

# DELAWARE VALLEY REGIONAL PLANNING COMMISSION



## Highlights of December 14, 2005 Engineering Subcommittee Meeting

### **Attendees**

Rosemarie Anderson  
 William Beans  
 Matt Bochanski  
 John Coscia, Jr.  
 George Fallet  
 Carmine Fiscina  
 Robert Kelly, PE  
 Regina Moore  
 Jabulani Moyo  
 Curt Noe  
 Steve Noll  
 Ashwin Patel  
 Joe Stafford  
 Karen Yunk

### **Organization**

Delaware Valley Regional Planning Commission  
 New Jersey Department of Transportation  
 Pennsylvania Department of Transportation  
 Delaware Valley Regional Planning Commission  
 Mercer County  
 FHWA – Philadelphia Metro Office  
 Camden County DPW – Division of Engineering  
 Delaware Valley Regional Planning Commission  
 City of Philadelphia Planning Commission  
 Camden County DPW – Division of Engineering  
 Bucks County TMA  
 Pennsylvania Department of Transportation  
 Bicycle Access Council  
 Federal Highway Administration – NJ

### **Introduction & Overview**

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

John Coscia Jr., Manager of NJ Project Implementation, chaired the meeting and began with opening remarks. A review of last meeting's emphasis/focus areas took place along with information gathered from Mercer County after the meeting.

The tables below represent a summary of the discussions.

### **Pedestrians**

<b>Strategies</b>	<b>Description</b>
Redesign truncated domes for wheelchair use	
Add more street lighting	
Retrofit storm water grates	Purpose is to make them more bike friendly
<b>General Comment(s):</b>	
<ul style="list-style-type: none"> <li>Adding more bike lanes does not always serve the bicyclist best interest; in some</li> </ul>	

instances more conflict between bicyclists and motorists are created. Bike lanes should be installed where applicable

- Not all drivers understand how to share the road with bicyclists

### ***Keeping Vehicles on the Roads***

#### **General Comment(s):**

- Instead of reducing speed limits as a strategy, speed limits should be re-evaluated for setting more appropriate speed limits that are based on roadway and driver behavior
- What is considered an appropriate speed limit?

### ***Enhance Safety on Local Roads***

<b>Existing program(s)</b>	<b>Description</b>
DVRPC Project - designating locations for bus pull outs	
<b>Strategies</b>	<b>Description</b>
Increase sign sizes and increase reflectivity	
Rumble Strips	
Horizontal Displacement	
Passing Zones	
Center line markings	
Advance warning signs	In particular at schools and intersections

### ***Improve Roadway Surface Conditions***

<b>Existing program(s)</b>	<b>Description</b>
NJDOT Resurface Program	Query the database for wet weather crashes/skid coefficients. Locations are identified and appropriate countermeasures determined
<b>Strategies</b>	<b>Description</b>
Improved pavement type	
Pothole repair	
Milling	
Open graded friction course	
Nova chip process	Paving process
<b>General Comments (s):</b>	
<ul style="list-style-type: none"> <li>• TMAs are playing an important role in educating the public on driving with poor surface conditions</li> </ul>	

### ***Young Driver Safety***

<b>Existing program(s)</b>	<b>Description</b>
PennDOT – Yield to Pedestrian signs/paddles	Municipalities are encouraged to take advantage of free pedestrian signs; website link; they do not have to be used on a highway

<b>Strategies</b>	<b>Description</b>
Develop a database that query's data specifically young drivers	Database may be able to identify the high crash locations for young driver
Better signage	
Black boxes	
Look at areas around high schools	May help to promote other means to not driving
Research what the deficiencies are for younger drivers	Speeds, gap acceptance, etc
<b>General Comments:</b>	
<ul style="list-style-type: none"> <li>• We need to be thinking about the deficiency of younger drivers</li> <li>• Website: <a href="http://www.drivingskillsforlife.com">www.drivingskillsforlife.com</a> – Education tool for younger driver</li> <li>• As we make roads safer for older drivers; it is giving younger drivers a false sense of security</li> <li>• One issue is that kids are “driving” on the computer playing video games and are not facing the consequences for crashing</li> <li>• Young drivers should be retested every 6 months until they get regular license.</li> </ul>	

### ***Curb Aggressive Driving***

<b>Existing program(s)</b>	<b>Description</b>
NJ - Reporting aggressive driving	Having the motorists tell what were some of the roadway features causing aggressive driving
<b>Strategies</b>	<b>Description</b>
Signal optimization	
Increase the length of exit lanes	
Improve signal timings	
Ramp and lane widths	
Context Sensitive Solutions	
Traffic calming where appropriate	
Use yield signs vs. stop signs	Respecting speeds on local neighborhood streets
Red light running	
<b>General Comments:</b>	
<ul style="list-style-type: none"> <li>• Eliminate driver frustration</li> <li>• The 2 top reasons for aggressive driving are: unsafe speeds and failure to yield ROW</li> </ul>	

### ***Increase Driver Safety***

<b>Strategies</b>	<b>Description</b>
Rumble strips	

Lighting	
Signage	
Raised pavement markers (RPMs)	
Pavement Dots	
<b>General Comments:</b>	
<ul style="list-style-type: none"> <li>• There is some confusion on what a local road is versus a non local road</li> <li>• Some of the other strategies used in other emphasis areas applies to this category</li> <li>• Most of the crashes occur on local roads</li> <li>• Problems with the use of pavement dots in NJ during high AADTs on roadways</li> </ul>	

### ***Impaired Driving***

<b>Strategies</b>	<b>Description</b>
Data used target enforcement	
<b>General Comments:</b>	
<ul style="list-style-type: none"> <li>• As an educational tool - hand out flyers at local bars discouraging drinking and driving</li> </ul>	

### ***Improve Motorcycle Safety***

<b>Strategies</b>	<b>Description</b>
Improve pavement conditions	Prevent rutting, potholes
Traffic signal detections	Done for detecting bicycles as well
Video detection	
Bike detection on PA roads	Primarily for bike paths
<b>General Comments:</b>	
<ul style="list-style-type: none"> <li>• There may be a need to gain the feedback of someone who rides a motorcycle</li> </ul>	

After a brief discussion of a proposed engineering goal to focus the effort, the committee agreed to shelve the discussion until the next meeting.

### **Next steps**

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