



Wednesday, September 20, 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. Emphasis Area Focus: Impaired Driving

- **Stephen Erni**, Executive Director, PA DUI Association
- **Mary Beth Novak**, Drug Recognition Expert, Philadelphia Police Department

3. Action Item Development Breakout Session

- RSTF members will brainstorm action items to tackle impaired driving in the region.

4. Member Updates and Open Forum

- First Responders' Update
- Legislative Update
- Member Announcements

5. Additional RSTF/DVRPC Updates

- Action Items Update
- Special Strategies Session Survey Results
- 2018 RSTF Dates

6. Conclusion

LUNCH

***Proposed* RSTF Goal: To reduce roadway crashes and eliminate serious injuries and fatalities from crashes 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.

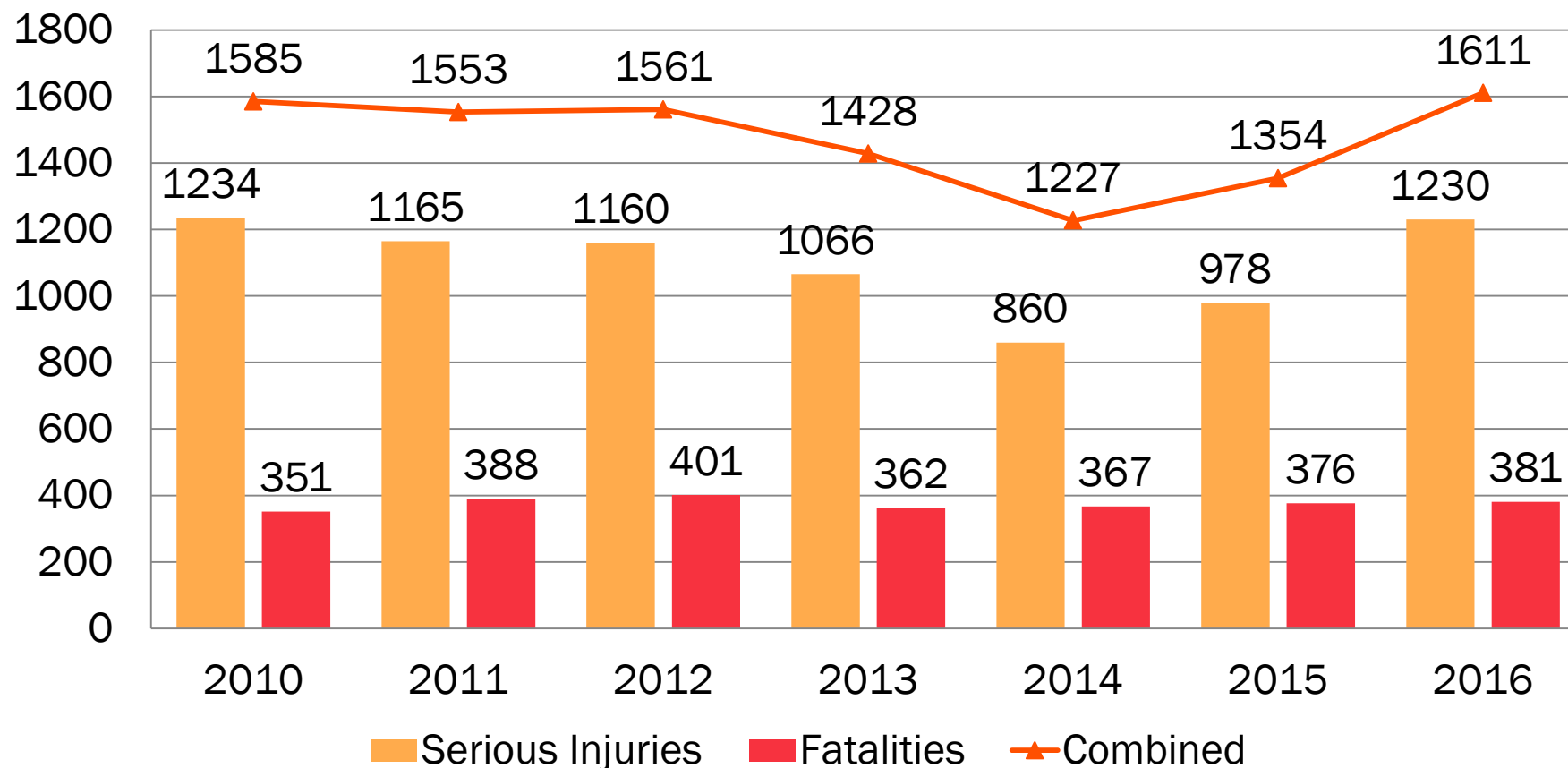


Impaired Driving

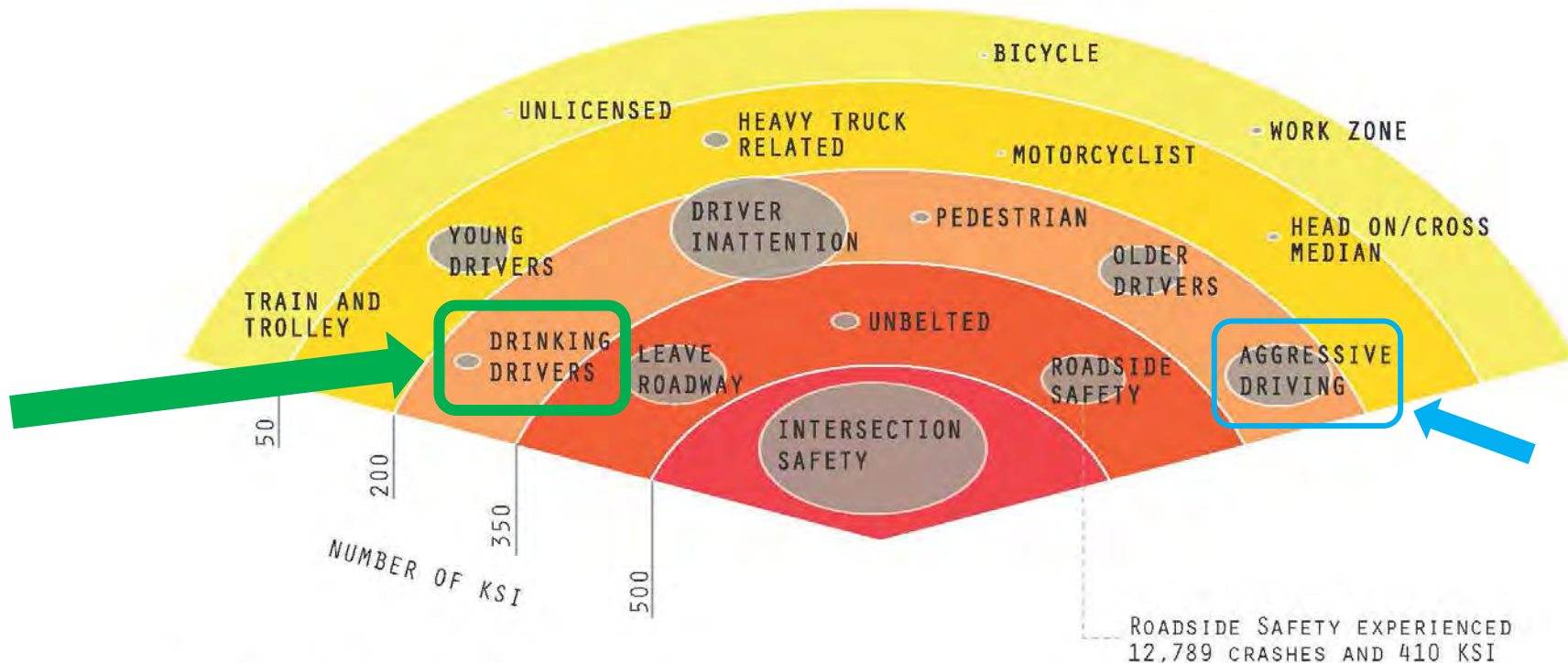
RSTF Meeting

September 20, 2017

Regional KSI Trend (by person), 2010-2016



KSI & Total Crashes by Emphasis Area



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

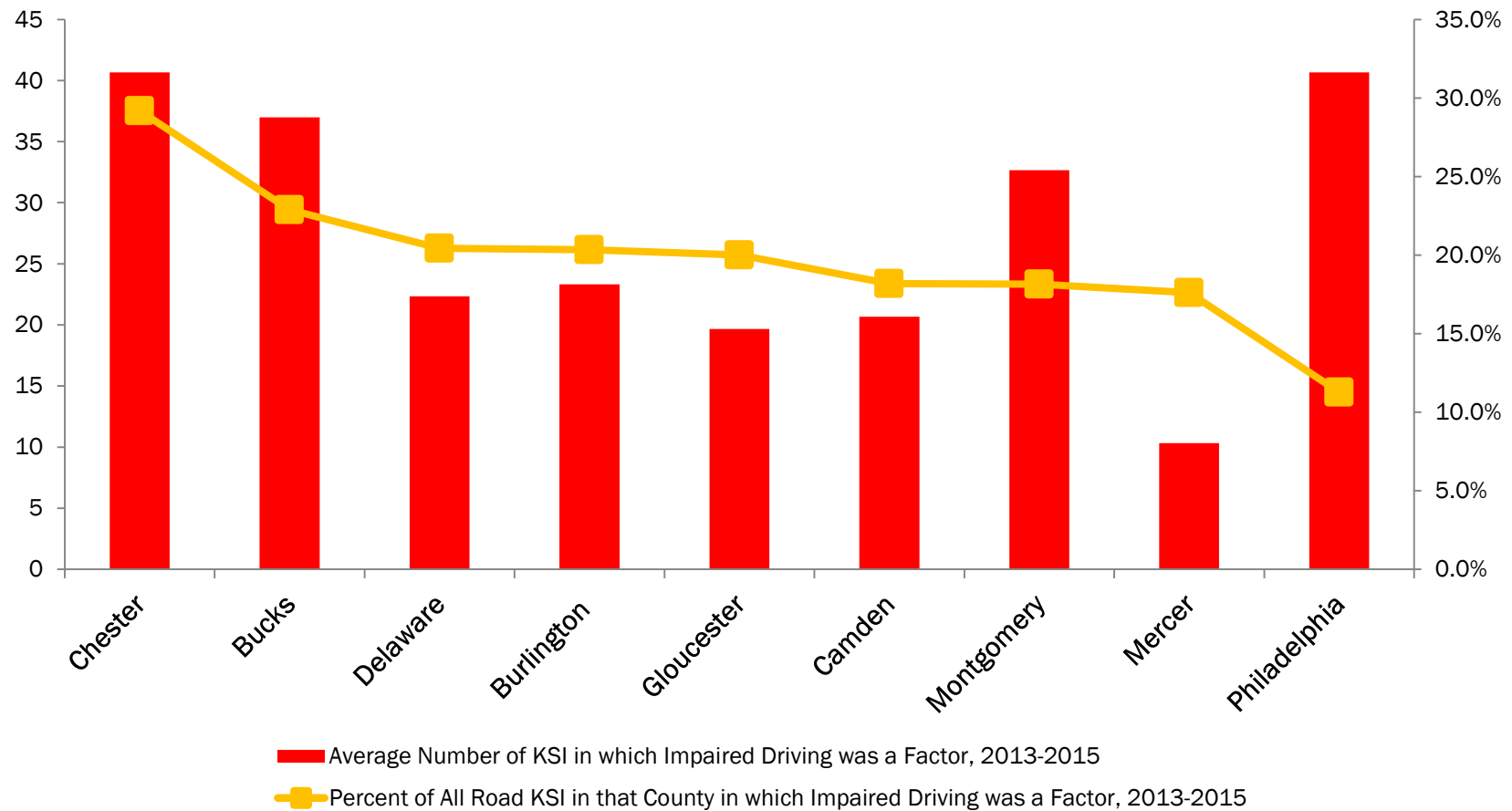
*KSI REFERS TO PERSONS KILLED OR SEVERELY INJURED IN CRASHES

SOURCE: PENNDOT AND NJDOT, 2013-2015

KSI by County Where Impaired Driving was a Factor 2013-2015

Add chart of PA / NJ/ Regional EA trend

KSI by County Where Impaired Driving was a Factor 2013-2015



Priority Recommended Strategies

Impaired Driving

- Research and promote laws, policies, and technologies implemented to reduce impaired driving and evaluate their effectiveness, including local examples and examples from states that have recently legalized marijuana. [Policy] (17 votes)
- Expand successful outreach campaigns designed to combat drunk driving to address all types of impaired driving. [Education/Enforcement] (11)
- Encourage safety culture around impaired driving with targeted campaigns that emphasize the availability of alternatives to impaired driving and the importance of telling an impaired person that they should not drive. [Education] (11)

Speakers

- **Jana Tidwell**

Manager, Public and Government Affairs, AAA Mid-Atlantic

- **Stephen Erni**

Executive Director, PA DUI Association

- **Mary Beth Novak**

Drug Recognition Expert, Philadelphia Police Department

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	



Pennsylvania 2017 – Key Legislative Issues

(Updated September 2017)

Impaired Driving

[Act 30 of 2017 \(SB 553\)](#) – Amending the PA Consolidated Statutes for DUIs: Amends a number of section in Title 75; brings Pennsylvania law in line with the U.S. Supreme Court’s decision in *Birchfield v. North Dakota*, excludes ARD (Accelerated Rehabilitation Disposition) from mandatory ignition interlock, and makes changes to the license suspension procedure. *Birchfield v. North Dakota (2016)* was a case in which the Supreme Court of the United States held that the search incident to arrest doctrine permits law enforcement to conduct warrantless breath tests but not blood tests on suspected drunk drivers.

Senate Bill: SB 553

Sponsors: Rafferty

Summary: **Providing for further surrender of license, for period of disqualification, revocation or suspension of operating privilege, for driving while operating privilege or revoked, for chemical testing to determine amount of alcohol or controlled substance, for probationary license and for ignition interlock limited license; and, in driving after imbibing alcohol or utilizing drugs, further providing for penalties, for ignition interlock and for illegally operating a motor vehicle not equipped with ignition interlock.**

Status: 07/20/2017 – Gov. Wolf signed into law as part of [Act No. 33](#)

AAA: Support

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. The Philadelphia Vision Zero short-term action plan will be unveiled at a news conference at City Hall on September 28, 2017.

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

Twenty-six 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.

This repeals Act 38 of 2012, requires PENNDOT to apply to the USDHS for an extension, and ultimately moves Pennsylvania into compliance with the Federal REAL ID Act. Act No. 3 allow Pennsylvania to offer residents an optional REAL ID-compliant driver license or state identification card, which can be used to access airports, and federal facilities

NOTE: Sept. 7, 2017 – Pennsylvania submitted [a request for a REAL ID enforcement extension](#) from the federal Department of Homeland Security (DHS). Pennsylvania's current extension, which applies to residents' access to federal facilities, will expire on October 10, 2017. There is no enforcement on commercial air travel until January 22, 2018.

Per federal requirements, persons without a state-issued REAL ID-compliant driver's license or photo ID must present an alternative form of DHS-compliant identification unless the state issuing the driver's license or photo ID has an extension granted by DHS. Starting October 1, 2020, all air travelers will need a REAL ID-compliant driver's license, photo identification card or [an acceptable alternative identification as approved by the Transportation Security Administration](#) to board domestic commercial aircraft or enter a federal facility that requires identification without a secondary form of DHS-approved

identification. The extension request includes PennDOT's plan to meet the REAL ID requirements for customers choosing to obtain a REAL ID product. The plan is focused on an efficient, straightforward approach emphasizing customer service.

Senate Bill: SB 133

Sponsors: Ward

Summary: Requires PennDOT to request an extension for REAL ID and a repeal of Act 38 (nonparticipation act).

Status: 05/26/2017 – Gov. Wolf signed into law as [Act No. 3](#) – PA REAL ID Compliance Act

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 1152

Sponsors: Boback

Summary: Providing for civil immunity for use of force in motor vehicle rescue.

Status: 04/17/2017 – Referred to House Judiciary Committee

AAA: Support

House Bill: HB 1187

Sponsors: Taylor

Summary: Photo speed enforcement cameras pilot program (Roosevelt Boulevard).

Status: 06/29/2017 – Laid on the table

04/12/2017 – Referred to House Transportation Committee

AAA: Support with motorists protections

House Bill: HB 1216
Sponsors: Farry
Summary: Providing civil immunity for first responders rescuing animal from hot vehicle.
Status: 04/17/2017 – Referred to House Judiciary Committee
AAA: Support

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: 07/11/2017 – Referred to Transportation
04/18/2017 – Referred to Senate Appropriations
01/24/2017 – Reported to Senate Transportation Committee
AAA: Support

Senate Bill: SB 786
Sponsors: Rafferty
Summary: Provides for further prohibiting of text-based communications and providing for prohibiting use of interactive wireless communications devices by novice drivers.
Status: 07/17/2017 – Laid on the table
06/21/2017 – First consideration
06/19/2017 – Referred to Transportation
AAA: Support



New Jersey 2017 – Key Legislative Issues

Impaired Driving:

AAA testified in opposition to decriminalizing recreational marijuana use in New Jersey during a Senate Judiciary Committee hearing on June 19th. It is unlikely that additional hearings will be scheduled in the current session as lawmakers readily conceded that the issue will carry over to next year. No vote was taken on the measure.

To keep AAA in the forefront of the marijuana legalization debate, the AAA Clubs of New Jersey are continuing our outreach and education on the dangers of impaired driving. To that end AAA is embarking on an educational campaign by hosting a NJ Impaired Driving Policy Summit to be held on December 19th and by bringing in Jermaine Galloway aka the Tall Cop to present to statewide law enforcement, traffic safety professionals and stakeholders on May 29, 2018 at AAA Mid-Atlantic in Hamilton (or at a larger venue if needed).

Teen Driving:

After ten years of advocacy work the AAA Clubs of NJ are finally seeing movement on one of the final pieces of the NJ Graduated Driver License law that would require mandatory practice hours. The AAA Clubs of NJ testified in support of Senate and Assembly bills which would expand supervised driving requirements, increasing the phase to one year and would create mandated driving hours (including 10 nighttime hours). The bill has passed the full Assembly and is awaiting a vote in the Senate.

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.

Bills AAA is closely monitoring:

Bill:	S3195
Sponsor:	Scutari, Nicholas
Summary:	Legalizes possession and personal use of small amounts of marijuana for persons age 21 and over; creates Division of Marijuana Enforcement and licensing structure.
	Judiciary
Status:	05/18/2017 - Introduced in the Senate, Referred to Senate Judiciary Committee
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.

06/22/2017 - Assembly Floor Amendment Passed (Vainieri Huttle)
06/29/2017- Passed by the Assembly (77-1-0)
60/29/2017 - Received in the Senate, Referred to Senate Transportation Committee

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.

06/01/2017 - Reported from Senate Committee with Amendments, 2nd Reading

06/01/2017 - Referred to Senate Budget and Appropriations 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.

05/18/2017 - Reported from Senate Committee with Amendments, 2nd Reading

05/18/2017 - Referred to Senate Budget and Appropriations 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.

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. The Montgomery County IMTF is in the process of updating their Incident Management Guidelines and the Delaware County IMTF is in the process of creating their Incident Management Guidelines.

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 NJSAFR IMTF Incident Management Guidelines are in the final review process and will be issued in the coming weeks.

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 has begun as corridors have been selected in all four NJ counties which DVRPC covers. Rapid field assessments of the signal equipment have been completed. Signal retiming work will commence within the coming weeks.



Emphasis Area Strategies: Survey Results

These strategies are the result of the July 25, 2017 RSTF Special Strategies Session. RSTF members developed strategies for eight AASHTO emphasis areas. The strategies were distributed to the RSTF membership via an online survey. The results of the survey are presented below with the most popular strategies highlighted in **bold**.

IMPAIRED DRIVING

1. **Research and promote laws, policies, and technologies implemented to reduce impaired driving and evaluate their effectiveness, including local examples and examples from states that have recently legalized marijuana. [Policy] (17 votes)**
2. **Expand successful outreach campaigns designed to combat drunk driving to address all types of impaired driving. [Education/Enforcement] (11)**
3. **Encourage safety culture around impaired driving with targeted campaigns that emphasize the availability of alternatives to impaired driving and the importance of telling an impaired person that they should not drive. [Education] (11)**
4. Support the development and evolution of standards for the definition of impairment for both common and new controlled substances (e.g.: cocaine, heroin, fentanyl, etc.), prescription drugs, and drowsy driving in NJ and PA. [Policy/Enforcement] (5)
5. Improve coordination with law enforcement to build on their experience in dealing with impaired driving (especially drugged) and support their enforcement efforts. [Enforcement] (3)
6. Continue to provide information for informed policy action on responsibilities of drivers, pedestrians, and bicyclists regarding both legal and illegal drugs. [Policy] (2)
7. Support drug recognition expert (DRE) training to increase the availability of DREs and raise the profile of DREs in the region. [Enforcement] (2)

DISTRACTED DRIVING

1. **Encourage traffic calming, rumble strips, and other engineering treatments to reduce crashes from distracted or drowsy driving.** [Engineering] (13 votes)
2. **Promote wider enforcement of existing laws and help identify financing for targeted police details.** [Enforcement] (10)
3. Promote laws and outreach campaigns implemented to reduce distracted driving and evaluate their effectiveness. [Education/Policy] (6)
4. Promote policy change to better align PA with NJ by making talking on a cell phone while driving an offense (texting while driving is a primary offense in PA). [Policy] (6)
5. Coordinate with appropriate road owners on analysis to identify opportunities to create and promote safe pull-over areas for people to text/talk (NJDOT Safe Phone Zones). [Engineering] (5)
6. Promote organizations with successful bans on cell phone use while driving, and share model policy guidelines that others may use. Work with TMAs to encourage employers to institute distracted driving policies effective during work hours. [Education] (4)
7. Promote better advertising to alert drivers of laws and their consequences as they cross from state to state, like the ban on texting while driving in PA; explore technologies to alert drivers of these laws and their consequences to promote safer driving. [Education] (4)
8. Share distracted driving educational resources and use social media widely as an outlet for messaging. [Education] (4)

INTERSECTION SAFETY

1. **Promote and incentivize the use of FHWA's proven intersection safety countermeasures to local and county roadway owners, (e.g., roundabouts, pedestrian crossing refuge islands, signal back plates with retro-reflective borders), and provide information on funding these improvements.** [Education/Engineering] (16 votes)
2. **Promote systemic analysis of intersections and application of pedestrian safety measures (systemic implementation of low cost safety improvements yields high value and consistency).** [Engineering] (10)
3. **Promote the benefits of making roadway signage and signalized intersections as clear, simple, and consistent as possible.** [Engineering/Education] (9)
4. Work with local officials and roadway owners to evolve our transportation networks to better balance competing needs, prioritizing intersection safety, and managing circulation. [Education/Policy] (7)
5. Share engineering best practices for pedestrian safety at intersections, like Continental crosswalks, red light cameras, pedestrian phase signal timing. [Engineering/Education] (4)
6. Promote policy that (1) requires every intersection being redesigned be considered for a roundabout, and (2) include a companion piece that ensures consistent signing at roundabouts and education programs to help new users navigate safely and efficiently. [Engineering/Education/Policy] (4)
7. Research intersections in the region where innovative pedestrian crossing improvements, like all way stops/Barnes Dance, would be appropriate safety improvements. [Engineering/Education] (2)

PEDESTRIAN AND BICYCLE

1. Educate the public about existing traffic safety laws and safe practices, including the responsibilities of drivers, pedestrians and bicyclists, as well as policies that can increase pedestrian and bicycle safety if implemented locally (like Safe Routes to School). [Education] (15 votes)
2. Implement infrastructure and roadway improvements to support speed management (e.g. road diet, curb bump outs, on-street parking) to reduce risk of pedestrian and bicyclist fatalities, and lessen the severity in the event of a crash. [Engineering] (14)
3. Promote adoption and implementation of policies that prioritize pedestrian and bicycle safety through municipal land use regulations and infrastructure improvements that increase multimodal network connectivity, such as Livable Communities, Complete Streets, and Vision Zero policies. [Policy/Education] (12)
4. Raise awareness of local and national data-driven best practices to improving pedestrian and bicycle safety in the region. [Engineering] (7)
5. Explore and evaluate ways to enforce minor infractions on the part of all road users that can lead to potentially serious crashes involving bicyclists and pedestrians like NJ's Pedestrian Decoy Program. [Education/Enforcement] (2)
6. Work with police, hospitals and other traffic safety professionals to begin to accurately capture the incidence of pedestrian and bicyclist crashes where a motor vehicle was not involved. [Policy] (1)
7. Explore ways to tie DMV fees and traffic violation fines to programs that will increase safety for pedestrians and bicyclists like PA's Automated Red Light Enforcement grant program. [Policy] (1)

YOUNG DRIVERS

1. Incentivize schools to better incorporate safety programs such as making driver's education programs mandatory and tying parking permits to participation in programs like Share the Keys. [Policy/Education] (12 votes)
2. Identify locations with high young driver populations and significant crash trends for consideration of improvements; share this information with municipalities and school districts to advance a safety culture. [Engineering/Education] (11)
3. Partner with hospitals, universities and other research groups to study trends unique to young drivers and develop new educational programs, including ones that emphasize peer-to-peer engagement. [Education] (10)
4. Educate young drivers and parents/guardians on the increased risk of a crash when GDL requirements are violated. [Education] (7)
5. Work with insurance companies to create financial incentives for increased participation in young driver safety programs. [Policy] (4)
6. Ensure Graduated Driver's License (GDL) violations and penalties are enforced and tracked, such as license plate stickers in NJ. Align GDL requirements in PA to NJ. [Enforcement] (3)
7. Explore policy recommendations that shift focus from the age of the driver to their level of experience. [Policy] (3)
8. Spread the word about local and national young driver safety education and media campaigns (e.g. Gloucester County Highway Safety Task Force's high school video contest). [Education] (2)

AGGRESSIVE DRIVING

1. Look for opportunities to implement, incentivize, and publicize engineering and technology strategies such as traffic calming and road diets that can help reduce aggressive driving. [Engineering/Education] (12 votes)
2. Provide information and analysis to inform policy discussions of aggressive driving and its elements, such as speeding, tailgating, and combinations of aggressive behaviors. (Help NJ move toward NHTSA definition of aggressive driving. Help advance use of radar for local police in PA, advocating best practices modeled on PA State Police radar use. Promote use of automated enforcement in work zones and use of speed cameras in both PA and NJ employing the best components of the ARLE program and modeling the success of the D.C. program.) [Policy] (10)
3. Support the long-term need for culture change around aggressive driving by communicating to the public what aggressive driving behaviors are and why they are so dangerous, including correlation between higher speeds and higher severity crashes, as well as the need to adjust driving to conditions/context. [Education] (10)
4. Promote existing technologies and programs for reporting aggressive driving like NJ's #77 aggressive driving hotline; research easier and safer ways to report like online forms or a voice-activated smart phone application; and use the report findings to target enforcement by location. [Enforcement/Education] (6)
5. Educate people on defensive driving around aggressive drivers to avoid escalating potentially dangerous situations. Piggyback on existing programs to promote aggressive driving prevention measures. [Education] (5)
6. Share and promote aggressive driving campaigns (e.g. Put the Brakes on Fatalities Day, Spread The Love Let Somebody Merge, etc.) on websites, email blast, social media, etc., and use variable message signs to track severe crash trends by location to raise awareness. [Education] (4)
7. Further publicize enforcement campaigns and special policing (like DUI check points) to increase their effectiveness and help disseminate factual information about enforcement. [Enforcement] (2)
8. Better promote the fines and penalties resulting from speeding violations, e.g. penalties doubled in work zones, etc. [Enforcement/Education] (1)

LANE DEPARTURE

1. Promote engineering best practices used by NJDOT and PennDOT, or recommended by FHWA (including proven countermeasures) in keeping vehicles on the roadway; incentivize county and local road operators to use them and provide information on grants and other funding opportunities. [Education] (14 votes)
2. Promote use of edgeline and centerline rumble strips and look to best practices (MinnDOT) for effectiveness of sinusoidal rumble strips—a new technology that reduces ambient noise outside the car. Help promote the benefits of rumble strips as the “sound of safety.” [Engineering/Education] (14)
3. Analyze data to identify run-off-the-road and cross-median crash trend locations in the region, specifically on county and local roads as candidate locations for the NJ local safety program, and PA local safety efforts. [Education/ Engineering] (11)

4. Promote use of Clear Zones (typically in rural areas) to minimize the consequences of leaving the roadway, and to also create space for people to stop if they do leave their lane (in places where the context is appropriate). [Education/Engineering] (5)
5. Promote the safety benefits of new in-vehicle technologies like lane keeping, advance their availability in cheaper model vehicles, and better educate new vehicle owners how to use these safety features. [Policy/Education] (5)

OLDER DRIVERS

1. Explore PA and NJ driver's license retesting requirements that would inform a change to current policy, including practices from other states (such as Maryland's Silver Alert retesting requirement). [Education/Policy] (14 votes)
2. Communicate to the public about "transportation retirement" and the need for seniors, adult children, and caretakers to begin planning for a carless future for aging drivers. [Education] (10)
3. Promote use of best practices in senior-safe roadway design, like clear, concise messaging and highly legible design elements. [Engineering/Education] (9)
4. Promote senior housing in walkable communities through municipal land use regulation and education to the public (particularly seniors and adult children/caretakers) about housing choices that enable a wider range of transportation options that are close to services and resources. [Policy/Engineering] (7)
5. Partner with hospitals, universities and other research groups to study trends unique to older drivers and develop new educational programs based on this data. [Education] (7)
6. Publicize and coordinate to improve mobility alternatives to driving, including walking, public transportation and new technology like ridesharing apps. [Education/Policy] (5)

2015 TSAP Cycle – Volunteer Action Item Highlights from September 2014 to October 2016

The Regional Safety Task Force (RSTF) will track implementation of a small number of straightforward tasks defined at RSTF meetings for each of the key emphasis areas in the *Transportation Safety Action Plan*. This is a shared task force, in which all members have a role. This participatory approach will help make the RSTF more effective and it will provide helpful input for the next transportation safety action plan.

INTERSECTION SAFETY– October 2016		
<i>Volunteer Action Items</i>	<i>Lead Person or Agency</i>	<i>Action Update</i>
1. Create brochure on intersection safety when an ambulance approaches and distribute.	<ul style="list-style-type: none"> • Peggy Schmidt (Partnership TMA) 	<ul style="list-style-type: none"> • Action completed. The brochure was drafted and distributed to relevant parties.
2. Share information about connected vehicles, including demo video	<ul style="list-style-type: none"> • Paul Carafides (DVRPC) 	<ul style="list-style-type: none"> • Action completed. Information was shared at a Connected Vehicle Technology demonstration event held on August 30, 2017 at Penn State’s Larson Institute in conjunction with the ITE Annual Meeting.
SENIOR DRIVERS – June 2016		
<i>Volunteer Action Items</i>	<i>Lead Person or Agency</i>	<i>Action Update</i>
1. Identify nodes (specifically intersections) that are heavily used by seniors.	<ul style="list-style-type: none"> • Janet Arcuicci (Montgomery County Planning Commission) 	<ul style="list-style-type: none"> • Action completed. Ms. Arcuicci provided DVRPC with a list of intersections near senior developments for DVRPC to map.
2. Talk to NJDOT and report back with ways that NJDOT can partner on senior driver safety issues, especially extending crossing times at intersections.	<ul style="list-style-type: none"> • Bill Beans (MBO Engineering) 	<ul style="list-style-type: none"> • Action completed. Mr. Beans spoke with NJDOT staff and reported that they go well beyond MUTCD minimum design standards to improve safety for seniors and all users, including the installment of enhanced crosswalk striping to increase pedestrian and intersection visibility.
AGGRESSIVE DRIVING – December 2015		
<i>Volunteer Action Items</i>	<i>Lead Person or Agency</i>	<i>Action Update</i>
1. Share AAA’s brochure on procedures to take if vehicle breakdown on a highway.	<ul style="list-style-type: none"> • AAA Mid-Atlantic • DVRPC 	<ul style="list-style-type: none"> • Action completed.
YOUNG DRIVERS – June 2015		
<i>Volunteer Action Items</i>	<i>Lead Person or Agency</i>	<i>Action Update</i>
1. Identify and map locations with high young driver populations and significant crash trends for consideration of improvements.	<ul style="list-style-type: none"> • Vince Cerbone (PennDOT District 6) 	<ul style="list-style-type: none"> • Action completed. Mr. Cerbone developed a map for distribution.

DISTRACTED/IMPAIRED DRIVING – March 2015

<i>Volunteer Action Items</i>	<i>Lead Person or Agency</i>	<i>Action Update</i>
1. Track PA House Transportation Subcommittee actions on DUI legislation	<ul style="list-style-type: none">• Ryan McNary (PennDOT)	<ul style="list-style-type: none">• Action completed. Mr. McNary provided a list of bills compiled by Senator Rafferty's office.

UNBELTED – December 2014

<i>Volunteer Action Items</i>	<i>Lead Person or Agency</i>	<i>Action Update</i>
1. Report statistics for any non-traditional seatbelt education programs.	<ul style="list-style-type: none">• Sarah Oaks (DVRPC)	<ul style="list-style-type: none">• Action completed. Ms. Oaks reported on the Delaware County TMA's High School Seatbelt Challenge, which has from three to eleven participating schools. The challenge is also done in conjunction with the Survival 101 program taught by police officers trained by Buckle Up PA instructors. There is typically a 20-30% increase in seatbelt use over the course of the school year.

PEDESTRIAN SAFETY – September 2014

<i>Volunteer Action Items</i>	<i>Lead Person or Agency</i>	<i>Action Update</i>
1. Look into adding Safe Passage bill to the NJDHTS agenda.	<ul style="list-style-type: none">• Violet Marrero (NJDHTS)	<ul style="list-style-type: none">• Action completed. Ms. Marrero provided the Safe Passing bill (A1577/1600) to the Governor's Highway Traffic Safety Policy Advisory Council where it was discussed.



Future RSTF Meeting Dates (Proposed)

2017

Tuesday, November 28, 2017

2018

Tuesday, March 20, 2018

Thursday, June 7, 2018

Tuesday, September 18, 2018

Thursday, December 13, 2018

Requiring treatment for interlock violators reduces re-arrest rates

Alcohol-impaired driving offenders in interlock programs are less likely to reoffend after their interlocks are removed if they have been referred for treatment, a study funded by the Centers for Disease Control and Prevention concludes.

Interlocks are breath-testing units attached to a vehicle's ignition. They prevent a vehicle from starting until a driver blows into the unit and gets a negative reading for alcohol. Requiring offenders to

vehicles after drinking to enter treatment for alcohol use disorder.

Under the law, drivers must enter treatment if they experience three or more interlock violations. An interlock violation is defined as two "lockouts" within four hours. (A lockout occurs when a driver registers a blood alcohol concentration greater than 0.05 percent and is therefore prevented from starting the vehicle.)

Offenders who are referred for treatment must contact a



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install interlocks before they regain full driving privileges has been shown to reduce recidivism (see *Status Report*, March 6, 2012, at ihs.org). State laws that mandate interlocks for everyone convicted of drinking and driving have been estimated to reduce alcohol-involved crash deaths by 15 percent (see *Status Report*, May 24, 2016).

Currently, 28 states, the District of Columbia and four California counties require interlocks for all offenders. California recently expanded the requirement to the entire state beginning in January 2019.

While an interlock can keep a person from drinking and driving, once it is removed, many people reoffend. The authors of the latest study wanted to see if enrolling people in treatment programs could extend the benefit beyond the interlock period.

The study takes advantage of a Florida law requiring people with court-ordered interlocks who repeatedly attempt to start their

state-certified substance abuse counselor, who develops an individual treatment plan.

The study compared 640 drivers with multiple DUI offenses who were referred to treatment with 806 similar drivers with multiple offenses who experienced one or two interlock violations. The authors looked at the likelihood that the drivers were again arrested for alcohol-impaired driving within one to four years after interlock removal.

The re-arrest rate among the treatment group was 32 percent lower than among the comparison group.

The Florida law doesn't specify a particular type of treatment, and no records about whether a treatment program was successfully completed were available to the authors.

"Mandating treatment based on interlock performance: evidence for effectiveness" by R.B. Voas et al. appears in the September 2016 issue of *Alcoholism: Clinical and experimental research*. ■

Status Report, Vol. 52, No. 5 | August 3, 2017

Studies link legalized use of recreational marijuana with increase in crashes



A HLDI analysis released in June found a higher-than-expected frequency of collision claims reported to insurers in the first three states to permit recreational use of marijuana for adults. In a study published the same day as HLDI's release, researchers at the University of Texas at Austin found an increase in fatal crashes in two states with legalized recreational marijuana use, although the results weren't significant. Both studies provide evidence that loosening restrictions on marijuana use affects highway safety.

HLDI found a 3 percent increase in the frequency of collision claims in Colorado, Oregon and Washington associated with the advent of retail marijuana sales (see "[High claims: Legalizing recreational marijuana is linked to increased crashes](#)," June 22, 2017). HLDI also looked at loss results for each state individually compared with loss results for adjacent states without legalized recreational marijuana use prior to November 2016. Colorado, which was first to begin retail sales of recreational marijuana, saw the biggest estimated increase in claim frequency compared with its control states.

The UT Austin study published in the *American Journal of Public Health* looked at changes in fatal crashes in Colorado and Washington associated with the recreational use of marijuana between 2009-15. The authors conclude that, "Three years after recreational marijuana legalization, changes in motor vehicle crash fatality rates for Washington and Colorado were not statistically different from those in similar states without recreational marijuana legalization."

Not surprisingly, some journalists cast this study as conflicting with HLDI's analysis, but both yield similar estimates of the effect of legalizing recreational use of marijuana.

The UT Austin study found "approximately 77 excess crash fatalities (of 2,890 total)" coincident with legalizing recreational use of marijuana. This equates to a 2.7 percent increase, the same as HLDI's unrounded, statistically significant estimate. The UT Austin authors state that they do not view the increase in deaths as "clinically significant" and do not indicate how many deaths need to occur before they would deem them clinically significant.

Claims reported to insurers contain many lower-speed crashes, while fatal crashes make up a small, severe subset of all crashes. More data are needed to determine whether the rise in fatalities is statistically significant. In the meantime,

the UT Austin analysis suggests deaths will go up.

"Together, these studies are consistent and support the conclusion that crashes have increased in states that have legalized the recreational use of marijuana," says Adrian Lund, IIHS-HLDI president.

The methodologies, data sets, control states and time periods used in both studies differ. HLDI examined monthly collision claim frequencies per insured vehicle year to evaluate crash risk, while the UT Austin study used annual fatal crashes per billion miles traveled.

HLDI compared Colorado, Washington and Oregon among themselves and with neighboring Idaho, Nebraska, Nevada, Montana, Utah and Wyoming. Analysts chose the control states based on geographic contiguity (to control for weather or other regional differences), as well as having reasonably similar patterns of collision claim frequencies prior to marijuana legalization. The UT Austin authors primarily used Southern/Southeastern states to control for Northwestern states, comparing Colorado and Washington with Alabama, Indiana, Kentucky, Missouri, South Carolina, Tennessee, Texas and Wisconsin.

"There is no reason, for example, to expect year-to-year weather changes to be similar in Washington as in Alabama," Lund says. "The authors indicated that they wanted to have control states that had not legalized marijuana for medical or recreational use, and that could have restricted their choice of states. However, as long as the states don't change their laws, that is an unnecessary constraint."

The HLDI analysis began in January 2012, and the UT Austin study began in 2009. HLDI's data spanned claims filed between January 2012 and October 2016. HLDI used the dates that retail sales of recreational marijuana began as intervention points: Colorado in January 2014, Washington in July 2014 and Oregon in October 2015. Monthly collision claim rates after those dates compared with earlier months were used to estimate the effect of recreational marijuana.

The UT Austin study used December 2012 for Colorado (when a person age 21 and older could legally possess small amounts of marijuana) and November 2012 for Washington (when voters approved the measure) as intervention dates. Annual fatality counts in 2013-15 compared with earlier years were used to estimate the effect of recreational marijuana.

"We think that the biggest changes in behavior would occur after citizens in the study states could walk into a store and buy marijuana. Thus, it is possible that the estimated effect of recreational marijuana use on fatal crashes may have been larger had the UT Austin study used the date when retail sales began, rather than the date when use became legal," Lund says.

The HLDI results stand on their own.

"There has been an increase in collision claims in the first three states to legalize recreational marijuana that can't be explained by regional variation, weather, years of exposure, the economy or changes in vehicle density," Lund says.

Crash fatality rates after recreational marijuana legalization in Washington and Colorado
American Journal of Public Health, August 2017

More on impaired driving

Also in this issue

Adult belt use lags in the back seat

SIDEBAR | Shoulder belt improves safety

Noise requirement for hybrids delayed

Volume 52, Number 5

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