



Meeting Agenda

Tuesday, December 15, 2015, 9:30 AM – Noon

- 1. Welcome and Introductions**
- 2. Follow-up from previous RSTF meetings**
 - a. Acceptance of September RSTF meeting highlights
 - b. Status of volunteer actions
 - c. RSTF In Action: Update on the streamlined RSA
- 3. Update from the First Responders Community**
- 4. Legislative Update**
- 5. Emphasis Area Focus – CURB AGGRESSIVE DRIVING**

This agenda item will include a brief update from the PA Aggressive Driving Subcommittee, two guest presentations, and an open discussion for this emphasis area. The guest presenters are:

 - **Patrick McTish, EIT**, Graduate Student, Villanova University – Exploring Aggressive Driving Behavior in Pennsylvania’s Delaware Valley Region
 - **Bryan Norcross**, Undersheriff, Burlington County Sheriff’s Department – US 130 Aggressive Driving Enforcement Initiatives
- 6. Developing Action Items to Curb Aggressive Driving**

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 Performance Update**

DVRPC staff will provide an update on the performance measures of the Task Force.
- 8. RSTF Project Pipeline Process**

DVRPC staff will lead a discussion about this new initiative designed to engage RSTF members as steering committee participants in an emphasis area-focused safety project. Example project ideas will be considered, and one will be advanced for the 2017 fiscal year.
- 9. Member Updates and Open Forum**

LUNCH

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

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC’s website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC’s Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC’s Title VI program, or to obtain a Title VI Complaint Form, please call (215) 592-1800 or email public_affairs@dvrpc.org



Highlights of September 29, 2015 RSTF Meeting

- All presentations and related meeting handouts are located on the RSTF website:
<http://www.dvrpc.org/ASP/committee/Presentations/RSTF/2015-9.pdf>

1. Welcome and Introductions

The meeting was called to order by RSTF Co-Chair Bill Beans, MBO Engineering. He announced that the purpose of the meeting was to celebrate the RSTF 10th anniversary and also DVRPC's 50th anniversary. Because of this, today's topics are Vision Zero and Safety Culture instead of an emphasis area of the *Transportation Safety Action Plan*. Participants were advised that reports usually given as part of the meeting, such as volunteer action updates, are handouts in their packets in lieu of typical presentations. Mr. Beans mentioned that an RSTF e-directory is being created and called the participants' attention to the instruction document in the packet. He also announced that after this meeting, Ryan McNary, PennDOT, RSTF Co-Chair, is stepping down from the RSTF. Mr. Beans encouraged anyone interested in becoming co-chair to contact him, Mr. McNary, or Regina Moore, DVRPC.

He then invited everyone to introduce him or herself.

Mr. Beans then welcomed Barry Seymour, DVRPC Executive Director. Mr. Seymour thanked Mr. McNary for his service, and also Mr. Beans, and complimented safety practitioners for helping to make sure that the Pope's visit was safe and successful. In appreciation of the RSTF's 10th anniversary, he recognized Rosemarie Anderson, FHWA, for starting the RSTF when she was Manager of the Office of Safety at DVRPC. Mr. Seymour said that while DVRPC has many programs and initiatives, as an MPO the most important objective is safety, and we depend on our partners to help further this objective. Mr. Seymour thanked the RSTF for facilitating these partnerships.

2. DVRPC Celebrates 50th Anniversary

John Ward, DVRPC, congratulated the RSTF on its 10th Anniversary and announced that a 50th Anniversary Dinner will be held on December 9th to recognize people, projects, and programs that have transformed the region over the last 50 years. There is also a special 50th Anniversary Web Page with an infographic timeline that highlights many of the significant milestone transportation and land use events in the nation, the region, and at DVRPC over the last 50 years (www.dvrpc.org/50). He then gave a brief history of the Commission's activities and regional safety milestones since its founding in 1965. DVRPC's first Long-Range Plan was completed in 1969 and looked out to the year 1985. Early work included traffic counting, aerial photographs for the region, and developing a travel demand model-activities that all continue today. Intelligent Transportation Systems, or ITS, began in the late 1990s as a way to operate existing highways more efficiently through the use of technology. The Traffic Incident

Management Program was initiated in the late 90's, which has grown to include eight Incident Management Task Forces around the region.

Vehicle safety innovations, such as seat belts, air bags, and anti-lock brakes were phased in over the decades which improved automotive safety. From 2000 to 2010, the continued advancements in automotive technology prevented many crashes, and a new focus on traffic safety, with support from FHWA, included a holistic approach aimed at the 4E's of safety that helped drive crash fatalities down over 20% from 1965 levels. It was also during that decade that FHWA produced their 2008 Guidance Memo on Proven Safety Countermeasures. In 2005, DVRPC staff put together a Transportation Safety Forum that brought together a multi-disciplinary group of safety professionals to develop safety goals, strategies, and resources to reduce the number of crashes and fatalities in the DVRPC region, which led to the development of the RSTF. Going forward it is expected that new initiatives such as vehicle to infrastructure technologies, vehicle-to-vehicle technologies and eventually autonomous vehicles will produce the next great wave in traffic safety and continue to lead us to Vision Zero.

3. A Look at Traffic Safety

Mr. Beans introduced Ms. Anderson, who provided the federal perspective. "Toward Zero Deaths", known as "TZD," is a national strategy on highway safety. It was led by the American Association of State Highway Transportation Officials (AASHTO) along with partners from diverse agencies with the goal to eliminate traffic deaths, as even one fatality is considered to be too many. It was officially adopted by USDOT in the spring of 2015.

FHWA's strategic safety goal is to exercise leadership throughout the transportation planning and engineering communities to make the nation's roadways safer by developing, evaluating, and deploying life-saving countermeasures; advancing the use of scientific methods and data-driven decisions; fostering a safety culture; and promoting an integrated, multidisciplinary approach to safety. All USDOT employees are expected to be safety role models and are required to take a safety pledge.

One of FHWA's efforts is to pro-actively improve systemic safety by evaluating crashes by type rather than location, focusing resources on high-risk roadway features that are correlated with particular severe crash types. Ms. Anderson highlighted a program from Minnesota where a campaign that focused resources on the 4 E's of education, enforcement, engineering fixes, and emergency services resulted in a statewide 40-year low for traffic fatalities.

Data shows that local roads comprise 75% of the roadway network nationwide and had a much higher fatality rate than non-local roads, making this issue critical for TZD programs to address in order to accomplish safety goals. MAP-21 increased funding for HSIP projects, but only 14% was obligated for local roads in 2014. In New Jersey, 60% of fatalities occur on local roads, and the state spends 66% of its HSIP funds on local roads. Pennsylvania does not use HSIP to fund projects on local roads. The Grow America Act proposed \$16 billion for Safety over six years, with \$7.4 billion set aside for local and rural roads.

The best way for states to effectively spend these funds is to incorporate local roads planning in their SHSPs. A Local Road Safety Plan provides the framework to reduce fatalities, and

documents issues. It is also the only way to get rural road safety onto a statewide strategic plan. Tools, training, technical assistance, peer exchanges, and other resources are available on the FHWA website: <http://safety.FHWA.Gov>. Caroline Truman, FHWA, facilitates the HSIP and trainings for this region. The next series of webinars will focus on Round 3 of Every Day Counts, a state-based model to identify and rapidly deploy proven but underutilized innovations to shorten the project delivery process, enhance roadway safety, reduce congestion and improve environmental sustainability.

Gavin Gray, Chief of PennDOT's Highway Safety Section, thanked the RSTF for the invitation to become co-chair, and gave the Pennsylvania perspective of Vision Zero and Safety Culture at PennDOT. He said that it is important for everyone to be impassioned and empowered to advocate for eliminating traffic deaths or TZD will just be a goal. Last year was a record low for fatalities in PA, but this year there is already a six to seven percent growth in fatalities over 2014, and local road fatalities are up nine percent. Nationally, fatalities are up 14%. The major contributing factors in fatal crashes that are increasing in Pennsylvania are crossover median and head-on crashes; run-off-the-road and hit-fixed-object crashes; age-specific (teen drivers and senior drivers); and local road fatalities.

An eight-month effort will be starting shortly to develop the next Pennsylvania SHP, and lots of stakeholder outreach is planned. During that time the Safety Focus Areas from the last plan will be evaluated to concentrate resources on what worked best. The new plan will include actionable items, and local road fatalities will be addressed. Many of the education and media programs in the Draft SHSP will focus on the "you" perspective, as in "you can control your own safety." Implementation is expected in July 2016. Mr. Gray encouraged everyone to be more aware of their own safety behaviors and to lead by example.

In response to a question about safety on PennDOT-owned local roads in centers, Mr. Gray said that PennDOT is committed to working with locals but such roads may not be eligible for funding if there aren't any fatalities. He would like to get beyond that.

Sophia Azam, NJDOT Section Chief and Acting Manager for the Bureau of Transportation Data and Safety, gave the New Jersey perspective. She said that TZD as a long-term vision to reduce fatal and serious injury crashes was adopted by NJDOT in 2014 as part of the updated SHSP, which was recently approved. The updated SHSP includes innovative techniques, improved processes, and re-focuses investments. NJDOT is collaborating with many agency partners to make efforts go further, and is working to align investments with needs. New Jersey's near-term goal is to reduce fatalities by 2.5% per year.

NJDOT is using the Highway Safety Manual (HSM) to evaluate countermeasures and looking into use of the AASHTO Safety Analyst tool for network screening that would incorporate roadway features. Ms. Azam emphasized the importance of adjusting investment strategies using a data-driven approach to determine areas of most need. For example, 57% of fatal crashes are on local roads, so NJ is working to increase the apportionment for local roads in their investment strategies to between 50-55%. In addition, because of improved internal and external processes, NJDOT can now provide assistance to local governments including technical training, design resources, and training for locals and MPOs. These opportunities are

coordinated with FHWA's resource office. The process allows NJDOT to better deliver safety projects at the local level.

Gustave Scheerbaum, ARLE Grant Manager, Philadelphia Mayor's Office of Transportation and Utilities, presented the local perspective. Although there is no formally adopted TZD in Philadelphia policy yet, safety is still a priority and the City of Philadelphia works with many partners to reduce fatal crashes. There are five approaches which the city uses to improve safety. The first is using data management and analysis to identify and prioritize potential projects and programs. The second approach is to improve safety through policy and planning, such as the Philadelphia Pedestrian and Bicycle Plan, the Complete Streets Handbook, and the 2035 Comprehensive Plan. The third approach is to educate transit riders, drivers, bicyclists, and pedestrians through a variety of programs about ways to travel safely. The marketing campaign for this had the slogan "It's Road Safety not Rocket Science." The last two approaches are enforcement, which included the "Give Respect, Get Respect" campaign, and engineering fixes, such as installing or upgrading pedestrian count-down timers, changing timing of traffic lights, improving intersection geometry, and traffic calming techniques. A major source of funding for safety projects comes from the Philadelphia Automated Red Light Enforcement (ARLE) program, as all funds raised from ARLE fines are required by statute to be spent on safety projects, with a portion committed to Philadelphia. To date \$20 million has been obligated or spent in Philadelphia. Crash data, including severity, are used to determine safety program effectiveness.

In response to a question regarding ARLE's effectiveness on safety, Mr. Scheerbaum replied that data shows that despite an initial up-tick in rear-end crashes, which decline over time as drivers begin to learn the camera locations, both fatal and severe crashes are down at all ARLE intersections.

4. Feature Presentations: Traffic Safety Culture

Kevin Murphy, DVRPC, introduced the topic of Safety Culture with a short text poll to test the safety knowledge of meeting attendees. Meeting attendees were asked to use their phones to text their chosen answer to the address given. Five questions about traffic fatalities were presented: (correct answers in parentheses)

1. In 2013, how many people were killed in car crashes in the U.S.? (32,719)
2. How many people were killed in car crashes in the 9-county DVRPC region in 2013? (362)
3. Since 2007, the region's crash fatality count has: (Decreased)
4. What is an appropriate 5-year fatality reduction goal for the region? (no correct answer; user defined)
5. How many people are you willing to lose from your family? (user defined)

Mr. McNary introduced Rob Viola, Senior Project Manager, New York City DOT, who presented New York City's Vision Zero Action Plan. Vision Zero was a campaign initiative of Mayor Bill de Blasio and implementation began shortly after his election. It focuses on the key points that there are no acceptable levels of deaths or injuries on the streets, that crashes are inevitable but serious injuries and deaths are not, and that the public should expect safe behavior on the

streets and be willing to participate in a culture change that prioritizes civility and consideration on the streets of New York City (NYC).

What makes NYC unusual is the amount of resources that are being devoted and the degree of involvement from all levels of government and community groups. Public input was gained through workshops, town halls, and the nyc.gov/visionzero website. City government worked with the public to create Safety Action Plans for all five boroughs. This included partnerships with advocates, transit operators, elected officials, industry groups, and fleet operators, as well as the Taxi and Limousine Commission (TLC) and the New York Police Department (NYPD). Block and intersection-specific design and enforcement comments submitted through the website directly informed the borough plans. Each plan had an intense focus on pedestrian safety, as pedestrians represent 50-60-% of those killed in crashes.

The biggest piece of the program is education and outreach, based on data analysis that found that the majority of crashes can be attributed to dangerous driving choices. Working in areas identified through the boroughs' Master Plans, outreach coordinators work in 500 schools and afterschool programs to educate children how to walk safely. There is focused outreach at senior centers. The coordinators also hold hands-on safety demonstrations open to the public, and street teams from a partnership formed between NYPD and NYC DOT distribute safety messages to drivers, cyclists, and pedestrians in high-density high-crash locations. Street team outreach is followed by an NYPD enforcement wave to deter high-risk choices. Outreach to the general public includes hard-hitting videos with victim and survivor family stories under the banner of "Your Choices Matter." Rewards are considered important in addition to enforcement. TLC training programs increased for taxi and limousine drivers, including follow-up training for those in crashes and recognition for the safest drivers.

Since Vision Zero began, summonses for speeding have increased by 50% and those for failure to yield increased 150%. Red-light-running cameras and speed cameras in school zones have helped reduce pedestrian injuries more than 30% since the mid-1990s. Street design programs are being mainstreamed throughout the city to assist seniors and those with disabilities, including longer crossing times. Traffic calming is also being implemented in areas with pedestrian safety problems. Enhanced lighting has been added at high night crash areas, including areas under elevated trains. Legislative initiatives helped NYC to implement 25 MPH speed limit city wide, continue the red light camera program focused on school zones, and expand the speed camera program. NYC DOT's goal is to involve as many stakeholders as possible. They plan to implement at least 50 projects each year to deliver low-cost, fast-turnaround operational improvements focused on high pedestrian crash locations. So far implementation of this multi-faceted program has helped decrease fatalities by 34%, twice the rate of improvements that were not implemented based on safety issues.

In response to questions, Mr. Viola reported:

- City wide, "No Turn on Red" unless permitted has been in place for many years.
- The ban on U turns on commercial corridors is not as effective as it could be.
- There are 15,000 signalized intersections and about 45,000 total intersections throughout the five boroughs. Vision Zero improvements are implemented in corridors, areas, and intersections where safety data shows the highest rates of fatalities and severe injuries.

- A few key corridors such as the Grand Concourse in the Bronx, are getting redesigned starting with initial tests using temporary treatments such as paint and concrete to build buy-in. NYC DOT will evaluate the effectiveness at each location and will program permanent improvements through the Great Streets initiative as needed.
- To address NYC's diverse, multicultural population, multi-lingual educators are available for schools and senior centers and multi-lingual messages were created which target pedestrian safety skills.
- There was discussion of materials to use in temporary tests of enhanced tactile warning surfaces and textured crosswalk stripes.
- Pushback from non-traditional partners has been limited, as the department of health and the TLC came on board very early in the program. The Chief of Police made it clear to those down the chain the NYPD supported Vision Zero. They have worked where community boards are supportive.

Andy Kaplan, Safety Programs Manager, Transportation Safety Resource Center, Rutgers University, discussed the safety culture “big picture.” Safety is all about individual decisions behind the wheel, so to implement Vision Zero it comes down to choices made by individuals. In order to create a culture where safety is an accepted practice requires addressing values, attitudes, and shared beliefs.

Mr. Kaplan used the example of the effort undertaken to reduce smoking. In the beginning, just putting information out didn't have much effect on the culture of smoking. Major changes came about when campaigns focused on what smokers did to others. Instead of a marketing campaign, it became a health issue with science and data behind it. Even then it took a long time to become embedded in the culture, but this eventually fundamentally shifted attitudes and beliefs so that smoking is no longer socially acceptable in most public places. The context was changed.

Mr. Kaplan gave some examples of successful efforts to improve safety culture in different social contexts. A survey conducted in three Idaho cities showed people's perceptions about others driving while drunk were very different from actual drunk driving data. The Idaho DOT then measured values, and created a campaign to reinforce positive behaviors based on those values. In Utah the DOT leveraged the shared value of “family” to promote seatbelt use instead of a general safety marketing campaign, since “keeping family safe” was as important a social value as “freedom to do what I want”. In both cases, messages tailored to the values and social norms of the local context changed individual decisions. This is called social ecology.

It's agreed that improving safety is the goal of Vision Zero and TZD, but despite well-intentioned education and enforcement there's no clear vision of what safety culture is. A national study is underway to define the fundamental concept of safety culture and to create measurements to help track effectiveness of efforts to change it (NCHRP 17-69) . ITE published a Primer for Traffic Safety Culture which discusses the concept of social ecology in depth.

In response to questions, Mr. Kaplan reported:

- The effect of entertainment in cars and also the effect of headphone use on pedestrian safety is a national conversation. Federal programs are currently conducting research. Mr. Viola added that in NYC, the data does not show much of an issue with distracted pedestrians. As long as someone crosses with a signal, they should be protected. More research is underway.
- The NCHRP effort is looking at broad-based safety culture, rather than researching any specific traffic safety culture issue such as speeding.

Further comments and discussion included:

- Mr. Beans encouraged attendees to embrace the perspectives Mr. Kaplan presented and include them in their safety work.
- Caroline Truman, FHWA, reported that there is a two-day Transportation Safety Institute course on the concept of speed management and quantifying speeding culture. The course was developed by NHTSA.
- Richard Simon, NHTSA, commented that efforts to reduce speeding are similar to other safety programs in that they need to involve a lot of partners. Quantifying speeding can be challenging because behaviors vary by context and it's a self-rewarding behavior in that the drivers get to their destinations faster if they speed.
- In response to a question about the City of Philadelphia's pedestrian education effort, "It's Traffic Safety not Rocket Science," Mr. Scheerbaum said it is intentionally geared toward younger pedestrians, as crash data shows a high percentage of pedestrians in crashes are aged 17-34.
- In response to a question regarding motorcycle fatalities on local roads, Ms. Anderson responded that the number of crashes coming down but the rate is holding steady.
- Zoe Neaderland, DVRPC, said that crash statistics on local roads will be available in two upcoming DVRPC Local Roads Safety Newsletters. They should be published in the next few months.
- The Greater Philadelphia Bicycle Coalition representatives announced their Vision Zero conference is scheduled for December 3, 2015.

5. 10th Anniversary Presentation

Regina Moore, DVRPC, presented a brief history of the RSTF. Since 2005, there have been 37 meetings, and 91 speakers. Four Transportation Safety Action Plans have been approved, the first in 2006, with recommendations for various strategies to reduce crashes and fatalities. There has been a Safety Symposium in both PA and NJ, and dozens of individual actions taken by RSTF partners to promote safety through their programs in communities and workplaces around the region. There are ninety member organizations, and there have been eleven co-chairs to date. Going forward, the RSTF will be asked to help identify a project to be undertaken by DVRPC staff from the Office of Safety in FY 2017, and will lead a streamlined Road Safety Audit effort in New Jersey. As a group we will complete the remaining emphasis area meetings, and will continue to undertake projects, such as the Judicial Outreach Fact sheet currently being prepared in a partnership between the RSTF Aggressive Driving Subcommittee, DVRPC staff, and Villanova University Engineering students. We will continue to maintain and

build partnerships that will allow us all to work towards improved transportation safety in the region.

- Mr. Beans presented an award from the RSTF to Ms. Anderson for her leadership and work involving safety.

Mr. Ward also thanked Ms. Anderson and members of the RSTF for participating. The meeting then adjourned. Members were then asked to convene for an anniversary photograph.

SEPTEMBER 29TH, 2015 MEETING ATTENDEES LIST

1.	Ali, Kasim	Philadelphia Streets Department
2.	Anderson, Dave	Delaware Valley Regional Planning Commission
3.	Anderson, Rosemarie	FHWA
4.	Arcuicci, Janet	Montgomery County Planning Commission
5.	Arlt, Christina	Delaware Valley Regional Planning Commission
6.	Avicolli, Rich	Gilmore & Associates
7.	Azam, Sophia	NJDOT
8.	Beans, Bill	MBO Engineering, LLC
9.	Blacker, Brian	Chester County Planning Commission
10.	Boulan, Cassidy	Delaware Valley Regional Planning Commission
11.	Brady, Bill	TMA Bucks
12.	Bucci, Larry	Fiocco Engineering, LLC
13.	Buerk, Jesse	Delaware Valley Regional Planning Commission
14.	Carafides, Paul	Delaware Valley Regional Planning Commission
15.	Carroll, Mike	Philadelphia Streets Department
16.	Cerbone, Vince	PennDOT District 6
17.	Dannenbergh, Susan	Bicycle Coalition of Greater Philadelphia
18.	Drumheller, David	Pennsylvania District Attorney's Association
19.	Fallat, George	Mercer County Engineering Department
20.	Fiocco, Joe	Fiocco Engineering, LLC
21.	Fusco, Brett	Delaware Valley Regional Planning Commission
22.	Goldman, Lois	North Jersey Transportation Planning Authority
23.	Gray, Gavin	PennDOT – Central Office
24.	Huff, Alan	South Jersey Transportation Planning Organization
25.	Hufnagle, Lou	Traffic Planning & Design, Inc.
26.	Johnson, Scott	Delaware Valley Regional Planning Commission
27.	Kanthor, Dave	Philadelphia City Planning Commission
28.	Kaplan, Andy	Rutgers University
29.	Kozak, Diane	Camden County Highway Traffic Safety
30.	Little, Max	Pennsylvania District Attorney's Association
31.	Lozinak, Amanda	TMA of Chester County
32.	Ludwig, Matt	Stewart Inc.
33.	MacKavanagh, Kelvin	DVRPC Goods Movement Task Force
34.	Marandino, Jennifer	South Jersey Transportation Planning Organization
35.	Marrero, Violet	New Jersey Division of Highway Traffic Safety
36.	McNary, Ryan	PennDOT – Central Office
37.	Megill Legendre, Shawn	Delaware Valley Regional Planning Commission

38.	Merritt, Darrell	PennDOT District 6
39.	Mittman, Christine	North Jersey Transportation Planning Authority
40.	Moore, Regina	Delaware Valley Regional Planning Commission
41.	Murphy, Kevin	Delaware Valley Regional Planning Commission
42.	Neaderland, Zoe	Delaware Valley Regional Planning Commission
43.	Oaks, Sarah	Delaware Valley Regional Planning Commission
44.	Oberle, Eric	NJDOT
45.	Ott, Pat	MBO Engineering, LLC
46.	Park, Dr. Seri	Villanova University
47.	Patel, Ashwin	PennDOT District 6
48.	Previdi, Bob	Bicycle Coalition of Greater Philadelphia
49.	Proska, Bryan	Traffic Planning & Design, Inc.
50.	Quick, Sue	Brain Injury Alliance of New Jersey
51.	Reeve, Ray	New Jersey Division of Highway Traffic Safety
52.	Scheerbaum, Gus	Philadelphia MOTU
53.	Schmidt, Peggy	Partnership TMA
54.	Seymour, Barry	Delaware Valley Regional Planning Commission
55.	Shaeffer, Larry	South of South Neighborhood Association
56.	Shaffer, Tom	Delaware County Planning Department
57.	Simon, Richard	NHTSA – Region 2
58.	Spino, Sam	Camden County Highway Traffic Safety
59.	Strumpf, Warren	Citizen
60.	Tidwell, Jana	AAA Mid-Atlantic
61.	Trueman, Caroline	FHWA – NJ
62.	Turner, Elise	Delaware Valley Regional Planning Commission
63.	Viola, Rob	New York City DOT
64.	Ward, John	Delaware Valley Regional Planning Commission
65.	Wiegman, Bill	Lower Southampton Township Police
66.	Wilkes, Jon	Autobase
67.	Winters, Dennis	Clean Air Council



Pennsylvania 2015 – Key Legislative Issues **(December 2015)**

Child Passenger Protection

AAA Position: Support contingent upon changing language to AAA recommended language.

House Bill 1551 (Schlossberg, D-Lehigh): Rear facing child seats. Legislation to amend Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes by requiring children under the age of one to be in a rear-facing car seat while traveling in a vehicle. Pennsylvania currently requires all children under the age of four to be properly secured in an approved car seat, in either the front or back seat of a vehicle. The law does not specify how the car seat should face. Referred to House Transportation Committee Sept. 29, 2015.

AAA PA Federation testified before the House Transportation Committee on December 7 in support of amending the bill to require infants and toddlers ride in rear-facing safety seats until they are two years of age, or until they reach the highest weight or height recommended by the manufacturer of the seat.

DUI – Ignition Interlock – All Offender

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.

AAA Position: Support

Senate Bill 290 (Rafferty, R-Montgomery): An Act amending Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes to expand ignition interlock requirements under current law for those who have committed Driving under the Influence (DUI) violations. Specifically, the requirement for a DUI offender to install an ignition interlock in his or her vehicle for one year after restoration of operating privilege is expanded under the legislation to first-time offenders, except for first-time offenders whose Blood Alcohol Content (BAC) is less than 0.10%. In addition, the department shall issue an ignition interlock limited license only upon receiving proof that one motor vehicle owned, leased or principally operated by the person, whichever the person most often operates, has been equipped with an approved ignition interlock system. Referred to House Transportation Committee Sept. 29, 2015.

AAA Position: Support

House Bill 278 (Greiner, R-Lancaster): An Act amending Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes, in general provisions, further providing for 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. This is in line with AAA's national legislative advocacy. Referred to House Transportation Committee Feb. 2, 2015.

Automated Enforcement

Automated enforcement programs across the nation continue to be challenged in cases where they are designed to raise money without any safety benefits as their *primary* reason for existence. AAA believes that

bills which help to address consumer concerns regarding these programs will help to improve the long term viability of them.

AAA Position: Support

Senate Bill 840 (Argall, R-Berks): Establishes a five year pilot for automated enforcement systems in work zones. The speed cameras would only be allowed in active work zones on limited access highways. Reported from Senate Transportation Committee Sept. 29, 2015. Re-referred to Senate Appropriations Oct. 13, 2015.

AAA Position: Support

Senate Bill 1034 (Sabatina, D- Phila): allowing PennDOT to establish a 5-year pilot program for speed cameras on a designated highway (i.e., that portion of US 1, Roosevelt Boulevard, from Bucks County line to the interchange with Interstate 76.). NOTE: This legislation contains AAA's revenue caveats. Referred to Senate Transportation Committee Oct. 15, 2015.

###



New Jersey 2015 – Key Legislative Issues

(December 2015)

Port Authority of New York and New Jersey

AAA Position: Support

S-3066(Gordon/Weinberg): Provides transparency and accountability reforms at PANYNJ; modifies governance structure; provides legislative oversight of PANYNJ.

On September 19th and September 24th the AAA Clubs of New Jersey testified at the Senate Legislative Oversight Committee Hearings on the proposed Port Authority of New York and New Jersey reform legislation. AAA has long advocated that oversight at the Port Authority be strengthened to better insure that toll payer's money is appropriately spent on needed infrastructure investments that are under the jurisdiction of the Port Authority of New York and New Jersey.

Bicycle and Pedestrian Safety

AAA Position: Support

S-2521 (Gill/Allen): Establishes Pedestrian and Bicycle Safety Advisory Council.

On June 15th, AAA Mid-Atlantic testified in front of the Senate Transportation Committee in support of the S-2521, which calls for the creation of a Bicycle and Pedestrian Safety Advisory Council. AAA was named in the bill as part of the advisory council. S-2521 passed the Committee unanimously 5-0 and moves before a full the Senate for a vote.

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 May 11th, Governor Christie signed the Electronic Data Recorder bill into law without any additional amendments, including one sought by AAA. In April, AAA Clubs of NJ had met with Governor Christie's counsel requesting language changes to clarify that the Event Data Recorder (EDR) bill would only apply to data collected by these devices would only pertain to crashes.

Child Passenger Safety

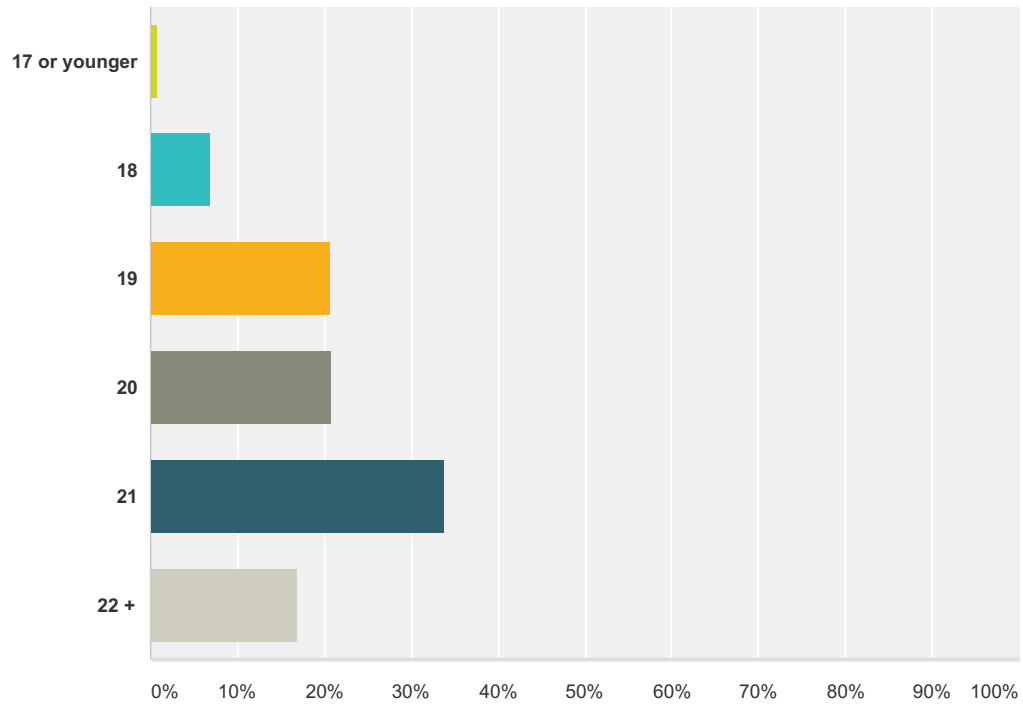
AAA Position: Support

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

On May 8th Governor Christie signed A-3161/S-2032 into law, requiring parents to adhere to the current American Academy of Pediatrics (AAP) recommendations for use of child safety seats. New Jersey is the first state to bring its child passenger safety law in line with the AAP recommendations. The law took effect September 1, 2015.

Q1 What is your age?

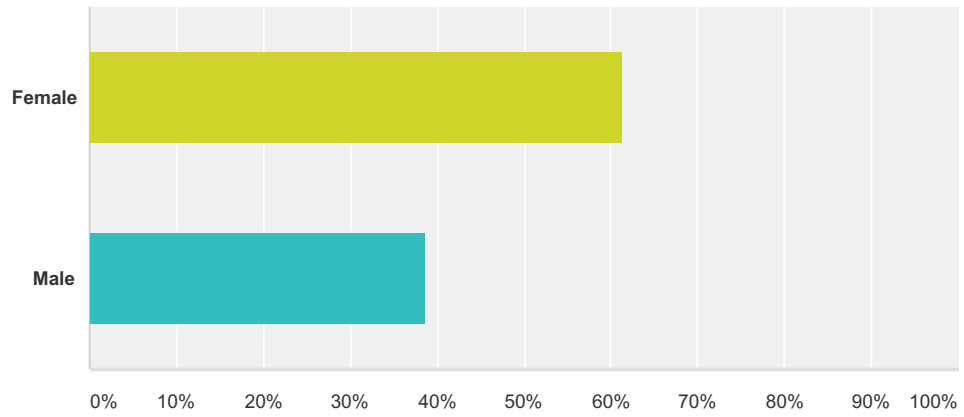
Answered: 248 Skipped: 0



Answer Choices	Responses	Count
17 or younger	0.81%	2
18	6.85%	17
19	20.56%	51
20	20.97%	52
21	33.87%	84
22 +	16.94%	42
Total		248

Q2 What is your gender

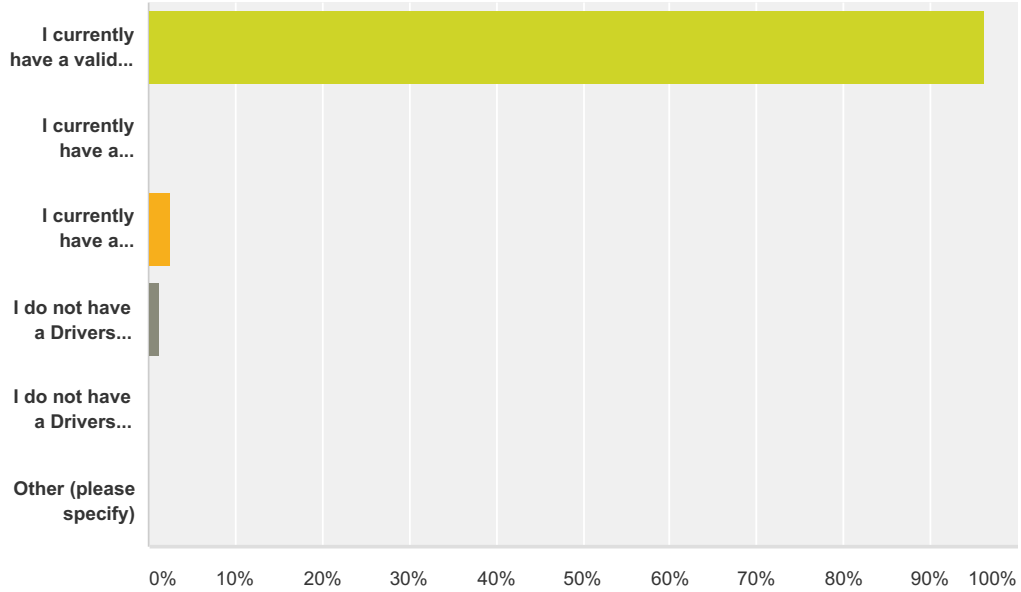
Answered: 248 Skipped: 0



Answer Choices	Responses
Female	61.29% 152
Male	38.71% 96
Total	248

Q3 Please choose the statement that best describes your current drivers license status:

Answered: 246 Skipped: 2

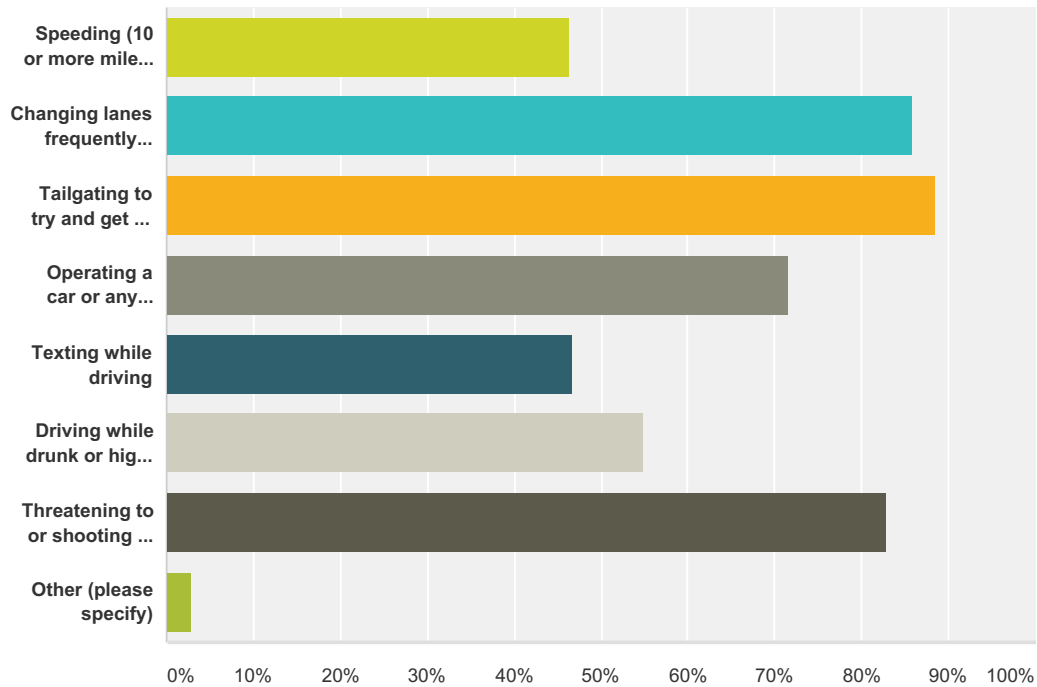


Answer Choices	Responses
I currently have a valid Drivers License	96.34% 237
I currently have a suspended Drivers License	0.00% 0
I currently have a Learner's Permit	2.44% 6
I do not have a Drivers License but plan to learn to drive someday soon	1.22% 3
I do not have a Drivers License and do not plan to learn to drive someday soon.	0.00% 0
Other (please specify)	0.00% 0
Total	246

#	Other (please specify)	Date
	There are no responses.	

Q4 Which answer(s) do you think best describes the behavior(s) considered to be Aggressive Driving? Check all that apply.

Answered: 246 Skipped: 2



Answer Choices	Responses
Speeding (10 or more miles per hour over the posted speed limit)	46.34% 114
Changing lanes frequently while speeding to move more quickly through traffic	85.77% 211
Tailgating to try and get the car in front to move faster or move over	88.62% 218
Operating a car or any other vehicle in an "unsafe" manner	71.54% 176
Texting while driving	46.75% 115
Driving while drunk or high on drugs	54.88% 135
Threatening to or shooting a gun at another driver	82.93% 204
Other (please specify)	2.85% 7
Total Respondents: 246	

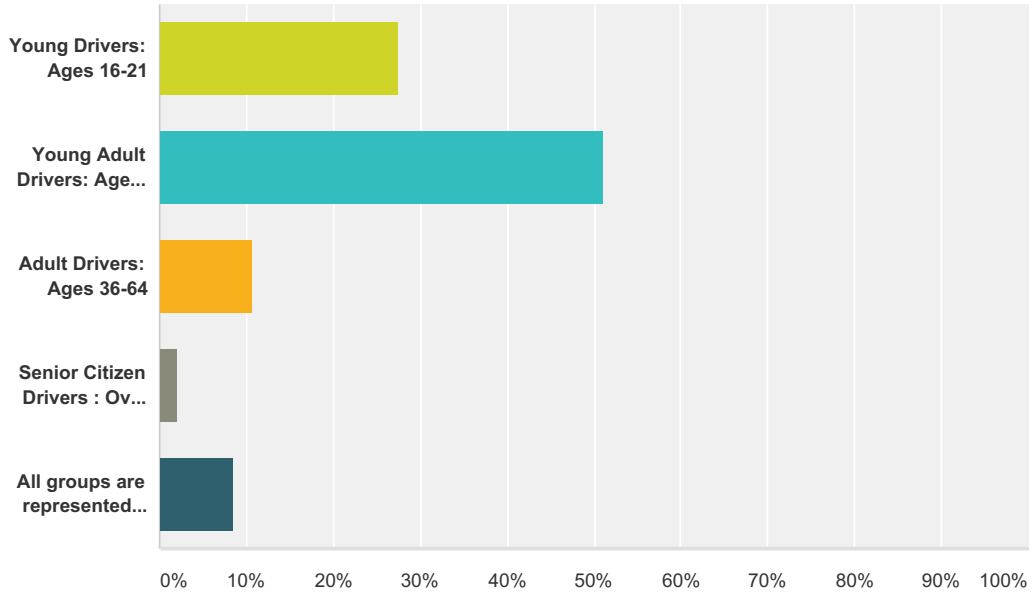
#	Other (please specify)	Date
1	Driving without headlights on at night	10/29/2015 5:59 PM
2	Driving aggressively depends on the person and circumstance	10/29/2015 5:46 PM
3	swearing or flipping off other drivers	10/29/2015 4:44 PM
4	Blowing horn	10/28/2015 2:49 PM
5	Using horn, swerving, drifting	10/26/2015 2:48 PM

Pennsylvania Region 6 Aggressive Driving Survey

6	Swearing at other drivers	10/26/2015 1:10 PM
7	not using your blinkers.	10/26/2015 9:33 AM

Q5 Which do you think best describes the most likely age group of drivers in most of the aggressive driving crashes in southeastern PA?

Answered: 246 Skipped: 2

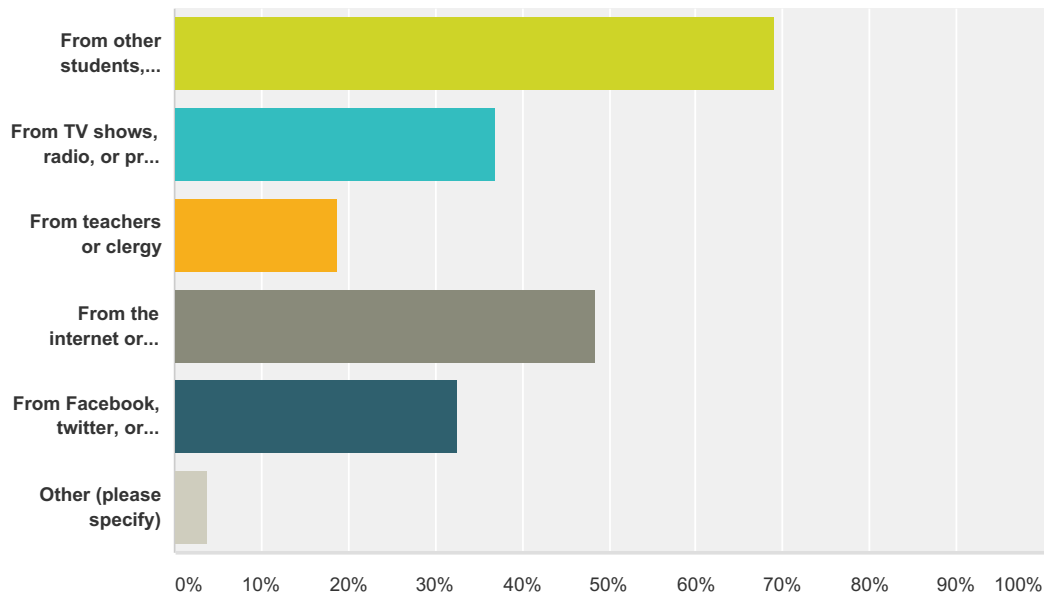


Answer Choices	Responses
Young Drivers: Ages 16-21	27.64% 68
Young Adult Drivers: Ages 22-35	51.22% 126
Adult Drivers: Ages 36-64	10.57% 26
Senior Citizen Drivers : Over age 65	2.03% 5
All groups are represented equally	8.54% 21
Total	246

#	Other (please specify)	Date
	There are no responses.	

Q6 How are you most likely to get driving safety information? Check all that apply.

Answered: 246 Skipped: 2

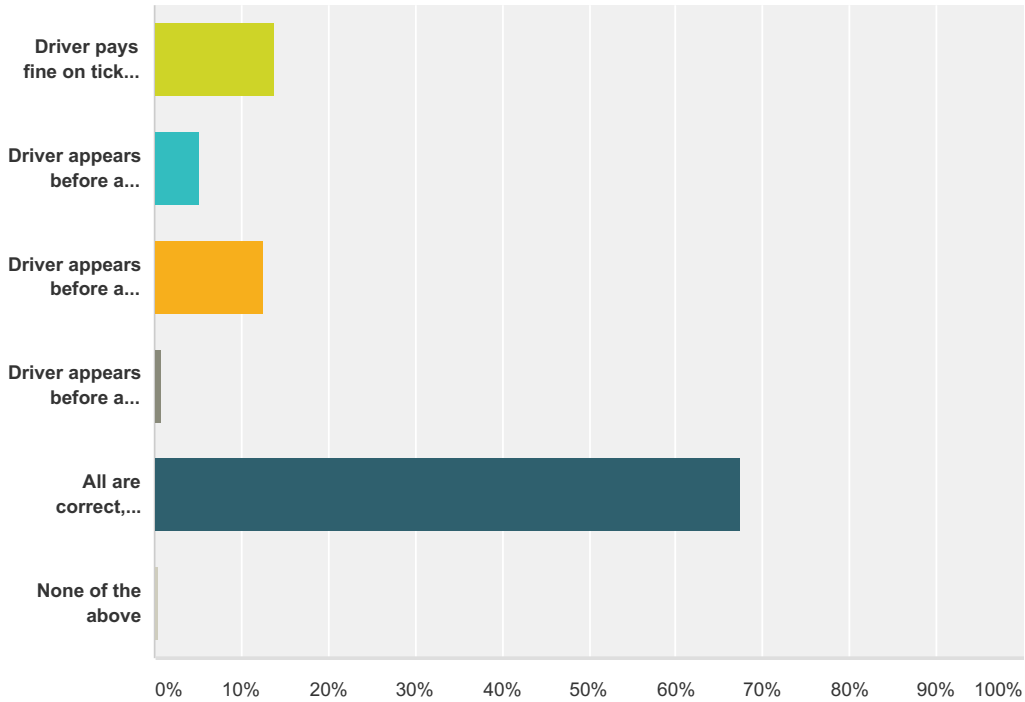


Answer Choices	Responses
From other students, friends, family members	69.11% 170
From TV shows, radio, or print media	36.99% 91
From teachers or clergy	18.70% 46
From the internet or online streaming	48.37% 119
From Facebook, twitter, or other social media	32.52% 80
Other (please specify)	3.66% 9
Total Respondents: 246	

#	Other (please specify)	Date
1	DMV	10/29/2015 6:17 PM
2	Don't care	10/29/2015 5:46 PM
3	Drivers Ed	10/29/2015 5:20 PM
4	Driving instructors	10/29/2015 2:09 PM
5	I do not search for driving safety information	10/28/2015 3:16 PM
6	specifically, news.google.com	10/28/2015 2:48 PM
7	Personal experience	10/27/2015 3:23 PM
8	Dad	10/26/2015 10:20 PM
9	pop up advertisements	10/26/2015 2:49 PM

Q7 There are legal consequences when a driver is stopped by police and gets a citation (a “ticket”) for Aggressive Driving. Which selection do you think best describes the consequences of a citation related to Aggressive Driving actions. (All responses assume the driver is guilty.)

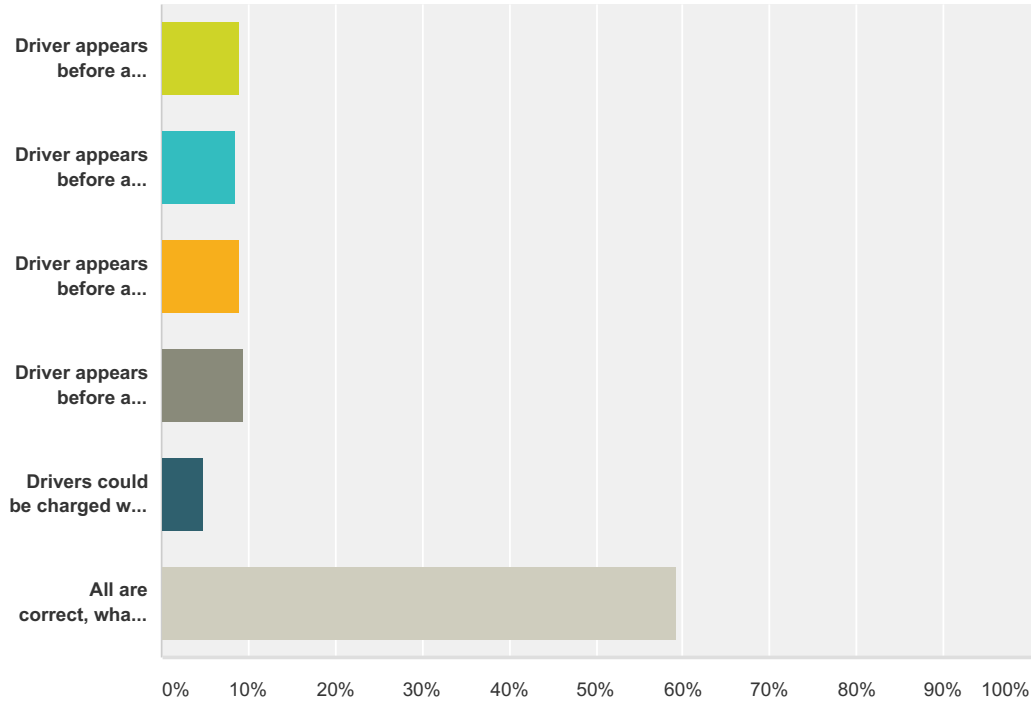
Answered: 233 Skipped: 15



Answer Choices	Responses
Driver pays fine on ticket without having to appear in court	13.73% 32
Driver appears before a Magistrate and is fined	5.15% 12
Driver appears before a Magistrate, is fined, and receives 2-5 points on their driver's license	12.45% 29
Driver appears before a Magistrate, is fined, receives 2-5 points on their driver's license, and has their driver's license temporarily suspended	0.86% 2
All are correct, depending on the number of times that the driver has been cited and the severity of the driver's traffic violation	67.38% 157
None of the above	0.43% 1
Total	233

Q8 There are legal consequences when a driver causes a crash and the cause is determined to be aggressive driving. What do you think those consequences are?

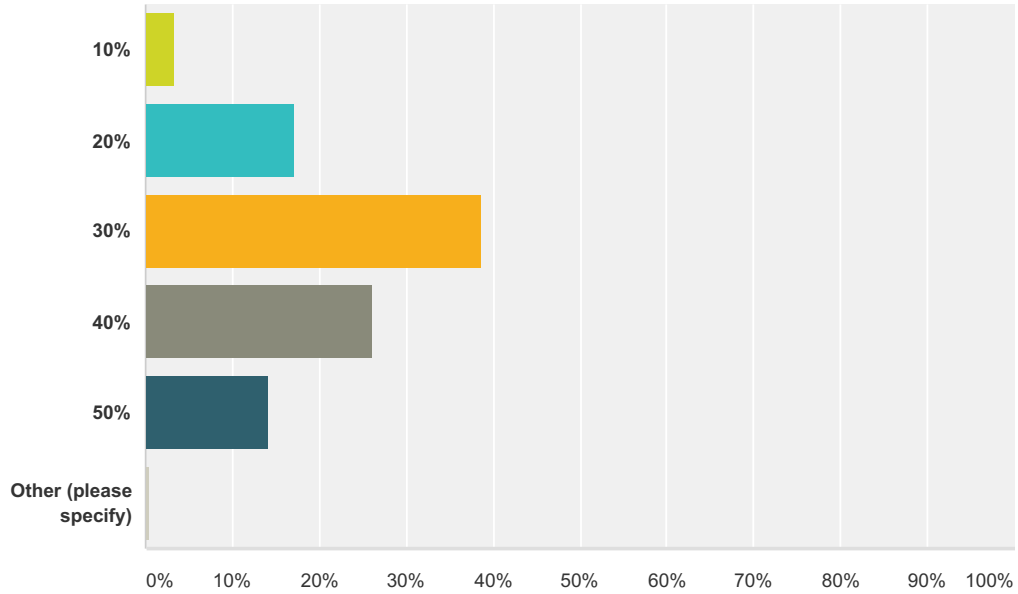
Answered: 233 Skipped: 15



Answer Choices	Responses
Driver appears before a Magistrate, is fined, and receives 2-5 points on their driver's license	9.01% 21
Driver appears before a Magistrate, is fined, receives 2-5 points on their driver's license, and has their driver's license temporarily suspended	8.58% 20
Driver appears before a Magistrate, is fined, receives 2-5 points on their driver's license, has their driver's license temporarily suspended, and is required to pay restitution	9.01% 21
Driver appears before a Magistrate, is fined, receives 2-5 points on their driver's license, has their driver's license temporarily suspended, is required to pay restitution, and may serve time in prison.	9.44% 22
Drivers could be charged with homicide by vehicle if the crash investigation shows they acted with criminal negligence/recklessness	4.72% 11
All are correct, what happens depends on the number of times the driver has been cited for Aggressive Driving and the severity of the crash.	59.23% 138
Total	233

Q9 What percentage of annual traffic fatalities do you think are caused by aggressive driving in the Delaware Valley Region in PA?

Answered: 233 Skipped: 15



Answer Choices	Responses
10%	3.43% 8
20%	17.17% 40
30%	38.63% 90
40%	26.18% 61
50%	14.16% 33
Other (please specify)	0.43% 1
Total	233

#	Other (please specify)	Date
1	70	10/29/2015 9:41 AM



Exploring Aggressive Driving Behavior in Pennsylvania's Delaware Valley Region

Patrick McTish, EIT

Graduate Research Assistant,
Civil and Environmental Engineering
Villanova University

Seri Park, Ph.D., P.T.P.

Assistant Professor,
Civil and Environmental Engineering
Villanova University

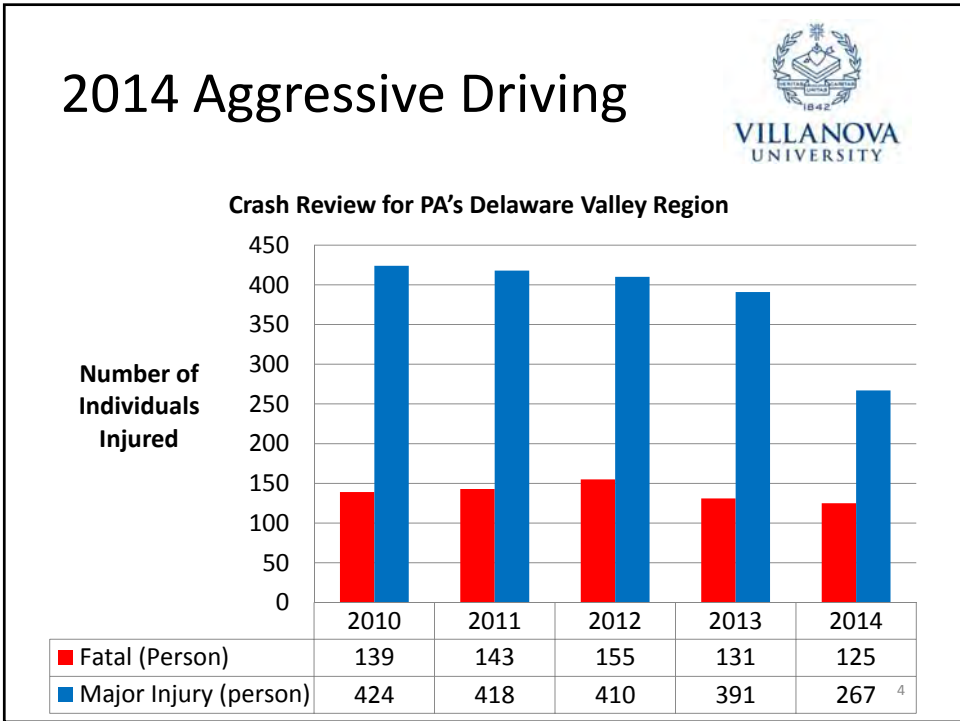
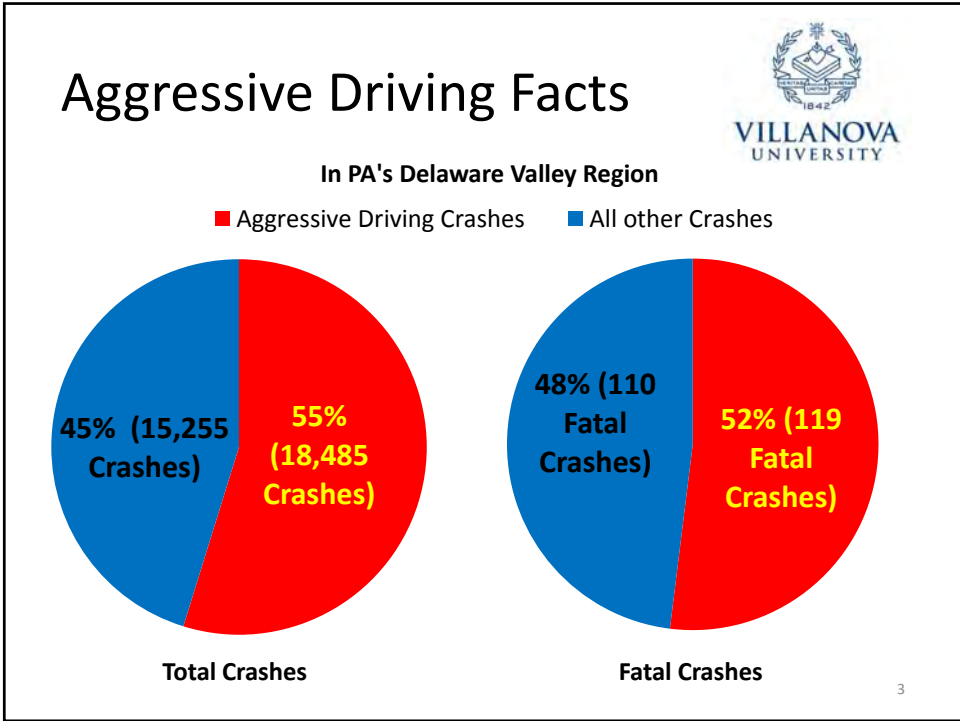
1

Defining Aggressive Driving



- **PennDOT:** Aggressive driving “the operation of a motor vehicle in a manner that endangers or is likely to endanger persons or property.”
 - Speeding
 - Improper Lane Changing
 - Driving Under the Influence (Alcohol & Drugs)

2



Today's Presentation

- Project Breakdown
- Economic Analysis
- Potential Engineering Fixes
- Aggressive Driving Survey Results
- Additional Research/Closing Remarks



5

**Project
Breakdown**

Economic
Analysis

Engineering
Fixes

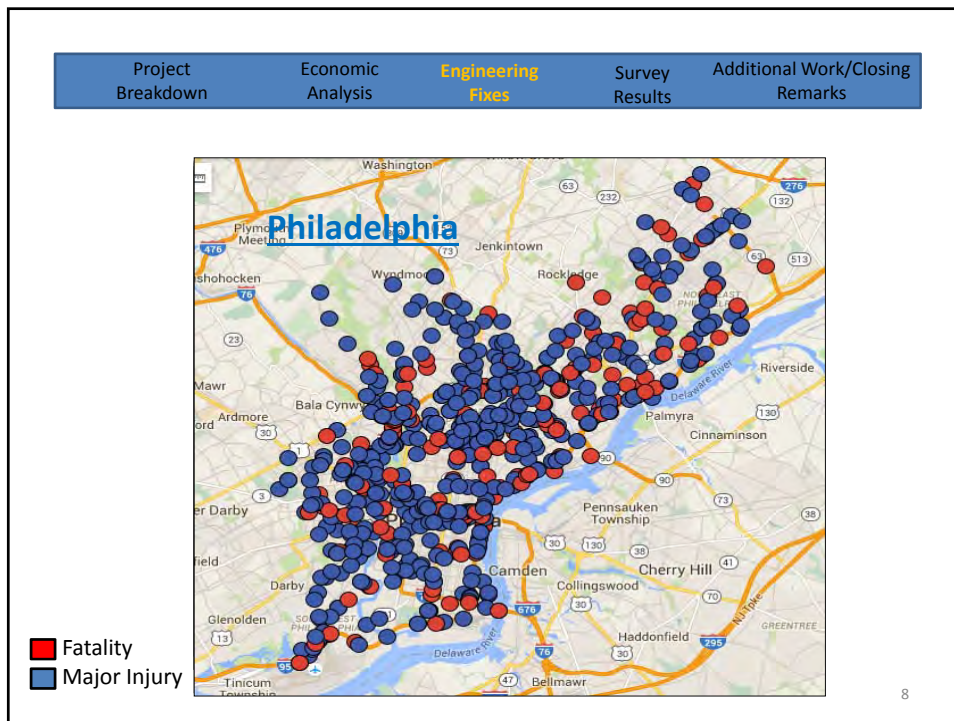
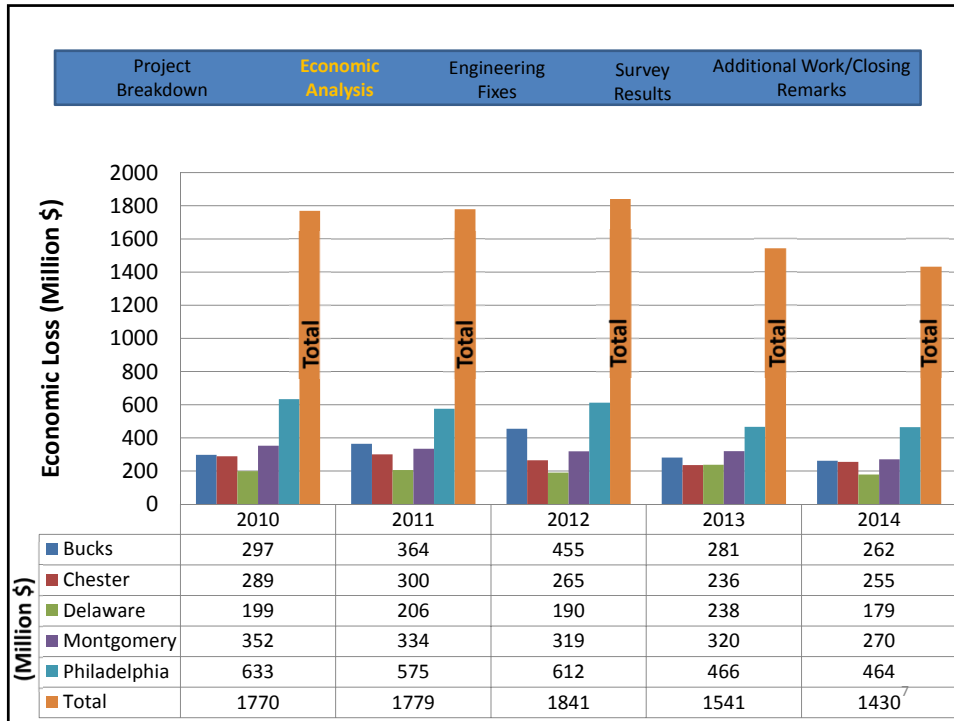
Survey
Results

Additional Work/Closing
Remarks

- Semester Project worth 25% of grade
- Task 1: Study Site Review
 - Geometric and Operational features
- Task 2: Data Analysis
 - Correlation analysis between injury level, crash cause, type, etc.
- Task 3: Survey Completion



6



Project Breakdown	Economic Analysis	Engineering Fixes	Survey Results	Additional Work/Closing Remarks
-------------------	-------------------	-------------------	----------------	---------------------------------

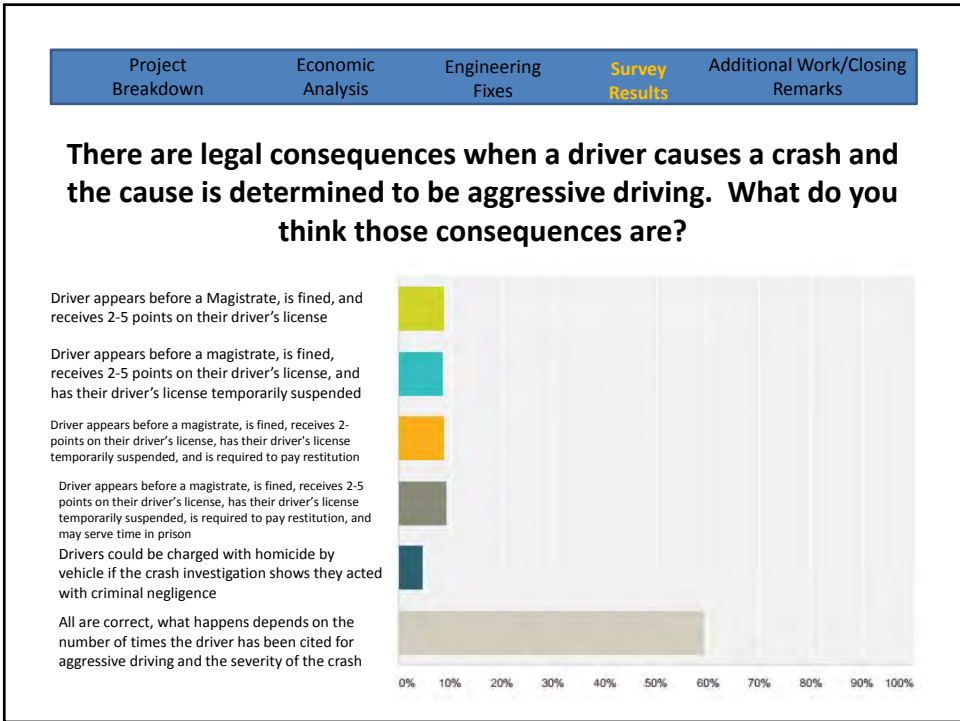
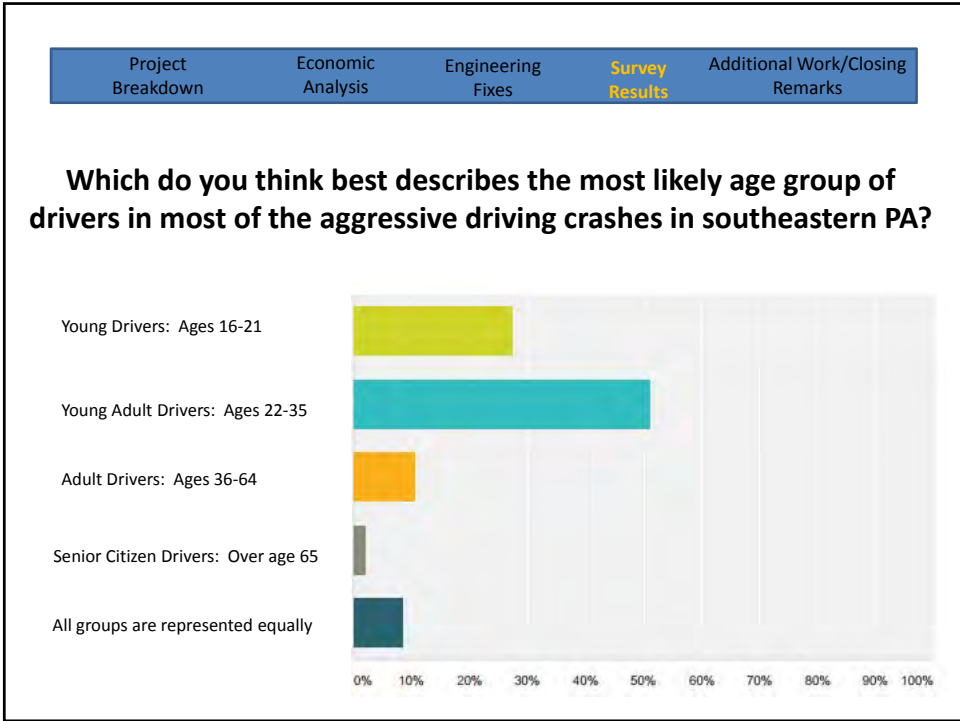
Route 82, Chester County


9


Project Breakdown	Economic Analysis	Engineering Fixes	Survey Results	Additional Work/Closing Remarks
-------------------	-------------------	-------------------	----------------	---------------------------------

Which answer(s) do you think best describes the behavior(s) considered to be Aggressive Driving? Check all that apply.

Behavior	Percentage
Speeding (10 or more miles per hour over the posted speed limit)	45%
Changing lanes frequently while speeding to move more quickly through traffic	85%
Tailgating to try and get the car in front to move faster/move over	88%
Operating a car or any other vehicle in an "unsafe" manner	70%
Texting while driving	48%
Driving while drunk or high on drugs	55%
Threatening/Shooting a gun at another driver	82%
Other (Please specify)	2%



Project Breakdown	Economic Analysis	Engineering Fixes	Survey Results	Additional Work/Closing Remarks
<ul style="list-style-type: none"> • Correlating aggressive driving crashes to various features • Develop countermeasures to prevent aggressive driving crashes <ul style="list-style-type: none"> – Proactive measures • FHWA systemic analysis <ul style="list-style-type: none"> – Capturing common risk factors 				
				
				13

Project Breakdown	Economic Analysis	Engineering Fixes	Survey Results	Additional Work/Closing Remarks
<ul style="list-style-type: none"> • Results <ul style="list-style-type: none"> – Aggressive Driving accounts for 52% of fatal crashes – 10% decrease in fatalities, 37% decrease in major injuries over past 5 years – Engineering improvements on local roads – Discrepancy among young drivers regarding aggressive driving behavior 				
				
				14

Questions?



- Patrick McTish
 - pmctish@villanova.edu
- Seri Park
 - seri.park@villanova.edu



BURLINGTON COUNTY
SHERIFF'S DEPARTMENT
AND
New Jersey Division of Highway Traffic Safety
Route 130 Safe Passage Grant



Route 130 Safe Passage
Why the Need?

- ▣ *Tri-State Transportation Campaign designated the section of Route 130 in Burlington County as the most dangerous stretch of roadway for pedestrians in NJ for 5 years prior to the start of this Campaign.*
- ▣ *Since 2009 we had 16 pedestrian fatalities on Route 130.*
 - ▣ *May 2011 - May 2012 = 6 Fatalities*
 - ▣ *May 2012 - May 2013 = 5 Fatalities*
- ▣ *Local police departments don't have the resources to aggressively patrol this highway.*

Route 130 Safe Passage Goal of Operation

Change the way motorists operate their vehicles through:

- ▣ Strict enforcement while maintaining a highly visible police presence along Route 130 Corridor.
- ▣ Education of drivers to encourage compliance with traffic laws
- ▣ Improve signage to further compliance, particularly in the school zone area within Burlington City.

Route 130 Safe Passage Burlington Co. Traffic Safety Committee

- ▣ **Has worked with the Division of Highway Traffic Safety on countywide programs including:**
 - Child Passenger Safety
 - Traffic Enforcement
 - Defensive Driving Classes
 - Crossing Guard Training
 - Bike/Pedestrian Safety and Education
 - Pedestrian Enforcement
 - Share the Keys program

Route 130 Safe Passage

Operational Pre-Studies Examples



BURLINGTON COUNTY SHERIFF'S DEPARTMENT

Location: DEIRANTWP Traffic Enforcement Reporting Form

Dates: 4-09-13 NON-ENFORCEMENT

Times: 0700-0800 Day of Week: Tuesday

SPEED	RIGHT OF WAY VIOLATIONS	FAILURE TO MAINTAIN LANE	FOLLOWING TOO CLOSELY (TAILGATING)	TURNING IMPROPERLY	PASSING IMPROPERLY	DISTRACTED DRIVING (CELL PHONE, ETC.)
05,07,04,05,06,05,70,00,01,03,00,02,02,02,05,03,04,70,70,70,00,00,00,05,70,05,70,05,70,00,72,00,70,05,72,05,02,05,03,70,01,00,05,75,00,05,07,07,01,05,01,07,03,05,00,00,03,05,01,02,00,04,00,03,00,00,02,01,00,04,03,04,04,03,73,02,04,00,04,05,00,00,04,05,05,04,07,01,02,00,05,03,00,00,00,04,00,70,00,00,00,00,00,00,03,03,05,00,00,07,03,03,05,00,00,07,03,03,05,07,00,00,01,00,02,01,00,05,00,00,00,04,05,05,00,00,00,05,03,00,05,71,07,00,01,05,04,70,00,70,00,70,00,00,05,05,01,04,04,00,01,71,00,00,00,71,00,01,	10 ROWV 1commercial	13	1	n/a	n/a	58

Route 130 Safe Passage

Announcement

May 13, 2013 at Delran, NJ





Route 130 Safe Passage Methodology – Resolution

RESOLUTION #2015-
 RESOLUTION AUTHORIZING SERVICES AGREEMENT FOR THE BURLINGTON COUNTY ROUTE 130 TASK FORCE PROGRAM

WHEREAS, the Townships of Bordentown, Cinnaminson, Delran, Riverside, Florence, Delanco, Edgewater Park, Mansfield, Willingboro and North Hanover, the Cities of Bordentown and Burlington and the Borough of Palmyra are neighboring municipalities within the County of Burlington with the Route 130 Corridor running through or adjacent to each; and

WHEREAS, the Police Departments of the Municipalities intersected by Route 130 provide patrols in their respective municipalities; and

WHEREAS, the municipalities often rely upon each other for additional officers to provide such services; and

WHEREAS, the above-named municipalities are participants in the Burlington County Route 130 Task Force Program; and

WHEREAS, the Burlington County Sheriff's Department will be administering a grant from the New Jersey Division of Highway Traffic Safety which will provide reimbursement for approved traffic enforcement details along the Route 130 Corridor; and

WHEREAS, the above-referenced Municipalities wish to enter into a Shared Services Agreement to utilize police to enforce motor vehicle statutes, criminal statutes and local ordinances in the municipalities and to allow each of the above-referenced municipalities to cross jurisdictional lines in order to enforce said statutes and ordinances; and

WHEREAS, the attached Shared Services Agreement has been found to be acceptable by the _____ and _____

WHEREAS, the attached Shared Services Agreement is authorized by the Uniform Shared Services and Consultation Act, N.J.S.A. 17A:26-1 et seq.;

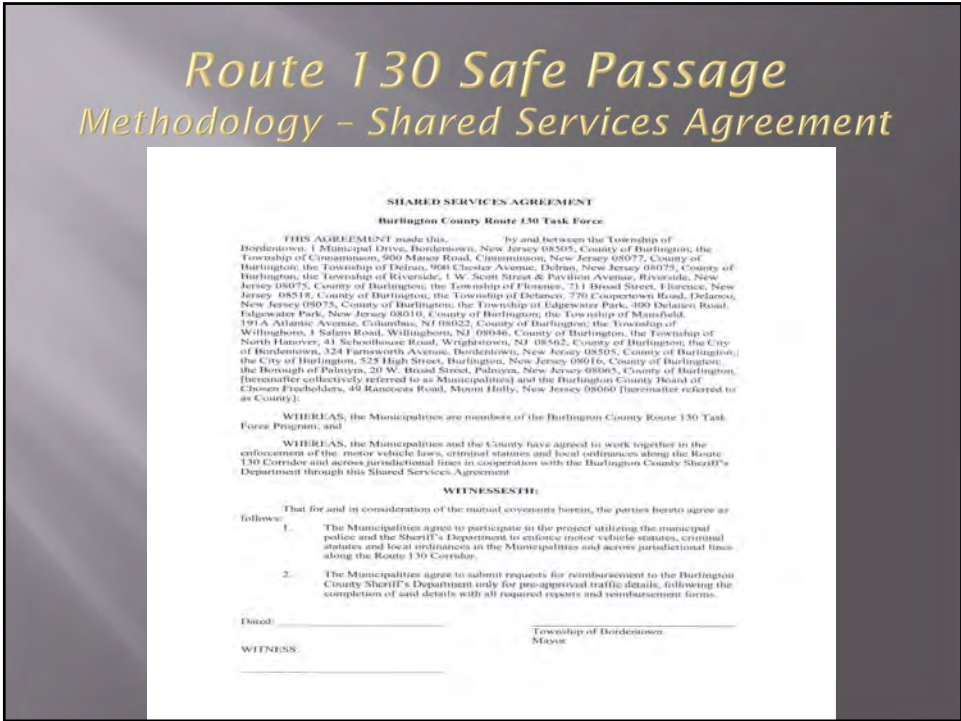
NOW, THEREFORE, BE IT RESOLVED by _____ that she is hereby authorized to execute the attached Shared Services Agreement with the Townships of Bordentown, Cinnaminson, Delran, Riverside, Florence, Delanco, Edgewater Park, Mansfield, Willingboro and North Hanover, the Cities of Bordentown and Burlington, the Borough of Palmyra and the County of Burlington; and

BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to the Chief Financial Officers and the Municipal Clerk of the other Municipalities and to the County of Burlington.

It is hereby certified that the foregoing is a true and correct copy of a resolution adopted by _____

(municipal clerk)

Route 130 Safe Passage Methodology – Shared Services Agreement



Route 130 Safe Passage Methodology – Continued

- **Operations**
 - Burlington County Sheriff's Ticket Books
 - Central Communications – Dedicated radio channels
 - Dedicated Dispatcher
 - Pre-operation briefing sessions
 - Daily Operations Plans
 - Designated OIC
 - Daily Report Collection

Route 130 Safe Passage Types of Scheduling

- ▣ **Types of zones**
 - Towns A and B
 - North, Middle, and South
- ▣ **Types of patrols**
 - Single Car
 - Roving Patrol
 - **LASER/LIDAR Speed Operations**
 - Stationary Location - Laser Operator and multiple chase cars

Route 130 Safe Passage Tactics Radar Vs. Laser



Route 130 Safe Passage Radar Vs. Laser

- ▣ **Radar**
 - Radio Frequency to determine speed
 - Works from a Doppler Principal
 - At 1,000 feet the cone is 300 ft wide
 - The operator must determine the fastest car by their training and experience
- ▣ **Laser/LIDAR**
 - Light to determine speed
 - Gives you the speed and distance of your target
 - At 1,000 feet the light beam is only 3 ft wide.
 - The operator is directing the beam to a specific vehicle

Route 130 Safe Passage Municipal Court

- ▣ **Advance notice to municipal court judges, prosecutors and court administrators**
- ▣ **LIDAR training for county and municipal prosecutors and judges**
- ▣ **Special court sessions for school zone violations**

Route 130 Safe Passage Grant Stats

- ▣ **Grant Stats from May 13th-to Present**
 - Seat Belt - 463
 - Other Moving Violations - 2,546
 - Speeding -920
 - Non - Moving Violations - 448
 - Pedestrian - 11
 - Uninsured Motorist - 62
 - Suspended D/L - 198
 - Cell Phone - 531
 - Warnings - 1,286 (Pedestrian and Motor Vehicle)
 - Arrests - 80 (Drug and Warrant)
 - Driving While Intoxicated - 55

Route 130 Safe Passage Pre-Studies vs. Post Studies

Town	Speed Violations	
	Pre	Post
Bordentown PM	70	24
Burlington City PM	105	21
Burlington City AM	*	10
Cinnaminson AM	112	11
Cinnaminson PM	105	12
Delran AM	64	13
Delran AM	166	11
Delran PM (Sat.)	106	10
Florence AM	26	22
Florence PM	56	13
Mansfield PM	167	10
Willingboro AM **	84	16
Willingboro PM **	83	24
Totals	1144	197
Percentage Reduction		83%

Town	Distracted Driving	
	Pre	Post
Bordentown	21	8
Burlington City PM	36	22
Burlington City	17	3
Cinnaminson AM	12	9
Cinnaminson PM	62	5
Delran AM	44	7
Delran AM	58	8
Delran PM (Sat.)	65	7
Florence AM	3	5
Florence PM	6	8
Mansfield	34	6
Willingboro AM **	9	4
Willingboro PM **	20	4
Totals	387	96
Percentage Reduction		75%

no vehicles in compliance and were too numerous to count

**includes Edgewater Park and Delanco

Route 130 Safe Passage Pre-Studies vs. Post Studies

Town	Other Violations	
	Pre	Post
Bordentown	8	6
Burlington City PM	10	5
Burlington City	9	3
Cinnaminson AM	39	4
Cinnaminson PM	20	2
Delran AM	31	4
Delran AM	24	3
Delran PM (Sat.)	24	5
Florence AM	17	3
Florence PM	15	2
Mansfield	8	4
Willingboro AM **	19	2
Willingboro PM **	20	3
Totals	244	46
Percentage Reduction		81%

no vehicles in compliance and were too numerous to count

**includes Edgewater Park and Delanco

Route 130 Safe passage Fatalities

- ❑ It should be noted that during the first 18 months of the grant there were 0 fatalities from May 2013 - September 2014.
- ❑ Unfortunately, since this time we have had 5 pedestrians killed on Route 130 to date.
- ❑ Officers continue to work hard to lower the fatalities once again to 0.

Route 130 Safe Passage Burlington City School Zone

A portion of Route 130 located in Burlington City is a school zone area that includes crosswalks that are heavily used by students. During school zone hours the speed drops from 40 mph to 25 mph. Officers found that most motorists stopped for speeding were not aware that they were in a school zone. The following shows the progression in driver compliance with traffic laws in this area. Additional school zone signage is being explored to supplement our enforcement efforts.

	Other	Speed	Distracted Driving
Pre-Study 5/10/13	0% compliance Lowest speed was 36 mph Highest speed was 63 mph School bus 41 mph	17	9
Post-Study 6/19/13	0% compliance Lowest speed was 33 mph Highest speed was 57 mph	11	1
Post-Study 5/7/14	Some compliance Highest speed was 49 mph	5	1
Post-Study 10/15/14	88 speeders Highest speed was 52 mph	15	0
Post-Study	10 speeders Highest speed was 63 mph	3	3

Due the grant funding in the amount of \$225,000 from the Division of Highway Safety, the Sheriff's Department and municipal police departments have conducted proactive traffic enforcement as reported below. Without the grant funds these operations could not continue.

Burlington County Sheriff's Department Contact Information

Jean Stanfield
Sheriff
 Burlington County Sheriff's Dept.
 49 Rancocas Rd.
 Mt. Holly, NJ 08060
 609-265-5127 phone
 609-265-5923 fax
jstanfield@co.burlington.nj.us



Bryan Norcross
Undersheriff
 Burlington County Sheriff's Dept.
 49 Rancocas Rd.
 Mt. Holly, NJ 08060
 609-265-5232 phone
 609-265-5923 fax
bnorcross@co.burlington.nj.us

Are We Making Progress? Tracking and Evaluating RSTF Performance Measures

2015-2016 RSTF Objectives and Measures

The RSTF uses performance measures to help make itself more effective in meeting its two objectives. This handout summarizes change in RSTF performance measures over the last four emphasis area-focused meetings (September 2014, December 2014, March 2015, and June 2015 meetings).

The RSTF is making the progress it hoped for on several of the measures, most of them occurring on an individual meeting basis. The list below shows the measures that are considered overall to be on target, with the understanding that additional efforts will be needed to continue to make them more effective.

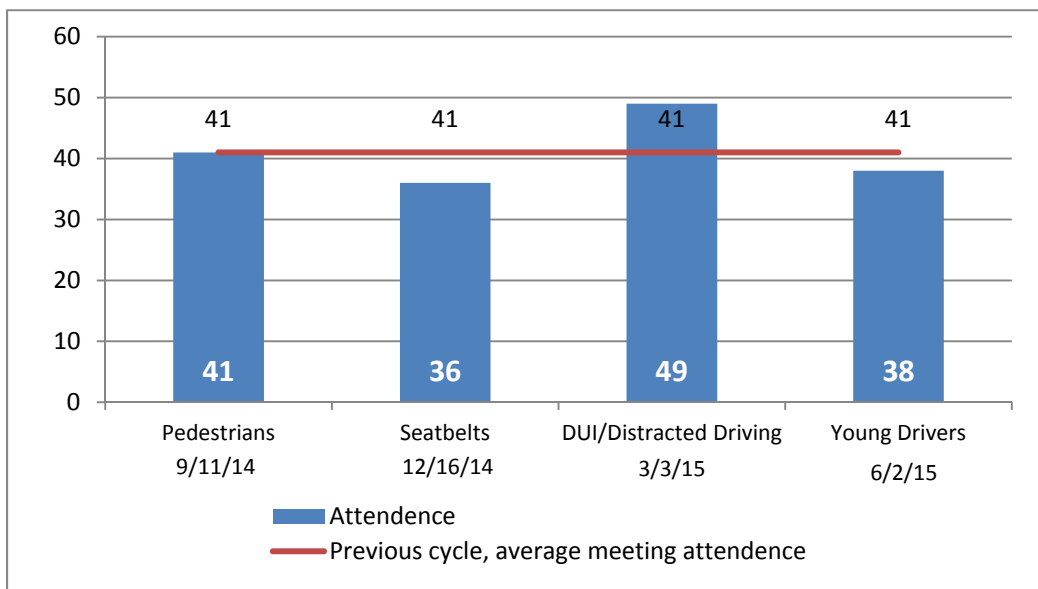
- A: Maintaining or increasing meeting attendance
- D: Volunteerism and reporting back on action items
- F: Increasing actual effectiveness by RSTF members working together on a safety project

While progress is underway on the remaining measures, it will be especially helpful to focus on how to do more to achieve them.

- B: Active participation by members representing each of the 4 E's and policy communities
- C: Fostering new partnerships at meetings
- E: Promoting safety as measured by increasing use of the RSTF web pages

OBJECTIVE 1: BUILD, MAINTAIN, & LEVERAGE PARTNERSHIPS

A. Maintain attendance at each RSTF meeting at least at the average of the previous cycle of meetings (41 people).



Conclusion – CLOSE TO BEING ON TARGET, CONTINUE EFFORTS

- o Attendance at two of the four EA focused meetings in the current cycle have met or exceeded this expectation.

Initial ideas for how to increase level of performance

- o Meeting attendance can be increased by direct marketing to non-RSTF member agencies, and via social media.
- o The joint off-site meeting scheduled for March 2016 with the Montgomery County Incident Management Task Force presents an excellent opportunity to market the RSTF to other safety professionals, particularly those involved with incident response and enforcement.

B. Have active participation by agencies representing the disciplines of Engineering (Eng), Enforcement (Enf), Education (Edu), Emergency Services (ES), and Policy (Pol) as measured by at least **two volunteer actions from agencies focused in each of these five areas** over a rolling four-meeting average.

Meeting Topic – Date	Category Type				
	Eng	Edu	Enf	ES	Pol
Pedestrians – 9/11/14	1	4	0	0	3
Seatbelts – 12/16/14	2	1	0	0	2
DUI/Distracted Driving – 3/3/15	11	7	2	0	2
Young Drivers – 6/2/15	4	9	0	0	4
Total # of agencies represented	18	21	2	0	11
Four-meeting rolling average so far in cycle	4.5	5.25	0.5	0	2.75

Conclusion – ON TARGET IN 3 OF 5 AREAS; NEED TO FOCUS EFFORTS ON ENFORCEMENT AND EMERGENCY SERVICES ACTIONS

- o Every meeting we have had at least two volunteer actions and at least five member agencies volunteer to take on the actions.
- o Majority of the volunteers are coming from education, engineering, and policy related agencies.
- o Of the four meetings, there was only one meeting where an enforcement agency volunteered and there were no meetings where an agency from the emergency services community volunteered to take on actions.

Initial ideas for how to increase level of performance

- o We need to do a better job of promoting the RSTF to the enforcement and emergency services communities (i.e. attending their meetings/events to promote the RSTF, soliciting help from current RSTF members to share our efforts with police within their own counties and municipalities, etc.).
- o Once we increase the number of police officers and emergency responders attending the RSTF, identify doable actions that they can specifically volunteer to take on.

C. Increase the number and effectiveness of partnerships fostered by participation in the RSTF as measured by a survey administered at the end of each meeting compared to a rolling four-meeting average.

Meeting Topic – Date	Meeting Attendance	# of Survey Responses	Foster new Partnerships	%
Pedestrians – 9/11/14	41	17	11	64.7
Seatbelts – 12/16/14	36	11	9	81.8
DUI/Distracted Driving – 3/3/15	49	13	10	76.9
Young Drivers – 6/2/15	38	17	8	47.1
Four-meeting rolling average so far in the cycle	41	14.5	9.5	67.6

Conclusion – NOT ON TARGET, NEED TO ENCOURAGE MORE MIXING AND JOINT EFFORTS AT MEETINGS

- Over the last four meetings, majority of survey respondents have fostered new partnerships, however less than half of meeting attendees are returning surveys, so we also need to increase the participation in the survey.

Initial ideas for how to increase level of performance

- Continue to remind attendees the importance of filling out surveys and returning them before leaving the meeting.
- Fully use member directory being developed.
- Integrate elements that encourage more mixing of participants which could include changing up seating each meeting, breaking into small groups more often, and encouraging volunteer actions that involve more than one agency.
- Increase marketing efforts to other agencies to attend meetings, such as hospitals, local police, and universities. If this happens, more RSTF members can foster new partnerships with different agencies.

OBJECTIVE 2: INCREASE THE EFFECTIVENESS OF THE RSTF THROUGH STRATEGIES AND ACTIONS

D. Act on the strategies in the Transportation Safety Action Plan (TSAP) and the refinements of them developed at RSTF meetings. This is measured by each emphasis area meeting resulting in at **least three volunteer actions** and reporting on progress. The number of actions equates to the number of volunteers who agreed to report back on progress.

Meeting Topic - Date	Actions # of Volunteers at meeting	Progress on Those Actions as of 12/9/15		
		# of Actions Completed	# of Actions Not Completed	# of Actions Open
Pedestrians – 9/11/14	8	7	n/a	n/a
Seatbelts – 12/16/14	5	1	n/a	4
DUI/Distracted Driving – 3/3/15	22	2	n/a	20
Young Drivers – 6/2/15 **	17	---	----	----

* An action is considered open if a volunteer is still working on that action.

** There is a meeting lag in reporting back on actions. The progress report on actions from the Young Driver meeting will be given at the 12/15/15 Aggressive Driver meeting.

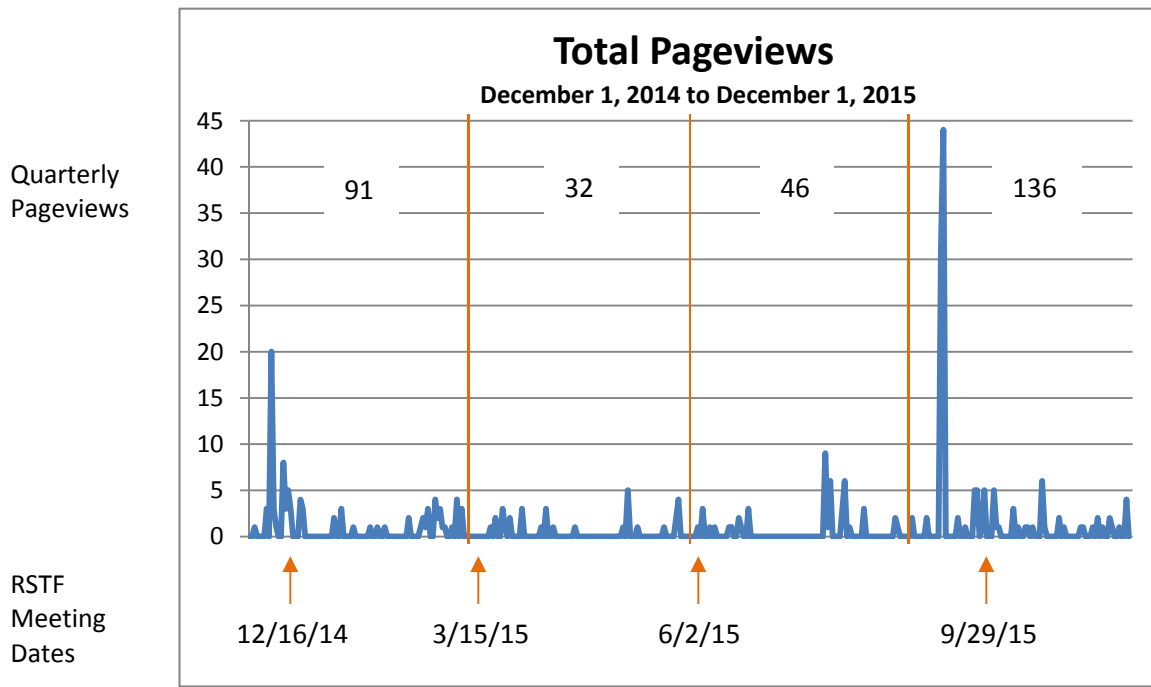
Conclusion – ON TARGET

- The highest number of volunteer actions was recorded at the June 2015 meeting with 22 actions (11 young driver related actions and 11 other types of actions). Also at the June meeting, staff became more focused about recording the timeframe for volunteers to report back on items, which helps with tracking efforts.
- Staff and volunteers need to clean up list to determine which actions are active though not complete, which didn't work out, and which are ongoing offers.

Initial ideas for how to increase level of performance

- An option that could be considered is a limit in the number of actions developed. The more items developed, the more difficult it becomes to coordinate with volunteers on reporting back on items. This might encourage prioritizing but shouldn't stifle taking action.
- Co-chairs and DVRPC staff need to do a better job in making the development of volunteer actions agenda item more focused.
- It may be helpful to set a time limit after which an action gets dropped or put on an open offer list. For example, perhaps a volunteer gets reminded two times at the intervals they suggest, and then the conclusion is the idea didn't work out.

E. Market and promote safe transportation practices to a broader audience than RSTF participants. This can be shown as a quarterly increase in the number of unique visitors to the RSTF web pages.



The chart above depicts total pageviews over four RSTF meetings within a 12-month period, summarized by quarter. Over the last year there were 305 total page views, with the greatest number recorded during the most recent quarter.

Conclusion – NEED TO FIGURE OUT HOW TO MAKE WEB PAGES MORE USEFUL AND WELL-KNOWN

How to maintain/increase level of performance

- DVRPC staff review and modify the information on the web pages on a consistent basis (ex. consolidate information, delete outdated materials)
- RSTF members advertise DVRPC safety website to other groups (ex. via social media or at other meetings)

F. Increase the effectiveness of one project or program per cycle through RSTF coordination. RSTF members will assist with a project they would not usually be involved with and measure success, preferably using before-and-after analysis.

Conclusion – ON TARGET

- The project chosen for the current cycle is to work with RSTF members on leading a RSA on CR 534 in Camden County. To date we have seven RSTF members participating on the audit. The project has also offered an opportunity to engage two local municipalities (Pine Hill and Clementon Boroughs) with RSTF efforts.
- RSTF members (no DVRPC staff) will provide updates at the December 2015, March and June 2016 meetings.

Initial ideas for how to increase level of performance

- After the RSA project has ended, a project proposed in the RSTF Pipeline Process can act as the next project involving RSTF members for the next cycle.