



#dvrpcTIM | #dvrpcSAFETY



JOINT MEETING | 3.11.2016 | 10AM-NOON



AGENDA

- 9:30 AM** REGISTRATION / COFFEE / NETWORKING
- 10:00 AM** WELCOME & INTRODUCTIONS
Tom Sullivan, Director of Public Safety, Montgomery County
John Ward, Deputy Executive Director, DVRPC
- 10:10 AM** INTRODUCTION ON WHAT IS INCIDENT MANAGEMENT AND TRAFFIC SAFETY
- **Traffic Incident Management**
 - DVRPC TIM Program, Chris King, DVRPC
 - I-76/I-476 Incident Management Task Force, Frank Hand, Lower Merion Fire Department
 - **Traffic Safety**
 - Regional Safety Task Force, Bill Beans, MBO Engineering
- 10:35 AM** I-76 SCHUYLKILL EXPRESSWAY INTEGRATED CORRIDOR MANAGEMENT PROJECT
Leo Bagley, Special Assistant to Secretary of Transportation, PennDOT
- 11:00 AM** RUN-OFF-ROAD EMPHASIS AREA
- **Roadway Departure Implementation Program**, Lou Belmonte, PennDOT
 - **I-76 Embankment Crash Incident Recap**, Frank Hand, Lower Merion Fire Department
- 11:30AM** BUILDING PARTNERSHIPS
- 11:55 AM** CLOSING
- 12:00 PM** LUNCH AND TOUR OF EMERGENCY VEHICLES (weather permitting)



Highlights of December 15, 2015 RSTF Meeting

- All presentations and related meeting handouts are located on the RSTF Website: <http://www.dvrpc.org/ASP/committee/Presentations/RSTF/2015-12.pdf>

1. Welcome and Introductions

The meeting was called to order by RSTF Co-Chair Bill Beans, MBO Engineering. He introduced Peggy Schmidt, Partnership TMA, who has agreed to serve as Co-Chair replacing Ryan McNary, PennDOT. A vote was held and she was unanimously approved. Mr. Beans thanked Ms. Schmidt and invited everyone to introduce themselves.

2. Follow-up from previous RSTF Meetings

- Mr. Beans said that the Highlights from the September 29, 2015 RSTF meeting has been changed as follows: page 3, 5th paragraph, last sentence, the rate should be 2.5% per year. The highlights were unanimously approved with this change.
- Sarah Oaks, DVRPC, gave a status report on some volunteer action items from the June 2, 2015 meeting, where the topic was “Ensure Young Driver Safety”:
 - Several volunteers have promoted the NJDHTS “Share the Keys” program to their local school districts and municipalities in New Jersey. In Pennsylvania, PennDOT is evaluating adding more parental involvement efforts to their young driver programs.
 - Three Pennsylvania TMAs intend to engage parents more in their spring high school seat belt challenge programs.
 - The Aggressive Driving Subcommittee worked during the summer and fall to create five county fact sheets intended to support outreach efforts to judges and prosecutors in PA. More detail will be given in the Emphasis Area discussion.
- Warren Strumpfer, concerned citizen, discussed the streamlined Road Safety Audit (RSA), a partnership between DVRPC staff and members of the RSTF that kicked off in October. When the RSTF was asked to identify a project, Mr. Strumpfer proposed a two mile stretch of CR 534 in Camden County, which had seven pedestrian crashes, including one fatality in part because there are no mid-block crossings. At the initial meeting, DVRPC staff shared a map of crash locations with the RSTF team and received great feedback. A field view was conducted in November. The project has been well received by the team, who are thinking of expanding the projects limits.
 - Regina Moore, DVRPC, said that the date of the actual RSA is still being determined, but it will likely be in late April or early May, 2016. Additional volunteers from the RSTF were invited to participate.
 - Mr. Beans suggested reaching out to some major business owners.
 - Ray Reeve, NJDHTS, suggested reaching out to management of major apartment complexes.
 - Zoe Neaderland, DVRPC, encouraged all members of the RSTF to volunteer to participate in this study to understand how this streamlined process could work in

their own communities. All of those interested in helping were asked to contact Mr. Strumpfer or Ms. Moore.

- Ms. Schmidt recommended that the Public Works Department should be invited to participate as they have a lot of knowledge about the roads. Kevin Murphy, DVRPC, agreed and added that sometimes public works staff are able to implement improvements quickly.

3. Update from the First Responders Community

Paul Carafides, DVRPC, gave the Incident Management Task Force report. For most of the year, the eight regional task forces focused on patrol visit planning. In Pennsylvania, each of the groups is working to create or update the Highway Incident Traffic Safety Guidelines for each county to provide incident responders with uniform operational guidelines. In November, New Jersey incident management stakeholders began work to update the statewide Highway Traffic Safety Guidelines to allow for adding local policies and procedures for responding to incidents. An important update was to remove the word “highway” from the title of the document, so that the safety procedures will be used on all roadways.

- In response to a question about inter-municipal responses, Mr. Carafides responded that the guidelines in both states lay out the hierarchy of responders.
- Alex Rodriguez, AutoBase, commented that local responders see their role as limited to two hours after the incident in order to secure and stabilize the site, after which local police or state police take over if necessary. It can be problematic if utility companies are involved as response time is based on the number of customers affected rather than the conditions of the crash.

Eric Hicken, New Jersey Department of Health, Office of Emergency Management Services, reported that he continues to work on the issue of safely transporting children in ambulances. He now chairs the National Association of State EMS Officials, and in this role has created the Safe Transport of Children Committee, with representation from most states and one territory. Since at this time there are no approved devices, the committee is working to get manufacturers to either do or fund the research on these seats. In addition, Mr. Hicken’s office is giving car seats to low income families under the “Safe Kids in New Jersey” program. Mr. Hicken agreed to supply DVRPC staff with information about this program and asked RSTF members to help publicize it on their own social media or websites. Mr. Hicken invited all interested parties to participate in a national conference call December 18th where the topic of child restraint safety in ambulances will be discussed. Ms. Schmidt suggested he provide information for Ms. Moore to distribute to the RSTF.

Officer Jim Philbin, Cherry Hill Township Police, reported that the Camden County Police Academy will be holding Traffic Incident Management classes in April. Cherry Hill Township police will be participating in the “Drive Sober or Get Pulled Over” campaign for controlled DWI enforcement from December 11, 2015-January 1, 2016. They have also received a grant for roving DWI patrols to focus enforcement and education from 2:00 AM to 7:00 AM, as data from DDACTS analysis highlighted this time period. They have met their goal of reducing DWI crashes by five percent.

4. Legislative Update

Ms. Neaderland said that the legislative reports prepared by AAA for Pennsylvania and New Jersey are included in the meeting materials.

Richard Simon, NHTSA, gave some information on the new FAST Act federal transportation bill. The majority of safety grants remain intact with a slight possibility of increasing. Seatbelt and drunk driving grants are still available, and restrictions on some programs, such as distracted driving and driver training have been eased. There is potential for more states to qualify for grants under the new act. Mr. Ward added that the \$305 billion, 5-year program is the first long-term bill in 10 years. There was no action to address the fact that the gas tax doesn't cover costs, so at this time funds have been re-assigned from the General Fund; stable funding will need to be revisited for the next bill. The Transportation Alternatives Program (TAP) sub-allocation increases over time and remains a good source for bicycle and pedestrian safety projects.

- In response to a question, Mr. Ward replied that local agencies can apply for TAP funding through NHTSA, NJDOT, PennDOT, and NJDHTS.
- Matt Anderson, PennDOT District 6, reported that PennDOT is working towards ways to get Highway Safety Improvement Program (HSIP) funding for local projects.
- Eric Oberle, NJDOT, reported that NJDOT local safety programs, including the high surface friction and Roadway Departure Improvement Program (RDIP), are funded through HSIP.
- Kevin Murphy, DVRPC, said that there are currently three local projects receiving HISP funds in NJ, and that NJDOT is working closely with MPOs to develop worthwhile safety programs.
- Violet Marrero, NJDHTS, said a driver education working group was created with representatives from in order to provide a Driver Education Curriculum for the schools as per the NJ P.L. 2015, c 036. This legislation was passed in December 2015 as a component of the bill (C.27:5F-41). The bill states that the Director of the Office of Highway Safety after consultation with the Chief Administrator of NJMVC shall develop curriculum guidelines for the use by teachers of approved classroom driver education courses.
- Ms. Marrero also mentioned information about a legislative mandate which states the Motor Vehicle Commission in consultation with the NJDHTS will create Driver Education Curriculum Guidelines. The working group for this endeavor includes representatives from NJDHTS, Kean University, Rowan University, and law enforcement. This group is working on the standards as well as a curriculum that will support them. The curriculum that New Jersey will use follows recommendations made by NHTSA to improve driver education and including the incorporation of parental involvement.
- DVRPC staff offered to put information on their safety webpage.

5. Emphasis Area Focus – CURB AGGRESSIVE DRIVING

Ms. Oaks introduced the topic and said that PennDOT defines aggressive driving as the operation of a motor vehicle in a manner that endangers or is likely to endanger persons or property. She then reported on the activities of the Aggressive Driving Subcommittee of the RSTF. Back in June the Subcommittee undertook a project to develop fact sheets with data about aggressive driving that would be used to support the Pennsylvania District Attorney's Association (PDAA) aggressive driving outreach effort targeted to judges and prosecutors in southeastern Pennsylvania. Villanova University civil engineering students analyzed PennDOT data, which was then used to create a series of five fact sheets, one for each PA county in the DVRPC region. Each discusses the definition of aggressive driving, the number of crashes where aggressive driving was a contributing factor in that county, shows a map of aggressive driving crash locations, discusses their economic impact, and provides sources for more information. PennDOT's Judicial Outreach Liaison (JOL) has also agreed to use the fact sheets. A prototype fact sheet has been developed and is currently under internal review. Once the format is approved it will be sent to the RSTF for their comments. When the comment period concludes, the format will be replicated across all five counties and forwarded to PDAA and the JOL for their use. Ms. Oaks thanked the subcommittee members for their efforts and introduced Patrick McTish, EIT, the graduate student at Villanova who led the undergraduate students in their work.

Mr. McTish spoke about the work done in the partnership between Dr. Seri Park's senior Civil Engineering class at Villanova University and the RSTF Aggressive Driving Subcommittee. The partnership effort had two parts. The first was to perform the analysis of aggressive driving crash data that was used to develop the fact sheets, and the second was to conduct a survey to determine young drivers' knowledge and understanding of aggressive driving issues. In addition to work done for the subcommittee, students also conducted study site reviews at high crash locations to evaluate geometric and operational features, as well as a data analysis to determine any correlation between crash type and other factors, such as injury level. The students also found that most aggressive driving crashes are on freeways and major arterials, where it is harder to address the issue with engineering fixes. On local roads, low-cost recommendations for engineering countermeasures included lowering speed limits and improving signage of curves.

In the data analysis, students found that in the southeastern PA DVRPC region in 2014, aggressive driving was a contributing factor in 55% of total crashes and 52% of fatal crashes. When looking at the past five years of data, major injuries have declined 37% since 2010, and fatalities have declined ten percent.

The six survey questions were developed in collaboration between the students, DVRPC staff, and Subcommittee members. There were 249 respondents. Results of the survey indicate that young drivers have a good understanding of the consequences and concepts of aggressive driving, but lack of understanding of the difference between road rage and aggressive driving. It was also found that almost all respondents had valid driver's licenses. Results were forwarded

to RSTF member Gordon Beck, Buckle Up PA, for his use in developing young driver outreach programs.

- In response to a question, Mr. McTish said that the analysis looked at all roads, rather than separating highways from local roads. The students could only determine local road crash hotspots after locations were mapped.
- In response to a question about how many people got the survey, Ms. Oaks said that the link to the survey was advertised by the students through social media rather than being distributed in more traditional ways, and therefore we have no way of knowing how many people actually received it. Social media was determined to be both the quickest and least costly way to target students. In the survey development process it was decided that as long as there were at least 200 responses the results would be considered valid. The goal was 250 responses, and they got 249. Survey results can be used by any interested RSTF member.

Brian Norcross, Burlington County Undersheriff, gave a presentation about the US 130 Safe Passage Grant, funded from NJDHTS to local police departments for aggressive driving enforcement for the section of US 130 in Burlington County. The Tri-State Transportation Campaign designated this corridor as the most dangerous stretch of roadway for pedestrians in New Jersey for five years prior to the start of the program in May, 2013. The goal of the program is to change the way motorists drive through this section of US 130 by using strict speed enforcement, maintaining a highly visible police presence, educating drivers on traffic laws, and improved signage, especially in school zones where there was often zero compliance with speed restrictions.

There are eleven participating municipalities, including ten that contain portions of US 130 and one that is adjacent to others which contain portions. All have passed resolutions and signed on to an inter-jurisdictional shared services agreement for cooperative patrol and enforcement along the corridor. To keep local police patrols closest to their towns, the corridor is divided into three zones- North, Middle, and South, although any patrol officer can write a citation anywhere in the corridor. The Burlington County Sherriff's office provides central dispatch and communications on a dedicated radio channel, as well as a common ticket book for use in any municipality along the corridor. In addition, Burlington County is the grantee, so all local police departments apply to Burlington County for program reimbursement, rather than to the NJDHTS.

Speeding enforcement is conducted using LIDAR lasers rather than radar. Lasers use a tightly focused light beam instead of the Doppler principal, which allows officers to direct the light beam at a specific vehicle, whereas radar gets aimed at what the patrol officer considers to be the fastest car. The Sherriff's Department provided LIDAR training for county and municipal judges and prosecutors, as well as giving advance notice to the court system when enforcement waves were about to take place. Special court sessions were held just for school zone violations because of the high volume of these citations. Since the grant's inception there has been an 83% reduction in speeding violations, a 75% reduction in distracted driving violations, and an 81% decline in other violations. From program inception through September 2014, there were

zero pedestrian fatalities. Since then there have been five pedestrian fatalities, but officers are working hard to bring the number back down to zero.

- In response to a question if citation revenues could be used for additional enforcement, Mr. Norcross responded that all funds collected go directly to the state and municipalities. Ms. Marrero said that it would require legislative action for funds to go directly to additional enforcement. Mr. Reeve said that municipalities which participate in the Safe Corridor Program can apply for violations funds which are pooled and distributed to members. Officer Norcross agreed to find out if the US 130 corridor can be added to the Program.

Susan Cooper and Jay Birkmire from the Council on Addictive Diseases (COAD) described their two-session, six-hour driver education class created as an aggressive driving countermeasure in Chester County. The first session targets student awareness, behaviors, and triggers. The second class teaches perceptive driving to emphasize positive behaviors that can help recognize hazards and avoid crashes. Students can be referred to the program as an alternative sentence if the patrol officer's opinion is that the classes will make a difference. So far three Chester County District Magistrates participate in the program.

Each student pays \$100 to COAD for the classes, and those who attend both sessions have their license suspensions removed. So far 700 students have participated, 95% of whom had no previous driver training at all. Anonymous surveys conducted pre-and post-class indicate an 18% positive shift in attitudes towards aggressive driving. COAD is interested in cautiously expanding the program around the region, particularly in Delaware County, and would appreciate the RSTF's help in publicizing it. Ms. Moore agreed to scan the COAD brochure and email it to RSTF members.

- Ms. Marrero commented that COAD might be able to receive funds from other sources for program expansion if they can demonstrate long-term changes in attitudes. It was clarified that this is difficult as the surveys are anonymous.

6. Developing Action Items to Curb Aggressive Driving

Members of the RSTF then broke into four focus groups: Engineering, Education, Enforcement and Emergency Response/Policy, to discuss potential volunteer action items from each group. The following represents a summary of the discussions:

- Pat Ott, MBO Engineering, gave the Engineering focus group report. They focused on motorists speeding to cut through residential areas. All agreed this was due to overcapacity on arterials encouraging motorists to seek shortcuts through neighborhoods. Ideas for actions to combat this included traffic calming measures, changing signal timing, better bicycle infrastructure, and consideration of this issue in project design standards.

Although all agreed that engineering actions could make a difference for this issue, agencies and organizations around the table felt that the scale and cost of such studies and implementing improvements were beyond the scope of what they could commit to at

this meeting. Gus Sheerbaum, Philadelphia MOTU, agreed to research and forward links to the engineering and planning tools on the FHWA website to RSTF members so that all can inform themselves on current aggressive driving programs. Ms. Ott agreed to type up detailed notes from this session.

- Ms. Schmidt gave the Education focus group report. The group agreed that the easiest group to reach early on is 15-year-olds, since they're getting ready to learn to drive. Programs are available for school districts from SADD. Lauren Amway, Delaware County TMA, said that she uses the "Wheel of Distraction" from the "Impact Teen Driver" program when she goes to high schools to show teenagers how to understand driving distractions. It is available to anyone interested from the PA DUI Association. The group also agreed that the public needs a clearer definition of aggressive driving, and that the topic seems to be of interest only if it is mandated, as with offenders, or if it is incentivized, such as with insurance discounts.
- Officer Philbin gave the enforcement group's report. They discussed combining education and enforcement. One idea that could get extra attention from drivers is using three variable message boards near each other to provide parts of a single message. This can be combined with gathering data on the effectiveness of the message with "smart" VMBs that gather data at the end. Officer Philbin offered to look into trying something like this in Cherry Hill, including asking to use the Camden County VMB that measures speed and traffic counts. Mr. Reeves said he would look into including use of VMBs and a shared methodology into the safety grant descriptions he coordinates.

Disabled vehicles are in danger from aggressive drivers, as often someone who breaks down and doesn't know what to do is unable to recognize the potential for danger from an aggressive driver. AAA has brochures for how to behave in a breakdown, and DVRPC staff agreed to get the brochure from Ms. Noble or Ms. Tidwell and forward it to RSTF members. Bill DeGuffroy, Chester County, volunteered to post this brochure to the county's website or tweet about it.

- Mr. Simon gave the EMS/Policy focus group report. The fact that there is no legislatively adopted definition of aggressive driving for use by New Jersey law enforcement on the NJTR-1 crash report form continues to be a problem for data analysis, as patrol officers often do not list multiple causes of a crash. Changes to the form, however, have to be legislatively driven. It was agreed that the best way to effect this change would be to:
 1. Identify advocates and champions, such as supervisors;
 2. Analyze existing data so that a case can be made; and
 3. Determine the benefits of such legislation, and the implications of not having it.

Mr. Beans, who teaches one of New Jersey's LTAP police training courses on using the TR-1 form, volunteered to speak to his supervisor about adding information to the course materials about the importance of filling out all the causes of a crash. Ms. Marrero

suggested the most effective approach would be for both NJ and PA to add an aggressive driving box to their forms. It was agreed that the best organization to advocate for this change would be AAA. Ms. Ott agreed to again raise adopting a definition with the STRCC. Andy Kaplan, Rutgers University reported that the NJTR-1 Committee is working on revising forms into new electronic formats.

Mr. Kaplan summarized previous discussions with the STRCC and NJ SHSP development committees about how to deal with aggressive driving. The repercussions of having aggressive driving accidents result in careless driving citations was thought too insignificant while calling it a reckless driving five-point offense seemed too much. An option discussed was the ability to note that more than one contributing circumstance was involved on the front of the NJTR-1 form. This is something the RSTF Aggressive Driving subcommittee could take on if there is interest.

7. RSTF Performance Update

Ms. Moore gave a brief update of the effort to track and act on the six RSTF performance measures. The tracking of measures is important to help make the RSTF more effective in meeting its two objectives: 1.) Build, Maintain, and Leverage Partnerships and 2.) Increase the Effectiveness of the RSTF Strategies and Actions. Overall, measures that are considered to be on target are:

- Maintaining/increasing meeting attendance;
- Volunteerism and reports back on action items; and
- Increasing actual effectiveness of the RSTF by members working together on a safety project, such as the streamlined RSA reported by Mr. Strumpfer.

The RSTF members asked for ideas on how to improve progress on:

- Active participation by members representing each of the 4Es and policy communities;
- Fostering new partnerships at meetings; and,
- Promoting safety as measured by increased use of the RSTF web pages.

Members in attendance from the enforcement and emergency responder communities were recognized as progress towards the goal of active participation by all members of the 4Es.

8. RSTF Project Pipeline Process

Mr. Murphy led a discussion about the new RSTF Project Pipeline Process, an initiative to have RSTF members select and act as the steering committee for an emphasis area-focused safety project that will start after July 1, 2016, taking place in Fiscal Year 2017. Kasim Ali, City of Philadelphia Streets Department, Mr. Scheerbaum, Mr. Reeve, Mr. Deguffroy, and Mr. Simon all agreed to participate on an initial conference call. Mr. Murphy announced that a conference call to kick off this effort will be held in January and said that all members of the RSTF will be notified of the call and invited to join in.

9. Open Forum

Ms. Moore announced that the next meeting of the RSTF will be held in March 11, 2016 and will be an off-site joint meeting with the I-76/I-476 Montgomery County Incident Management Task Force.

Mr. Beans encouraged everyone to fill out their survey. The meeting then adjourned.

DECEMBER 15TH, 2015 MEETING ATTENDEES LIST

1. Aguilera, Lori	Chester County Highway Safety Project
2. Ali, Kasim	Philadelphia Streets Department
3. Amway, Lauren	Delaware County TMA
4. Anderson, Matt	PennDOT – District 6
5. Arcaro, Tina	SJTPO
6. Arcuicci, Janet	Montgomery County Planning Commission
7. Avicolli, Rich	Gilmore & Associates
8. Backer, Derrick	TMA Bucks
9. Beans, Bill	MBO Engineering
10. Beck, Gordon	Buckle Up PA
11. Birkmire, Jay	COAD Group
12. Buerk, Jesse	Delaware Valley Regional Planning Commission
13. Carafides, Paul	Delaware Valley Regional Planning Commission
14. Canterino, John	PA State Police
15. Coffey, Sean	Villanova University
16. Cooper, Susan	COAD Group
17. Deguffroy, Bill	Chester County Planning Commission
18. Ferraro, Donna	Street Smarts – Philadelphia
19. Gittens, Jason	Gloucester Township Police Department
20. Hicken, Eric	NJ DOH Office of Emergency Management Services
21. Kaplan, Andy	Rutgers University
22. Kozak, Diane	Camden County Highway Traffic Safety
23. Lozinak, Amanda	TMA of Chester County
24. MacKavanagh, Kelvin	DVRPC Goods Movement Task Force
25. Malavyia, Sharang	PennDOT – District 6
26. Marrero, Violet	NJDHTS
27. McTish, Patrick	Villanova University
28. Merritt, Darrell	PennDOT – District 6
29. Moore, Regina	Delaware Valley Regional Planning Commission
30. Murphy, Kevin	Delaware Valley Regional Planning Commission
31. Musey, Kimberley	Villanova University
32. Neaderland, Zoe	Delaware Valley Regional Planning Commission
33. Neff, Justin	Delaware Valley Regional Planning Commission
34. Norcross, Bryan	Burlington County Sheriff's Department
35. Nuble, Patrice	Philadelphia Streets Department
36. Oaks, Sarah	Delaware Valley Regional Planning Commission
37. Oberle, Eric	NJDOT
38. Ott, Pat	MBO Engineering

39. Pace, Frank	Gloucester Township Police Department
40. Philbin, Off. Jim	Cherry Hill Township Police Department
41. Rauanheimo, Ray	AARP Bucks County Team
42. Reeve, Ray	NJDHTS
43. Rodriguez, Alex	AutoBase
44. Scheerbaum, Gus	Philadelphia MOTU
45. Schmidt, Peggy	Partnership TMA – Montgomery County
46. Simon, Richard	NHTSA – Region 2
47. Spino, Sam	Camden County Highway Traffic Safety
48. Strumpfer, Warren	Traffic Safety Advocate
49. Vilotti, Charlie	Chester County Highway Safety Project
50. Ward, John	Delaware Valley Regional Planning Commission



Pennsylvania 2016 – Key Legislative Issues **(March 2016)**

Motor License Fund

AAA Position: Support

House Resolution 622 (Taylor, R-Phila): The House Transportation Committee passed a resolution requesting the Legislative Budget and Finance Committee (LBFC) assess if the Motor License Fund (MLF), dedicated to rebuilding roads and bridges, is being used for services not provided for in the State Constitution, specifically support for the Pennsylvania State Police. The Pennsylvania Constitution requires the MLF, made up of motor fuel taxes and license and registration fees, be used for maintenance and safety of our highways and bridges. The MLF is made up of driver's license and registration fees, and is supposed to be dedicated to improving highway safety.

The Motor License Fund is supposed to be dedicated to improving highway safety, in particular road and bridge maintenance and repairs throughout the state. However, during FY2014-15, \$676 million from that fund went to State Police activities and not as intended for road and bridge repair projects. In 2013, AAA strongly supported Act 89, Pennsylvania's transportation funding legislation that increased driver's license and registration fees and the gas tax to support long overdue road and bridge repairs and maintenance.

Repeal the Elimination of Vehicle Registration Stickers

AAA Position: Support

House Bill 1154 (Costa, D-Allegheny): Title 75 (Vehicles) Section 1332 (d) was enacted by Act 89 of 2013, and, beginning December 31, 2016, eliminates the requirement to display validating registration stickers on vehicle registration plates. In addition, PennDOT will no longer be required to issue them. This legislation repeals Section 1332 (d).

Police departments throughout the Commonwealth rely on vehicle registration stickers in order to quickly identify unregistered vehicles. The registration sticker is an effective measure used to identify a properly insured vehicle. In the absence of registration stickers, identifying such vehicles is made more difficult, thus impeding the enforcement of insurance and registration regulations. The lack of an obvious registration sticker may eventually result in decreased insurance and registration compliance, as police departments will be unable to easily identify uninsured vehicles in a cost-effective manner, resulting in decreased enforcement of registration and insurance compliance. Reported from the Senate Transportation Committee on September 29, 2015 and subsequently re-referred to Senate Appropriations on October 21, 2015.

AAA Position: Support

Senate Bill 926 (Costa, R-Berks/Chester/Montgomery): Companion legislation to House Bill 1154. Reported from the Senate Transportation Committee on June 26, 2015 and was re-referred to Senate Appropriations on September 16, 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. Removed from table, Jan. 12, 2016 (House).

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.

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VOLUNTEER ACTION ITEMS FROM 12-15-15 RSTF MEETING

Curb Aggressive Driving EA			
<i>Volunteer Action Items</i>	<i>Lead Person/Agency</i>	<i>Timeframe to Report</i>	<i>Action Update</i>
1. Research and forward links to the engineering and planning tools on the FHWA website to members.	<ul style="list-style-type: none"> Gus Scheerbaum, Phila. MOTU 	<ul style="list-style-type: none"> 6 months – June Meeting 	
2. Gather data on the effectiveness of using three Variable Message Boards (VMBs) near each other to provide parts a single aggressive driving safety message in Cherry Hill Township. Also, ask to use the Camden County VMB that measures speed and traffic counts.	<ul style="list-style-type: none"> Officer Jim Philbin , Cherry Hill Police 	<ul style="list-style-type: none"> 6 months – June Meeting 	
3. Include use of VMBs and a shared methodology into NJDHTS safety grant descriptions.	<ul style="list-style-type: none"> Ray Reeve, NJDHTS 	<ul style="list-style-type: none"> 6 months – June Meeting 	
4. Share AAA's brochure on procedures to take if vehicle breakdown on a highway.	<ul style="list-style-type: none"> DVRPC staff 	<ul style="list-style-type: none"> 6 months – June Meeting 	Completed
5. Post AAA's brochure (from Action Item #4) to agency website and tweet about it.	<ul style="list-style-type: none"> Bill Deguffroy, Chester County Planning Division 	<ul style="list-style-type: none"> 6 months – June Meeting 	
6. Speak to supervisor about adding information to NJ LTAP police training materials to encourage officers to read the whole TR1 form before listing cause of crash.	<ul style="list-style-type: none"> Bill Beans, MBO Engineering 	<ul style="list-style-type: none"> 6 months – June Meeting 	
7. Pursue STRCC adoption of Aggressive Driving definition.	<ul style="list-style-type: none"> Pat Ott, MBO Engineering 	<ul style="list-style-type: none"> 6 months – June Meeting 	

RSTF/DVRPC Special Safety Study – Update

Overview:

At 10AM on Tuesday, February 23rd, 2016, RSTF volunteers joined together on a conference call to discuss ideas for the inaugural iteration of the RSTF/DVRPC Special Safety Study (attendance below). This initiative was conceived as a way to engage the RSTF in a data-driven, regional project that analyzes a safety problem and presents improvement scenarios or appropriate next steps.

Conference Call Consensus:


After a wide-ranging and inspired discussion that yielded many good ideas, the group centered on the issue of speeding and its relationship to crashes, injuries and fatalities. Speeding is a significant contributing factor to crash severity in each of the eight data-driven Transportation Safety Action Plan emphasis areas.

Next Steps:

DVRPC will draft a scope that will explore speeding and its relationship to crashes, addressing the following headings: Description (purpose and need), Objective, Proposed Tasks, Data Sources, Deliverables, and Timeline. We intend to email a first draft of these items by April 1st, and you will be asked to review and comment.

Attendance:

Andy Kaplan – HNTB
Bill Beans – MBO Engineering
Bill DeGuffroy – Chester County
Gustave Scheerbaum, PE – MOTU, City of Philadelphia
Kasim Ali – City of Philadelphia Streets Department
Kevin Murphy – DVRPC
Peggy Schmidt – The Partnership TMA
Randy Waltermeyer – Chester County
Regina Moore – DVRPC
Seri Park – Villanova University





Traffic Incident Management in the DVRPC Region


I-76/I-476 Incident Management Task Force
Regional Safety Task Force

Chris King
Principal Transportation Planner
Delaware Valley Regional Planning Commission

Friday, March 11, 2016

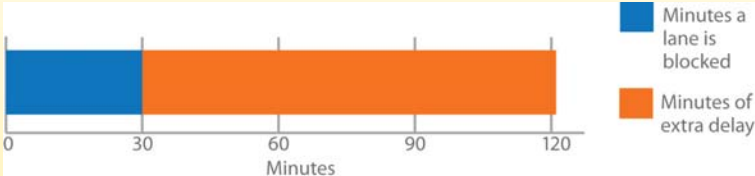


Traffic Incidents



Traffic incidents are just about anything that happens on or near a roadway that affects traffic.

- › They create unsafe situations and put lives at risk, and cause delays.
- › They compromise our safety, and cost us time and money everyday.



Category	Minutes
Minutes a lane is blocked	30
Minutes of extra delay	90
Total	120



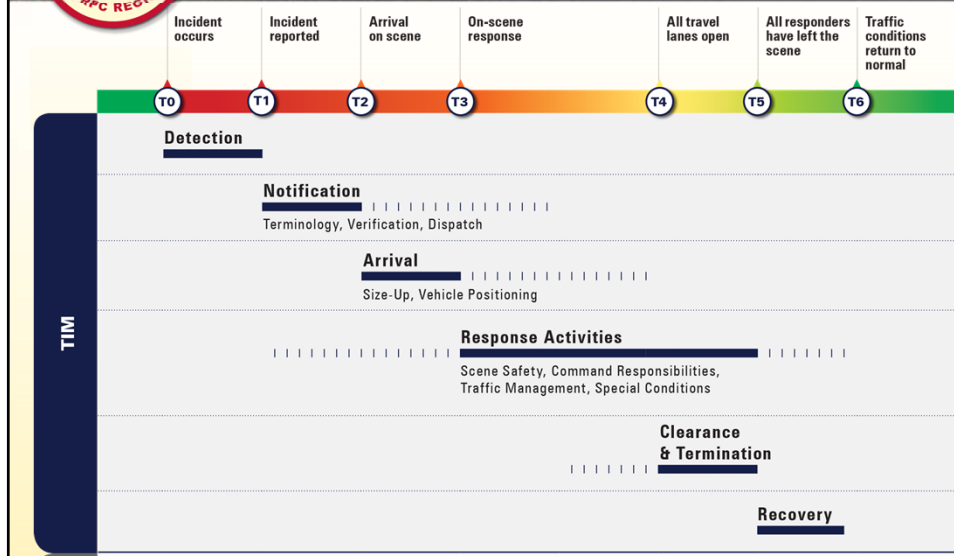
Traffic Incident Management (TIM) Defined

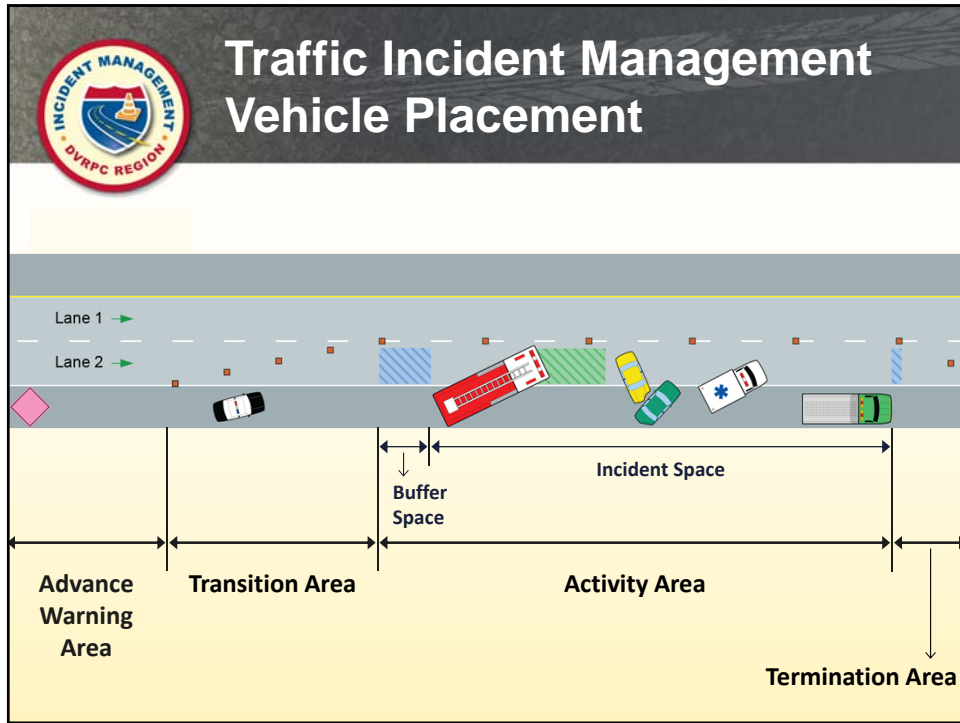
- TIM consists of a planned and coordinated multidisciplinary process to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible
- Effective TIM reduces the duration and impacts of traffic incidents and improves the safety of motorists, crash victims, and emergency responders

1-3



TIM Timeline





INCIDENT MANAGEMENT
DVRPC REGION

National Unified Goal (NUG)

- Responder safety
- Safe, quick clearance
- Prompt, reliable, interoperable communications

ntimc
National Traffic Incident
Management Coalition



Responder Struck-By Fatalities

In a typical year, the following number of responders are struck and killed:

- **12** Law Enforcement Officers
- **5** Fire and Rescue Personnel
- **60** Towing and Recovery Professionals
- Several transportation professionals from DOTs, Public Works, and Safety Service Patrol Programs



Incident Management Task Force The Beginning

- In 1998, PennDOT asked DVRPC to establish a Prototype Incident Management Task Force
- Provide a venue away from the scene of an incident for emergency responders to build relationships and identify response needs
- Determine if it is transferrable to other corridors



Purpose of IMTF's

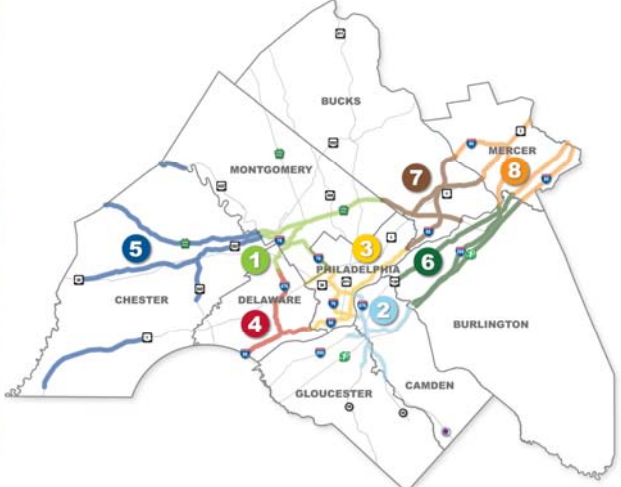
- Improve Coordinated Response
- Foster Interaction Among Stakeholders
- Identify and Address Critical Needs
- Give Other Organizational Perspectives
- Promote National Unified Goal (NUG)



Incident Management Task Force Locations

Task Force Locations:

- 1 I-76/I-476 Crossroads**
est. 1999
- 2 NJ SAFR**
est. 2002
- 3 Philadelphia**
est. 2007
- 4 Delaware County**
est. 2008
- 5 US 30 Chester County**
est. 2009
- 6 Burlington County**
est. 2012
- 7 I-95/US 1 Bucks County**
est. 2012
- 8 Mercer County**
est. 2015





Typical Stakeholders for IMTF's

- Local Police Departments
- Local Fire, Ambulance & EMS
- State Police
- DOT Traffic Operations
- DOT Maintenance Divisions
- Turnpike Authorities
- Bridge Authorities
- HAZMAT Agencies
- Dept. of Environmental Protection
- Towing Agencies
- State Towing Associations
- County 911 Communications
- County Department of Public Safety Offices
- County Coroner / Medical Examiner's Office
- Local State Legislators Offices
- Federal Highway Administration
- County Planning Departments
- Transportation Management Agencies
- Public Works Departments
- MPO



Incident Management Task Force Typical Activities




- Quarterly Meetings
- Elected Chairperson(s)
- Rotating Venue
- Post Incident Reviews
- Construction Briefings
 - Attendees provided opportunity for input/influence
- Training
- Special Projects



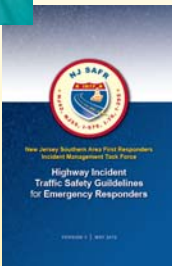
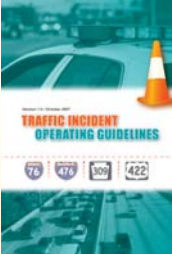
Regional Successes



- **Building Relationships**
 - Interagency Coordination
 - Provide forum to discuss issues
 - Enhance communications
- **Post Incident Reviews**
- **Training**
 - At IMTF meetings
 - Regional TIM conferences
 - Support statewide TIM training effort
- **Special Projects**
 - Ramp Designation & Mile Marker Signs
 - Center median guide rails along NJ 42
- **Special Event Planning**
 - Papal Visit



Regional Success: TIM Guidelines



- A guideline with standard policies for all responding agencies
- Let everyone know what's expected of them BEFORE an incident occurs
- Improve the safety of responding agency personnel
- Safe, Quick Clearance will reduce the chance of an associated traffic accident
- Restore the highway to its pre-incident condition
- Minimize the amount of apparatus and number of personnel responding onto the highway



Quick Clearance Laws

- **Move Over Laws**
 - Require drivers approaching a scene where emergency responders are present to either change lanes when possible and/or reduce vehicle speed
- **Driver Removal Laws**
 - Require motorists involved in minor crashes (where there are no serious injuries and the vehicle can be driven) to move their vehicles out of the travel lanes to the shoulder or other safe area
- **Authority Removal Laws**
 - Provide authority (and immunity from liability in general) for designated public agencies to remove vehicles and/or spilled cargo from the roadway to restore traffic flow



Emergency Responder High-Visibility Safety Apparel





**INCIDENT MANAGEMENT
DVRPC REGION**

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION


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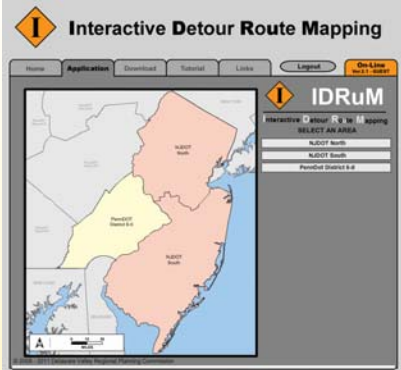
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Provide Video Wall Access to IMTF Responders



IDRuM: Interactive Detour Route Mapping



- DVRPC's Internet Application
- Provides Access to Official PennDOT and NJDOT Detour Routes
- Interactive Browser-based Application
- 5 PA Counties
- 10 NJ Counties, and counting!
- www.idrum.us

District 6-0 Run-Off Road Safety Focus Area

Run-Off Road Emphasis Area

Presented by
Louis R. Belmonte, P.E.
PennDOT District 6-0

3/11/2016



District 6-0 Run-Off Road Safety Focus Area

Definition

Vehicles leaving the intended lane of travel ending up in a crash.

- Single Vehicle ROR-Right Side:
 - HFO
 - Roll Over

- Single Vehicle ROR-Left Side:
 - HFO
 - Head-On
 - Sideswipe



District 6-0 Run-Off Road Safety Focus Area

Why Might Drivers Leave the Roadway/Lane?

- **Driver Error/Distraction**
 - Up to 93% crashes are due to driver error (national data)
 - TEXTING is a very serious issue
- **Roadway Condition**
- **Collision Avoidance**
- **Vehicle Component Failure**

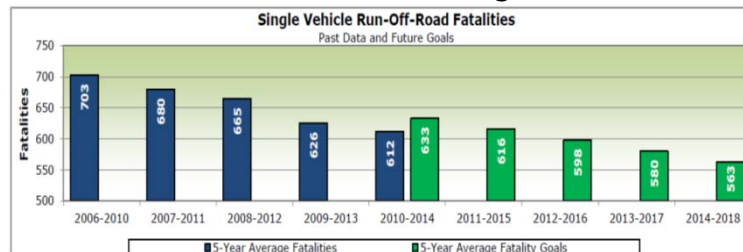


National and PA Roadway Departure Crash Stats

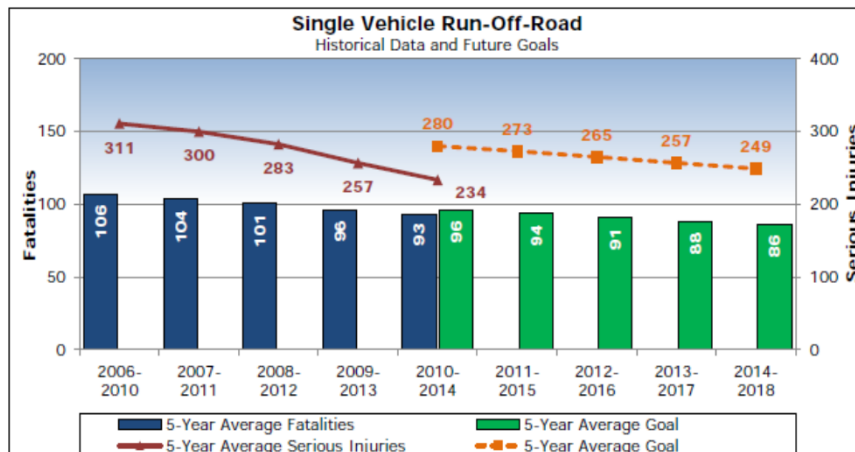
- Roadway Departure crashes accounted for:
 - 56% of all traffic fatalities in U.S. (2010-13)
 - 17,791 fatalities in the U.S. (2014)

http://safety.fhwa.dot.gov/roadway_dept/

- PA Statewide PA Data / Trending Downward (5 Yr Avg)



PennDOT District 6-0 Statistics




The 4 E's of Highway Safety

- Education
- Enforcement
- Emergency Medical Services
- **Engineering**

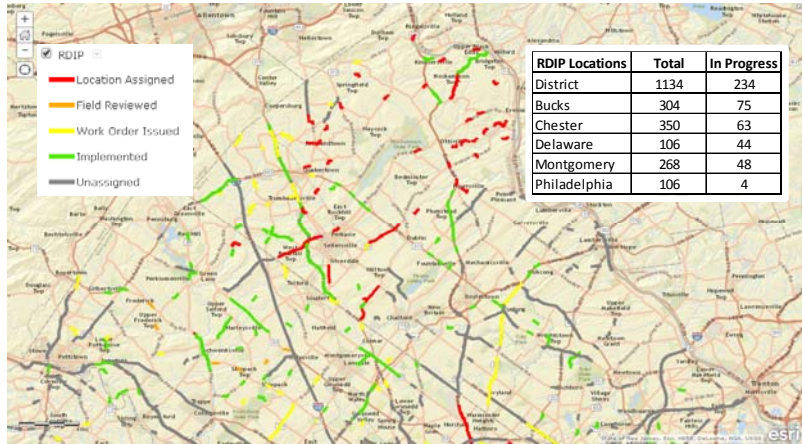


Engineering Strategies - Systemic / Spot Imp.		
Strategy	Action (few examples)	Costs (vary greatly)
Reduce probability of leaving road	CLRS/ELRS Rumble Strips High Friction Surface – HFS Signing / Pavement Marking / Delineation Enhancements <i>Lane Departure Warning System - Autonomous Vehicles</i>	Low – Systemic or Spot Low-Med – Spot Low – Systemic or Spot <i>Fleet Technology</i>
Reduce probability of hitting a hazard	Establish more forgiving Roadside / Clear Zone - Relocate Utility Poles - Remove Trees	High - Corridor-wide or Systemic Low-Med - Spot
Reduce severity of the impact	Shielding Treatments (HFO) -GR, Barrier, Cable Median Crashworthy Treatments -Attenuators, End Treatments Breakaway Treatments -signs	Low-Med-High (varies)
Manage the Risk	Signing / Pavement Marking / Delineation Enhancements	Low - Systemic or Spot

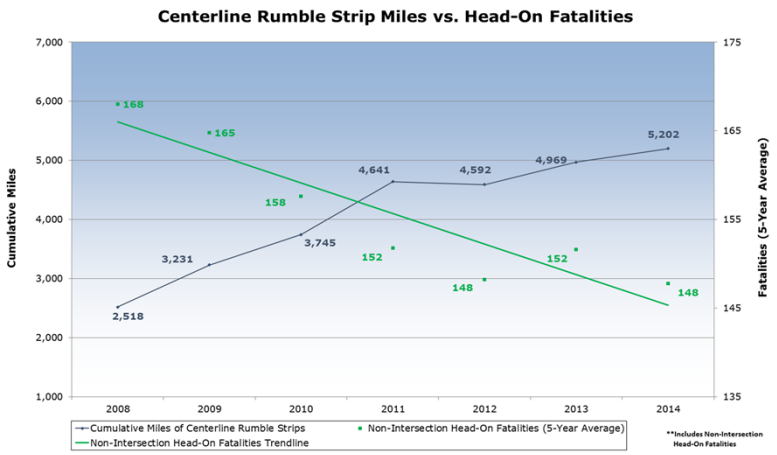
Dist 6-0 Roadway Departure Implementation Plan							
Counter-measure	Road Type	Crash Type	Approach	Total Number of Locations in District	Construction Cost Per Section of Roadway	Locations to be Improved (Top Ranked)	Cost Estimate
Centerline Rumble Strips	State Rural & Urban	Head On, Sideswipe,	Systematic	49	\$18,000.00	80%	\$702,000.00
Edgeline & Shoulder Rumble Strips	State Rural & Urban	Run Off Rd, Hit Fixed Objects	Systematic	401	\$5,000.00	80%	\$1,600,000.00
Wider Shoulder for Edgeline Rumble Strips	State Rural & Urban	Run Off Rd, Hit Fixed Objects	Systematic	11	\$50,000.00	20%	\$550,000.00
Centerline & Edgeline Pavement Markings	Local Rural	Head On, Sideswipe, Run Off Rd, Hit Fixed Objects	High Crash	12	\$5,000.00	80%	\$45,000.00
Curve Signing & Pavement Markings	State Rural & Urban	Curve Related	Systematic	516	\$5,000.00	80%	\$2,060,000.00
Alignment & Delineation, Lighting	State Rural & Urban	Run Off Rd, Hit Fixed Objects	Systematic	56	\$5,000.00	80%	\$225,000.00
General Safety Enhancement	State Rural & Urban	Run Off Rd, Hit Fixed Objects	Systematic	13	\$25,000.00	80%	\$250,000.00
Tree Removal	State Rural & Urban	Hit Fixed Objects	Systematic	39	\$75,000.00	10%	\$300,000.00
TOTAL							\$5,732,000.00



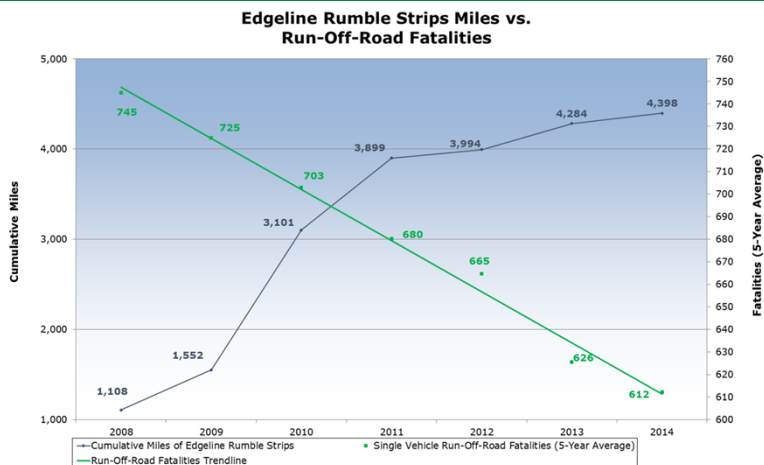
Current Progress of RDIP



Effectiveness of Centerline Rumble Strips



Effectiveness of Edgeline Rumble Strips



Establishing a More Forgiving Road Surface

High Friction Surface – curves / spot locations

- Too early for District crash data analysis
- Consensus is that it is very effective (curves)
- Epoxy with Aggregate (resists polishing)
- \$35/Sq.Yd (cost prohibitive corridor-wide)

“Novachip”- Corridor-wide Hydroplaning Issues

- Chester County, PA100 (PA401 to PA23)
 -75% reduction in wet pavement crashes
- \$7/Sq.Yd



Establishing a More Forgiving Roadside

Shielding Fixed Objects



Positive Guidance- Signing/Marking Enhancements



Questions/Comments

Contact Information

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Vehicle Accident Rescue I 76 West Bound 334.0

- *Saturday February 15, 2014*
- *12 inches of fresh snow in past 72 hours*
- *Temperature 27 degrees Wind Chill 10 degrees*
- Dispatch time; 06:02 am
- Belmont Hills Fire Company
- George Clay Fire Company
- Narberth Ambulance
- Pennsylvania State Police



Vehicle Accident Rescue I 76 West Bound 334.0

- Vehicle was over the Guard Rail and down the embankment.
- Approximately 300 feet below roadway
- Set up to safely arriving to victim was 12 minutes
- The lower roadway was not passable





Belmont Hills Fire Rescue



Vehicle Accident Rescue I 76 West Bound 334.0

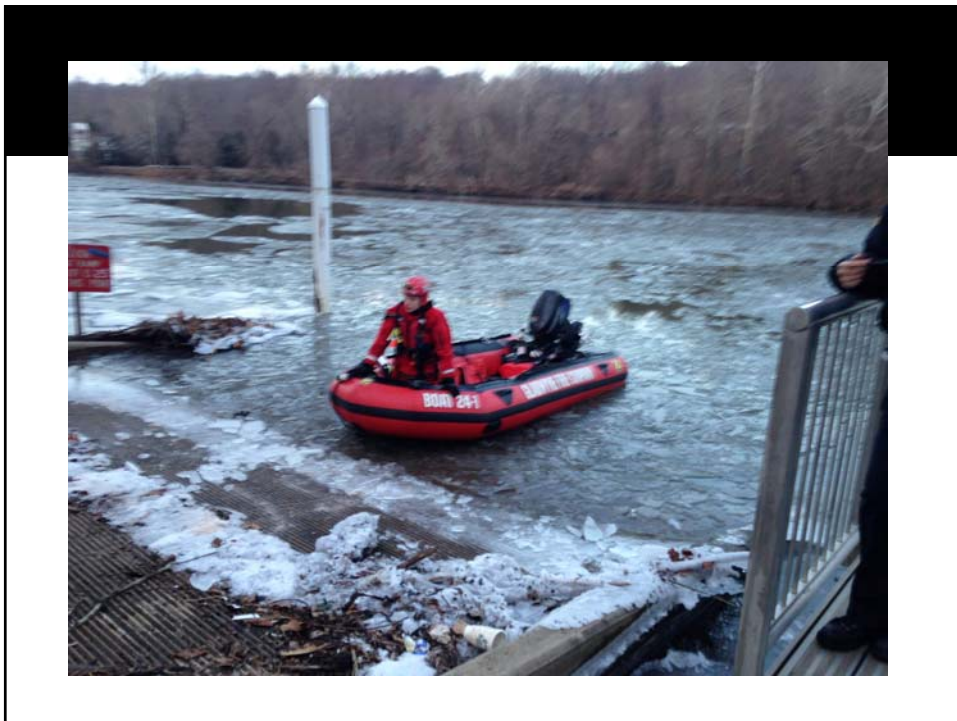
- Additional Resources:
- George Clay Fire Company
- Penn Wynne Fire Company
- Gladwyne Fire Company (Water Rescue)
- Lower Merion Township Fire Department
- Lower Merion Township Public Works
- Norfolk Southern Railroad Work crews
- Penn Star Fight System

George Clay Squad





RRPictureArchives.NET Image Contributed by Gary Everhart



Gladwyne Fire Company Boat











LESSONS LEARNED

- **Scene Size up was crucial for Patient access**
- **Recognition of additional resources**
- **Proper Equipment for Disentanglement**
- **Proper Equipment for Patient Removal**
- **Two different working areas-**
- **Weather conditions-Rehab**
- **Cell phone photography**

