



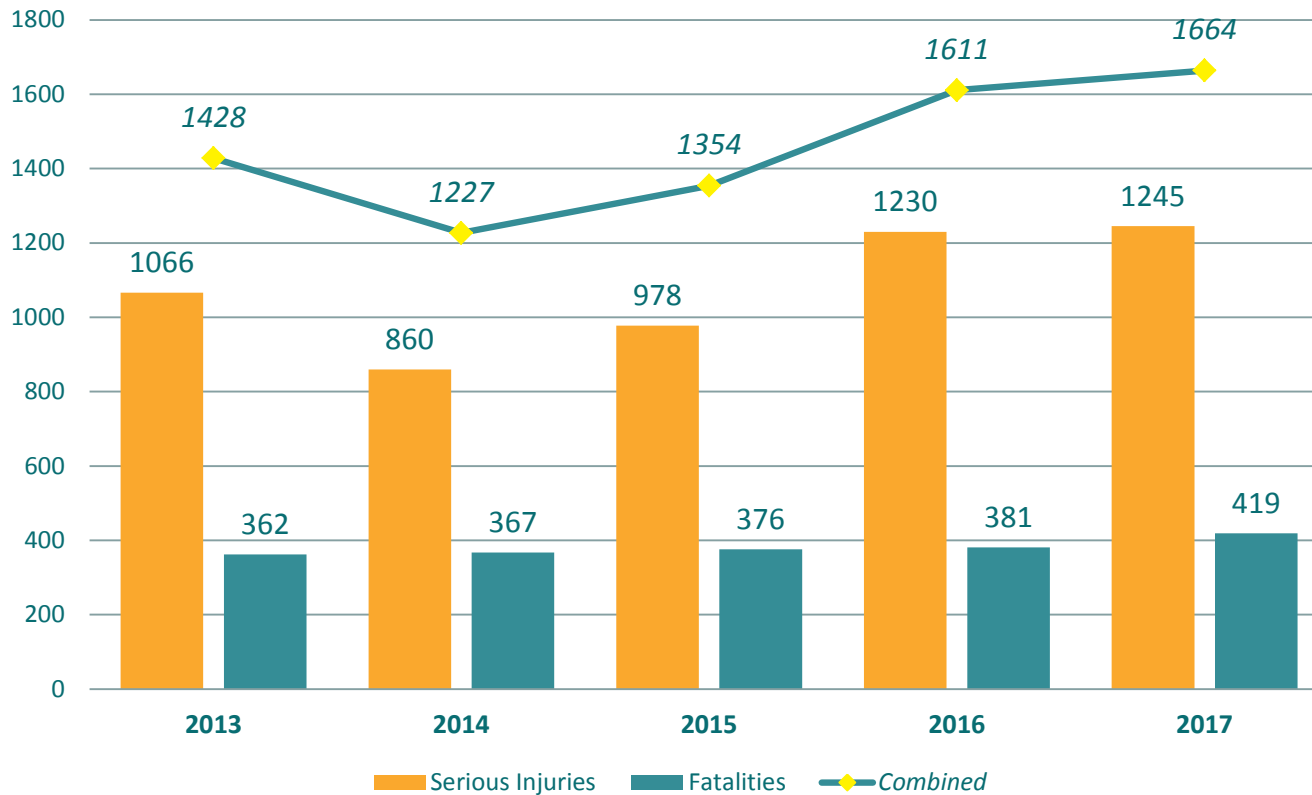
# Safe Senior Mobility

December 13, 2018



CONNECT WITH US! @DVRPC #RSTF #VISIONZERO

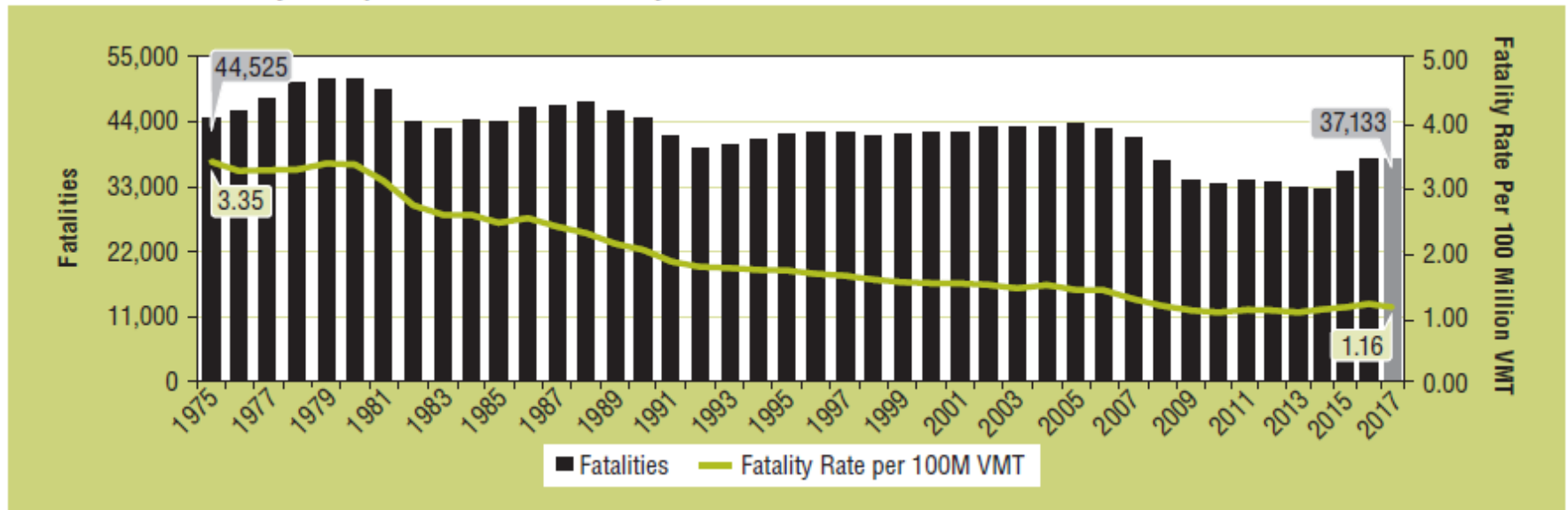
# Total KSI - Regional Trend (by person), 2013-2017



## NHTSA: U.S. Fatal Motor Vehicle Crashes, 2017

- 37,133 people killed in crashes:
  - 1.8-percent **decrease**, from 37,806 in 2016
  - vehicle miles traveled (VMT) **increased** by 1.2 percent from 2016 to 2017

Fatalities and Fatality Rate per 100 Million VMT, by Year, 1975–2017

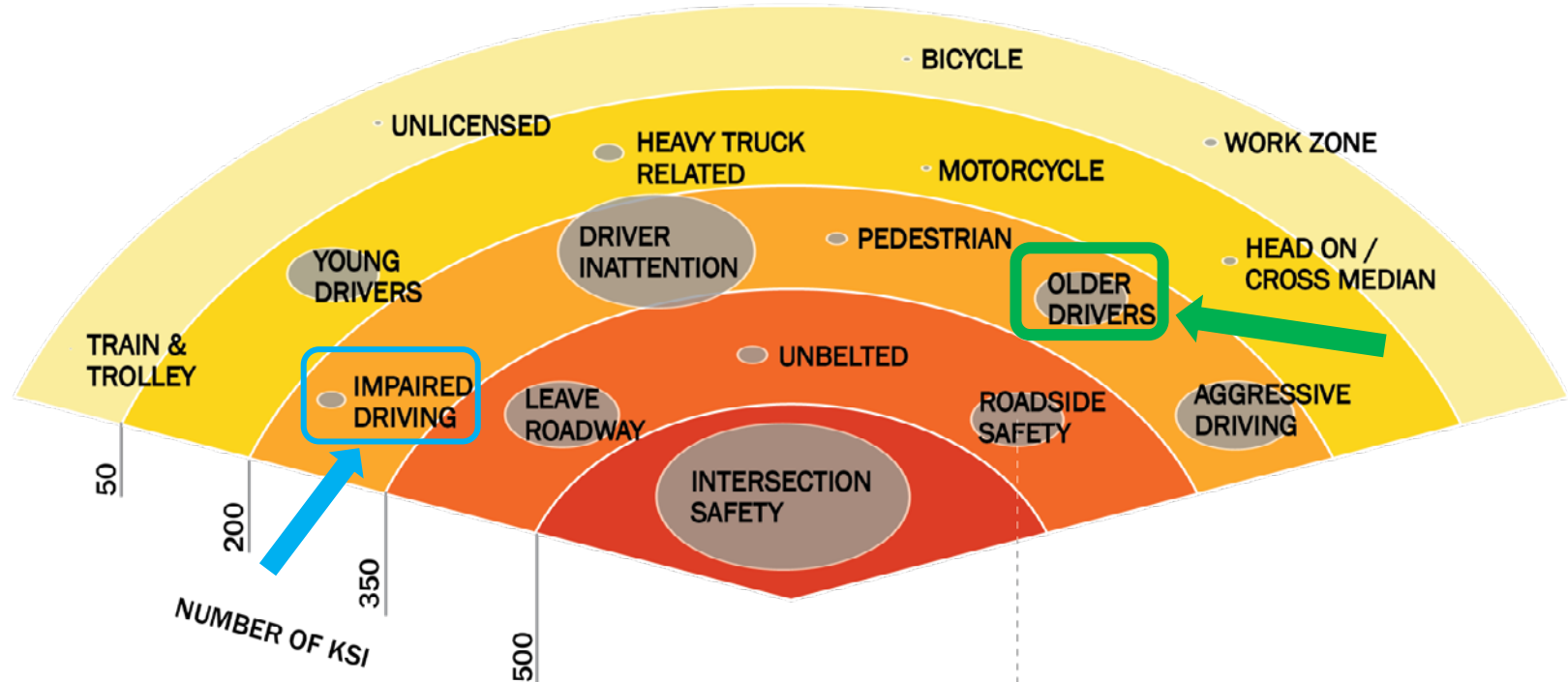


Sources: FARS 1975–2016 Final File, 2017 ARF; Vehicle Miles Traveled (VMT): FHWA.

## NHTSA: Facts About Older Drivers, 2016

- **49.2M**
  - People 65 and older in the U.S
- **30%**
  - Increase in population of people 65 and older
- **6,764**
  - People 65 and older killed in crashes (18% of total)

# KSI & Total Crashes by Emphasis Area



Roadside Safety experienced 12,789 crashes and 410 KSI

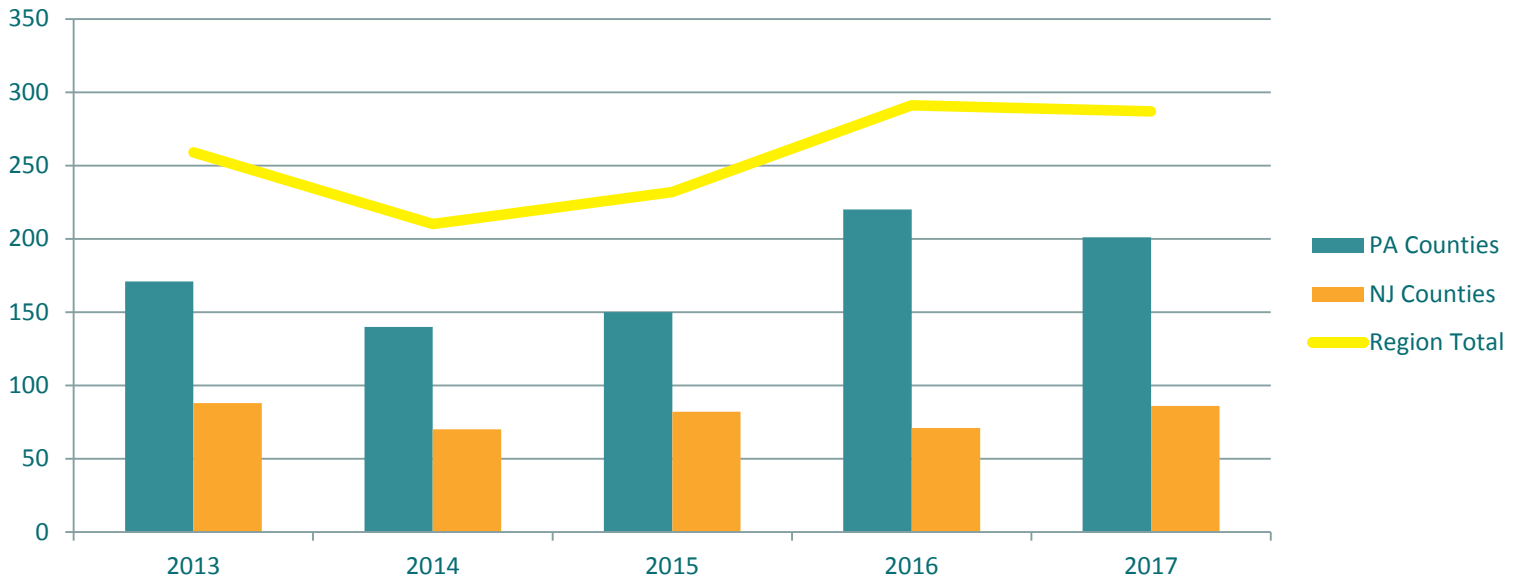
● = TOTAL CRASHES  
(size proportional to total number of crashes)



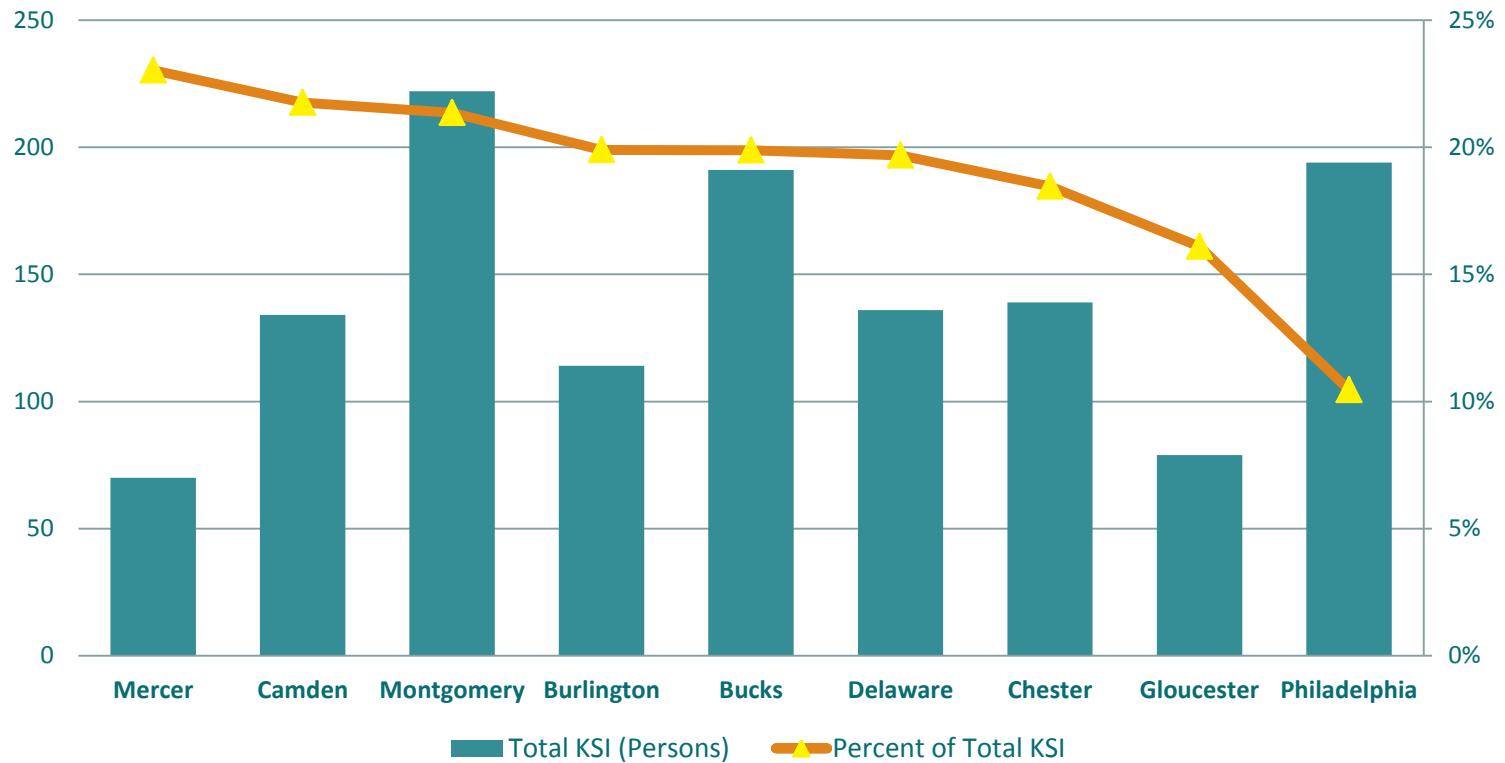
# Older Drivers



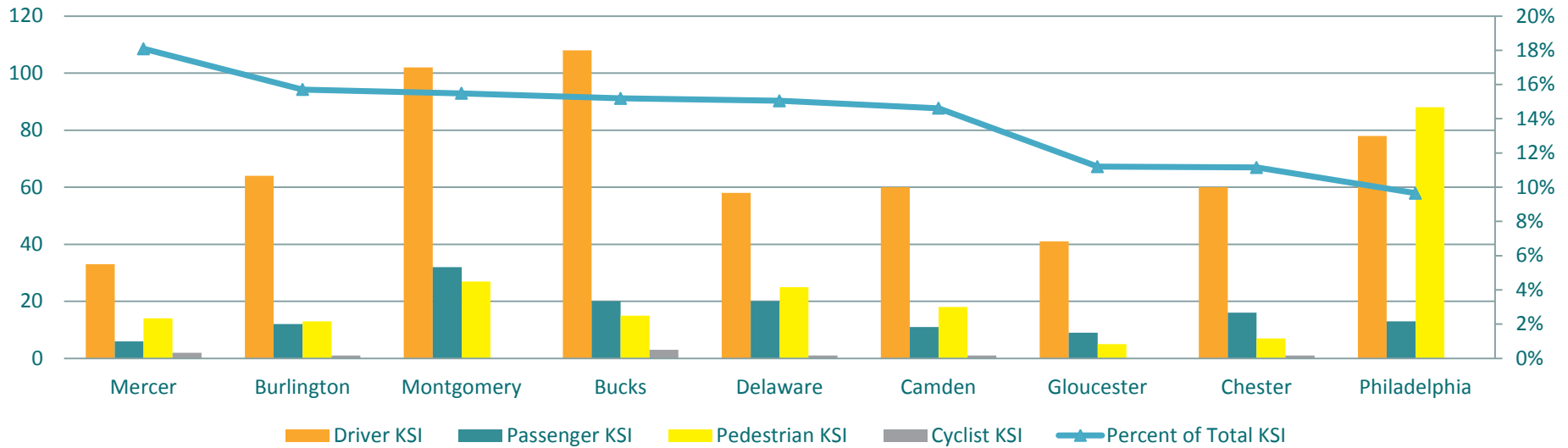
## Older Driver-Involved KSI 5-year Regional Trend



# Older Driver-Involved KSI Compared to Total KSI by County, 2013-2015



# Senior KSI by Mode by County, 2013-2015





# Older Drivers

## Coincidence Ratios by Emphasis Areas:



- Intersection crashes
- Distracted driving crashes
- Aggressive driving crashes

Emphasis Area	Intersection Safety	Lane Departure	Older Drivers	Young Drivers	Pedestrian & Bicyclist Safety	Impaired Driving	Distracted Driving	Aggressive Driving
<b>Collision Type</b>								
Intersection Safety	—	0.51	1.15	1.04	1.24	0.74	0.86	0.99
Work Zone	0.43	0.99	0.94	0.88	0.44	1.03	0.81	1.76
Lane Departure	0.51	—	0.62	1.01	0.18	2.22	0.89	1.05
<b>Road User</b>								
Older Drivers	1.15	0.62	—	0.64	0.62	0.44	1.09	1.20
Young Drivers	1.04	1.01	0.64	—	0.29	0.57	1.19	1.31
Truck-Related	0.71	0.79	0.92	0.54	0.37	0.48	1.01	1.32
Motorcycle	0.95	1.81	0.66	0.67	0.19	0.97	0.54	0.95
Train/Trolley	1.38	0.35	0.72	0.30	0.76	0.87	0.52	0.33
Pedestrian	1.20	0.20	0.62	0.30	—	0.87	0.41	0.20
Bicycle	1.36	0.14	0.60	0.26	—	0.51	0.47	0.24
<b>Dangerous Behavior</b>								
Impaired Driving	0.74	2.22	0.44	0.57	0.80	—	0.92	0.88
Unbelted	0.97	1.40	0.78	1.03	0.77	2.05	0.70	0.66
Distracted Driving	0.86	0.89	1.09	1.19	0.43	0.92	—	0.77
Aggressive Driving	0.99	1.05	1.20	1.31	0.21	0.88	0.77	—

Sources: PennDOT, NJDOT, DVRPC

# Priority Recommended Strategies

## Safe Senior Mobility

- 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]*
- Promote use of best practices in senior-safe roadway design, like clear, concise messaging and highly legible design elements. *[Engineering/Education]*
- 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]*

# Speakers

- **Dr. Anne Mitchell**  
Assistant Professor  
Jefferson University
- **Tim Evans**  
Director of Research  
New Jersey Future

REGIONAL  
**SAFETY**  
TASK FORCE



**Thank You!**



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# Safe Senior Mobility and Land Use

Tim Evans

New Jersey Future

DVRPC Regional Safety Task Force

December 13, 2018



# About New Jersey Future

Founded in 1987, New Jersey Future is a nonprofit, nonpartisan organization that promotes sensible growth, redevelopment and infrastructure investments to foster vibrant cities and towns, protect natural lands and waterways, enhance transportation choices, provide access to safe, affordable and aging-friendly neighborhoods and fuel a strong economy. The organization does this through original research, innovative policy development, coalition-building, advocacy, and hands-on strategic assistance.





**NEW JERSEY**  
**FUTURE**

**Promote responsible land-use policies:**

- Revitalize cities
- Preserve open space
- Keep housing affordable
- Encourage transportation choices



[www.njfuture.org](http://www.njfuture.org)  
[@newjerseyfuture](https://twitter.com/newjerseyfuture)

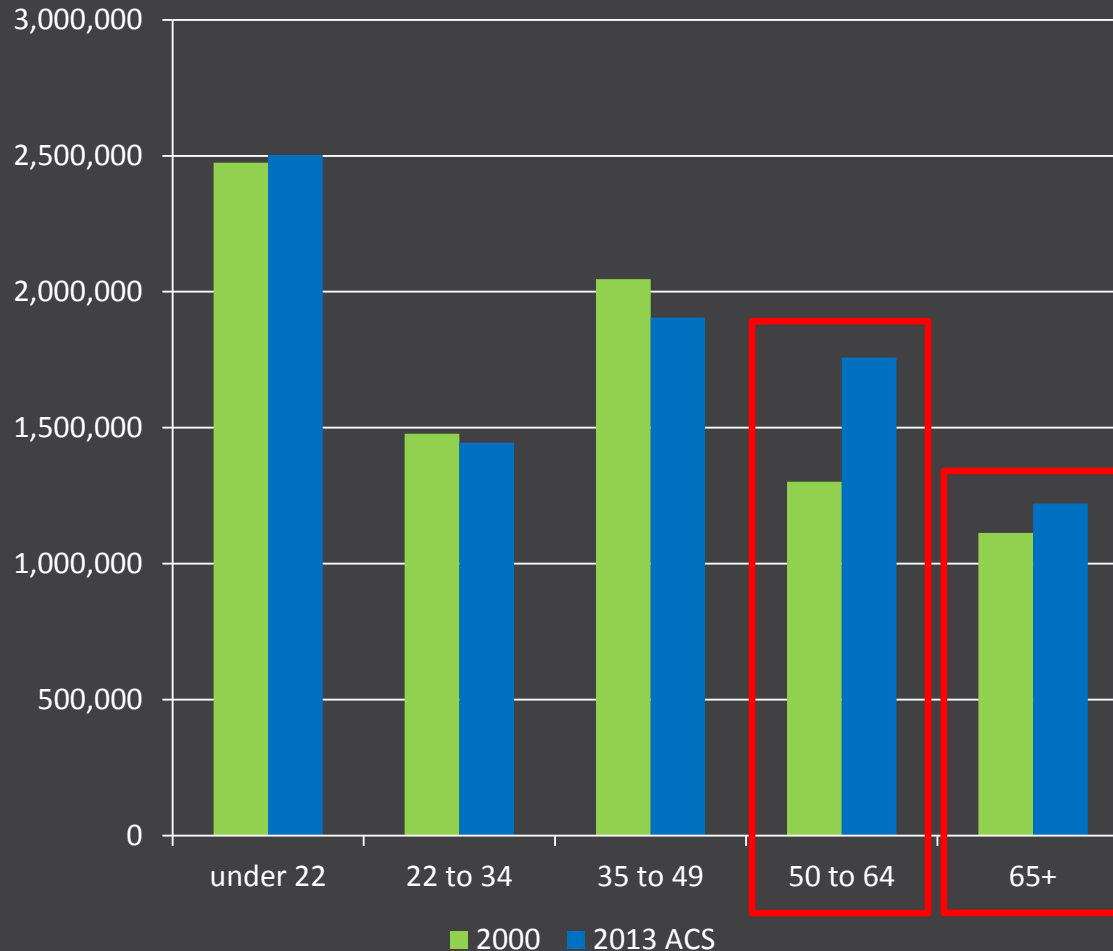
# CREATING PLACES TO AGE in NEW JERSEY



January 2014



# Change in Population by Age Group, 2000 vs 2013



Bulk of the Baby Boomers hitting middle age, older Boomers now retiring – will they be able to “age in place”?

# Aging and Land Use

From a land-use perspective, has New Jersey built the kinds of places – and built enough of them – that provide what older adults are likely to be seeking as they age?\*

\* and, specifically, as they no longer have the desire or ability to drive everywhere, or on certain types of roads, or at certain times of day

# Aging-Friendliness and Land Use

1. Density – are destinations close together?
2. “Downtown” (mix of uses) – are different *kinds* of destinations close together?
3. Walkability – is the street network well-connected?
4. Access to public transportation

# Aging-Friendliness and Land Use

Density – are destinations close together?

as measured by “**net activity density**”

= (population + employment) / developed acres

Higher density is better for older people because it puts destinations closer together, an important consideration for people with constraints on their mobility.



# Aging-Friendliness and Land Use

“Downtown” or mixed-use center – are different *kinds* of destinations close together?

as indicated by:

- designated center in the State Plan or Pinelands (or Highlands)
- SID, BID, or “Main Street” organization
- Main Street New Jersey list

Town centers with homes, stores, offices, and civic buildings in close proximity allow people to streamline their trip-making by minimizing the distances among different types of destinations. **A “town center” environment also increases opportunities to interact with other people!**

# Aging-Friendliness and Land Use

Walkability – is the street network well-connected?

as measured by **local road density**

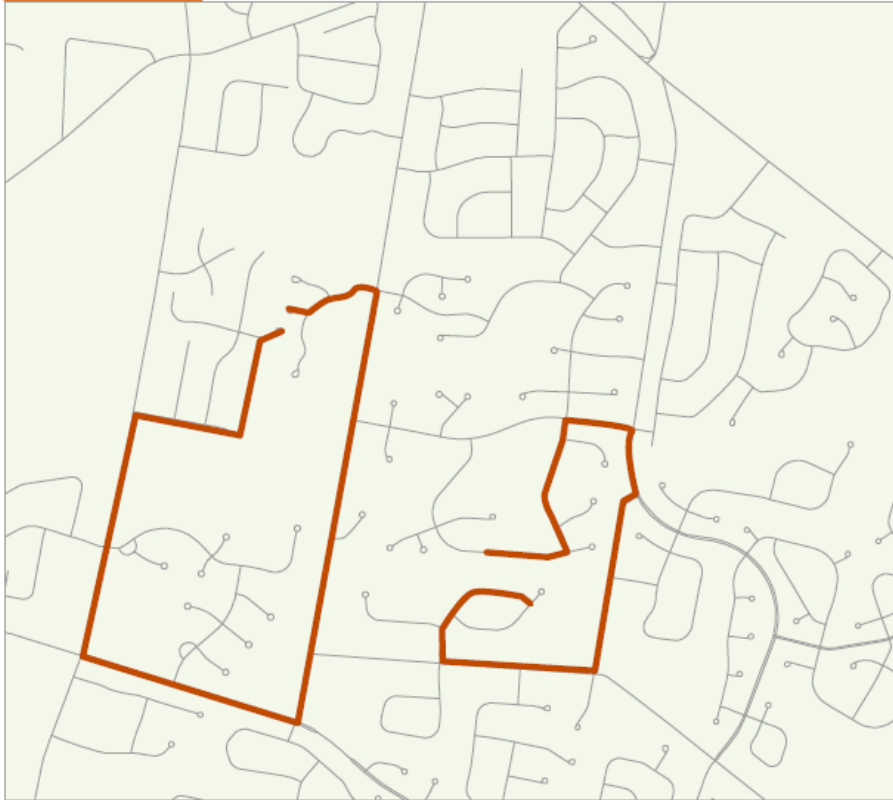
= route-miles of local road / square mile

Without connectivity, high density and mixed use can end up meaning that you can see your destination out your window but have to walk or drive a mile to get to it.

\* Median block size might be an even better measure of connectivity

# It's close, but can you walk there?

FIGURE 2. TYPICAL DISCONNECTED STREET NETWORK



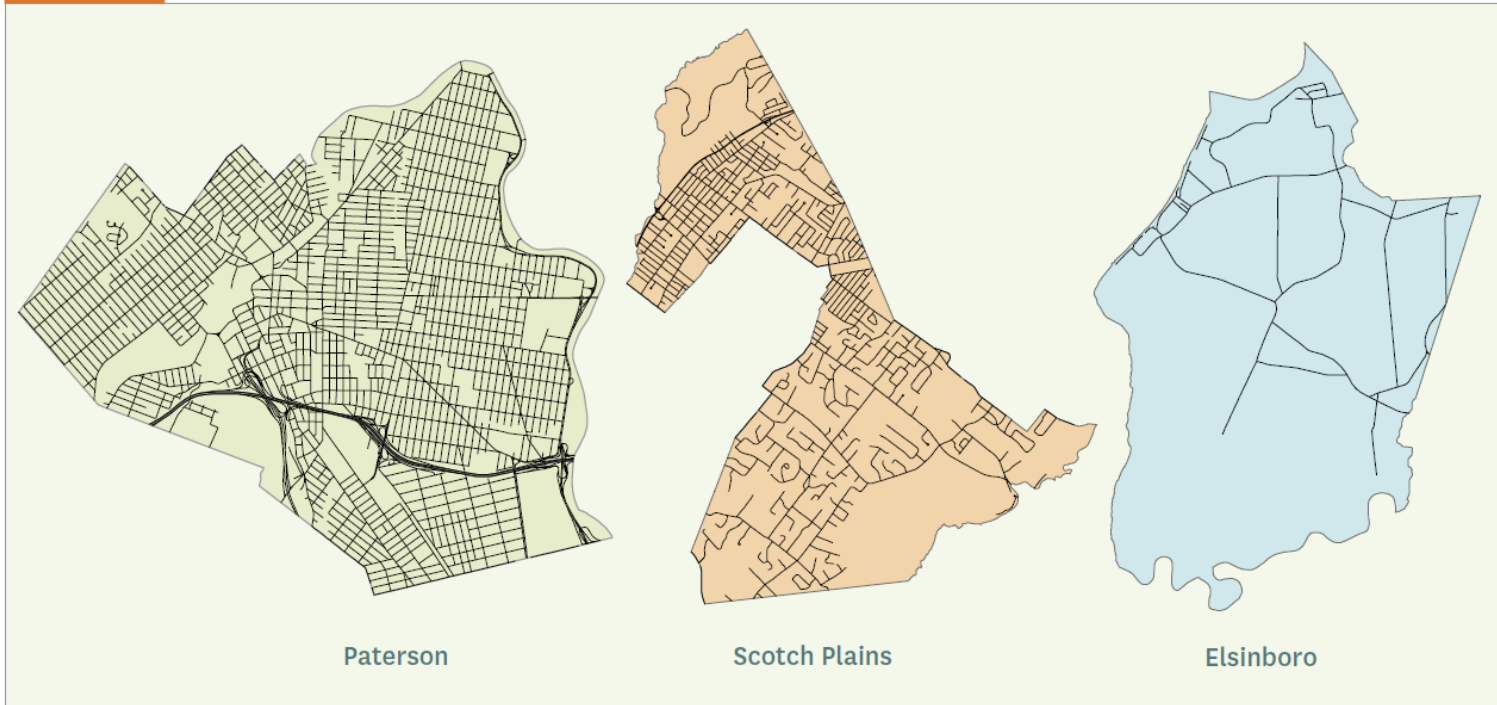
*So close, and yet so far: a lack of street network connectivity can mean a neighbor's house is a mile away by car – or on foot.*

- Street network connectivity is an important measure of pedestrian-friendliness – shorter and more numerous paths between destinations
- A well-connected grid of local streets [and small blocks] is also safer for older people to **drive** on – slower speeds, lower traffic volumes, less complex intersections

# Street network connectivity

FIGURE 3.

LOCAL ROAD DENSITY: A COMPARISON OF THREE MUNICIPALITIES



*Paterson, Scotch Plains, and Elsinboro Township are all roughly the same size — about 5,000 acres — but they have very different road densities. Paterson's street network has 21.7 route-miles of local road per square mile, creating a very high degree of connectivity and walkability. Scotch Plains is a typical older suburb, with 9.7 route-miles per square mile. And Elsinboro Township in Salem County, at 2.1 route-miles per square mile, is illustrative of what the road networks look like in rural and largely undeveloped areas.*

# Aging-Friendliness and Land Use

Access to public transportation

as measured by local bus stops per square mile  
[bus more important for local trips, rail for regional trips]

Public transit access is presumed to be a plus for older people, because it offers them access to destinations to which they may not feel comfortable driving.

# Aging-Friendliness and Land Use

1. Density – are destinations close together?
2. “Downtown” (mix of uses) – are different *kinds* of destinations close together?
3. Walkability – is the street network well-connected?
4. Access to public transportation

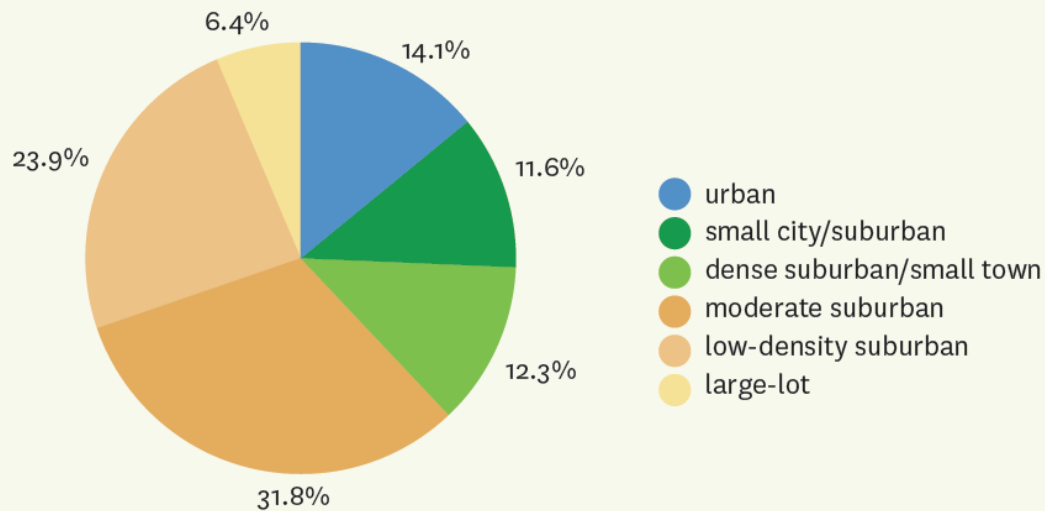
**The land-use characteristics that make a place good for older people are the same “smart-growth” features that make it easier for *everybody* to get around.**



# Where Do Older New Jerseyans Live vs. Density of Destinations

FIGURE 4.

PERCENT OF 55+ POPULATION LIVING IN MUNICIPALITIES CLASSIFIED BY COMPACTNESS OF DEVELOPMENT PATTERN

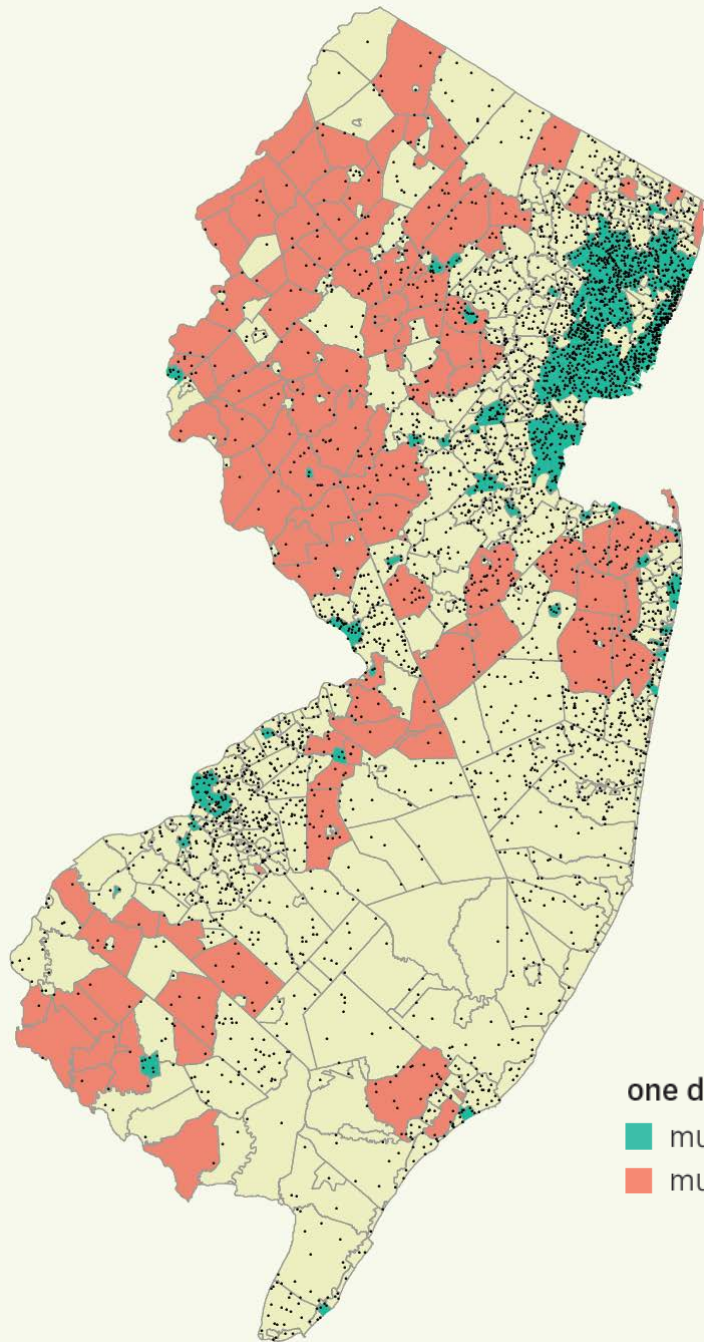


*Three in ten New Jersey residents aged 55 or older live in municipalities with net activity densities low enough (low-density suburban or large-lot) that a car is a virtual necessity for getting around.*

# Aging- Friendliness and Land Use

**Good news:** 31.3 percent of all New Jersey residents aged 55 or older live in one of the 107 municipalities that score well on all four aging-friendliness development metrics.

**Bad news:** 13.1 percent – almost 300,000 people – live in one of the 109 municipalities that score poorly on all four.



one dot = 500 people aged 55+

■ municipalities scoring well on all 4 metrics

■ municipalities scoring poorly on all 4 metrics

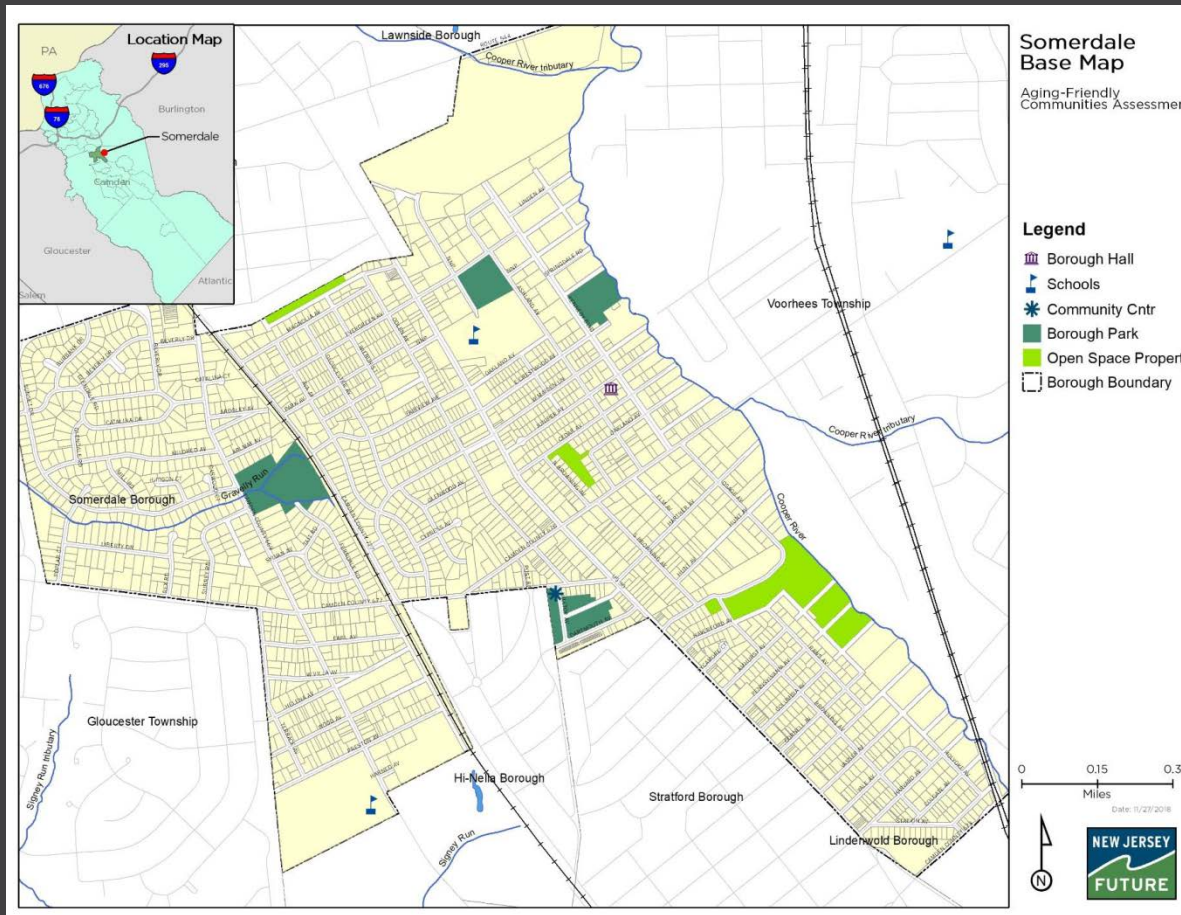
More bad news:

## Aging-*friendly*, but...aging-*ready*?

It's more than just development patterns:

- Housing types
- Housing unit size
- Housing affordability
- Pedestrian safety (sidewalks, crosswalks, lane widths, traffic light timing, vehicle speeds....)

municipality name	county	median block size (acres)	rank (of 565)	local road route-miles per square mile	rank (of 565)
Teaneck township	Bergen	4.432	214	19.037	60
Somerdale borough	Camden	4.140	177	16.230	104
Westwood borough	Bergen	4.150	179	15.851	118







Cedar Lane in Teaneck



Westwood Ave in Westwood



White Horse Pike in Somerdale

These three places all score well (and similarly to each other) on metrics of street network connectivity!

# Aging-Friendliness: Recommendations

## **In places that score poorly (post-WWII car-oriented suburbia):**

- Create brand-new “downtowns” (e.g. Robbinsville Town Center, Plainsboro)
- Retrofit existing single-use development to make **more mixed-use and pedestrian-friendly** (e.g. Voorhees/Echelon Mall, Somerdale)

## **In places that already have “good bones” (cities, but also many older suburbs):**

- Add to and diversify the housing stock
- **Improve the pedestrian environment**



Thank you!

Tim Evans

Research Director

tevens@njfuture.org

New Jersey Future

16 W. Lafayette St.

Trenton, NJ 08618

609-393-0008 ext. 103

<http://www.njfuture.org>







# Senior Mobility



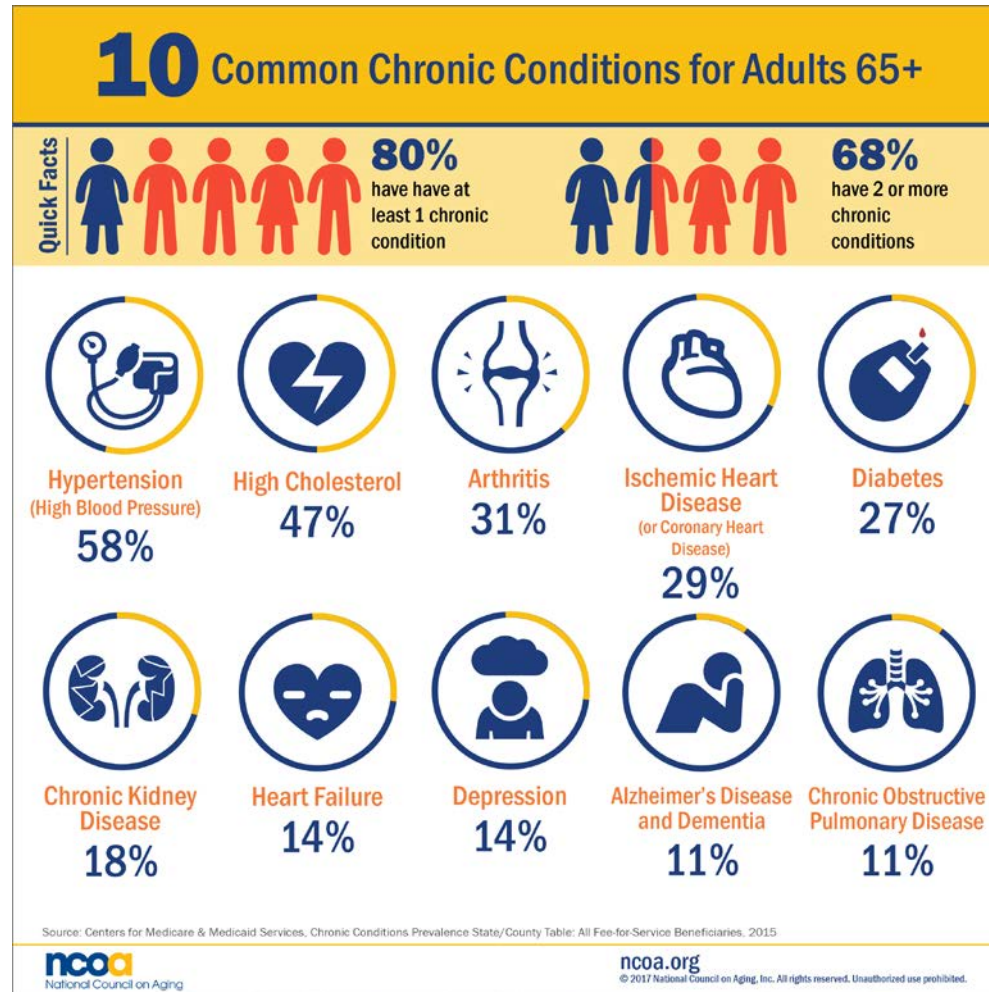
Anne Bradley Mitchell PhD, ANP-BC  
Jefferson University College of Nursing

# Normal physiologic changes of aging

- Decreased Accommodation – Impaired night vision
- Decreased hearing- high pitch sounds
- Decreased tendon reflexes
- Decreased joint mobility
- Slowed reaction time
- Slowed processing new information

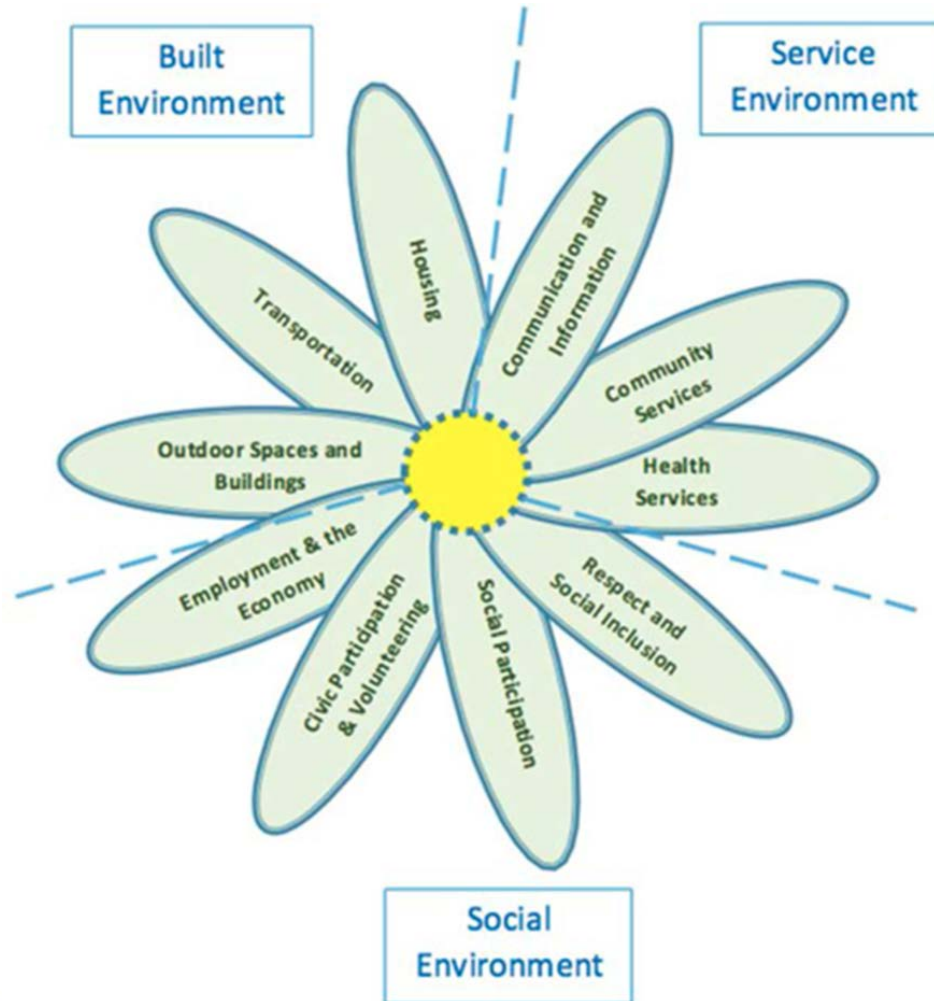


# Aging Changes: Pathology





# Age Friendly Tenets



# Age Friendly Movement

- Universal design can create inclusive environments, products, and services that are: safer, accessible, attractive, and desirable for everyone; easily repurposed; capable of reducing falls and related health-expenses.
- Walkable communities reduce the risk of chronic disease and improve public health and quality of life.
- AARP Foundation Initiative: Decreased Social Isolation

# Driving: NHTSA Data(2015)

Older adults account for:

- 16% of all licensed drivers
- 18% of all traffic fatalities



Involved in Traffic:  
Accidents:

PA: 16.7%

NJ: 16.1%

Del: 9.5%

- Only 8% of older adults have elevated BAC

Account for Traffic  
Fatalities:

PA: 20.2%

NJ: 22.8%

Del: 14.3%



HOME > CONFERENCES & EVENTS > OLDER DRIVER SAFETY AWARENESS WEEK

-A +A

2019 AOTA Annual Conference & Expo

Calendar

Member Appreciation Events

Call for Papers

School Backpack Awareness Day

Hill Day

Children & Youth Specialty Conference

2018 AOTA Education Summit

AOTA/NBCOT National Student Conclave

Adult Rehab Specialty Conference

**Older Driver Safety Awareness Week**

Monday: Anticipating Changes That Can Affect Driving

Tuesday: Family Conversations

Wednesday: Screening and Evaluations

Thursday: Interventions That Can Empower Drivers and Families

Friday: Staying Engaged in the Community With or Without a Car

Occupational Therapy Month

Download Your CE Transcript

Past Conferences

Exhibitors and Sponsors

Sponsored

## Older Driver Safety Awareness Week: Dec. 3-7, 2018



It is a fact of life that people grow older every day. With increasing age come changes in physical, mental and sensory abilities that can challenge a person's continued ability to drive safely. But there are a variety of safe travel options for people of all ages. The real need is a broader awareness of the solutions, rather than a narrow focus on the problem.

The American Occupational Therapy Association (AOTA) believes that occupational therapy practitioners have the skills to evaluate a person's overall ability to operate a vehicle safely and provide rehabilitation, if necessary. Many are specially trained in the full scope of driving rehabilitation. Occupational therapy practitioners work with older adults as well as their families and caregivers, offering individualized assessment. They can identify individuals' unique challenges and find strategies that will help them live life to its fullest by keeping them active, healthy, and safe in their communities.

**AOTA's Older Driver Safety Awareness Week, December 3-7, 2018**, aims to promote understanding of the importance of mobility and transportation to ensuring older adults remain active in the community—shopping, working or volunteering—with the confidence that transportation will not be the barrier to strand them at home.

Throughout the week, AOTA will bring attention to a different aspect of older driver safety. Occupational therapy practitioners are encouraged to share their experiences during Older Driver Safety Awareness Week on the [Driving/Driver Rehabilitation forum in OT Connections](#).



### Older Driver Safety Awareness Week Chats

Chats consist of three 20-minute discussions on topics relevant to occupational therapy practitioners addressing the driving and community mobility needs of aging drivers.

Presenters and Titles:

- Dr. Anne Dickerson, PhD, OTR/L, SCDCM, FAOTA "What The Ageing of America Means for my Practice, and How Transportation Planning Can Start With OT!"
- Susan Touchinsky, OTR/L, SCDCM, CDRS "CarFit: Know What to Say, How to Say it, and How Person-Vehicle Fit Contributes to the Occupational Therapy-Generated Transportation Plan"
- Jenny Nordine, OTR/L, CDRS "I'm Driving Because of my Comprehensive Driving Evaluation: Tips for Occupational Therapy Practitioners to Consider Driving Evaluation as a Constructive Part of the Transportation Plan"

### Get Contact Hours!

Download the attendance verification letter now.

# Families and Older Drivers

- Families must assess many issues regarding older drivers: personality, driving record, availability of transportation resources, geographic proximity, long-term family relationships.
- How to prepare:
  - Get the facts
  - Observe the driver
  - Discuss concerns with a doctor
  - Investigate alternatives
  - Be supportive



<https://www.thehartford.com/sites/thehartford/files/we-need-to-talk-2012.pdf>

# Clinician's Guide to Assessing and Counseling Older Drivers



**3rd Edition**



U.S. Department of Transportation

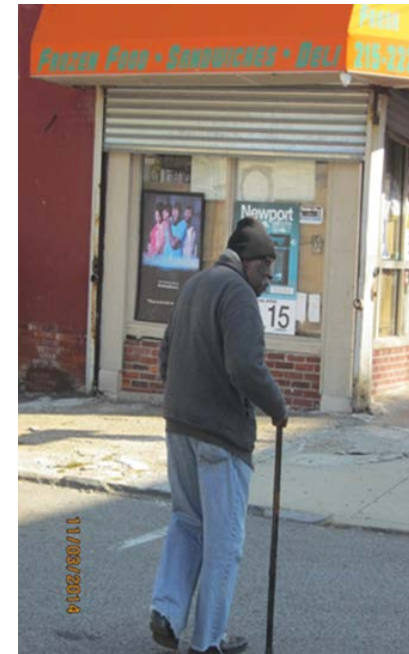


# West Philadelphia Older Drivers

- Half of the sample over age 85 were still driving.
- Clinicians need to be aware of the high numbers of older adults driving in urban areas.
- Assess for potential clinical symptomology that could potentially impede driving ability.
- Urban planners and policy makers need to modify built environment features to accommodate older adult drivers such as adequate signage and increased lighting.

# Older Adult Focus Groups

- Issues with distracted drivers
- Want a Traffic Safety Month
- Retesting of **all** drivers at five year intervals
- Speed of younger drivers
  
- NTHSA Data (2015)
- 27% of pedestrian vs. MV are women >age 65
- 68% of older adult pedestrian deaths occur at non-intersection





# Emerging Technologies

- Interest in the technology is increasing among older adults, According to Veciana-Suarez (2016), 25% of Americans aged 55+ are providers in the sharing economy; Uber reported 1 in 4 drivers are aged 50+.
- In a 2015 study (Olshevski), 70% Boomers said they would be willing to test drive an autonomous vehicle, 31% noted a willingness to purchase a self-driving car, and 38% said that if their health prevented them from driving they would consider purchasing an autonomous vehicle.
- [3seconds.org](http://3seconds.org)

NEIGHBORHOOD FEATURES PLAY A ROLE IN

# Healthy Aging in Place



<http://www.prb.org/Multimedia/Infographics/2017/neighborhood-features-aging>



## 1 Walkable

Sidewalks, crosswalks, intersections, few dead-end streets or cul-de-sacs.

### Potential Benefits:

- Lower obesity rates.<sup>1</sup>
- Better self-rated health.<sup>2</sup>
- Lower rates of self-reported disabilities.<sup>3</sup>

## 2 Accessible

Extensive, street-level public transportation and well-maintained streets and sidewalks.

### Potential Benefits:

- More walking outdoors.<sup>4</sup>
- Fewer mobility problems among those with difficulty walking.<sup>5</sup>

## 3 Compact

Diverse mix of residences and businesses in close proximity.

### Potential Benefits:

- Less mobility disability.<sup>6</sup>
- More walking outside by those with disabilities.<sup>7</sup>
- Longer walks by older men.<sup>8</sup>
- Lower heart disease risk.<sup>9</sup>

<http://www.prb.org/Multimedia/Infographics/2017/neighborhood-features-aging>

## 4 Safe

Residents consider their neighborhoods safe.

### Potential Benefits:

- Greater likelihood of recovering from mobility limitations.<sup>10</sup>
- More outdoor physical activity.<sup>11</sup>
- More frequent and longer walks.<sup>12</sup>

## 5 Plentiful Resources

Parks, libraries, community centers, well-kept public spaces.

### Potential Benefits:

- Slower cognitive decline.<sup>13</sup>

## 6 Healthy Air

Low levels of fine particulate matter pollution.

### Potential Benefits:

- Higher cognitive function.<sup>14</sup>

<http://www.prb.org/Multimedia/Infographics/2017/neighborhood-features-aging>

# Pedestrian/Multi-use Facilities

The use of pedestrian and multi-use facilities includes sidewalks,

trails, bikeways, multi-use paths, etc.

- Walking is the 2<sup>nd</sup> most important travel mode for older people (approx. 9% of all trips).
- Among older adults who do not drive, walking accounts for 1 of 4 trips; its importance increases with age.
- Challenges include: lack of sidewalks/system of connected sidewalks, unsafe intersection crossings, cyclists on the sidewalk, obstructed sidewalks, uneven pavements, failure to remove leaves, ice, snow, weeds, roots.

Rosenbloom (2009): *Generations* 33(2)



# Proximity to Services

- The American Planning Association has called for communities to create housing options that are affordable, accessible, close to services (including transit), and located within existing communities.
- The metric most commonly utilized to quantify close proximity is a quarter-mile distance (0.25 mi.) -it is assumed to be adequate distance for planning for access to services by frailer individuals/people with disabilities.

**I LIVE LIFE 1/4  
MILE AT A TIME**

Image:

[mwexclusive.com](http://mwexclusive.com)

# Research on Crime and Traffic

- Traffic was not associated with decreased transport or leisure walking.
- The subscale, crime was consistent with 48 less minutes of transport walking per week controlling for age, sex, BMI, and physical function.
- The variable, fear of walking because of night crime was associated with decreased walking.
- Traffic was not associated with decreased transport or leisure walking.
- Fear of night crime was highly correlated with the number of medical conditions.
- Crime statistics for the neighborhoods had an assault rate of 22.1/1000 incidents which was ten times greater than the state average.



# Implications

- Length of residence may be associated with the neighborhood perception. Participants lived in their current neighborhoods for a mean over 27 years.
- Older adults create strategies to negotiate their neighborhood to avoid dangers of crime such as not going out at night or avoiding street corners where known drug activity takes place.
- Older adults create strategies to negotiate street landscape by avoiding streets without crosswalks or streets with > than two lanes.





# Public Transit



- **Public transit** includes buses, light rail, heavy rail, aerial trams, and ferries.
  - Riding public transit is older adults' 3<sup>rd</sup> most frequent mode of transportation choice (1<sup>st</sup>: autos, 2<sup>nd</sup>: walking).
  - Research has shown that in order to increase older adults' transit ridership, providers must:
    - Increase safety and security in all parts of the system
    - Provide better information both before and during travel
    - Expand the hours of service and provide additional routes
    - Make service more reliable
    - Enhance driver training

Rosenbloom (2009): *Generations* 33(2)



# Public Transit Challenges

- Places to wait for bus, trolley, train
- Schedules for high peak senior traffic time
- Not adequate time to take a seat
- Difficult to store a walker
- Passengers





**Jefferson**

Philadelphia University +  
Thomas Jefferson University

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HOME OF SIDNEY KIMMEL MEDICAL COLLEGE



A photograph of a road with a 'SLOW DOWN' sign painted on the pavement. The sign is in large, bold, white, italicized letters. The road has a dashed white line in the center and a solid white line on the left side. The background is a dark asphalt road with a light-colored curb on the left.

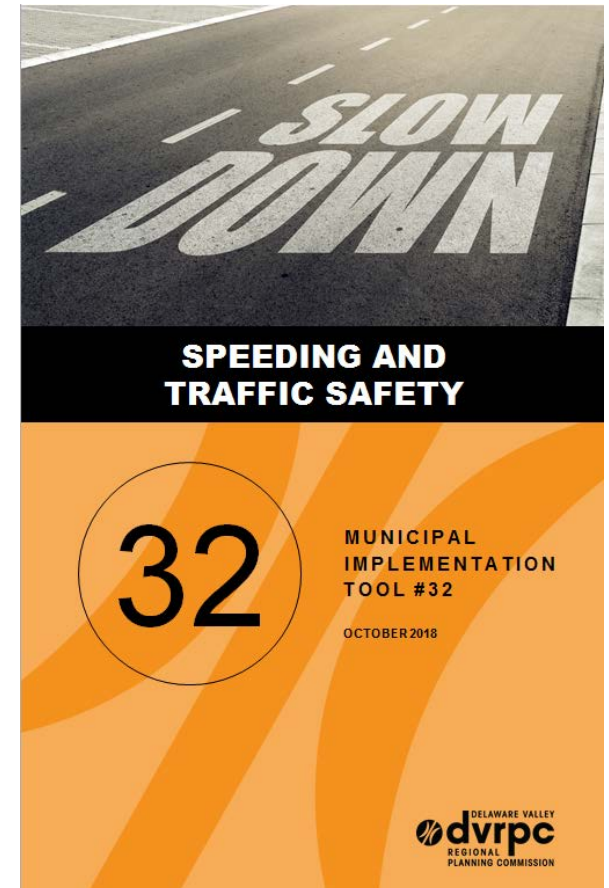
**SLOW  
DOWN**

# Speeding and Traffic Safety

Municipal Implementation Tool

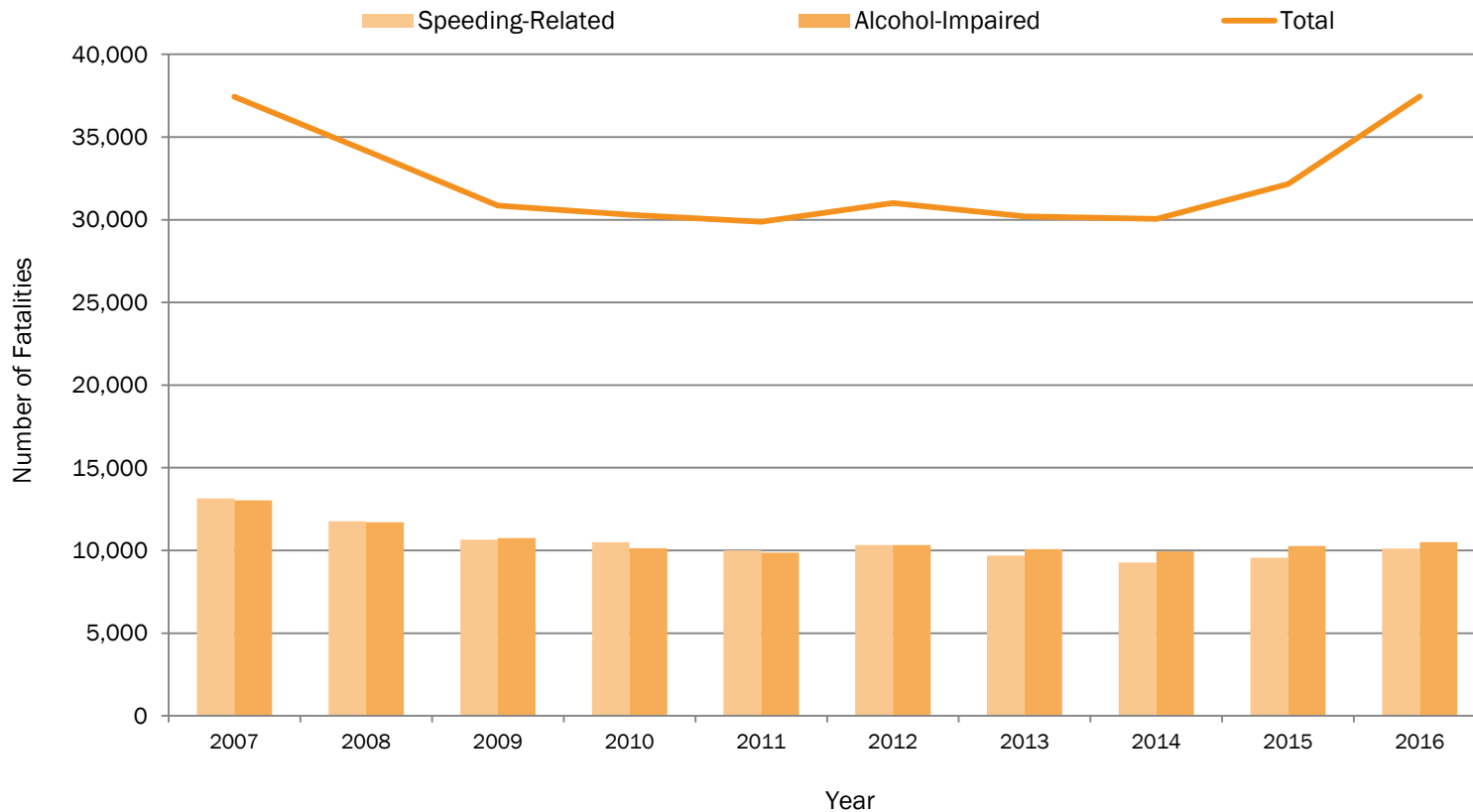
# WHAT IS A MUNICIPAL IMPLEMENTATION TOOL?

Municipal implementation tools are designed to introduce local officials and citizens to planning techniques that may be useful in their communities and to best practices from within the Greater Philadelphia region.



# WHY SPEEDING?

## Total U.S. Traffic Fatalities versus Speeding-Related and Alcohol-Impaired Fatalities per Year

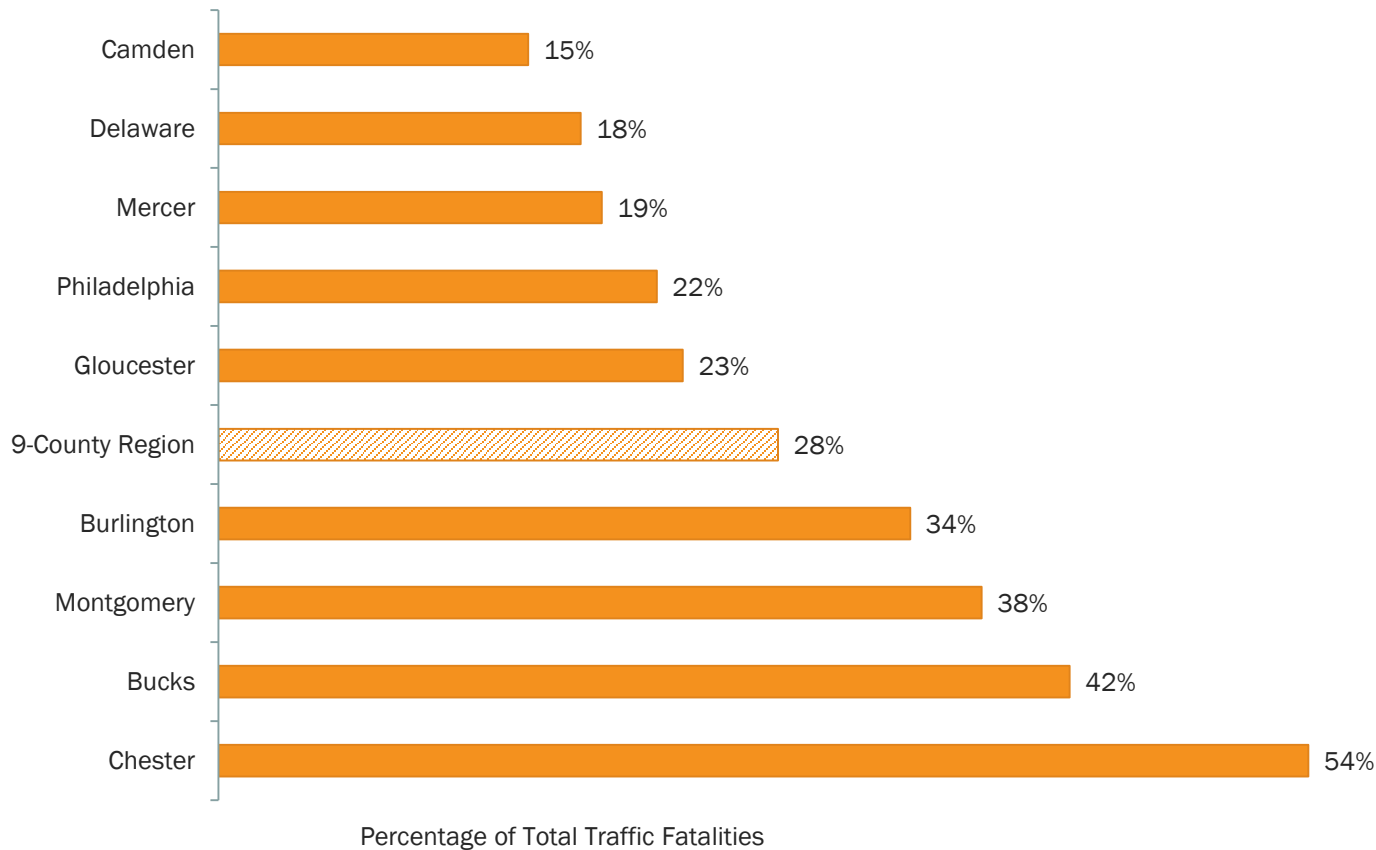


Source: 2007–2016 Fatality Analysis Reporting System (FARS) Data



# SPEEDING IN THE REGION

## Speeding-Related Traffic Fatalities as a Percentage of Total Traffic Fatalities by County in 2016

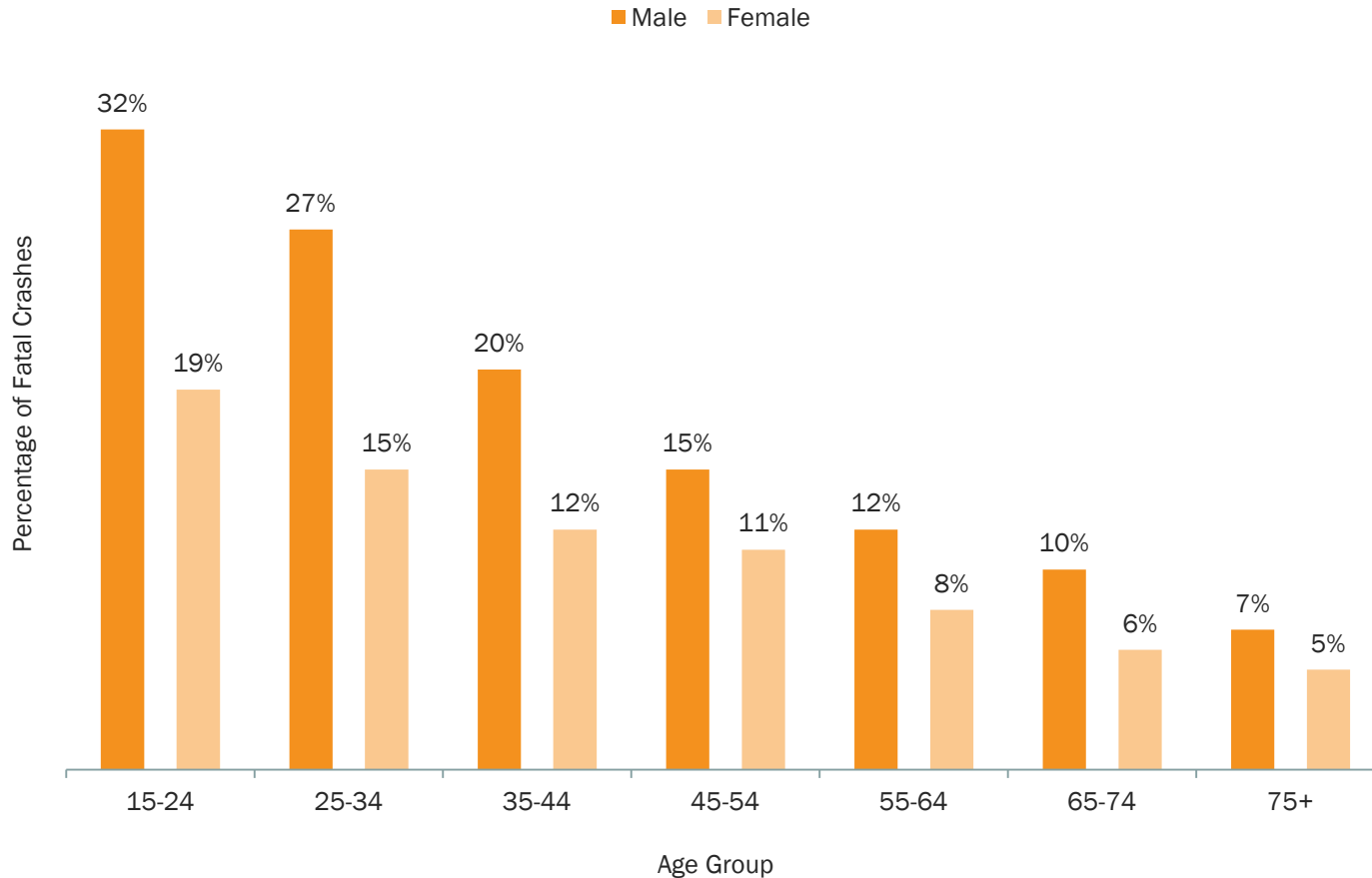


Source: 2016 FARS Data



# CONTRIBUTING FACTORS

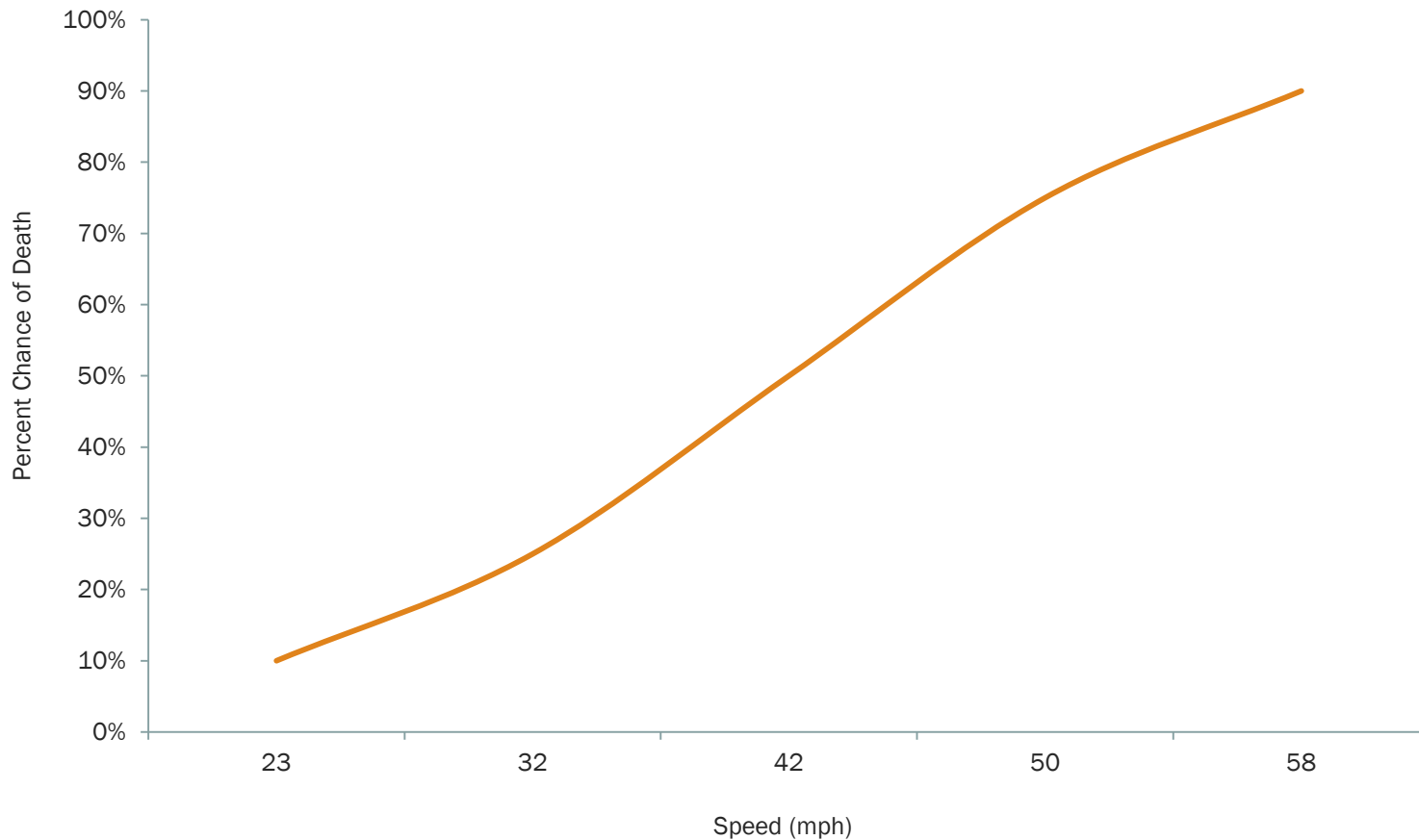
## Percentage of Fatal Crashes in the United States Involving Speeding Drivers by Age and Gender in 2015



Source: 2015 FARS Data

# CONTRIBUTING FACTORS

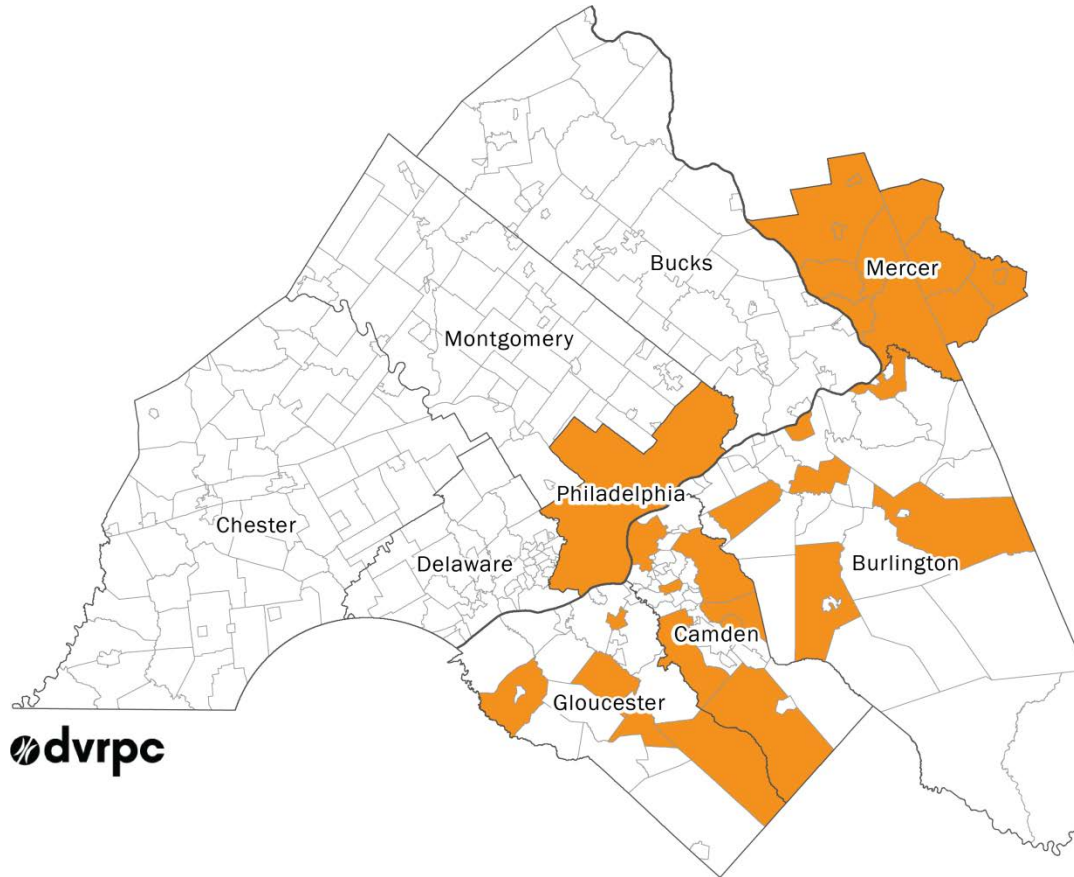
## Pedestrian Crash Mortality by Impact Speed



Source: Tefft, 2011 (AAA Foundation for Traffic Safety)

# SPEED REDUCTION STRATEGIES

## Municipalities in the DVRPC Region with Complete Streets Policies

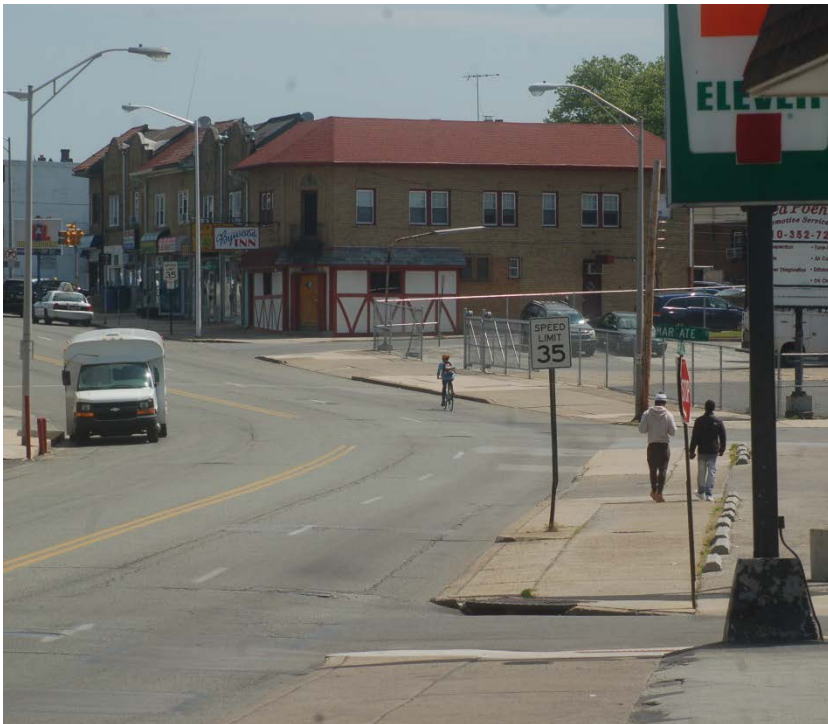


Source: National Complete Streets Coalition, 2018

# SPEED REDUCTION STRATEGIES

## Road Diet on Garrett Road in Upper Darby, PA

May 2017



June 2018



Source: Traffic Planning and Design, Inc./Randy Waltermeyer

# SPEED REDUCTION STRATEGIES

## GOVERNOR WOLF

today signed Senate Bill 172, the Automated Speed Enforcement in Work Zones legislation, which aims to deter speeding in work zones and ultimately improve motorist and roadway worker safety.



Source: PennDOT



# CONCLUSION

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



**1** OUT OF **10** DIE



**5** OUT OF **10** DIE



**9** OUT OF **10** DIE

*Slowing down saves lives.*

Source: Vision Zero PHL 2017 Action Plan



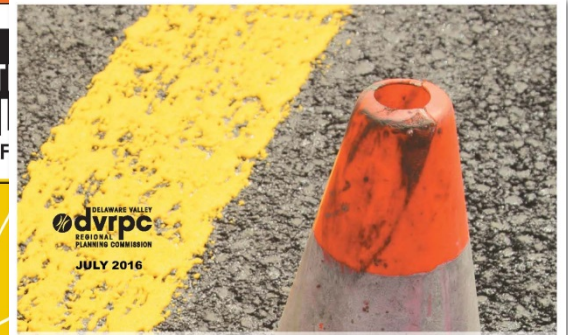
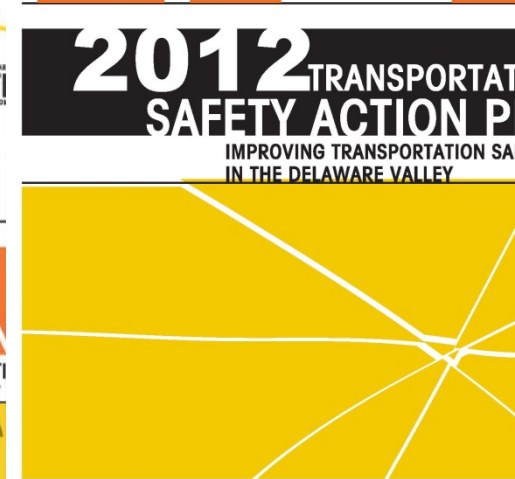
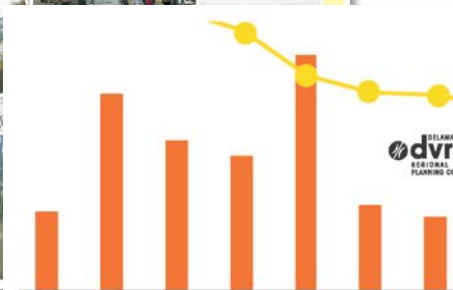
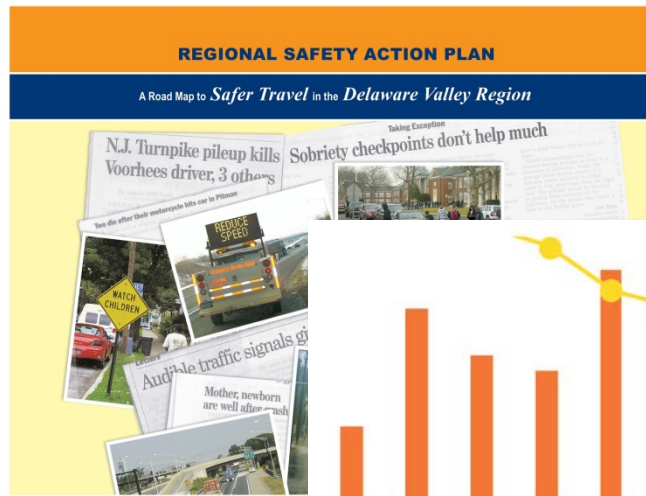


# Transportation Safety Analysis and Plan



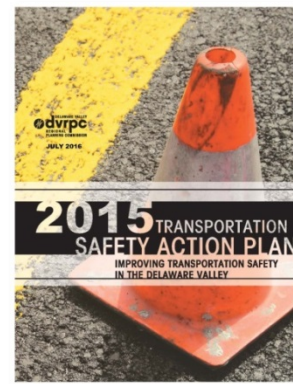
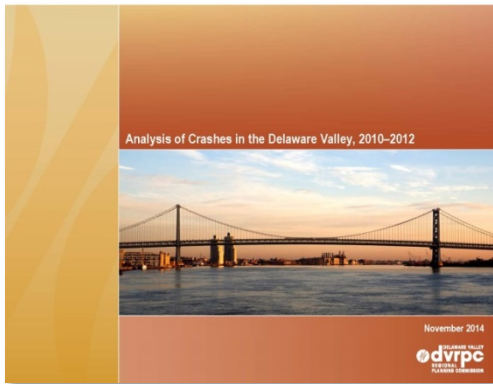
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# TSAP, 2007-2016



# 2018 TSAP

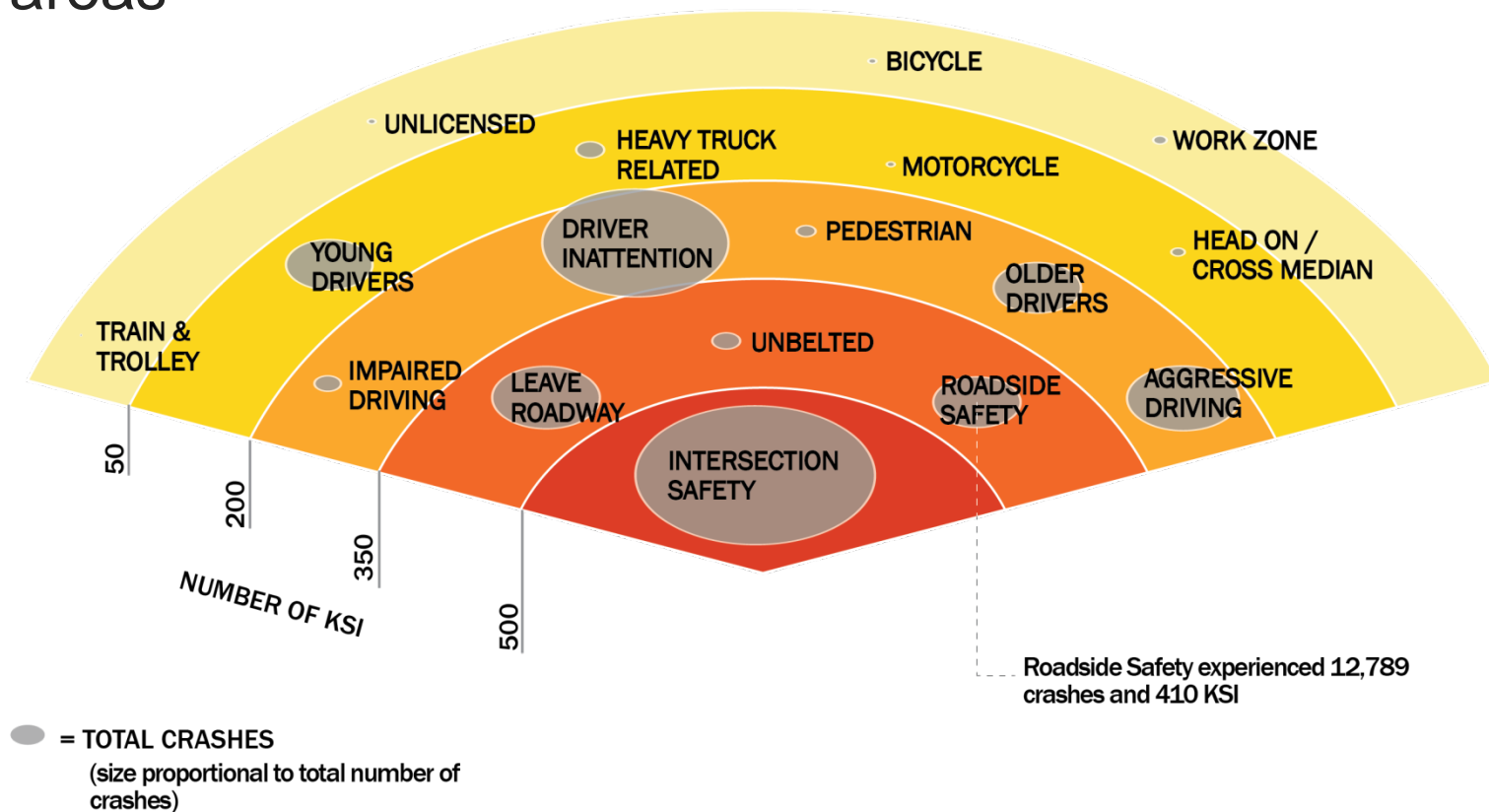
- April 2017: RSTF endorsed changes to forthcoming fifth edition
  1. Inclusion of all AASHTO Emphasis Areas
  2. Emphasis Areas measured by people killed and severely injured (KSI)
  3. Combining “Analysis of Crashes” into the TSAP (previously published as a separate report)



**2018  
TSAP**

# 2018 TSAP

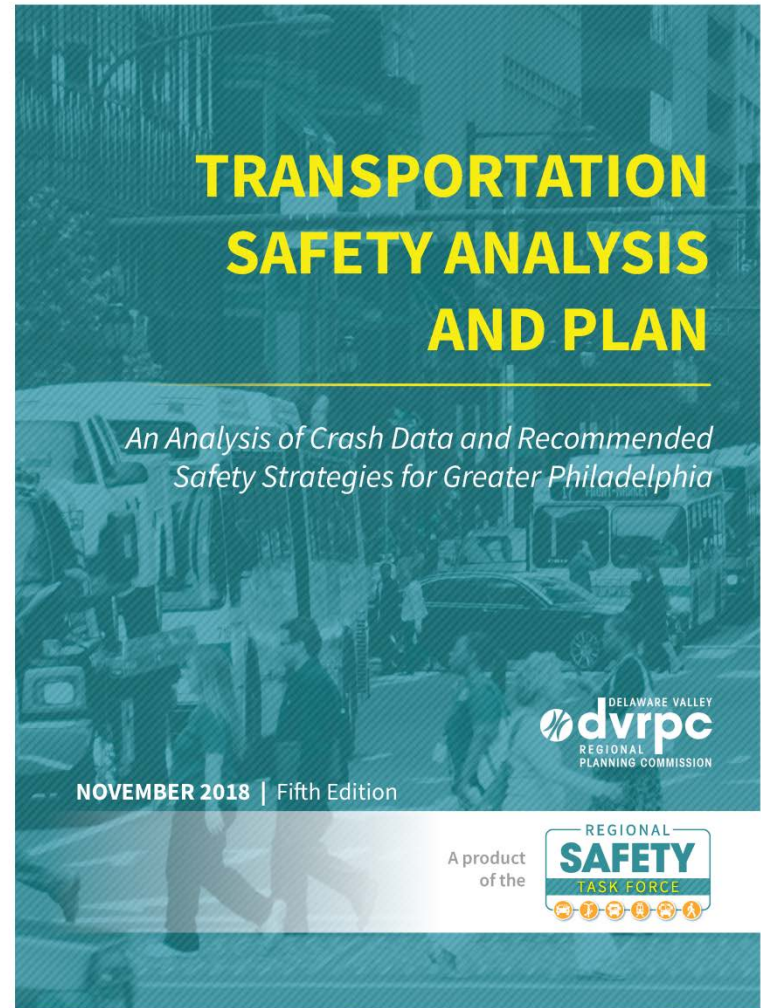
- July 2017: RSTF Special Strategies Session developed priority strategies to address all emphasis areas





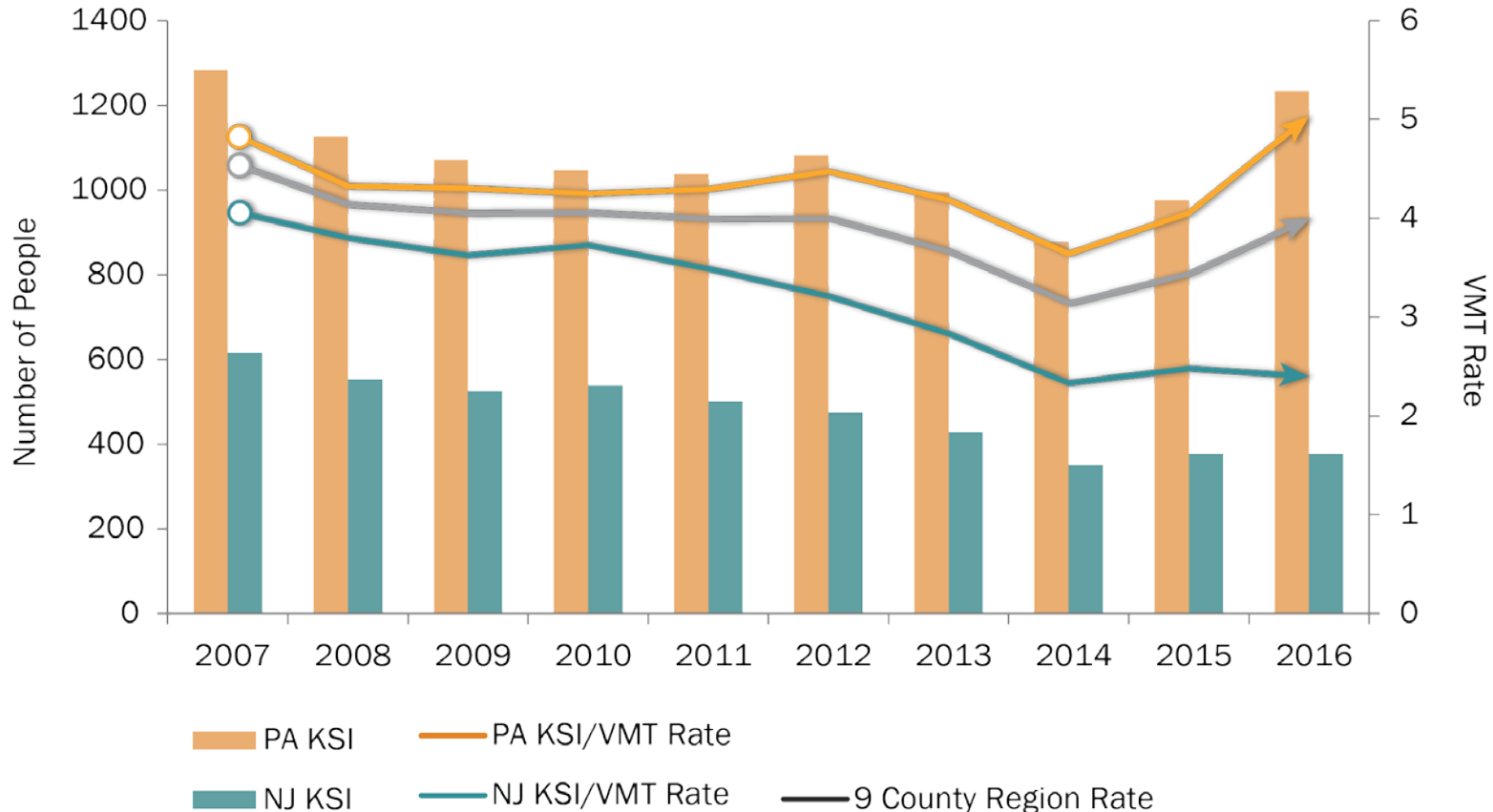
# 2018 TSAP

- November 2018: Fifth edition published as “Transportation Safety Analysis and Plan” (TSAP)
- Three parts:
  1. Crash Trends in the Region, 2012-2016
  2. Safety Planning in the Region
  3. Emphasis Areas



# 1. Crash Trends in the Region, 2012-2016

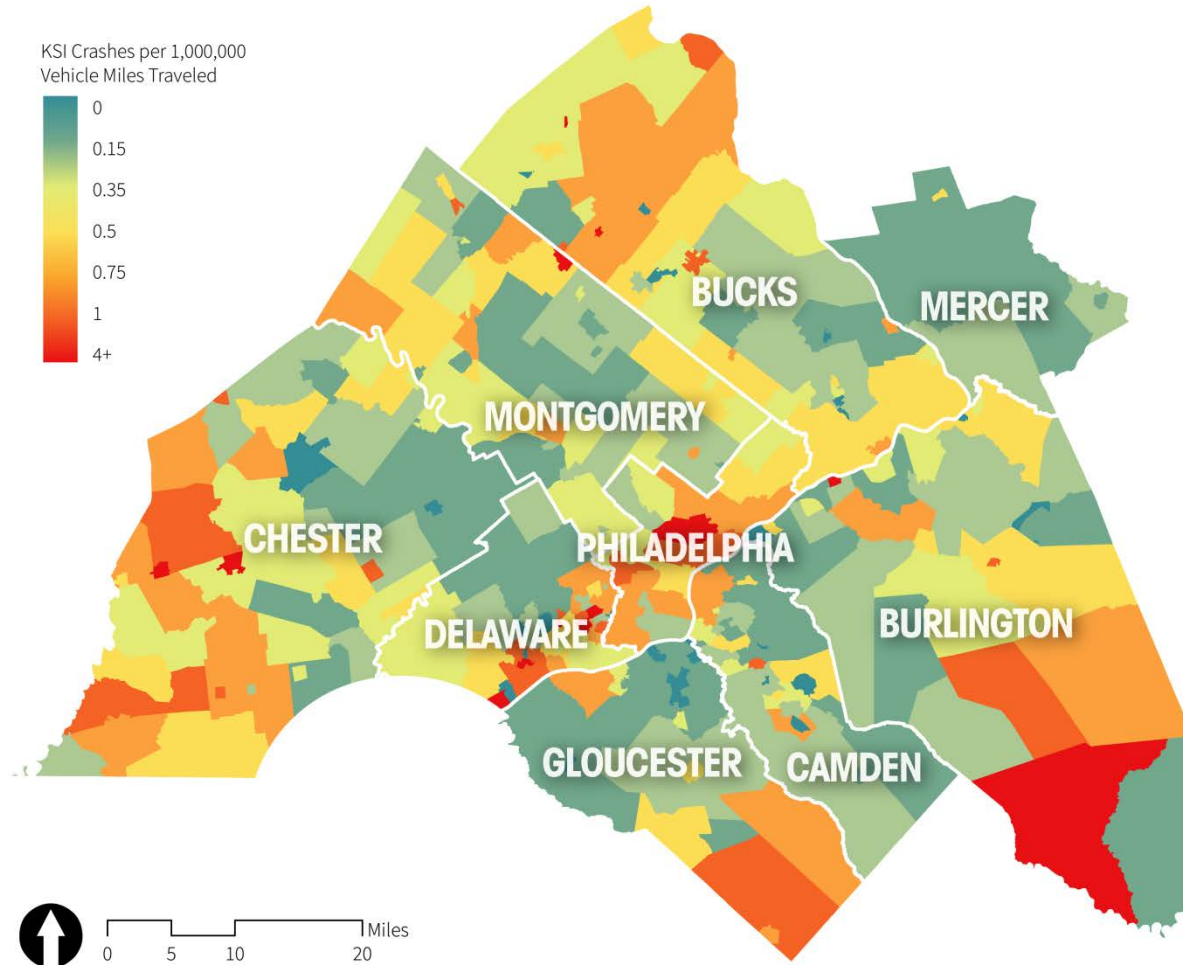
Total KSI and KSI Rate per 100 Million Vehicle Miles Traveled (VMT)





# 1. Crash Trends in the Region, 2012-2016

## KSI Rate by Municipal or Philadelphia Planning District VMT, 5-Year Average

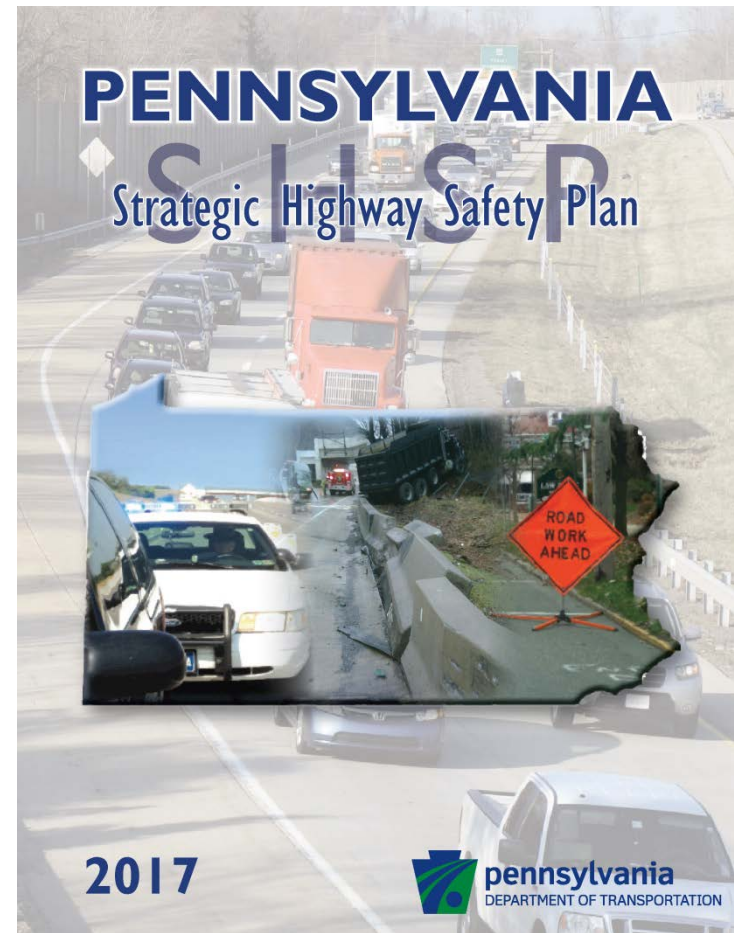
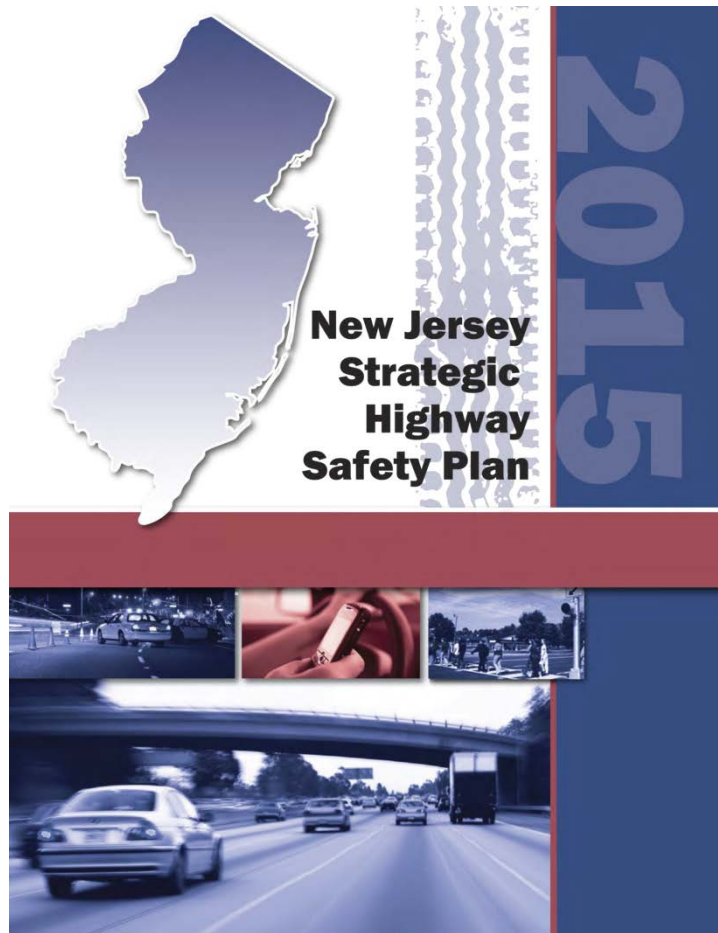


Other crash rates mapped:

- KSI Rate by Population
- KSI Rate by Lane Miles

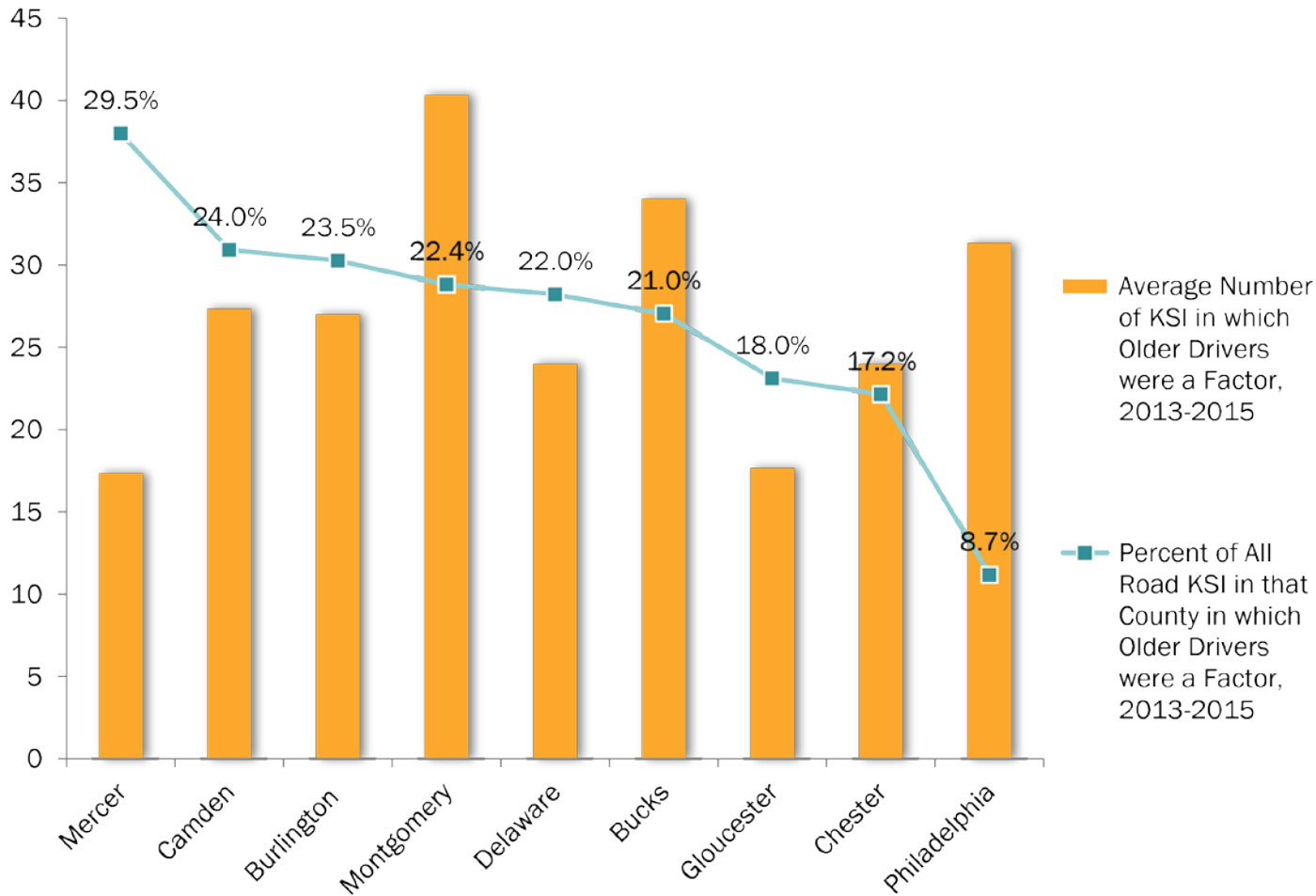
# 2. Safety Planning in the Region

## Strategic Highway Safety Plans (New Jersey and Pennsylvania)



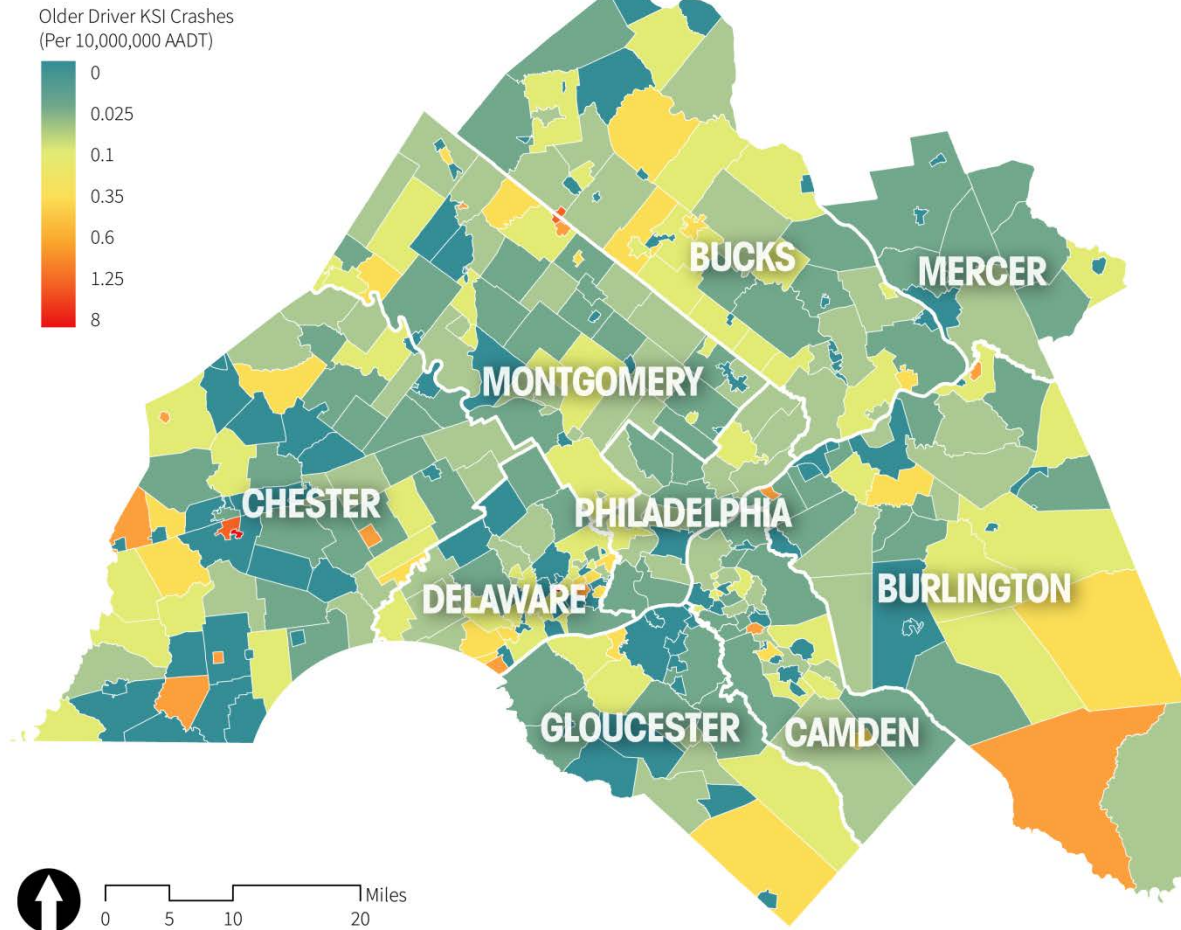
# 3. Emphasis Areas

## Importance of Promoting Older Driver Safety by County



# 3. Emphasis Areas

## Older Driver KSI Crash Rate by Municipal or Philadelphia Planning District VMT, 5-Year Average





# 3. Emphasis Areas

## Programs and Policies in the Region That Help Promote Older Driver Safety

### Engineering

Sign improvements: Clearview font; larger, higher, advance warning signs (PennDOT, Burlington County Engineering Department)

CCT Connect Services (SEPTA)

Senior ID cards, senior discounts, shared-ride program (SEPTA)

Courtesy transportation for seniors (New Jersey Transit)

Reduced transit fare program (New Jersey Transit, PATCO, SEPTA)

TRADE Transportation demand-responsive transit for seniors funded by the Senior Citizen and Disabled Resident Transportation Assistance Program (Mercer County)

Ride Provide personal transportation for seniors, transit travel training program at senior centers (Greater Mercer TMA)

### Enforcement

Pennsylvania Medically Impaired Driver Law (medical professionals, PennDOT)

### Education

Car Fit program (AAA, AARP, Burlington County Sheriff's Department, Chester County Highway Safety Project, and NJDHTS)

Senior driver evaluation tools, Roadwise Rx, defensive driving refresher courses (AAA, AARP)

Ambassador program, personnel located at each station to provide assistance (PATCO)

AARP Driver Safety Program (Chester County Highway Safety Project)

Driver Simulation Program, Fitness-to-Drive screening tool, Smart Driver Course, Safe Driver Videos, Livable Communities Campaign (AARP)

Roadwise Review DVD (AAA Mid-Atlantic Foundation for Safety and Education)

Skill testing for seniors to check for alertness, eye sight, etc. (Virtua Hospital and other local hospitals)

Senior Defensive Driver Program, Senior Safety Task Force (NJDHTS)

Senior Pedestrian Safety Program (Greater Mercer TMA)

### Policy

Classic Towns of Greater Philadelphia, Transit-Oriented Development (DVRPC)

Sources: PennDOT, NJDOT, DVRPC

REGIONAL  
**SAFETY**  
TASK FORCE



**Thank You!**



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# Survey Results

December 13, 2018 RSTF Meeting

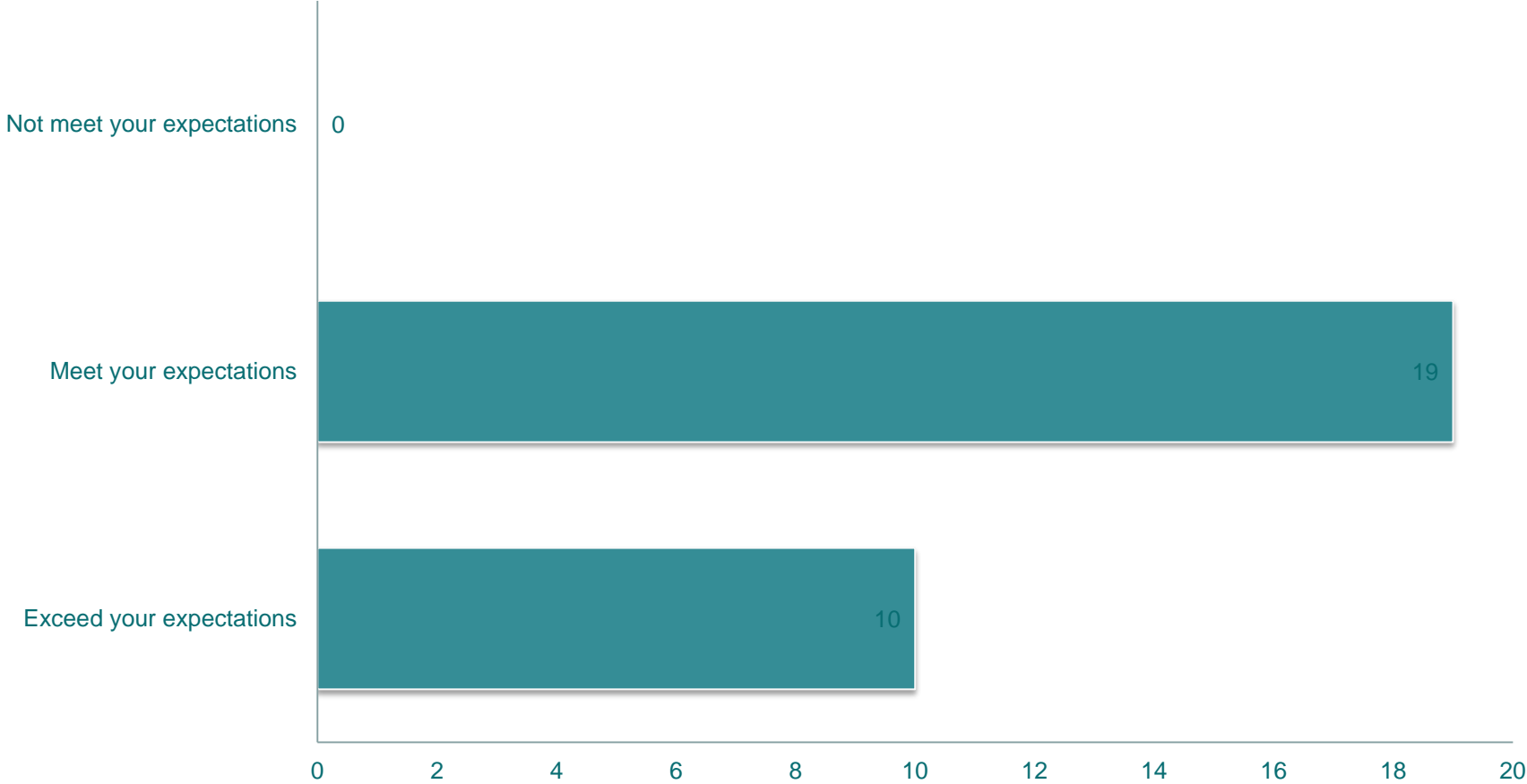


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# Overall Survey Results

- 29 out of 50 meeting attendees responded
- The meeting either met or exceeded the expectations of all respondents
- Some write-in comments offered potential areas for improvement

# Question 1: Did this meeting:



## Question 2: What at today's meeting met, exceeded, or didn't meet your expectations?

Good discussion on senior safety; too much focus on driving though

I haven't been to a meeting in a while and it was nice to see the meeting stay on track

Lots of good ideas/comments at breakout as always!

Greater emphasis needed on action item development

Presentations were insightful and informative

Regional updates from a variety of groups

More collaborative than expected

### **Question 3: How else can the RSTF raise awareness or take action on this topic?**

Encourage partners to post links to educational materials on their websites

Host another joint meeting with Healthy Communities Task Force; many health/aging advocates there

Reach out to municipalities and get more involved in the creation/updating of municipal/county master plans

Work more with senior centers/organizations, especially those run by low-income and non-white seniors



## Question 4: Are there any topics you would like to discuss at future RSTF meetings?

Drugged driving

Autonomous vehicles

Bicycle and pedestrian safety

## Question 5: Additional comments/suggestions

Include more decision-makers/politicians in the discussion

Love the mix of attendees

Meeting is too long/starts too early

# REGIONAL **SAFETY** TASK FORCE



For more information, please contact:  
Kevin Murphy, Manager, Safety Programs  
215.238.2864  
kmurphy@dvrpc.org  
[www.dvrpc.org/transportation/safety](http://www.dvrpc.org/transportation/safety)



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