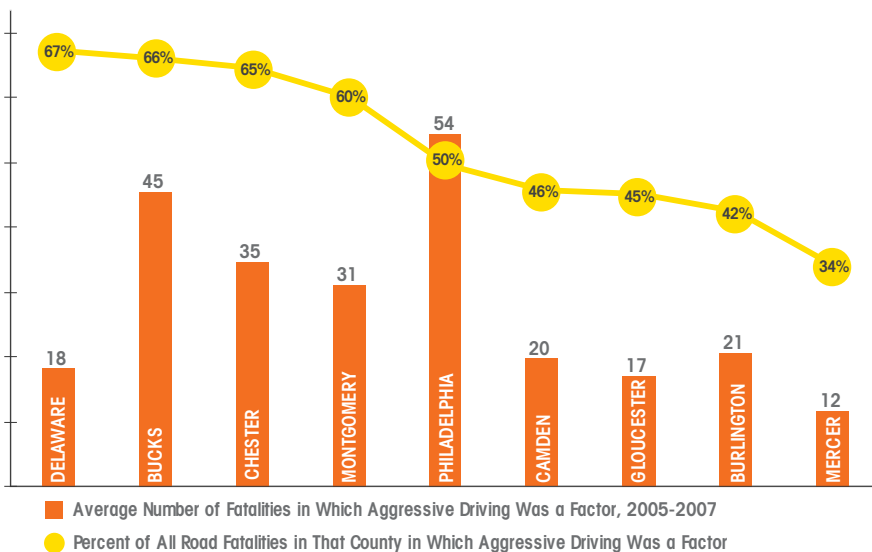


CURB AGGRESSIVE DRIVING



Aggressive driving is a combination of dangerous, deliberate, and hostile behaviors or actions by a motor vehicle operator that endanger other persons and disregard public safety. This can include excessive speeding, frequent lane changes without signaling, following too closely, driving on shoulders to pass, and other reckless behaviors and actions. **Aggressive driving was a contributing factor for 53% of the traffic fatalities in the Delaware Valley on average for the period 2005 to 2007. This is the most significant emphasis area to address in order to improve safety.**

Importance of Curbing Aggressive Driving by County



How can we effectively reduce traffic fatalities? In the first few counties in this figure, it would be effective to focus on ways to address this emphasis area. Counties with high numbers of fatalities are also important. See reverse for recommended strategies.

Source: NJDOT and PennDOT
 Note: Crashes often have multiple contributing circumstances.

474 people lost their lives in crashes on the roads of the Delaware Valley per year on average between 2005 and 2007; Aggressive Driving was a contributing factor for 253 of those traffic fatalities.

RECOMMENDED STRATEGIES TO CURB AGGRESSIVE DRIVING

- ▶ Promote legislation aimed at curbing aggressive driving
- ▶ Maintain multifaceted education/awareness program
- ▶ Fund targeted, publicized enforcement programs
- ▶ Evaluate, implement, and maintain engineering solutions
- ▶ Evaluate and establish realistic speed limits and design speeds as a systematic approach for the region
- ▶ Address severely congested intersections and corridors with a focus on reducing aggressive driving

SAMPLE OF PARTNERS CURRENTLY WORKING TO CURB AGGRESSIVE DRIVING

- ▶ DVRPC
- ▶ NJDOT, PennDOT
- ▶ NJ State Police, PA State Police
- ▶ NJ Transit, PATCO, SEPTA
- ▶ AAA Mid-Atlantic, Mid-Atlantic Foundation for Safety and Education
- ▶ NJ Motor Vehicle Commission, PA Driver and Vehicle Services
- ▶ NJ Division of Highway Traffic Safety
- ▶ Transportation Management Associations (TMAs)
- ▶ Philadelphia Streets Department
- ▶ Philadelphia Parking Authority

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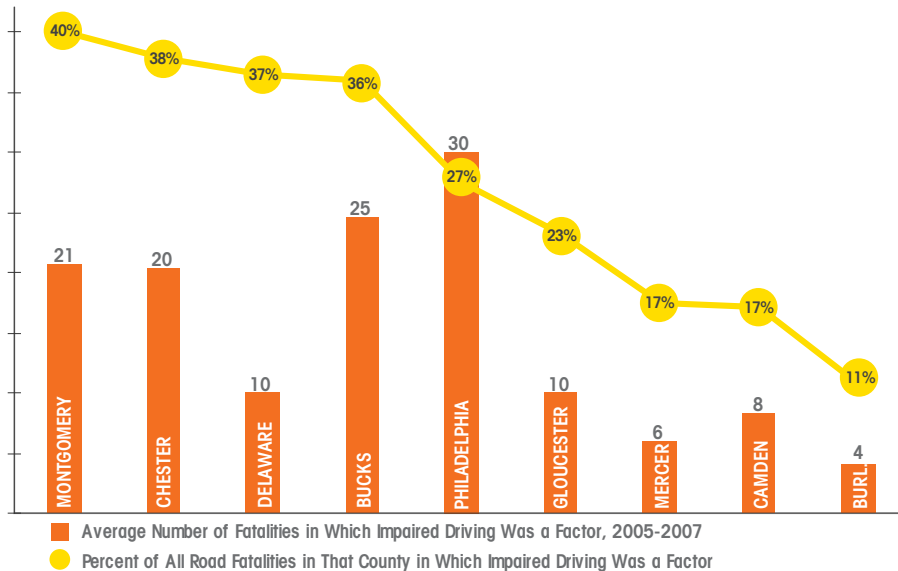


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REDUCE IMPAIRED DRIVING

Impaired driving refers to driving under the influence of alcohol in this analysis. It can also refer to driving while drug-impaired, sleep-deprived, or distracted. **Impaired driving was a contributing factor for 28% of the traffic fatalities in the Delaware Valley on average for the period 2005 to 2007.** While the percentages for most emphasis areas are similar across the region, impaired driving is different; it is a factor in 39% of fatalities in the region's Pennsylvania counties and 14% in the New Jersey counties. See the Safety Action Plan for further discussion of this difference.

Importance of Reducing Impaired Driving by County



How can we effectively reduce traffic fatalities? In the first few counties in this figure, it would be effective to focus on ways to address this emphasis area. Counties with high numbers of fatalities are also important. See reverse for recommended strategies.

Source: NJDOT and PennDOT
 Note: Crashes often have multiple contributing circumstances.

474 people lost their lives in crashes on the roads of the Delaware Valley per year on average between 2005 and 2007; Impaired Driving was a contributing factor for 134 of those traffic fatalities.

RECOMMENDED STRATEGIES TO REDUCE IMPAIRED DRIVING

- ▶ Promote legislation regarding impaired driving to include distracted and drowsy driving; continue to refine laws regarding driving under the influence of alcohol and drugs
- ▶ Increase manpower and funding for checkpoint programs and other enforcement efforts
- ▶ Maintain multifaceted education/awareness programs

SAMPLE OF PARTNERS CURRENTLY WORKING TO REDUCE IMPAIRED DRIVING

- ▶ NJDOT, PennDOT
- ▶ NJ State Police, PA State Police
- ▶ AAA Mid-Atlantic, Mid-Atlantic Foundation for Safety and Education
- ▶ NJ Division of Highway Traffic Safety, PennDOT Bureau of Highway Safety and Traffic Engineering
- ▶ Various area colleges and universities

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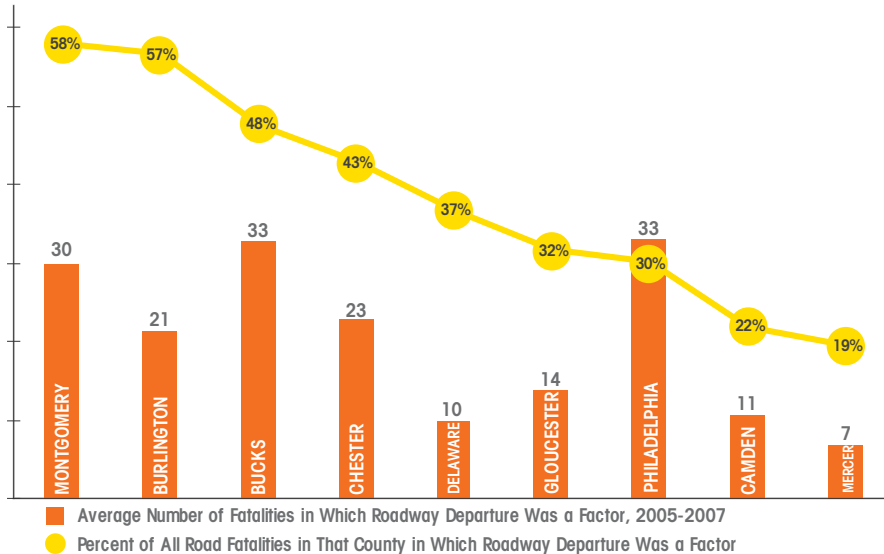
EMPHASIS AREA # 3

KEEP VEHICLES ON THE ROADWAY



Keeping vehicles on the roadway helps reduce crashes in which vehicles hit fixed objects, overturn, and/or roll. **Roadway departure crashes are often deadly. In 41% of the crashes that resulted in fatalities, one or more vehicles left the roadway.** This is the average number for the Delaware Valley for the period 2005 to 2007.

Importance of Keeping Vehicles on the Roadway by County



How can we effectively reduce traffic fatalities? In the first few counties in this figure, it would be effective to focus on ways to address this emphasis area. Counties with high numbers of fatalities are also important. See reverse for recommended strategies.

Source: NJDOT and PennDOT
 Note: Crashes often have multiple contributing circumstances.

474 people lost their lives in crashes on the roads of the Delaware Valley per year on average between 2005 and 2007; Roadway Departure was a contributing factor for 181 of those traffic fatalities.

RECOMMENDED STRATEGIES TO KEEP VEHICLES ON THE ROADWAY

- ▶ Continue to implement engineering solutions at problematic locations as indicated by crash data analysis or as part of a systematic approach
- ▶ Conduct a region-wide survey/study to identify and evaluate locations where paved shoulder enlargement is appropriate to increase safety
- ▶ Reduce roadside hazards and/or make the roadside more forgiving while not encouraging excessive speeds

SAMPLE OF PARTNERS CURRENTLY WORKING TO KEEP VEHICLES ON THE ROADWAY

- ▶ DVRPC
- ▶ NJDOT, PennDOT
- ▶ County and municipal agencies and officials

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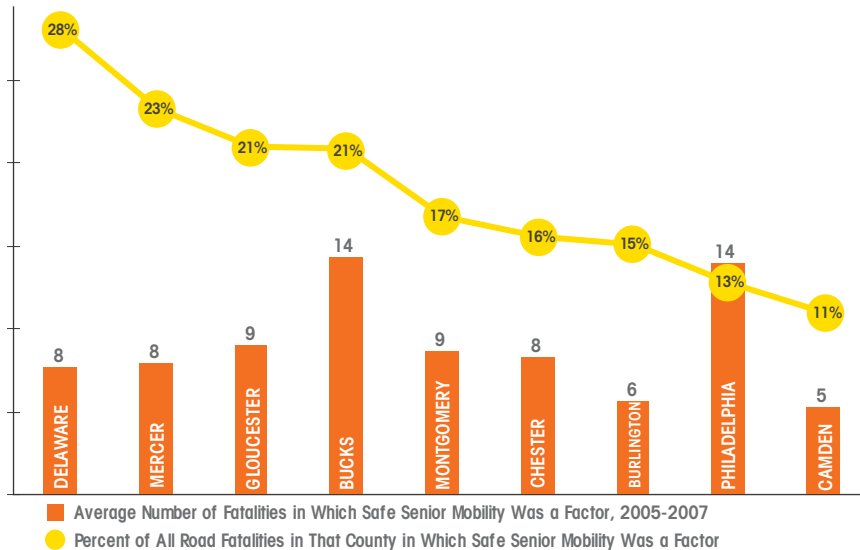
EMPHASIS AREA # 4

SUSTAIN SAFE SENIOR MOBILITY



Sustaining safe senior mobility includes recognizing that although many older drivers are still capable, the effects of aging have negative effects on the safe driving abilities of some seniors. It is important to address the range of mobility alternatives in addition to driver safety issues of seniors. **People over 65 years of age made up 17% of traffic fatalities in the Delaware Valley on average for the period 2005 to 2007.** This includes drivers who had a role in crashes, drivers whose vehicles were hit, and people hit by vehicles. People 65 or older make up 13% of the total population of the Delaware Valley region.

Importance of Sustaining Safe Senior Mobility by County



How can we effectively reduce traffic fatalities? In the first few counties in this figure, it would be effective to focus on ways to address this emphasis area. Counties with high numbers of fatalities are also important. See reverse for recommended strategies.

Source: NJDOT and PennDOT
 Note: Crashes often have multiple contributing circumstances.

474 people lost their lives in crashes on the roads of the Delaware Valley per year on average between 2005 and 2007; of those traffic fatalities, 81 were people over the age of 65.

RECOMMENDED STRATEGIES TO SUSTAIN SAFE SENIOR MOBILITY

- ▶ Provide and publicize adequate/efficient mobility alternatives
- ▶ Implement engineering solutions including larger lettering on signs, brighter pavement markings, lighting, etc.
- ▶ Promote mature driver education classes and/or enhanced driver education for all ages

SAMPLE OF PARTNERS CURRENTLY WORKING TO SUSTAIN SAFE SENIOR MOBILITY

- ▶ NJDOT, PennDOT
- ▶ AAA Mid-Atlantic, Mid-Atlantic Foundation for Safety and Education
- ▶ AARP
- ▶ NJ Transit, PATCO, SEPTA
- ▶ Transportation Management Associations (TMAs)
- ▶ NJ Motor Vehicle Commission, PA Driver and Vehicle Services
- ▶ NJ Division of Health and Senior Services, PA Department of Aging

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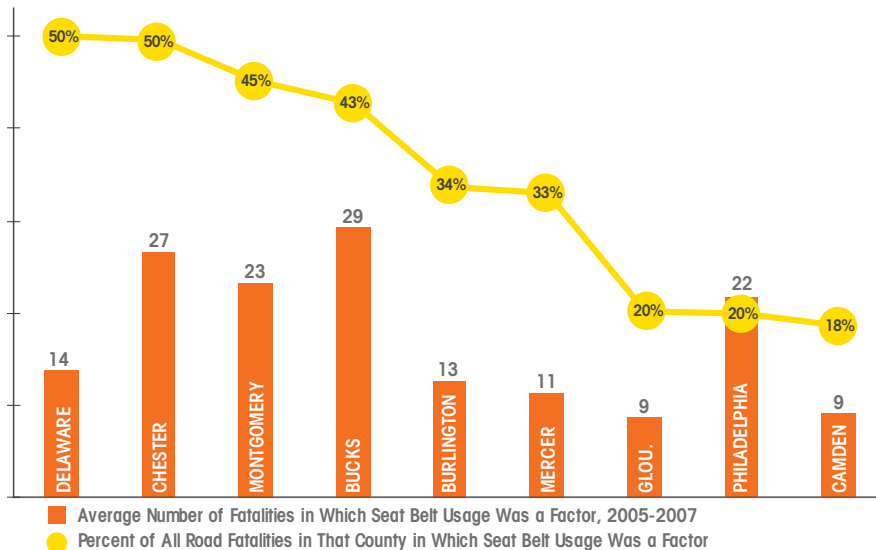
EMPHASIS AREA #5



INCREASE SEAT BELT USAGE

Increasing seat belt usage is highly effective for preventing crash fatalities. All occupants of a vehicle should wear seatbelts. Children's safety equipment is often installed incorrectly and should be checked periodically. **Not using seat belts was a contributing factor for 33% of the traffic fatalities in the Delaware Valley on average for each year, 2005 to 2007.**

Importance of Increasing Seat Belt Usage by County



How can we effectively reduce traffic fatalities? In the first few counties in this figure, it would be effective to focus on ways to address this emphasis area. Counties with high numbers of fatalities are also important. See reverse for recommended strategies.

Source: NJDOT and PennDOT
 Note: Crashes often have multiple contributing circumstances.

474 people lost their lives in crashes on the roads of the Delaware Valley per year on average between 2005 and 2007; not wearing Seat Belts was a contributing factor for 156 of those traffic fatalities.

RECOMMENDED STRATEGIES TO INCREASE SEAT BELT USAGE

- ▶ Implement child passenger safety plans and programs
- ▶ Create official “buckle-up” roadway signs to serve as reminders
- ▶ Continue highly publicized enforcement campaigns such as “Click it or Ticket”
- ▶ Encourage seat belt usage as a primary law in PA; close back seat loophole in NJ primary law

SAMPLE OF PARTNERS CURRENTLY WORKING TO INCREASE SEAT BELT USAGE

- ▶ NJDOT, PennDOT
- ▶ NJ Division of Highway Traffic Safety, PennDOT Bureau of Highway Safety and Traffic Engineering
- ▶ SAFE KIDS Southeast PA and NJ
- ▶ NJ Child Passenger Safety Coalition
- ▶ County and municipal agencies and officials

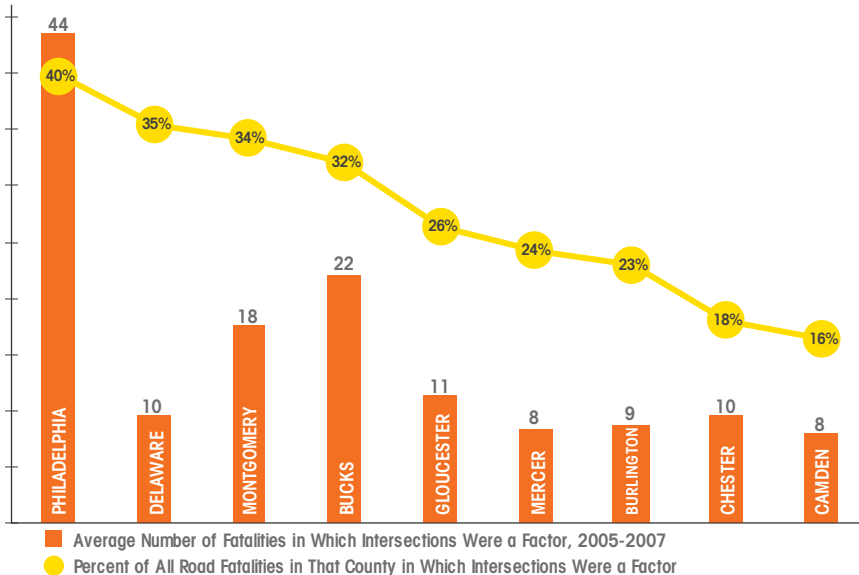
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IMPROVE INTERSECTIONS



Safety at intersections is improved through changes in design and operations appropriate to the location. **Intersections were a contributing factor for 29% of the traffic fatalities in the Delaware Valley on average for each year, 2005 to 2007.** These numbers include drivers, passengers, and others who need to be able to get through intersections safely, such as pedestrians and bicyclists. It is important to recognize that Philadelphia has by far the highest total number of intersections among these counties.

Importance of Improving the Design and Operation of Intersections by County



How can we effectively reduce traffic fatalities? In the first few counties in this figure, it would be effective to focus on ways to address this emphasis area. Counties with high numbers of fatalities are also important. See reverse for recommended strategies.

Source: NJDOT and PennDOT
 Note: Crashes often have multiple contributing circumstances.

474 people lost their lives in crashes on the roads of the Delaware Valley per year on average between 2005 and 2007; the Design and Operation of Intersections was a contributing factor for 139 of those traffic fatalities.

RECOMMENDED STRATEGIES TO IMPROVE THE DESIGN AND OPERATION OF INTERSECTIONS

- ▶ Enhance standardization for problem identification, prioritization, and funding
- ▶ Implement engineering solutions to reduce intersection crashes, such as making signals/intersections as visible as possible and reducing rear-end crashes by improving/maintaining signal timing between intersections
- ▶ Continue to develop and implement specific intersection safety programs

SAMPLE OF PARTNERS CURRENTLY WORKING TO IMPROVE THE DESIGN AND OPERATION OF INTERSECTIONS

- ▶ Federal Highway Administration (FHWA)
- ▶ DVRPC
- ▶ NJDOT, PennDOT
- ▶ County and municipal agencies and officials

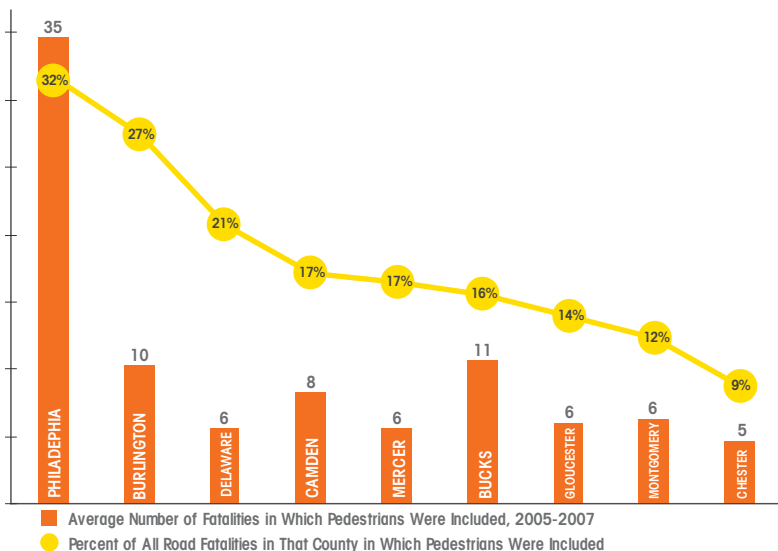
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ENSURE PEDESTRIAN SAFETY



Ensuring pedestrian safety helps people in vehicles and people walking. It involves improving the design and availability of pedestrian facilities on and near roadways, as well as increasing awareness of responsibilities of both drivers and pedestrians. When pedestrians are listed as a “contributing factor” in a crash, there may have been pedestrians crossing a street legally or illegally, a person standing by a broken-down car, or other situations. **Pedestrians were a contributing factor in 20% of traffic fatalities in the Delaware Valley on average for each year, 2005 to 2007.** It is important to recognize that Philadelphia has by far the highest total number of pedestrians among these counties.

Importance of Ensuring Pedestrian Safety by County



How can we effectively reduce traffic fatalities? In the first few counties in this figure, it would be effective to focus on ways to address this emphasis area. Counties with high numbers of fatalities are also important. See reverse for recommended strategies.

Source: NJDOT and PennDOT
 Note: Crashes often have multiple contributing circumstances.

474 people lost their lives in crashes on the roads of the Delaware Valley per year on average between 2005 and 2007; of those traffic fatalities, 92 were Pedestrians.

RECOMMENDED STRATEGIES TO ENSURE PEDESTRIAN SAFETY*

- ▶ Implement and maintain engineering solutions including traffic calming, crosswalks, cones, yield-to-pedestrian channelizing devices, curb extensions, pedestrian signals including countdown timers, etc.
- ▶ Provide education, outreach, and training to change specific behaviors that can lead to fewer pedestrian injuries
- ▶ Enforce pedestrian in crosswalk laws more strictly

SAMPLE OF PARTNERS CURRENTLY WORKING TO ENSURE PEDESTRIAN SAFETY

- ▶ DVRPC
- ▶ NJDOT, PennDOT
- ▶ AAA Mid-Atlantic, Mid-Atlantic Foundation for Safety and Education
- ▶ NJ Division of Highway Traffic Safety, PennDOT Bureau of Highway Safety and Traffic Engineering
- ▶ Transportation Management Associations (TMAs)
- ▶ City of Philadelphia

**Many of the strategies and programs that improve safety for pedestrians also improve safety for bicyclists, although there are some unique safety concerns related to bicyclists. Contact DVRPC for more information.*

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