



THURSDAY, JUNE 7, 2018 | 9:30 AM – NOON

DVRPC OFFICES | 190 N. INDEPENDENCE MALL WEST, 8TH FLOOR | PHILADELPHIA, PA 19106

AGENDA

Welcome and Introductions

Emphasis Area Focus: Aggressive Driving

Lamont Hinton, Metropolitan Police Department (Washington, DC)

Mr. Hinton will discuss the implementation of Washington's automated traffic enforcement program.

David Shephard, Families for Safe Streets (New York City)

Mr. Shephard's presentation will focus on advocacy efforts to curb speeding and aggressive driving in New York.

Action Item Development Breakout Session

RSTF members will brainstorm action items to address aggressive driving in the region.

Member Updates and Open Forum

- First Responders' Update
- Legislative Update
- Member Announcements

Additional RSTF/DVRPC Updates

- Crashes and Communities of Concern Preview
- Action Items Update

Conclusion

LUNCH

RSTF Goal: *To reduce roadway crashes and eliminate serious injuries and fatalities from crashes in the Delaware Valley*

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Aggressive Driving

JUNE 7, 2018



CONNECT WITH US! @DVRPC #RSTF #VISIONZERO

RSTF Goal:

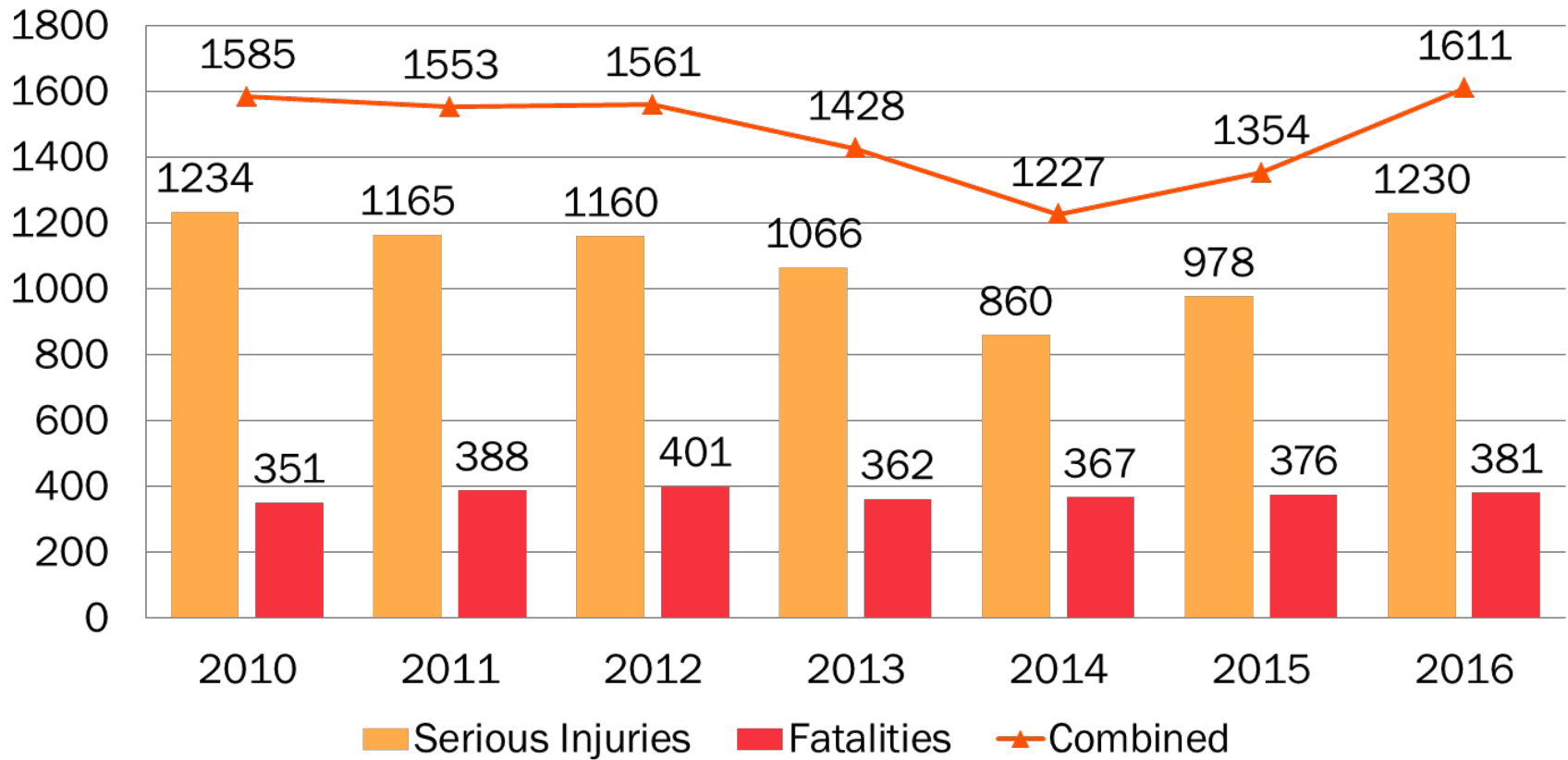
- To reduce roadway crashes and eliminate serious injuries and fatalities from crashes in the Delaware Valley

Share the conversation!

Use **#rstf** during today's meeting, and

tag **@DVRPC**

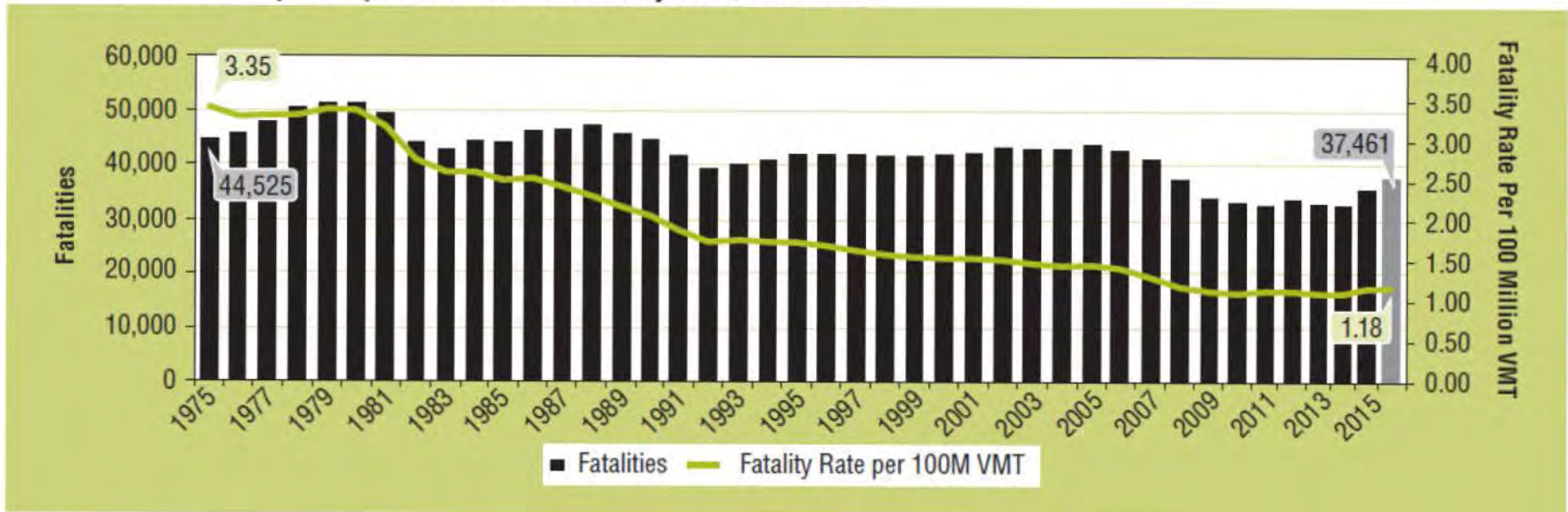
Total KSI - Regional Trend (by person), 2010-2016





2016 Fatal Motor Vehicle Crashes: Overview

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



Sources: FARS 1975–2015 Final File, 2016 ARF; Vehicle Miles Traveled (VMT): FHWA.

What is considered aggressive driving?

NHTSA:

- “When individuals commit a combination of moving traffic offenses so as to endanger other persons or property.”
- Behaviors associated with aggressive driving:
 - speeding, following too closely (“tailgating”)
 - erratic or unsafe lane changes
 - improperly signaling lane changes
 - running red light running or other traffic control devices
 - *NHTSA considers red-light running one of the most dangerous forms of aggressive driving*

Aggressive driving: PA vs NJ

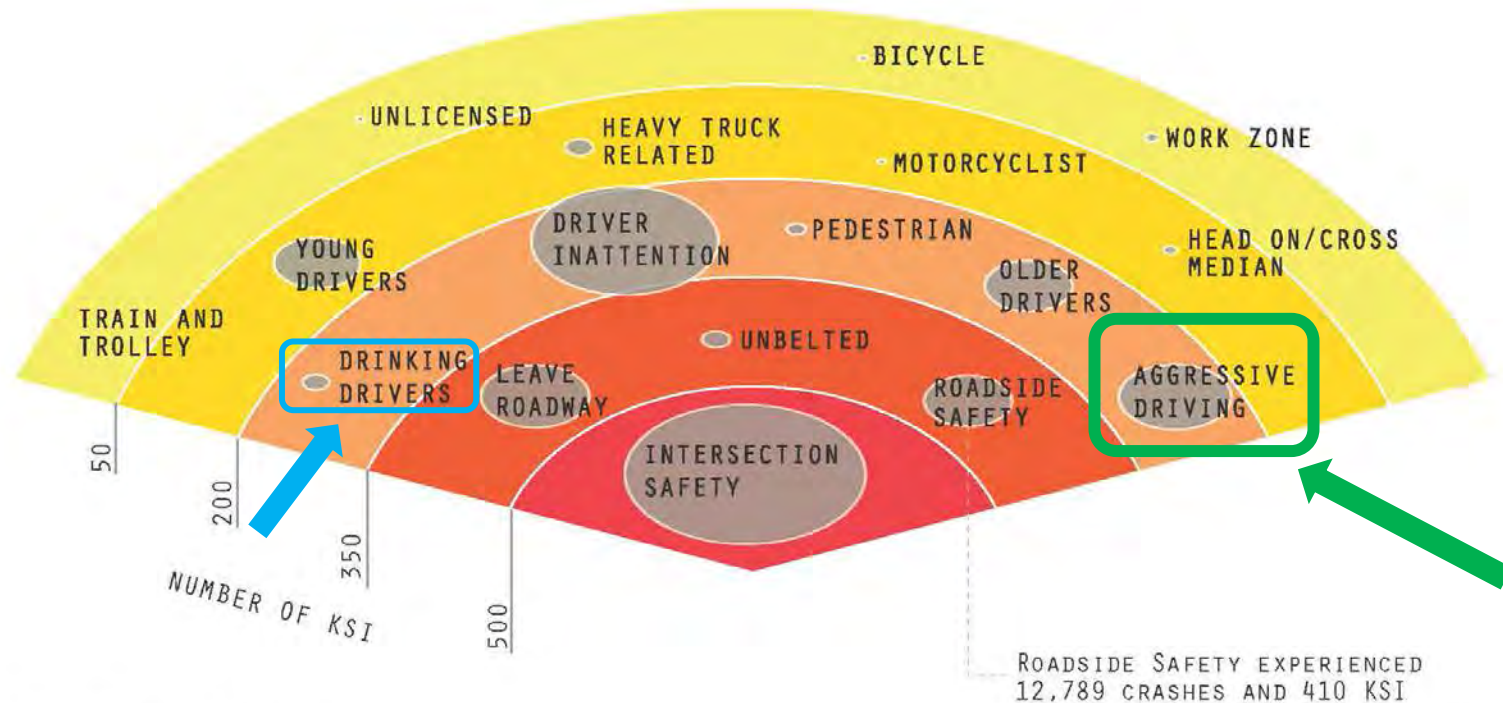
PA:

- Uses NHTSA definition
 - 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:

- Any **one** of actions associated with aggressive driving

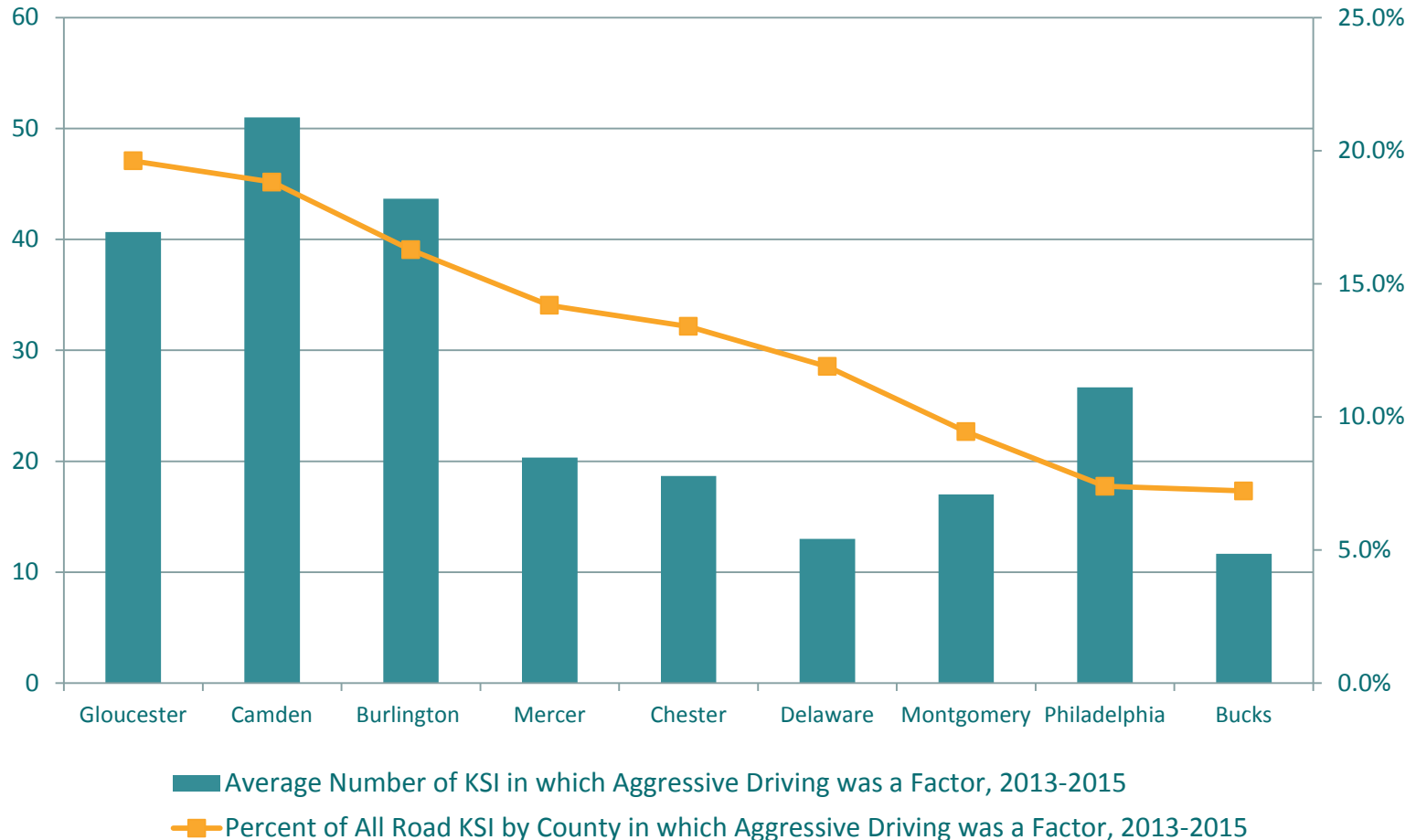
KSI & Total Crashes by Emphasis Area



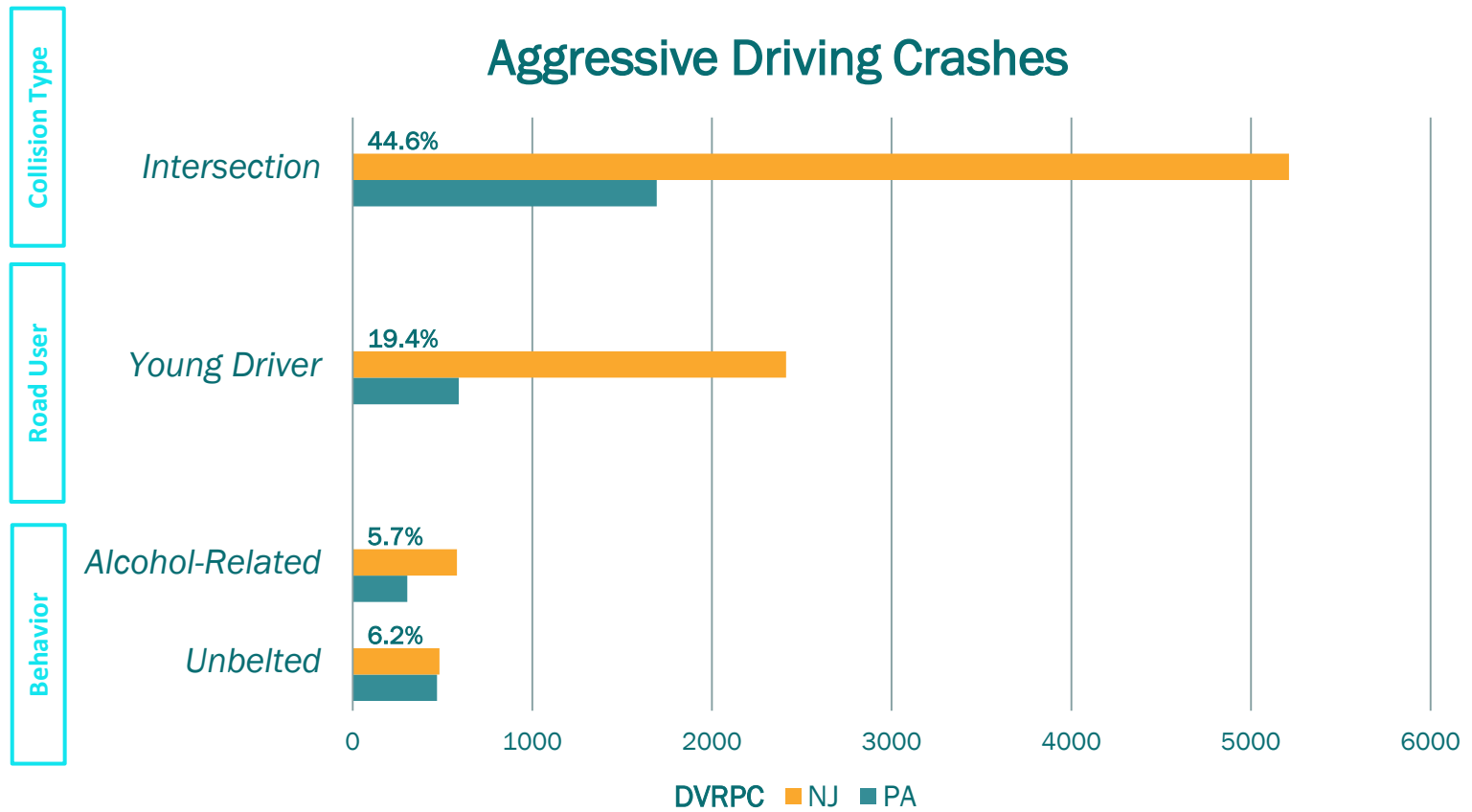
*KSI REFERS TO PERSONS KILLED OR SEVERELY INJURED IN CRASHES

SOURCE: PENNDOT AND NJDOT, 2013-2015

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



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



Priority Recommended Strategies

Aggressive 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

- **Lamont Hinton**
MPD, Washington, D.C.
Automated Traffic Enforcement Unit (ATEU)

- **David Shephard**
*Families for Safe Streets, Advisory Council for
Transportation Alternatives*

REGIONAL
SAFETY
TASK FORCE



Thank You!



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Metropolitan Police Department

Automated Traffic Enforcement Unit (ATEU)





Metropolitan Police Department

Automated Traffic Enforcement Unit - ATEU

Washington, DC

Program is currently a hybrid program with contracted services, intra-government agreements (MOU's) and District employees

ATEU deploys District owned equipment – speed, stop sign and oversized

American Traffic Solutions (ATS) deploys contracted equipment – speed and red light





Metropolitan Police Department

Automated Traffic Enforcement Unit - ATEU

Washington, DC

Overview of ATEU





Metropolitan Police Department

Automated Traffic Enforcement Unit - ATEU

Washington, DC

Program Overview

- ❖ **Automated Traffic Enforcement was established in the Fiscal Year 1997 Budget Support Act of 1996 and became effective April 9, 1997**

- ❖ **Legislation provided for:**
 - Any traffic law to be photo enforced
 - Registered owner liability with no points assessed
 - Images to be used as prima facie evidence of violation
 - The ability to pay and adjudicate tickets just like any other tickets issued in the District
 - The use of photo radar evidence with deployment logs certified by a technician
 - Funeral, stolen tag or vehicle, officer direction, and Fire/EMS provisions as reasons to not issue red light tickets





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Automated Traffic Enforcement Unit - ATEU

Washington, DC

- ❑ Program was initially limited to red light and speed enforcement
- ❑ Speed enforcement included both fixed poles and mobile vehicles
- ❑ Vehicles manned by MPD officers
- ❑ In 2012, ATEU purchased additional equipment from Sensys America to expand enforcement capabilities to other areas including:
 - Stops sign
 - Oversized vehicles on restricted routes
- ❑ In 2015 MPD discontinued the use of mobile vehicles
- ❑ Currently ATEU enforces speed, red light, stop sign and oversized vehicles using portable and stationary cameras



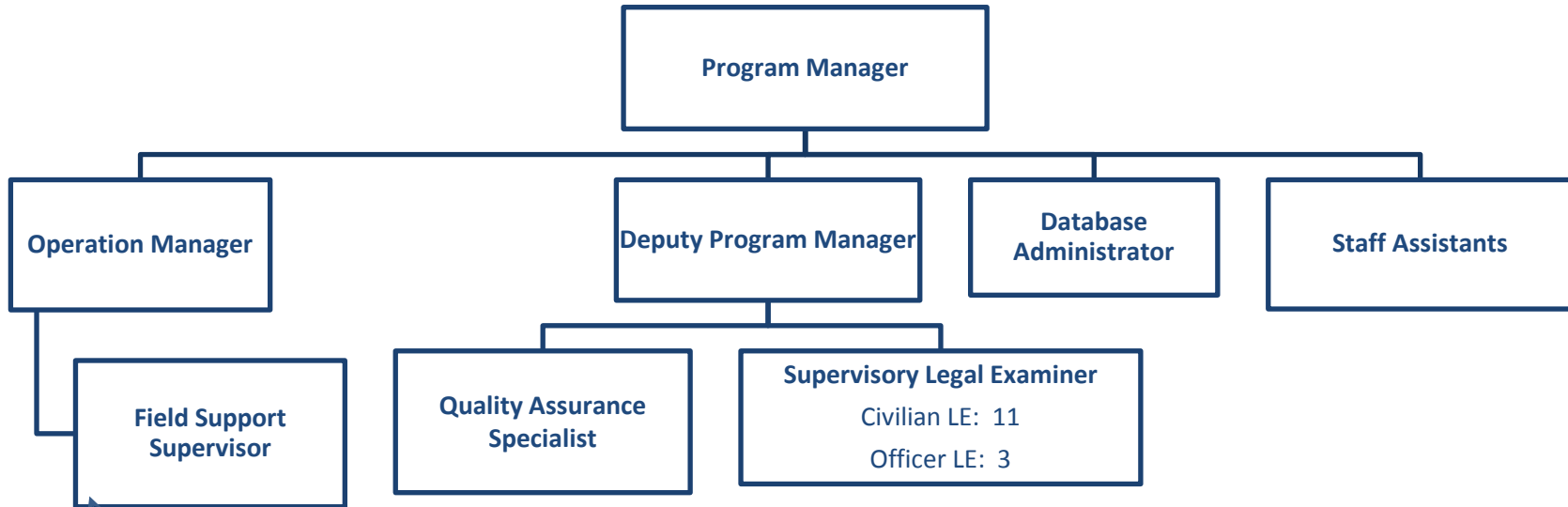


Metropolitan Police Department

Automated Traffic Enforcement Unit - ATEU

06 /4/2018

Washington, DC



Three (3) IT Specialist Customer Support (Field Support Engineer Tier 2)





Roles/Duties in the Unit



❖ Program Manager

- Provides contract/financial management
- Reports/ensures program adheres to processing and quality assurance metrics
- Serves as vendor liaison
- Approves work and invoices and establishes business rules
- Provides staff oversight and development
- Reviews and approves FOIA, IQ, IS, OAG and audit request
- Assist with Council, Mayoral, and media inquiries
- Supports other HSB and SOD initiatives

❖ Deputy Program Manager

- Acts as program manager stead when needed
- Approves FIOA, IQ, IS, OAG and audit requests
- Provides detailed site evaluations
- Prepares a wide range of documents related to the program
- Maps sites and requests results
- Attends community meetings
- Produces public information materials
- Tracks requirements for future projects

❖ Staff Assistant

- Organizes files and maintain kiosk of forms
- Compiles Roll Call and Schedules

❖ Database administrator

- Maintains ACCESS database of sites, equipment, and other aspects of the program a directed
- Works with management and QA staff to track, optimize, and report program metrics

❖ Quality Assurance Specialist

- Program QA, reporting, and analysis
- Conducts QA in vendors' systems
- Evaluates site requests for deployment and develops site recommendations
- Ensures end-to-end documentation, tracking, reporting on processing of events into citations

❖ Processing Supervisor

- Supervises processing staff
- Acts as backup for processor duties
- Manages staff and resources to meet program metrics for uptime and quality control

❖ Civilian Processors

- Processes events prior to final approval step
- Granted permission to approve final citations**
- Performs additional tasks to ensure all events are processed correctly and on time



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Automated Traffic Enforcement Unit - ATEU

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From 2012 to March 2017 Program was a hybrid program

❖ ATEU

- Deployed District owned equipment;
- Digitized events from District owned equipment
- Approved all violations for issuance

❖ ATS (Vendor)

- Deployed contracted speed and red light cameras
- Digitized events from contracted cameras





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Automated Traffic Enforcement Unit - ATEU

Washington, DC

❖ Conduent (Vendor)

- Provided software to digitize events from District owned cameras
- Provided software for initial and final approval of violations
- Mailed tickets*
- Ensured delivery of tickets to DMV*

(*Through DMV's ticket processing contract with Conduent)

- Provided owner name and address information





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Automated Traffic Enforcement Unit - ATEU

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Integrator Contract

On March 31, 2017, ATS was awarded an “integrator contract”

- ❖ Contract called for one vendor to do the following:
 - Deploy all District owned equipment
 - Change batteries in all District owned equipment
 - Digitize events from all cameras
 - Maintain and repair all District owned equipment

- ❖ Additional goal of contract – to incorporate only District owned equipment into program





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❖ ATEU still responsible for :

- Initial and final approval of all citations
- Determining name and address of owner of vehicle*
- Mailing of events and transfer of events to DMV*

(*Done through DMV's Ticket Processing Contract with Conduent)

❖ Deployment, maintenance and repair of District owned equipment still performed District Government employees





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Washington, DC

Washington, DC Photo Enforcement Unit

Active Red Light, Speed, and Stop Sign Cameras:

135/150

ATS

Red Light	46
Portable Speed	35
Fixed Speed Unit on the Pole	4
Test	1

Sensys

Portable Speed	12
Portable on Pole Speed	14
Intersection Speed	11
Stop Sign	8
Redflex	2

Total Active Cameras 133

Estimated value of the integrator contract

Current ATS contract expires in March 29, 2018

- \$3.5 million

Citations issued from 01/01/2017 to 01/31/2018

- 1,588,137

ATEU-Civilianized Staff

- Deployment Logs
- Preventative Maintenance
- Processors performs initial review and final approval of citations
- Repair and replace equipment

Vendors' Role

ATS

- Turn key operation
- Repair and replace equipment
- Monitoring cameras
- Initial review

Sensys

- Provides on site Technical Support
- Supports equipment under warranty
- Installs and updates software

Redflex

- Licensing and Software update





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Confidence. Integrity. Reliability

All Photo Enforcement Equipment Must be Deemed in Proper Working Order

❖ DCMR 18-1035 Automated Traffic Enforcement requires that radar devices are calibrated correctly:

- Deployment Logs** must correspond to the time, date, and location of the alleged violation being adjudicated
- The **Tuning Fork** reading is accurate to plus or minus one (1) mph of the tuning frequency
- The **Deployment Log** for the device is dated not more than four (4) days before and after the date of the alleged violation
- Certifications** by technician that the device was correctly set up
- The recording the of the vehicle or vehicles shown (**receding**) in the image
- The **Image** captured by the photo radar device clearly identifies the vehicle whose speed was detected by the radar





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The Process



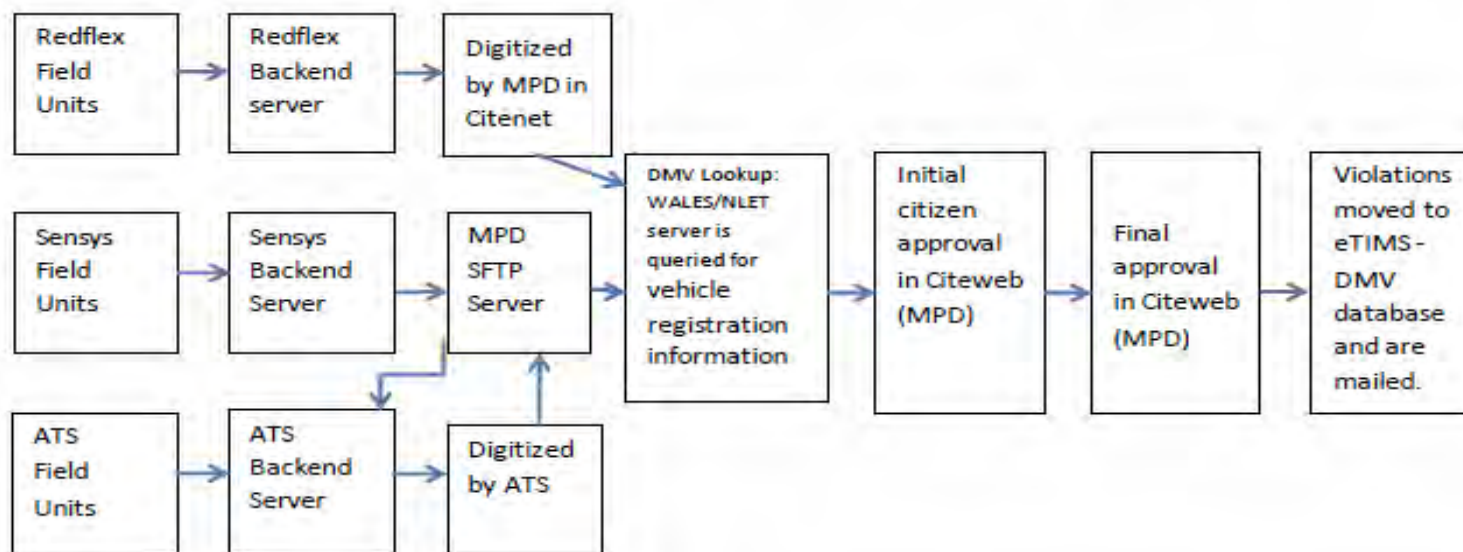


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Overview of the ATEU Ticket Approval Flow Process





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Events sent from ATE vendors

- ❑ **Redflex** field units send over height violations via 4G wireless connection to the Redflex server in 2850 NY Ave. The violations are transferred to Conduent backend server for ticket processing (Citenet).
- ❑ **Sensys** Fixed (speed on green) units and portable (speed and stop sign) units send the violations via 4G connection to the Sensys Back Office server (in Orlando, FL). Sensys Back office server sends the violations to the MPD SFTP Server where it is picked up by ATS for digitizing. After digitizing ATS sends it back to MPD SFTP server where it will be picked up by Conduent
- ❑ **ATS** speed and Red light camera units send the violations to ATS backend server (Arizona). ATS digitize the tickets (ATS processors at 3165 V St) on their own server and send the violations to WALES server for DMV lookup. The violations with good returns are transferred to Conduent backend server for ticket processing (Initial Review).
- ❑ **Approval process in the Conduent backend server** Tag image is digitized (Redflex The number plate and state are manually entered by processors in Citenet and the image is cropped. The tag information entered is queried in WALES/NLET server for vehicle registration information. The event goes to initial citizen approval with the vehicle make and state information visible. The tag number is entered again. The event goes to police approval for the final approval. Tickets enter eTIMS and the DMV database and are mailed.





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IN CONCLUSION:

- The portable units are used for speed, oversized vehicles on restricted routes, and stop sign violations
- These portable units are battery powered and not all have a flash
- The units mounted on a pole are used for speed, red light
- These mounted units have a flash
- All violations are processed according to MPD's business rules
- Each event undergoes at two levels of review by trained MPD civilians and officers prior to issuance
- All locations and information is available on our web site, DCStreetSafe.org, including our new videos
- The locations are posted as layers on the DC GIS site and results will be added as we go through the year





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New Site Selection Process

- ❖ Currently the Automated Traffic Enforcement Unit (ATEU) conducts site survey, collects passing data, and prepares packet for COP approval. The process as follows:
 - ❑ New location requests are submitted by members of the public, pedestrian advisory board, and community leaders
 - ❑ ATEU staff surveys the location and determines if it is appropriate for photo enforcement; a variety of factors are considered including the ease of deployment of a camera giving the environment
 - ❑ ATEU staff collects 5 days' worth of data, analyzes the traffic counts and crash statistics, utilize the DDOT's Speed Limit and Safety Nexus Study where available
 - ❑ ATEU makes a recommendation based upon collected data by ATEU and available DDOT data
 - ❑ COP approves or disapproves new locations





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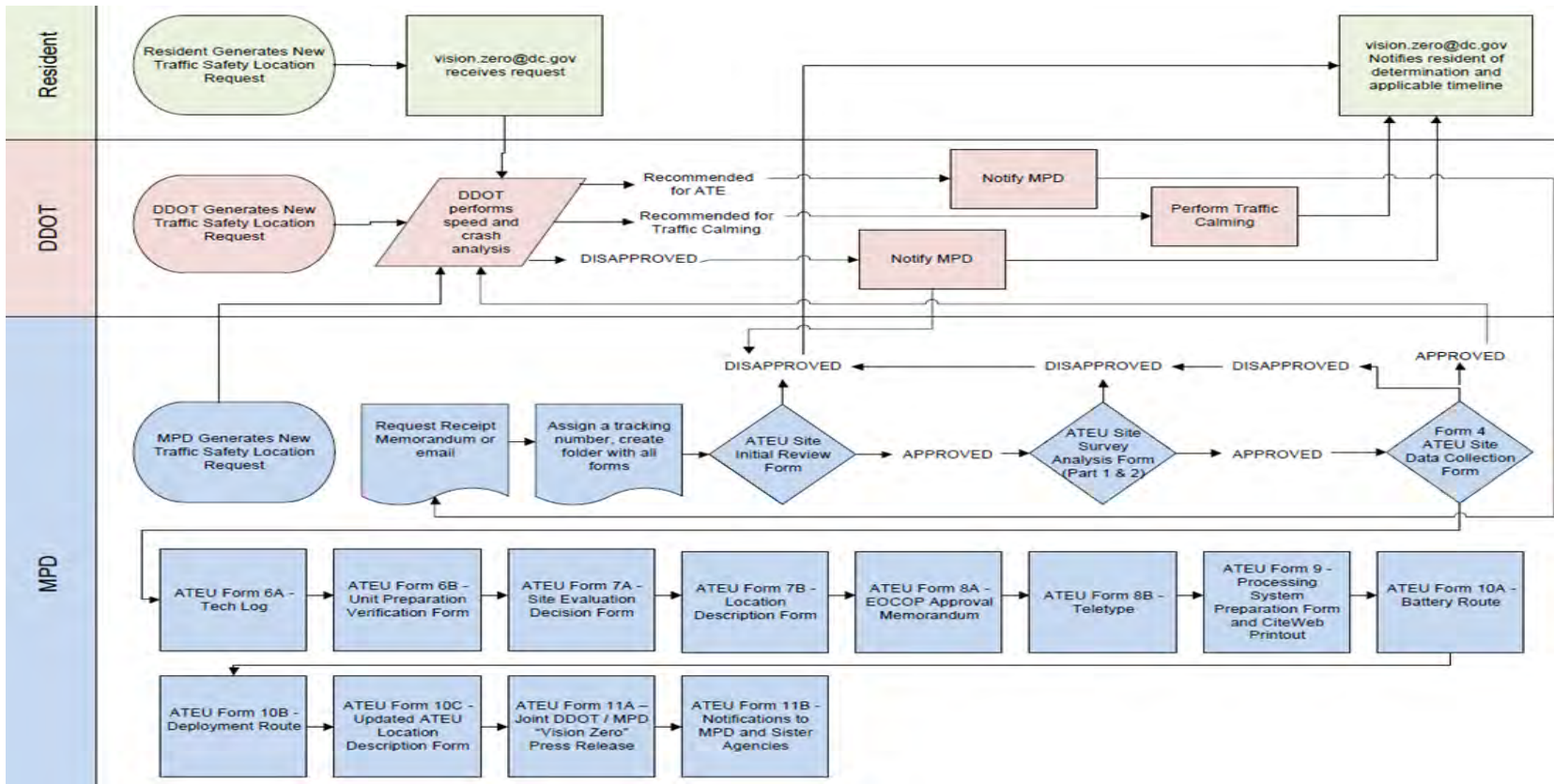
Proposed Process-DDOT/MPD Collaboration

DDOT will conduct a field assessment and provide the results to MPD. The field assessment will:

- Confirm land use around the locations, including identifying and noting in particular any nearby school zones, work zones, recreational facilities, retail area and any other area that generates pedestrian activity
- Document the existing roadway geometry, with attention to roadway configurations, traffic control devices, pavement conditions, curb conditions, traffic circulation and on-street parking at the proposed camera locations
- Note areas with multimodal activity, such as bicycle lanes, bike trails, sidewalks, and bus/transit facilities
- Observe and record site-specific speeds and average daily traffic (ADT) volumes
- Observe and record driver compliance with stop signs and traffic signals
- Compile historical crash data for the location, including the severity and nature of recent crashes at the location
- ATEU will make a recommendation based upon field assessment by DDOT
- COP will approve or disapprove new location based



Proposed Site Evaluation for New Location





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Automated Traffic Enforcement Unit - ATEU

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Political and Public Challenges and Opportunities

Political:

ANC and Councilmembers

- Recommending new locations
- Inquiring about Photo Enforcement Cameras fairness
- Challenging NOIs on behalf of their constituents
- Images Photo Enforcement program create for the Agency
- Media coverage and inquiry

Pedestrian Advisory Council

- Recommending and inquiring about Photo Enforcement Locations

Public:

- Residents of the communities strongly support Photo Enforcement Cameras
- Drivers show discontent with the Photo Enforcement Cameras
- Perceived as revenue generating program, rather than safety necessities



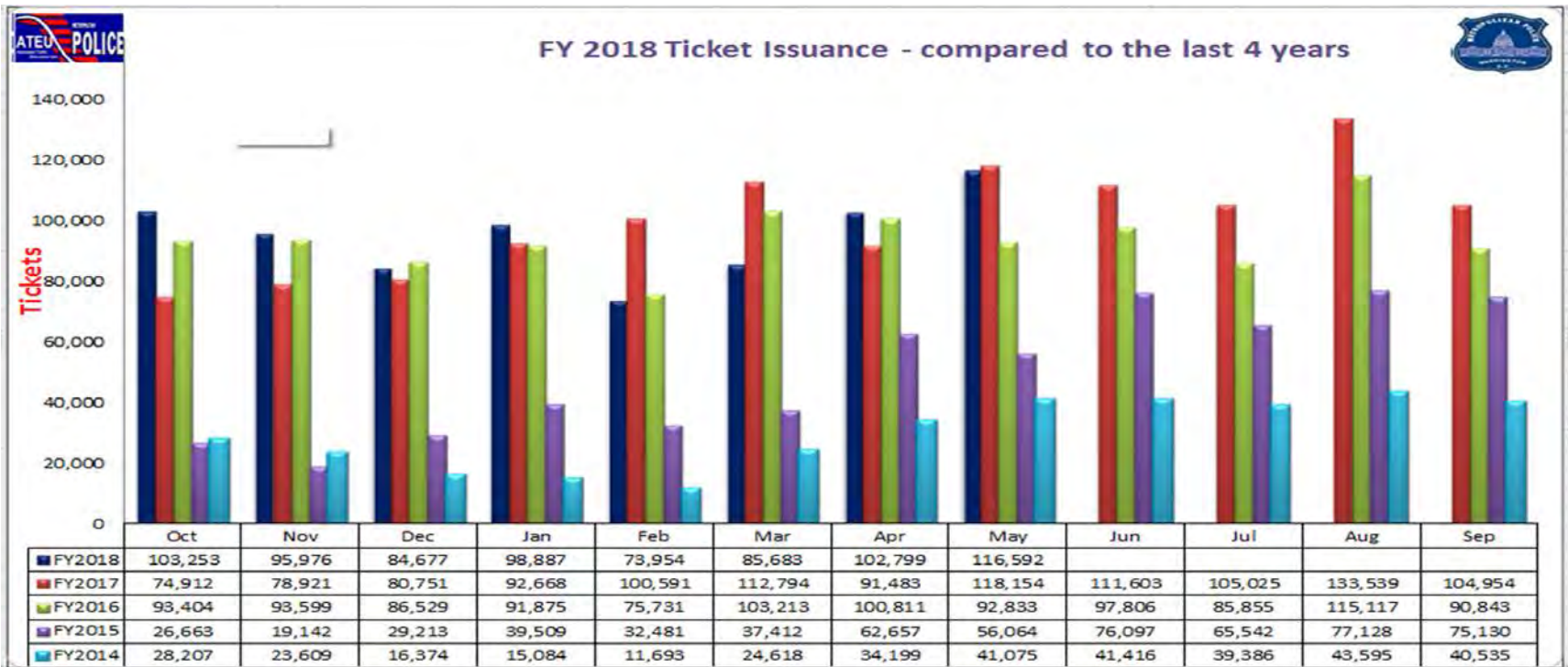


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Quantitative Comparative Analysis 2014, 2015, 2016, 2017 to this year 2018



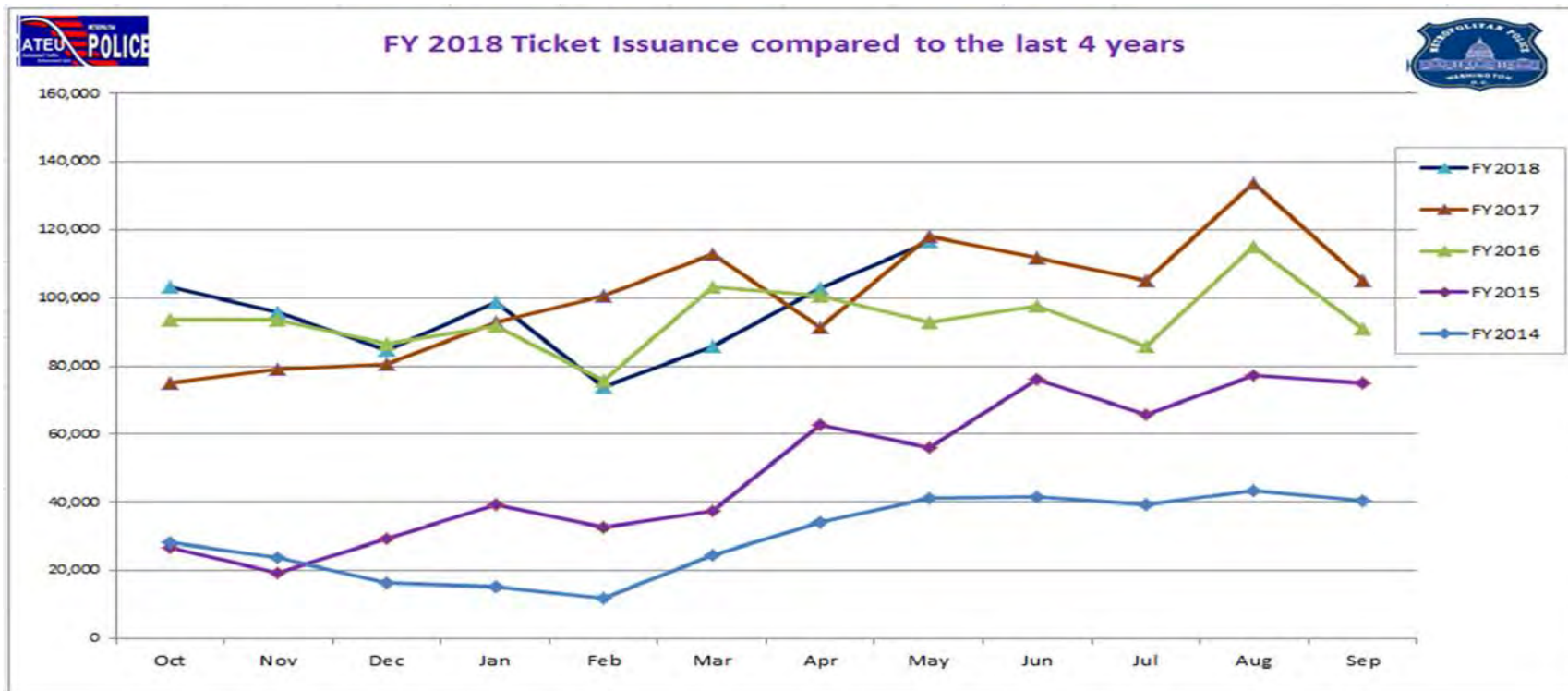


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Quantitative Comparative Analysis 2014, 2015, 2016, 2017 to this year 2018





Turning Grief Into Action

Families for Safe Streets

Overview



- Formed in 2014
- All personally impacted by traffic crashes
- Project of Transportation Alternatives
- Advocacy & Support



Sonya



My Fight



“My fiancée was hit and killed by a driver while crossing Baychester Avenue. This year would have been another anniversary.” *—David Shephard*



Reckless driving kills. Learn more at on.nyc.gov/recklessdriving

Stronger Together



Coming Together: Our 1st Meeting, February 2014

Some Objectives

- ① Decide if we would like to form a committee or group
- ② Choose 1 or 2 aspects of street safety advocacy we would like to focus on
- ③ Focus on growing the committee group as a key way of growing our power
- ④ Determine the best way of working with T.A. so that it can elevate your voices in

- MUST DO SOMETHING
- PRESUMPTION OF FAULT
- POLICE INVESTIGATIONS -
- ENGAGING THE PRESS
- CHANGE BEHAVIOR W/ ENFORCEMENT, EDUCATION, SPEED LIMITS

Account by police
for the

The Important of the Partnership



Why Create an FSS



- Fighting for the Same Changes for Years?
- FSS can help clear the space for change



Advocacy for Families

What's Grief Got to do with It?

- A positive way to channel the agony, rage, and sorrow.
- Therapeutic way to publicly give remembrance.
- A balm for the soul.

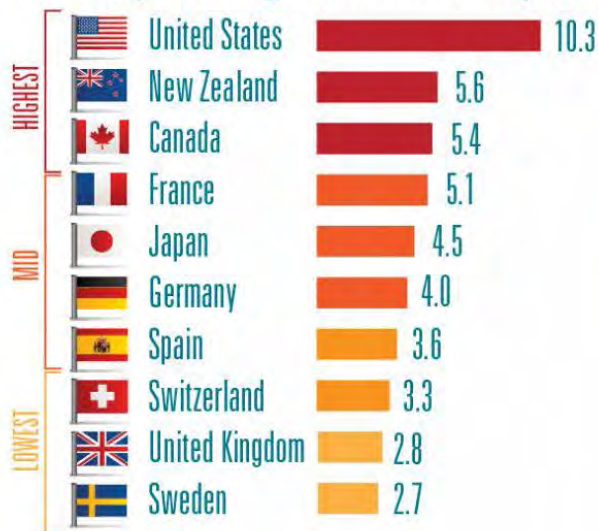


We Can & Must Do More



Road traffic deaths in the US and other high-income countries.

Motor vehicle crash deaths in 10 comparison high-income countries, 2013



Deaths per 100,000 people

SOURCE: WHO Global Status Report on Road Safety, 2015.

Countries with the highest and lowest reductions in crash deaths, 2000-2013

Spain (highest)

⇩ 75%



AVERAGE

of 19 high-income countries ⇩ 56%



United States (lowest)

⇩ 31%



Deaths per 100,000 people

SOURCE: International Road Traffic and Accident Database (IRTAD) Road Safety Annual Report, 2015.

Vital^{CDC}signs™

www.cdc.gov/vitalsigns/motor-vehicle-safety

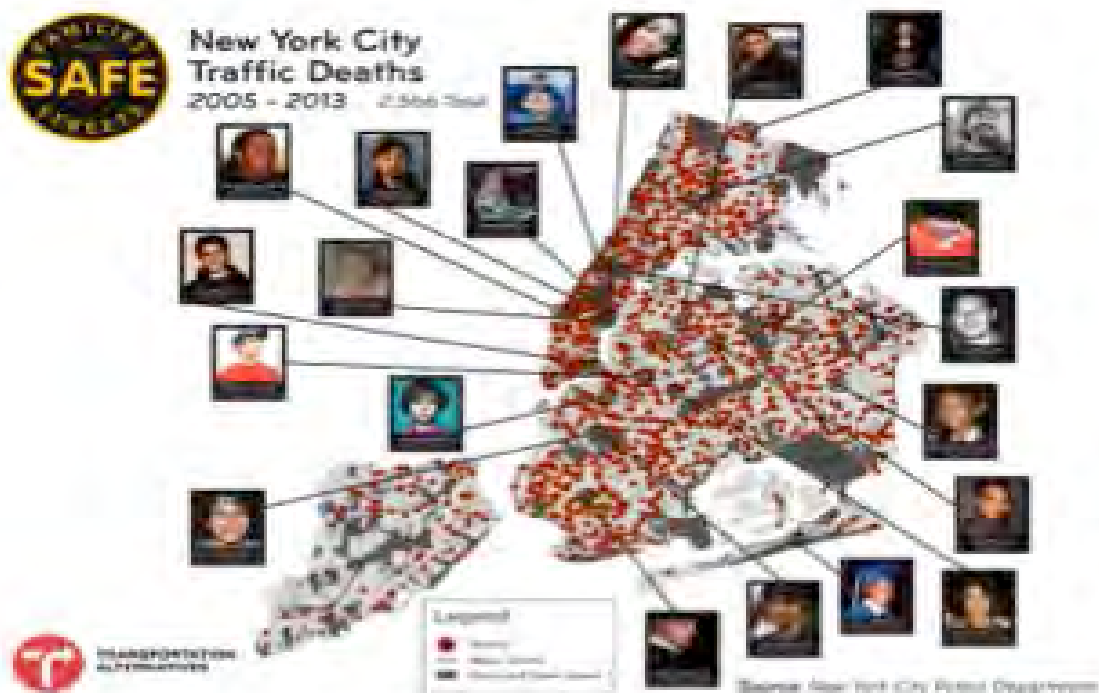


The U.S. ranks 41 out of 52 high-income nations

Who We Are



Who We Are

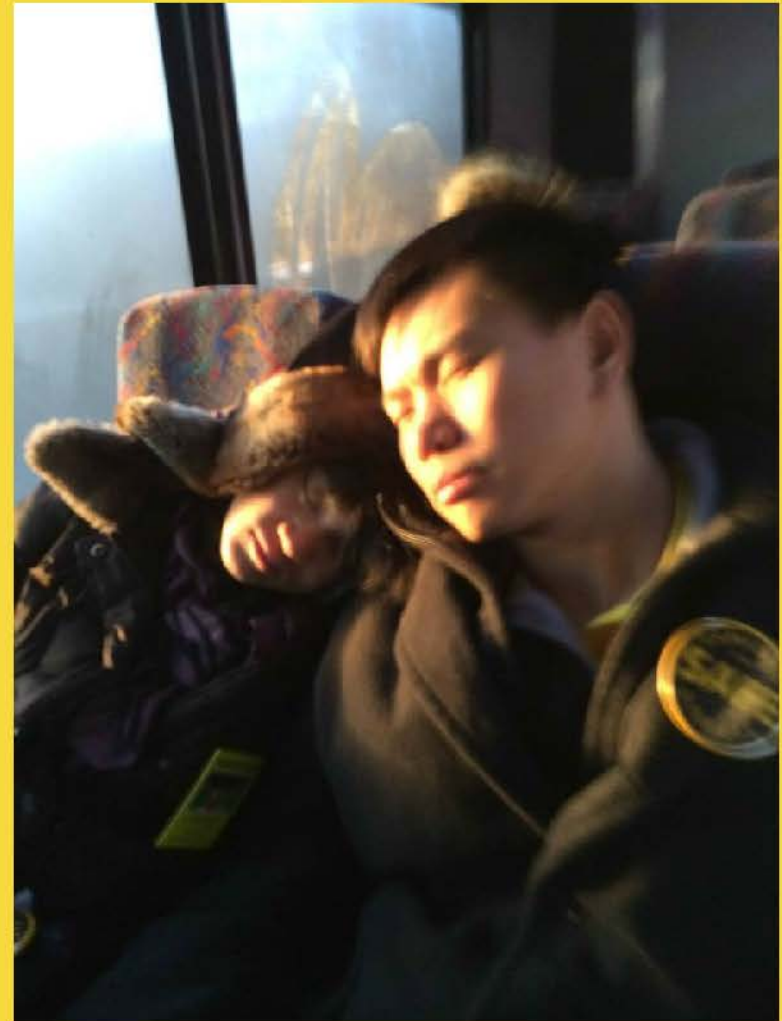


Our First Campaign – 20/25 MPH



Amy, Gary

The Fight Is Exhausting



Stepping Back

- Strategic Planning Process
 - Mission, Vision, Values Statement
 - Created a Steering Committee
- Set Two Goals – Queens Boulevard & Enforcement

Our First Pushback



The Right of Way Law protects New York's walking families.



“ An MTA bus driver killed our daughter Ella while she was crossing the street. She had the light, but the driver didn't stop. If the Right of Way Law had existed then, we believe that bus driver would have been more careful, and our daughter would be alive today.

MTA bus drivers say the law shouldn't apply to them. For our daughter Ella, we need every driver to follow the law. ”



Every driver has to follow the law. Please defend our right of way.

#defendROW
www.defendROW.org

ROW Law
TWU's Outrageous Fight
But we WON!

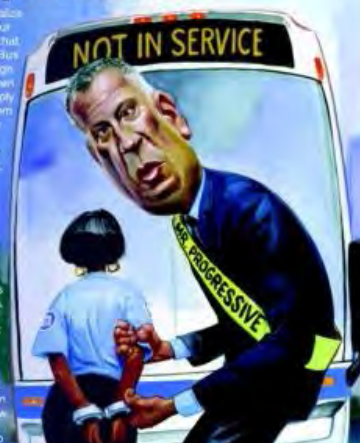


A Message from New York City's Transit Workers Uncuff'em, Mayor DeBlasio!

As the City Council debates to decriminalize public unionism and fare beating on our subways and buses — despite the fact that fare disputes lead to assaults on our Bus Operators — your Vision Zero campaign criminalizes the working men and women Bus Operator of TWU Local 100 for simply doing what NYC and the MTA order them to do everyday. So now public unionism and fare beating are no big thing, but Bus Operators are criminals? Not very “progressive” of you, Mayor DeBlasio.

MTA Bus Operators, and all transit workers, are pillars of NYC's minority and blue-collar neighborhoods. They safely carry more than two and a half million passengers every day over the most difficult routes in the world. They do their jobs driving buses with multiple blind spots, on routes requiring dangerous left turns with no dedicated left turn signals.

And when a tragic right-of-way accident occurs, through no negligence by a Bus Operator, you and the so-called progressives on the City Council think it is necessary to arrest and humiliate them? This could not possibly have been the intent of the Vision Zero right-of-way law. Let's be clear: The fact is your Vision Zero



Queens Boulevard Transformed



Boulevard of Death

Boulevard of Life



CRASH

~~ACCIDENT~~

crashnotaccident.com

Public Awareness



Drive Like Your Family Lives Here



More About FSS: A 2016 Unsung Hero



DAILY  NEWS

Cheers to the dedicated unsung heroes whose endless work ushers N.Y. to further greatness into the new year...let us pay tribute to so many who do so much because they care so deeply.

...to those who lost loved ones, many of them children, to collisions with motor vehicles, and turned their grief into the powerful advocacy of Families for Safe Streets.

FSS Support Service



- Peer Mentoring
- Support Groups In-Person & Speaker Series
- Phone Support Groups
- Online Support
- Resource Guide
- Logistical Assistance



This is HARD Work



Lessons Learned:

- Acknowledge & Plan for Unavoidable Tensions
- Set Clear Decision-Making Process Up Front
- Invest but Also Have Realistic Expectations



Despite the challenges – it is worth it!

Getting Started



- Identify advocacy organization that will:
 - Provide staff support
 - Financial assistance
 - Advocacy strategy guidance
- Find family members

Logistics



- Sign MOU with TransAlt
- Quarterly Calls

Launch Your FSS



Questions?



For more information:

Amy Cohen

amy@familiesforsafestreets.org

Tom DeVito

thomas.devito@transalt.org

UPDATES ON VOLUNTEER ACTION ITEMS

DISTRACTED DRIVING – 03/20/18 RSTF Meeting			
<i>Volunteer Action Items</i>	<i>Lead Person/Agency</i>	<i>Timeframe to Report</i>	<i>Update</i>
1. Share information on the Distract-A-Match® Game (Education)	Donna Ferraro – PHMC	<i>June 2018 meeting</i>	Information on the Distract- A-Match® Game is available online at https://fatalvision.com/distract-a-match-game.html . PHMC has found the game to be effective in education efforts around distracted driving.
2. Share information on the Stop Distracted Driving Campaign. (Education)	Mark Rudiger – Westtown-Goshen Rotary	<i>June 2018 meeting</i>	The Stop Distracted Driving Campaign slides are available at https://drive.google.com/file/d/0B6WZvC3v1K5UbGFkamRRTmpKTWM/view?ts=58eba540
3. Disseminate social media content on Distracted Driving Awareness Month. (Education)	Marco Gorini – DVRPC	<i>June 2018 meeting</i>	Social media content from the National Safety Council’s Distracted Driving Awareness Month toolkit was shared with the RSTF. DVRPC took the lead posting weekly on the topic during the month of April.
4. Research examples of sliding scale fine associated with enforcement strategies like HVE. (Policy)	Charlotte Castle – City of Philadelphia	<i>June 2018 meeting</i>	The Atlantic published an article on this topic in 2015: https://www.theatlantic.com/business/archive/2015/03/finland-home-of-the-103000-speeding-ticket/387484/ “Day-fines” use a sliding-scale system to penalize reckless drivers based on income and severity of the offense. The system is in place in six countries in Europe.
5. Research cellphone applications that alert people trying to reach drivers that they are unavailable. (Policy)	Bill Beans – MBO Engineering	<i>June 2018 meeting</i>	Apps include TextArrest, Canary, CellControl, TextLimit, Live2Txt, DriveSafe.ly, and DriveScribe. The LifeSaver app addresses safety in driving culture more generally.

6. Raise the possibility of expanding the Safe Corridors program with relevant stakeholders. (Enforcement)	Pat Ott – MBO Engineering	<i>June 2018 meeting</i>	The issue was raised with NJDOT officials. NJDOT is not expanding the Safe Corridors program at this time.
7. Investigate NHTSA's capacity to spread anti-distracted driving campaign funds over longer periods of time (Enforcement)	Shannon Trice – NHSTA	<i>June 2018 meeting</i>	NHTSA confirmed that Distracted Driving funds may be used for comprehensive, 12-month-long enforcement and education programs. Interested applicants should contact Gary Poedubicky, Director of the NJ Division of Highway Traffic Safety, for more information at 609-933-6300.
IMPAIRED DRIVING – 09/20/17 RSTF Meeting			
<i>Volunteer Action Items</i>	<i>Lead Person/Agency</i>	<i>Timeframe to Report</i>	<i>Update</i>
1. Investigate available data from PennDOT on drugged driving crashes. (Enforcement)	Sharang Malaviya – PennDOT	<i>June 2018 meeting</i>	PennDOT uncovered inconsistencies in crashes flagged as “drugged driver” – some of these crashes were tagged “alcohol and drugs” but only alcohol was mentioned in the police narrative. While PennDOT can run reports on “drugged driver” crashes, they may overlap “alcohol related” crashes.



Pennsylvania 2017 – Key Legislative Issues

(Updated June 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 Cellphone Ban**

Status: 04/30/2018 – Laid on the table (House)

05/18/2018 – AAA testified in support of HB 1684

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 READ 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
05/24/2017 – Reported out 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

House Bill: HB 2148
Sponsors: Rothman
Summary: Local police use of radar.
Status: 03/16/2018 – Referred to House Transportation 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

Incident Management Task Force Update

On Wednesday May 16th, DVRPC hosted its 3rd Regional Traffic Incident Management Conference at Citizens Bank Ballpark. The conference had a registered attendance of over 200 Traffic Incident Management professionals. The day was filled with presentations on various topics including how to conduct an After Action Review, emerging technologies in TIM and an FBI terrorism threat briefing. Retired PA State Police Sgt. Robert Bemis was the keynote speaker. He delivered a poignant presentation on his story of becoming a State Trooper and recovering and dealing with the effects of being struck by a vehicle while rendering assistance to a disabled vehicle. The Conference also included an indoor and outdoor vehicle display with over 15 first responder vehicles.

PA

The IMTF's of PA (I-76/I-476, Delaware Co, Chester Co, Bucks Co) continue to meet on a quarterly basis. PennDOT and their consultant team working on the I-76 Integrated Corridor Project utilized the Montgomery County IMTF to have first responders review operational scenarios along I-76. It was a chance for first responders to give their thoughts and opinions on the I-76 ICM design.

NJ

The NJSAFR IMTF Incident Management Guidelines are in the final design process and will be printed shortly.

The Mercer County task force has started the process of creating a set of Incident Management Guidelines for the Task Force.

Respondersafety.com

ResponderSafety.com just launched a New PIO and Public Educator Page with "Distracted Driving Endangers First Responders" Messaging and Resources.

They are providing new tools to get the message out to the public about the dangers distracted drivers pose to emergency responders operating on the roadway and safe driving practices when approaching and passing roadway incident scenes. The page includes video PSAs, media advisory templates, sample media contact emails, downloadable resources including a push card, a press packet, a backgrounder for leadership, new stories and case studies on struck by incidents, free training modules, and much more to help PIOs and public educators communicate messages like Move Over Slow Down, Move It (Fender Bender laws), and anti-distracted driving.

[https://learning.respondersafety.com/News/ResponderSafetyCom Breaks New Ground in Distracted-Driver Effort.aspx](https://learning.respondersafety.com/News/ResponderSafetyCom%20Breaks%20New%20Ground%20in%20Distracted-Driver%20Effort.aspx)

<http://www.respondersafety.com/About-Us/Key-Initiatives/PIO-Public-Educator-Engagement.aspx>

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 phase 2 as data collection for corridors in Mercer and Burlington County has started.



THURSDAY, JUNE 7, 2018 | 9:30 AM – NOON

DVRPC OFFICES | 190 N. INDEPENDENCE MALL WEST, 8TH FLOOR | PHILADELPHIA, PA 19106

EMPHASIS AREA STRATEGIES: Aggressive Driving

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. **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]
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]
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/contexts.** [Education]
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]
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]
6. Share and promote aggressive driving campaigns (e.g. Put the Brakes on Fatalities Day, Spread The Love Let Somebody Merger, etc.) on websites, email blast, social media, etc., and use variable message signs to track severe crash trends by location to raise awareness. [Education]
7. Further publicize enforcement campaigns and special policing (like DUI check points) to increase their effectiveness and help disseminate factual information about enforcement. [Enforcement]
8. Better promote the fines and penalties resulting from speeding violations, e.g. penalties doubled in work zones, etc. [Enforcement/Education]

RSTF Goal: *To reduce roadway crashes and eliminate serious injuries and fatalities from crashes in the Delaware Valley*

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