



Meeting Agenda

Tuesday, March 3, 2015, 9:30 AM – Noon

- 1. Welcome and Introductions**
- 2. Follow-up from December 2014 RSTF Meeting**
- 3. Update from the First Responders Community**
- 4. Legislative Update**
- 5. Emphasis Area Focus – REDUCE IMPAIRED AND DISTRACTED DRIVING**
This agenda item will include a brief overview of impaired and distracted driving crash trends from DVRPC, two guest presentations, and an open discussion for this emphasis area. The presenters are:
 - **Kevin Murphy**, Principal Transportation Planner, DVRPC
 - **The Honorable John Kennedy**, Common Pleas Judge, York County Courts and Criminal Justice – “Target 25: York County DUI Prevention Initiative”
 - **Stephen Schmidt**, Patrol Officer, Stratford Borough, NJ Police Department – “Stratford Borough’s multi-jurisdictional approach to DUI and DRE Program”
- 6. Developing Action Items**
The RSTF will refine strategies from the Plan and discuss action items to reduce impaired and distracted driving to track in the Measurements and Status Table.
- 7. Member Updates and Open Forum**

LUNCH

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RSTF Goal: To reduce roadway crashes, injuries, and fatalities in the Delaware Valley



HIGHLIGHTS OF DECEMBER 16, 2014 MEETING

NOTE:

- All presentations and related meeting handouts are located on the RSTF Website: <http://www.dvrpc.org/ASP/committee/Presentations/RSTF/2014-12.pdf>

1. Welcome and Introductions.

Attendees were welcomed and the meeting was called to order by RSTF Co-Chair Bill Beans, MBO Engineering. He then introduced the nominated new RSTF Co-Chair Ryan McNary, PennDOT. Zoe Neaderland, DVRPC, explained that former Co-Chair Jenny Robinson, AAA Mid-Atlantic, had recently accepted a new job, and Mr. McNary volunteered to fill this vacant position. In a show of hands, the RSTF voted unanimously to accept Mr. McNary as Co-Chair.

Mr. Beans read the mission, goal, and objectives of the RSTF. Everyone then introduced him or herself.

Mr. Beans welcomed Jana Tidwell, the new RSTF representative from AAA Mid-Atlantic. He then asked for approval of the previous meeting summary. There were no comments, and the RSTF accepted the highlights of the September 11, 2014 meeting.

Mr. McNary introduced the Transportation Safety Action Plan (TSAP) emphasis area to be discussed at the meeting, "Increasing Seat Belt Use." He distributed a flyer he brought, the "Flying Elephant" information page. It explains the dangers of adults being unbuckled using the analogy that in a 30 mph. crash, an unrestrained adult is thrown with the force equal to the weight of an elephant which can easily kill other passengers in the vehicle. This was developed in Lycoming County with a PennDOT grant as part of the Community Traffic Safety Project.

Mr. McNary then called attention to the summary report developed as a follow up from the PA Safety Symposium held June 10, 2014, a direct effect of the RSTF. Entitled "Safety in a Snapshot: 2014," it includes ideas garnered from the Symposium, an overview of Pennsylvania's current highway safety efforts, and fatality and major injury information for each legislative district. A more detailed report was prepared for legislators. The Chief of Staff from State Senator Mike Stack Office who is now Lt. Governor-elect, attended the symposium. Mr. McNary reported that Senator Stack's office is interested in setting up a meeting with DVRPC, PennDOT, and FHWA, and believes there is good momentum for legislative changes. Additional copies of the summary report were made available.

Mr. McNary gave some highlights from the recent Transportation Engineering Safety Conference held at Penn State. He and Regina Moore, DVRPC, were part of a session

following up on the Symposium. Results from a survey at the session indicated there is interest to hold another symposium in 2016.

2. Follow-Up from September 2014 RSTF Meeting

Sarah Oaks, DVRPC, reviewed Volunteer Action Items from the September 11, 2014 meeting, which address the TSAP emphasis area of pedestrian safety.

Action: Provide photos or descriptions of pedestrian safety installations:

- Tracy Noble, AAA Mid-Atlantic contributed photos and reported on a roundabout in Chesterfield, in Burlington County, NJ, where several pedestrian safety improvements were introduced as part of reconstruction after a deadly bus crash two years ago.
- Peggy Schmidt, Partnership TMA, submitted a quiz that is provided to school children showing street crossing conditions in Lansdale, Montgomery County, PA to illustrate safe and unsafe walking practices.
- Kevin Murphy, DVRPC, discussed a newly-constructed pedestrian bump out in Haddonfield, NJ, which is planted with grass instead of filled with concrete to reduce construction costs.
- Ms. Oaks described pedestrian safety bump-outs connected by a brick crosswalk recently constructed in downtown Wayne, Delaware County, PA. The project involved taking two mid-block parking places across from one another on both sides of North Wayne Avenue where many restaurants are located.

Action: Provide list of Pedestrian Safety Grantees:

- Mr. McNary submitted a list of Pedestrian Safety Grantees in southeastern Pennsylvania. Present at the meeting were the following grantees:
 - Laurie Aguilera, Chester County Highway Safety, who reported that their grant funds are used for the “Cops in Crosswalks” program to promote use of crosswalks and discourage mid-block crossings in downtown West Chester Borough, Chester County. This area has many bars and is popular with college students.
 - Lauren Amway, Delaware County TMA, who reported that their grant funds are used to teach pre-K through 5th-graders safe pedestrian crossing behaviors.
 - Donna Ferarro, City of Philadelphia, who reported that her department used grant funds to work with the school district for bicycle and pedestrian safety training.

In addition, Bucks County TMA is a Pedestrian Safety Grantee.

- Pam Fischer, NJTPA, submitted a list of New Jersey municipalities which received pedestrian safety grants through the Division of Highway Traffic Safety. In the DVRPC region they include: Glassboro, Gloucester County; the Gloucester County Prosecutor's Office; Haddon Township, Camden County; Robbinsville, Mercer County; and Rowan University. She provided this information as a first step in the RSTF effort to choose a project and make it more effective through additional collaboration. This will be discussed at a future meeting. Completing such a task is one of the measures of RSTF effectiveness.

3. Discussion and Endorsement of 2014 Transportation Safety Action Plan (TSAP)

Mr. Murphy presented the Final Draft of the 2014 TSAP. It includes a new chapter on both federal and RSTF performance measures. The RSTF measures continue to be refined, and they have been tweaked a little since the last meeting. Mr. Murphy asked the RSTF to endorse that the Final Draft reflects work that the group has done. The RSTF voted unanimously to endorse the 2014 TSAP. Mr. Murphy commented that the next steps for the document are to enter the final publication phase, after which time it will be presented first to the Regional Technical Committee and then to the DVRPC Board for their acceptance.

John Ward, DVRPC, commented that the interest in performance measures comes partially from MAP-21 and performance-based planning to ensure federal funds are being spent appropriately.

4. Update from Law Enforcement Community

- Officer James Philbin, Cherry Hill Township Police Department, reported that in October their department finished up tasks funded by a Pedestrian Safety Grant along the portion of NJ Route 70 with a grass median and a number of persons who cross mid-block. Offenders were issued warnings and required to go online to watch a safety video. If they did not, a summons was issued. Officer Philbin commented that the program seemed effective, especially with people who were otherwise not scofflaws. In addition, his department is working with a Cherry Hill East High School student to create a pedestrian and bicycle safety video, which will include comments from those involved in actual cases. Also, his department was recently awarded a grant for DUI enforcement from 2 AM to 7 AM, the period of time that data analysis showed to be the most dangerous for DUI. Mr. Beans encouraged Officer Philbin to share his experiences with other law enforcement officers.
- Corporal Preston Forchion, Washington Township Police Department discussed their use of Drug Recognition Expert (DRE) training. Although officers are trained and seeing a large increase in DWI with both prescription and illicit drugs, there is a lack of judicial buy-in for convictions. His department is working to educate judges and prosecutors that even legally prescribed drugs can cause serious impairment.
- Mr. McNary discussed a recent NHTSA Data-Driven Approaches to Crime and Traffic Safety (DDACTS) training held in Camden County, NJ. DDACTS is a data-driven process to address crime and safety by showing the improvement in effectiveness gained by focusing resources where crime and crashes are both major issues. Richard Simon, NHTSA said that research has shown that if traffic and crime officers work together it has more impact than either could achieve alone.
- Sergeant John Canterino, PA State Police Troop K, Philadelphia, reported that his department has several officers trained as DREs. Drug enforcement has had success in suburban counties, but in Philadelphia judges tend not see this as a problem and are much less likely to convict. Violet Marrero, NJDHTS, commented that in New Jersey a person can refuse a blood-alcohol test. In Pennsylvania, refusal means automatic arrest. Mr. Beans recommended that outreach to the judiciary be a topic of discussion at a future meeting.

- Ms. Neaderland commented that this is how the RSTF can support the building of knowledge. She gave the example of how development of the Aggressive Driving brochure brought members together. Mr. McNary said he and Max Little, PA District Attorneys' Association, are working together to bring knowledge to prosecutors. He recommended peer-to-peer training for law enforcement, and offered to bring PennDOT's judicial outreach liaison in for a future RSTF meeting or for other meetings to assist Sergeant Canterino.

5. Legislative Update

Ms. Tidwell gave the Pennsylvania update. AAA is currently tracking two bills, HB 879 and SB 678, which both concern vehicle data ownership and the consumer's right to control data collected from their vehicle. AAA only supports such bills when safety is the priority. AAA is also following HB109, a bill that would create fines for all types of distracted driving, and SB676, which would create emissions test exemptions for the first two years after a new vehicle is manufactured. Abington Township's successful speed camera program was praised.

Tracy Noble, AAA Mid-Atlantic New Jersey Office, gave the New Jersey update. Data access and ownership is also a priority in New Jersey, and AAA wants to make sure that Electronic Data Recorder (EDR) and data access privacy issues are kept separate. NJ bill 3579 limits the use and collection of data and requires owner's consent. New amendments to this bill add conditions to this very fluid issue. AAA is also watching the child safety seat bills S-347, currently stalled in the Senate, and A3161.

Red light cameras in New Jersey go dark today, and Governor Christie refuses to reinstate the law. It is of interest to see if crash rates go up at camera locations. Regarding the Transportation Trust fund, AAA believes that although unpopular, the gas tax conversation needs to take place to fund transportation in NJ because of the condition of the roads and bridges. AAA has developed a roadshow presentation and is coordinating with Forward NJ, a coalition working on this matter. AAA developed a brochure with data based on their polls which supports the need for the gas tax increase, and would appreciate help or additional partnerships to share this information. AAA offered to speak with and to provide materials to any interested RSTF members.

6. Emphasis Area Focus- INCREASE SEATBELT USAGE

Mr. Murphy opened the discussion of this emphasis area. Increasing seatbelt usage is a highly effective way to prevent crash fatalities. Nationally, seatbelt usage has increased from 81 percent in 2006 to 87 percent in 2013, while the percentage of unrestrained deaths decreased from 56 percent in 2003 to 52 percent in 2012. Preliminary data indicates that the 2014 monthly averages for both crashes and fatalities in both Pennsylvania and New Jersey portions of the region are lower than the respective five- year averages. Recommended TSAP strategies include improved seatbelt use legislation, coordination and publicizing child passenger safety programs through traditional means and social media, and increasing visibility of enforcement, education, and "Buckle-Up" messaging campaigns beyond enforcement deployments. He then introduced the following speakers:

- Gordon Beck, Buckle-Up PA, discussed enforcement at schools in southeastern PA. Enforcement during peak arrival and departure times at high schools and middle schools found not only teen drivers but parents not using seatbelts when dropping off or picking up schoolchildren. The Teen Mobilization program in March 2014 focused on primary

seatbelt laws and those under 18 years of age. Surveys showed a ten percent increase in seatbelt use after the program was complete. Surveys after a second effort in October showed usage rates jumped another seven percent. Mr. Beck cited two examples of high schools with very high compliance rates, one of which results from a very strict disciplinary policy and the other which has constant police presence. The cost issues with police overtime are one of the program's major challenges.

- Jacqueline Turk, Manager, PennDOT Highway Safety Office, explained that the current attention to seatbelts is the most from agencies and advocacy groups in many years, with PennDOT's unused distracted driving funds being diverted to occupant protection. Statewide programs, such as "Just Buckle Up" and "Click it or Ticket" award funding for overtime enforcement. Seatbelt use has increased since the "Click it or Ticket" program was started in 2000, with highest observed use in 2009, coinciding with the highest level of funding. The lowest fatality year was 2013. An example was shown of their use of mapping used to select enforcement locations, now being targeted to high crash areas based on ten or more crashes per roadway segment. Statewide, between 2009 and 2013, 37,000 citations were issued, there were 4.2 million contacts with motorists, \$12.2 million was awarded for overtime enforcement, and 600 police departments, plus the State Police were involved. In District 6, data indicates the highest number of unbelted crashes occur between 2PM and 6PM. The Highway Safety Plan goal is to halve average unbelted fatalities from 2008 by 2030.

PennDOT recently participated in a Centers for Disease Control (CDC) effort to combine seatbelt usage data with data from other offices, such as the Department of Health, to evaluate and update the media message about seatbelt use to make it more relevant to groups they want to reach. A statewide PennDOT Media and Communications Plan is also under development. Current programs to increase seatbelt use include grants for evidence-based enforcement, where municipal and state allocations will be based directly on crash data, for high risk population programs, targeted to teens and night-time enforcement, and for a City of Philadelphia Police Traffic Services pilot grant.

- Corporal Forchion then gave some personal reflections and vivid examples of the devastating effects of not wearing a seatbelt in a crash situation, and the gap between what people think will happen versus what actually happens. He outlined police techniques used to speak to unbelted drivers and occupants in car stops to make them think about what might happen in a crash to encourage them to protect themselves and others in their vehicle. NJ has many enforcement programs which emphasize seatbelt use. He encouraged health care professionals, parents, school monitors, citizens, and legislators to support police in ensuring all seatbelt laws are enforced. He particularly emphasized the need for parents to set a good example by always using seatbelts.

7. Developing Action Items

The following is a summary of the post-presentation discussion and action items which resulted:

- Gus Scheerbaum, City of Philadelphia Mayor's Office of Transportation and Utilities, asked if a correlation can be drawn between trip length and seatbelt use. Members of the RSTF responded that data for PennDOT District 6 shows most unbelted crashes occur close to home and at slow speeds. Anecdotal data seems to show that people are more likely to use seatbelts on high speed roads. Higher speed rural roadways, however, seem to have a higher rate of unbelted fatalities in run-off-road crashes.

Members of the Law Enforcement community agreed that drivers trivialize the need to wear belts for short trips, often depending on air bags to protect them. However, the EDR changes airbag velocity when seatbelts are not used and air bags can actually cause more damage because they are designed to work in concert with seatbelts. It was agreed that education is important, and graphic descriptions of the results of unbelted crashes are effective.

- Mr. McNary asked if outreach could be targeted to peak commuting hours because that seems when most crashes happen and therefore that is the best time to have enforcement or education efforts. Members of the RSTF responded that although officers enforce seatbelt laws at all times, funding for “Click it or Ticket” was targeted to night enforcement.
- Mr. Scheerbaum then asked if, given the importance of the issue, stronger laws could compel the auto industry to install automatic systems, such as alerts about unbelted back seat passengers. Members of the RSTF responded that laws require the safety systems now present, and increasing requirements would have to be a legislative decision. Ford was cited as an example of a manufacturer’s use of data to make safety changes as a way to sell cars.
- RSTF members from Pennsylvania who feel strongly about the topic of seatbelt use were encouraged to reach out to both their own and other legislative representatives regarding consideration of a primary seatbelt law. The data in the Safety Symposium report and the December, 2014 NHTSA PA Safety fact sheet is compelling, and it is important to bring it to legislators’ attention. However, as public agencies, neither PennDOT nor DVRPC cannot advocate for this or any other issue, although responses to legislators’ requests for information are permitted. There was interest among RSTF members in a letter to legislators and it was asked if such a letter could be signed by Mr. Beans, as Co-Chair, on behalf of the group. Caroline Trueman, FHWA-NJ, expressed concern about this action idea.
- It was agreed that there is a continuing need for education on the importance of seatbelt use. Education efforts for seatbelt use currently include:
 - AAA Foundation’s “Otto the Auto”, their efforts to promote use of seatbelts to teen drivers via an educational website.
 - A SJTPO program developed to paint stenciled “buckle-up” reminders on commercial driveways when requested.
 - Programs targeted to teen drivers, such as the “Buckle up for Nick” program promoted at high school athletic events started by the mother of a young man who was killed in an unbelted accident.
 - Tina Arcaro, SJTPO delivers presentations to teen drivers about seatbelt safety. She said these presentations are as detailed or basic as time permits, from videos to physics lessons.
 - Transportation Management Associations promote “Seatbelt Challenges” at high schools. It was noted that there is a lot of competition for time slots to present programs at high schools.
 - PennDOT’s website has many safety videos, which can be found on YouTube.
 - Mr. McNary said PennDOT is working with Children’s Hospital of Philadelphia on a project which will result in a tool kit to have responses to all kinds of safety issues.
 - **Michael Tullio, Kean University, agreed to share their K-12 seatbelt education curriculum with anyone who wants it.**
- Mr. Murphy asked if there was a way to find out what programs schools are currently using for seatbelt education. In New Jersey there is no central list of driving educators,

but NJDHTS contacts schools to make them aware of safety programs. In Philadelphia, recreation centers are often used for distributing safety and health messages.

- Social Media was agreed to be a valuable tool in promoting the message. PennDOT Central Office press office has a social media plan. **Mr. McNary volunteered to share the plan with any interested RSTF member.**
- **Ms. Turk agreed to see if the enforcement program logos can be shared so that members can add the links to program videos on their own websites.**
- **Ms. Moore volunteered that if members submit any safety event information to her, she will add them to the Safety Unit page of the DVRPC website.**
- Non-traditional contacts with the driving public were encouraged, such as the successful TMA Bucks program of outreach through car dealerships. The message of the importance of using seatbelts can also be effective when joined with other programs aimed at parents. The need for carefully crafted messages targeting particular audiences was stressed, as was the importance of using personal stories. **Per RSTF request, staff agreed to seek statistics for these programs.**
- **Mr. Beans asked if there was a benefit to sharing best practices with one another through a central clearinghouse and volunteered to send the links from Ms. Turk and PennDOT District 6 to interested RSTF members.**
- Mr. McNary said he thinks the most beneficial aspect of the RSTF is agencies sharing how they are improving safety. **To facilitate sharing safety planning between PA and NJ, Mr. McNary and Ms. Marrero agreed to speak on the phone and report back at the next meeting.**
- **Mr. Beans volunteered to assist anyone writing a letter to their legislators about the importance of seatbelt use.**

8. Open Forum

- Mr. McNary announced that the next RSTF meeting will be held March 3, 2015. The TSAP Emphasis Area to be discussed will be “Reducing Impaired and Distracted Driving”. A list of meeting dates for 2015 and potential meeting dates for 2016, along with each corresponding TSAP Emphasis Area topic was distributed.
- Mr. McNary requested that attendees fill out the survey and comment on the new meeting format.

The meeting then adjourned.

Attendees:

- | | | |
|-----|------------------------|--|
| 1. | Aguilera, Lori | Chester County Highway Safety |
| 2. | Amway, Lauren | Delaware County TMA |
| 3. | Arcaro, Tina | SJTPO |
| 4. | Beans, Bill | MBO Engineering LLC |
| 5. | Beck, Gordon | Buckle Up PA |
| 6. | Buerk, Jesse | DVRPC |
| 7. | Canterino, Sgt. John | PA State Police |
| 8. | Cerbone, Vince | PennDOT District 6 |
| 9. | Ferraro, Donna | Public Health Management Corp. – Street Smarts |
| 10. | Forchion, Cpl. Preston | Washington Township Police Department |
| 11. | Kaplan, Andy | Rutgers University TSRC |
| 12. | Little, Max | Pennsylvania District Attorney’s Association |

13.	MackKavanagh, Kelvin	DVRPC Goods Movement Task Force
14.	Malaviya, Sharang	PennDOT District 6
15.	Marrero, Violet	New Jersey Division of Highway Traffic Safety
16.	McNary, Ryan	PennDOT Central Office
17.	Merritt, Darrell	PennDOT District 6
18.	Moore, Regina	DVRPC
19.	Murphy, Kevin	DVRPC
20.	Neaderland, Zoe	DVRPC
21.	Noble, Tracy	AAA Mid-Atlantic – New Jersey Office
22.	Oaks, Sarah	DVRPC
23.	Olsen, Kathy	TMA Bucks
24.	Omer, Marhaba	NJDOT
25.	Ott, Pat	MBO Engineering LLC
26.	Philbin, Officer James	Cherry Hill Township Police
27.	Scheerbaum, Gus	City of Philadelphia MOTU
28.	Schmidt, Peggy	Partnership TMA
29.	Simon, Richard	NHTSA – Region 2
30.	Tidwell, Jana	AAA Mid-Atlantic- Philadelphia Office
31.	Tozzi, Mark	NJDOT
32.	Trueman, Caroline	FHWA – NJ
33.	Tullio, Michael	Kean University
34.	Turk, Jacqueline	PennDOT Central Office
35.	Vilotti, Charlie	Chester County Highway Safety
36.	Ward, John	DVRPC



New Jersey 2015 – Key Legislative Issues

Impaired Driving

A-1368/S-385 – Revises penalties for certain drunk driving offenses, including mandating installation of ignition interlock device, and creates restricted use driver's license. *Sponsored by Assemblywoman Stender, Assemblyman Caputo, Assemblyman Lagana, Senator Scutari, Senator Pou, Senator Whelan, Senator Stack, Senator Beck, and Senator Weinberg – Passed by the Senate on February 5, 2015 and now awaits the governor's signature.*

AAA Position: Support with amendments

Child Passenger Safety

S-2026 - requires parents to adhere to the current American Association of Pediatrics standards for use of child passenger safety seats. *Sponsored by Senator Beach*

AAA Position: Support

Teen Driving

A-1699 – Expands supervised driving requirements by increasing the phase to one year; increasing driving hours to 50 (with 10 nighttime hours), and requiring a parent-teen orientation prior to the start of the supervised driving phase. *Sponsored by Assemblyman Wisniewski & Assemblywoman Lampitt.*

AAA Position: Support

Traffic Safety

S-402 - Requires DOT Commissioner to erect signs informing motorists of State's "move over" law. *Sponsored by Senator Sacco.*

AAA Position: Support

A-680 - Establishes public awareness campaign concerning safety of certain pedestrians. *Sponsored by Assemblyman. Cryan, Assemblywoman Stender, Assemblyman O'Donnell, and Assemblyman Gusciora.*

AAA Position: Support

Transportation Funding

The AAA Clubs of New Jersey have long advocated for tightening TTF bonding practices, reasonable increases in transportation user fees, new revenue streams and most of all an end to the diversion of funds. The Transportation Trust Fund cannot rely on borrowing to continue to address the concerns of commuters. Nor can it rely solely on the dedicated funds generated by the gas tax. Each year, revenue from the gas tax is threatened by more fuel efficient vehicles and an increasing fleet of alternative fuel vehicles. The AAA Clubs of New Jersey have been participating in editorial board meetings, press conferences and meeting with legislators calling for a solution. On June 30, 2015, the TTF will reach insolvency and have no capacity to pay for any transportation projects.

Vehicle Data Access

New Jersey lawmakers voted on a bill that would restrict access to information on electronic data recorders (EDRs), more commonly known as “black boxes,” installed in automobiles. On December 19th it passed the Assembly 68-0; on February 12th the Senate Law and Public Safety Committee passed the bill 4-0 and it now goes to the full Senate for consideration. The AAA Clubs of New Jersey supported the bill asking for amendments to narrow the scope of the bill so it pertained strictly to EDRs, as written the bill is overly broad and can be interpreted to pertain to other vehicle recording devices.

A-3579/S 2433 - Limits access to data recorded by motor vehicle recording devices, such as event data recorders, to the owner, their representative, law enforcement, or for the purpose of improving motor vehicle safety. *Sponsored by Assemblyman Moriarty and Senator Madden.*

AAA Position: Support with amendments



Pennsylvania 2015 – Key Legislative Issues

February 2015

No legislation automatically carried over into 2015.

Ignition Interlock – All Offenders

Ignition interlocks are mandatory for repeat offenders in Pennsylvania. Currently, 24 states require ignition interlocks for all offenders and AAA has called on the remaining states to pass such legislation. Research has identified the life-saving benefit of ignition interlocks, which are more effective than other methods at reducing repeat offenses among convicted drunk drivers while they are installed. Two similar bills have been introduced that follow the recommendations of AAA, the National Transportation Safety Board and the Governors Highway Safety Association.

SB 290 (Rafferty): Amends Title 75 to provide definitions in licensing of drivers, chemical testing to determine amount of alcohol or controlled substance for occupational limited license and providing for ignition interlock limited license; and, in driving after imbibing alcohol or utilizing drugs, further providing for ignition interlock and for the offense of illegally operating a motor vehicle not equipped with ignition interlock.

HB 278 (Greiner): Amends Title 75 to provide definitions in licensing of drivers, further providing for occupational limited license and providing for ignition interlock limited license; and, in driving after imbibing alcohol or utilizing drugs, further providing for ignition interlock and for the offense of illegally operating a motor vehicle not equipped with ignition interlock.

Vehicle Safety and Emission Inspections

Last session saw efforts to exempt light passenger vehicles from safety inspection for the first two years after manufacture and vehicles 10-years-old or newer and alternative fuel vehicles from emission inspections. However, a visual anti-tampering inspection of emission control components is required. According to PennDOT, in 2013 the Safety Inspection passing rate for vehicles Model Year (MY) 2011 to 2014 was 99.87 percent. For Emissions inspections, the overall failure rate for all vehicles tested (MY 1975 to 2014) was just 2.35 percent. The failure rate does not reach 1 percent until MY 2007.

Senate Bill 353 (Vogel): Amends Title 75 to exempt light passenger vehicles from emission inspections until five years after the model year and then biennial testing thereafter. In addition, a fee of no more than \$2 plus the fee paid to access PennDOT's computer system may be charged for a certificate of exemption.

Primary Seatbelt

Pennsylvania is one of 17 states that does not have a primary seat belt law. However, according to the 2015 Transportation Performance Report, seat belt use improved to 84 percent due to enforcement and education. The number of unrestrained fatalities fell from 567 in 2005 to 425 in 2013.

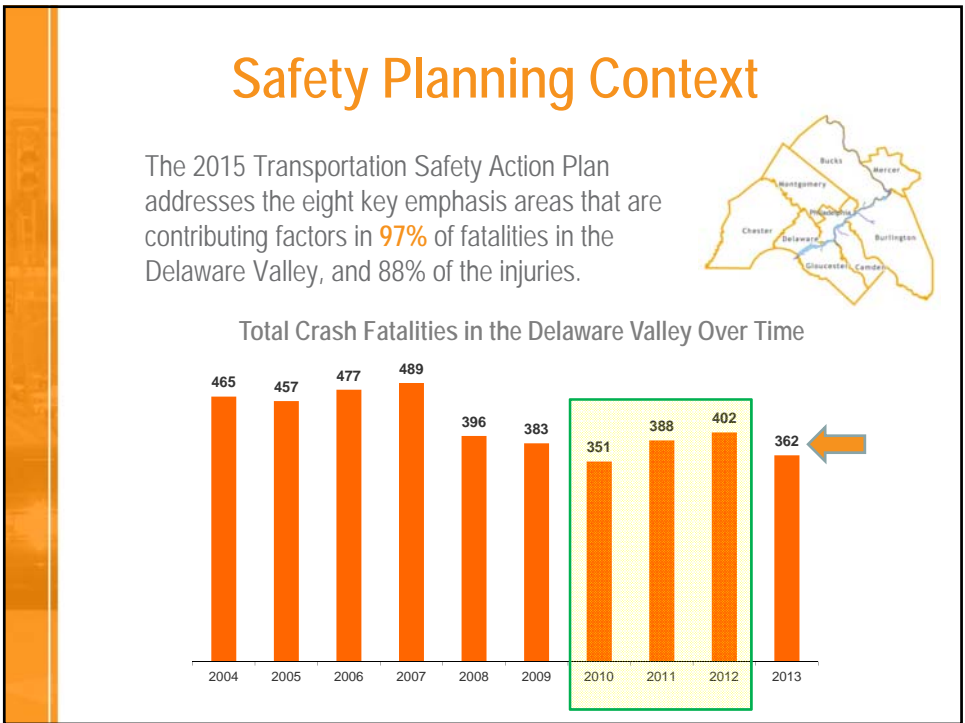
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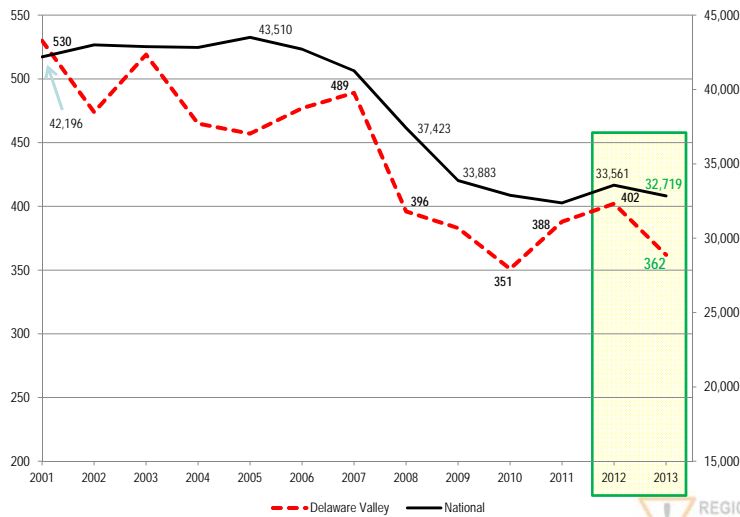
REGIONAL SAFETY TASK FORCE

Reduce Impaired and Distracted Driving

RSTF Meeting
March 3, 2015

Regional Fatality Trend Compared to National Fatality Trend



Impaired Driving - National Context

NHTSA:

- Alcohol-impaired-driving fatalities down by 21 percent since 2003
 - Still, in 2012 more than 10,000 people died in alcohol-impaired driving crashes - one every 51 minutes
- Alcohol-impaired crashes cost more than an estimated \$37 billion annually
- Rate of alcohol impairment among drivers involved in fatal crashes in 2012 was nearly four times higher at night than during the day
- Drunk driving is often a symptom of a larger problem: alcohol misuse and abuse



Source: www.nhtsa.gov/Impaired

State DUI Laws

New Jersey

- Alcohol or drug related DUI with BAC over 0.08% but less than 0.10%
- Alcohol or drug related DUI with BAC of 0.10% or greater
- BAC of 0.15% or greater: mandatory ignition interlock device for 6 months - 1 year

Pennsylvania

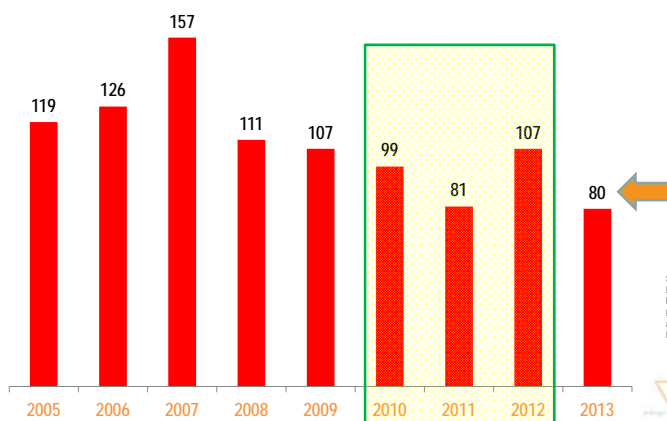
- General Impairment (0.08 to 0.099% BAC)
 - High BAC (0.10 to 0.159% BAC)
 - Highest BAC (0.16% and higher)
- Penalties increase with prior offenses
 - Under 21: specific penalties and lower BAC (0.1% or 0.2%)



Regional Perspective

Impaired driving was a contributing factor in **27%** of the traffic fatalities per year in the Delaware Valley, on average, from 2010 to 2012.

Trend in Crash Fatalities Where Impaired Driving Was a Contributing Factor in the Delaware Valley

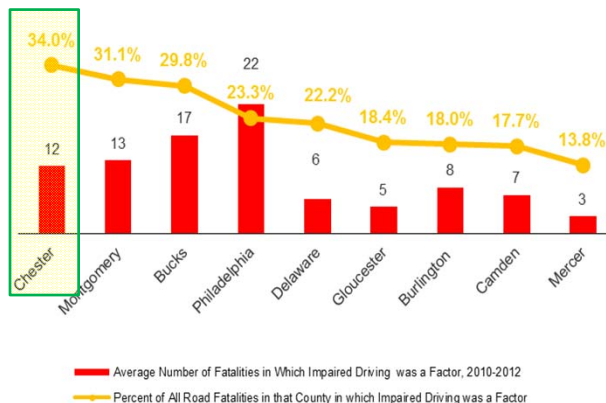


Source: NJDOT and PennDOT data, analyzed in NJ Emphasis Area Tables.xls, PA Emphasis Area Tables.xls and Regional Fatalities by Emphasis Area Charts.xls



Impaired Driving Crash Fatalities

Importance of Reducing Impaired Driving by County



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



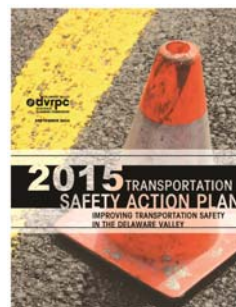
Regional Resources

- Impaired Driver Simulation Program (Cherry Hill Township Police)
- NHTSA's Drive Sober or Get Pulled Over mobilization (Pennsylvania and New Jersey State Police)
- Cruisin' SMART – young driver peer-to-peer DUI program (Bryn Mawr Rehab Hospital)
- Grant funding for Matt Maher DUI presentation to South Jersey high school students (State Farm Insurance)



Recommended Strategies

- Encourage traffic calming, rumble strips, and other engineering treatments to reduce crashes from distracted, drowsy, or impaired driving. *[Engineering]*
- Promote and evaluate effectiveness of laws and outreach campaigns implemented to reduce impaired and distracted driving. *[Education/Policy]*
- Support drug recognition expert (DRE) training to impaired driving. *[Enforcement]*
- Promote organizations with successful bans on cell phone use while driving, and share model policy guidelines that others may use. *[Education]*



Speakers

- **The Honorable John Kennedy**
Common Pleas Judge, York County Courts and Criminal Justice –
“Target 25: York County DUI Prevention Initiative”
- **Stephen Schmidt**
Patrol Officer, Stratford Borough, NJ Police Department
“Stratford Borough’s multi-jurisdictional approach to DUI and DRE Program”





REGIONAL SAFETY
TASK FORCE

For more information, please contact:

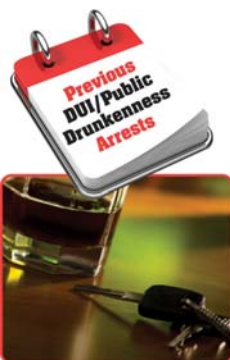
Kevin Murphy, Principal Transportation Planner, or other staff
Office of Transportation Safety and Congestion Management
Delaware Valley Regional Planning Commission
(215) 238-2864
kmurphy@dvrpc.org
www.dvrpc.org/Transportation/Safety





York County DUI Prevention Initiative

The Case That Got It Started



Gender: Male
Age: 50

- Prior DUI in 1999
- Two previous incarcerations for Public Drunkenness
- Per previous policy: Transported for a blood draw and released

Defendant stopped for DUI



*Per previous policy:
Transported for a blood draw
and released*

Defendant stopped for DUI



3 months later
received BAC results: **.386**

Defendant arrested for Public Drunkenness



Charge filed against defendant



FOR




Defendant stopped for **another** DUI





*Per previous policy:
Transported for a blood draw
and released*

Defendant stopped for **another** DUI





3 weeks later
received BAC results: .345

Charge filed against defendant



FOR



Preliminary Hearing

Judge sets bail at \$0



FOR



Defendant stopped for **another** DUI



*Per previous policy:
Transported for a blood draw
and released*

Defendant stopped for **another** DUI



2 weeks later
received BAC results: **.527**
(in addition drug charge filed)

Preliminary Hearing

Judge sets bail at \$0



FOR





Defendant appears in Court of Common Pleas for





No request to modify bail

Preliminary Hearing

Judge sets bail at \$0



FOR





Defendant appears in Court of Common Pleas for



No request to modify bail

Defendant stopped for **another** DUI



5th
Alcohol Related
Offense in
11 Months

*Per previous policy:
Transported for a blood draw
(refusal), defendant released*

Charge filed against defendant

Preliminary Hearing
Judge sets bail at \$0

Defendant locked up for Probation Violation for excessive use of alcohol

Was this an isolated incident or a regular problem?

- Did informal survey among other Judges
- Asked DA to investigate
- Started tracking number of DUI cases
- Outcome:
 - ¼ of case load were DUI cases
 - ¼ of the DUI cases involved repeat offenders

Task Force representatives who examined the issue included:

- District Attorney
- Police Departments
- Probation Department
- Sheriff
- Warden
- Clerk of Courts
- Law Enforcement
- District Justices
- Court Administrators
- County Commissioners
- Treatment Providers

Developed Protocol for Arrest/ Bail

- Police officers now required to run records upon stopping defendants for DUI to determine if a repeat offender
- If record of prior arrest, defendant is arrested immediately and taken for blood and then a bail hearing before a District Justice
- District Justice sets bail with conditions of drug/alcohol evaluation and 24/7 alcohol monitoring

“Selling” new process to Law Enforcement and District Justices

- Police objected. They did not want to do additional paper work or make arrest.
- District Justices did not want to hold bail hearings in the middle of the night.
- We streamlined the arrest process and met with the Chiefs and laid out the problem.
- Did the same with the District Justices.
- Explained that many of the defendants expressed that they did not quit drinking until the day before they got their 24/7 alcohol monitoring bracelet.

Sentencing Changes

- Incorporates PA DUI sentencing matrix
- Benefit to County and defendants

First Offense Tier 2 (.10 to .159)

Previous sentence 48 hours to 6 Months

Current sentence 7 days of alcohol Monitoring with 2 days H/A

First Offense Tier 3 (.16)

Previous sentence 3 days to 6 months

Current sentence 10 days of alcohol monitoring with 3 days of H/A

Second offense Tier 1 (.08 to .10)

Previous sentence 5 days to 6 months

Current sentence 15 days alcohol monitoring 5 days H/A

Second Offense Tier 2 (.10 to .159)

Previous sentence 30 days to 6 months

Current sentence 60 days alcohol monitoring 30 days H/A

Program Outcomes

- 90 % plus reduction in offenders with multiple DUIs in one year
- Public safety improved
- The alcoholic is not deterred by loss of license or jail but is by losing ability to drink
- Thousands saved in not incarcerating many DUI offenders

Program Outcomes (cont.)

2011 DUI victims were 18% of all victims of crime in York County

2012 DUI victims were 14% of all victims of crime in York County

2013 DUI victims were 6% of all victims of crime in York County



CAMDEN COUNTY D.W.I. TASK FORCE



Presented by:
Patrolman Steven Schmidt
Stratford Police Department



CAMDEN COUNTY D.W.I. TASK FORCE

A Strategic
Highway Safety Plan (SHSP)

THE PROBLEM

Route 30: White Horse Pike Corridor

6-mile stretch of undivided New Jersey State Highway running from Atlantic City to Philadelphia

Heavily traveled **40 mile-per-hour** speed limit

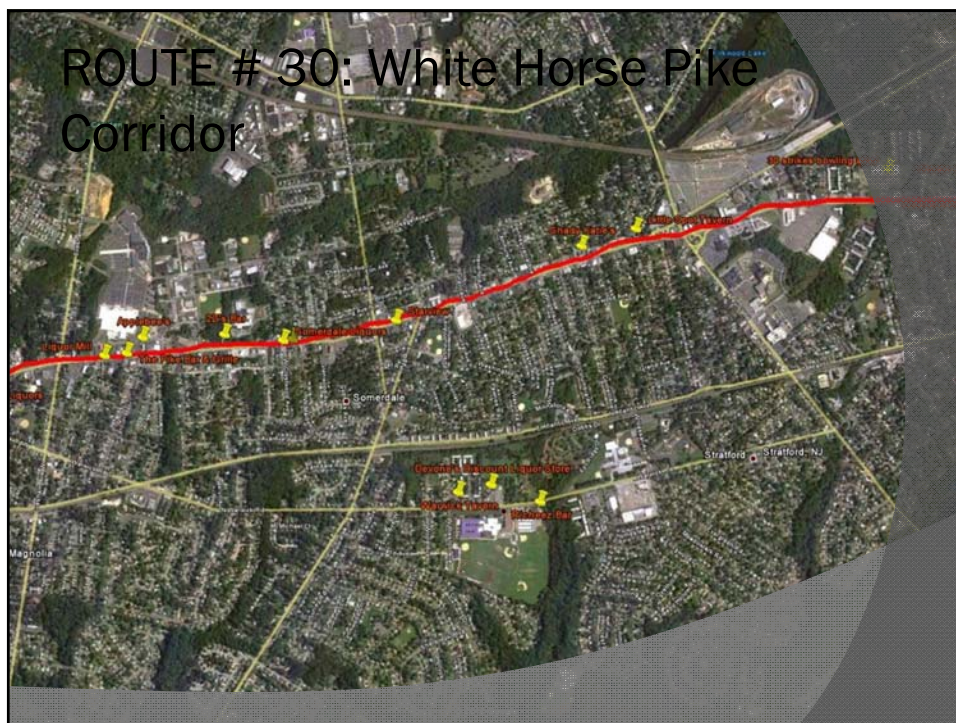
Commercial Business Route with left and right turn opportunities **every 100 feet**


750 motor vehicles crashes per year

6 - 8% involve alcohol and/or drugs

19 licensed liquor establishments

1,084 DWI arrests from 2005 - 2009





Camden County DWI Task Force The Infrastructure

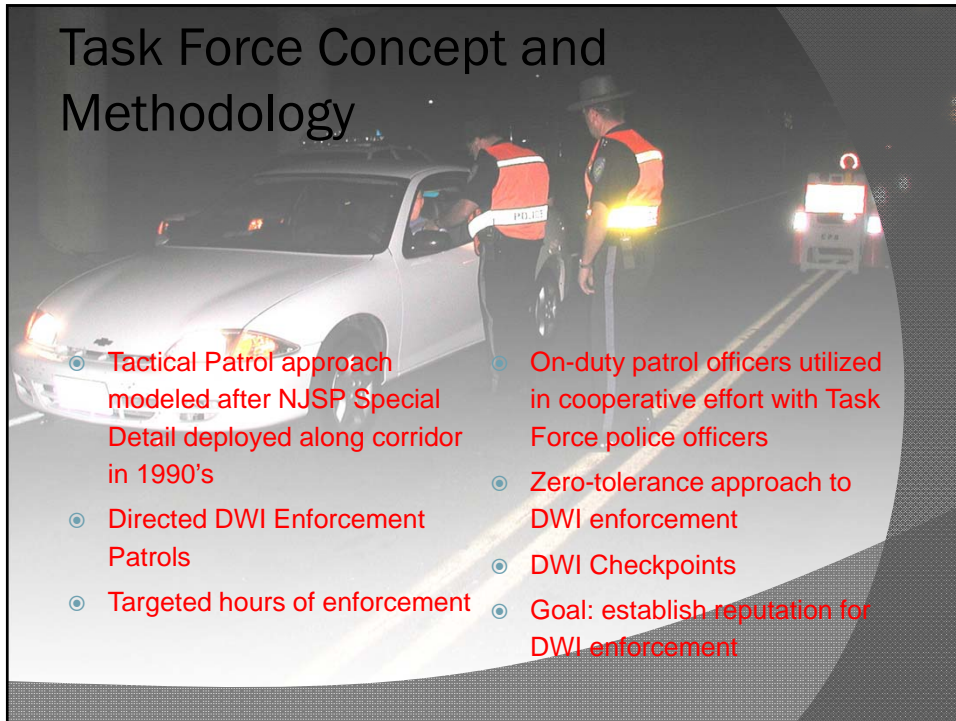
- Initiated summer 2009
- Core Committee: 15 representatives from state, county and local agencies and community partners
- Executive Team: Police Chiefs from:
 - Stratford
 - Somerdale
 - Laurel Springs
 - Hi-Nella
 - Magnolia
 - Camden County Prosecutor's Chief
- New Jersey and Camden County Offices of Highway Traffic Safety



Camden County Strategic Highway Safety Plan Funding Strategy

- Heavy reliance on three champions to present the final SHSP plan to the Governors Office for funding:
 - Raymond Reeve NJHTS
 - Paul Groffie, NJHTS
 - Director Gary Poedubicky, NJHTS

Task Force Concept and Methodology



- Tactical Patrol approach modeled after NJSP Special Detail deployed along corridor in 1990's
- Directed DWI Enforcement Patrols
- Targeted hours of enforcement
- On-duty patrol officers utilized in cooperative effort with Task Force police officers
- Zero-tolerance approach to DWI enforcement
- DWI Checkpoints
- Goal: establish reputation for DWI enforcement

Operational & Legal Issues to Consider



- By law, municipal police officers are only empowered to arrest for PDP and DP offenses out of their jurisdiction when acting under a mutual aid pact or during an emergency
- **Camden County Prosecutor Mary Eva Colalillo** appointed each officer as a Prosecutor's Detective, giving Task Force officers county-wide police authority without limitations or enforcement power concerns
- Since 2008, there have been no successful legal challenges regarding the authority of the DWI Task Force officers
- Arrest processing for all offenses always takes place where task force officer is employed, limiting disruptions to the operations of other police departments





5 Areas Of Enforcement Focus

DWI Enforcement

DWI Enforcement

DWI Enforcement

DWI Enforcement

DWI Enforcement

Major Strategies



High-visibility DWI sobriety checkpoints and media campaigns
High visibility and covert DWI saturation patrols along the White Horse Pike Corridor

Develop regional DWI Task Force to increase focus on strategies including implementation and evaluation phases
Increase frequency of DWI court sessions within jurisdictions to provide a systematic and coordinated approach to prosecuting, sentencing, and monitoring DWI offenders

Major Strategies

Provide training on the proper administration of SFST's and specialized advanced training to identify impaired drivers. (A.R.I.D.E. / D.R.E)

Purchase portable breathalyzer units for all police departments. Adopt and publish a uniform policy on their use.

Zero tolerance approach to DWI enforcement



PORTABLE BREATH TESTING

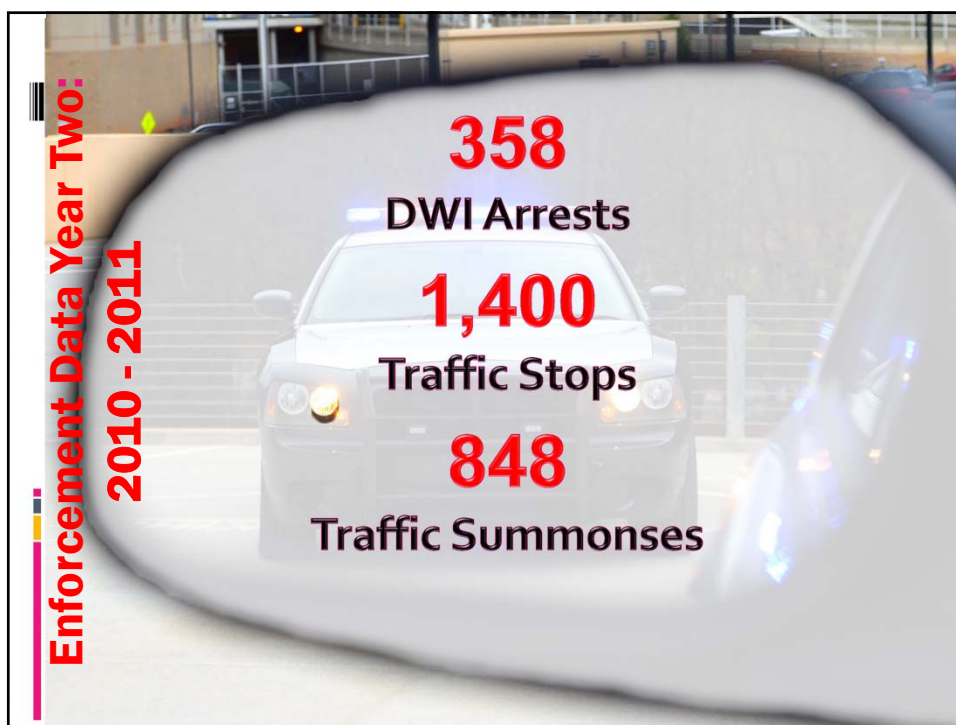
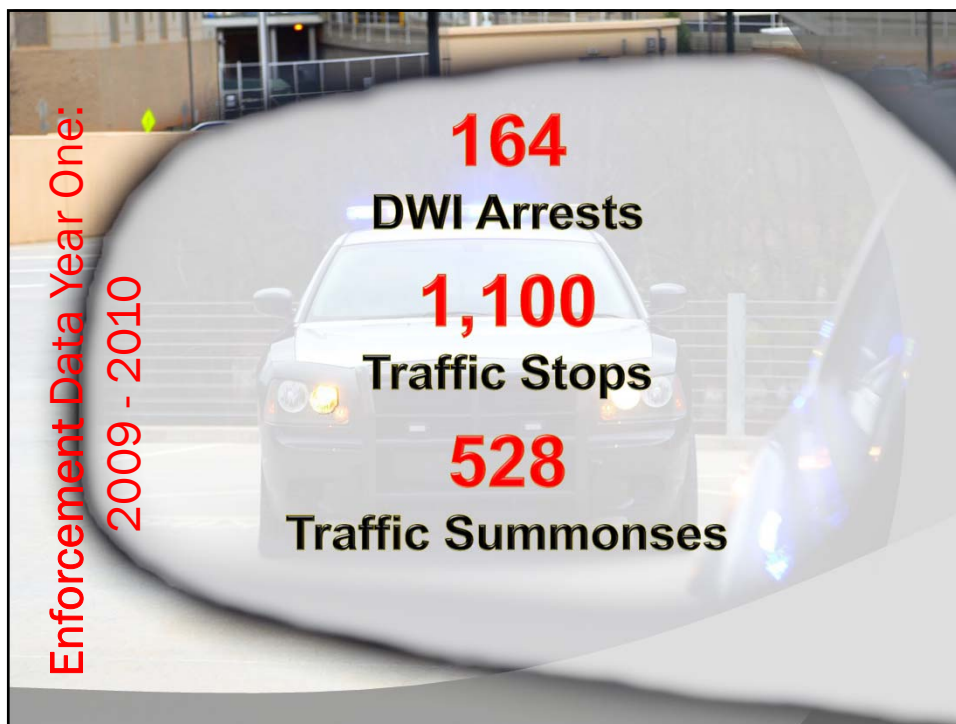
PRO'S

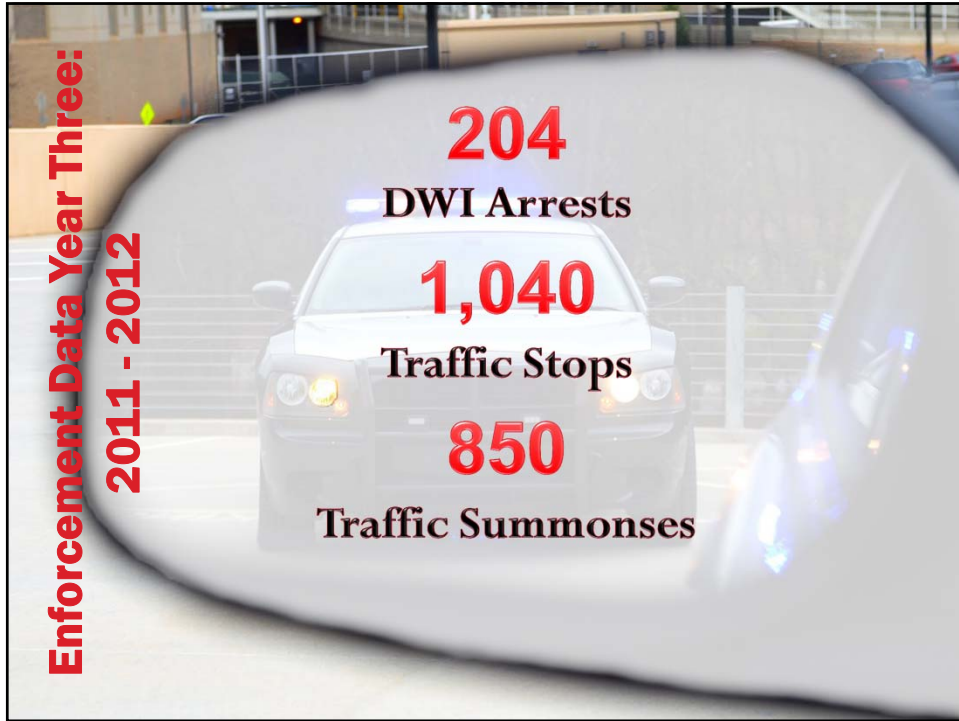
- Confirms Officers Senses
- Quick & Easy to Use
- Reliable to detect alcohol
- Quantifications are ACCURATE
- Increases Officer Confidence
- DDEF funds can be used to purchase the technology
- DEFENSE ATTORNEYS HATE THEM

CON'S

NONE









- ### 5 YEAR PROGRAM MILESTONES
- Weekly Enforcement Patrols Deployed
 - Quarterly DWI Checkpoints Conducted
 - 6.5% Reduction in Crashes
 - 5% increase in Drugged Driving Arrests
 - Driver culture along White Horse Pike Corridor has Improved



QUESTIONS & COMMENTS

CONTACT INFORMATION:

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CHIEF RONALD MORELLO

856-783-8616 SSCHMIDT@STRATFORDPD.ORG
PATROLMAN STEVEN SCHMIDT



FACT SHEET:

NHTSA Drug and Alcohol Crash Risk Study

About the study

- Largest such study ever conducted to assess the comparative risk of drunk and drugged driving.
- Conducted in Virginia Beach, Va., over a 20-month period.
- Collected data from more than 3,000 drivers involved in a crash, and more than 6,000 non-crash drivers for comparison.
- Once a crash-involved driver agreed to participate, research teams selected non-crash drivers for comparison at the same location, day of week, time of day and direction of traffic as the crash.
- Drivers were tested for a wide range of drugs, but marijuana was the only drug found in large enough numbers for statistically significant findings.

About the findings

- Drivers at a breath alcohol level of 0.08 percent, the legal limit in every state, were about four times more likely to crash than sober drivers.
- Drivers with an alcohol level of 0.15 percent were 12 times more likely to crash than sober drivers.
- Marijuana users were about 25 percent more likely to be involved in a crash than drivers with no evidence of marijuana use.
- Other factors – such as age and gender – appear to account for the increased crash risk among marijuana users.
- Ongoing research will refine our understanding of when marijuana use by drivers increases the risk of crashing.



FACT SHEET:

National Roadside Survey of Alcohol and Drug Use by Drivers

About the survey

- Conducted for the first time in 1973; repeated in 1986, 1996, 2007, and 2013-14
- Collects data from 300 roadside sites across the country
- Road signs alert drivers to a voluntary paid survey ahead
- Strictly voluntary and anonymous
- Drivers who are too impaired to safely drive from the research sites are offered other means to get home; of more than 30,000 participants over 40 years, none have driven away from the sites after being identified as impaired and none have been arrested
- Testing for presence of illegal drugs, prescription medicines, and over-the-counter drugs conducted for the first time in 2007

About the findings

Drinking and driving is falling

- The proportion of drivers with measurable alcohol levels declined by about 30 percent from 2007 to 2014. This decline was seen across all alcohol levels. Since the first such survey in 1973, the prevalence of alcohol among drivers has declined by nearly 80 percent.
- In 2014, about 1.5 percent of weekend nighttime drivers had .08 or higher breath alcohol concentrations (BrACs).
- About 8.3 percent of drivers had some measurable alcohol in their systems.

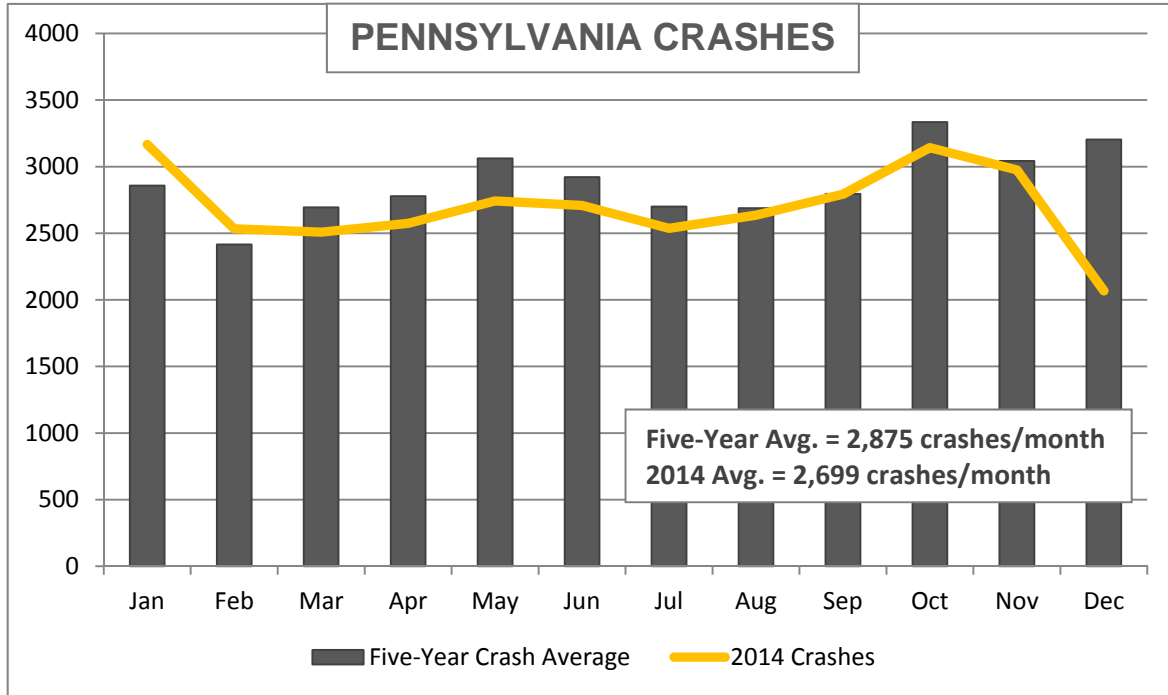
Drugged driving is rising

- About 20.0 percent of drivers tested positive for at least one drug in 2014, up from 16.3 percent in 2007.
- Some 12.6 percent of drivers had evidence of marijuana use in their systems, up from 8.6 percent in 2007.
- More than 15 percent of drivers tested positive for at least one illegal drug, up from 12 percent in 2007.

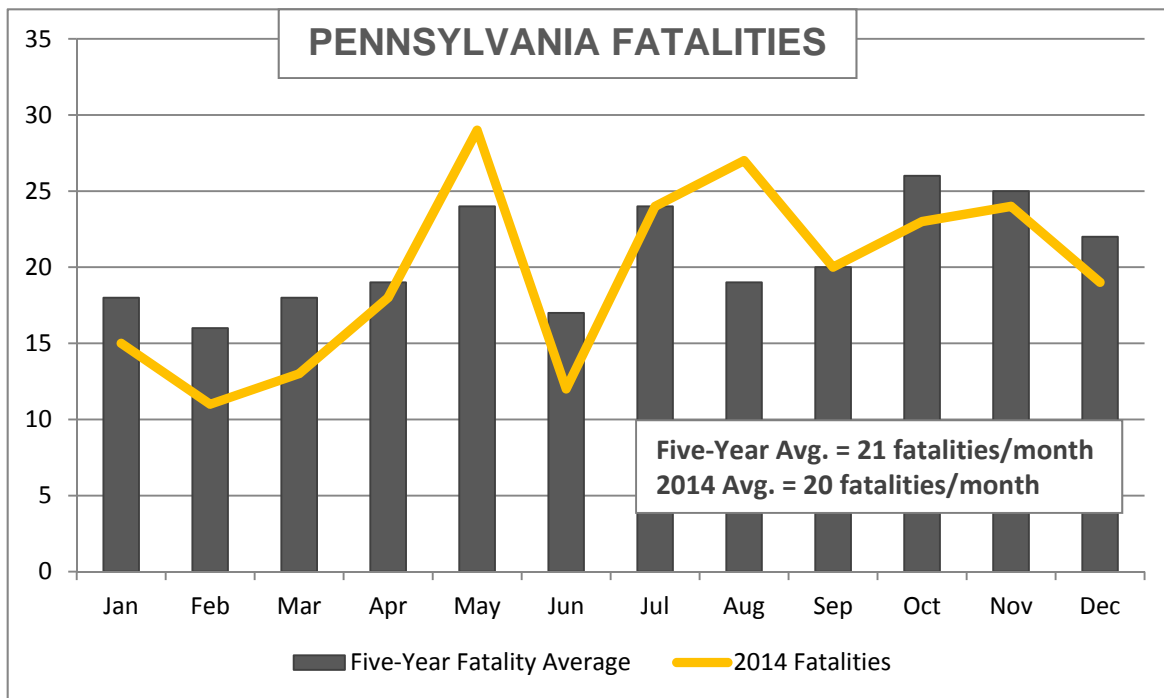
DVRPC REGIONAL CRASH TRENDS

3/3/15 RSTF Meeting Update

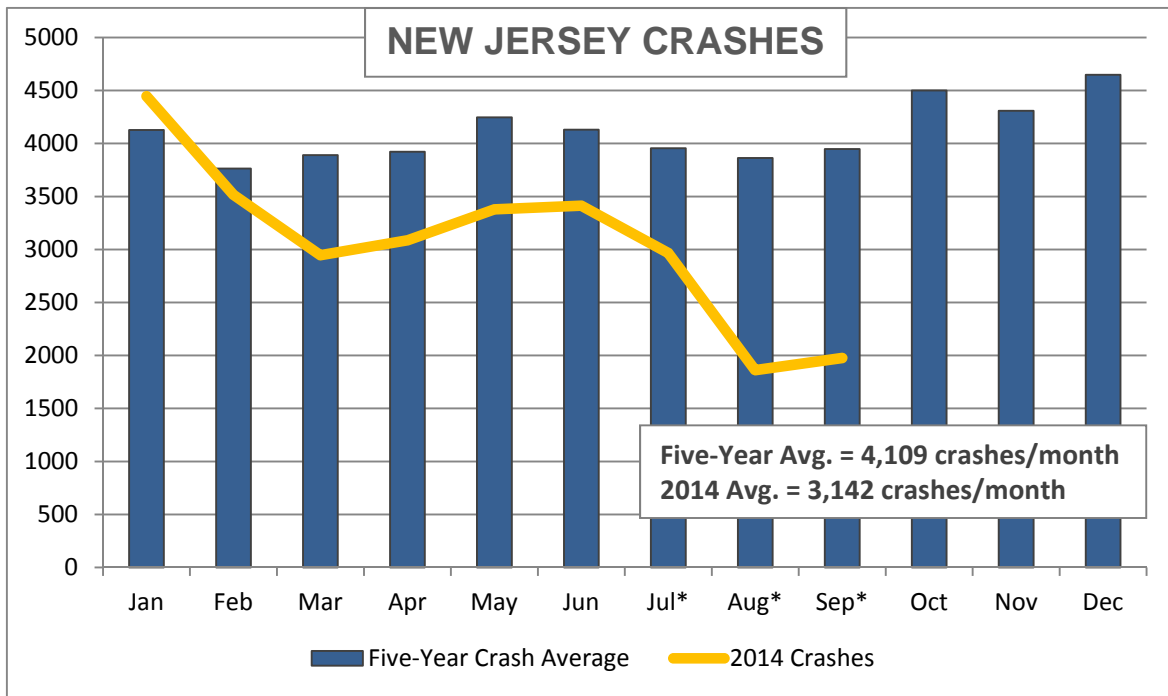
What do the preliminary crash data tell us about crash trends in 2014? This page compares the preliminary number of crashes and fatalities per month in 2014 to the five-year average for that month (2009 – 2013). This data is for the five southeastern Pennsylvania counties and the four New Jersey counties.



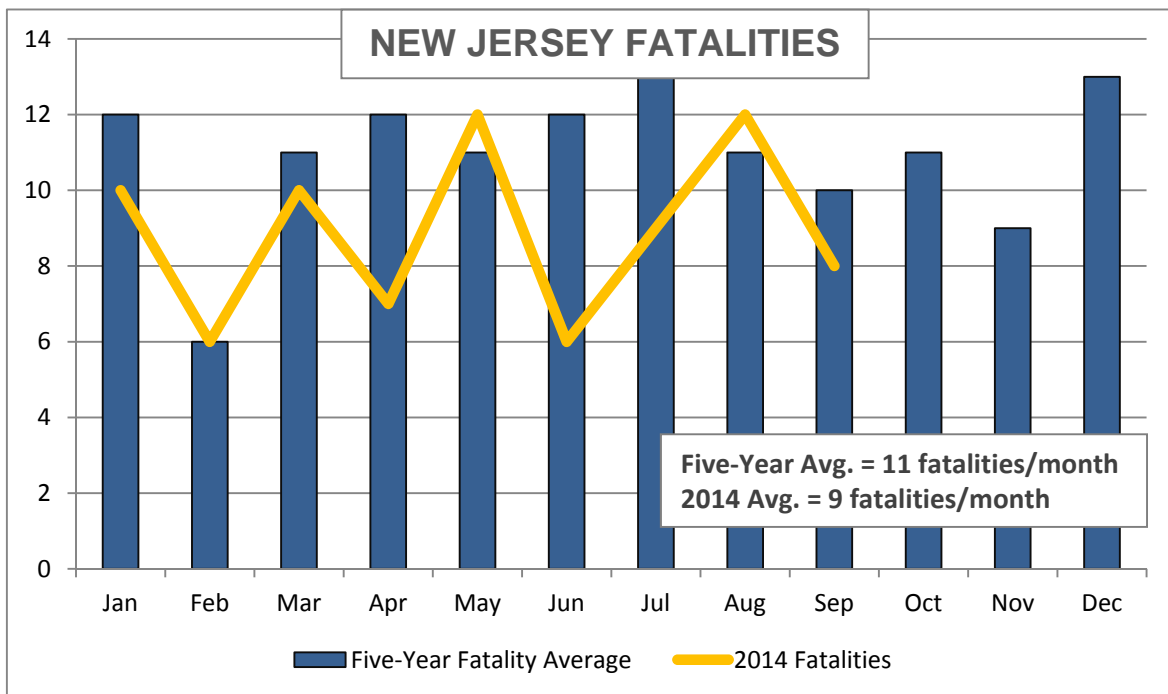
Source: PennDOT District 6



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



Source: Plan4Safety/NJDOT
 * 2014 crash data is incomplete



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.