



MEETING AGENDA

Tuesday, September 24, 2013, 9:30 AM – Noon

1. Welcome and Introductions

2. Update from the Enforcement Community

3. Legislative Update

4. Follow-up from June 2013 Meeting

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

5. The Bigger Picture on Safety

Richard Simon, Deputy Regional Administrator, National Highway Traffic Safety Administration (NTSHA), will provide an update on federal legislation, performance measures, and crash trends.

6. How Far Have We Come? Learning from the past performance of the RSTF

DVRPC staff will provide a progress report on the past cycle and lead a discussion to reflect on ways to improve the RSTF moving forward.

7. The RSTF Moving Forward – Planning for the next cycle

It is important to keep members interested and engaged in the process to help make the RSTF more effective. DVRPC staff will share analysis of 2010-2012 crash data for discussion of potential key emphasis areas for the next update of the Transportation Safety Action Plan (SAP). Members will also have the opportunity to provide thoughts on strategies for the SAP and schedule for future meetings.

8. Member Updates and Open Forum

LUNCH

Follow-up Discussion on Aggressive Driving (Optional)

A meeting will be held to finalize the Outreach brochure to provide information to prosecutors regarding the effects of plea bargaining aggressive driving. The meeting will be in the New Jersey Room, adjacent to the conference room, from 12:30 PM to 1:30 PM. Feel free to bring lunch into the meeting room.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call (215) 238-2871.

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



2013 New Jersey Legislative Agenda

Proposed Legislation:

- **Assemblyman O'Scanlon 75 MPH Speed Limit Proposal-** Assemblyman O'Scanlon proposed that raising the speed limit on the Turnpike and Parkway to 75mph would cut down on accidents because vehicles would be traveling at closer to the same speed, thus decreasing the number of lane changes.

AAA Position: *The AAA Clubs of NJ sent a letter to Assemblyman O'Scanlon citing various studies that prove that raising speed limits have deadly consequences. We have also requested a meeting with the Assemblyman to discuss AAA's position on several safety related topics.*

Automotive- In 2008, the New Jersey Right to Repair law passed in the Assembly by a 2-1 margin, only to be stymied in the Senate by automakers and a Senate sponsor that didn't understand or advocate for the bill.

After 3 consistent years of working with the sponsor to get traction in the Assembly the bill received a "for discussion" hearing in June. At that time, the Consumer Affairs committee chairman, Paul D. Moriarty, committed to having this bill moved to the full Assembly where its path seems clear this fall.

In the meantime, the committee chairman asked the sponsor to introduce a second bill, A4336, that mirrored the Massachusetts ballot initiative in order to entice the auto dealers to the table. When the bill was introduced it was not identical to the ballot initiative but rather a ballot initiative that looked like the Massachusetts compromise. When this was brought to the sponsor's attention he asked AAA to draft language ASAP to amend the newly introduced bill to more closely reflect the ballot initiative and any other simple changes we deemed appropriate.

- **A-4336 -"Motor Vehicle Owners' Right to Repair Act."** *Sponsored by Assemblyman Gusciora*

AAA Position: *The AAA Clubs of NJ are working with Assemblyman Gusciora to amend the legislation to include more consumer friendly language and additional items.*

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/S-674 - Expands education and practice requirements for special learner's and examination permits.** *Sponsored by Assemblyman Wisniewski, Assemblywoman Lampitt, Assemblyman Coutinho, Senator Stack*

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 – The AAA Clubs of New Jersey lobbied in support of increasing penalties for distracted driving on New Jersey roads. On June 27, 2013 Governor Christie signed S69/A1080 which will increase fines for talking or texting on a hand-held device while driving from \$100 to a minimum of \$200 and a maximum of \$400 for a first offense, a minimum of \$400 and a maximum of \$600 for a second offense, and a minimum of \$600 and a maximum of \$800 for third or subsequent offenses. The law also permits the court, at its discretion, to impose a 90-day driver's license suspension for anyone convicted of the offense for a third or subsequent time. In addition, third and subsequent offenders will receive three motor vehicle penalty points.

- **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 supported this legislation. Signed by Governor Christie on 06/27/13. The AAA Clubs of NJ issued a statement.*

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-1184/S-2952** - Provides immunity from liability for persons who install or inspect child restraint systems. Sponsored by Assemblywoman Stender, Assemblyman Wisniewski, Senator Addiego.

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

- **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.*

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.*



HIGHLIGHTS OF JUNE 6, 2013 MEETING

NOTE:

- All presentations and related meeting handouts are located on the RSTF website.
<http://www.dvrpc.org/ASP/committee/Presentations/RSTF/2013-06.pdf>

1. Welcome and Introductions

Jenny Robinson, RSTF Co-chair, and Manager of Philadelphia Public and Government Affairs at AAA Mid-Atlantic, welcomed everyone. Introductions followed. Violet Marrero, RSTF Co-chair, and Manager of Special Projects at New Jersey Division of Highway Traffic Safety (NJDHHS), encouraged attendees to complete and return the members' 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:

- The national "Drive Sober or Get Pulled Over" enforcement campaign runs through July 8.
- The second Aggressive Driving Wave for 2013 runs from July 8 to August 15. Three hundred and fifty municipal police agencies and the Pennsylvania State Police will conduct traffic enforcement on over 400 roadways throughout the state.
- Ray Reeve, Senior Highway Safety Specialist, NJDHHS, mentioned that the "Operation 130 Safe Passage" program, a multi-jurisdictional enforcement effort in Burlington County along Route 130, went into effect on May 13th. This effort entails local and county law enforcement agencies who are working collectively to make the busy Route 130 corridor safer for pedestrians. Results, so far, indicate improved safety conditions for motorists and pedestrians. A private web app was developed to identify where police are located along the corridor for motorists, showing that it has captured attention.
- The RSTF helps share information about events, especially enforcement, so all RSTF members were encouraged to share and distribute information.

3. Legislative Update

New Jersey:

- There is new legislation (S-2531) proposed to establish a mileage-based fee on passenger vehicles and to exempt passenger vehicles from the motor fuels tax. AAA Mid-Atlantic is closely monitoring this legislation.
- The New Jersey Right to Repair bill (A-352) is moving along in the legislature. While computers have made vehicles more reliable and efficient, they have also become more complicated to diagnose and repair, which often forces consumers to get their vehicles repaired by a manufacturer's car dealer. This legislation would allow all repair shops to buy, at a fair price, the same data (i.e. codes) the manufacturers give to their car dealers to diagnose, service, or maintain vehicles. This would allow consumers the freedom to decide whether to use a local mechanic or dealership. Massachusetts recently passed similar legislation.

Pennsylvania:

- In Pennsylvania, SB-1 passed in the Senate. It will provide 2.5 billion dollars in transportation funding. This bill was later removed from the table by the Assembly and a transportation funding bill has not been passed as of the end of August.

4. Emphasis Area Focus – SUSTAIN SAFE SENIOR MOBILITY

Kevin Murphy, Principal Planner, DVRPC, provided a quick review of the *DVRPC Transportation Safety Action Plan* and its components, including analysis and priority strategies for the Sustain Safe Senior Mobility emphasis area. The main points presented were:

- According to the American Association of State Highway Transportation Officials (AASHTO), in the U.S. in 2009, seniors made up 16 percent of all traffic fatalities, and 8 percent of all people injured.
- In the DVRPC region, seniors represent 16 percent of the total population.
- Mobility alternatives are a key safety consideration for seniors.
- Drivers over 65 years of age were involved in crashes that led to 18 percent of traffic fatalities per year in the Delaware Valley, on average, from 2008 to 2010.

Larry Bucci, Traffic Safety Engineer, PennDOT District 6, shared senior driver crash data information from a recent five-year analysis (2007 – 2011). Below are main points from his presentation:

- Approximately 16 percent of Pennsylvania's 8.7 million licensed drivers are 65 and older.
- Traffic safety measures implemented to accommodate older drivers benefit everyone.
- The older driver population continues to climb statewide. Nearly 26 percent of drivers over the age of 65 reside in the five-county southeastern Pennsylvania area.
- The most common types of crashes involving seniors include the following: angle, rear-end, hit-fixed-object, and head on.
- The majority of seniors do not drive at night. Nearly 81 percent of crashes occurred between 8:00 AM and 6:00 PM.
- Improper turning, affected by physical condition, driving too fast for conditions, and making left-turns were common driver actions that contributed to senior driver crashes.

Jeffrey Booker, Manager of Community Outreach, New Jersey Motor Vehicle Commission (NJMVC), shared information on the commission's Wisdom Behind the Wheels Program (WBWP). Below are highlights from his presentation:

- The WBWP started in July 2012.
- This statewide program assists senior drivers in extending their mobility. The intent of this program is not to take away their driving privileges.
- Nearly 20 percent of New Jersey's driving population is over the age of 65.
- One important aspect of the program is having optometrists on board to discuss the importance of vision care. Visiting an eye doctor on a regular basis helps seniors identify issues early, which helps them to prolong their driving privileges.
- Other partners in the program include AAA, NJDHTS, and NJDOT.
- The WBWP offer advice to help seniors remain visible to drivers while walking. These tips include to wear bright or reflective clothing and to remain alert while navigating through parking lots. Seniors are also encouraged to wear seatbelts, to drive locally, and to avoid driving in rush hour traffic.
- This program has been presented to several community and senior centers from around the state.
- Seniors have been receptive to the program's messaging.
- To find out more information about the WBWP contact the MVC Speaker's Bureau at (609) 984-3605 or via email at MVC.Speakers@dot.state.nj.us.

Additional Comments:

- If someone is concerned about a senior family member's driving capability, information is available online at www.state.nj.us/mvc/.
- The New Jersey Medical Review Board can make recommendations to suspend someone's driving privileges; however NJMVC makes the final decision.
- Under MAP-21, which is the federal legislation package for transportation, there is a clause that requires states to review crash data (fatalities and injuries) that involve seniors. If the data indicates an increase in senior involved crashes, the state must apply federal highway guidance on design standards particularly with seniors in mind. This may include enhanced signage, increased roadway widths, and striping.
- NJDOT and PennDOT have adopted clear view font type to make traffic signs more visible.

Tracy Noble, Public Affairs Specialist, AAA Mid-Atlantic and Ms. Robinson, shared information on their agency's senior driving programs. Below are main points from their presentation:

- AAA has a clearinghouse of information available for senior drivers. This information is located on the www.AAA.com/SeniorDriving website. On this website seniors can:
 - Evaluate current driving ability and easily access tools and relevant information resources;
 - Find out how their vision, hearing, reaction time, mind, fitness, and medications affect their driving ability;
 - Locate a Car Fit program event in their area to get their vehicles adjusted to fit their physical needs; and
 - Take a senior driver safety course online or find a classroom course, and qualify for potential insurance discounts.
- Surveys show that seniors want to keep their skills up to be better drivers.
- In Pennsylvania, the senior driver course and insurance discount are applicable for seniors who are 55 and older. In New Jersey this course is not age specific.
- The Car Fit program was developed in cooperation with AARP. This program goes out into the community to ensure that seniors are properly fitted in their vehicles. An occupational therapist is on hand to identify any underlying issues that may require additional medical attention. A technician will identify car issues that drivers aren't aware of. Often time, seniors don't realize that there are minor alterations that can be made to help them drive more comfortably. Appointments are scheduled primarily in the spring and fall and take about 15 minutes.
- The Roadwise Rx program provides drug interaction information. Medication information can be entered in the system to determine any adverse interaction that drugs may have on driving capabilities such as drowsiness or dizziness. The results can be quite alarming.
- Ms. Marrero mentioned that seniors learned to drive with their hands in the 3 and 9 o'clock position of the steering wheel, which is not safe because of air bags; hands should be placed in the 4 and 8 o'clock position to lessen the risk of injury to their wrists.
- Warren Strumpfer, Safety Advocate, has utilized CVS.com, which has a similar program to Roadwise Rx.

5. Developing Action Items

Below are comments and action items generated from the discussion to sustain safe senior mobility. Members who volunteered will report back at future meetings on the action items. See the 2011 Tracking Safety Actions Table for list of volunteers.

Discussion

- Dennis Winters, Transportation Team Member, Clean Air Council, mentioned that the Pennsylvania Lottery helps fund SEPTA's free transit services offered to seniors (except on the Regional Rail Line). This effort is not widely promoted.

- Ryan McNary, Assistant Manager, Alcohol Highway Safety Program, PennDOT said that PennDOT is currently developing a brochure to promote transit options. This draft material is expected to be completed in the next 6 to 8 months. The state is also developing a statewide committee on mature drivers, which will include members from PennDOT, the departments of Health and Aging, and the Medical Advisory Board. Mr. McNary volunteered to share more information on this endeavor at the next meeting.
- Mr. Booker suggested reaching out to safety related trade organizations, which may include attending conferences or workshops. This could be an alternative approach to share safety information to a group of stakeholders all at once, as opposed to reaching out to them on an individual level.
- DVRPC staff volunteered to create a map with high senior populations, senior centers, and high crash locations to look for key senior safety locations.
- Chief Mark Schmidt, Upper Makefield Township Police Department, mentioned the challenges of living in a rural area where transit does not exist. He said that 22 percent of Upper Makefield Township's medical calls are generated from one senior housing community. He volunteered to share the above mentioned map created by DVRPC with the Bucks County Chief Association (42 agencies) and possibly coordinate with Montgomery County police agencies. Ray Rauanheimo, Montgomery County Volunteer Coordinator and MPO Representative, AARP Montgomery County, volunteered to partner with Chief Schmidt on this action item.
- Pat Ott, Managing Member, MBO Engineering, mentioned a previous NJDOT pilot Road Safety Audit (RSA) program targeted for seniors. Findings from the program were presented at local senior centers to get feedback. This effort helped to get low cost safety improvements implemented. Ms. Ott volunteered to share more information about this effort at the next meeting. Although this program was conducted 10 years ago, it could be used as a model if a county or TMA were interested. Plan4Safety could be used to help select applicable locations.
- Debby Schaaf, Senior Transportation Planner, Philadelphia City Planning Commission, volunteered to be a liaison between the RSTF and the City of Philadelphia's Complete Street's committee.
- Caroline Trueman, Safety Engineer, FHWA – New Jersey Division Office, explained how complete street projects are implemented in New Jersey. The state is constructing more sidewalks and other similarly scaled projects. NJDOT has developed a guide on how to implement local level projects. In Camden County, this is done through the TMAs to coordinate with the local municipalities.
- At the next meeting, DVRPC staff will share information on pedestrian crashes by age group to determine what the implications are for the aging population.
- Several people volunteered to share senior safety resources on various websites, particularly the Roadwise Rx program. Volunteers were from Greater Valley Forge TMA, Rutgers University – TSRC, NJDHTS, PennDOT, and DVRPC.
- Mr. Strumpfer volunteered to share senior safety information with his local community.
- Suzanne Kubiak, Health Educator, Public Health Management Corporation (PHMC), and Mr. Winters volunteered to develop a toolbox of senior safety resources with links for agencies. This tool could be a 2 or 3 page document and be available online. A toolbox may be helpful to increase the awareness of options available to seniors, particularly in Delaware County, where there is a growing senior population.
- It is important to communicate with the medical community on senior safety. Each county has their own medical society. A representative from the Insurance Institute of Highway Safety (IIHS) gave a presentation at a previous RSTF meeting. DVRPC staff will coordinate with someone at IIHS to perhaps present at a future meeting.
- Reaching out to senior centers or senior expos is an ideal way to report related safety information because nearly half the seniors do not use computers. This is an ongoing activity with AAA Mid-Atlantic.

- Pennsylvania is the only state in the tri-state area that doesn't have the Silver Alert program, which is an amber alert system for seniors. However, they are taking a program of this nature under consideration. Mr. McNary shared information about the progress the state has made in adopting such a program. The RSTF could endorse this effort with a letter of support.

6. Follow-up from March 2013 Meeting

- The March 7, 2013 meeting highlights were approved.
- *PennDOT and NJDOT Quarterly Crash Trends Update:*
 - In Pennsylvania, the monthly crash average for the first four months in 2013 was lower than the five-year monthly average (2008 to 2012). Between January and May 2012, there was an average of 18 fatalities per month, compared to 21 fatalities in the five-year average.
 - In New Jersey, the 2012 monthly crash average was lower than the five-year crash average and the 2012 fatality monthly average was also lower than the five-year fatality average.
- *Volunteer Updates from March 7, 2013 Meeting – Improve the Design and Operation of Intersections:*
 - Mr. Winters and Mr. Murphy gave an update on the toolbox that was developed to house a range of available safety improvement treatments for unsignalized and signalized intersections. Mr. Murphy demonstrated to the group how the tool worked on the DVRPC website. www.dvrpc.org/Transportation/Safety/Toolbox.htm
 - Ms. Ott shared an update on responses to the draft aggressive driving and run-off- road (ROR) letters that the RSTF sent to the New Jersey Statewide Traffic Records Coordinating Committee (STRCC).
 - *Aggressive driving letter:* The issue in the letter pertained to the state adopting a clear definition for aggressive driving. Ms. Ott stated that aggressive driving is a difficult issue to tackle and there are different opinions on how to properly define the term. Adopting a definition of aggressive driving will remain on the radar, however, for the time being, the STRCC has agreed to table the issue to a future meeting.
 - *ROR letter:* The issue in the letter related to coding ROR crashes on the NJ TR-1 form. Ms. Ott reported that NJDOT is working with the Police Traffic Officers Association (PTOA) to develop more guidance to officers on proper coding of ROR crashes. These changes will be included as part of the next update to the manual and TR-1 form.
 - Ms. Ott also provided information on development of the STRCC strategic plan. They are in middle of surveying data owners and users of the state's traffic records. The survey identifies current needs and solutions to help prioritize projects. This effort is expected to be completed by the end of the calendar year. Ms. Ott offered to email the survey to interested members.
- *Volunteer Updates from October 4, 2012 Meeting – Curb Aggressive Driving*
 - Sarah Oaks, Principal Planner, DVRPC, mentioned that there will be a working lunch after the main meeting to continue the discussion on moving forward with completing the aggressive driving brochure and other related materials. The purpose is to better inform prosecutors of the danger of excessive plea bargaining of aggressive driving citations.

7. Member Updates and Open Forum

- DVRPC completed 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. This information is also available as a web application on the DVRPC Safety webpage. www.dvrpc.org/webmaps/CountyCrash/

Attendees:

Bartels, Stacy	Delaware Valley Regional Planning Commission
Beans, Bill	MBO Engineering LLC
Booker, Jeff	New Jersey Motor Vehicle Commission
Bucci, Larry	Pennsylvania Department of Transportation – District 6
Buerk, Jesse	Delaware Valley Regional Planning Commission
Chelius, Tim	South Jersey Transportation Planning Organization
Felts, Alex	Greater Valley Forge TMA
Hansen, Janet	Rutgers University – TSRC
Kubiak, Suzanne	Public Health Management Corporation
MacCarrigan, Lisa	Delaware Valley Regional Planning Commission
Marrero, Violet	New Jersey Division of Highway Traffic Safety
Merritt, Darrell	Pennsylvania Department of Transportation
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 – New Jersey Office
Oaks, Sarah	Delaware Valley Regional Planning Commission
Ott, Pat	MBO Engineering LLC
Philbin, Officer James	Cherry Hill Township Police Department
Rauanheimo, Ray	AARP – Montgomery County
Reeve, Ray	New Jersey Division of Highway Traffic Safety
Robinson, Jenny	AAA Mid-Atlantic – Philadelphia Office
Schaaf, Debby	Philadelphia City Planning Commission
Schmidt, Chief Mark	Upper Makefield Township Police Department
Shaw, Brandon	TMA Bucks
Simon, Richard	National Highway Traffic Safety Administration – Region 2
Strumpfer, Warren	Citizen
Thomas, Carol	Burlington County Engineering Department
Trueman, Caroline	Federal Highway Administration – New Jersey
Tullio, Mike	Kean University
Ward, John	Delaware Valley Regional Planning Commission
Winters, Sgt. Amy	Cherry Hill Township Police Department
Winters, Dennis	Clean Air Council
Wise, Renee	Delaware Valley Regional Planning Commission

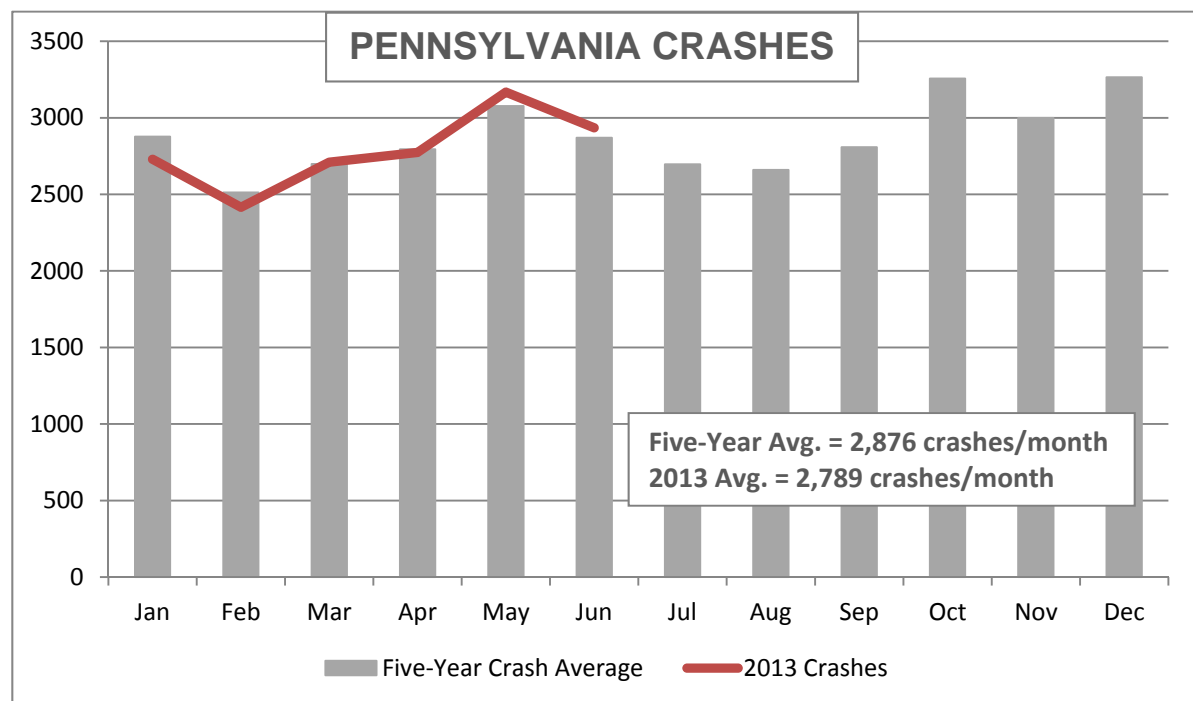
RSTF Measurements and Status Table

Green = Met goal Red = Needs attention

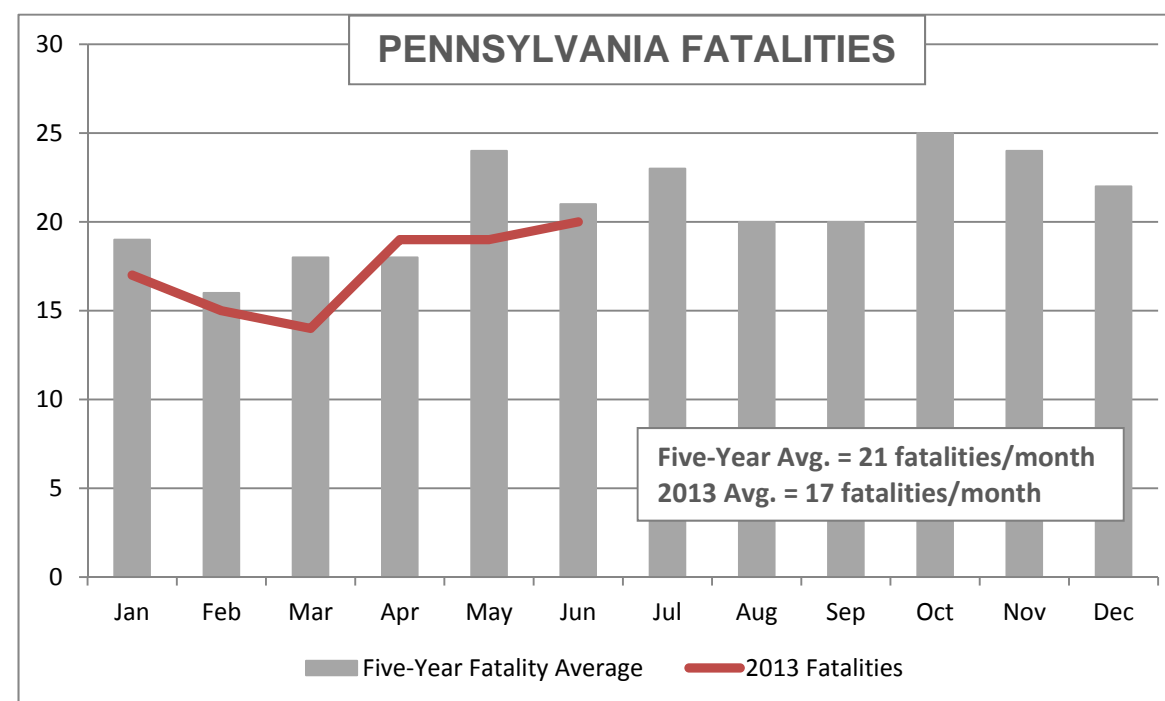
OBJECTIVES and MEASURES	November 29, 2011 Increase Seat Belt Usage	March 8, 2012 Pedestrian Safety	June 19, 2012 Reduce Impaired and Distracted Driving	October 4, 2012 Curb Aggressive Driving	December 4, 2012 Keep Vehicles on the Roadway and Minimize Consequences of Leaving the Roadway	March 7, 2013 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 = 34 ↓(-16) Avg. of last 4 meetings = 40
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 = 10 Enforcement = 2 Engineering = 4 Emg. Response = 0 Policy/Legislative = 4
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 = 7 Enforcement = 2 Engineering = 3 Emergency Response = 0 Policy/Legislative = 3
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	Did at least two agencies report on actions? YES – 3 agencies: Clean Air Council, 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	YES, Philadelphia City Planning Commission shared information with Phila. Complete Streets Committee and 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 conducted a before and after analysis of an effort to reduce congestion and improve safety for all modes between Broad and 23 rd Streets. A crash analysis, GPS, and blue tooth technology were used to identify key issues. Some of the improvements from this effort included dedicated parking for bikes, restriping and repaving that reduced travel time, limited truck delivery hours, a haven for delivery trucks to park (to eliminate double parking), and several operational strategies for SEPTA to consider.						

CRASH TRENDS IN 2012 and 2013

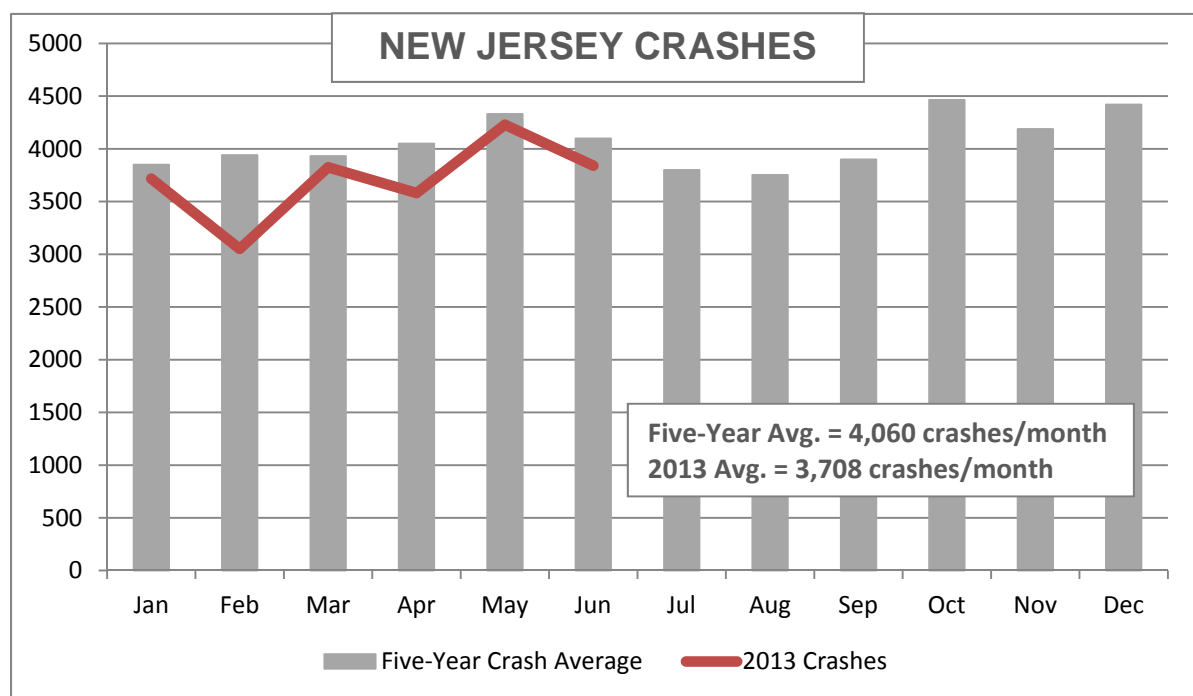
What do the preliminary crash data tell us about crash trends in 2012 and 2013? This page compares the preliminary number of crashes and fatalities per month in 2013 to the five-year average for that month (2008 – 2012). This data is for the five southeastern Pennsylvania counties and the four New Jersey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



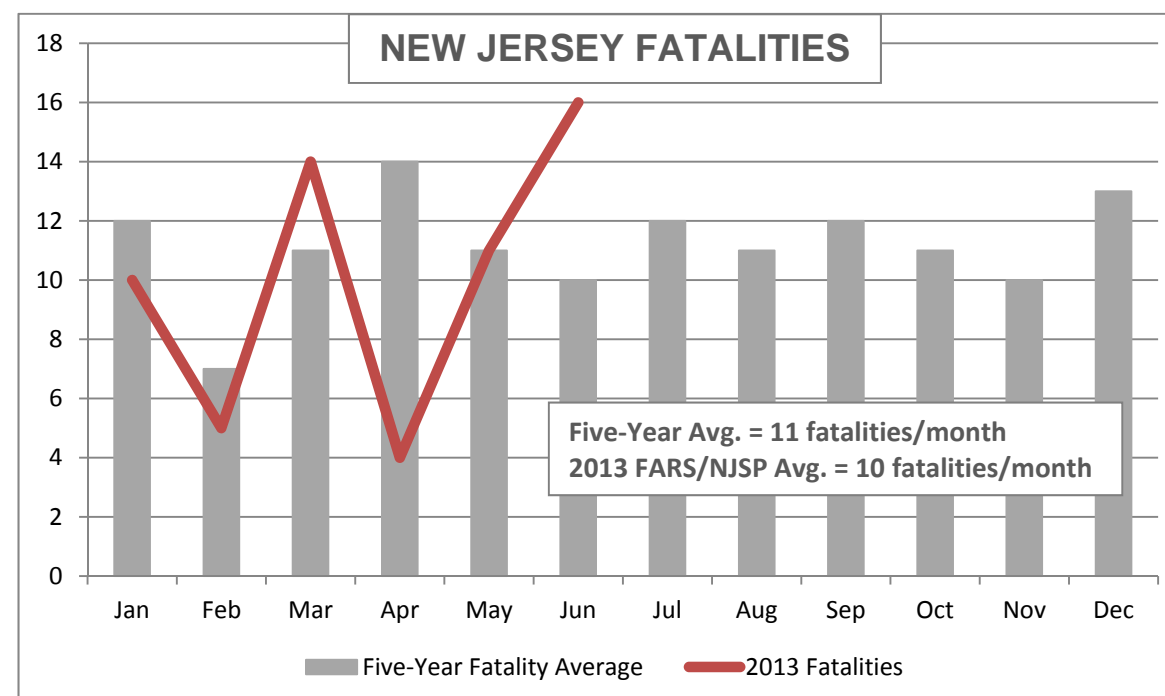
Source: PennDOT District 6



Source: Media Notification Database – News clippings, coroner, PSP, local police, etc.



Source: Plan4Safety/NJDOT



Source: NJSP/FARS

NOTES:

A.) This is preliminary data to provide advance information on trends.

B.) 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 September 24, 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.

SUSTAIN SAFE SENIOR MOBILITY (6/6/13)			
Volunteer Action Items	Lead Person or Agency	Timeframe to Report	Action Update
1. Share PennDOT's draft brochure on mobility alternatives for senior drivers.	<ul style="list-style-type: none"> • Ryan McNary (<i>PennDOT</i>) 	<ul style="list-style-type: none"> • 6 to 8 months 	<ul style="list-style-type: none"> • Not published to date; will share when available
2. Create a regional map of senior populations and high crash rates/locations.	<ul style="list-style-type: none"> • Ryan McNary (<i>PennDOT</i>) • DVRPC 	<ul style="list-style-type: none"> • 3 months (Sept. meeting) 	<ul style="list-style-type: none"> • In Process
3. Share map (action #2) with Bucks County Police Chief Association (42 agencies) and possibly coordinate with Montgomery County police agencies.	<ul style="list-style-type: none"> • Chief Mark Schmidt (<i>Upper Makefield Twp Police</i>) • Ray Rauanheimo (<i>AARP – Pennsylvania</i>) 	<ul style="list-style-type: none"> • 3 to 6 months 	<ul style="list-style-type: none"> • Chief Schmidt sent an email to 25 peers in Bucks and Montgomery Counties. He received 11 responses; however none of the municipalities responding keep such stats.
4. Share information on a previous NJDOT pilot Road Safety Audit (RSA) program targeted for seniors	<ul style="list-style-type: none"> • Pat Ott (<i>MBO Engineering, LLC</i>) 	<ul style="list-style-type: none"> • 3 months (Sept. meeting) 	<ul style="list-style-type: none"> • Reviewed Final report and will provide an overview at the RSTF
5.			
6. Share information on pedestrian crashes by age group to see what the implications are for the aging population.	<ul style="list-style-type: none"> • DVRPC 	<ul style="list-style-type: none"> • 3 months (Sept. meeting) 	<ul style="list-style-type: none"> • In Process
7. Share senior driver resources on agency websites (especially AAA Senior Driver website and Roadwise Rx program)	<ul style="list-style-type: none"> • Alex Felts (<i>GVFTMA</i>) • Janet Hansen (<i>Rutgers TSRC</i>) • Violet Marrero (<i>NJDHTS</i>) • Ryan McNary (<i>PennDOT</i>) • DVRPC 	<ul style="list-style-type: none"> • 3 months (Sept. meeting) 	<ul style="list-style-type: none"> • Information was placed on the GVFTMA website: www.gvftma.com/news
8. Share senior driver resources with senior and community groups. This is an ongoing effort by AAA Mid-Atlantic	<ul style="list-style-type: none"> • Jenny Robinson and Tracy Noble (<i>AAA Mid-Atlantic</i>) • Warren Strumpfer (<i>Citizen</i>) 	<ul style="list-style-type: none"> • 3 months (Sept. meeting) 	<ul style="list-style-type: none"> • Aug 13 AAA Press Release about National Senior Citizens Day. • Warren distributed articles to two local newsletters and sent information to his personal e-mail list.

SUSTAIN SAFE SENIOR MOBILITY (6/6/13) – continued

Volunteer Action Items	Lead Person or Agency	Timeframe to Report	Action Update
9. Share senior driver resources with county medical societies and insurance companies (especially AAA Senior Driver website and Roadwise Rx program)	<ul style="list-style-type: none"> • Jenny Robinson and Tracy Noble (<i>AAA Mid-Atlantic</i>) 	<ul style="list-style-type: none"> • 3 months (Sept. meeting) 	<ul style="list-style-type: none"> • Pending
10. Act as liaison between Philadelphia's Complete Streets committee and the RSTF to promote RSTF efforts	<ul style="list-style-type: none"> • Debby Schaaf (<i>Philadelphia City Planning Commission</i>) 	<ul style="list-style-type: none"> • 3 months (Sept. meeting) 	<ul style="list-style-type: none"> • Complete Streets checklist finalized in July. Regulations in process of being developed
11. Develop a toolbox (2 to 3 pages) available senior driver resources (especially AAA Senior Driver website and Roadwise Rx program)	<ul style="list-style-type: none"> • Suzanne Kubiak (<i>Public Health Management Corp</i>) • Dennis Winters (<i>Clean Air Council</i>) • DVRPC 	<ul style="list-style-type: none"> • 6 months 	<ul style="list-style-type: none"> • Will be underway shortly.
12. Share information on the progression of Pennsylvania adopting a "Silver Alert" program. The RSTF could endorse this effort with a letter of support	<ul style="list-style-type: none"> • Ryan McNary (<i>PennDOT</i>) 	<ul style="list-style-type: none"> • 6 months 	<ul style="list-style-type: none"> • Pending

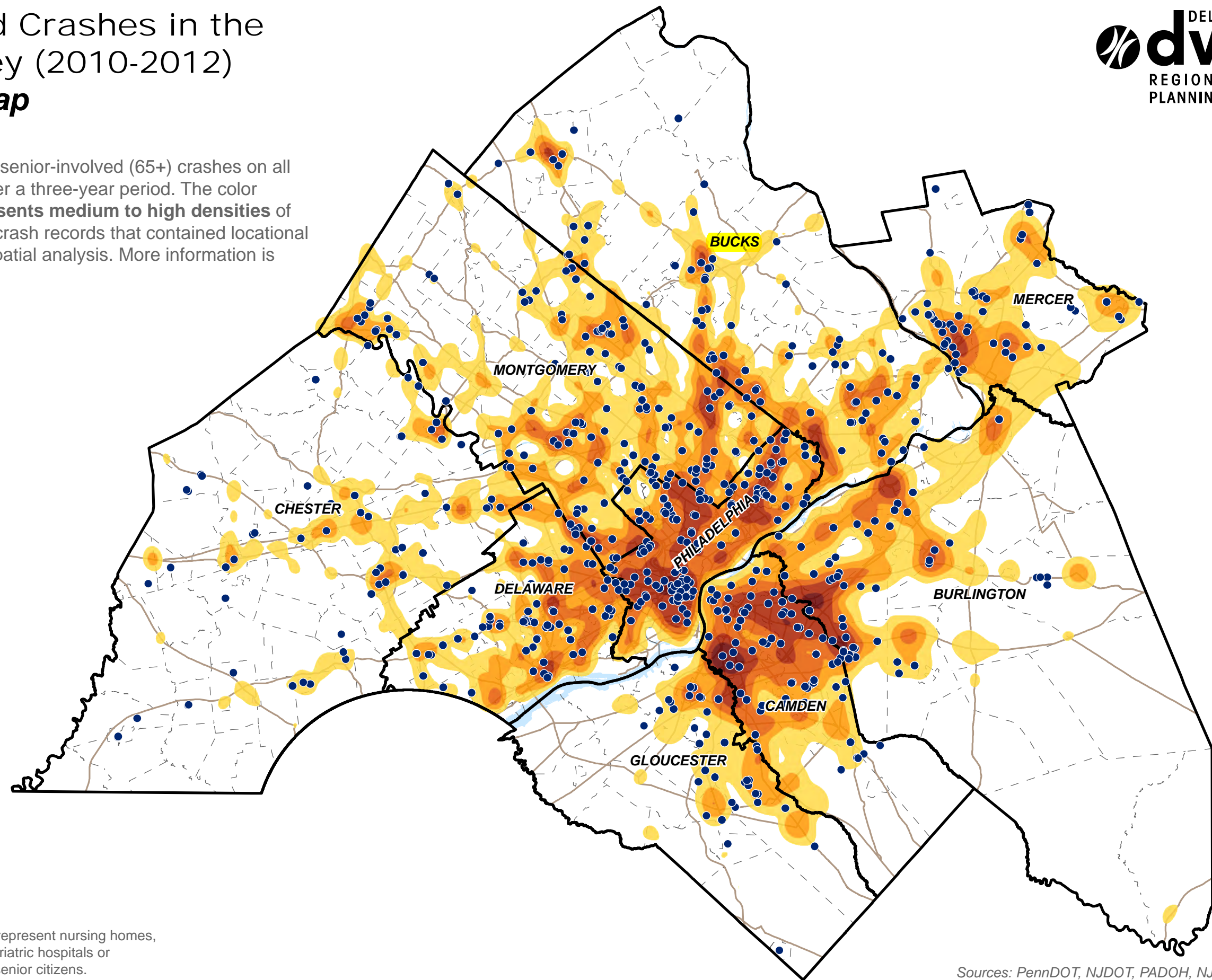
Senior-Involved Crashes in the Delaware Valley (2010-2012)

Crash Density Map



This map shows the density of senior-involved (65+) crashes on all roads in the DVRPC region over a three-year period. The color gradient of **light to dark** represents **medium to high densities** of senior-involved crashes. Only crash records that contained locational information were used in the spatial analysis. More information is available by request.

- County Boundary
 - Municipal Boundary
 - Phila. Planning Area
 - Major Roadways
 - Senior Facility or Related Place*
- Crash Density
-
- Med High



*Senior Facility or Related Place points represent nursing homes, senior citizen centers or associations, geriatric hospitals or specialists, and other locations serving senior citizens.

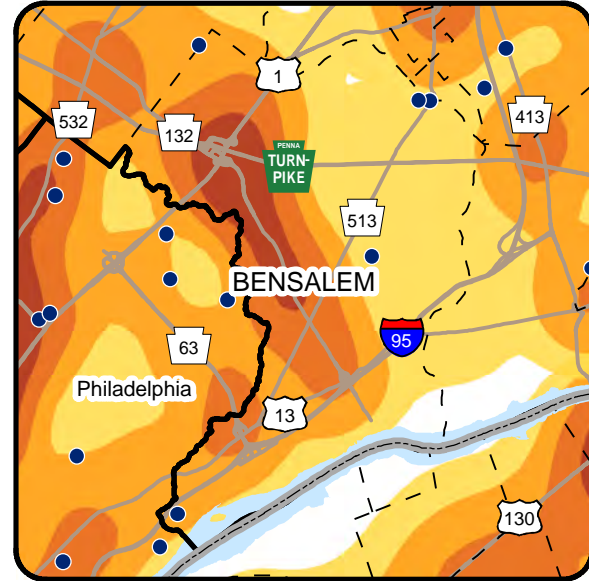
Senior-Involved Crashes in the Delaware Valley (2010-2012)

Areas where initial scan indicates a high number of senior-involved crashes and senior fatalities.
 Further data is available if your agency would like to investigate ways to improve safety in an area.



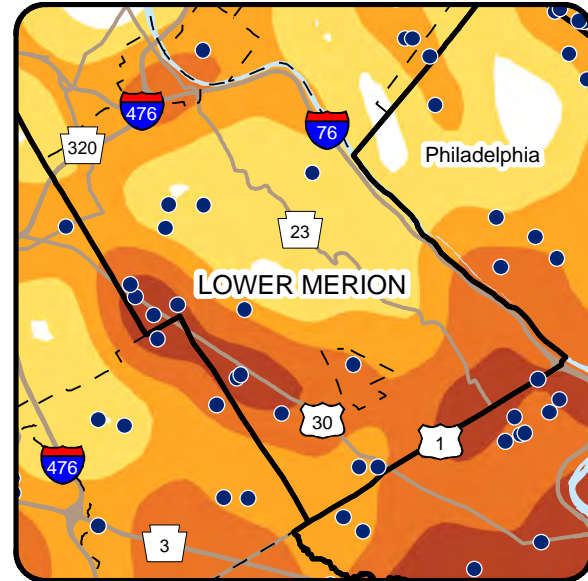
PENNSYLVANIA

Bucks County
Bensalem Township



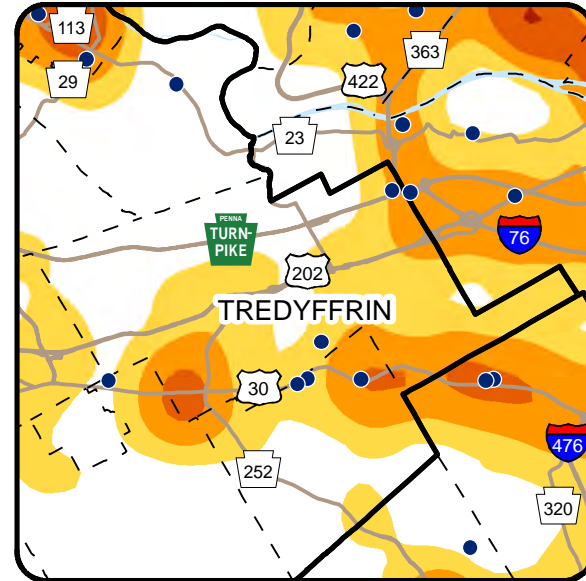
Senior-Involved Crashes: 408
Senior Fatalities: 3

Montgomery County
Lower Merion Township



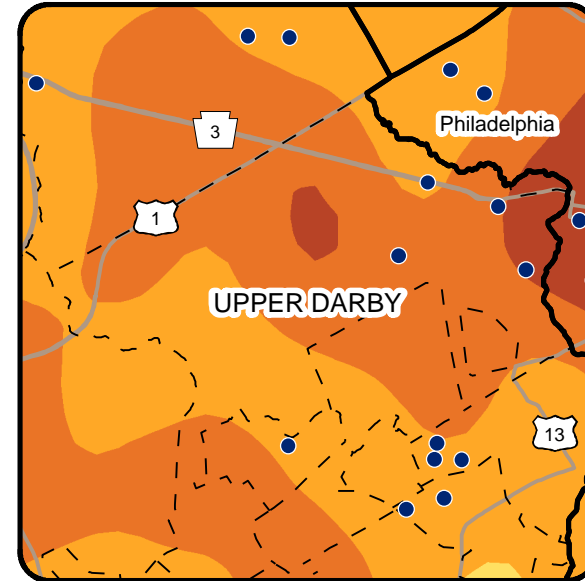
Senior-Involved Crashes: 495
Senior Fatalities: 1

Chester County
Tredyffrin Township



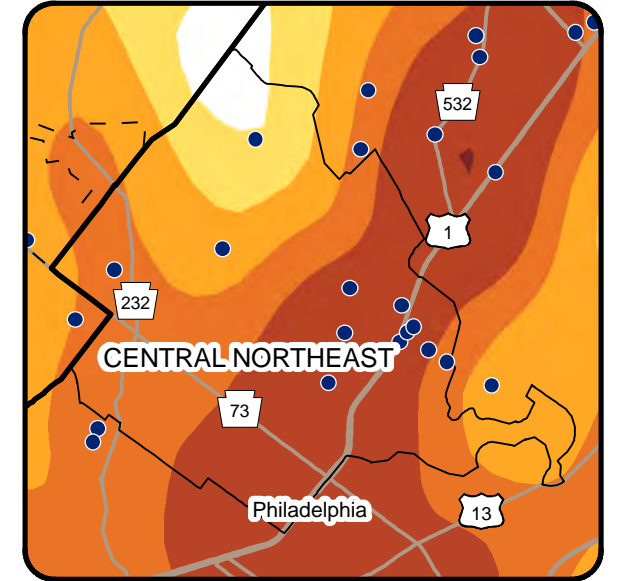
Senior-Involved Crashes: 154
Senior Fatalities: 0

Delaware County
Upper Darby Township



Senior-Involved Crashes: 232
Senior Fatalities: 2

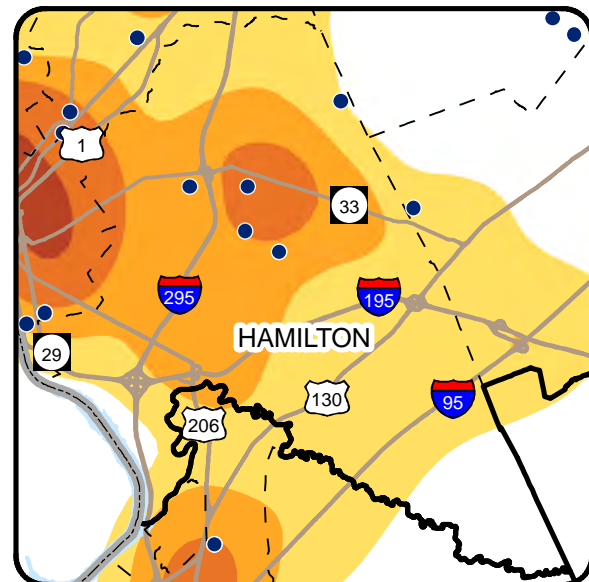
Philadelphia
Central Northeast



Senior-Involved Crashes: 243
Senior Fatalities: 6

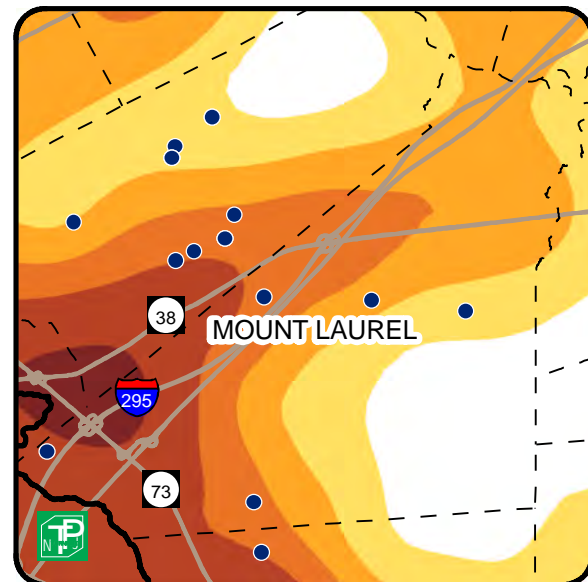
NEW JERSEY

Mercer County
Hamilton Township



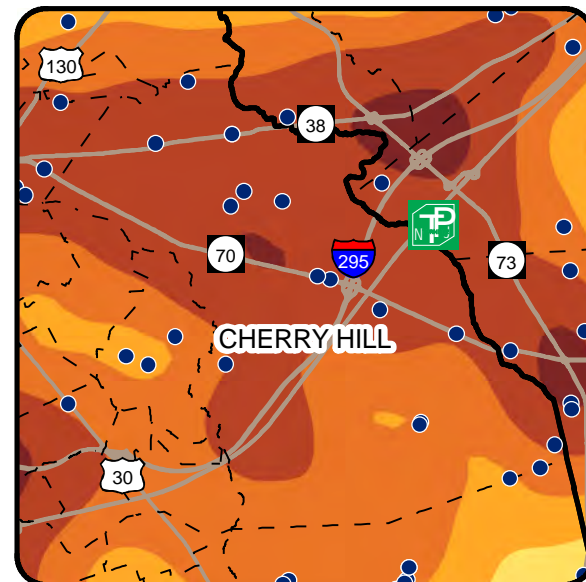
Senior-Involved Crashes: 1,670
Senior Fatalities: 3

Burlington County
Mount Laurel Township



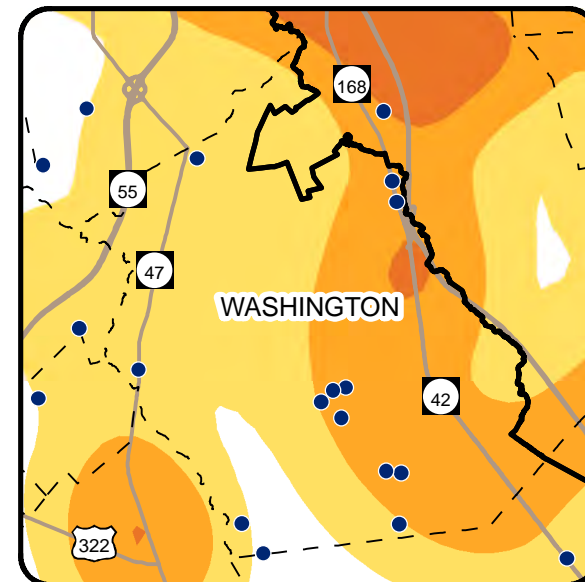
Senior-Involved Crashes: 706
Senior Fatalities: 4

Camden County
Cherry Hill Township

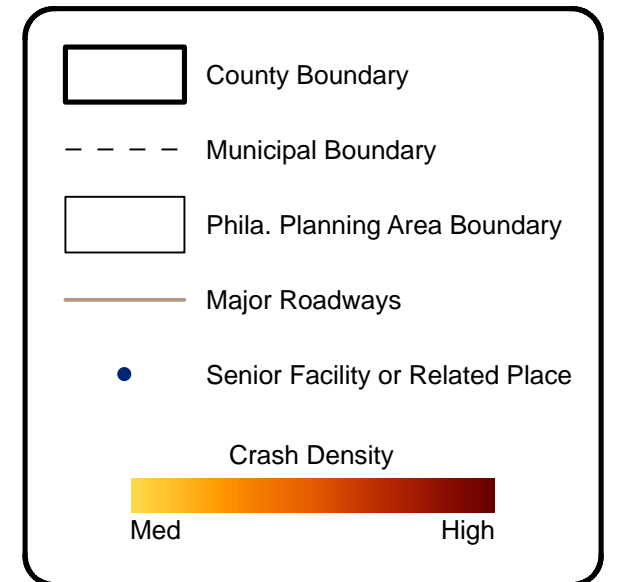


Senior-Involved Crashes: 1,735
Senior Fatalities: 10

Gloucester County
Washington Township



Senior-Involved Crashes: 708
Senior Fatalities: 4



Seniors Involvement in Pedestrian Crashes in the DVRPC Region

New Jersey

2010 - 2012	Total Ped Crashes	Pedestrians							
County	by Collision Type	Total Involved	66+ Involved	Total Killed	66+ Killed	Total Injured	66+ Injured	Total Unkn Ped Injuries	66+ Peds-Unkn Injuries
BURLINGTON	396	404	55	20	4	353	50	31	1
CAMDEN	816	853	67	30	9	762	56	61	2
GLOUCESTER	274	274	37	13	6	240	30	21	1
MERCER	632	605	58	21	6	502	43	82	9
totals	2118	2136	217	84	25	1857	179	195	13

In 2010 to 2012, people aged 66 and older were **30%** of all pedestrians killed, and **10%** of all peds injured in DVRPC's four NJ counties.

Pennsylvania

2010 - 2012	Total Ped Crashes	Pedestrians							
County	by Collision Type	Total Involved	66+ Involved	Total Killed	66+ Killed	Total Injured	66+ Injured	Total Injury/Unkn Sev	66+ Peds Injury/Unkn Sev
BUCKS	341	381	41	28	7	217	24	129	10
CHESTER	181	194	28	10	1	127	14	52	11
DELAWARE	542	617	68	18	8	319	29	273	30
MONTGOMERY	1202	701	86	26	6	354	34	306	43
PHILADELPHIA	5010	5435	473	94	14	3640	279	1638	170
totals	7276	7328	696	176	36	4657	380	2398	264

In 2010 to 2012, people aged 66 and older were **20%** of all pedestrians killed and **8%** of all peds injured in DVRPC's five PA counties.

Prosecutor's Guide: Reducing Aggressive Driving Fatalities

What are the Facts about Aggressive Driving Fatalities?

In 2011, transportation crashes killed more people in New Jersey than gun shots. (Source: FBI Uniform Crime Reports Table 20)

AND

Aggressive driving contributed to 37% of traffic fatalities statewide using the existing NJDOT definition. (New Jersey State Police Fatal Crash Statistics 2011 p. 20)

Characteristics of an aggressive driver include speeding, excessive lane changing, tailgating, and gesturing at other drivers. Excessive speed is the most common aggressive driving habit associated with traffic crashes (NJ DHTS: www.nj.gov/oag/hts/obey-or-pay.html)

19% of all traffic fatalities in 2011 had speeding as a primary contributing factor. (New Jersey State Police Fatal Crash Statistics 2011 p. 20)

49% of all crashes between 2004 and 2007 that were plea-bargained to zero-point violations had as contributing factors speeding or aggressive driving. (*Study of the Effects of Plea Bargaining Motor Vehicle Offenses*, FHWA-NJ-2009-018 Table 11)

Story 1

A mother and daughter were both killed when struck by a vehicle estimated to be travelling more than 75 MPH over the speed limit in 2013 in Merchantville (Camden County). The driver had many previous traffic violations. (nj.com, August 9, 2013) – Photo?

Unintended Consequences of Unsafe Driver Plea Bargaining

A driver may plea bargain a citation that would otherwise lead to points on his or her license to an “unsafe driver” charge that has zero points but a higher fine up to twice in a five-year period (NJ Statute 39:4-96). After that he or she may plea bargain citations to fewer points, with less ability to waive points each subsequent time. There are also other types of plea bargains. Plea bargaining is not a problem in most cases.

A habitual offender may try to game the system through plea bargains and voluntary classes to reduce points. This would reduce the likelihood of having to participate in a

mandatory Driver Improvement Program even though such countermeasures are effective. They can reduce crashes by 6.5%. (*Study of Recidivism Rates among Drivers Administratively Sanctioned by the New Jersey Motor Vehicle Commission*, FHWA-NJ 2009-019 Table 2).

Drivers subject to countermeasures declined by 36% from 1999-2009 after a change in New Jersey law regarding countermeasures. (FHWA-NJ 2009-19).

A new study found that relatively small changes to the New Jersey points system could significantly reduce future tickets and improve safety. It also further confirmed the results of previous studies that the existing countermeasures are effective. (*Review of NJ Point System*, FHWA-NJ-2013-004)

Options for Prosecutors

PROSECUTORS CAN HELP REDUCE VEHICULAR CRASH FATALITIES BY:

- Informing others of the consequences of allowing repeated plea bargaining, and the importance of instituting countermeasures when appropriate.
- Consulting with law enforcement and other court staff to identify drivers and situations where countermeasures, rather than plea bargaining, might be more effective in reducing future tickets and crashes.
- Providing information that defendants with traffic citations may want to contact their insurance carriers about leniency or forgiveness programs as an alternative to plea bargaining in order to save money while also increasing safety. This would need to be provided in advance of meeting with prosecutors.
- Keeping aware of current statistics regarding aggressive driving crashes and percentage of repeat offenders plea bargaining away points for aggressive driving. Sources of data include the New Jersey Department of Transportation (www.state.nj.us/transportation/refdata/accident) and New Jersey State Police (www.njsp.org/info/fatalacc/index.html). For a comparison of plea bargaining rates by county to statewide averages see FHWA-NJ-2009-018 Table 7.
- When time permits, pulling the abstract of anyone requesting the option to plea bargain to determine whether a plea bargain is appropriate as recommended by the Administrative Office of the Courts.

Story 2

A female in the military was killed in 2013 in Monroe Township (Gloucester County) by a drunk driver with multiple, varied moving violations which had been downgraded to non-moving violations, with the result that the driver's license had not been suspended.

Story 3?

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References

[Add]

Compiled at the request of the Delaware Valley Regional Safety Task Force by staff at Delaware Valley Regional Planning Commission (DVRPC). Views expressed in this document do not necessarily represent views of DVRPC Board member agencies.

Version: Proscutorial Outreach Draft Text Sept 18.docx

DRAFT

The Bigger Picture on Safety: An update on crash trends, performance measures and Federal legislation

Richard Simon, Deputy Regional Administrator
NHTSA Region 2
September 24, 2013



Outline

- Overview of 2011 Motor Vehicle Crash Facts
- MAP-21 – what's new?
- Establishing performance measures

Overall Motor Vehicle Crash Facts

2011 Fatalities and Fatality Rate

- Fatalities
 - 32,367 fatalities in 2011
 - Lowest number of fatalities since 1949
 - 10-year change → from 43,005 in 2002 (25% ↓)
 - 5-year change → from 41,259 in 2007 (22% ↓)
- Fatality Rate
 - 1.10 fatalities per 100M VMT
 - Down from 1.11 in 2010
 - 10-year change → from 1.51 in 2002 (27% ↓)
 - 5-year change → from 1.36 in 2007 (19% ↓)

Fatalities by Person Type

Description	2010	2011	Change	% Change
Total*	32,999	32,367	-632	-1.9%
Occupants and Motorcyclists Killed				
Passenger Vehicles	22,273	21,253	-1,020	-4.6%
Passenger Cars	12,491	11,981	-510	-4.1%
Light Trucks	9,782	9,272	-510	-5.2%
Large Trucks	530	635	+105	+20%
Motorcycles	4,518	4,612	+94	+2.1%
Non-occupants Killed				
Pedestrians	4,302	4,432	+130	+3.0%
Pedalcyclists	623	677	+54	+8.7%
Other/Unknown	185	198	+13	---

Source: FARS 2010 [Final], 2011 Annual Report File [ARF]
 * Total includes occupants of buses and other/unknown vehicles not shown in table

People Injured and Injury Rate

- Injuries
 - 2,217,000 people injured in 2011
 - 10-year change → from 2,926,000 in 2002 (24% ↓)
 - 5-year change → from 2,491,000 in 2007 (11% ↓)
- Injury Rate
 - 76 injured people per 100M VMT
 - Up from 75 in 2010 (non-significant)
 - 10-year change → from 102 in 2002 (25% ↓)
 - 5-year change → from 82 in 2007 (7% ↓)

Injured People by Person Type

Description	2010	2011	Change	% Change
Total*	2,239,000	2,217,000	-22,000	-1.0%
Occupants and Motorcyclists Injured				
Passenger Vehicles	1,986,000	1,968,000	-18,000	-0.9%
Passenger Cars	1,253,000	1,240,000	-13,000	-1.0%
Light Trucks	733,000	728,000	-5,000	-0.7%
Large Trucks	20,000	23,000	+3,000	+15%
Motorcycles	82,000	81,000	-1,000	-1.2%
Non-occupants Injured				
Pedestrians	70,000	69,000	-1,000	-1.4%
Pedalcyclists	52,000	48,000	-4,000	-7.7%
Other/Unknown	8,000	9,000	+1,000	---

Source: NASS GES 2010, 2011 Annual Files
 * Total includes occupants of buses and other/unknown vehicles not shown in table

Early Estimates, Jan – Sep '12

- Each of first three quarters of 2012 are higher than respective quarter of last year
- Estimate of 25,580 people died in first 9 months of 2012, a 7.1% increase over the first 9 months of 2011
- Fatality rate for first 9 months of 2012 is estimated at 1.16 compared to 1.09 for first 9 months of 2011

MAP-21 – What has changed?

MAP-21: Greater emphasis on ...

- **Data**, and as a result ...
- **Performance measures**, and as a result ...
- **Performance**, and as a result ...
- **Accountability**

Examples:

- **Data-driven** enforcement plans
- Coordinated **performance measures**
- **Performance-based** criteria for incentive grants
- **Fewer options, more restrictions** for low-performing states

NHTSA resources for data

The screenshot displays the NHTSA website interface. At the top, the NHTSA logo is visible on the left, and a search bar with a 'SUBSCRIBE' button is on the right. Below the logo, the navigation menu includes 'DRIVING SAFETY', 'VEHICLE SAFETY', 'RESEARCH', 'DATA', 'LAWS & REGULATIONS', and 'ABOUT NHTSA'. The 'DATA' link is circled in red. The main content area features a large banner for 'Sign Up Now to Get Email Recall Alerts For Your Vehicles' with a background image of a hand holding a smartphone. To the right of the banner is a 'Stay Connected' section with social media icons for Facebook, Twitter, and YouTube. Below this is a 'REPORT A VEHICLE OR CHILD SEAT DEFECT' section with a search button. Further down is a 'Child Seat Inspection Station Locator' section with a search button. At the bottom, there is a 'KEY ISSUES' section with a grid of icons for 'Connected Vehicles', 'Distracted Driving', 'Click It or Ticket', 'Drunk Driving', 'Fuel Economy / CAFE', 'Child Safety', '5-Star Crash Ratings', and 'Teen Driving'. A 'Latest News' section is also visible at the bottom right.

Traffic Safety Fact Sheets

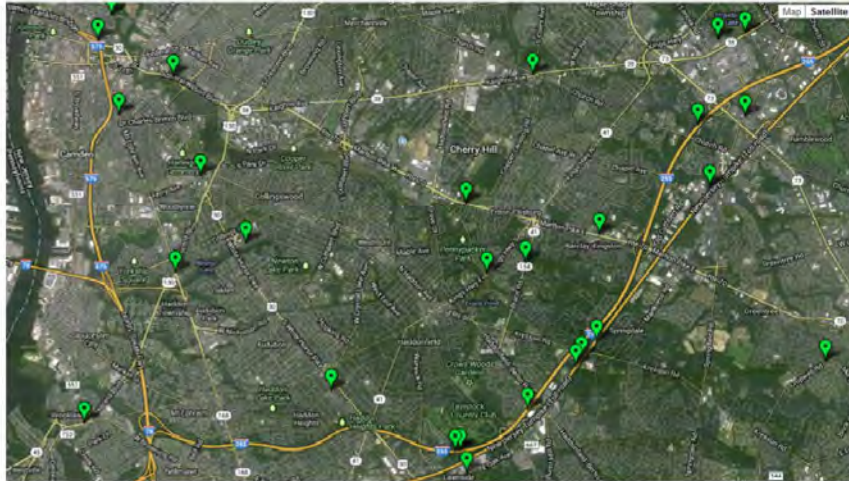
- Overview
- Alcohol-Impaired Driving
- Occupant Protection
- Speeding-Related
- Motorcycles
- Large Trucks
- Pedestrians
- Pedalcyclists
- Older Population
- Young Driver
- Children
- ... and more!



STSI Overview (State Traffic Safety Information)

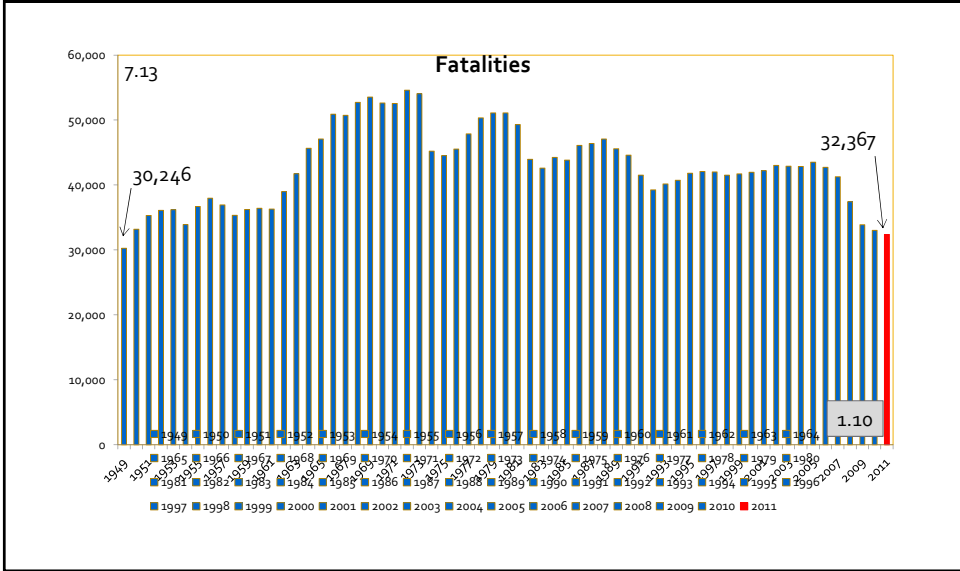
- FARS Data
 - Years of Data
 - State level
 - County Level
 - Counts
 - Rates (per population and VMT)
- Color Coded Maps for Comparing Counties
- Google Crash Location in Maps

Camden County, NJ

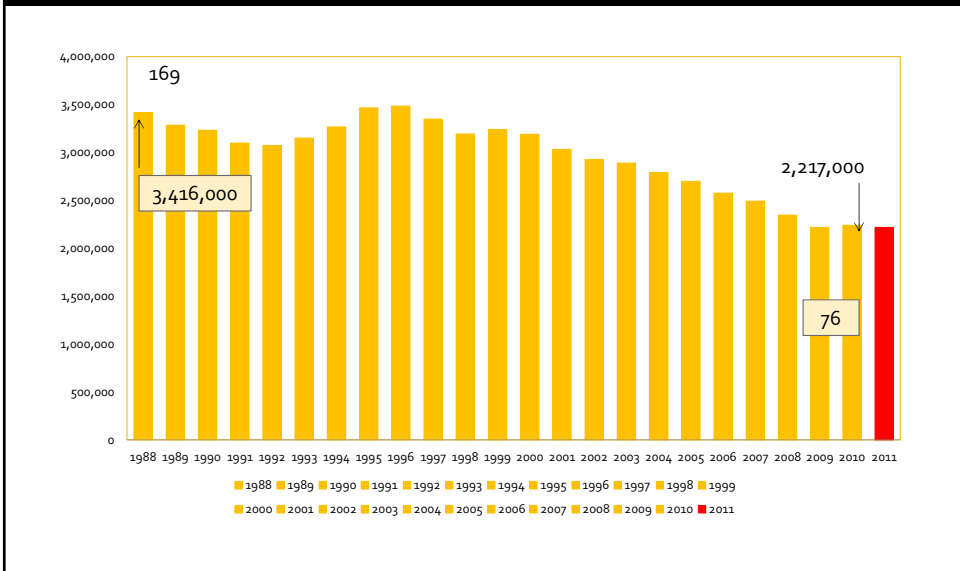


Performance measures: Art vs. Science

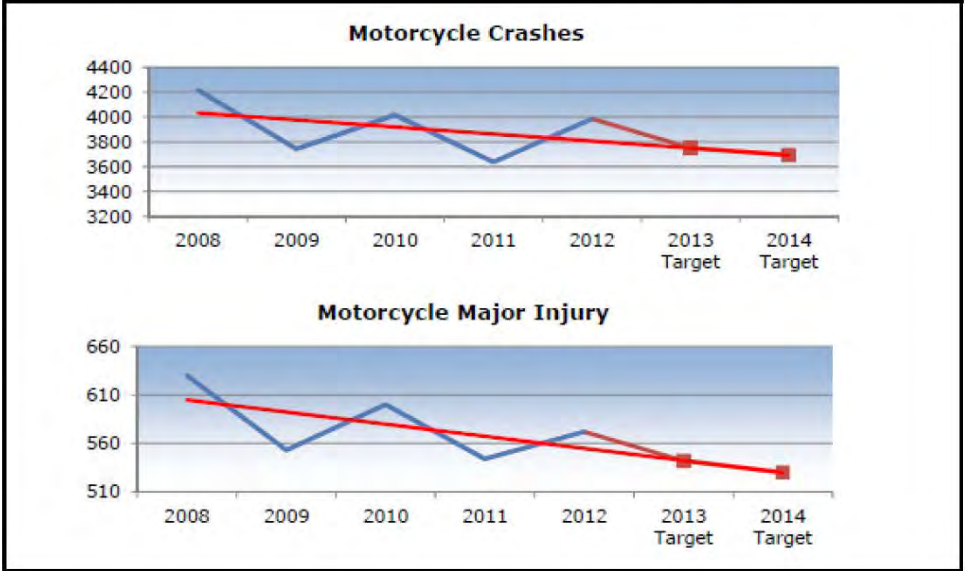
Fatalities Trend



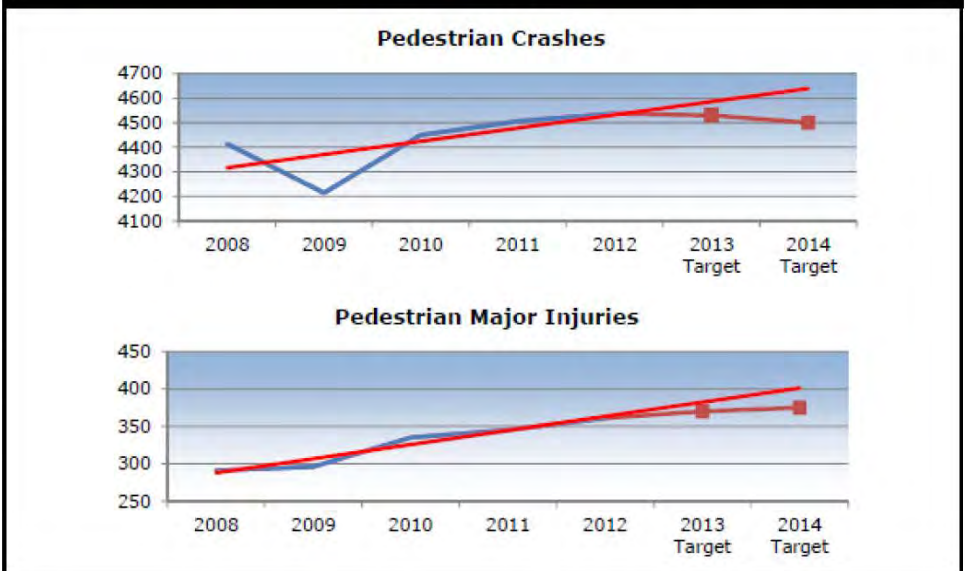
Injured People Trend



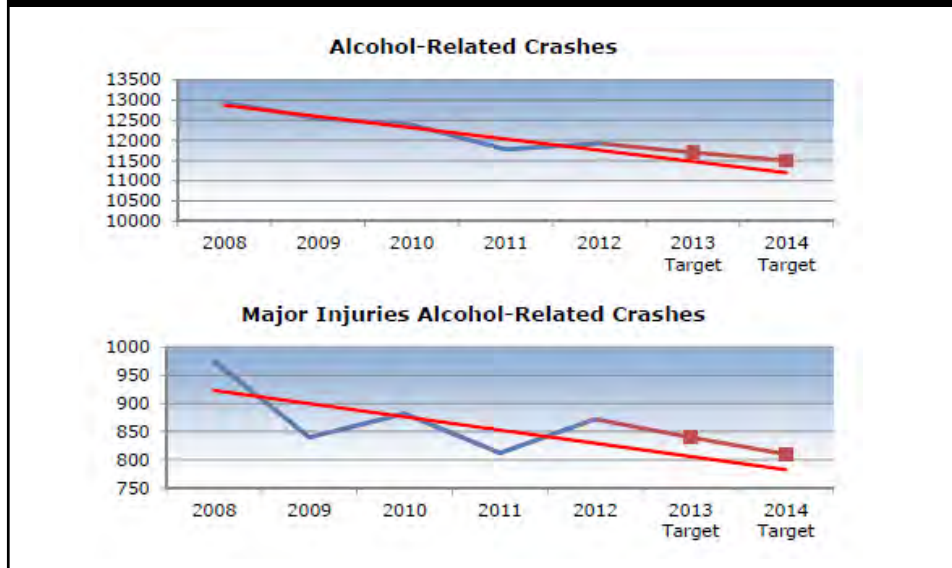
Trends and Targets: Motorcyclists



Trends and Targets: Pedestrians



Trends and targets: Alcohol fatalities



For more information ...

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 NHTSA Region 2
 914-682-6162
richard.simon@dot.gov



©dvrpc REGIONAL SAFETY TASK FORCE

How Far Have We Come?

Learning From the Past Performance of the RSTF

September 24, 2013 RSTF Meeting

Performance Measures

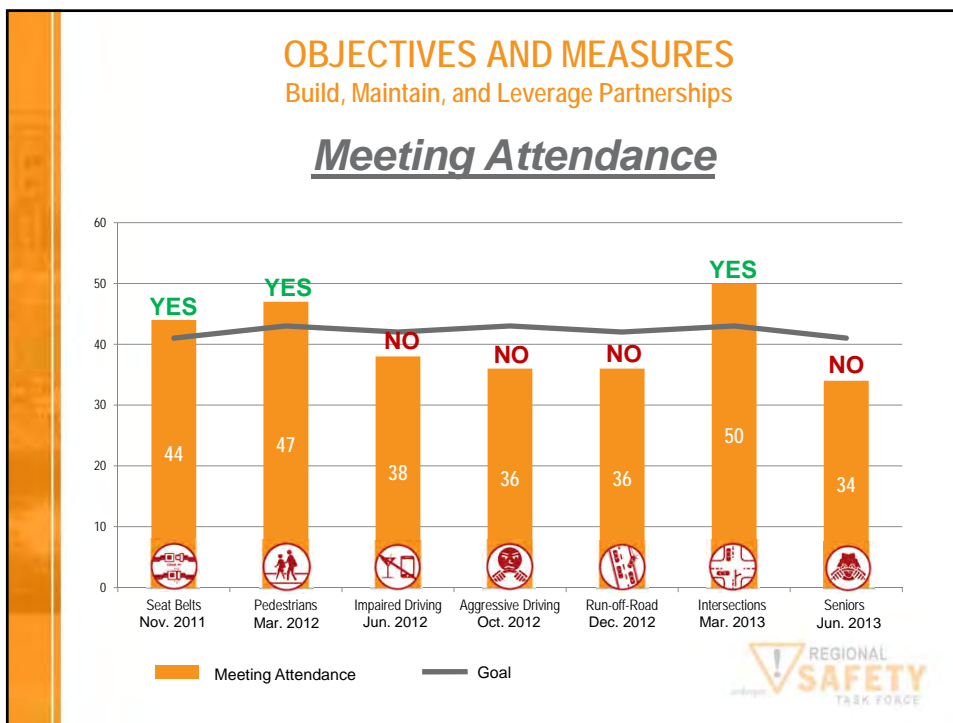
- Performance measures (PM) improve our products and services. PMs are associated with a goal or an objective and let us know:
 - How well we are doing,
 - If we are meeting our goal(s), and
 - How to improve.

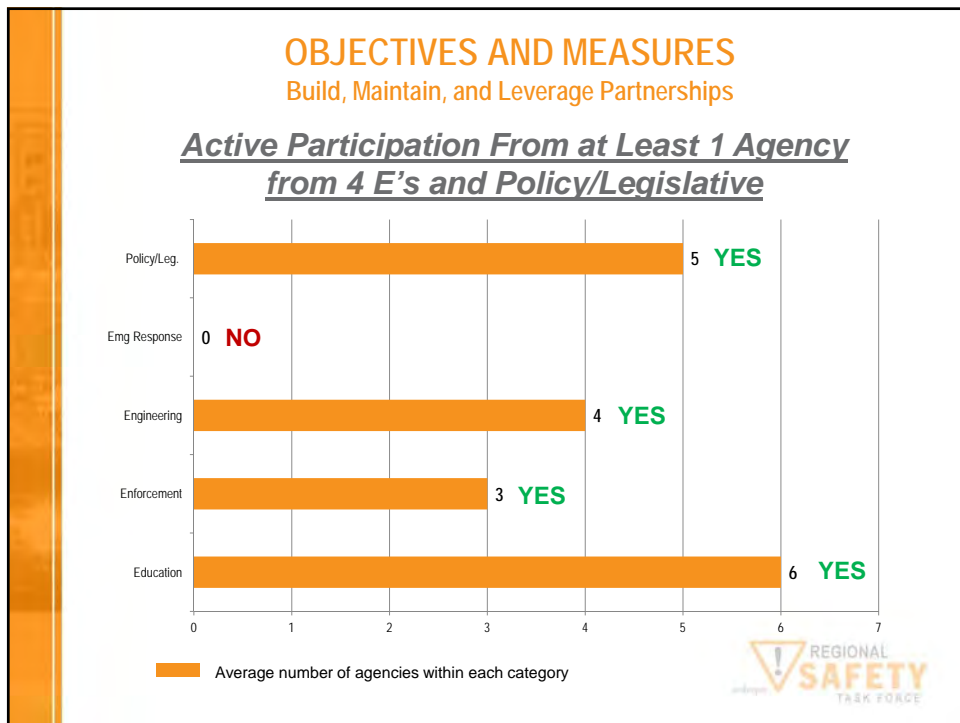
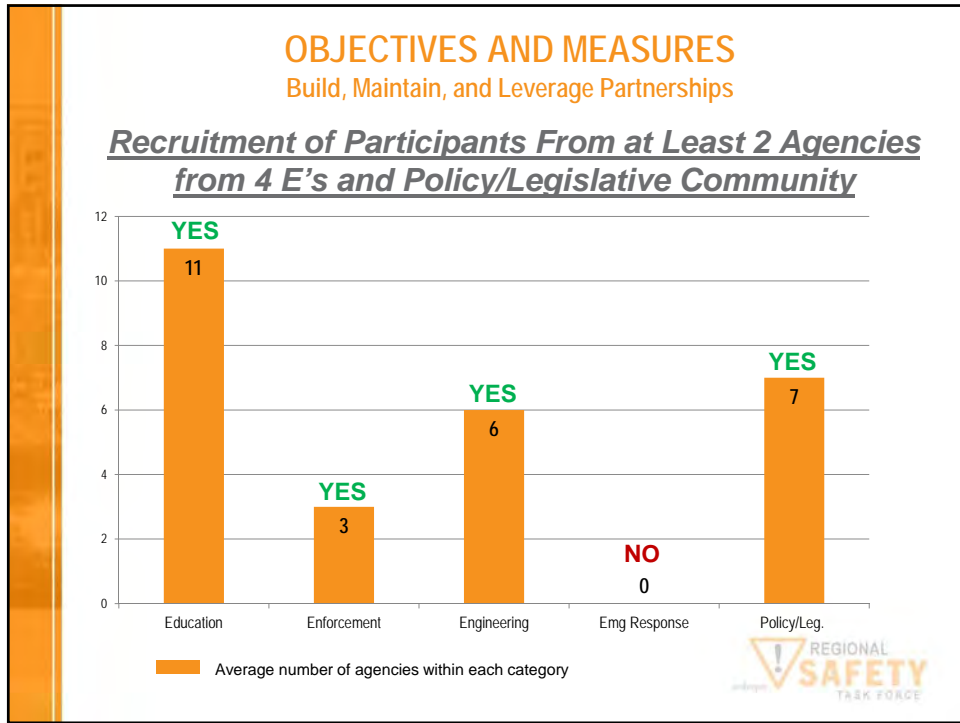


RSTF Measurements and Status Table

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 Disruptive Driving	October 4, 2012 Curb Aggressive Driving	December 4, 2012 Seek Venues and the Review and Monitor Commitments of Lawful Use Partners	March 7, 2013 Increase the Cycling and Bicycling of Transportation	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 = 41 (+1) ↑ Avg. of last 4 meetings = 40	Attendance = 42 (+1) ↑	Attendance = 38 (-1) ↓ (Not at the meeting in Cherry Hill) 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) ↑	Attendance = 34 (-16) ↓ Avg. of last 4 meetings = 40
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 Emergency Response = 0 Policy/Legislative = 7	Education = 11 Enforcement = 4 Engineering = 9 Emergency Response = 0 Policy/Legislative = 9	Education = 10 Enforcement = 4 Engineering = 4 Emergency Response = 0 Policy/Legislative = 8	Education = 12 Enforcement = 4 Engineering = 4 Emergency Response = 0 Policy/Legislative = 5	Education = 9 Enforcement = 3 Engineering = 6 Emergency Response = 0 Policy/Legislative = 8	Education = 8 Enforcement = 5 Engineering = 7 Emergency Response = 1 Policy/Legislative = 7	Education = 10 Enforcement = 2 Engineering = 4 Emergency Response = 0 Policy/Legislative = 4
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 = 2 Engineering = 2 Emergency Response = 0 Policy/Legislative = 7	Education = 9 Enforcement = 3 Engineering = 4 Emergency Response = 0 Policy/Legislative = 5	Education = 4 Enforcement = 2 Engineering = 5 Emergency Response = 0 Policy/Legislative = 6	Education = 4 Enforcement = 4 Engineering = 4 Emergency Response = 0 Policy/Legislative = 5	Education = 7 Enforcement = 2 Engineering = 3 Emergency Response = 0 Policy/Legislative = 3
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 double 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: NDOT, Chester Co. Highway Safety, Delaware Co. TMA, and Sussex Co. TMA	Did at least two agencies report on actions? YES - 3 agencies: Rutgers Univ., CAT, 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 others	Did at least two agencies report on actions? YES - 4 agencies: PA District Attorney's Association, MBO Engineering LLC, Rutgers CAT, DVPRC, 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 DVPRC	Did at least two agencies report on actions? YES - 3 agencies: Clean Air Council, MBO Engineering LLC, and DVPRC
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 - DVPRC, Chester Co. Highway Safety, Delaware and Rutgers Univ. CAT distributed information out to over 10,000 people	YES, DVPRC distributed information out to over 10,000 people	YES, DVPRC and NJ Police Traffic Officers Association (NPTOA) distributed information out to over 10,000 people	YES, DVPRC distributed information out to over 10,000 people, NDOTS and Police Engineering, LLC presented the RSTF to the EMS and enforcement communities	YES, DVPRC distributed information out to over 10,000 people, NDOTS and Police Engineering, LLC presented the RSTF to the EMS and enforcement communities	YES, DVPRC distributed information out to over 10,000 people	YES, Philadelphia City Planning Commission shared information with Phila. Complex Streets Committee and DVPRC 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 DVPRC conducted a before and after analysis of an effort to reduce congestion and improve safety for all modes between Broad and 23 rd Streets. A crash analysis, GPS, and blue tooth technology were used to identify key issues. Some of the improvements from this effort included dedicated parking for bikes, restriping and repaving that reduced travel time, limited truck delivery hours, a haven for delivery trucks to park (to eliminate double parking), and several operational strategies for SEPTA to consider.						





OBJECTIVES AND MEASURES

Build, Maintain, and Leverage Partnerships

Meeting Survey

- March 2013 Meeting Survey Results – 30 of 50 members responded
 - Meeting Relevance: 70% - Worthwhile vs. 30% - Fair/Not worthwhile
 - Developing Action Items: 69% - Worthwhile vs. 31% - Fair/Not worthwhile
 - Meeting Presentations: 86% - Worthwhile vs. 14% - Fair/Not worthwhile
 - Comments: *“Goals for item #4 (Guest presentations) not met. Too much talk about camera enforcement instead of intersection design and operation. No mention of unsignalized intersections”*
- June 2013 Meeting Survey Results – 21 of 34 members responded
 - Meeting Relevance: 100% - Worthwhile
 - Developing Action Items: 95% - Worthwhile vs. 5% - Fair
 - Meeting Presentations: 90% - Worthwhile vs. 10% - Fair/Not worthwhile
 - 19 of the 21 respondents intend to develop new partnerships
 - Comment: *“Publish contact info with names of attendees to facilitate networking and follow-up between meetings”*



OBJECTIVES AND MEASURES

Increase the Effectiveness of the RSTF through Strategies and Actions

- Continue to refine SAP strategies into doable actions
 - Did at least two agencies report on actions? **YES**

CURB AGGRESSIVE DRIVING (10/4/12) continued		
Volunteer Action Items	Lead Person or Agency	Action Update
<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • Zoe Neaderland (DVRPC) 	<ul style="list-style-type: none"> • Zoe Neaderland will provide an update at the meeting.
ENSURE PEDESTRIAN SAFETY (3/8/12)		
Volunteer Action Items	Lead Person or Agency	Action Update
<ul style="list-style-type: none"> • Conduct an analysis to determine the effectiveness of rapid flashing beacons in Mercer County. 	<ul style="list-style-type: none"> • George Fallat – Mercer County Engineering Division 	<ul style="list-style-type: none"> • 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.
<ul style="list-style-type: none"> • Provide a summary on the Cherry Hill Township Pedestrian Decoy program including lessons learned from other municipalities. 	<ul style="list-style-type: none"> • Cherry Hill Township Police Dept. 	<ul style="list-style-type: none"> • Officer Jim Phillips is expected to provide an update at the meeting.

- Market and promote RSTF effort to a broader audience
 - Examples: DVRPC distribution of “Reaching Out for Safer Travel” document to 10,000 people; NJDHTS and Fiocco Engineering promoted the RSTF to EMS and enforcement communities; NJ Police Traffic Officer Association promoted RSTF to their members.



OBJECTIVES AND MEASURES

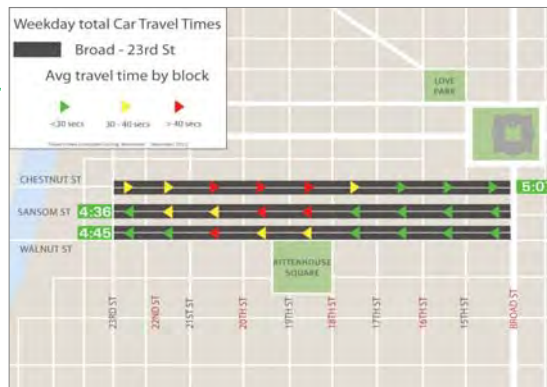
Increase the Effectiveness of the RSTF through Strategies and Actions

RSTF Member Assistance with a Project

DVRPC and the Center City District conducted a before and after analysis of an effort to reduce congestion and improve safety for all modes between Broad and 23rd Streets in Philadelphia.

Sansom St.
57%
Faster than
2007
(~6 min)

Walnut St.
49%
faster
than
2007
(~5 min)



Chestnut St.
50%
faster
than
2007
(~5 min)



Reflections on the Last Cycle

- What worked well?
- What are some things that could be improved?
- What do we want to do differently learning from these reflections?





REGIONAL SAFETY TASK FORCE

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Office of Transportation Safety and Congestion Management
Delaware Valley Regional Planning Commission
www.dvrpc.org/Transportation/Safety

DRAFT: Vetting with both DOTs and methodology quality checks will be completed by the December 2013 RSTF meeting.

Table A-2: Regional Emphasis Area Analysis Sorted by Fatalities, 2010-2012 Average

AASHTO #	Emphasis Area	Crashes	People Who Were:		Order in 2009 Safety Action Plan	Order in 2011 Safety Action Plan	Order in 2014 Safety Action Plan
			Injured	Killed*			
4	Curb Aggressive Driving	34,485	22,999	184	1	1	
15	Keep Vehicles on the Roadway	13,102	7,106	143	3	2	
16	Minimize Consequence of Leaving Roadway	15,295	6,626	126	3	2	
17	Improve Design/Operation of Intersections	26,367	20,039	111	6	3	
8	Increase Seat Belt Use/Air Bag Effectiveness	4,848	5,284	109	5	5	
5	Reduce Impaired Driving	4,493	3,049	104	2	4	
9	Make Walking/Street Crossing Easier	3,026	3,050	86	7	6	
3	Sustain Proficiency in Older Drivers	12,098	7,171	68	4	7	
11	Improve Motorcycle Safety	1,416	1,382	60			
6	Keep Drivers Alert (Distracted Driving)	27,811	11,425	57	2	4	
1	Institute a Graduated Driver's License	14,638	8,028	52			
12	Make Truck Travel Safer		1,782	36			
18	Reduce Head-on/Across Median Crashes	2,113	2,143	28			
19	Design Safer Work Zones	2,099	876	11			
10	Ensure Safer Bicycle Travel	1,081	1,036	9			
2	Ensure Drivers Licensed/Competent	1,348	894	5			

