



Meeting Agenda

Tuesday, June 2, 2015, 9:30 AM – Noon

- 1. Welcome and Introductions**
- 2. Follow-up from previous RSTF meetings**
 - a. Acceptance of March RSTF meeting highlights
 - b. Status of volunteer actions
 - c. RSTF Meet and Greet Directory
 - d. RSTF in action on a safety project
- 3. Update from the First Responders Community**
- 4. Legislative Update**
- 5. Emphasis Area Focus – ENSURE YOUNG DRIVER SAFETY**

This agenda item will include a brief overview of young driver crash trends from DVRPC, three guest presentations, and an open discussion for this emphasis area. The presenters are:

 - **Lauren Amway**, Project Coordinator, Delaware County TMA – Pennsylvania Regional Teen Safe Driving Competition
 - **Sean Dalton**, Gloucester County Prosecutor, Gloucester County Prosecutor's Office – Gloucester County Highway Safety Video Production Contest
 - **Violet Marrero**, Manager of Special Projects, New Jersey Division of Highway Traffic Safety – Share the Keys Program
- 6. Developing Action Items for Young Driver Safety**

The RSTF will refine strategies from the 2015 Transportation Safety Action Plan and develop volunteer action items, which will be tracked in the Measurements and Status Table.
- 7. RSTF Project Pipeline Process**

DVRPC staff will discuss a new initiative to engage RSTF members in the DVRPC process for developing safety projects. Examples will be shared to start generating a list of doable projects. One will be selected for fiscal year '17, starting in 2016.
- 8. 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 MARCH 3, 2015 MEETING

- All presentations and related meeting handouts are located on the RSTF Website:
<http://www.dvrpc.org/ASP/committee/Presentations/RSTF/2015-3.pdf>

1. Welcome and Introductions.

Attendees were welcomed and the meeting was called to order by RSTF Co-Chair Bill Beans, MBO Engineering. He introduced his Co-Chair Ryan McNary, PennDOT. Mr Beans especially welcomed first time attendees. He then read the mission, goal, and objectives of the RSTF, and invited everyone to introduce him or herself.

The Highlights of the December 19, 2015 RSTF meeting were accepted.

John Ward, DVRPC, announced that 2015 will be DVRPC's 50th anniversary year. There will be many events during the year to highlight our efforts, to teach about planning, and help the region understand why we do what we do. In addition there will be a new DVRPC logo for 2015 celebrating this anniversary along with a total redesign of the website. He thanked our partners, and welcomed new stakeholders. Upcoming events include the Breaking Ground Conference for Municipalities and a celebration this summer at 30th Street Station. RSTF members were encouraged to view the schedule of events by following DVRPC on Facebook and Twitter. September 2015 is also the 10th anniversary of the RSTF.

2. Follow-Up from December 2014 RSTF Meeting.

Sarah Oaks, DVRPC, reviewed the Volunteer Action Items from the December 16, 2014 meeting which addressed the Transportation Safety Action Plan (TSAP) emphasis area of increasing seatbelt safety.

Action: Provide the K-12 Traffic Safety education program developed by Kean University:

- Michael Tullio, Kean University, will make this curriculum, which includes quite a bit of occupant protection information, available free of charge to any school district interested in using it.

Action: Post safety event information on the Safety Page of the DVRPC website:

- The DVRPC Office of Safety will post any event information forwarded by an RSTF member.

Action: Report Statistics for any non-traditional seatbelt education program:

- Ms Oaks reported that the Delaware County TMA's High School Seatbelt Challenge has grown over seven years from three to eleven participating schools. The challenge is also done in conjunction with the Survival 101 program taught by police officers trained by

Buckle Up PA instructors. There is typically a 20-30% in seatbelt use over the course of the school year.

Action: Assist RSTF Members in writing letters to their legislators to support seatbelt safety legislation:

- Mr. Beans is available to assist all RSTF members in drafting letters their legislators about seatbelts or any other safety issue.

Action: Share PennDOT's Social Media Plan:

- Mr. McNary reported that this plan is a lengthy document and is not easily shared. He can make a summary of it available to those interested. In addition he is willing to share the PennDOT media calendar for District 6 to assist in coordinating events.

Zoe Neaderland, DVRPC, reported that the DVRPC Board accepted the Draft TSAP at their February 26, 2015 meeting. The document will be published soon and will be available on the DVRPC website. Regarding implementation of the TSAP's many Action Items, she discussed the importance of developing partnerships and volunteering for Action Items, especially those which are small scale and can be easily implemented. The purpose of the RSTF is to encourage partnerships and create opportunities and ways for organizations to work together and help each other to promote safety in the region. She highlighted one of the exit survey questions, which requests members to report ways the RSTF is helping or can help their organization foster these relationships.

- Mr. Beans commented that the many first time attendees at today's meeting will encourage more partnerships to form.

3. Update from the First Responders Community.

- Eric Hicken, NJ State Department of Health Office of Emergency Medical Services, discussed how DOH is developing a culture of safety. He is the Coordinator of the EMS for Children program which teaches first responders how to properly secure children in ambulances. Funding is needed for EMS training and for testing car seats in ambulances. He requested that RSTF members forward to him of any research they may be aware of for best practices. Major challenges of the program are not enough funds or volunteers.
 - Mr. Ward mentioned that both PA and NJ have state guidelines for who should respond in highway incidents that were developed with input from members of the DVRPC Incident Management Task Force. He recommended that Mr. Hicken coordinate with members of this Task Force for assistance in promoting this program.
 - **Mr. Beans asked for others to help promote the need for funding.**
 - Mr. McNary reported that securing children in ambulances is a challenge in Pennsylvania too and there will be a related training in May.
- James McCarrick, City of Philadelphia Police DUI Coordinator, reported that to combat impaired driving on St Patrick's Day roving patrols will be sent out to known hotspots rather than using checkpoints, which can be avoided.

- Officer James Philbin, Cherry Hill Township Police Department, reported that a Data-Driven Approaches to Crime and Traffic Safety (DDACTS) unit was started this year. The DDACTS analysis revealed a higher percentage of DUI crashes between 3 AM and 7 AM rather than earlier as their policing approach had assumed. They will therefore do some full checkpoints on NJ 70 or some low-staff checkpoints near that high-volume road, focusing on holidays, especially St. Patrick's Day. In the discussion which followed, RSTF members reported that:
 - PennDOT uses DDACTs to show the public where safety resources are allocated. Also, DDACTS training will be offered in Harrisburg during the week of July 7th, 2015. All police departments are welcome to attend.
 - Philadelphia's use of DDACTS identified a location for a DUI checkpoint not considered before in the 25th District. It netted 26 DUIs in 45 minutes and then they had to shut it down as this exceeded their processing capacity.
 - York County recently hired a Criminal Justice Planner who uses data to help target programs.
- Richard Avicoli, Gilmore and Associates, discussed Pennsylvania efforts to better coordinate communication between utility companies, first responders, and public works staff members in the case of a utility pole knockdown or downed tree. Better communication with PECO about when power is off reduces the time that other necessary workers need to wait before beginning work.

4. Legislative Update.

Jana Tidwell, AAA Mid-Atlantic, presented an update on some Pennsylvania bills regarding impaired driving. AAA is currently tracking SB 290 and HB 278, companion bills to make ignition interlocks mandatory after the first offense. Current legislation mandates them only for repeat offenders. Twenty-four other states currently require ignition interlocks for all offenders, and AAA has called on the remaining states to pass such legislation. Troy Love, PennDOT, added that the bills as written would take Pennsylvania out of compliance with a federal requirements and would require transferring funds. He also noted that the current technology allows testing for alcohol, but not drugs.

Tracy Noble, AAA Mid-Atlantic, spoke about some bills in New Jersey. NJ SB 325 also concerns first time offender ignition interlocks. AAA supports amendments to this bill that would make it less lenient. In its current form it only requires that the person blow clean for the last third of the sentence rather than the whole sentence. Several participants were concerned about suggesting it is all right to drive under the influence the rest of the time. **Anyone interested can contact Tracy and participate in discussion of this bill.**

5. Emphasis Area Focus – REDUCE IMPAIRED AND DISTRACTED DRIVING

Kevin Murphy, DVRPC, provided some background analysis. According to the most recent Crash Data Bulletin, DUI crashes in the region declined in 2013 compared to both 2011 and 2012, and there were fewer fatalities both locally and nationally. According to NHTSA, while national alcohol-impaired fatalities went down 20 percent, they still account for 30 percent of all

traffic fatalities, with an estimated cost of \$37 billion. Nationally alcohol-impaired fatalities have declined 21 percent since 2003, but there were 10,000 crash fatalities in 2012. In the DVRPC region, impaired driving was a contributing factor in an average of 27 percent of the fatalities between 2010 and 2012. DUI laws in Pennsylvania and New Jersey differ, but both have graduated penalties based on blood alcohol content (BAC), and ignition interlocks are used by both states. There are several national and regional outreach and enforcement programs that can be used by police forces and citizen groups to combat impaired and distracted driving.

Recommended TSAP strategies include encouraging a variety of traffic calming techniques to reduce crashes from distracted, drowsy, or impaired driving; promoting laws and outreach campaigns targeted to reducing impaired and distracted driving; supporting Drug Recognition Expert (DRE) training for police; and supporting corporate bans on using cell phones while driving for work. Mr. Murphy then introduced the speakers.

The Hon. John Kennedy, York County Courts and Criminal Justice, discussed the York County DUI prevention initiative called "Target 25." Because of the number of DUI cases that came before him, Judge Kennedy did an informal survey among his fellow judges and, working with the District Attorney, determined that DUI represented approximately one-third of their case load, with 25 percent of those cases being repeat offenders. Other people can do similar research on the Administrative Office of Pennsylvania Courts (AOPC) online database to find this information for their own counties

Policies in place at that time allowed offenders to be released after the blood test was completed, regardless of their past DUI arrest history, pending arraignment. Court dates could be six weeks to three months in the future. This could and did allow the problem drinker to be arrested and released repeatedly between arraignments, with no ability for this to be taken into account for sentencing for the original crime.

Working with a task force made up of many stakeholders, a new arrest/bail protocol was developed. Arresting officers are now required to run records upon stopping defendants for DUI. If the driver is a repeat offender they are now taken immediately for a blood test and then a bail hearing before a District Justice. The Sherriff's office streamlined paperwork. The Justice's bail conditions include intervention and a 24/7 blood alcohol monitoring bracelet. Sentencing guidelines also include the monitoring bracelet and house arrest, as it has been shown that most people with alcohol problems are not deterred from driving drunk by loss of license or by jail time, but are deterred by the loss of ability to drink. The program shows cost savings by reducing DUI incarcerations in York County. It also has demonstrated a 90 percent reduction of multiple offenders in one year. In 2011, before Target 25 was implemented, DUI victims were 18 percent of all crime victims in York County in 2013 DUI victims were only 6% of all crime victims.

Judge Kennedy advised that others trying to adopt such a program need to "sell" it to all implementers. They worked with everyone interested, but then advised non-participating municipalities that when there were DUI fatalities, they would note that the police department could have prevented the loss of life but didn't follow the adopted procedures.

In response to a question regarding the use of treatment programs in sentencing, Judge Kennedy replied that the Commonwealth does not regard alcoholism as a disease yet so there is no legislation to permit it to be used in lieu of incarceration. There is an effort now reach out to legislators to promote the need for treatment programs.

Patrolman Steven Schmidt, Stratford Borough Police, discussed the multi-jurisdictional approach to DWI and the Camden County DWI Task Force, which began in 2009. Five municipalities along a six mile stretch of White Horse Pike (US 30) in New Jersey work cooperatively for DWI enforcement. The Camden County Prosecutor appointed each participating officer as a Prosecutor's Detective, giving Task Force member officers county-wide police authority. This allows deployment of resources anywhere along the corridor depending on need. Major strategies include high-visibility and covert DWI patrols and increased frequency of court sessions in the municipalities, along with a coordinated and unified approach to prosecuting, sentencing, and monitoring of offenders.

Police officers are trained together in the proper administration of field sobriety tests. The Task Force received a grant from the Governor's office for training, to purchase portable breathalyzer units, and to create a uniform policy for their use. These portable units are easy to use and are reliably accurate, which increases officer confidence. Less than five percent of those stopped refuse this voluntary test. It's used primarily to confirm officers' suspicion and is not yet admissible in court. Although there is no outreach to establishments located along the corridor, it's clear they are aware of the program because most of the arrests are from those passing through the corridor rather than originating in it. Over the past five years there has been a six point five percent reduction in crashes, and a five percent increase in drugged driver arrests. In total, there have been 6,420 car stops, resulting in 4,460 summonses for a variety of traffic offenses, and 1,330 DWI arrests as a result of this targeted, coordinated enforcement.

6. Developing Action Items

Mr. Beans and DVRPC staff videotaped of Judge Kennedy's presentation. Mr. Beans plans to edit them into a finished product to help share the good work done in York County. County staff and other RSTF members will be invited to help share it.

Walter Lafty, Pennsylvania Liquor Control Board (PLCB), discussed their Responsible Alcohol Management Program (RAMP), a voluntary training program for establishments which are licensed to serve or sell alcohol. In order for business to be RAMP certified they must provide alcohol awareness education for their staff. Starting in 2006, judges can find licensed establishments guilty in DUI cases. If this happens, legislation is in place to permit the PLCB to downgrade the license to "Conditional" and members of the public can then object to the license renewal. Starting in 2012 the PLCB requires all new managers at licensed establishments to get RAMP training, which is free. The establishment may then send additional staff, for a fee, for RAMP training or may hire a contractor for in-house training. One of the program's challenges is to get establishments to volunteer for staff training prior to receiving any citation for serving minors or visibly intoxicated persons. Judges have leeway to reduce fines for certified establishments. In the last few years, communities and coalitions have worked cooperatively with the PLCB to pay the RAMP training fees for restaurant workers training. In response to an audience question regarding safety training for restaurant workers, Mr. Lafty replied that a separate division of the PLCB provides safety training to licensees.

- **Mr. McNary volunteered to connect Mr. Lafty with PennDOT's staff that can assist with outreach to promote RAMP as well as links to national campaigns and other PennDOT grantees that could offer assistance.**
- **Officer McCarrick from the City of Philadelphia Police agreed to help promote RAMP to restaurants.**
- **Kathy Olsen from The Bucks County TMA, Lori Aguilera from the Chester County Office of Highway Safety, and Ms. Tidwell from AAA Mid-Atlantic all volunteered to host or find facilities available to host RAMP training.**
- **Mr. Beans suggested that major organizations such as MADD might be able to help get information out to restaurants and bars, and offered to assist in gathering contacts at such organizations. Ms. Neaderland noted that any RSTF member could speak with the manager of a restaurant or bar that they frequent as an easy action.**
- **Gus Scheerbaum, MOTU, agreed to make the links available on the City of Philadelphia's MOTU Blog. website.**
- **Mr. McNary agreed to share the District 6 DUI enforcement calendar.**
- **Ms. Neaderland encouraged members of the RSTF to promote RAMP at their favorite establishments as an easily done action item to help reduce impaired driving.**

Members of the RSTF agreed on the importance of making it easier for interested citizens, communities, and organizations to find resources and information about DUI issues, such as locations of uncertified establishments. There was interest in a single electronic location for this range of information. The idea was raised that such a location could be developed by the RSTF, but there were no volunteers to work on this potential action.

George Geisler, PA DUI Association, said Drug Recognition Expert (DRE) training is a major focus for officers as drugs are often used, and a drugged person is often a safety issue for officers. It has been a struggle to get funding training for officers or trained trainers. Staffing and manpower are often issues for local police forces, as are travel and materials costs. Sponsors for host locations and training materials, less than fifty dollars per trainee, are welcomed. DREs are available for municipal police throughout Pennsylvania and resources may be shared among counties. York County's toxicology program was commended. DRE officer training begins with a two-day course followed by a seven-day course, and then hands-on training at a rehab facility. The courses are offered many times per year, with rigorous entrance requirements and a high failure rate. There is also a need to involve prosecutors, as drugged driving is a relatively new science.

Mr. McNary said that case law is very important to prosecutors and requested that it also be shared with officers to better prepare them. He recommended Mr. Geisler as technical resource. **Representatives from PennDOT volunteered to share case histories to help inform prosecutors and judges in PA.**

Members of the RSTF from New Jersey reported that in New Jersey medical marijuana users are immune from criminal possession laws but not from traffic statutes.

Mr. Ray Reeve, NJ DOT, said that in NJ, as in PA, the issue is shortage of personnel and interested municipalities. There is an online course available, which helps with the issue of travel time for classes. There is also a group of DRE trained officers available for call-out service in southern NJ counties, as a way of sharing resources. Grants are available for

overtime pay. **Ms. Noble and Officer Philbin volunteered to make their facilities available for training in New Jersey. Mr. Kaplan said that Rutgers CAIT may also be able to assist. Mr. Reeve agreed to follow up on this.**

Mr. Beans recommended RSTF attendees pull facts from the RSTF highlights to send to their supervisors. **Mr. McNary agreed to assist Mr. Beans and DVRPC staff to create this.**

RSTF members agreed that at a future date, representatives of the PLCB and the New Jersey Alcohol Beverage Control Division will be invited to join the RSTF to discuss DUI programs targeted to bar and restaurant owners and workers.

Mr. Murphy said research into distracted driving shows consequences similar to DUI. The two are together in the Transportation Safety Action Plan because many similar strategies apply. Also, data for distracted driving is weak so it might otherwise not be recognized as an important emphasis area. He asked for assistance in gathering cell phone ban policies from companies that prohibit employees' cell phone use while driving on company business. DVRPC will create a repository for the information, which can then be shared. **Kasim Ali, City of Philadelphia Streets Department, Mr. McNary, Officer Philbin, Ms. Noble, and Ms. Tidwell offered to assist with this effort.**

7. Member Updates and Open Forum

- Kelvin MacKavanagh, DVRPC Goods Movement Task Force, reported that there will be two sessions at the upcoming Transaction Conference in New Jersey resulting from this task force: Safety Past Present Future, and Red Light Cameras. The conference runs from April 21-23, 2015 in Atlantic City. The agenda is on conference website: www.njtransaction.com.
- Emma Yamamoto, MOTU, announced an upcoming effort to start a driver safety education program with regard to pedestrians. pedestrian. She requested staff assistance for promoting it with social media and asked that it be placed on Safety page of the DVRPC website.
- Mr. Beans announced that the next RSTF meeting will be held June 2, 2015. The TSAP Emphasis Area to be discussed will be "Ensure Young Driver Safety."
- Mr. McNary asked all attendees to fill out the survey.

The meeting then adjourned.

Attendees:

- | | |
|-------------------|---|
| 1. Aguilera, Lori | Chester County Highway Safety |
| 2. Ali, Kasim | City of Philadelphia Streets Department |
| 3. Arcaro, Tina | SJTPO |
| 4. Avicolli, Rich | Gilmore and Associates |
| 5. Beans, Bill | MBO Engineering LLC |
| 6. Bucci, Larry | Fiocco Engineering |
| 7. Buerk, Jesse | DVRPC |
| 8. Cerbone, Vince | PennDOT District 6 |

9. Ferraro, Donna	Public Health Management Corp. – Street Smarts
10. Fiocco, Joe	Fiocco Engineering
11. Hicken, Eric	NJ DOH & OEMS
12. Howard, Nathan	DVRPC
13. Huff, Alan	SJTPO
14. Geisler, George	PA DUI Assoc.
15. Griffin, R.J.	GVF TMA
16. Kaplan, Andy	Rutgers University TSRC
17. Kennedy, Judge John	York County Courts and Criminal Justice
18. Lafty, Walt	Pennsylvania Liquor Control Board
19. Love, Troy	PennDOT District 6
20. Lozinak, Amanda	TMA of Chester County
21. MacKavanagh, Kelvin	DVRPC Goods Movement Task Force
22. Marandino, Jennifer	SJTPO
23. McCarrick, James	City of Philadelphia Police
24. McNary, Ryan	PennDOT Central Office
25. Merritt, Darrell	PennDOT District 6
26. Moore, Regina	DVRPC
27. Murphy, Kevin	DVRPC
28. Neaderland, Zoe	DVRPC
29. Noble, Tracy	AAA Mid-Atlantic- New Jersey
30. Nuble, Patrice	City of Philadelphia Streets Department
31. Oaks, Sarah	DVRPC
32. Olsen, Kathy	TMA Bucks
33. Omer, Marhaba	NJDOT
34. Ott, Pat	MBO Engineering LLC
35. Patel, Ashwin	PennDOT District 6
36. Philbin, Officer James	Cherry Hill Township Police
37. Ragozine, Bill	Cross County Connection TMA
38. Reeve, Ray	NJDHTS
39. Rukowski, Bill	Burlington City Police
40. Scheerbaum, Gus	City of Philadelphia MOTU
41. Schmidt, Peggy	Partnership TMA
42. Schmidt, Ptlm. Steve	Stratford Borough Police
43. Strumpffer, Warren	Transportation Safety Advocate
44. Tidwell, Jana	AAA Mid-Atlantic- Philadelphia Office
45. Uselis, Sgt. Stephen	PA State Police
46. Walsh, Chris	Burlington City Police
47. Ward, John	DVRPC
48. Wilson, Cpl. Kenneth	PA State Police
49. Yamamoto, Emma	City of Philadelphia MOTU



New Jersey 2015 – Key Legislative Issues

Teen Driving

AAA Position: Support

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.*

Child Passenger Safety

AAA Position: Support

S-2026 (Beach): requires parents to adhere to the current American Association of Pediatrics standards for use of child passenger safety seats.

On March 16, S-2016 passed the full senate 38-0 and now awaits the Governor's signature. If the Governor signs this legislation the AAA Clubs of NJ will embark on a statewide education campaign.

Transportation Funding

AAA Position: Support finding a long term solution to solve the Transportation Trust Fund crisis.

During the month of March the AAA Clubs of New Jersey submitted testimony at both the Transportation Funding and Budget hearing calling for a solution to fix the New Jersey Transportation Trust Fund. The Clubs called for tightening bonding practices, reasonable increases in transportation user fees, new revenue streams and, most of all, an end to the diversion of funds. The situation is dire. **Existing tax revenue to the Trust Fund is enough to cover only debt service payments; any new capital program costs must be met with new sources of revenue. 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.

Electronic Data Recorders

AAA Position: Support with amendments.

A-3579/S 2433 (Moriarty/Madden): 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.

On April 7, the AAA Clubs of NJ met with the Governor's counsel to express our concerns with the scope of the bill and requested language changes to clarify that the will would only apply to EDRs. The auto manufacturers publicly supported the bill stating that while it's not perfect, it was not something they were going to fight. Governor Christie has signed this bill on May 11th.

Impaired Driving

AAA Position: Support with amendments.

A-1368/S-385 (Stender /Scutari): revises penalties for certain drunk driving offenses, including mandating installation of ignition interlock device, and creates restricted use driver's license.

On March 23, Governor Christie conditionally vetoed this bill calling for changes to strengthen DUI penalties and better protect New Jerseyans from drunk driving. The Governor's changes to the bill, if adopted by the legislature, will require both mandatory license suspensions for first time offenders and the broadened use of ignition interlock devices.



Pennsylvania 2015

Young Driver Safety Legislative Issues

DVRPC Regional Safety Task Force Meeting June 2, 2015

Distracted Driving

House Bill 652 (Markosek): An Act amending Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes, in general provisions, further defining "interactive wireless communications device"; and in rules of the road in general, prohibiting use of interactive wireless communications device, and further providing for duty of driver in construction and maintenance areas or on highway safety corridors and for duty of driver in emergency response areas. Referred to the House Transportation Committee Feb. 26, 2015.

House Bill 714 (Ross): An Act amending Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes, in miscellaneous offenses relating to operation of vehicles, further providing for the offense of careless driving; establishing the Driver Distraction Awareness Fund; and providing for additional duties of the Department of Transportation. Referred to the House Transportation Committee Mar. 4, 2015.


Senate Bill 153 (Teplitz): This bill amends Title 75 (Vehicles) by making a driver's use of a handheld cell phone while operating a motor vehicle a summary offense. This means that upon conviction, the driver will be subject to a fine of \$50 for the first violation, \$100 for a second violation, and \$150 for any subsequent violations. The bill also requires the Pennsylvania Department of Education to develop a 6 month education campaign to address the dangers of distracted driving. Once this 6 month education period ends, the fines will go into effect. Referred to the Senate Transportation Committee Jan. 26, 2015.

Primary Seat Belt – (no legislation introduced yet)

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.


Pennsylvania does, however, have primary enforcement for those ages 8 through 17 in all seats (front and back), and 18+ years in the front seat.

**In addition to the priorities outlined above, AAA will continue to advocate for motorists on any and all safety issues as has been the case for more than 100 years.*




Ensure Young Driver Safety

RSTF Meeting
June 2nd, 2015

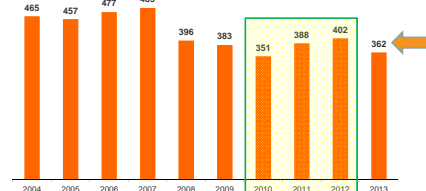


Safety Planning Context

The 2015 Transportation Safety Action Plan addresses the eight key emphasis areas that are contributing factors in **97%** of fatalities in the Delaware Valley, and 88% of the injuries.

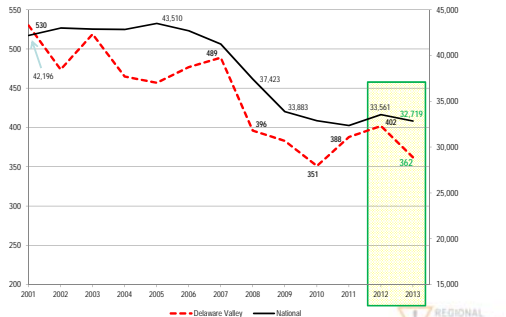


Total Crash Fatalities in the Delaware Valley Over Time



Year	Total Crash Fatalities
2004	465
2005	457
2006	477
2007	489
2008	396
2009	383
2010	351
2011	388
2012	402
2013	362

Regional Fatality Trend Compared to National Fatality Trend



Year	Delaware Valley	National
2001	42,196	530
2002	42,196	530
2003	42,196	530
2004	42,196	530
2005	42,196	530
2006	42,196	530
2007	42,196	530
2008	396	489
2009	383	477
2010	351	465
2011	388	457
2012	402	477
2013	362	489

Sources: NHTSA PennDOT, NJDOT

Young Driver Safety - National Context

NHTSA

- In the 15- to 20-year-old age group, driver fatalities declined by 49 percent between 2003 and 2012.
- Still, in 2012, 1,875 young drivers (15 to 20 years old) died and 184,000 were injured in motor vehicle crashes.

AAA


- Every day, car crashes end more teen lives than cancer, homicide and suicide combined.

CDC

- Risk of motor vehicle crashes is higher among 16- to 19-year-olds than among any other age group.

October 19-25, 2015 "5 to Drive"

- No cell phones while driving
- No extra passengers
- No speeding
- No alcohol
- No driving or riding w/o a seatbelt



Graduated Driver's License


NHTSA

All States and the District of Columbia have a three-stage GDL system.

- This system allows teens to gradually gain exposure to complex driving situations, easing them into driving over an extended period of time.

- Learner Stage:** supervised driving, cumulating with a driving test;
- Intermediate Stage:** limiting unsupervised driving in high risk situations;
- Full Privilege Stage:** a standard driver's license

(Governor's Highway Safety Association)



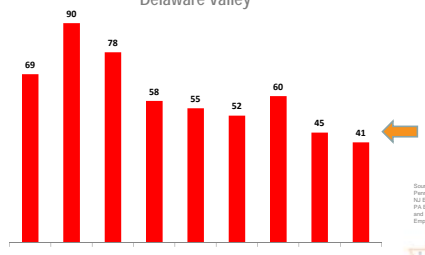
Analysis shows that adopting GDL laws will lead to **substantial decreases of crashes** for this age group – anywhere between 20 and 50 percent. (NHTSA)

DRIVE IT NOW! ADVENTURES IN TEEN DRIVING;
Lessons and stories from teen driving expert, and parent, Kathy Bernstein Harris

Regional Perspective

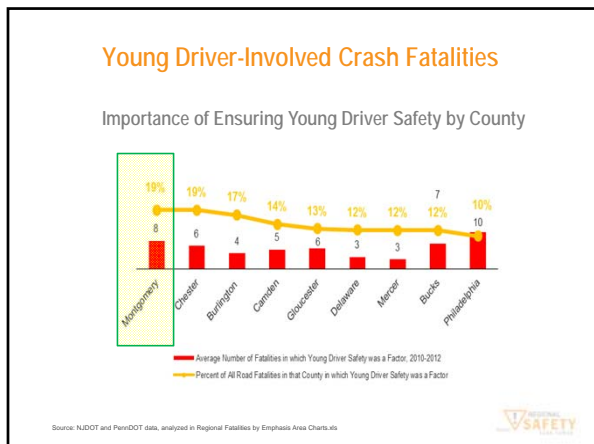
Young drivers were involved in **14%** of the traffic fatalities per year in the Delaware Valley, on average, from 2010 to 2012.

Trend in Crash Fatalities Where a Young Driver Was Involved in the Delaware Valley



Year	Crash Fatalities
2005	69
2006	90
2007	78
2008	58
2009	55
2010	52
2011	60
2012	45
2013	41

Sources: NEDOT and PennDOT data, analyzed in the Emphasis Area Tables, PA Emphasis Area Tables, PA and Regional Fatalities by Emphasis Area Charts, etc.



Resources

- CHOP: www.teendriversource.org – Research put into action!
The TeenDrivingPlan (TDP) is an interactive web-based program to help parents more effectively supervise driving practice.
- The Matt Maher Story
Decisions Determine Destiny - The Other Side Of Reality
- State Farm: teendriving.statefarm.com
Celebrate My Driver / 2N2 Road Trips
- AAA: Keys2Drive
<http://teendriving.aaa.com>

The most common forms of distraction leading to a teen driver crash include:

- 15% Cell phone use while driving
- 12% Texting while driving
- 10% Looking at something outside the vehicle
- 9% Looking at something inside the vehicle
- 8% Daydreaming
- 6% Inattention
- 6% Talking to passengers
- 5% Eating or drinking

Recommended Strategies

- Encourage parent/young driver orientation as a condition for learner's permit. [Education]
- Compare PA and NJ GDL requirements and promote consistency; consider GDL requirements and educational opportunities for all "new" drivers regardless of age. [Policy/Education]
- Support and spread the word about young driver safety education and media campaigns such as the National Organizations for Youth Safety (NOYS Global Youth Traffic Safety Month) [Education]


Speakers




- Lauren Amway, Project Coordinator
Delaware County TMA
Pennsylvania Regional Teen Safe Driving Competition
- Sean Dalton, Prosecutor
Gloucester County Prosecutor's Office
Gloucester County Highway Safety Video Production Contest
- Violet Marrero, Manager of Special Projects
New Jersey Division of Highway Traffic Safety
Share The Keys

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

Share the KEYS




NJ Graduated Driver Licensing Law

Permit At 16 (6 hrs. BTW) Or 17

- Practice for at least 6 months

Probationary License At 17

- Practice at least 12 months



Pg. 6 of the STK Resource Guide


Permit & Probationary License Restrictions

DRIVING HOURS (NO DRIVING BETWEEN) work/religious exceptions allowed	11:01PM – 5:00AM
PASSENGERS Unless teen is accompanied by Parent/Guardian or the passengers are the teen driver's dependents (children)	NO MORE THAN ONE (1) PASSENGER
GDL DECAL Placement on Front and Rear License Plates (Removable) \$4 a pair available at MVC	REQUIRED
PORTABLE ELECTRONIC DEVICES	NOT ALLOWED
SEATBELTS	REQUIRED
PLEA BARGAIN AGREEMENTS	BANNED

Pg. 4 of the STK Resource Guide

GDL Decal Facts

- Identifies GDL holders who are subject to the passenger and curfew restrictions
- Teen Driver Crashes ↓ 9%
- Police Enforcement ↑ 14%
- No cases of the Decal being connected to a crime have been substantiated



Applying Best Practices: Research in Action

Six Step Strategic Approach

1. Set a Long Term Vision
2. Identify Behavioral Objectives linked to key outcome
3. Identify Target Constructs that influence the adoption of the behavioral objectives
4. Design and develop Intervention content that address constructs
5. Evaluate effectiveness of interventions
6. Refine interventions and behavior change model, when needed

Flaura Winston PhD, Lela Jacobson PhD, Jessica S. Hafetz PhD, CHOP Center for Injury Research & Prevention, CHOP

Step 1: Long Term Vision

Zero Fatalities

Reduce teen driver crashes, injuries and deaths by increasing parental involvement.




Step 2: STK Behavior Objectives

How Do Parents Reduce their Teen's Crash Risk?

Parents

- Understanding the Graduated Driver License (GDL)
- Being a Good Role Model
- Effectively Enforcing the GDL at Home
- Increasing Practice Driving
- Controlling the Keys



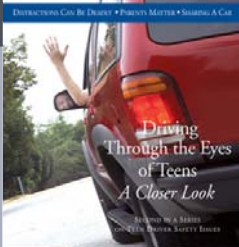
Children's Hospital of Philadelphia

Center for Injury Research and Prevention

Driving Through the Eyes of Teens: A Closer Look

Distractions Can Be Deadly • Parents Matter • Safer is a Goal

- Parents play a crucial role
- Parenting styles affect teen crash risk
- Parents need to work with teens to set driving limits and gradually introduce earned privileges
- Parents need to lead by example
- Parents need to ensure 50 hours of supervised practice driving
- Limiting primary access is important



Driving Through the Eyes of Teens: A Closer Look

Presented by a Series of 10th Annual Safety Event

A Research Report of the Children's Hospital of Philadelphia and State Farm

Step 3: Identify Target Constructs

Influencing Change by Empowering Parents

- Parental Knowledge
- Parental Feelings/Beliefs
- Ability & Willingness to Change



Situational Leadership Applied to STK

Parents benefit from STK regardless of their parenting style (willingness and ability)

Parent	SL Approach	Facilitator
Parent is able and willing to support their young driver and is confident in their abilities <i>Parenting Style: Authoritative</i>	Delegate	Use Interactive Exercises . Allow opportunities for independent learning to reinforce parental willingness and ability to support their teen driver
Parent able to support young driver but lacks confidence (<i>unwilling</i>) needed to do what is asked <i>Parenting Style: Authoritarian</i>	Support	Encourage and reward participation. Provide resources to support new behaviors, acknowledge participation, encourage honest dialogue
Parent is unable to support young driver but is willing and confident they can support their young driver <i>Parenting Style: Permissive</i>	Coach	Explain and Persuade . Thoroughly explain new concepts, encourage participation and questions. Provide resources.
Parent is unable and lacks confidence and may be insecure (<i>unwilling</i>) about supporting their young driver <i>Parenting Style: Uninvolved</i>	Direct	Inform and Instruct . Describe tasks in detail, direct and support participation.

Step: 5 Design & Develop Intervention



Share the KEYS

WWW.SHARETHEKEYS.COM

STK Design


Leading Independent Learning: Educate, Engage, and Support

Behavior Objective	Dedicated Slides & Talking Points	Activity	Resources
Understanding GDL	Crash Stats: US & NJ GDL Law & Restrictions Parents Matter: CHOP Research	GDL Reference Sheet Review Contract	STK Guide Web: NJTeenDriving
Good Role Model	Parenting Styles Parents as Role Models Parents Matter: CHOP Research	Cell Phone Message Activity Put it Down Pledge Say Yes To Life	STK Guide Contracts Web: NJTeenDriving
Practice Driving	Practice SAFE Driving Parents as Role Models Deliberate Practice Driving	STK Guide Reference to SAFE & Driving Log	STK Guide Contracts Web: NJTeenDriving
Enforce	Enforcing GDL Restrictions at Home Gradual Intro to Earned Privileges Parents Matter: CHOP Research	Enforcement Scenarios & Driving Contract	STK Guide Contracts Web: NJTeenDriving
Control the Keys	Control the Keys Access Makes a Difference! Parents Matter: CHOP Research	Control the Keys Exercise	STK Guide Contracts Web: NJTeenDriving

Step 4. Evaluate Share the Keys

Measuring parental adoption of behavioral objectives

Kean's Research Study
Pre & Post Surveys
Follow-up Survey



Claudia Knezek, PhD, Kean University

Pre-Survey

Parents Reported

- 33% Stated they Fully Understood the GDL
- 88% Described their Teen's Driving as Good or Excellent
- 34% Spent 3 hrs or Less of Practice Driving a month



Pre-Survey: Parents as Role Models

Self-reported driving behaviors parents DON'T want their teen to imitate

- Speeding
- Driving Intoxicated
- Not Wearing Seatbelt
- Texting/Talking on Cell Phone
- Driving Aggressively
- Not obeying Signs or Laws




Post-Survey Shows Parents Willing to Change

Based on their participation in STK

- 86% Fully Understood the GDL
- 88% will Increase Practice Driving
- 92% will Enforce GDL at Home
- 93% will Control the Keys
- 88% felt Resources Supported:


Understanding the GDL
Practice Driving
Enforcement of GDL at Home
Controlling the Keys



Follow-up Survey: Parents Changed Behaviors

6 months to a year after STK


- 84% Understood the GDL
91% Reported Curfew
96% Reported Passenger Restriction
- 91% Became Better Role Models Behind-the-Wheel
- 77% Enforced Curfew
- 82% Practiced Driving With Teens
- 67% Controlled the Keys



Reaching Our Long Term Vision

Parents Reported their Teens

- 98% Had not received a GDL or moving violation
- 92% Were not involved in a crash



Step 6: Refine Share the Keys

Next Steps:

- Annual Update
- SharetheKeys.com
- Teen Driving Plan
- Spanish Translation
- Implementation Plan for Other States

TeenDrivingPlan Parent Guide

Welcome to the TeenDrivingPlan. Your child's participation in driving is a key step in developing your child's driving skills. High quality driver training is essential to ensure that your child is prepared to drive safely and responsibly. The TeenDrivingPlan is a comprehensive program that includes a variety of activities to help your child develop the skills and knowledge needed to become a safe and responsible driver. The program is designed to be used in a variety of settings, including in-home, classroom, and community-based settings. The program is available in both English and Spanish. The program is available in both English and Spanish. The program is available in both English and Spanish.

Thank You!

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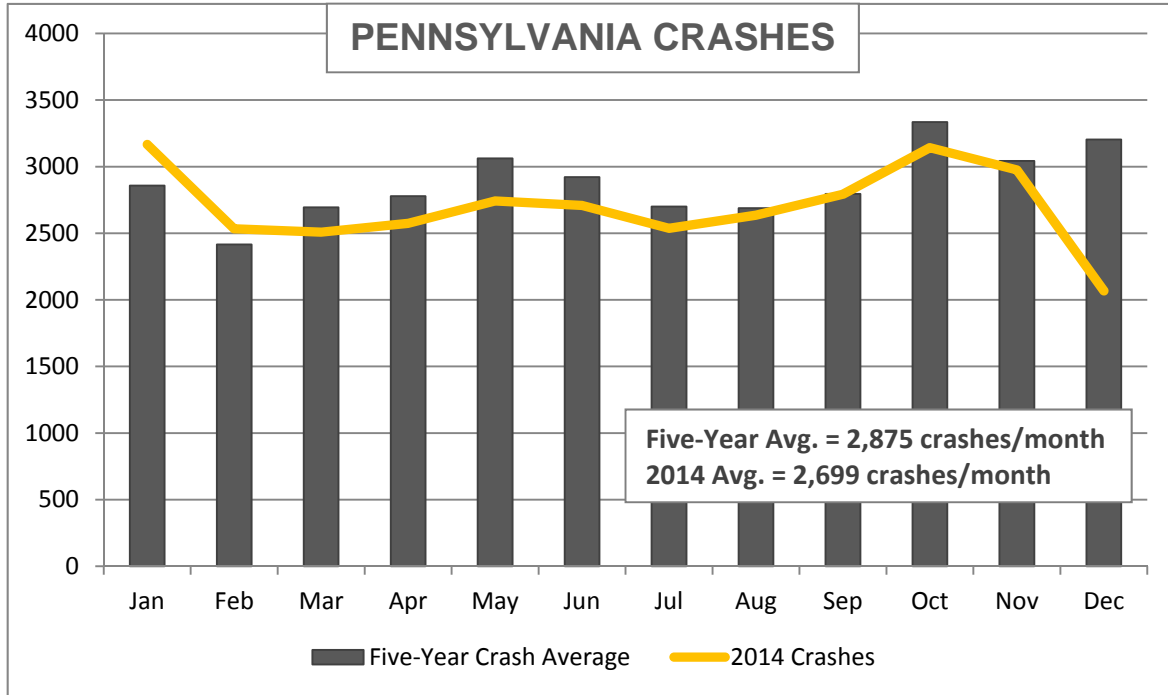
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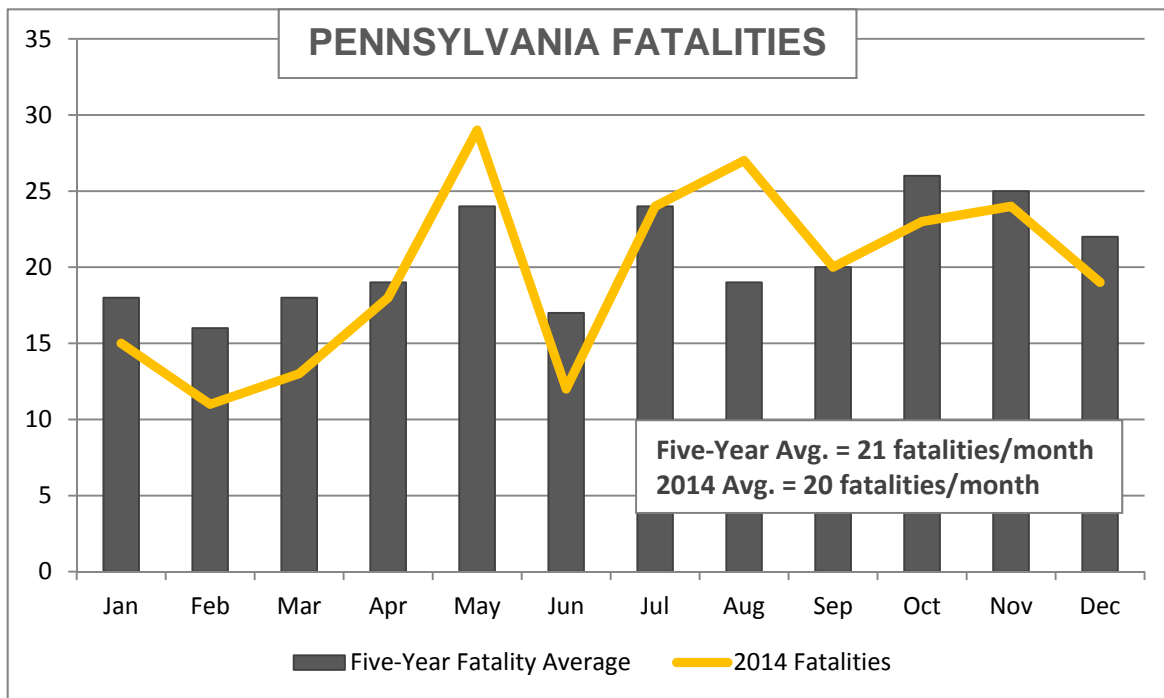
DVRPC REGIONAL CRASH TRENDS

6/2/15 RSTF Meeting Update

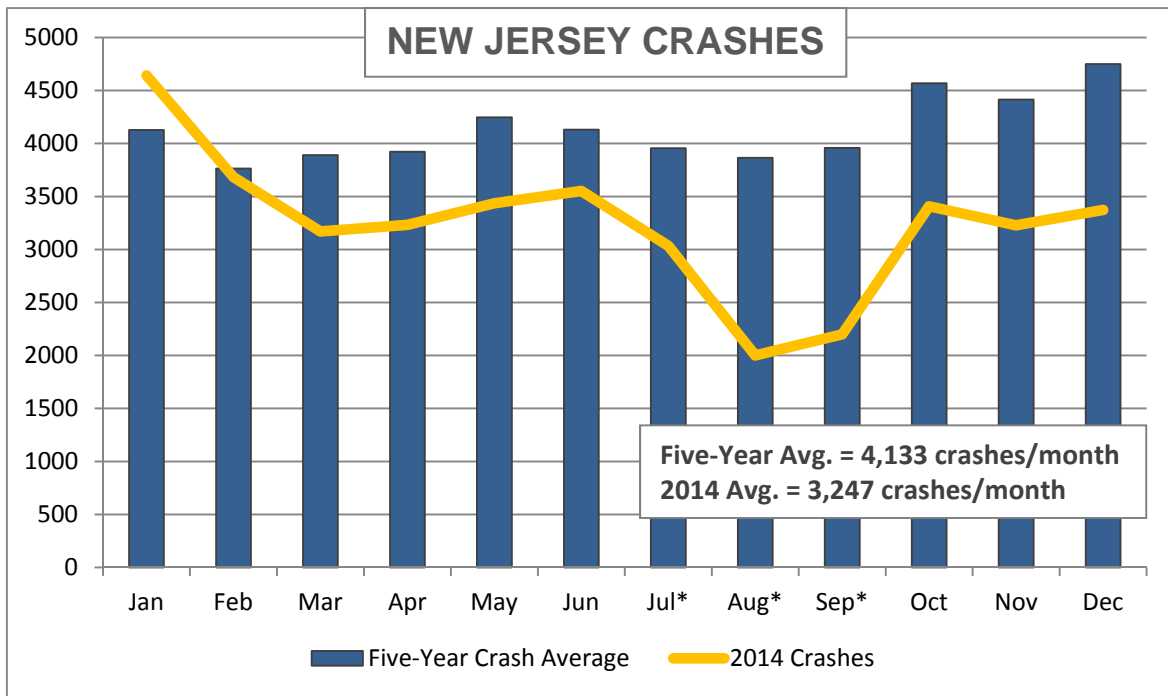
What do the preliminary crash data tell us about crash trends in 2014? This page compares the preliminary number of crashes and fatalities per month in 2014 to the five-year average for that month (2009 – 2013). This data is for the five southeastern Pennsylvania counties and the four New Jersey counties.



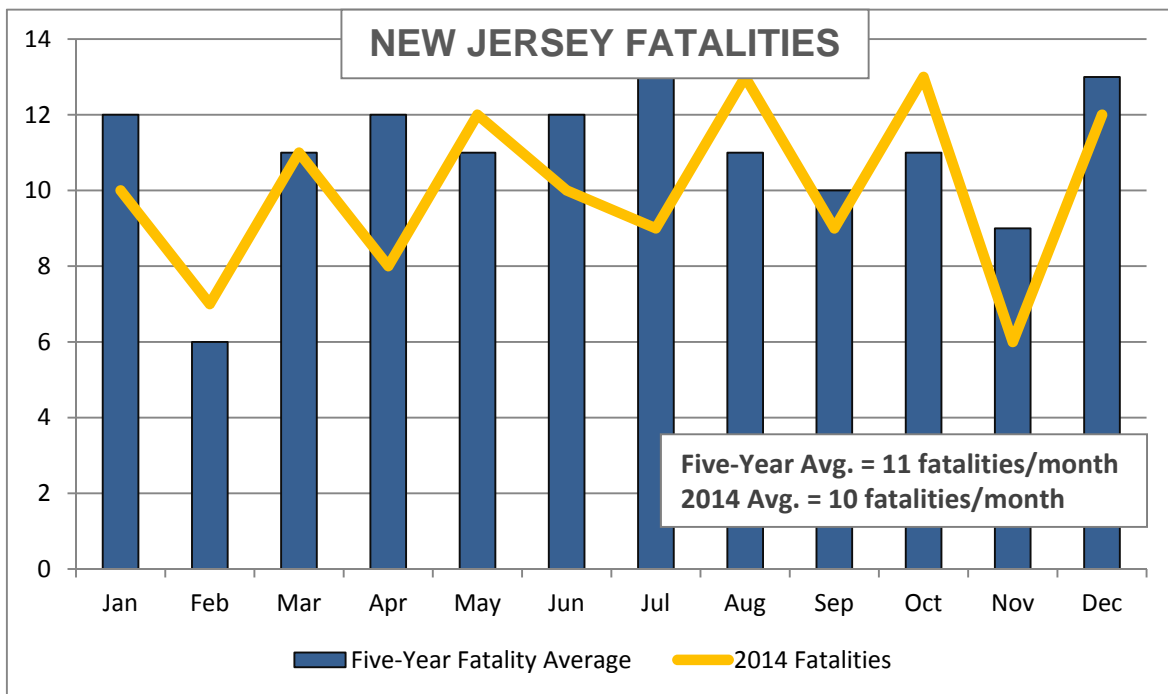
Source: PennDOT District 6



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.