

Regional Safety Task Force

Friday, April 28, 2017

9:30am - noon

Commission Office

The ACP Building - 8th Floor

190 N. Independence Mall West

Philadelphia, PA 19106

AGENDA

1. Welcome and Introductions

2. Data and Design in Road Safety

- **Emiko Atherton**, Director, National Complete Streets Coalition: [Dangerous by Design](#)
- **Bill Ragozine**, Executive Director, Cross County Connection TMA: Pedestrian Safety on US130 in Burlington County including the [Street Smart](#) Pedestrian Safety Program
- **Kelley Yemen**, Complete Streets Director, City of Philadelphia: Philadelphia's [Vision Zero Plan](#)

3. AASHTO Emphasis Area Analysis

- Staff will present the latest AASHTO emphasis area crash analysis for the region, and discuss topic areas for the next round of RSTF meetings.

4. Follow-up from Previous Meetings

- Approval of October 2016 meeting highlights
- Action item updates

5. Member Updates and Open Forum

- First Responders' Update
- Legislative Update
- Member Announcements

6. DVRPC Staff Updates on Safety Efforts

- RSTF FY'17 Special Safety Study – Speeding
- Streamlined Pedestrian and Bicyclist RSA wrap up

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.



Smart Growth America
Improving lives by improving communities



**National Complete
Streets Coalition**

**Delaware Valley Regional Planning
Committee**
Regional Safety Taskforce
“Data and Design”

April 28, 2017

Emiko Atherton, Director, National Complete Streets Coalition

@CompleteStreets

National Complete Streets Coalition

The National Complete Streets Coalition, which launched this movement in 2004, promotes the development and implementation of Complete Streets policies and professional practices.

To date, over 1060 agencies at the local, regional, and state levels have adopted Complete Streets policies, totaling over 1,200 policies nationwide.

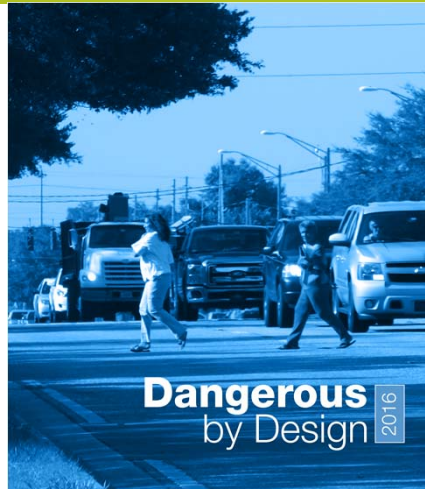
Steering Committee

- AARP
- AECOM
- American Heart Association
- American Planning Association
- American Public Health Association
- American Public Transit Association
- American Society of Landscape Architects
- Association of Pedestrian and Bicycle Professionals
- America Walks
- Institute of Transportation Engineers
- National Association of City Transportation Officials
- National Association of Realtors
- Nelson\Nygaard
- Smart Growth America
- SRAM
- Stantec
- MiG/SVR Design
- VHB
- Washington State DOT

What are Complete Streets?

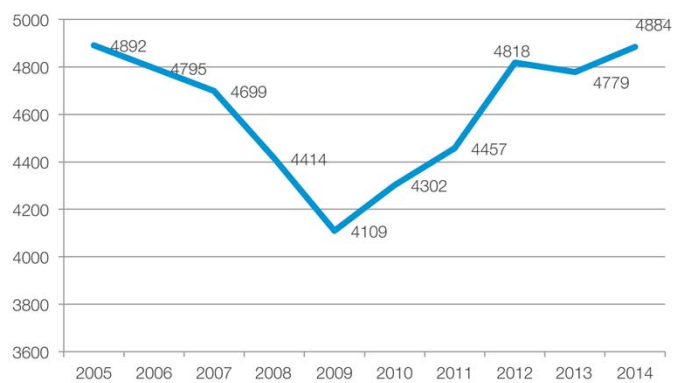


Dangerous by Design

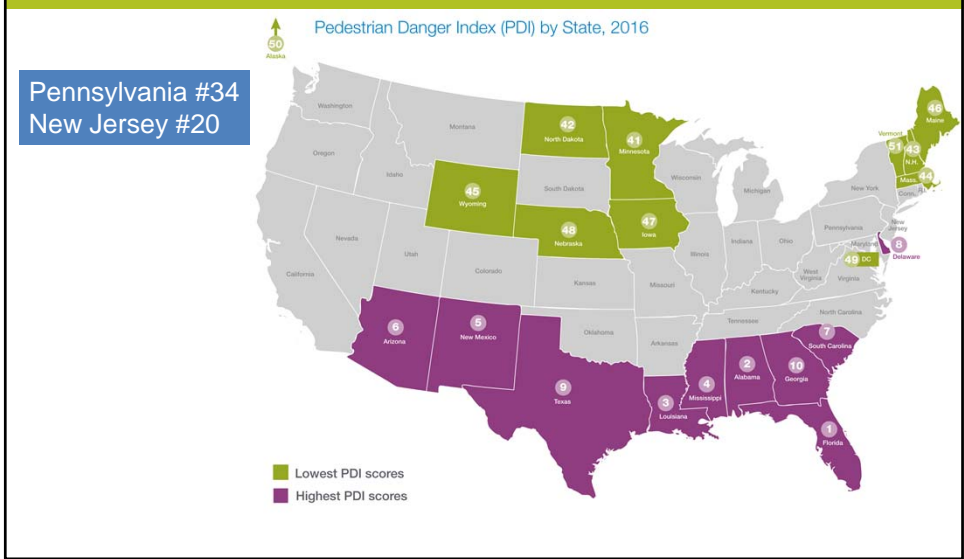


National Trends

Pedestrian deaths nationally by year, 2005-2014



States



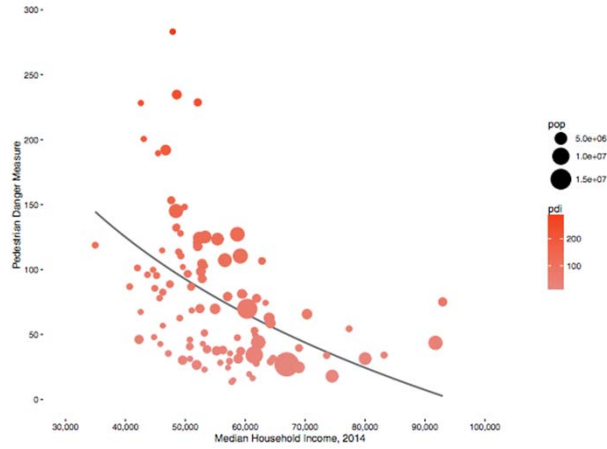
Age

- Older adults age 65+ were 50% more likely than younger individuals to be killed
- In 2014, 46.2 million people in US aged 65+, by 2060 there will be 98 million
- PDI for 75+ is 42.5 rises rapidly from 65+; compared to overall PDI 18.5



Income and insurance

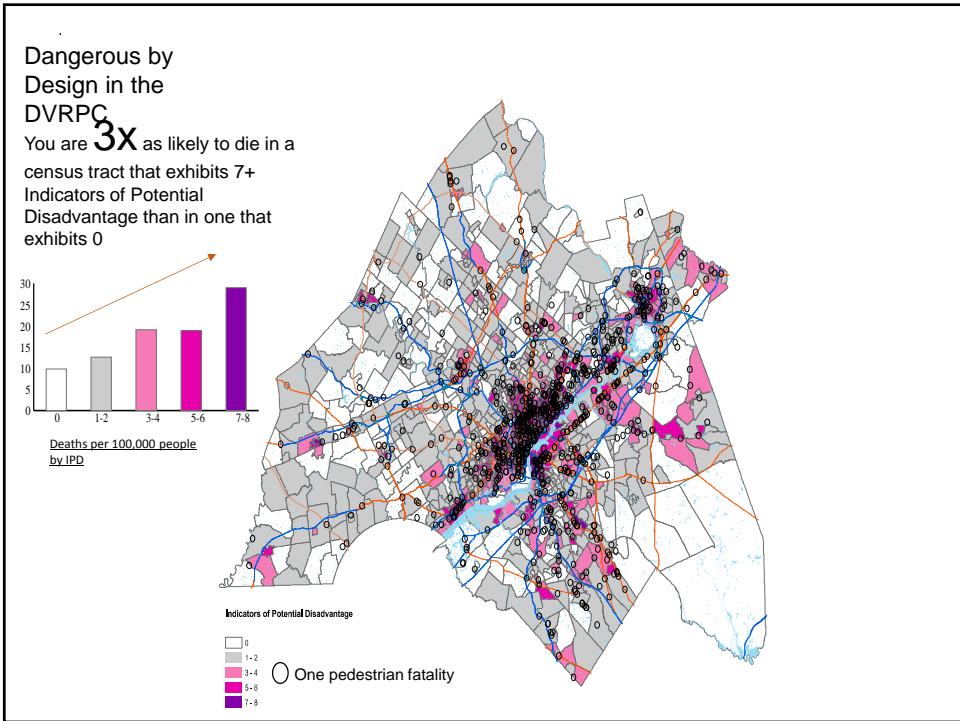
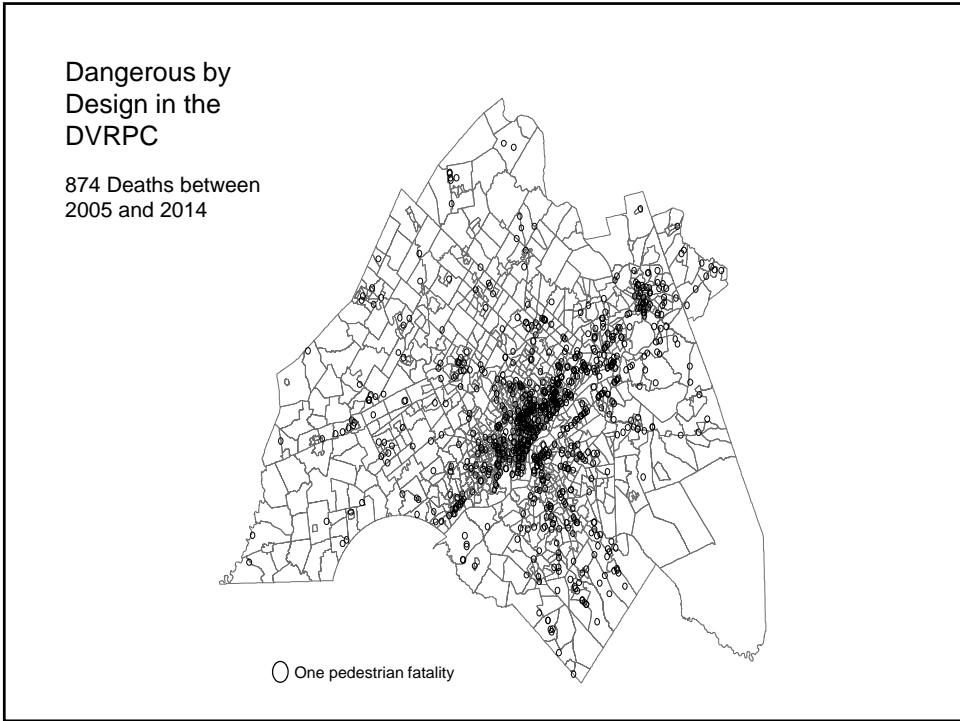
Relationship between metro area median household income and PDI



Insurance

Relationship between percentage of uninsured individuals and PDI



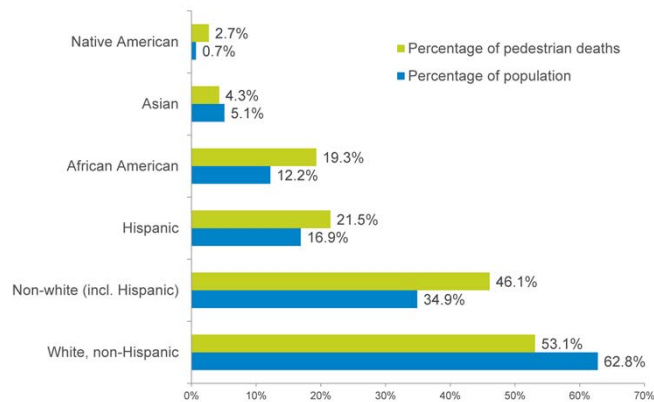


Equity & Complete Streets



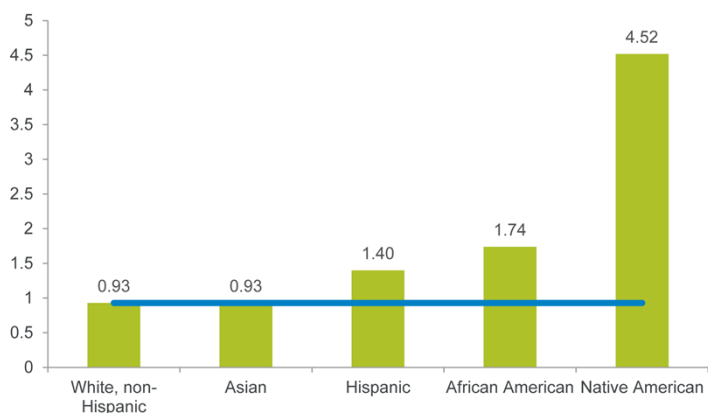
Race and representation

Pedestrian deaths by race/ethnicity relative to U.S. population, 2005-2014



Race and fatalities

Annual pedestrian fatalities per 100,000 people by race/ethnicity (2005-2014)



DxD: Conclusion

- Examined the Pedestrian Danger Index (PDI) for 104 Metropolitan Statistical Areas (MSA), up from 51 MSAs in 2014.
- People of color and older adults are disproportionately represented in pedestrian fatalities.
- Income and insurance are correlated with the likelihood of being killed by a car while walking.
- Street design plays a major factor in pedestrian fatalities.
- Governments at all levels need to take action to build better and safer streets for all users.

Walking while black

Dr. Griffock

'Walking while black' can be dangerous too, study finds

By Fredrick Kunkle October 26, 2015

Sadly, it seems, "walking while black" can have dangerous consequences.

That's because a recent study suggests motorists are less likely to stop for an African American pedestrian in a crosswalk. A black pedestrian's wait time at the curb was about 34 percent longer than a white person's. Black pedestrians were about twice as likely as white pedestrians to be passed by multiple vehicles.

The small but provocative study — conducted by researchers at Portland State University in Oregon and the University of Arizona — suggests that biases just

"Put another way: Not only do black men have to worry about being hassled — and possibly shot — by police for simply being black, they have to worry about being run over by motorists."

--Washington Post,
Oct 26, 2015

Walking while black

Tripping • Analysis

Study finds more evidence for 'walking while black'

By Fredrick Kunkle March 22, 2016



"the average number of vehicles to pass by a black pedestrian who was already in the crosswalk was at least seven times higher compared with a white pedestrian in the wealthier neighborhood..."

-Washington Post, March
22, 2016

Poor neighborhoods – higher rate of death

GOVERNING

THE STATES AND LOCALITIES

FINANCE | HEALTH | INFRASTRUCTURE | MANAGEMENT | ELECTIONS | POLITICS | PUBLIC SAFETY | URBAN | EDUCATION

PUBLIC SAFETY & JUSTICE

Pedestrians Dying at Disproportionate Rates in America's Poorer Neighborhoods

Many cities have made pedestrian safety a priority, but their efforts rarely focus on poorer areas, which have approximately double the fatality rates of wealthier communities.

BY MIKE MACIAG | AUGUST 2014



“...poorer neighborhoods have disproportionately higher rates of pedestrian deaths.”

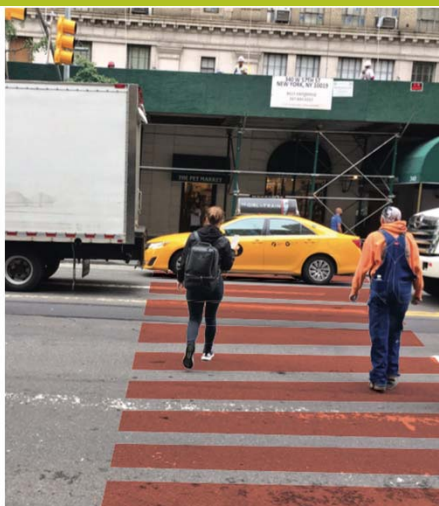
-Governing Magazine, August 2014

Walking as a Human Right

“Many [poorer] areas have been neglected from a transportation standpoint...We need to devote much more energy on providing safe transportation options for everyone. Walking is a basic human right.”

-Scott Bricker, former director of the nonprofit America Walks

Policy to Practice



Safety through Street Design

Design features such as

- wide travel lanes,
- lack of peripheral obstructions/visuals , and
- wide roads

send visual cues to drivers that it is safe to travel at high speeds.



Safety through Streets Design

Better roadway design plays an integral role in altering driver behavior and reducing crash risk.



Safety through Street Design

Engineering Countermeasures:

- Road diets
- Speed bumps
- Pedestrian medians
- Curb bulb-outs



Implementation



@CompleteStreets

INSERT EVENT/TITLE HERE

Changing philosophy

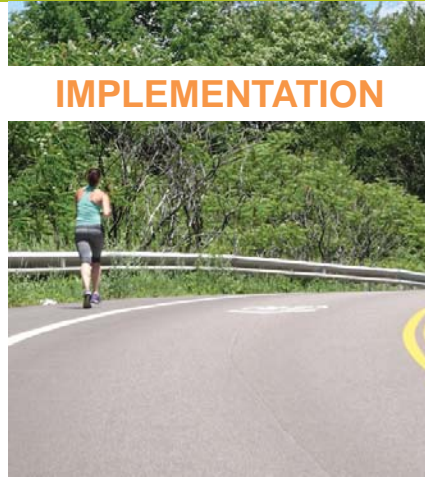
Previous:

- Focus on motorists
- Little or no distinction by land use

New:

- Focus on people
- All travelers treated with respect
- Defines land use
- Context-sensitive
- Set expectations

Next Steps?



Resources

Smart Growth America
Improving lives by improving communities

ABOUT US | BLOG | MEMBER LOGIN

OUR VISION | PROGRAMS | TAKE ACTION | WORK WITH US | RESOURCES

Browse

Filters

Resource type: None Selected

Author organization: None Selected

Categories: None Selected

Search:

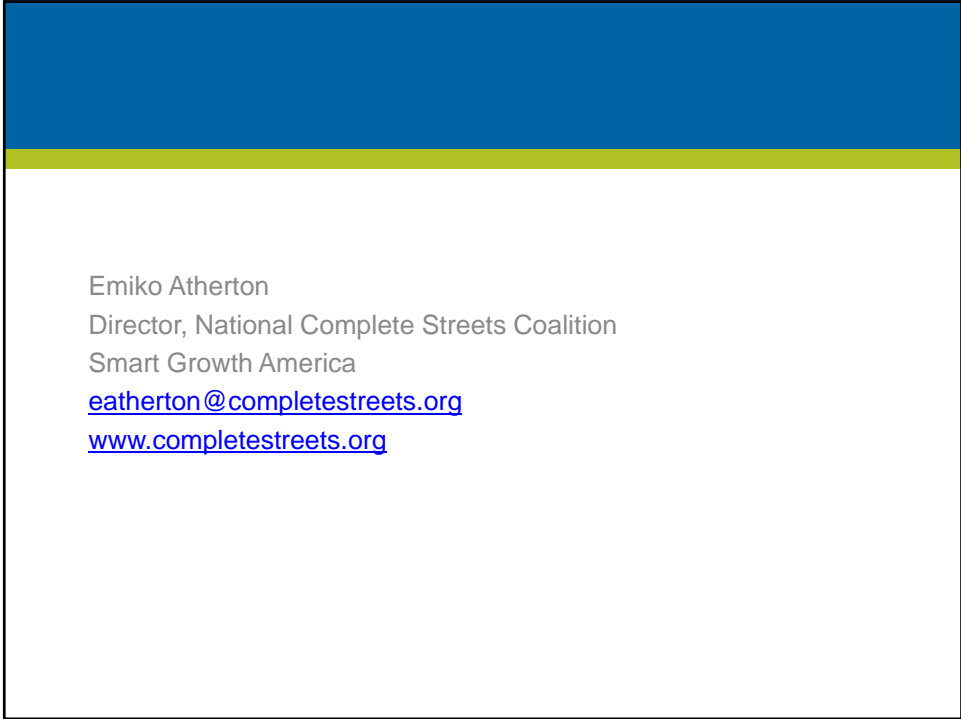
Apply Filters

The How and Why of Measuring Access to Opportunity: A Guide to Performance Management

Dangerous by Design 2016

Foot Traffic Ahead: 2016

www.smartgrowthamerica.org



Emiko Atherton
Director, National Complete Streets Coalition
Smart Growth America
eatherton@completestreets.org
www.completestreets.org

BURLINGTON COUNTY, RT. 130 CORRIDOR, STREET SMART CAMPAIGN



William Ragozine,
Executive Director, CCCTMA



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“THE MOST DANGEROUS ROAD IN NEW JERSEY.”



Route 130 Tops List Of 12 Most Dangerous Places to Walk In New Jersey

Allen's 'Antwan's Law' Bill to Make Roads Safer for Students Passes Senate Panel

Mom was 4th pedestrian killed on Rt. 130 in Burlington County in under a year

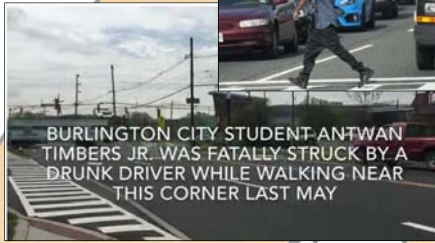
January 9, 2017 Contact: Alex Young / (609) 643-3000



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NJ DOT IMPLEMENTS VITAL CHANGES



BURLINGTON CITY STUDENT ANTWAN TIMBERS JR. WAS FATALLY STRUCK BY A DRUNK DRIVER WHILE WALKING NEAR THIS CORNER LAST MAY



For Immediate Release
April 19, 2017
609-530-6200

Contact: Steve Schaefer
David Trione

NJDOT implements pedestrian safety improvements on Route 130 in Burlington City New traffic pattern will reduce speeds and create safety buffer for pedestrians

[Trenton] - New Jersey Department of Transportation (NJDOT) today announced the implementation of a new traffic pattern on Route 130 in Burlington City in an effort to improve pedestrian safety.

As part of a planned roadway project that was just completed along the Route 130 corridor in Burlington City, NJDOT implemented a road diet, which is a reduction in travel lanes. The idea of the road diet is to reduce vehicle speeds through the area and improve pedestrian crossing safety.

"Safety is the top priority for the New Jersey Department of Transportation, whether you are a driver, bicyclist, or pedestrian," NJDOT Commissioner Richard T. Hartman said. "Reducing Route 130 from three lanes in each direction to two lanes in Burlington City will help slow traffic, slow and create a buffer between vehicles and pedestrians, particularly students walking to Burlington High School."

NJDOT has been working with local officials for many years to improve safety along Route 130, which is a divided highway with lanes and shoulders in the median between Jerome Street (mile post 43.8) and the Assawamuck Creek (mile post 45.4).

The highway had three lanes in both the northbound and southbound directions. Following the paving project, NJDOT widened the road to reduce it to two lanes in each direction with an 11-foot to 12-foot left shoulder that serves as a buffer between vehicles and pedestrians walking on the sidewalk parallel to traffic. It also provides opportunities for a shorter distance to cross traffic lanes. Larger "School Speed Limit 25 mph" signs are to be installed, with additional "No Turn on Red" signs placed at the intersections of Wood Street, High Street, and Jacksonville Road. NJDOT analysis shows a reduction in lanes should result in lower speeds, without adversely affecting the existing traffic capacity.

A 2014 study looked at possible improvements to the roadway to make it safer for pedestrians, in addition to safety improvements that already had been made over the years, such as more visible crosswalks, installation of sidewalks north from Columbus Road to Jacksonville Road, school zone signage, lower speed limits during school hours, and other improvements. The study identified a road diet as a possible alternative.

In addition, traffic counts showed that a reduction from three lanes of traffic to two lanes in each direction could accommodate the existing traffic volumes on Route 130 and would not have a significant adverse impact on the capacity of the roadway.

There are two existing projects expected to be advertised in the spring of 2018 to make additional improvements to Route 130. One will redesign the Route 130/Columbus Road/Jones Street intersection to


1




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CHECK YOUR VITAL SIGNS



STOP FOR PEDESTRIANS

OBEY SPEED LIMITS

WAIT FOR THE WALK

USE CROSSWALKS

HEADS UP, PHONES DOWN

TOWARD **ZERO** DEATHS



North Jersey Transportation Planning Authority



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PARTNERS:

NJTPA
Burlington County Sheriff's Dept.
NJDHTS
DVRPC
SJTPO
Burlington City High School



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BURLINGTON CITY
Burlington City High School
CINNAMINSON
DELRAN



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COMMUNITY OUTREACH



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CHECK YOUR VITAL SIGNS
Local police are enforcing pedestrian laws

Stop for pedestrians

Obey speed limits

Drivers:
Motorists in New Jersey **MUST** stop for pedestrians in a marked crosswalk. Failure to observe the law may subject you to one or more of the following:

- 2 points
- \$200 fine (plus court costs)
- 15 days community service
- Insurance surcharges

Wait for the walk

Use crosswalks

Pedestrians:
The law is clear, pedestrians must obey pedestrian signals and use crosswalks at signalized intersections. Both carry a \$54 fine for failure to observe the law.
NJ, 2018 and 2019

¡CÓMO SE VIVEN LAS SEÑALES VITALES!
vicio está en peligro

¡Párate para los peatones!

¡Respetar los límites de velocidad!

Conducidores:
Los conductores en Nueva Jersey **DEBEN** detenerse para los peatones en un cruce con una franja de cruce marcada. El incumplimiento de esta ley puede resultar en una o más de las siguientes sanciones:

- 2 puntos
- \$200 de multa (más costos judiciales)
- 15 días de servicio comunitario
- Sobrecargas de seguro

¡Espere el "pase"!

¡Use los cruces de peatones!

Peatones:
La ley es clara, los peatones deben obedecer las señales de tránsito y usar los cruces de peatones en las intersecciones con semáforos. Ambos tienen una multa de \$54 por no observar la ley.
NJ, 2018 and 2019

STREETSMART
BeStreetSmartNJ.org

TOWARD ZERO DEATHS

TSMART
TSmartNJ.org

TOWARD ZERO DEATHS



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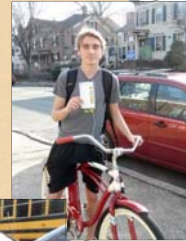
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SIGNAGE and BANNERS



Campaign Materials

- Banners
- Posters
- Tent Cards



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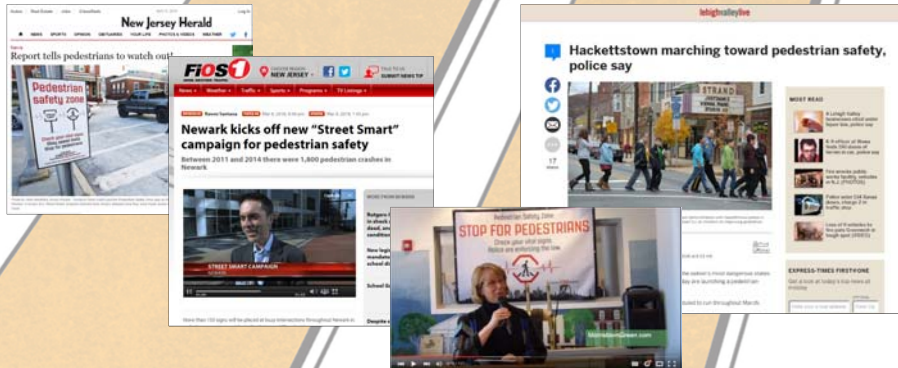
SOCIAL MEDIA PUSH



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Public Relations Outreach



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The screenshot displays the Street Smart NJ website interface. At the top, the logo for Street Smart NJ is visible, along with the text "North Jersey Transportation Planning Authority". Navigation links include HOME, BE STREET SMART, RESOURCES, EDUCATION, BLOG, EVENTS, NEWS, and CONTACT. A prominent "Pedestrian Safety Tip" banner reads: "Wear bright, light colored or reflective clothing at night or". Below this, there are several featured articles and social media links. On the left, a "Heads Up, Phones Down" article is highlighted, featuring a graphic of a smartphone with a red prohibition sign over it. Another article titled "Don't Pokemon Go to a roadway" is also visible. A "Winter Safety Tips" section is present, with a sub-header "The Street Smart team reminds you to avoid distractions" and a graphic of a snowman. A "RECENT NEWS" section on the right lists several articles, including "Summit Street Smart Campaign Success" and "The City of Summit and TransOptions released a report of their...". At the bottom of the screenshot, a "Drivers" section is partially visible, with the text "Winter weather can be dangerous for motorists, pedestrians and cyclists. Icy streets and sidewalks, blinding snow and fewer daylight hours mean everyone has to be extra cautious and street smart. We've got a few simple safety tips for drivers, pedestrians and cyclists to follow throughout the season."

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What is Vision Zero?



What is Vision Zero?

A policy that states clearly that traffic deaths are preventable and unacceptable.

CORE PRINCIPLES:

- Human life takes priority over mobility;
- Human error is inevitable and unpredictable;
- People are inherently vulnerable and speed is a fundamental predictor of crash survival;
- Safe human behaviors, education, and enforcement are essential contributors to a safe system.

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WHEN A PERSON IS HIT BY A DRIVER AT...



1 OUT OF **10** DIE



5 OUT OF **10** DIE



9 OUT OF **10** DIE

Slowing down saves lives.

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Where has Vision Zero been adopted?

First adopted as a national policy in Sweden in 1997, over 25 cities across the U.S. have since adopted Vision Zero.

U.S. CITIES WITH VISION ZERO POLICIES:

- Chicago;
- Boston;
- New York City;
- Los Angeles;
- San Francisco;
- Seattle, and more

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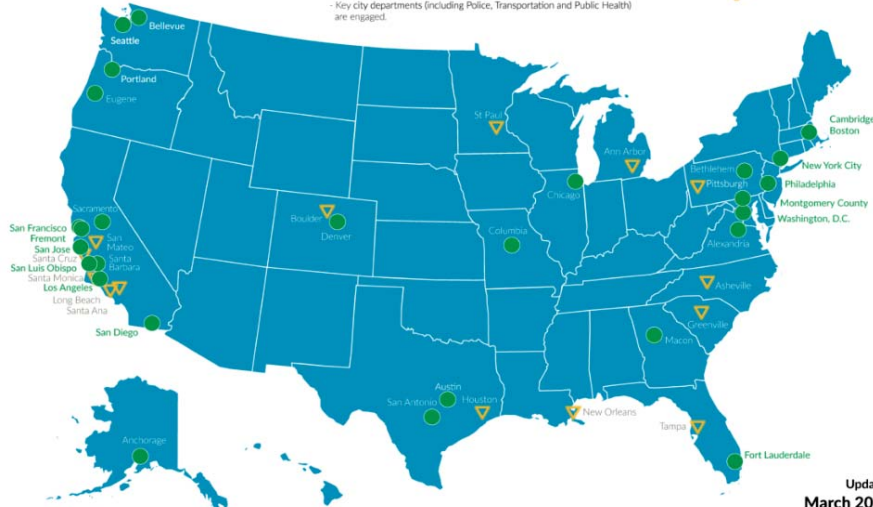


Where has Vision Zero been adopted?

Vision Zero Cities

A Vision Zero City meets the following minimum standards:

- Sets clear goal of eliminating traffic fatalities and severe injuries
- Mayor has publicly, officially committed to Vision Zero
- Vision Zero plan or strategy is in place, or Mayor has committed to doing so in clear time frame
- Key city departments (including Police, Transportation and Public Health) are engaged.



Updated
March 2017

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Why Vision Zero?

<https://www.youtube.com/watch?v=0oP1UiGYG9Q>

Why Vision Zero in Philadelphia?

Every year, there are over 10,000 reported crashes in Philadelphia.

5-YEAR TREND:

- 2011: 87 killed / 277 severely injured
- 2012: 107 killed / 291 severely injured
- 2013: 89 killed / 257 severely injured
- 2014: 97 killed / 257 severely injured
- 2015: 94 killed / 275 severely injured

100 PEOPLE EVERY YEAR



100 people are killed in traffic related crashes.

Why Vision Zero in Philadelphia?

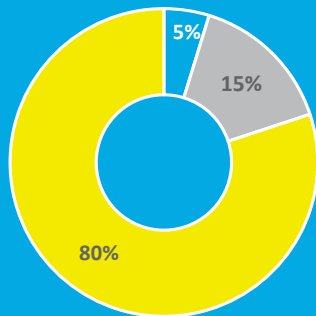
Every year, there are over 10,000 reported crashes in Philadelphia.

4 CHILDREN EVERY DAY



4 children every day are reported to be involved in traffic crashes.

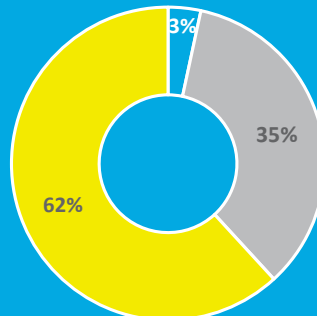
People Involved in Crashes



Legend: ■ Bicycle ■ Pedestrian ■ Vehicle

Data source: PennDOT

People Killed in Crashes

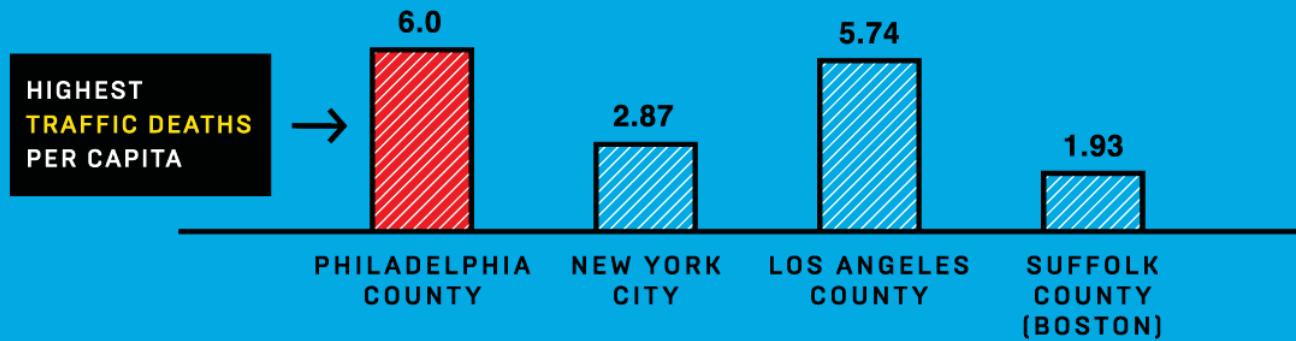


Legend: ■ Bicycle ■ Pedestrian ■ Vehicle

Data source: PennDOT

Traffic-related Deaths:

Total deaths vs. rate of death per 100,000 residents



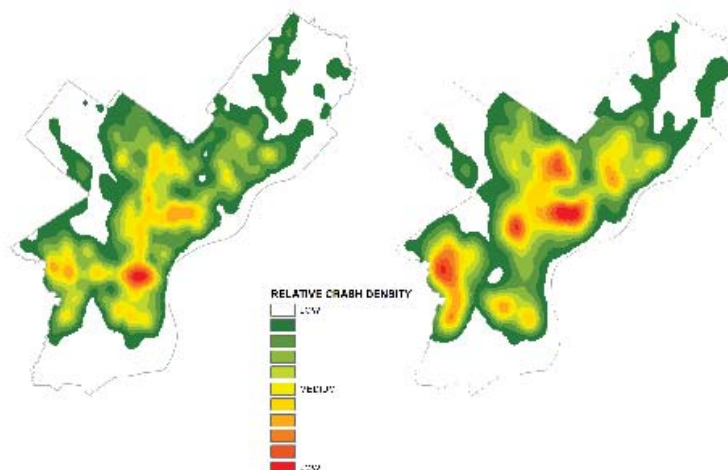
Data source: NHTSA, 2015

Why Vision Zero in Philadelphia?

Traffic crashes do not impact Philadelphians the same.

Pedestrian crashes (>18years)

Pedestrian crashes (<18years)





Why Vision Zero in Philadelphia?

Traffic crashes do not impact Philadelphia neighborhoods equally.

LOOKING TO THE DATA:

- 10% of Philadelphians reside in Census tracts where a majority of the population lives below the poverty line, and in which
 - 15% of all traffic crashes, and
 - 18% of all traffic-related deaths and severe injuries take place.

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**VISION
ZERO**

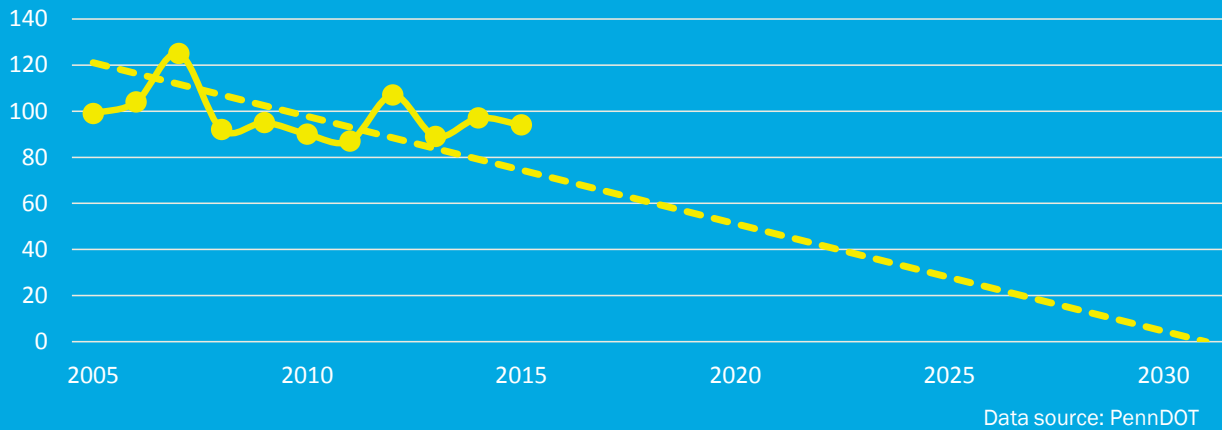
CITY OF PHILADELPHIA

**OUR CITY AND OUR
FAMILIES DESERVE
SAFER STREETS.**

Zero traffic deaths by 2030.

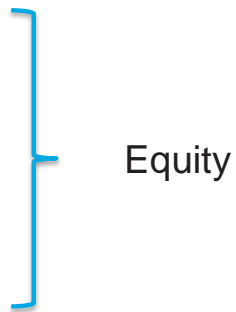
Vision Zero Timeline

Total traffic-related deaths in Philadelphia



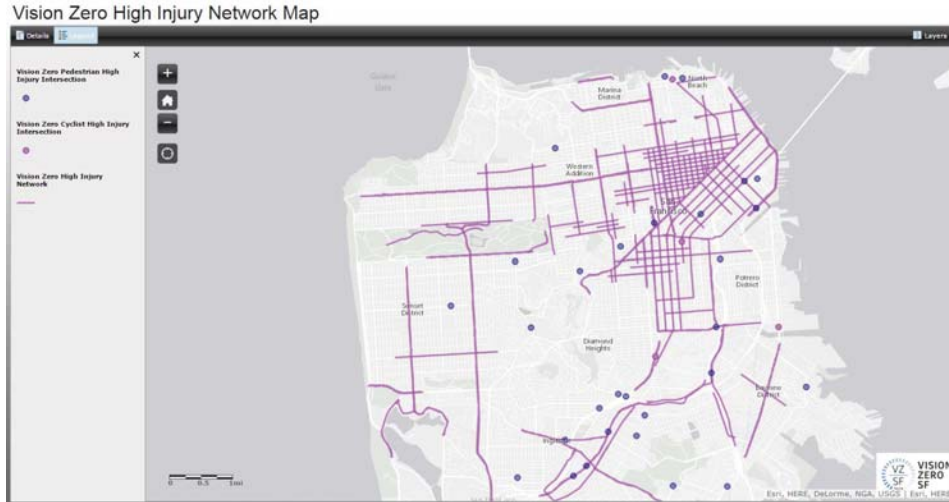
Vision Zero principles to priorities

- Evaluation/data;
- Enforcement;
- Education/engagement;
- Engineering;
- Fleet management



Vision Zero principles to priorities

- Evaluation/data



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Vision Zero principles to priorities

- Enforcement
 - Focusing enforcement on the most dangerous driving behaviors
 - “Edu-forcement”



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Vision Zero principles to priorities

- Education/engagement



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Vision Zero principles to priorities

- Engineering

Bus Lane
Dedicate lane for buses

Crosswalks
Add crosswalks where pedestrians want to cross

Lane Designation
Clarify who belongs where

Pedestrian Safety Islands
Shorten the crossing distance

Parking Protected / Buffered Bicyclist Lane
Provide greater separation between users reducing conflict



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Vision Zero principles to priorities

- Engineering: Simple & predictable (New York City)



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Vision Zero principles to priorities

- Engineering: Shorter crossings (New York City)



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Vision Zero principles to priorities

- Engineering: Neighborhood Slow Zone (New York City)



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Vision Zero principles to priorities

- Engineering: Designating spaces for roadway users (Los Angeles)



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What's next for Philadelphia?

→ *Zero traffic-related deaths in Philadelphia by 2030.*

PHILADELPHIA'S VISION ZERO TIMELINE:

- March 2017: Draft Action Plan released for public comment
- Spring – Summer 2017:
 - Public engagement;
 - High-Injury Network Defined
- September 2017:
 - Action Plan released to public
 - Work starts, and clock starts ticking down
- September 2018:
 - Vision Zero Year One update released to public

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Get involved

- Read the Action Plan
 - Provide feedback
- Take the Vision Zero Survey
- Tell us where you see your problems on city streets
- Spread the word

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Get involved

<https://www.youtube.com/watch?v=mb8lomjKTQs&t=4s>

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**VISION
ZERØ**

CITY OF PHILADELPHIA

OUR CITY & OUR FAMILIES DESERVE SAFER STREETS.

Zero traffic deaths by 2030.



When I took office, I pledged my commitment to making Philadelphia streets safe for everyone, regardless of age, physical ability, or choice of transportation. Each year, there are approximately 100 traffic-related deaths in Philadelphia, including drivers, passengers, and people walking and biking. Every day in Philadelphia, four children are involved in a traffic crash. Philadelphians deserve better.

Mayor James F. Kenney



IMAGINE losing someone you love while they were walking in their own neighborhood.

IMAGINE having someone in your community be confined to a wheelchair for the rest of their life.

IMAGINE leaving your loved ones at home for the last time. All because of a preventable traffic crash.

IMAGINE a city coming together to work toward zero traffic deaths.

TAKE THE PLEDGE. VISIT OUR WEBSITE.

VISIONZEROPHL.COM



#VISIONZEROPHL

PHILADELPHIANS ARE WORTH IT.

A life lost on Philadelphia's streets is unacceptable and preventable.

4 CHILDREN EVERY DAY



4 children every day are reported to be involved in traffic crashes.

100 PEOPLE EVERY YEAR

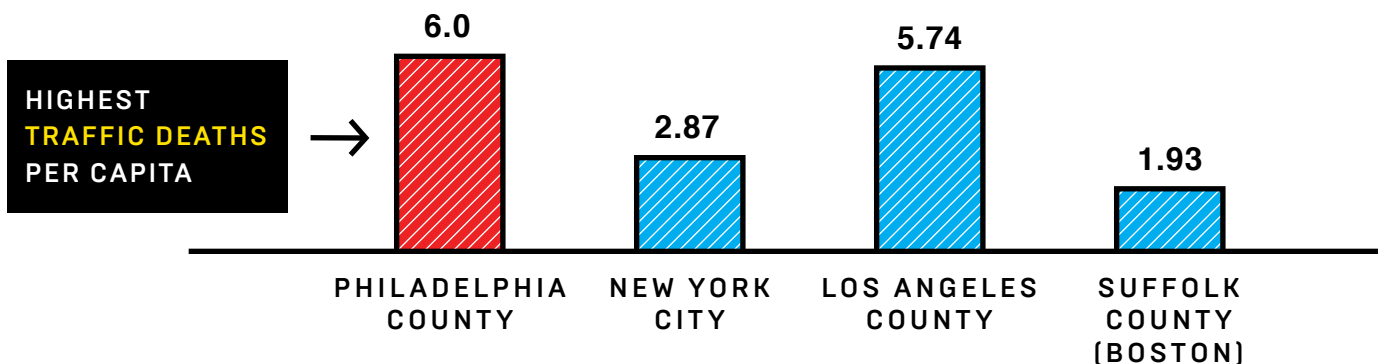


100 people are killed in traffic related crashes.

Data source: PennDOT

Rate of traffic-related deaths (per 100,000 residents)

Traffic crashes have tragic impacts on the lives of Philadelphians.



Data source: NHTSA, 2015

VISION ZERO PRIORITIES

EQUITY Identify equitable solutions developed on behalf of all Philadelphians

ENGINEERING Engineer streets to reduce the risk of crashes

ENFORCEMENT Enforce laws to reduce and prevent unsafe roadway behaviors

EDUCATION Educate Philadelphians to promote a culture of safe driving, walking, and biking

EVALUATION Evaluate efforts to ensure resources are being used effectively

VISION ZERO GOALS



Save lives by reducing the number of traffic-related deaths and severe injuries.



Improve the overall performance of the streets system, and prioritize the safety of those using our streets who are most vulnerable



Reduce Philadelphians' risk for developing chronic diseases by promoting active transportation



Shift trips from motorized to active modes of transportation to reduce congestion, improve air quality, and improve health safety.

TAKE THE PLEDGE. VISIT OUR WEBSITE.



AASHTO Emphasis Area Analysis



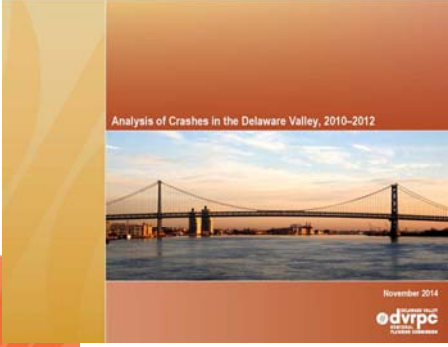
2018 Update of the Transportation Safety Action Plan
A Collaboration Between DVRPC and the RSTF


- BACKGROUND
- 2018 TSAP
- CRASH DATA
- DISCUSSION




BACKGROUND
2018 TSAP
CRASH DATA
DISCUSSION

Analysis Reports, 2009-2014



RSTF Meeting | Data and Design | April 28, 2017




BACKGROUND
2018 TSAP
CRASH DATA
DISCUSSION


AASHTO Emphasis Areas

- From AASHTO Strategic Highway Safety Plan, 2004
- Intended to organize mitigation strategies that address pressing road safety issues

Emphasis Area	2003 Deaths	Comments
Young drivers	3,571	Ages 16-20
Suspended/revoked licenses	6,973	Involving a driver with invalid licensing
Older drivers	2,716	Ages 65-74
	3,914	Age 74+
Aggressive/speeding drivers	11,990	Speeding/driving too fast for conditions
	3,565	Reckless driving
Impaired drivers	17,013	Alcohol impaired
Drowsy or distracted drivers	3,730	Inattentive
	1,577	Fell asleep
Safety belts	18,019	Driver's and occupants unbuckled
Pedestrians	4,749	
Bicyclists	622	
Vehicle and train crash	324	
Motorcyclists	3,961	
Heavy trucks	4,986	Deaths in vehicles
Safety enhancements in vehicles		Cannot accurately ascertain, although 14 unintentional deaths were associated with carbon monoxide alone in 2002
Run-off-the-road	18,781	Most harmful event involved fixed object or rollover
Intersections	6,903**	
Work zones	1,028	
Survivability of severe crashes	1,850**	Rural: Time from crash to hospital > 1 hour
	258**	Urban: Time from crash to hospital > 1 hour



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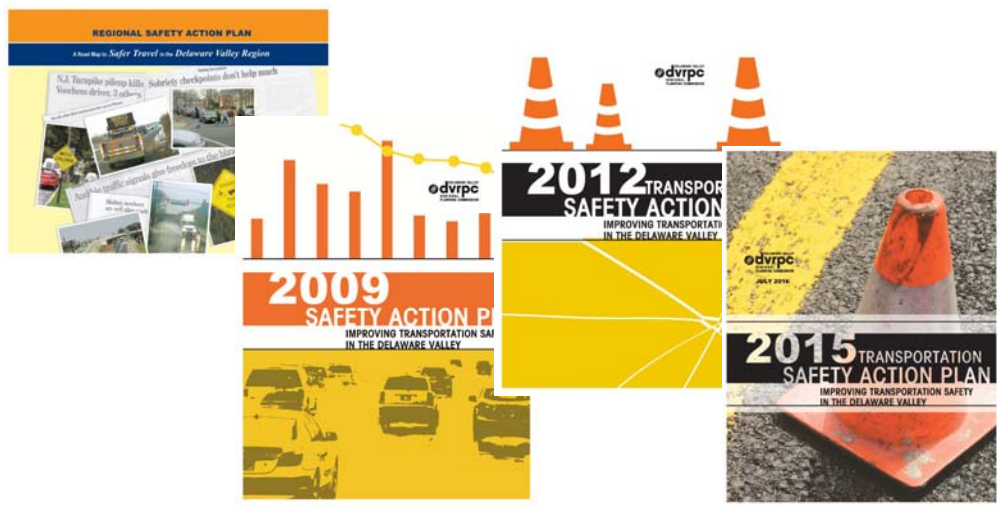
BACKGROUND 2018 TSAP CRASH DATA DISCUSSION

Previous TSAP Emphasis Area Rankings

Rank	2007	2009	2012	2015
1	All Emphasis Areas Included	Aggressive Driving	Aggressive Driving	Aggressive Driving
2		Impaired Driving	Run-off Road / Roadside Safety	Run-off Road / Roadside Safety
3		Run-off Road	Intersection Safety	Intersection Safety
4		Older Drivers	Impaired / Distracted Driving	Impaired / Distracted Driving
5		Unbelted	Unbelted	Unbelted
6		Intersection Safety	Pedestrian Safety	Pedestrian Safety
7		Pedestrian Safety	Older Drivers	Older Drivers
8				Young Drivers

BACKGROUND 2018 TSAP CRASH DATA DISCUSSION

Transportation Safety Action Plan, 2007-2015



BACKGROUND

2018 TSAP

CRASH DATA

DISCUSSION

Evolving the TSAP

- DVRPC proposes report should cover all AASHTO Emphasis Areas
- DVRPC proposes to measure priority EA's by people killed and severely injured (KSI)



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BACKGROUND

2018 TSAP

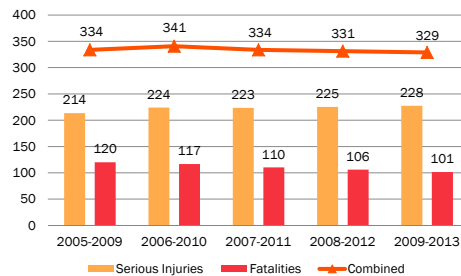
CRASH DATA

DISCUSSION

Killed and Severe Injuries (KSI) Metric

- Consistency with:
 - PA Strategic Highway Safety Plan (SHSP)
 - NJ Strategic Highway Safety Plan
 - FAST Act Safety Performance Measures

Example: Number of non-motorized fatalities and serious injuries (2015 TSAP)



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BACKGROUND

2018 TSAP

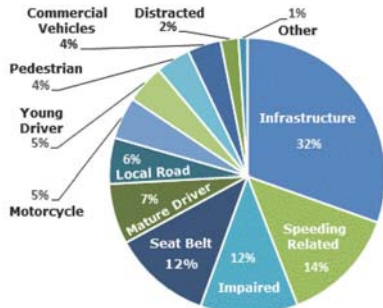
CRASH DATA

DISCUSSION

AASHTO Emphasis Areas

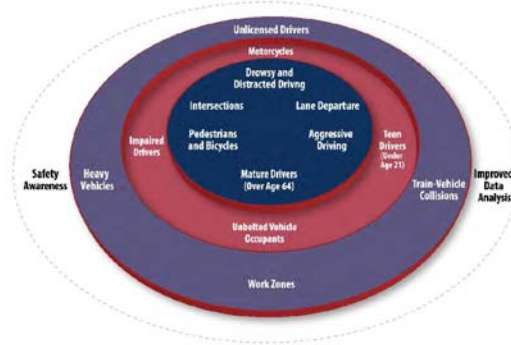
- Consistency with:

PA SHSP



*Based on historic 5-year average (2011-2015)

NJ SHSP



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BACKGROUND

2018 TSAP

CRASH DATA

DISCUSSION

Crash Analysis

- DVRPC initiated analysis of 2013-2015 data for the 2018 TSAP Update



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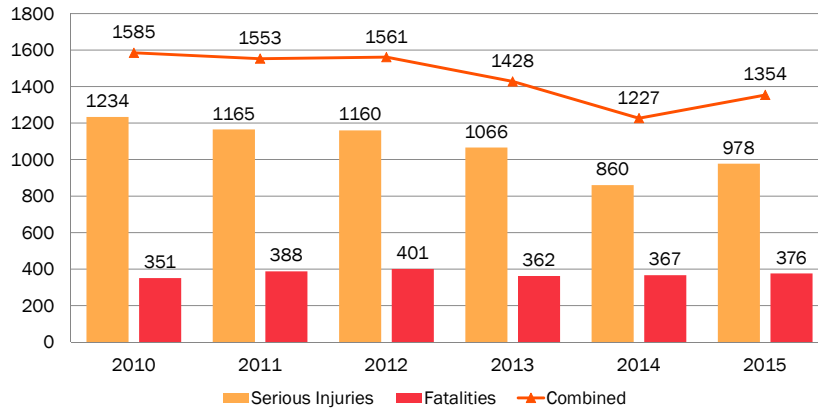
BACKGROUND

2018 TSAP

CRASH DATA

DISCUSSION

KSI Trends (by person), 2010-2015



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BACKGROUND

2018 TSAP

CRASH DATA

DISCUSSION

Emphasis Area Analysis: 2013-2015

AASHTO Emphasis Area	Total Crashes	Major Injury/Killed (Persons)			2014 Rank
		Pennsylvania	New Jersey	Total	
AASHTO #17: Intersection Crash	28,604	372	135	507	3
AASHTO #16: Leave Roadway	15,876	317	133	449	2
AASHTO #15: Run off Road	12,789	284	126	410	2
AASHTO #08: Unbelted	4,173	252	77	329	5
AASHTO #06: Driver Inattention	27,344	55	193	249	4
AASHTO #05: Drinking Drivers	3,945	173	74	247	4
AASHTO #09: Pedestrian	2,800	185	62	247	6
AASHTO #03: Older Drivers	12,839	154	89	243	7
AASHTO #04: Aggressive Driving	16,394	87	156	243	1
AASHTO #11: Motorcyclist	1,195	136	40	175	
AASHTO #01: Young Drivers	12,775	107	55	162	8
AASHTO #18: Head-on/Cross Median	1,994	96	39	135	
AASHTO #12: Heavy Truck Related	4,696	53	36	89	
AASHTO #10: Bicycle	993	33	8	41	
AASHTO #19: Work Zone	1,800	16	7	23	
AASHTO #02: Unlicensed	1,395	16	7	22	
AASHTO #14: Train and Trolley	33	2	n/a	2	



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BACKGROUND

2018 TSAP

CRASH DATA

DISCUSSION

Data Issues & Considerations

- Not a discrete contributing factor summation (many crashes involve more than one emphasis area)
- Using total crashes as a proxy for exposure



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BACKGROUND

2018 TSAP

CRASH DATA

DISCUSSION

Data Issues & Considerations

- Aggressive Driving
 - Analysis of PA crash data now consistent with PA SHSP/NHTSA definition
 - NHTSA: “the operation of a motor vehicle *involving two or more moving violations* as part of a single continuous sequence of driving acts, which is likely to endanger any person or property.”
 - NJ SHSP only requires *one violation* to count as aggressive driving



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BACKGROUND

2018 TSAP

CRASH DATA

DISCUSSION

Data Issues & Considerations

- Distracted Driving
 - PA and NJ evidently using different definitions
 - DVRPC is investigating the discrepancy



RSTF Meeting | Data and Design | April 28, 2017



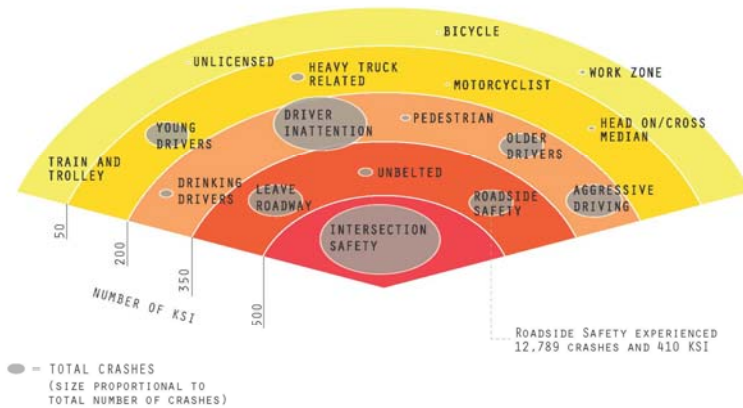
BACKGROUND

2018 TSAP

CRASH DATA

DISCUSSION

KSI & Total Crashes by Emphasis Area



*KSI REFERS TO PERSONS KILLED OR SEVERELY INJURED IN CRASHES
SOURCE: PENNDOT AND NJDOT, 2013-2015



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BACKGROUND 2018 TSAP CRASH DATA DISCUSSION

Questions?

REGIONAL SAFETY TASK FORCE RSTF Meeting | Data and Design | April 28, 2017 DELAWARE VALLEY REGIONAL PLANNING COMMISSION dvrpc

BACKGROUND 2018 TSAP CRASH DATA DISCUSSION

Request for Endorsement

- New analysis approach using KSI
- Inclusion of all emphasis areas in analysis and TSAP update

Killed & All Injuries

Killed & Severe Injuries
2018 TSAP

REGIONAL SAFETY TASK FORCE RSTF Meeting | Data and Design | April 28, 2017 DELAWARE VALLEY REGIONAL PLANNING COMMISSION dvrpc

Analysis of Crashes in the Delaware Valley, 2013-2015

AASHTO Emphasis Area	Total Crashes	Major Injury/Killed (Persons)			2014 Rank
		<i>Pennsylvania</i>	<i>New Jersey</i>	<i>Total</i>	
AASHTO #17: Intersection Crash	28,604	372	135	507	3
AASHTO #16: Leave Roadway	15,876	317	133	449	2
AASHTO #15: Run off Road	12,789	284	126	410	2
AASHTO #08: Unbelted	4,173	252	77	329	5
AASHTO #06: Driver Inattention	27,344	55	193	249	4
AASHTO #05: Drinking Drivers	3,945	173	74	247	4
AASHTO #09: Pedestrian	2,800	185	62	247	6
AASHTO #03: Older Drivers	12,839	154	89	243	7
AASHTO #04: Aggressive Driving	16,394	87	156	243	1
AASHTO #11: Motorcyclist	1,195	136	40	175	
AASHTO #01: Young Drivers	12,775	107	55	162	8
AASHTO #18: Head-on/Cross Median	1,994	96	39	135	
AASHTO #12: Heavy Truck Related	4,696	53	36	89	
AASHTO #10: Bicycle	993	33	8	41	
AASHTO #19: Work Zone	1,800	16	7	23	
AASHTO #02: Unlicensed	1,395	16	7	22	
AASHTO #14: Train and Trolley	33	2	n/a	2	

Source: PennDOT & NJDOT, 2013-2015 Data, 3-Year Averages

The **AASHTO Emphasis Areas** are derived from the Strategic Highway Safety Plan (SHSP) of the American Association of State Highway Transportation Officials (AASHTO), last revised in 2004. These emphasis areas are used to organize mitigation strategies that address pressing road safety issues in a results-oriented, cost-effective manner. New Jersey and Pennsylvania have both adopted the AASHTO emphasis areas into their state strategic highway safety plans. DVRPC applies a similar methodology to the nine-county Delaware Valley region to ensure consistency with the state DOTs and follow best practices.

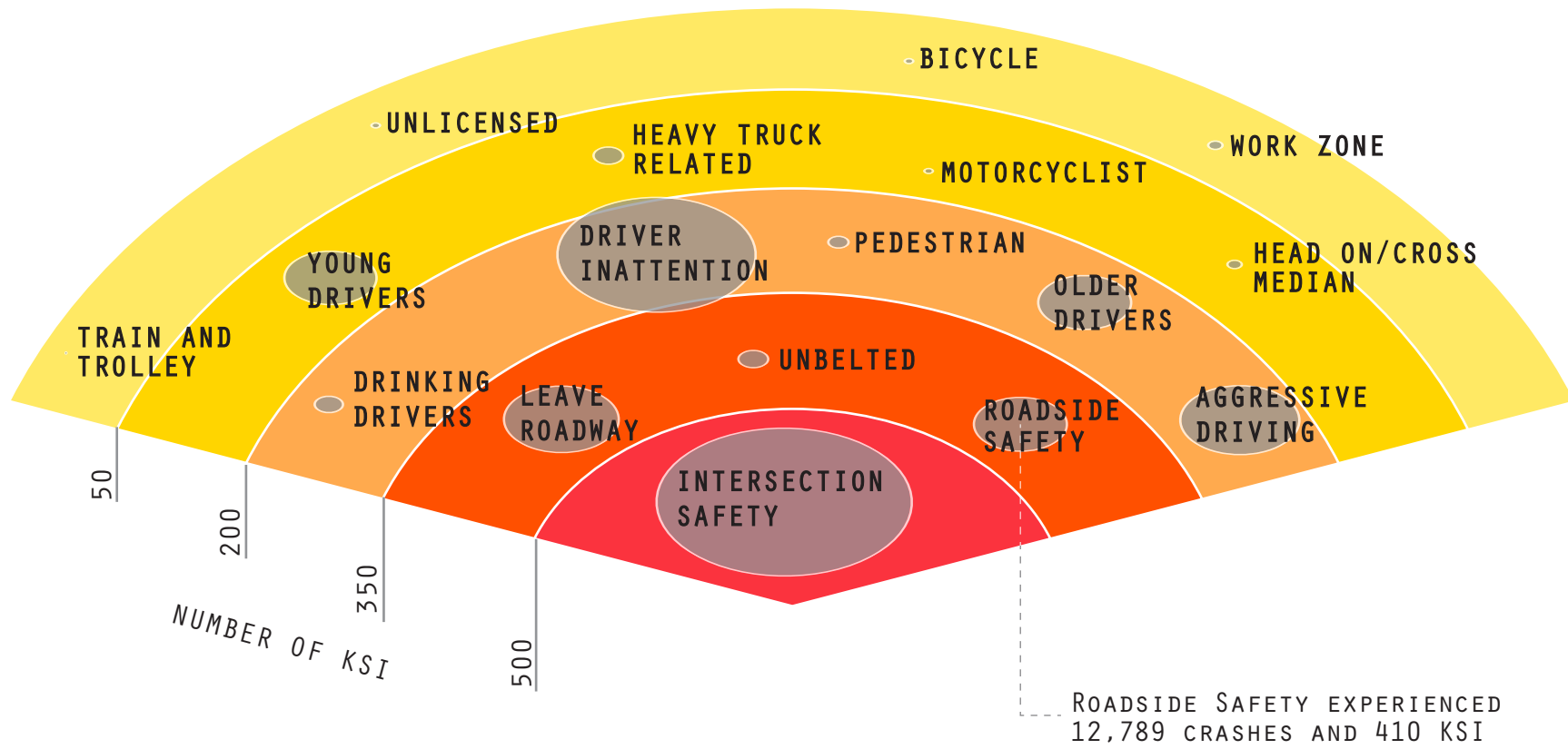
Links:

[AASHTO Strategic Safety Highway Plan \(2004\)](#)

[New Jersey Strategic Highway Safety Plan \(2015\)](#)

[Pennsylvania Strategic Highway Safety Plan \(2017\)](#)

KSI* AND CRASH INCIDENCE BY AASHTO EMPHASIS AREAS
 DELAWARE VALLEY, 2013-2015 3-YEAR AVERAGES



● = TOTAL CRASHES
 (SIZE PROPORTIONAL TO
 TOTAL NUMBER OF CRASHES)

*KSI REFERS TO PERSONS KILLED OR SEVERELY INJURED IN CRASHES
 SOURCE: PENNDOT AND NJDOT, 2013-2015

2015 Emphasis Areas for the Delaware Valley

	Emphasis Area	Brief Definition
1	Curb Aggressive Driving	Aggressive driving is a combination of dangerous, deliberate, and hostile behaviors or actions by a motor vehicle operator that endanger other persons and disregard public safety. Aggressive driving was a contributing factor for 48 percent of the traffic fatalities in the Delaware Valley on average for the period from 2010 to 2012. This is the most significant emphasis area to address in order to improve safety.
2	Keep Vehicles on the Roadway and Minimize the Consequences of Leaving the Roadway	Keeping vehicles on the roadway helps reduce crashes in which vehicles leave the roadway, as they often then hit fixed objects, overturn, and/or roll. Roadway departure crashes are often deadly.
3	Improve the Design and Operation of Intersections	Improving the design and operation of intersections means reducing crashes at both signalized and unsignalized intersections. In locations with pedestrians and bicyclists, it is important to also address their need to cross intersections.
4	Reduce Impaired and Distracted Driving	Impaired driving in this analysis refers specifically to driving under the influence of alcohol. It can also refer to driving while drug-impaired or sleep-deprived, but these are captured by the data. Distracted driving is included in this section because many strategies to reduce distracted driving are similar in nature to those for reducing impaired driving.
5	Increase Seat Belt Usage	Wearing a safety belt is highly effective in preventing injuries and death resulting from a crash. All occupants of a vehicle should wear seat belts.
6	Ensure Pedestrian Safety	Ensuring pedestrian safety involves improving the design and availability of pedestrian facilities on roadways, as well as increasing awareness of the risks and responsibilities both drivers and pedestrians must consider during their interactions.
7	Sustain Safe Senior Mobility	Sustaining safe senior mobility includes recognizing that although many older drivers are still capable, the effects of aging have negative consequences on the safe driving abilities of some seniors. It is important to also address the range of mobility alternatives for seniors.
8	Ensure Young Driver Safety	Although many younger drivers are capable, their relative lack of experience can have negative impacts on safe driving. It is important to address a range of young-driver-specific alternatives.

Source: Delaware Valley Regional Planning Commission, 2014

UPDATES ON VOLUNTEER ACTION ITEMS

Sustain Safe Senior Mobility – 6/29/16 RSTF Meeting			
<i>Volunteer Action Items</i>	<i>Lead Person/Agency</i>	<i>Timeframe to Report</i>	<i>Update</i>
1. Find a contact at an appropriate organization in the medical profession, draft a research-based letter to the contact on the effects of medicines on safe driving, and provide letter for RSTF review and endorsement. (Policy)	Warren Strumpfer – Citizen; Ray Rauanheimo – AARP PA	<i>April 2017 meeting*</i>	Efforts continue to identify an appropriate medical organization to endorse and present on this topic.
2. Distribute palm cards on senior mobility resources to doctors and pharmacies. (Policy)	Bill Ragozine – CCCTMA	<i>April 2017 meeting*</i>	Bill reported that the next step to completion of this action item is securing the referenced palm cards.

Improve Design/Operation of Intersections – 10/4/16 RSTF Meeting			
<i>Volunteer Action Items</i>	<i>Lead Person/Agency</i>	<i>Timeframe to Report</i>	<i>Update</i>
3. Analyze data to identify corridors and intersections with high densities of seniors. (Engineering)	Vince Cerbone – PennDOT District 6	<i>April 2017 meeting*</i>	PennDOT identified the location of senior crashes from 2011-2015.
4. Create brochure on intersection safety when an ambulance approaches and distribute. (Education)	Peggy Schmidt – Partnership TMA	<i>April 2017 meeting*</i>	Brochures were created and distributed.
5. Investigate how to get safety messages to drivers via state channels (VMS, DMV, etc.) and report back. (Education)	Joe Milanese – Michael Baker	<i>April 2017 meeting*</i>	Identified contacts and resources for publicizing public service announcements through state channels.
6. Share information about connected vehicles, including demo video. (Enforcement)	Paul Carafides – DVRPC	<i>April 2017 meeting*</i>	Information was shared through TIM Awareness Week events in November 2016.

**Note: The original Timeframe to Report was the December 2016 meeting, which was postponed until April 2017.*



New Jersey 2017 – Key Legislative Issues

AAA Roadmap to Safety:

As an outcome of last fall's successful Roadmap to Safety Symposium with 80 traffic safety advocates, the AAA Clubs of New Jersey are using the identified areas of concern to develop an action plan to help "map" a course to make NJ's roads safer. The "Road Map" report will be used to highlight the identified areas in need of improvement on New Jersey roadways and will be presented to the NJ legislature during a AAA State House day that is being scheduled for May.

Impaired Driving:

In an effort to strengthen drunk driving penalties in New Jersey the AAA Clubs of NJ met with Assemblyman Lagana, the lead sponsor on the all offender ignition interlock bill to discuss amendments to strengthen the bill. A-4016 would mandate shorter periods of license suspension, for offenders but would require them to install an ignition interlock device for a longer amount of time. Amendments were made to the bill as requested by the AAA Clubs of NJ to decrease the set point for engagement from .08 to .05 but further conversations with the bill sponsors are needed for additional amendments to strengthen the bill, particularly as it relates to when the device is engaged during the sentence and extending the usage period if a violation occurs. Gov. Chris Christie previously conditionally vetoed another version of this bill. The Assembly appropriations committee released the bill, 10-0, with one abstention.

The AAA Clubs of NJ hosted its 4th prescription drug training class for 150 police officers and DRE's at the Monmouth County Prosecutors Office. This course was taught by the Law Enforcement Liaison and Education Unit of Purdue Pharma. The Unit is made up of retired law enforcement officials. Topics included preventing and investigating prescription drug diversion; scams against physicians; pharmacy scams; investigating criminal prescribers; forged and altered prescriptions; and pain topics and definitions related to the use of opioids for the treatment of pain.

Teen Driving:

The AAA Clubs of New Jersey testified in support of A-1901 which would expand supervised driving requirements, increasing the phase to one year; increase driving hours to 50 (including 10 nighttime hours), and require a parent-teen orientation prior to the start of the supervised driving phase. This orientation would provide teen drivers and their parents with tools to ensure that the supervised driving period is mutually beneficial, provide a better understanding of the GDL laws and offer tips for how to teach teens the skills needed.

These changes are necessary to keep our roadways safe, and New Jersey's GDL was once held as one of the strongest in the nation, but most recently the CDC gave it a Red rating (rankings range from Green to Red). The National Highway Traffic Safety Administration believes these changes are vital to safety, and has allocated funding for states that require at least 40 hours of behind-the-wheel training with a licensed driver who is at least 21 years of age.

Senior Driving:

As a direct result of attending the Lifesavers conference and learning about a program that is in effect in Maryland that requires all Silver Alert Seniors to go through a mandatory medical review to maintain their driver's license the AAA Clubs of New Jersey met with Assemblywoman Valerie Huttle to discuss introducing legislation to bring the Maryland program to New Jersey.

Pedestrian Safety:

Bill A449 has been designated as the “Driver and Pedestrian Mutual Responsibility Act,” and requires drivers to yield to pedestrians at crosswalks and intersections, in certain circumstances, as was required prior to the enactment of P.L.2009, c.319. The sponsor’s intent is to balance responsibility between drivers and pedestrians when pedestrians cross a roadway.

Under the bill, a driver is required to yield to a pedestrian:

- (1) on highways where traffic is controlled by a traffic control signal or traffic or police officer, when the pedestrian is crossing or starting across the intersection on a “go” or green signal but is still within the crosswalk when the signal changes;
- (2) to allow the pedestrian at the edge of the roadway’s curb or legally crossing the roadway to cross a roadway within a marked crosswalk or any unmarked crosswalk at an intersection, with certain limited exceptions;
- (3) when the driver intends to turn right at an intersection where traffic is controlled by a traffic control signal upon a “stop” or “caution” signal; and
- (4) when the driver is turning right at an intersecting street marked with a “stop” or “yield right of way” sign and the pedestrian is crossing the roadway within a marked crosswalk or at an unmarked crosswalk into which the driver is turning.

The bill removes portions of existing law that were enacted pursuant to P.L.2009, c.319 to require a driver to stop and remain stopped to allow pedestrians to cross a roadway in certain situations.

In situations where traffic is not controlled and directed by a police officer or traffic control signal, the bill requires a pedestrian to cross a roadway only at a marked crosswalk or any unmarked crosswalk at an intersection where traffic is not controlled and directed by a police officer or traffic control signal and prohibits a pedestrian from crossing the roadway until traffic yields to the pedestrian.

Under the bill, a pedestrian is prohibited from crossing a roadway at an unmarked crosswalk at an intersection where traffic is not controlled and directed by a police officer or a traffic control signal if a marked crosswalk or intersection where traffic is controlled by a police officer or a traffic control signal is within one block of the unmarked crosswalk.

The bill removes provisions requiring a pedestrian upon a roadway at any point other than within a marked crosswalk or unmarked crosswalk at an intersection to yield the right of way to vehicles since pedestrians are:

- (1) prohibited from crossing a roadway against a “stop” or red signal at a crosswalk where traffic is controlled by a traffic control signal or by traffic or police officers;
- (2) prohibited, under the bill, from crossing a roadway until traffic yields to the pedestrian at a marked crosswalk or unmarked crosswalk at an intersection where traffic is not controlled by a traffic control signal or police officer; and
- (3) are required to cross a roadway at certain crosswalks.

The bill removes provisions of existing law providing a permissive inference that a driver did not exercise due care for the safety of a pedestrian in the event of a collision between the vehicle and pedestrian within a marked crosswalk or at an unmarked crosswalk at an intersection.

Bills AAA is closely monitoring:

Bill: A2439

Sponsors: Wisniewski (D19); Pinkin (D18); Chiaravalloti (D31)

Summary: Requires DOT Commissioner to develop public awareness programs and use variable message signs to inform motorists about State's "move over" law.

Progress: 1st House: 2nd Reading

Status: 02/15/2017 – 2nd reading in the Assembly

History: 02/04/2016 – Introduced and referred to Assembly Transportation and Independent Authorities Committee.
02/15/2017 – Reported out of committee, 2nd reading in Assembly.

Bill: A4016 AcaAca (2R)

Sponsors: Lagana (D38); O'Scanlon (R13); Downey (D11) +4

Summary: Revises penalties for drunk driving and ignition interlock device violations.

Progress: 1st House: 2nd Reading

Status: 01/30/2017 – 2nd reading in the Assembly

History: 06/30/2016 – Introduced and referred to Assembly Law and Public Safety Committee.
01/12/2017 – Transferred to Assembly Judiciary Committee.
01/19/2017 – Reported out of committee with committee amendments, referred to Assembly Appropriations Committee.
01/30/2017 – Reported out of committee with committee amendments, 2nd reading in Assembly.

Bill: A4165 Aca (1R)

Sponsors: Chaparro (D33); Mukherji (D33); Chiaravalloti (D31); McKnight (D31); Vainieri Huttle (D37) +5

Summary: Requires driver education course, certain new driver brochures, and driver's license written exam to include cyclist and pedestrian safety information.

Progress: 2nd House: Referred to Committee

Status: 01/30/2017 – Senate Transportation Committee

History: 09/19/2016 – Introduced and referred to Assembly Transportation and Independent Authorities Committee.
12/12/2016 – Reported out of committee with committee amendments, 2nd reading in Assembly.
01/23/2017 – Passed in Assembly 67-0-2.
01/30/2017 – Received in Senate and referred to Senate Transportation Committee.

Bill: A4184 AcaAca (2R)

Sponsors: Chaparro (D33); Vainieri Huttle (D37); Benson (D14); Jimenez (D32); Mukherji (D33); Downey (D11) +5

Summary: Establishes Statewide Hit and Run Advisory Program to facilitate apprehension of persons fleeing motor vehicle accident scene; designated as "Zackhary's Law."

Progress: 2nd House: Referred to Committee

Status: 02/27/2017 – Senate Law and Public Safety Committee

History: 09/19/2016 – Introduced and referred to Assembly Law and Public Safety Committee.
10/27/2016 – Reported out of committee with committee amendments, referred to Assembly Appropriations Committee.
01/30/2017 – Reported out of committee with committee amendments, 2nd reading in Assembly.
02/15/2017 – Passed in Assembly 71-0-0.
02/27/2017 – Received in Senate and referred to Senate Law and Public Safety Committee.

Bill: A4449
Sponsors: Brown, C. (R2); Land (D1); Andrzejczak (D1)
Summary: "Driver and Pedestrian Mutual Responsibility Act."
Progress: 1st House: Referred to Committee
Status: 01/10/2017 – Assembly Transportation and Independent Authorities Committee
History: 01/10/2017 – Introduced and referred to Assembly Transportation and Independent Authorities Committee.

Bill: S2609
Sponsors: Ruiz (D29)
Summary: Establishes public awareness campaign concerning the dangers of leaving children unattended in and around motor vehicles.
Progress: 1st House: 2nd Reading
Status: 02/06/2017 – Senate Budget and Appropriations Committee
History: 09/29/2016 – Introduced and referred to Senate Law and Public Safety Committee.
02/06/2017 – Reported out of committee, 2nd reading in Senate. Referred to Senate Budget and Appropriations Committee.

Bill: S2776
Sponsors: Cruz-Perez (D5); Diegnan (D18)
Summary: Requires DOT to compensate local government entities for contractual delay damages resulting from shutdown of transportation projects funded by Transportation Trust Fund; authorizes local government entities to use certain funds for transportation project
Progress: 1st House: 2nd Reading
Status: 02/27/2017 – Senate Budget and Appropriations Committee
History: 11/10/2016 – Introduced and referred to Senate Transportation Committee.
02/27/2017 – Reported out of committee, 2nd reading in Senate. Referred to Senate Budget and Appropriations Committee.



Pennsylvania 2017 – Key Legislative Issues

(Updated April 2017)

Impaired Driving

AAA Mid-Atlantic, along with the Pennsylvania AAA Federation, PA DUI Association, PennDOT and Pennsylvania State Police, executed a Pennsylvania Drugged Driving Policy Summit on March 30 in Harrisburg, PA. The summit positioned AAA as a leading traffic safety advocate, and raised visibility of drugged driving issues among transportation, judiciary and public health stakeholders.

- Drugged driving is quickly – and somewhat quietly – surpassing drunk driving as a major highway safety threat in Pennsylvania and across the country.
- AAA opposes the legalization of marijuana for recreational use because of the negative traffic safety implications and current challenges in discerning and addressing marijuana-impaired driving.
- More effective tools are necessary to manage this problem, including roadside detection, reliable roadside testing, and state data collection.
- AAA began and will continue to lead the public conversation about this issue before it's too late.

AAA Pennsylvania Drugged Driving Perceptions Poll

- 72% are somewhat or very concerned about the dangers posed by others driving under the influence of marijuana, should it be legalized for recreational use.
- 92% consider someone driving after using illegal drugs a serious threat to their safety.
- 54% correctly identify drug overdoses as the leading cause of death in PA when asked to choose among overdoses, traffic crashes, shootings and falls.
- The poll revealed that motorists have quickly grasped the dire threat to their safety posed by others driving under the influence of illegal drugs. This is especially significant considering the number of years it took to change social perceptions about the dangers of drinking and driving.

Vision Zero Philadelphia

AAA continues to promote its role as a traffic safety advocate in Philadelphia. As a member of the Vision Zero Alliance, AAA serves on the Vision Zero Task Force enforcement and education subcommittees, reviewing the city's Vision Zero Action Plan and developing goals for implementation to work toward the goal of zero traffic deaths in Philadelphia. AAA has contributed resources and research to aid in Philadelphia's efforts to make the city's streets safer for all road users, including conducting a Philadelphia Traffic Safety Poll to support the city's Vision Zero initiatives to improve mobility, reduce traffic crashes, and ultimately save lives. Poll results noted the majority of Philadelphians say city streets are unsafe for all road users. AAA research and poll results were released during the Philadelphia Vision Zero Conference on March 1.

Autonomous Vehicles

The Pennsylvania AAA Federation testified before a joint PA Senate and House Transportation Committees hearing on "Highly Automated Vehicles (HAV) Testing Legislation," focusing on SB 427, which provides for authorization of HAV testing under certain conditions on trafficways throughout PA.

AAA supports the continued advancement of technologies leading to the development, testing and use of AV systems, as such technologies could prevent up to 80 percent of today's crashes.

Legislation incorporates "best practices" from enacted HAV testing legislation, recommendations from the Pennsylvania Department of Transportation's Autonomous Vehicle Task Force (PA AAA Federation sits on the AV Task Force), guidance from the federal automated vehicle policy by the National Highway Traffic Safety Administration and a volume of feedback from key stakeholders including Carnegie Mellon University and Uber who are legally testing HAVs in this Commonwealth. This legislation demonstrates Pennsylvania's commitment and leadership towards the development and management of broader, more sophisticated HAV testing in the Commonwealth, which is receiving notable attention from the manufacturing and technology industries, research institutions, safety stakeholders and transportation policymakers across the United States and beyond.

Senate Bill: SB 427

Sponsors: Vulakovich

Summary: Highly automated vehicles testing.

Status: 02/24/2017 – Referred to Senate Transportation Committee

AAA: Support (AAA provided testimony in support)

REAL ID

The state legislature overwhelmingly passed Act 38 in 2012 to address several concerns with REAL ID at the time. Many of these concerns may not be valid today considering the Federal REAL ID Act requires states to adopt and institute 38 specific standards to come into compliance and Pennsylvania currently meets 32 of them. The only provisions PENNDOT still needs to institute in order to comply with REAL ID are the following:

- Commit to marking fully compliant driver's licenses (DL) and IDs with a Dept. of Homeland Security (DHS) approved security marking;
- Requires a person to apply in person for the re-issuance of their driver's license if he or she has a material change in his or her personally identifiable information. A material change does not include a change in address;
- Prohibit remote renewal of REAL ID DL/ID when there is a material change in personally identifiable information. A material change does not include a change in address;
- Do not permit an individual to hold more than one REAL ID document, and no more than one DL;
- Submit a Final Certification package; and

If choosing to issue both compliant and noncompliant documents, clearly indicate on the face of the non-compliant document and in the machine readable zone that it is not acceptable for official purposes and incorporates a unique design or color indicator that clearly distinguishes them from compliant licenses and identification cards.

Pennsylvania is one of only six states noncompliant with REAL ID or that have been granted an extension by the U.S. Department of Homeland Security (USDHS) giving them time to come into compliance. Twenty-four states are REAL ID compliant as of today, including many of whom had initially considered a legislative initiative similar to our REAL ID Nonparticipation Act. Most states who have complied have allowed residents the option of obtaining a REAL ID-complaint identification or non-compliant identification. This reduces the cost and it allows the customer to opt-in. However, PENNDOT cannot even consider giving Pennsylvanians the option of obtaining REAL ID identification due to Act 38.

The USDHS has indicated in a letter to PENNDOT an extension for Pennsylvania may be granted “if there are new developments or additional information regarding your jurisdiction’s progress towards meeting outstanding requirements,” which consideration of a repeal of Act 38 could be.

This would repeal Act 38 of 2012, require PENNDOT to apply to the USDHS for an extension, and ultimately move Pennsylvania into compliance with the Federal REAL ID Act.

House Bill: SB 876
Sponsors: Lawrence
Summary: Creation of two-tier system for ID issuance in PA. Individuals may choose to obtain a standard ID or driver’s license, or for an additional coat, an ID or driver’s license that complies with the federal REAL ID mandate.
Status: 03/16/2017 – Referred to State Government
AAA: Support

Senate Bill: SB 133
Sponsors: Ward
Summary: Requires PennDOT to request an extension for READ ID and a repeal of Act 38 (nonparticipation act).
Status: 04/12/2017 – Referred to State Government
02/08/2017 – Reported to Senate Technology Committee
AAA: Support

Bills AAA is closely monitoring:

House Bill: HB 43
Sponsors: Readshaw
Summary: Permits local use of police radar.
Status: 01/23/2017 – Referred to House Transportation Committee
AAA: Support with motorists protections

House Bill: HB 150
Sponsors: Neilson
Summary: Repeals REAL ID nonparticipation Act.
Status: 01/23/2017 – Referred to House Transportation Committee
AAA: Support

House Bill: HB 257
Sponsors: Kauffman
Summary: Provides for chemical testing for alcohol or controlled substance.
Status: 01/31/2017 – Referred to House Transportation Committee
AAA: Support

House Bill: HB 811
Sponsors: Cox
Summary: Exempts new model vehicles from emission inspection for 10 years.
Status: 03/10/2017 – Referred to House Transportation Committee
AAA: Support

House Bill: HB 1187
Sponsors: Taylor
Summary: Photo speed enforcement cameras pilot program (Roosevelt Boulevard).
Status: 04/12/2017 – Referred to House Transportation Committee
AAA: Support with motorists protections

Senate Bill: SB 38
Sponsors: Hutchinson
Summary: Adds saliva testing to the methodology of DUI or DUID testing.
Status: 01/12/2017 – Referred to Senate Transportation Committee
AAA: Support

Senate Bill: SB 172
Sponsors: Argall
Summary: Provides for Workzone speed camera pilot program.
Status: 04/18/2017 – Referred to Senate Appropriations
01/24/2017 – Reported to Senate Transportation Committee
AAA: Support

Incident Management Task Force Update

PA

The IMTF's of PA (I-76/I-476, Delaware Co, Chester Co, Bucks Co) continue to meet on a quarterly basis and updating of Incident Management Guidelines continues in each of the groups. The Delaware Co IMTF recently held their meeting at the Delaware County TMA's annual Municipalities Conference. This is done to expose a broader audience to the benefits of Traffic Incident Management.

Planning for a Statewide Incident Management Program has begun. There have been several meetings since the Pennsylvania TIM Summit and several action items are in the process of being completed.

NJ

The New Jersey Statewide Incident Management Guidelines have been revised and updated and now have a letter signed by the NJ Attorney General. The letter states that the guidelines are the best practices for incident management as recommended by first responders.

The Burlington Co IMTF is seeking to incorporate the Responders along US 130 into the Task Force. An NJSP Incident Management Unit outreach campaign has begun to those who respond to incidents along US 130.

DVRPC Transportation Operations Management

The Transportation Operations Master plan is currently in the process of being updated with the goal to create a TSM&O (Transportation Systems Management & Operations) plan. The TSM&O plan will be a more comprehensive plan including performance measures and a regional view of actively managing multimodal transportation.

The New Jersey Signal Retiming Initiative is set to begin in the coming weeks. The four counties in New Jersey along with DVRPC and a Consultant will be undertaking a project which will work to retime corridors along 500 and 600 series routes in New Jersey. The Project will focus solely on signal retiming and will look to create new signal timing plans and implement them in a 90 day period. A similar project is underway in Pennsylvania in conjunction with PennDOT and has produced excellent results.