

DELAWARE VALLEY REGIONAL PLANNING COMMISSION



Highlights of November 14, 2005 Enforcement Subcommittee Meeting

Attendees

Rosemarie Anderson
Stacy Bartels
David Beaver
Larry Bucci
Joseph Hacker
Daniel Jones
Nancy Lavin
Wayne Mason
John McEwan
Regina Moore
Kurt Naprawa
John Redos
Mark Schmidt
Joe Stafford

Organization

Delaware Valley Regional Planning Commission
Delaware Valley Regional Planning Commission
New Jersey State Police
Pennsylvania Department of Transportation
Delaware Valley Regional Planning Commission
Upper Makefield Township Police Department
Philly Walks
Pennsylvania State Police
Mercer County Sheriff Office
Delaware Valley Regional Planning Commission
New Jersey State Police
Delaware River Joint Toll Bridge Commission
Upper Makefield Township Police Department
Bicycle Access Council

Introduction & Overview

Everyone in attendance introduced themselves and briefly mentioned their relationship to the transportation safety community.

Joseph Hacker, Senior Transportation Planner chaired the meeting and began with opening remarks. From the 4 E's concept of safety conscious planning, the purpose of the subcommittee is to focus on the Enforcement portion of the Regional Safety Action Plan by identifying current programs, and developing strategies as it pertains to transportation safety for the region.

Review of Emphasis Areas

Rosemarie Anderson, Manager, Office of Corridor Planning and Project Manager for DVPRC's Safety Program briefed the committee on the emphasis areas identified by AASHTO, PennDOT, NJDOT, and DVRPC. Both PennDOT and NJDOT have adopted AASHTO's goal, achieving a rate of 1.0 fatality per 100 million vehicle miles traveled (MVMT) by 2008. The current fatality rate for the region is 1.3 fatalities per 100 MVMT where DVRPC's PA region is 1.43 (based on 2003 data), and NJ is 1.07. The five counties in PA are lower than the PA state average rate of 1.48. The four counties in

NJ are higher than the NJ state average rate of 1.05. The handout provided in the folder, listed AASHTO, PennDOT, NJDOT, and DVRPC emphasis areas. SAFETEA-LU legislation mandates that all states should have a strategic highway safety plan to be eligible for federal safety funds. AASHTO identified 22 areas of emphasis. Both states used AASHTO goals as the basis in developing their plans. PennDOT has identified 19 areas for emphasis on safety. The other 4 areas listed will be included in the plan; however these areas will not have any major emphasis or funding. NJDOT has identified 8 emphasis areas. There are actually a total of 10 areas, the pedestrian, bike, and railroad have been combined to form one emphasis area; and hit fixed objects and minimize run off the road crashes are combined to form one emphasis area. The two state DOTs crash data for the region served as a basis for developing DVPRC's 13 emphasis areas. DVRPC will be concentrating on these areas for the region's safety action plan. The main purpose of this subcommittee meeting is to determine what are the existing enforcement projects and programs in the region that address transportation safety and to develop new strategies that will be incorporated in the regional safety plan.

The tables listed below provide information on the existing programs and strategies discussed for each of the emphasis areas for the region.

Proficiency among older drivers

Existing program(s)	Description
AAA and AARP	Optional driving courses, incentives
PA	At the discretion of the police can make a referral to PennDOT for a driver to be retested of any age
PennDOT – Random retesting	From ages 45+ are chosen randomly to take both the written and behind the wheel exams to test their driving skills
Strategies	Description
Educating seniors	Problem with seniors not wearing seat belts – Primary law in NJ; Secondary law in PA; rules of the roads have changed
Insurance Co.	Tracking system where insurance companies track violations and take some type of action or alert policy for seniors being retested.
Encourage new legislation	For drivers of all ages to be tested on a regular basis
Alternatives other than tickets to get the word out	Signage warning drivers use seat belts, Variable Message Signs, education on the fly;
Reinstating drivers education in the schools	Might be a hard sell due to state budget cuts
Police providing mini-eye testing	Mini eye chart to check for proficiency of vision problems in seniors; law enforcement may need some type of certification for conducting these types of test
Ophthalmologist reporting system	Partnering with police to have a computerize reporting system the eye records of senior

General Comment(s):

- Legislation and policy will tie in closely with the enforcement
- Enforcement comes after education
- There is a need to reinforce driver skills of all ages in improving driver skills through routine testing (driver license renewal on a 4 to 5 year basis)
- A major problem is that motorists are not educated on laws that have been updated or have changed
- Reluctance of law enforcement to penalize motorist due to high fines

Improve Younger Driver Safety.

Existing program(s)	Description
Doylestown parking permit system	Only used for taxpayers in the borough are getting parking permits;
Central Bucks School District	Charges teenagers for a parking permit annually to park on school property to offset the costs of parking
NJ – Graduated License	Young drivers between ages of 17-18 have restrictions set on their ability to drive; not allowed to drive between midnight to 4AM, can not drive with one or more persons unless a relative; Between ages of 18-21 there are some penalties, which differ from being 21 and over
PA – Junior Drivers License	Ages 16 to 18 not allowed to drive from 11PM to 5AM
Strategies	Description
Education parents	Parents should be more cautious in buying teenage sport cars
Incorporating driving safety education through immigration process	
Reinstating drivers education in the schools	Consistency and better quality of drivers education program
Targeted enforcement near school grounds	
Reward or incentives for teenagers not to drive cars to school	Ex. Attending drivers ed on Saturday will allow students to park on school grounds
PA Hands Free state legislation needed	There are no cell phone statutes currently in PA; NJ has this law however it is ignored
General Comment(s):	
<ul style="list-style-type: none"> • Enforcement at times is not very practical (in PA) – justification for setting speed limits because can always be challenged; • Enforcement should be able to get at the problem, it's not changing driver's behavior • The judicial system is key in backing enforcement 	

Curb Aggressive Driving.

Existing program(s)	Description
Drivers reporting aggressive driving as it occurs	Cell phone #77 in NJ and PA; Signs posted along highway warning drivers what numbers to call
PA Enforcement	Drive 26+ over speed limit warrants a departmental hearing
NJ Enforcement	Police vehicles have cameras in the cars but they are inadmissible in court; including the use of audio
Strategies	Description
Law enforcement in PA needs tool of radar to clock speeds	Used to clock speeds
Establish universal signage	A way to make it easier for immigrants/minorities to understand
Target immigrants/ community groups	A good tool to educate about proper U.S. licensing and registration procedures
General Comment(s):	
<ul style="list-style-type: none"> • Getting the legislators involved is key to initiating new legislation; maybe a separate legislation subcommittee needs to be created • Enforcing aggressive driving is subjective – No real efficient way to enforce someone tailgating; hard to prove • Enforcement should be from an objective standpoint • An international drivers license is not usable in PA – ties in with the education component 	

Increase Driver Safety Awareness

Existing program(s)	Description
States of MA and FL video	Enforcement of bicyclists not only for violation of the law but also for their safety
DVRPC – Share the Road Campaign (done 2 years ago)	Geared towards bike awareness through education and enforcement; targeted several bike corridors w/ University City most successful; police were key in educating and enforcing better bike safety; no funding currently available – maybe funding through SAFETY-LU
Click It or Ticket	National education program for seat belt enforcement – through PSA's
PA - Act 229 Law (draft)	Allows for the doubling of fines along corridors designated as a “safety corridor”. NJ has a similar program in place – “Safe Corridors”
Strategies	Description
Education on “share the road” signs	Making drivers aware of what “sharing the road” is
Professional licensing for bicyclists	

Stricter enforcement of bicyclist roadway violations	
Local ordinances	Must be in place to enforce bicyclists
Possible red light running legislation	Red light cameras are in place at selected intersections on the PA side of the region; it is going through mixed reviews; its on a fine basis not points
General Comment(s):	
<ul style="list-style-type: none"> • The public may not be aware of what a safe corridor is – education is key 	

Next Steps

The next meeting for the enforcement subcommittee will be held on Wednesday, December 14th at 9:00AM at DVRPC in the 3rd Floor Main Conference Room 3B. A light breakfast will be provided.

The next meeting of the **Regional Safety Task Force** will be held on Tuesday, January 31st at 9:00 AM at DVRPC. More information will be forthcoming.