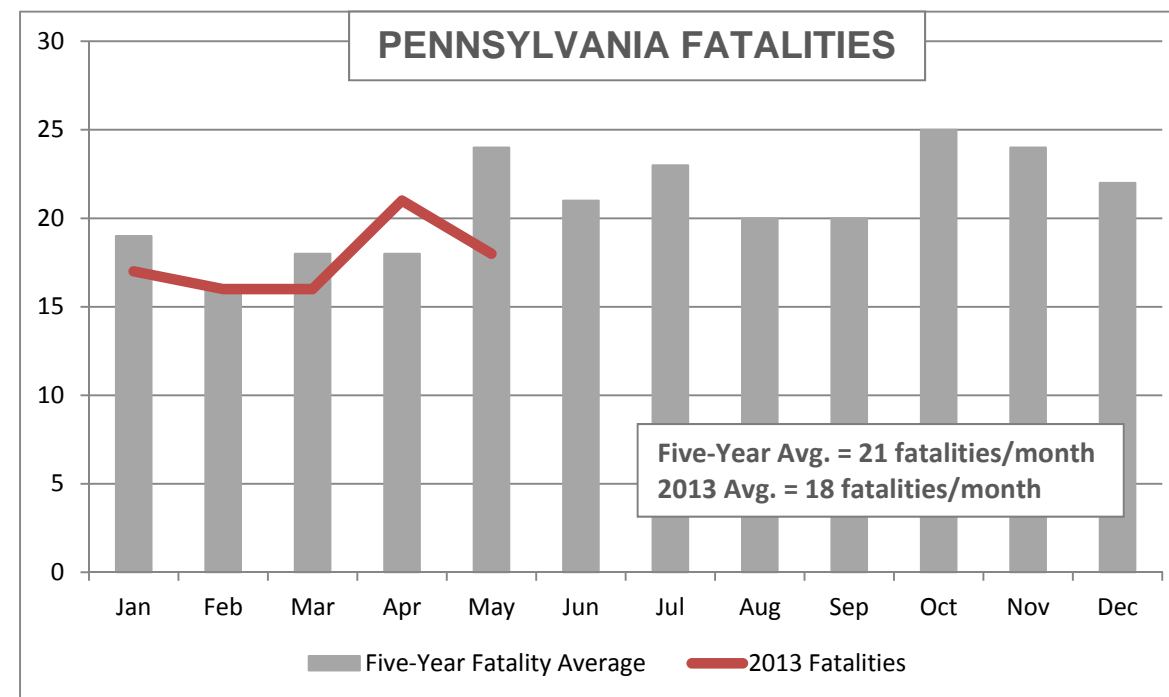
OBJECTIVES and MEASURES	November 29, 2011 Increase Seat Belt Usage	March 8, 2012 Pedestrian Safety	June 19, 2012 Reduce Impaired and Distracted Driving	October 4, 2012 Curb Aggressive Driving	December 4, 2012 Keep Vehicles on the Roadway and Minimize Consequences of Leaving the Roadway	March 7, 2013 Improve the Design and Operation of Intersections	June 6, 2013 Sustain Safe Senior Mobility
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 = 36 (0) Avg. of last 4 meetings = 41	Attendance = 50 ↑(+14) Avg. of last 4 meetings = 42	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 = 9 Enforcement = 3 Engineering = 6 Emg. Response = 0 Policy/Legislative = 8	Education = 8 Enforcement = 5 Engineering = 7 Emg. Response = 1 Policy/Legislative = 7	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 = 4 Enforcement = 3 Engineering = 5 Emergency Response = 0 Policy/Legislative = 6	Education = 4 Enforcement = 4 Engineering = 4 Emergency Response = 0 Policy/Legislative = 5	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	Meeting Surveys to begin in 2013						
INCREASE THE EFFECTIVENESS OF THE RSTF THROUGH STRATEGIES AND ACTIONS							
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? 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	Did at least two agencies report on actions? YES – 4 agencies: PA District Attorney's Association; MBO Engineering LLC; Rutgers CAIT; DVRPC; and ProVuncular LLC	Did at least two agencies report on actions? YES – 4 agencies: Mercer County Engineering Department, Cherry Hill Township Police, MBO Engineering LLC, and DVRPC	
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	YES, DVRPC distributed information out to over 10,000 people; NJDHTS and Fiocco Engineering, LLC promoted the RSTF to the EMS and enforcement communities	YES, DVRPC distributed information out to over 10,000 people	
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.						

CRASH TRENDS IN 2012 and 2013

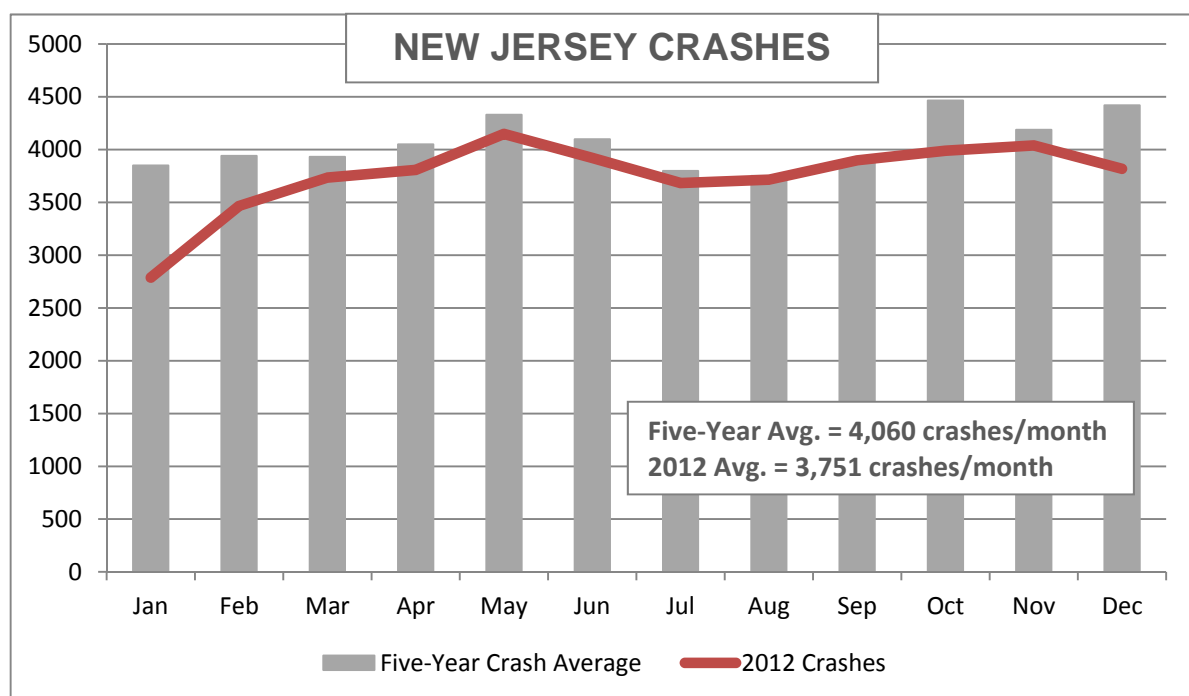
What do the preliminary crash data tell us about crash trends in 2012 and 2013? This page compares the preliminary number of crashes and fatalities per month in 2012 (New Jersey) and 2013 (Pennsylvania) to the five-year average for that month (2008 – 2012). This data is for the five southeastern Pennsylvania counties and the four New Jersey counties.



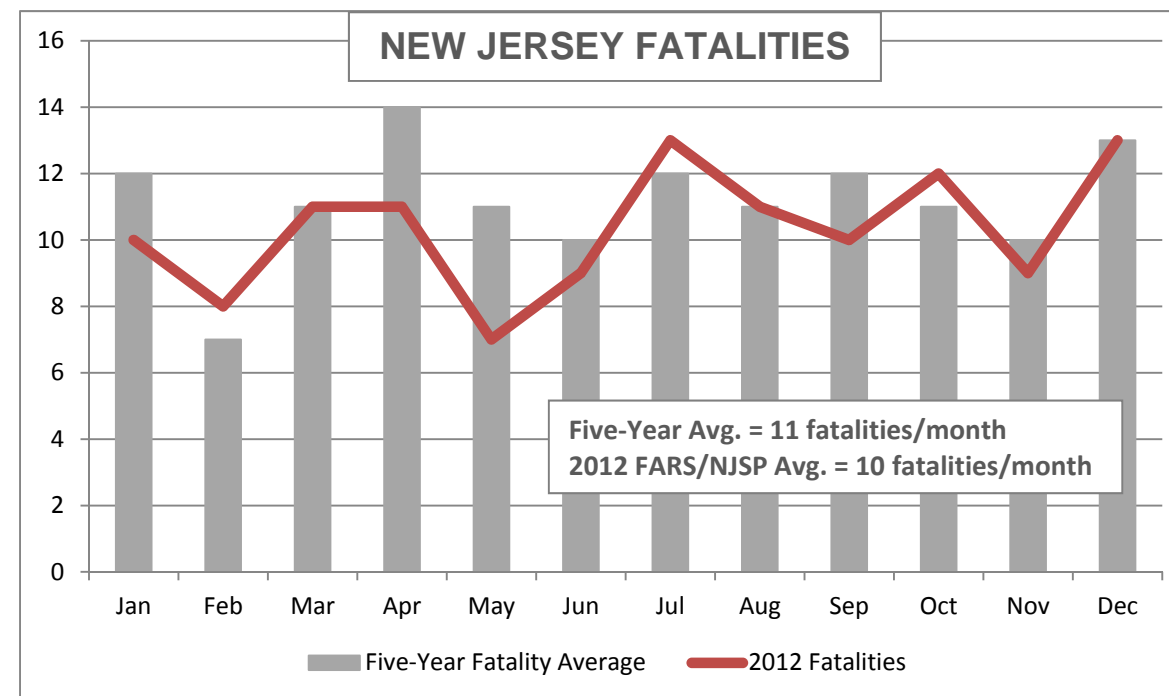
Source: PennDOT District 6



Source: PennDOT District 6



Source: Plan4Safety/NJDOT



Source: NJSP/FARS

NOTES:

- A.) This is preliminary data to provide advance information on trends.
- 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, if someone involved a crash is in a coma for over 30-days then dies, and fatalities on Authority Bridges.

Volunteer Updates for June 6, 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.

IMPROVE THE DESIGN AND OPERATION OF INTERSECTIONS (3/7/13)		
Volunteer Action Items	Lead Person or Agency	Action Update
<ul style="list-style-type: none"> Develop a toolbox containing all available safety improvement treatments for unsignalized and signalized intersections. 	<ul style="list-style-type: none"> Dennis Winters (Clean Air Council) 	<ul style="list-style-type: none"> A toolbox was created. Dennis Winters will provide a brief update on this effort.
<ul style="list-style-type: none"> Provide a status of the letters (re: run-off-road crashes and aggressive driving) written to the NJDOT Statewide Traffic Records Coordinating Committee (STRCC). 	<ul style="list-style-type: none"> Pat Ott (MBO Engineering, LLC) or Kevin Conover (NJDOT) 	<ul style="list-style-type: none"> Pat Ott will follow-up on the STRCC's response to the RSTF's letters (re: run-off-road crashes and aggressive driving). She will also provide a brief overview and update on STRCC activities.
CURB AGGRESSIVE DRIVING (10/4/12)		
Volunteer Action Item	Lead Person or Agency	Action Update
<ul style="list-style-type: none"> At the 12/4/12 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 activities are ongoing. 	<ul style="list-style-type: none"> Zoe Neaderland (DVRPC), Max Little (PA District Attorney's Association), et al. 	<ul style="list-style-type: none"> Sarah Oaks (DVRPC) will provide a brief update on the effort.

Review of analysis seems likely to guide judges to more carefully consider the risks of habitual violators of driving laws to society. In addition, a few stories of what happens when habitual violators keep driving follow.

- A female in the military was killed by a drunk driver who had previously been stopped on several different occasions for moving violations, however the tickets had been downgraded to non-moving violations. Monroe Township, Gloucester County, 2008. [Need specifics for this story]
- A man was killed and two others were injured when a vehicle hit by a speeding car careened into them. Princeton, Mercer County, 2013 [Did the speeder have plea bargained tickets?]
- A mother and daughter were killed when struck by a vehicle estimated to be travelling 100 MPH in a 25 MPH zone. Merchantville, Camden County, 2013 [Did the speeder have plea bargained tickets?]

For more information, see:

- NJ Effects of Plea Bargaining (2007)
- [Others]

This document prepared by DVRPC staff under guidance of the DVRPC Regional Safety Task Force [month] 2013. [Other required text]

Judges Can Help Reduce Vehicle Crash Fatalities

A Guide for Evaluating Appropriateness of Plea Bargaining Aggressive Driving Violations In New Jersey

[Do you have further thoughts on the title, design, or length of this draft publication? It is currently designed to be printed on 8 ½" by 11" paper and folded in half.]

Dear New Jersey Jurist:

Allowing a driver to plea bargain away points on moving violations and waiving traffic tickets is a way to manage a heavy case load. Statistics show that ()% of those persons will never re-appear before a judge. Chances are good, however, that your court sees a few “regular customers” - estimated to be about 5% of violators. These habitual violators are finding ways to avoid getting points on their licenses and continue driving even though they are a significant risk to themselves and others.

Aggressive driving is a contributing factor to over half the crash fatalities in [which focus: NJ or our four counties?] It encompasses a range of behaviors that result in citations that can be plea-bargained. These include speeding, not obeying traffic control devices, failing to yield right of way, improper passing or lane changes, and following too closely.

Aggressive driving kills more people in New Jersey than gun shots do (__ compared to __ between ___ and ___) [CHECK!]

- 15 % of fatal crashes have speeding as a primary contributing factor (2010 NJ Crash Statistics).
- ()% of persons with speeding violations 15 MPH over the posted limit, a four-point violation, were allowed to plea bargain away points against their license in the period ___ through _____. [Need help getting statistics.]
- [What would be another key, reportable statistic?]

Plea Bargaining lessens attendance at mandatory driver re-education classes for re-offenders. These classes have been shown to be effective in reducing future risk of citations and fatal crashes. [statistic?]

Plea Bargaining can engender a cavalier attitude in the re-offender as he or she comes to believe there is little consequence to their actions. This results in more case load in the future.

It makes public safety and workload sense to examine the history of people requesting plea bargains, especially for speeding and other aggressive driving factors. Here are guideline questions to ask:

- How many tickets for speeding or related aggressive driving behaviors has this person had in the last five years?
- Were there additional aggressive driving behaviors in the incident that were not cited?
- How Many “Unsafe Operations” or other plea-bargained violations does the person have?
- Has the person had tickets for excessive speeding- more than 15 MPH over speed limit?
- Has this person already been involved in a crash in which injury or death of another person occurred?
- [What are the other guidelines we are asking judges to follow?]