

DELAWARE VALLEY REGIONAL PLANNING COMMISSION



Highlights of December 14, 2005 Enforcement Subcommittee Meeting

Attendees

Rosemarie Anderson
Stacy Bartels
David Beaver
Larry Bucci
Joseph Hacker
Suzanne Hill
Nancy Lavin
Wayne Mason
Regina Moore
Ray Reeves
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
Philadelphia Children's Hospital
Philly Walks
Pennsylvania State Police
Delaware Valley Regional Planning Commission
New Jersey Department of Highway Traffic Safety
Bicycle Access Council

Introduction & Overview

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

Joseph Hacker, chaired the meeting and began with opening remarks. The purpose and focus of the subcommittee was reiterated which is to identify existing and potential enforcement strategies as they relate to the identified emphasis/focus areas that will assist in the development of the regional safety plan.

The seven emphasis/focus areas covered at the last meeting were reviewed and discussed. The tables below provide a summary of the discussions.

Seatbelt Usage and Occupant Restraint

Existing program(s)	Description
NJDHTS	Have child safety seat coordinators by county
NJ Counties	Child safety seat fitting stations; it is advertised through networking; majority of personnel is through the sheriff's offices
PA – PSA	– Advertisement on local stations about child safety seat fitting stations
NJ – Buckle Up South Jersey	Targeted seat belt enforcement; officers conduct a pre

(local version of Click It or Ticket campaign)	and post survey (approx. 200 vehicles) to show if there is an increase in usage and get the message out to drivers
Strategies	Description
Need for better crash data	Need to identify where low seatbelt usage is occurring; need for targeted enforcement
General Comment(s):	
<ul style="list-style-type: none"> • Law enforcement is considered by the public to be the best source of information • There is a gap between the safety belt technician and enforcement officers • In general, parents are looking to local law enforcement for guidance on child safety seat usage. It is important there is legislation governing the use of safety seat and occupant restraint – public will adhere. • NJDHTS in the process of hiring a state coordinator for Child Passenger Seat Program • Majority of Burlington Co. child seat safety efforts are through the sheriff's office • Each community differs in its perception of law enforcement participation in child safety seat checks 	

Impaired Driving.

Existing program(s)	Description
PA and NJ utilize checkpoints for enforcement	Data is used to determine locations for check points – high occurrence of DUI related crashes. Locations are selected strategically (on ramps approaching limited access highways). A systematic approach is used in stopping vehicles to avoid any type of profiling
NJDHTS – You Drink, You Drive, You Lose	NHTSA national program
Australia - Automated enforcement	To deal with the magnitude of problem
MD – Dummy systems	Dummies that are used as an enforcement tool to constantly remind the public to be safer
Strategies	Description
Use of technology	To be applied in areas such as seat belt use
General Comment(s):	
<ul style="list-style-type: none"> • Impaired pedestrians • Some clues to driving impaired include: driving too fast or slow, weaving in and out of traffic • What barriers are there to the checkpoints? Funding is involved and supported through traffic safety centers, MADD chapters, and traffic enforcement • PA region willing to be guinea pig for technology use in enforcement and fines could be used to pay for the operation of the program • Checkpoints seem critical in forcing people to change their behaviors • The issue of money and politics in terms of affecting liquor sales, parking lots at bars; affecting peoples attitudes were discussed • It is rare that a person with a CDL will drink and drive 	

- Anyone who has a CDL driving a regular vehicle is subject to the same laws
- Statute in NJ is the same for drugs and alcohol
- There is vigorous training involved with becoming a drug recognition expert (DRE);

Minimize Off the Road

Strategies	Description
Having a statute or law for cell phones	Primarily to curb drivers distraction
General Comment(s):	
<ul style="list-style-type: none"> • This could be more of an engineering issue versus enforcement • Australia has done some sophisticated research regarding drivers using cell phone 	

Inclement Weather

Existing program(s)	Description
NJ Turnpike and Garden State Parkway – Variable speed limits	Has their own statutes; can ban certain types of vehicles and lower speed limit during inclement weather
NJ Statute – “Too fast for condition”	Motorists in NJ can be cited for “driving too fast for conditions” at the discretion of the law enforcement officer
Strategies	Description
Enforceable variable speed limits	
General Comment(s):	
<ul style="list-style-type: none"> • There is a problem enforcing during bad weather • Radar doesn’t work well in rain • Variable speed limit – fatalities are not noticeably out of the norm during inclement weather in PA 	

Enhance Safety on Local Roads

Existing program(s)	Description
PA – Yield to pedestrians in crosswalks	In the past many pedestrians have been hit by large vehicles that are turning – 3 sec advance for pedestrian on traffic signals
PennDOT bike manual	
NJ – Bike helmet law increased to age 17	
CHOP – Reward for helmet use	Kids caught on and the program was later discontinued
Strategies	Description
Traffic control devices	In neighborhoods with drivers speeding on local roads
Sign enforcement	
Share the Road	May need to modify statute for education of motorist
Target areas where there is	

a high use of bicycling for enforcement	
<p>General Comment(s):</p> <ul style="list-style-type: none"> • Seat belt use is lower for drivers traveling on local roads – should be community support for safety on these roads • May need to modify statute for education of motorist as it relates to bicyclists on the roads 	

Next Steps

DVRPC staff will compile information and forward the subcommittee for comment. The subcommittee will not meet before the January 31, 2006 Regional Task Force meeting.

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.