



Tuesday, March 20, 2018
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: Distracted Driving

- **Julian Hoffman**, Senior Government Affairs Manager, National Safety Council
- **Shannon Trice**, Regional Program Manager, NHTSA

3. Action Item Development Breakout Session

- RSTF members will brainstorm action items to address distracted 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
- RSTF Rebranding

6. Conclusion

LUNCH

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.

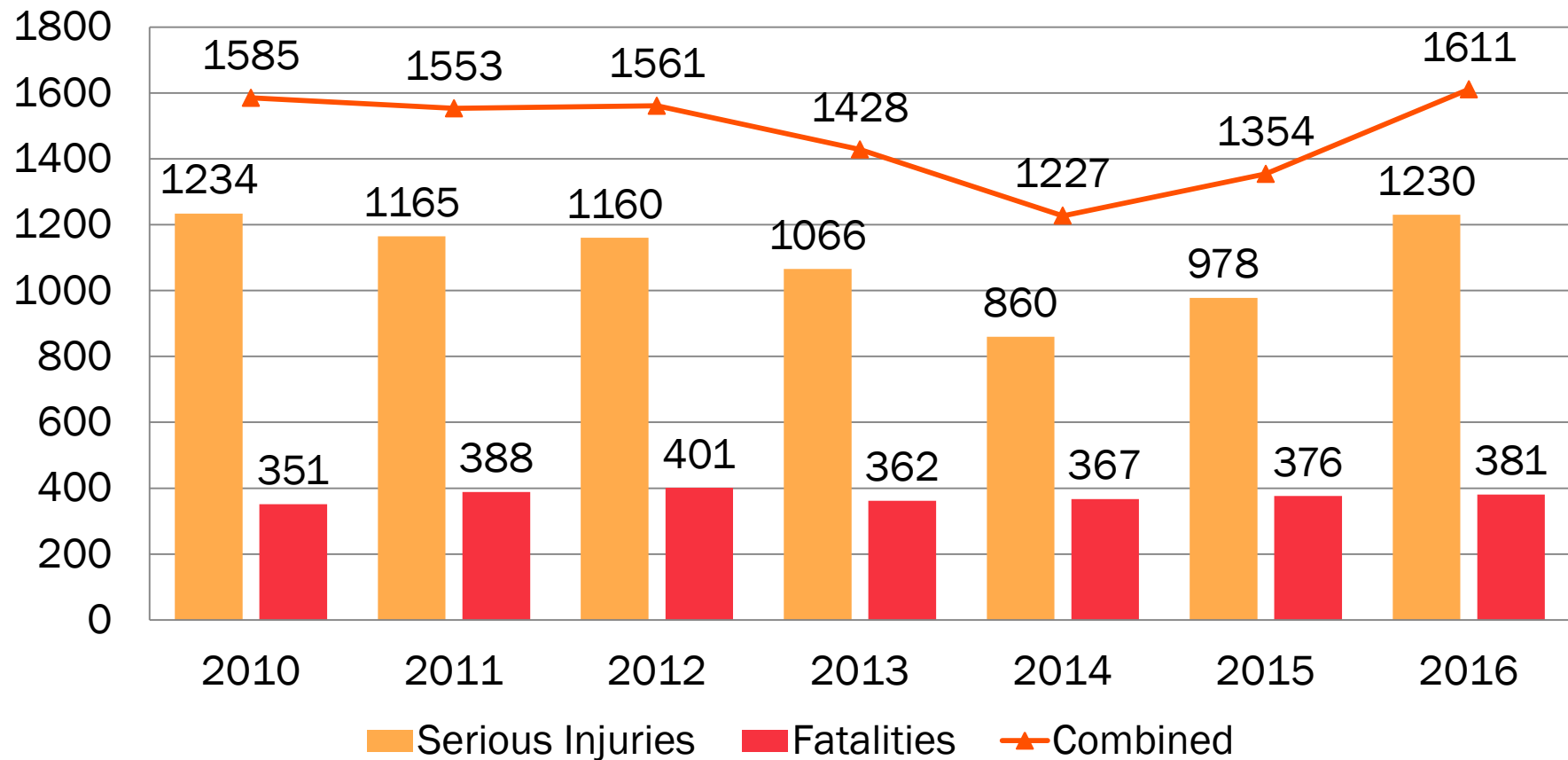


Distracted Driving

RSTF Meeting

March 20, 2017

Total KSI - Regional Trend (by person), 2010-2016



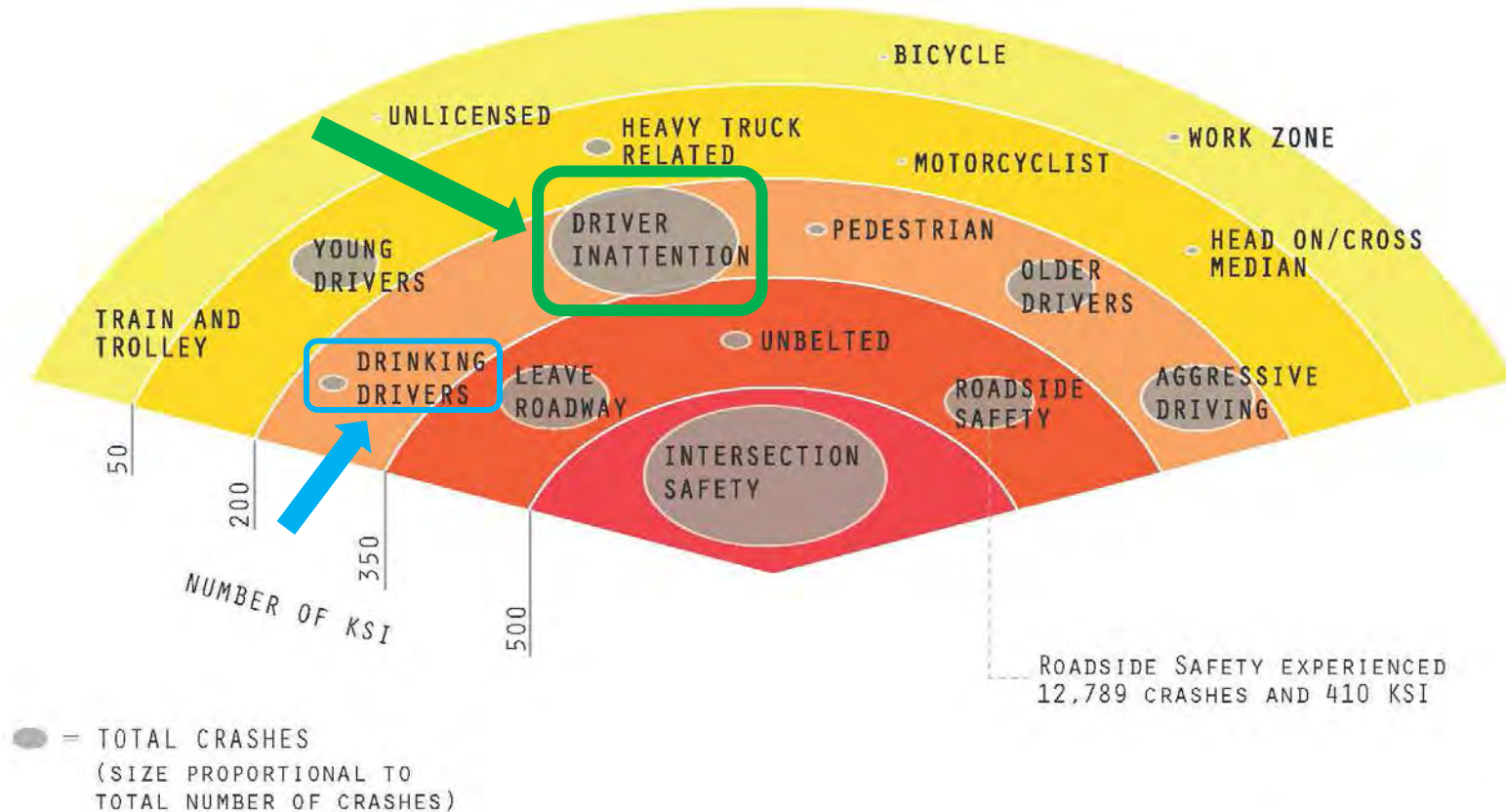
2016 Fatal Motor Vehicle Crashes: Overview

- 37,461 people killed in crashes, 5.6-percent increase from 35,485 in 2015
- Fatalities in distraction-affected crashes decreased from 3,526 to 3,450 (-2.2 percent)

Figure 2
Fatalities and Fatality Rate per 100 Million VMT, by Year, 1975–2016

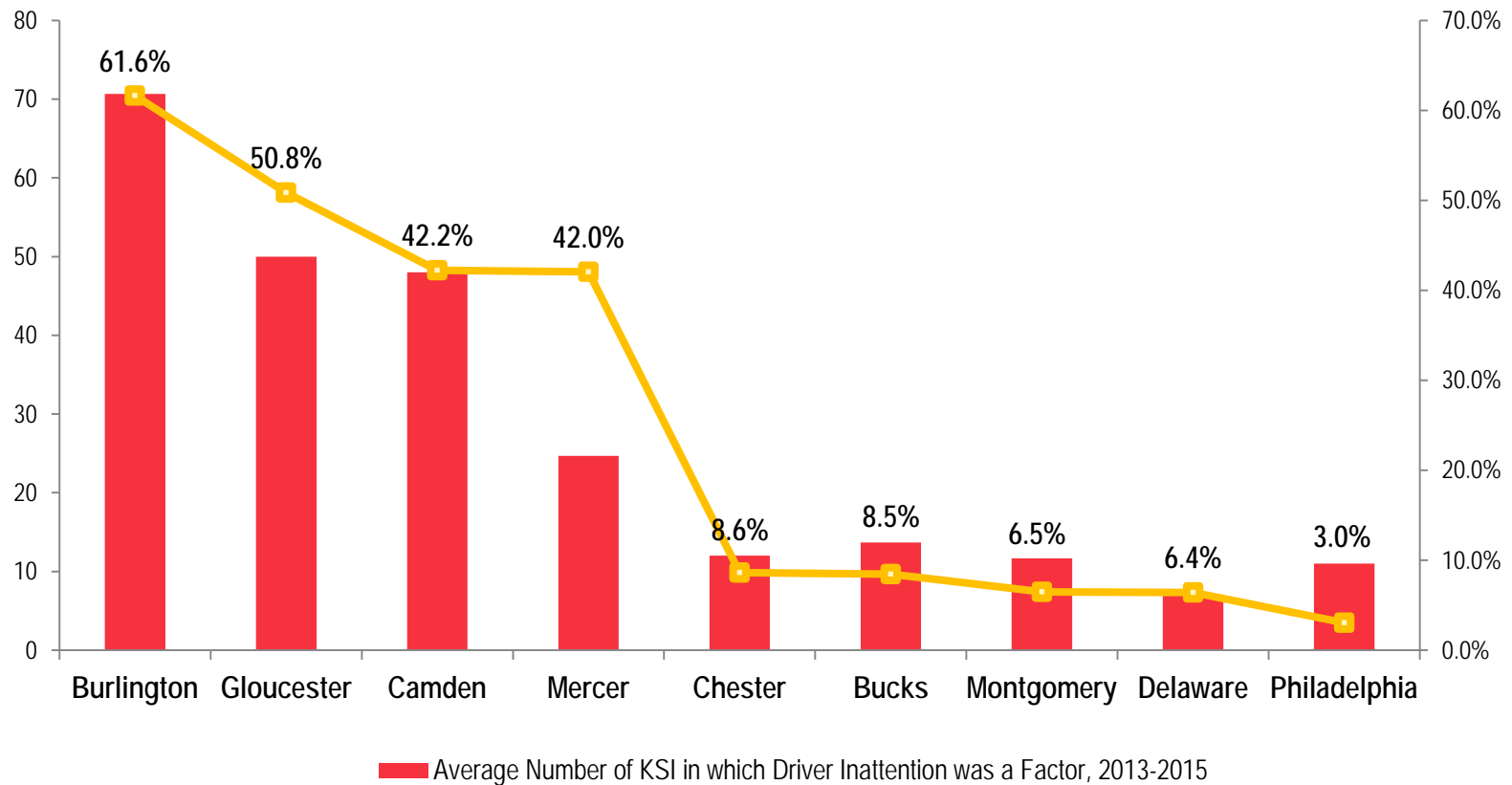


KSI & Total Crashes by Emphasis Area



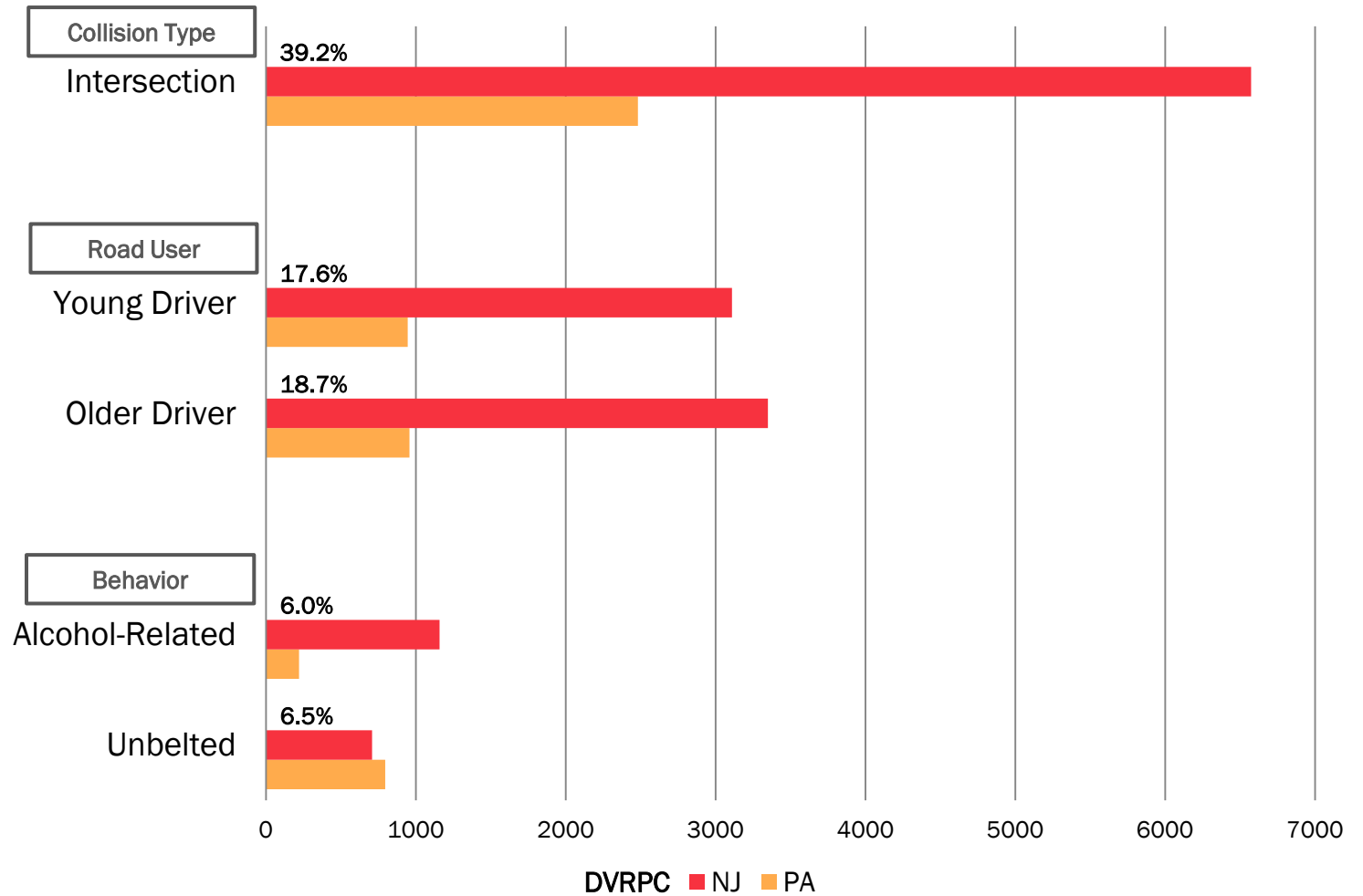
*KSI REFERS TO PERSONS KILLED OR SEVERELY INJURED IN CRASHES
 SOURCE: PENNDOT AND NJDOT, 2013-2015

Distracted Driving KSI Compared to Total KSI by County, 2013-2015



Distracted Driving Fatal and Injury Crashes Overlap with Other Contributing Factors, 2013-2015

Distracted Driving Crashes



Distracted Driving Laws and Regulations – NJ & PA

	New Jersey	Pennsylvania
BAN: TEXTING *	Yes ¹	Yes ²
Year enacted	-	2012
Primary offense**	-	Yes
Penalties	-	\$50 fine
BAN: HAND-HELD	Yes ³	No ¹
Year enacted	2004	-
Primary offense**	Yes, since 2008	-
Penalties	Tiered: First & second offense, fine only; third & subsequent offenses fine + points, possible forfeit of right to operate motor vehicle	-

*Pennsylvania's 2012 texting ban preempted preexisting local bans on hand-held use while driving.

**Police officers can stop and cite drivers after observing a primary offense. In contrast, police officers can only cite drivers for a secondary offense after observing a primary offense.

Priority Recommended Strategies

Distracted Driving Safety

- Encourage traffic calming, rumble strips, and other engineering treatments to reduce crashes from distracted or drowsy driving. [Engineering]
- Promote wider enforcement of existing laws and help identify financing for targeted police details. [Enforcement]
- Promote laws and outreach campaigns implemented to reduce distracted driving and evaluate their effectiveness. [Education/Policy]

Speakers

- **Julian Hoffman**

Senior Government Affairs Manager, National Safety Council

- **Shannon Trice**

Regional Program Manager, National Highway Traffic Safety Administration

Presentation for Delaware Valley Regional Planning Commission

March 20, 2018

Agenda

- What is the National Safety Council?
- What are the data telling us?
- Are there flaws in the data?
- Is technology positive, negative, both?

Who are we?

Vision

IN OUR LIFETIME,
**WE ARE
COMMITTED
TO**

**ELIMINATING
PREVENTABLE
DEATHS**

What are the data saying?

Unintentional Injuries

- #1 cause of death for people 1 to 45 years old
- #3 cause of death for all ages

– FIRST TIME IN U.S. HISTORY!

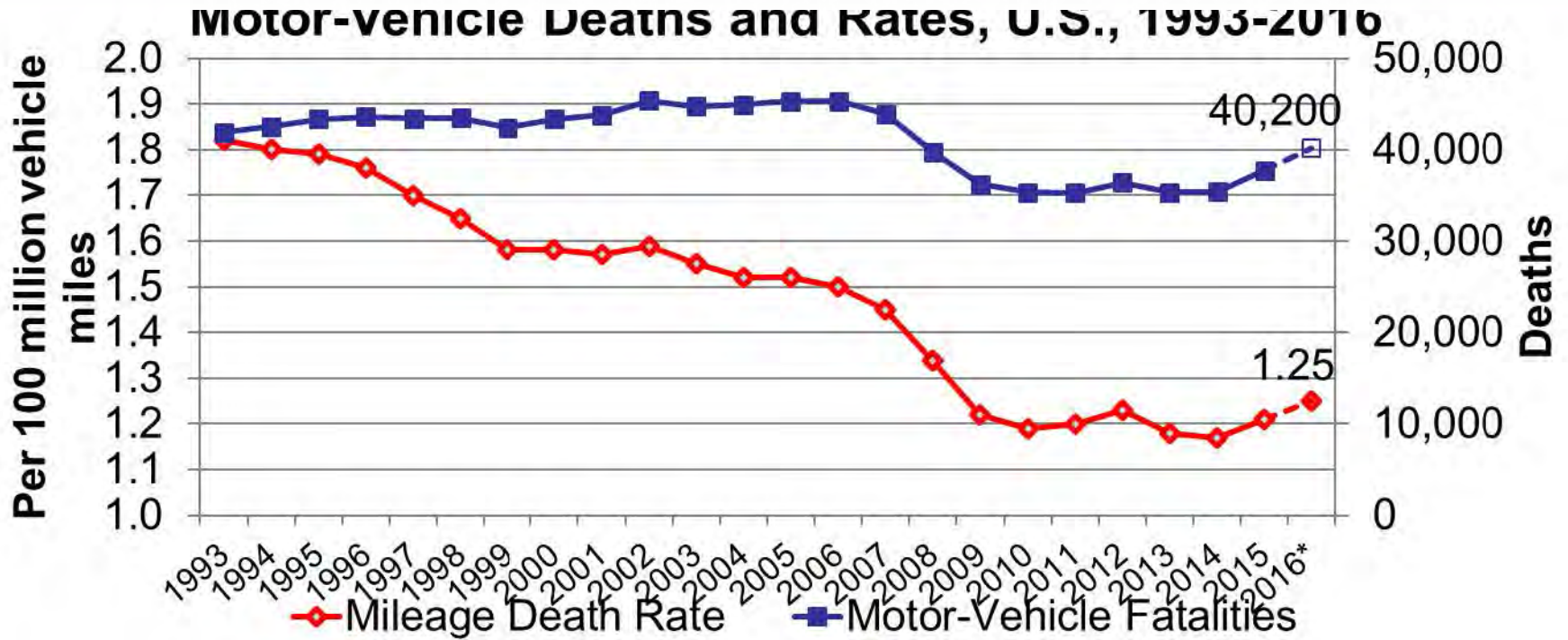
Leading Causes of Death, 2016

Heart disease	635,260
Cancer	598,038
Unintentional injuries	161,374
Chronic lower respiratory disease	154,496
Stroke	142,142
Alzheimer's disease	116,103

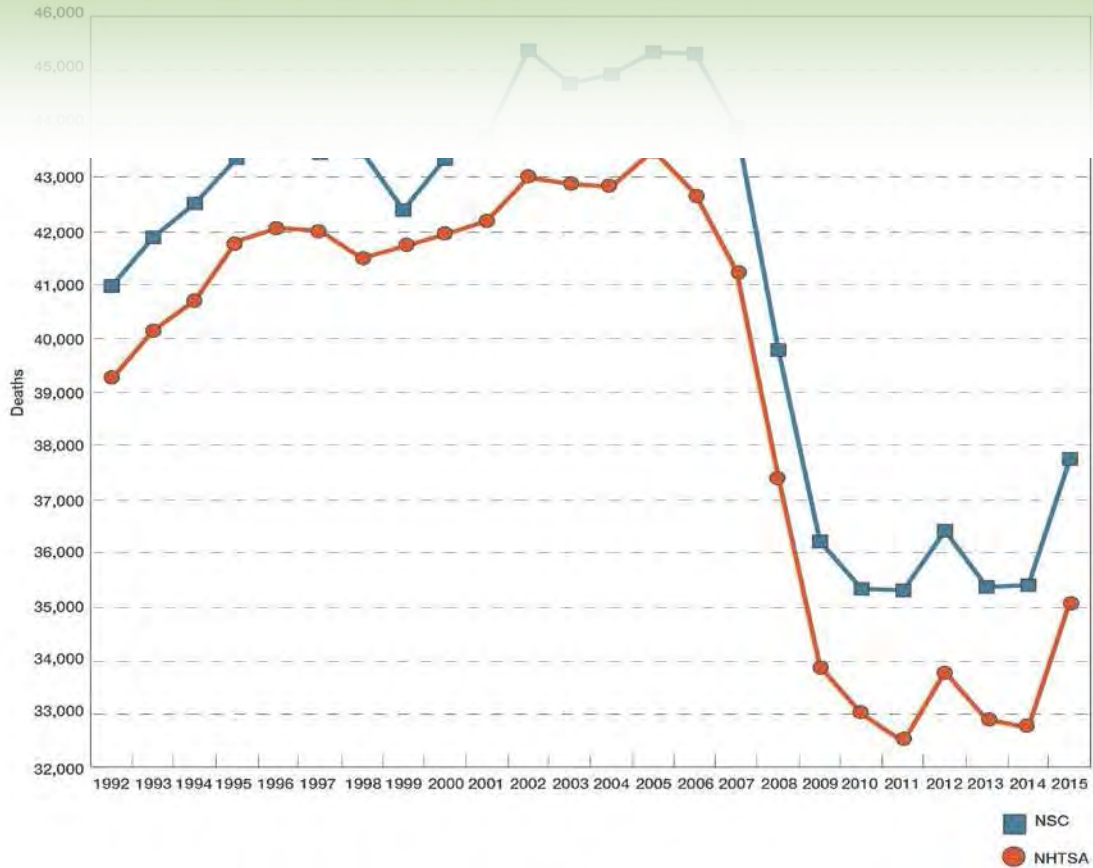
Costs of Injuries (2016)



- \$967.9 billion
- \$7,700 per household
- \$3,000 per person
- Paid...
 - directly out of pocket, and
 - higher prices for goods and services, and
 - higher taxes



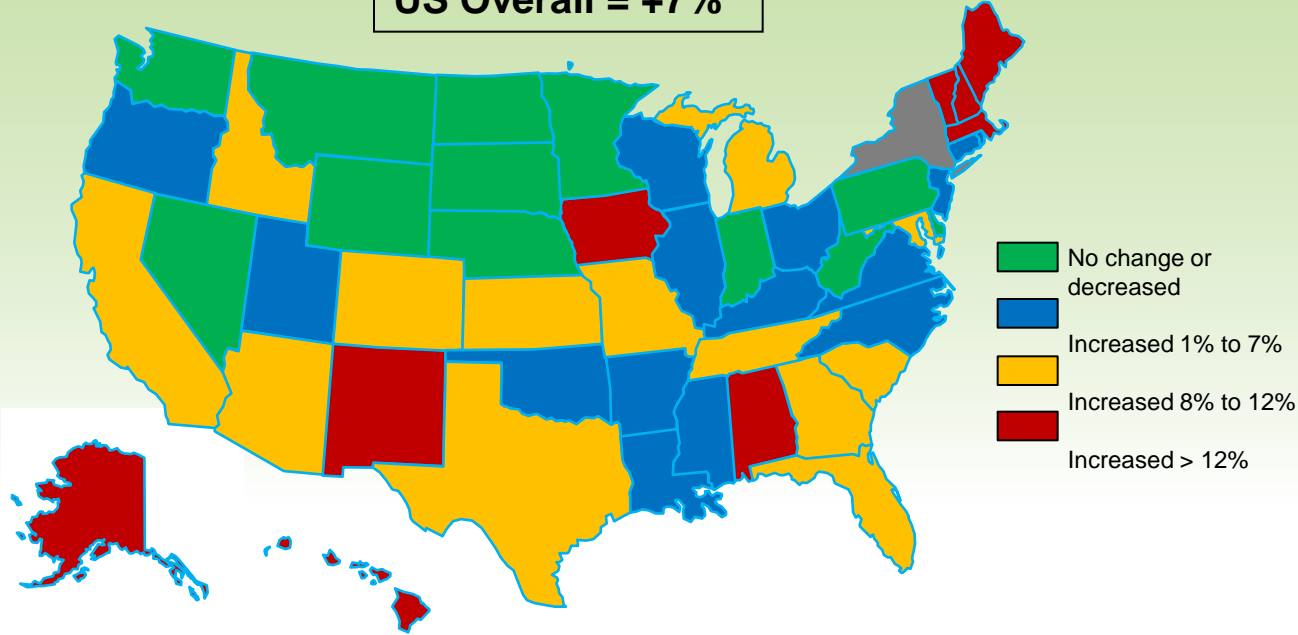
Motor-vehicle deaths: NSC and NHTSA, 1992-2015



© National Safety Council: Injury Facts 2017 Edition

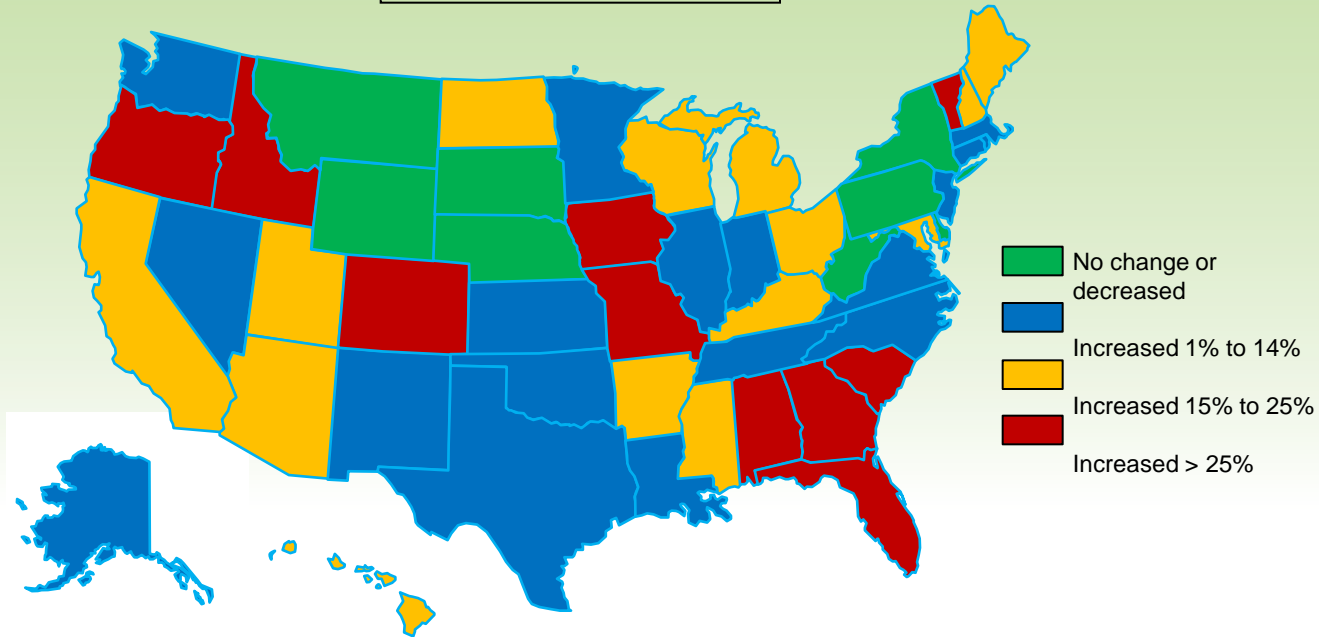
Motor-Vehicle Fatalities: 2016 Percent change

US Overall = +7%



Motor-Vehicle Fatalities: 2016 Percent Change From 2014

US Overall = +14%



What about distraction?



Distracted driving

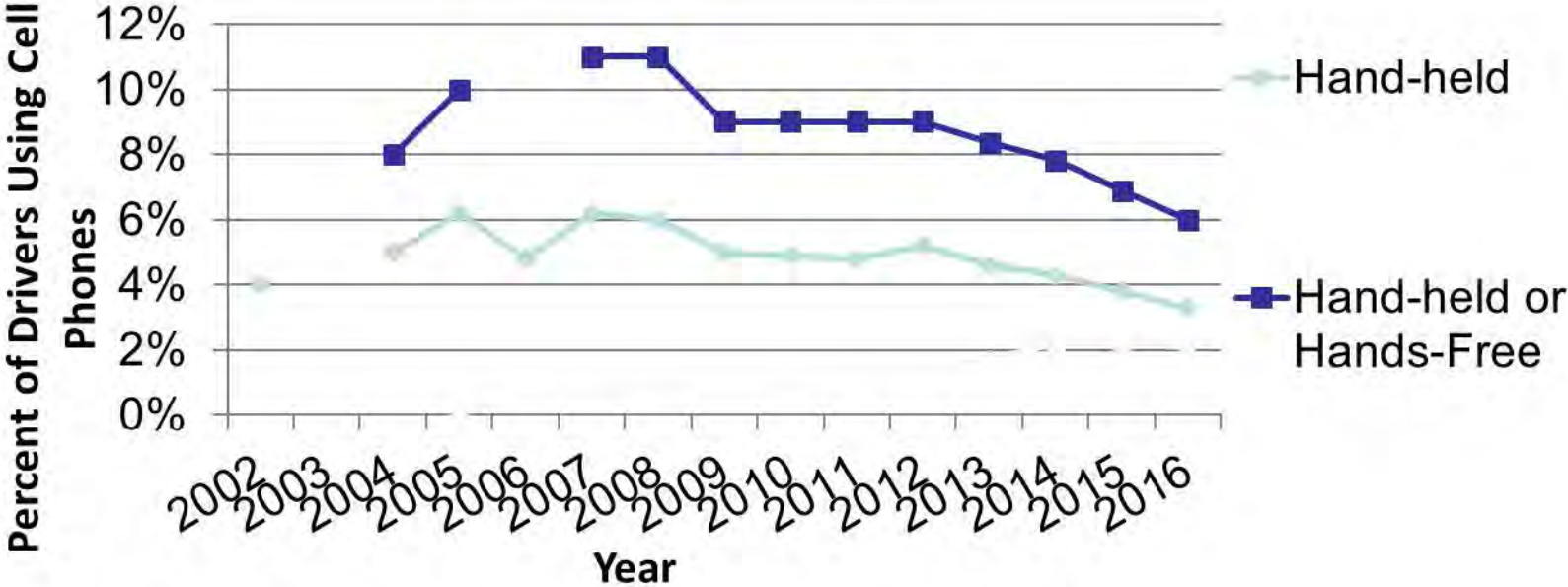


- In 2015, 3,477 people lost their lives in police reported crashes that involved distraction (NHTSA).
- Starting in 2010 NHTSA adopted a much more restrictive definition of distracted driving contributing to a 43% reduction between 2009 and 2010.
- 6.0% of drivers were using cell phones in 2016.

Distracted driving

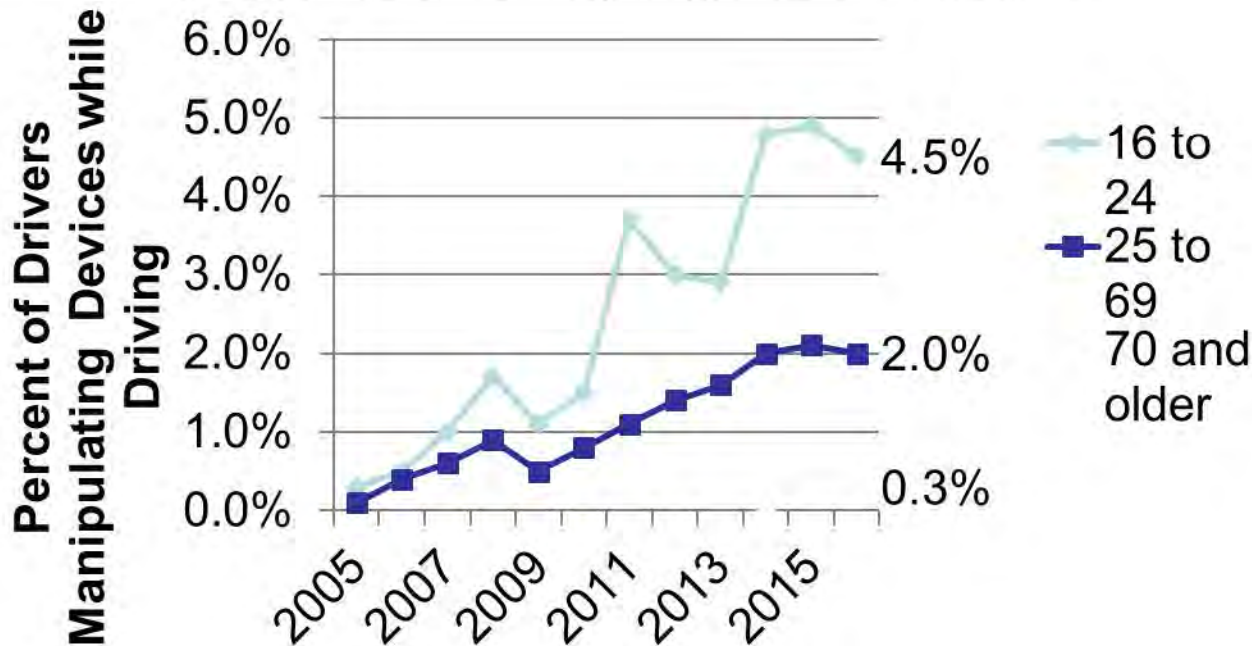


Driver use of cell phones, 2002-2016



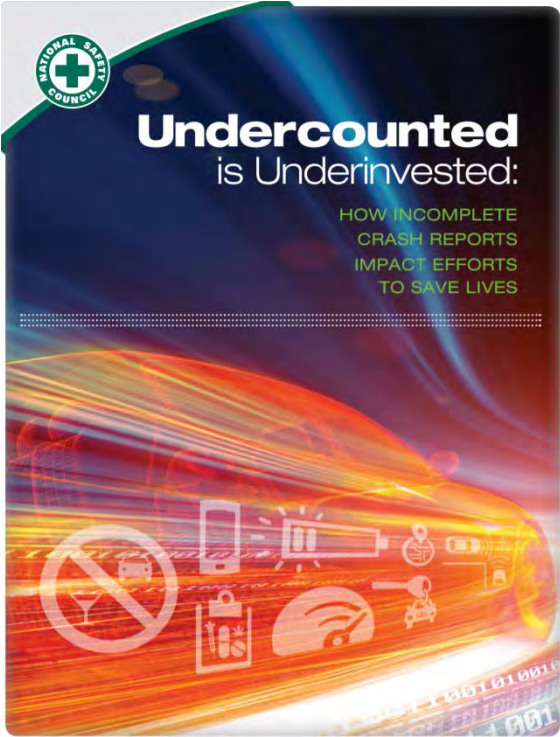
Distracted driving

Driver Visibly Manipulating Hand-Held Devices by Age, 2005-2016



Are there flaws in the data?

Differences in crash reports



TOPIC	DOES THE CRASH REPORT REVIEWED PROVIDE A SPECIFIC FIELD OR CODE TO RECORD:	DE	NJ	PA
Alcohol	All BrAC and BAC values	✓	✓	✓
Other Drugs	Oral fluid or saliva as drug test type			
	Specific types of drugs identified by drug tests	✓		✓
Fatigue	Number of hours of sleep in previous 24 hours			
	Number of hours since waking up			
	General fatigue/drowsy/asleep	✓	✓	
Teen/Novice	Drivers with a learner's permit	N/A	✓	
	Novice drivers with a graduated driver licensing restricted license	N/A	✓	
Distraction	Information about electronic device distraction for non-motorists			
	Handheld or any cell phone use	✓	✓	✓
	Hands-free cell phone use		✓	✓
	Use of infotainment system features, voice recognition features integrated in vehicles			
	Texting with cell phones			
	Talking on cell phones			
	Other cell phone use like GPS navigation	✓		
ADAS	Non-technology distractions such as reaching, looking, passengers, etc.		✓	✓
	Vehicle automation levels, or advanced driver assistance system technologies			
Work-Related	Job-related trip			
	Commuting to/from work			
	Personal trip			
Speed	Estimate miles per hour (MPH) traveled before crash			✓
	Posted speed limit	✓	✓	✓

Technology good?
Technology bad?

Technology can help

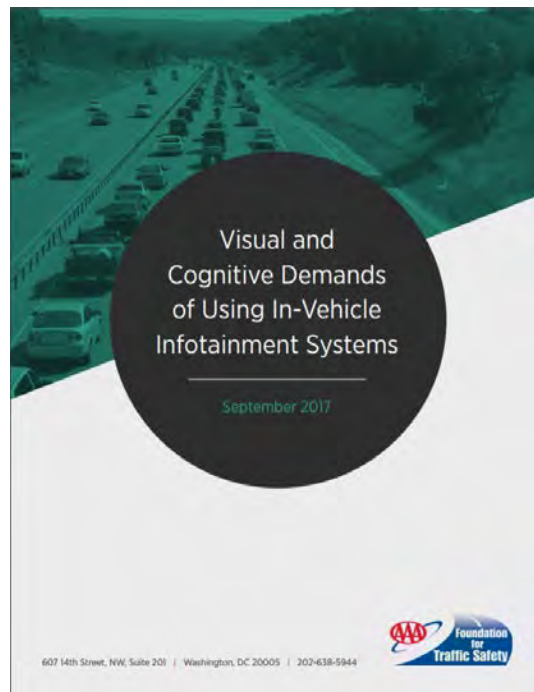
	all	injury	fatal
front crash prevention	1,165,000	66,000	879
lane departure prevention	179,000	37,000	7,529
side view assist	395,000	20,000	393
adaptive headlights	142,000	29,000	2,484
total unique crashes	1,866,000	149,000	10,238

Source: Insurance Institute for Highway Safety

Technology can help



Technology can hurt



Technology can hurt





Only **1 in 4** adults believe in-vehicle infotainment technology works properly.



Source: AAA

Just drive

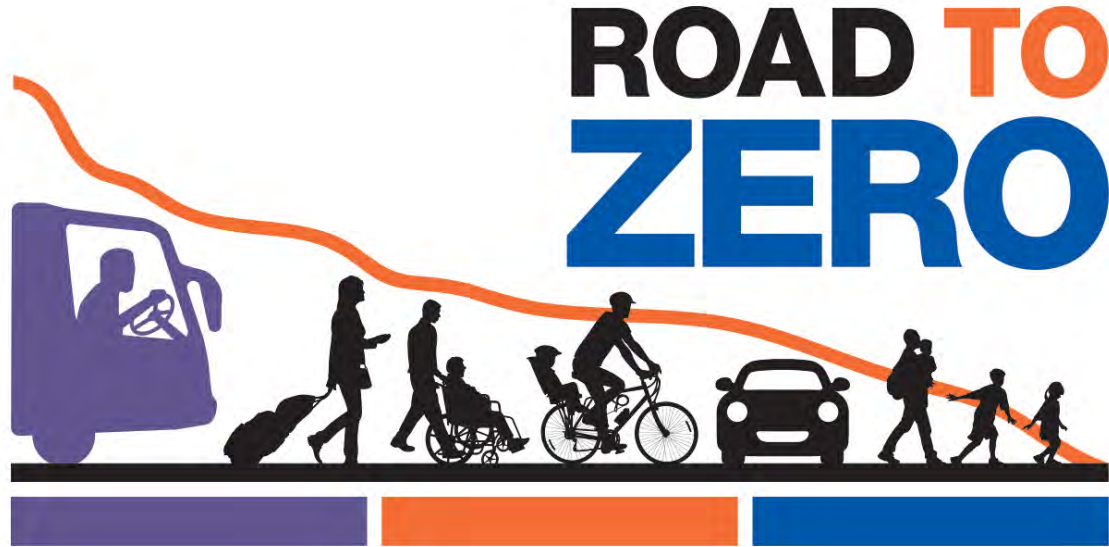


DISTRACTED DRIVING AWARENESS MONTH 2018

nsc.org/ddmonth



www.nsc.org/roadtozero

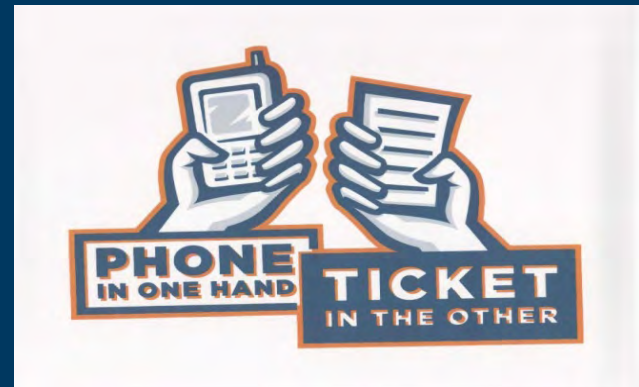


Julian Hoffman
National Safety Council
202-735-6175
julian.Hoffman@nsc.org

Distracted Driving Enforcement

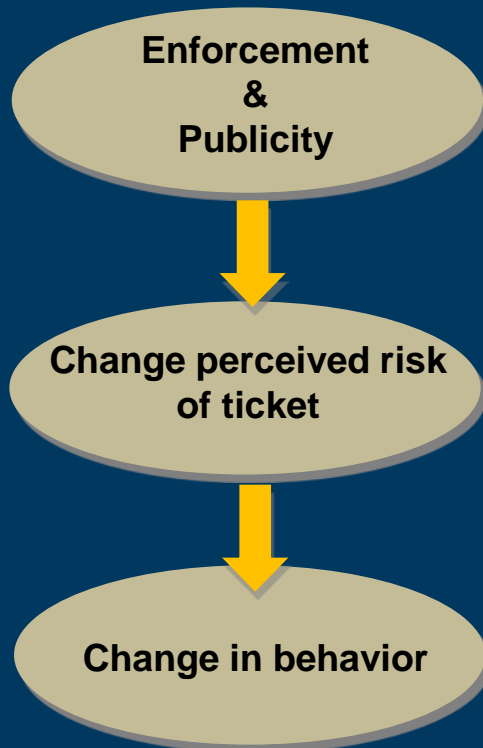
Culture

Set of shared attitudes,
values, and practices that
characterize society



High Visibility Enforcement

How HVE Works



Distracted Driving HVE

Increase in distracted driving enforcement
Increase messaging - hang up and drive



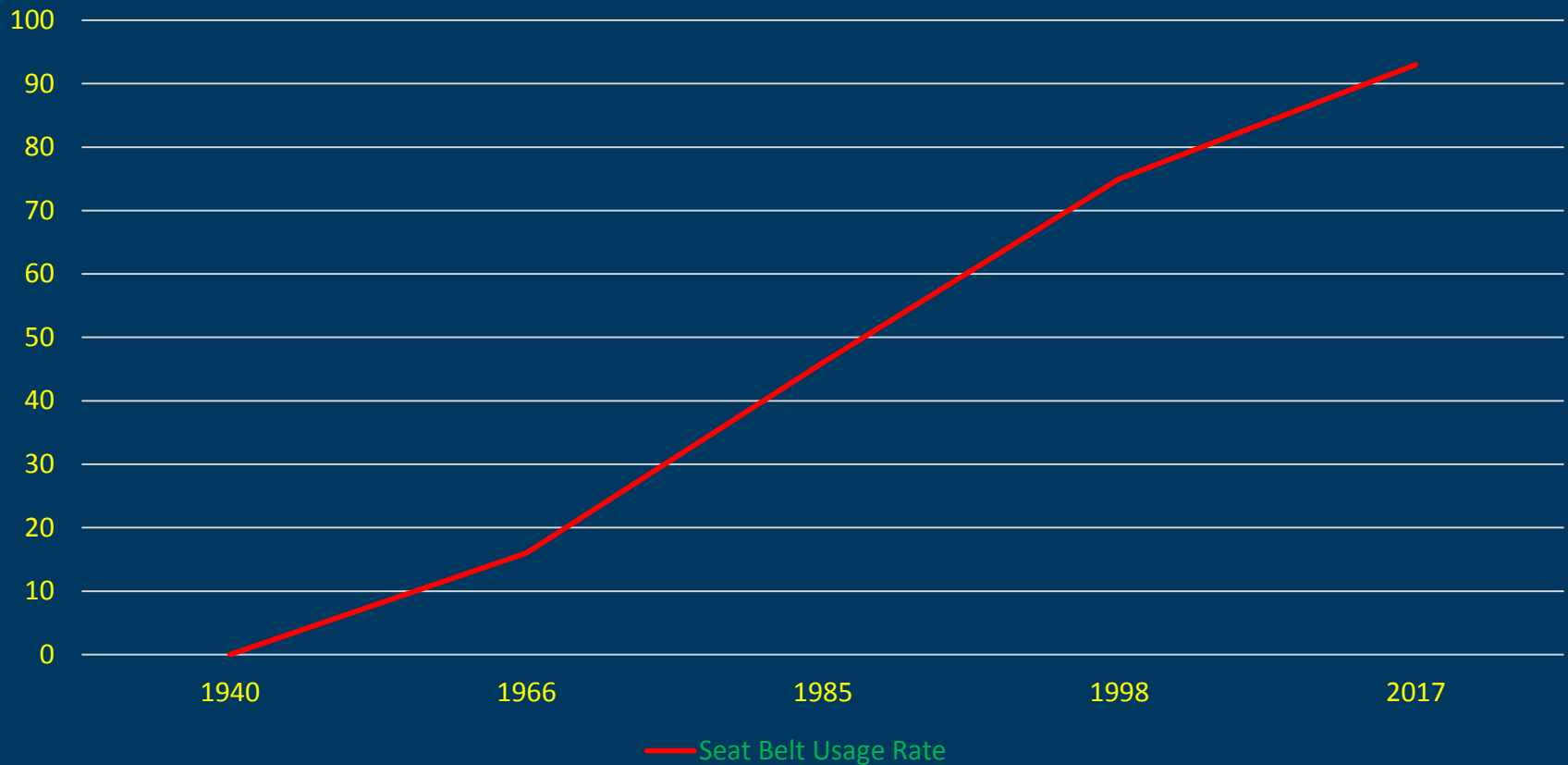
Heighten perception - a citation is more likely if using a phone and driving



Reduce phone use while driving
Reduce crashes due to distracted drivers

Social Norming Takes Time

New York Seat Belt Usage Rate History



SYRACUSE, NEW YORK



Citypop:140,658

Metro pop: 732,117

Square Miles: 26

Road Miles: 407

Yearly Crashes: 7,000

Yearly Fatal Crashes: 09

Yearly DWI arrests: 475

Yearly Tickets: 44,000

Enforcement Summary

- Total Tickets: **16,997**
- Cell phone Tickets: **8,857**
- Texting Tickets: **730**
- Dangerous Driving Tickets: **4,039**
- License Offense Tickets: **1,571**
- Seatbelt Offense Tickets: **931**
- DWI arrests: **13**
- Fugitives apprehended: **20**
- Stolen vehicles recovered: **2**



Enforcement Summary

- 1 out of 76 people in Metro area ticketed
- 1 out of 2 ticketed for dangerous driving
- 1 out of 6 ticketed for license problems
- 1 out of 10 ticketed for seatbelt issues
- 1 out of 737 were DWI

Behavior Change

- 38% Reduction in Cellphone talking
- 42% Reduction in texting



Broken Windows & Crumpled Fenders

The Post-Standard
POWERING syracuse.com results showed there.
WEDNESDAY, FEBRUARY 29, 2012

CRIME & SAFETY

JUDGE: TEAR DOWN THAT BRIDGE

DRIVER OF MEGABUS ACQUITTED IN CRASH THAT KILLED FOUR



THE BUS that hit the railroad bridge over Onondaga Lake Parkway, killing four passengers, is towed.

By Jim O'Hara
Staff writer

Onondaga County Judge Anthony Alot said Tuesday the best way to prevent another tragedy like the deadly Onondaga Lake Parkway Megabus crash is to remove the railroad bridge from over the roadway.

"There should be a permanent solution to that inherently dangerous CSX bridge," Alot said after finding Megabus driver John Tomaszewski not guilty of criminally negligent homicide in the September 2010 crash that killed four passengers. "Those four victims will not have died in vain if it results in steps to

verdict acquitting Tomaszewski of four counts of criminally negligent homicide and one count of failing to obey a traffic control device.

Killed in the crash were former Camillus resident Deanna Armstrong, 18, of New Jersey; Temple University student Kevin Coffey, 19, of Kansas; Ashwani Mehta, 24, of India; and Benjamin Okoris, 35, of Malaysia.

Tomaszewski, 60, of New Jersey, was accused of causing the four passengers' deaths by slamming the double-decker bus into the low railroad bridge after he missed the exit from Interstate 81 to the Regional Transportation Center, which he

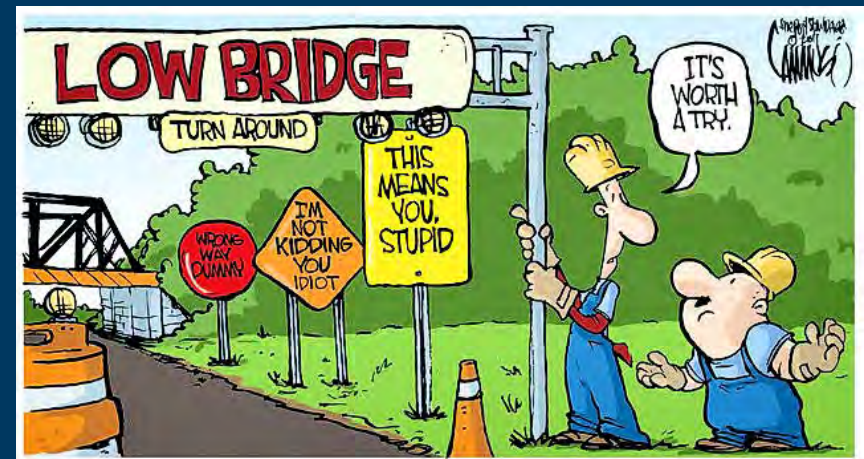
said he believed the best solution would be to remove the bridge altogether.

"Four people lost their lives. Nothing is going to bring them back. That's tragic," the judge said.

A spokeswoman for the state Department of Transportation declined comment Tuesday.

Alot ordered unsealed and released to the public a grand jury report prepared early last year. The judge had previously ordered released a section of the report detailing recommendations the grand jury made to address the dangers posed by the low bridge.

REPORT, PAGE A-6





Distracted Driving Laws and Regulations in the Delaware Valley Region

	New Jersey	Pennsylvania
BAN: TEXTING *	Yes ¹	Yes ²
Year enacted	-	2012
Primary offense**	-	Yes
Penalties	-	\$50 fine No license points Recorded as a non-sanction violation for commercial drivers
BAN: HAND-HELD	Yes ³	No ¹
Year enacted	2004	-
Primary offense**	Yes, since 2008	-
Penalties	First offense: \$200-\$400 fine Second offense: \$400-\$600 fine Subsequent offenses: \$600-\$1000 fine Penalty of three license points Potential 90-day license suspension	-
BAN: CELL PHONE USE	Yes, ¹ <i>for these drivers only:</i> School bus drivers, learner's permit and intermediate license holders	No ¹
Additional legislation	-	Daniel's Law (House Bill No. 2025) ⁴
Year enacted	-	2017
Penalties	-	Drivers may be sentenced to an additional term of up to five years in prison when driving while distracted results in a fatal crash
Proposed legislation	Assembly Bill No. 1244 ⁵ Increased penalties for distracted driving in school zones	House Bill No. 1684 ⁶ Ban on cell phone use for adult drivers without hands-free technology Ban on all cell phone use for drivers under age 18 First offense: \$50 fine Penalty of three license points Subsequent offenses: \$150 fine

*Pennsylvania's 2012 texting ban preempted preexisting local bans on hand-held use while driving.

**Police officers can stop and cite drivers after observing a primary offense. In contrast, police officers can only cite drivers for a secondary offense after observing a primary offense.

¹ <http://www.ncsl.org/research/transportation/cellular-phone-use-and-texting-while-driving-laws.aspx>

² <http://www.penndot.gov/TravelInPA/Safety/TrafficSafetyAndDriverTopics/Pages/Distracted-Driving.aspx>

³ <http://www.utrc2.org/sites/default/files/pubs/Final-NJ-Cell-Phone-Text-Ban.pdf>

⁴ <http://www.legis.state.pa.us/cfdocs/billinfo/billinfo.cfm?year=2017&sind=0&body=H&type=B&bn=1684>

⁵ <http://www.njleg.state.nj.us/bills/BillView.asp?BillNumber=A1244>

⁶ <http://www.legis.state.pa.us/cfdocs/billinfo/billinfo.cfm?year=2017&sind=0&body=H&type=B&bn=1684>



Pennsylvania 2017 – Key Legislative Issues

(Updated March 2018)

Distracted Driving – Hands-Free Driving

Proposed legislation prohibiting calls in hand-held mobile telephones in Pennsylvania, except with the use of hands-free accessories while operating a moving motor vehicle. Also, no person under the age of 18 years old shall use any hand-held mobile telephone, including one with a hands-free accessory while operating a moving motor vehicle. Exemptions for communicating with a hand-held mobile telephone would be permitted during emergency situations only if the vehicle is not equipped with hands-free technology. It would also permit emergency responders, while in performance of their official duties, to only use hand-held mobile telephones if their vehicles are not equipped with hands-free technology. The northeastern region of the United States including our border states of New York, New Jersey, Connecticut, Maryland, Delaware, Vermont, New Hampshire and West Virginia all ban hand-held cell phone use. While it is important to note and educate drivers that distraction is still present with the use of hands-free technology, removing the use of hand-held mobile telephones is a realistic, achievable and crucial step to help minimize this distraction and create safer driving conditions.

Senate Bill: **HB 1684**
Sponsors: Brown
Summary: **Hands-free driving**
Status: 07/27/2017 – Referred to House Transportation Committee
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 was 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

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. **REAL ID is optional for Pennsylvania residents.** A [federally-accepted form of identification](#) (whether it's the forthcoming Pennsylvania REAL ID driver's license or ID card, a U.S. Passport/Passport Card, a military ID, etc.) must be used as identification to board a commercial flight or visit a secure federal building on and after October 1, 2020.

Until May 2017, Pennsylvania law prohibited PennDOT from complying with the federal REAL ID Act. Signed into law by Governor Tom Wolf, [Act 3 of 2017](#) repealed this prior legislation and allowed PennDOT to seek REAL ID compliance.

Pennsylvania is under an enforcement extension from the Department of Homeland Security (DHS) until October 10, 2018, which means that Pennsylvanians may use their current driver's license or ID card to board commercial aircraft or enter federal facilities that require ID until at least that date. Pennsylvania will continue to apply for extensions from DHS until becoming fully compliant with the REAL ID Act. PennDOT is committed to offering REAL ID products at the customer's option in spring 2019.

Act No. 3

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 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: 07/14/2017 – Referred to Senate 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: 07/14/2017 – Referred to Senate 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: 12/12/2017 – Laid on the table (House)
10/16/2017 – Laid on the table (House)
07/11/2017 – Referred to House 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 (Senate)
06/21/2017 – First consideration
06/19/2017 – Referred to Transportation
AAA: Support



New Jersey 2018 Legislative Priorities

AAA's top legislative priorities are simple- reducing crashes and fatalities on our roadways.

2017 was the deadliest year on New Jersey roadways in a decade. It was the 4th consecutive year where roadway fatalities increased. We saw:

- 634 fatalities – up 5.3% in one year
- 601 crashes
- 203 Pedestrians and Pedal cyclists – 32% of all fatalities

According to NHTSA in 2016 New Jersey saw a 7.1 percent increase in fatalities, exceeding the national average of 5.6 percent. Most shockingly, New Jersey saw a 27 percent increase in alcohol related fatalities, compared to a 1.7 percent national increase. New Jersey was only outpaced by Alaska, Iowa and Vermont.

We know that human error is the cause of 94% of all crashes, so it is imperative that we begin to address driver behavior – in particular, Impaired and Distracted Driving.

While drinking and driving is often cited as a common dangerous behavior, driving under the influence of drugs, be it prescription drugs, marijuana or other illegal substances, is a growing presence on our roadways

In AAA's bi-annual survey of motorists we continue to see a large disparity in the perception of danger when it comes to driving under the influence of prescription drugs and marijuana. This state has not launched a comprehensive public driver education campaign in nearly a decade – we must work to identify resources to educate all drivers about the dangers of impaired driving beyond just drunk driving. It is vital that motorists understand that it is unacceptable to get behind the wheel if you are impaired – be it from alcohol, a prescription or an illegal drug.

Our DUI law should address the behavior of impaired driving – rather than just defining a per se limit for alcohol or the presence of an illegal drug.

Specially trained officers (Drug Recognition Experts) have the skills to identify impairment and what substance a driver may be impaired by through a thorough exam, but there are too few of them and too many drivers. Encouraging more training and greater acceptance of DREs will serve as an important deterrent and contribute to keeping impaired drivers off our roadways.

We must also look to expand implied consent to allow officers the ability to appropriately observe drivers to determine impairment through oral fluid and urine analysis, field sobriety exams and DRE evaluations.

I should also note that these concerns will only grow if we legalize the use of recreational marijuana, especially if we do nothing to strengthen our Impaired Driving laws and increase education and awareness.

Distracted Driving

With people spending an average of nearly two hours in their vehicles every day experts estimate that drivers are engaged in potentially distracting activities more than 15 percent of the time that their vehicles are in motion.

Driver distractions play a large role in traffic safety. According to NHTSA 3,477 people have lost their lives and an estimated 391,000 people were injured in 2015 in police-reported crashes in which at least one form of driver distraction was reported on the accident report.

But in our bi-annual survey of motorists we continue to see a “do as I say not as I do” attitude- a majority believe that they are not distracted by using their smart phone while driving, but believe that everyone they share the road with is. When asked for the most distracting behavior, motorists consistently list actions that require the driver to look away from the road or take their hands off the steering wheel. AAA research has found that the cognitive distraction of a conversation and using technology is more dangerous than first thought, and may distract drivers up to 27 seconds after they hang up the phone. While driver infotainment systems – those in-vehicle systems that allow drivers to access the internet and other functions – have become more popular in new vehicles, the cognitive distraction remains the same despite some driver’s belief to the contrary.

This cognitive distraction is a large contributor to the increase in roadway fatalities. By placing the technology within the dash of the car drivers have a false sense of security and often don’t recognize the danger of their own behaviors until it’s too late.

There is no simple legislative answer here – we need to ban the behavior of distracted driving – inattention, failure to maintain lanes, failure to maintain speed, delayed reaction time – rather than the device – phones, tablets, hand-held vs hands-free.

But we also need to again engage the public in an educational campaign to change driver behavior – making this a priority through funding and resolve is imperative.

Infrastructure Investment

Over the last several years we have spent much time talking about how to adequately fund transportation infrastructure – so it goes without saying that the newly funded TTF is vitally important to our safety, economy and quality of life.

AAA is not just the motorist’s advocate – we represent over a third of the drivers in New Jersey but at some point all of those are pedestrians, bicyclists, transit riders and drivers. We must make our roadways safer for all users.

As you look to prioritize TTF dollars I would suggest that projects that include multi-modal components rise to the top of the list and those that do not include them be scrutinized to see if there are additional ways to enhance road safety for all.

By enhancing multi-modal options, especially when it comes to local projects, infrastructure investment will have additional returns- enhancing downtowns, increasing mobility options and making the roads safer for all users.

A major focus of our TTF dollars must be to make our roadways safer. Nationwide pedestrian fatalities increased by 492 (a 9.0-percent increase), and are at their highest number since 1990, in New Jersey 166 pedestrians were killed in 2016 and an additional 180 in 2017, so far in 2018 we have lost 16 pedestrians in the first month of the year. One way to address this is the Complete Streets program.

When looking at pedestrian crashes more than 50% of those fatal crashes occurred on an arterial roadway, more than 40 percent of pedestrian fatalities occurred where no crosswalks were available. By utilizing Complete Streets principles – encouraging multi-modal use through education, enforcement and engineering we can work to make streets safer for all users.

Identifying areas where there is an increased risk of crash – unmarked crosswalks, frequently used pedestrian trails without sidewalks and dangerous intersections are common areas of focus – is the first step to making streets safer. Using TTF monies at identified intersections and on roadways that have a high crash rate or crash risk to invest in proper engineering solutions will save lives and make our roads safer.

Lastly, we must start to prepare for the future when we look at today's projects. As fatalities on the roadways climb it comes at a time when the cars themselves are safer than ever – airbags, backup cameras, lane detection and other driver assist programs all can make our roadways safer. Technology and engineering can have a major impact on making our roads safer and changing the way we live and travel.

Right now a small percentage of vehicles include advanced driver assist systems or semi-autonomous systems but each year the numbers grow and they are integrated into more affordable vehicles. Today these technologies rely on cameras and sensors to determine placement of the vehicles and to trigger alerts, but technology continues to improve and the next step will be to have cars talking to each other and to infrastructure.

While we won't see fully connected cars or infrastructure for years to come we will start to see technology integrated into both in the coming years –and planning for those changes will be key to keeping our roadways safe today and preparing for tomorrow. While today smart traffic signals can use sensors to help move traffic along more quickly, tomorrow that same infrastructure may be able to be used to talk to connected cars - giving them time to slow down even before they can see the light. Finding ways to incorporate technology into infrastructure projects now will pave the way for safer roadways and will make our roads safer and less congested in the short term.

At the end of the day incorporating multi-modal solutions and technology today will not just make for safer roads but it saves money in the long run as these projects will become more necessary in the future.

Incident Management Task Force Update

On Wednesday May 16th, DVRPC will be hosting its 3rd Regional Traffic Incident Management Conference at Citizens Bank Ballpark. The Conference will feature a day filled with various Traffic Incident Management related presentations and an outdoor display consisting of vehicles and a few demonstrations. More information will be forthcoming.

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.

The I-76/I-476 IMTF has been involved with PennDOT's I-76 ICM project. The Task Force has been used by PennDOT's consultant team to gather the needs of the first responder community on any work that will be done on I-76. The task force is currently preparing to work with PennDOT on various incident response scenarios, in order for PennDOT to gain an insight on the needs of responders in relation to hard shoulder running.

NJ

The NJSAFR IMTF Incident Management Guidelines are in the final review process and will be issued in the coming weeks. The NJSAFR task force, in conjunction with NJTA completed and update of the response box for the NJ 42 / Atlantic City Expressway interchange. Both the NJSAFR task force and the Burlington County task force will be expanding their coverage areas to I-295 in their respective counties. This will include creating response boxes along I-295 and the corresponding response contracts will be signed by the appropriate parties when finalized.

The Mercer County task force has been utilized by the consultant team which is working on the I-295 Redesignation Project in both PA and NJ. The task force was used as a resource to pass along information on all the name changes occurring in the project area to local first responders.

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. The Retiming Initiative is moving into Phase 2 of the project and signal optimization of select corridors will begin in the coming weeks.

UPDATES ON VOLUNTEER ACTION ITEMS

PEDESTRIAN AND BICYLIST SAFETY – 11/27/17 RSTF Meeting			
<i>Volunteer Action Items</i>	<i>Lead Person/Agency</i>	<i>Timeframe to Report</i>	<i>Update</i>
1. Investigate and share a list of rules that drivers should know related to pedestrian and bicyclist safety. (Education)	Heather Martin – Chester County Planning Commission	<i>March 2018 meeting</i>	No update at this time. Next update at June 2018 meeting.
2. Investigate increasing awareness of speed limits through tactics like painting the speed limit on the roadway. (Education)	Alyson Strigle – DCTMA, Peggy Schmidt – Partnership TMA	<i>March 2018 meeting</i>	Feedback from public works directors suggested that the identified tactics have had little impact on increased awareness of speed limits.
3. Present on Complete Streets at Municipalities Conference. (Education)	Alyson Strigle – DCTMA	<i>March 2018 meeting</i>	DCTMA presented on the PennDOT Connects program at the Municipalities Conference, including elements of Complete Streets policy.
4. Research New York's roundabout policy. (Policy)	Kevin Murphy – DVRPC	<i>March 2018 meeting</i>	DVRPC reached out to NYDOT for information on their roundabout policy. Next update at June 2018 meeting.
5. Share PennDOT's bicycle and pedestrian safety checklist. (Policy)	Joe Stafford – Bicycle Access Council	<i>March 2018 meeting</i>	Joe provided the RSTF with a narrative on the origin and development of the bicycle and pedestrian safety checklist.

<p>6. Share Mercer County's Complete Streets checklist. (Policy)</p>	<p>George Fallat – Mercer County</p>	<p><i>March 2018 meeting</i></p>	<p>George provided the RSTF with Mercer County's Complete Streets Resolution. While the resolution states the need to develop a checklist, no checklist has been developed to date.</p>
<p>7. Investigate current yield to pedestrian laws in PA and whether they can be altered administratively to enable a pedestrian decoy program. (Enforcement)</p>	<p>Vince Cerbone – PennDOT</p>	<p><i>March 2018 meeting</i></p>	<p>PennDOT located information on a successful pedestrian decoy program in Bethlehem, PA. Information on the program is available here and here.</p>
<p>8. Research examples of enforcement techniques that address equity concerns. (Enforcement)</p>	<p>Marco Gorini – DVRPC</p>	<p><i>March 2018 meeting</i></p>	<p>DVRPC identified some initial research on the topic of equity and Vision Zero enforcement strategies. Next update at June 2018 meeting.</p>



Distracted Driving Emphasis Area Strategies

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

1. **Encourage traffic calming, rumble strips, and other engineering treatments to reduce crashes from distracted or drowsy driving. [Engineering]**
2. **Promote wider enforcement of existing laws and help identify financing for targeted police details. [Enforcement]**
3. Promote laws and outreach campaigns implemented to reduce distracted driving and evaluate their effectiveness. [Education/Policy]
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]
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]
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]
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]
8. Share distracted driving educational resources and use social media widely as an outlet for messaging. [Education]