



## DELAWARE VALLEY REGIONAL PLANNING COMMISSION



### HIGHLIGHTS OF JANUARY 31, 2006 MEETING

#### Attendees

Ela Alkalaj	AAA Mid-Atlantic
Rosemarie Anderson	Delaware Valley Regional Planning Commission
Dave Barber	Pennsylvania Department of Transportation
Stacy Bartels	Delaware Valley Regional Planning Commission
William Beans	New Jersey Department of Transportation
Sgt. David Beaver	New Jersey State Police
Louis Belmonte	Pennsylvania Department of Transportation
Anthony Bland	NJ Dept of Education
Matthew Bochanski	Pennsylvania Department of Transportation
John Boyle	Bicycle Coalition of Greater Philadelphia
Richard Brahler	Bucks County Planning Commission
Sgt. Stephen Branco	Washington Township Police Department
Larry Bucci	Pennsylvania Department of Transportation
Erin Burke	Delaware Valley Regional Planning Commission
Andrew Carten	City of Trenton Planning
Michellene Conte	Delaware County Sheriff's Office
John Coscia, Jr	Delaware Valley Regional Planning Commission
Maureen Donnelly	SAFE KIDS Southern New Jersey
Craig Dougherty	PA Representative McGill Office
Gina Duchossois	The Children's Hospital of Philadelphia/SAFE KIDS
Justin Dula	Delaware County Planning
Lt. Harry Earle	Gloucester Township Police Department
George Fallat	Mercer County Engineering
Carmine Fiscina	Federal Highway Administration
Joseph Hacker	Delaware Valley Regional Planning Commission
Ralph Halper	Philadelphia Fire Department
Fred Hatten	City of Burlington Police Department
Suzanne Hill	The Children's Hospital of Philadelphia
William Hunt	City of Burlington Police Department
Joeseph Grinkewicz	City of Philadelphia Schools
Rick Guenther	Port Authority Transit Corporation
Officer Dan Jones	Upper Makefield Township Police Department
Robert Kelly	Camden County Engineering
Barry Keppard	Greater Mercer Transportation Management Association
Stephen Klejst	New Jersey Transit
Bridget Kulike	PA Senator Constance Williams Office

Officer Glenn LaBove	Gloucester Township Police Department
Officer David Lacy	Upper Merion Twp Police Department
Sean Lawrence	Delaware Valley Regional Planning Commission
Tom Licata	New Jersey Transit Police Department
Dan Lockwood	AAA South Jersey
Jerry Lutin	New Jersey Transit
Tameka Macon	Federal Highway Administration-NJ
James Madera	Southeastern Pennsylvania Transportation Authority
John Madera	Delaware Valley Regional Planning Commission
Sgt. Wayne D. Mason	Pennsylvania State Police
Violet Marrero	New Jersey Division of Highway Traffic Safety
Debbie Merlin	City of Philadelphia Commission on Aging
Dr Albert Monillas	New Jersey Department of Education
Regina Moore	Delaware Valley Regional Planning Commission
Jabulani Moyo	Philadelphia City Planning Commission
Kevin Murphy	Delaware Valley Regional Planning Commission
Gary Myerovich	New Jersey Division of Highway Traffic Safety
Curt Noe	Camden County Engineering
Patricia Ott	New Jersey Department of Transportation
Ashwin Patel	Pennsylvania Department of Transportation
Paul Price, Sr	Camden Fire Department
Susan Quick	Brain Injury Association of New Jersey, Inc.
William Ragozine	Cross County Connection TMA
Craig Reed	Bureau of Highway Safety and Traffic Engineering
Raymond Reeve	New Jersey Division of Highway Traffic Safety
William Rickett	Bucks County Transportation Management Association
Officer Jose Rodriguez	City of Camden Police Department
Roberto Rodriguez	New Jersey Division of Highway Traffic Safety
Catherine Rossi	AAA Mid-Atlantic
Joseph Saiia	Burlington Department of Public Works
Deborah Schaaf	Philadelphia City Planning Commission
Chief Mark Schmidt	Upper Makefield Twp Police Dept.
Heather Sherk	Montgomery County Planning Commission
David Spera	PA Motor Truck Association
Joe Stafford	Bicycle Access Council
Don Steele	Pennsylvania Turnpike Commission
Lt. Joseph Sypherd	Gloucester Township Police Department
Carol Ann Thomas	Burlington County Engineering
Paul Truban	New Jersey Department of Transportation
Anthony Wallace	City of Burlington Police Department
John Ward	Delaware Valley Regional Planning Commission
Chief John Waters	Upper Merion Twp Fire Department
Edward Williams	City of Camden Police Department
Susan Young	Delaware County TMA
Karen Yunk	Federal Highway Administration
Karl Ziemer	Delaware River Port Authority

*The meeting of the Regional Safety Task Force was held in the Delaware Valley Regional Planning Commission's conference rooms on Tuesday, January 31, 2006. Don Shanis, Assistant Executive Director for Transportation Planning welcomed the members of the Task Force. Guest speaker, Roberto Rodriguez, Director of New Jersey Division of Highway Traffic Safety gave a thought provoking presentation on "Connecting with Diverse Communities". Other presentations included Regional Safety Plan Update, and Safety in DVRPC FY07 Work Program given by DVRPC's staff; and updates on the development of Pennsylvania's and New Jersey's Strategic Highway Safety Plans as mandated under SAFETEA-LU to utilize federal safety funds. These presentations were given by Craig Reed, Director of Bureau of Highway Safety and Traffic Engineering – PennDOT and Patricia Ott, Director of Traffic Engineering and Safety Programs and NJDOT. The meeting concluded with the announcement that the next meeting of the task force would be held on Tuesday, April 25, 2006*

### **Welcome and Introduction**

The meeting was called to order by John Ward, Associate Director of Transportation Planning Division at Delaware Valley Regional Planning Commission (DVRPC) and Acting Chairman of the task force. Don Shanis, Assistant Executive Director for Transportation Planning welcomed the gathering and spoke of DVRPC's commitment to integrating safety in the planning process.

After everyone in attendance introduced themselves, the highlights for the last meeting September 27, 2005 were approved.

### **Regional Safety Action Plan Update**

Rosemarie Anderson, Manager of Office of Safety and Corridor Planning began the presentation by thanking everyone who had participated in the subcommittee meetings, stating that they were lively and useful dialogue and hoped the exchange would continue beyond the task force. For first time attendees she reiterated that DVRPC was developing a region specific plan through regional coordination and collaboration which is necessary to clearly define emphasis areas, targets, programs, projects and strategies to achieve additional reductions in transportation-related deaths and injuries. She said more than 40 organizations were represented at the Fall 2005 subcommittee meetings. Data collected at the sub-committee meetings were presented in a matrix. The chairpersons for the four sub-committees then presented brief synopsis of meeting outcome.

John Coscia Jr, Manager of NJ Project Implementation chairs the Engineering Subcommittee said many innovative and informative ideas and strategies came out of that committee's meetings. These strategies included more legible signage, advance signage for better decision-making, and a programmatic approach to raised pavement markings and rumble strips. From the discussions it was concluded, engineering cannot do it alone, without proper education and enforcement the maximum safety benefits are

not realized. One major issue that arose from these meetings was designing and engineering for younger and older drivers would address safety issues for everyone.

Joseph Hacker, Manager, Office of Transit, Bicycle and Pedestrian Planning chairs the Enforcement Sub-committee said they explored existing and potential enforcement strategies relating to the regional safety plan. From the discussions it was observed that enforcement comes at the tail end of many other safety related emphasis areas such as engineering and legislation (EMS notwithstanding) and that its effectiveness goes hand in hand with education. After passing a drivers test, a driver may expect police to provide guidance in the field. One example was the use of warnings rather than tickets to alert drivers to conditions or sound driving practice. Police are involved with partnerships getting the word out for programs affecting the crash and fatality rates on our roads. Communities rightly see police as the best source of driver information and safety. The police as educators, require the support of communities and the judicial system for back up (such as for cell phones) and for these groups to set the agenda. Getting legislatures involved is critical for establishing the laws and programs through which law enforcement can act.

Stacy Bartels, Manager of Marketing and Commuter Services chairs the Education Sub-committee said she had attended many of the other sub-committee meeting and concluded that neither one could operate in a static environment. Each has to intermingle with the others. Education and legislation are critical issues in all emphasis areas. One theme of the sub-committee's discussions was people should be educated on not only the law but also on best practices because the law is not necessarily the safest practice. There are best practices that go above and beyond the existing law that would make traveling safer. There are a number of organizations in the region with established safety program, the plan is not to duplicate these efforts but build a cooperative relationship with the organization and build on their efforts. She said the emphasis areas that stood out the most at the education sub-committee were young and older drivers, impaired driving and seatbelt use and occupant restraint. The demographic data showed young males were involved in accidents more often than any other group, and this is a group where the committee wanted to also target in their efforts.

Kevin Murphy, Senior Transportation Planner chairs the Emergency Services Sub-committee said engineering, education, and enforcement techniques are primarily focused on reducing fatalities by preventing crashes whereas the EMS primary focus is saving lives after a crash has occurred, preventing secondary crashes at the scene of an accident, and protecting the responders. EMS has played a role in educating the public on injury prevention through programs such as the Governor's Helmet Safety Grant that provides helmets for cyclists. Other initiatives include EMS bike patrols during civic events, seatbelt and child safety seat training programs, among other grant funded programs. Primary findings of the EMS subcommittee meetings are, in order to do the best possible job, issues associated with accurately locating the crash scene, accessing the crash scene, and preventing secondary crashes/ensuring the safety of responders must be addressed. Several technologies and protocols were identified that

can be used to advance these objectives, including signal preemption, GIS/GPS, and closed circuit television. Other important issues were response time, jurisdictional issues, and coordination between EMS entities.

Rosemarie Anderson concluded the update by again thanking attendees for their participation and informed them that DVRPC staff was in the process of gathering and analyzing additional data as requested at the sub-committee meeting. She said that sub-committee would be meeting again to look at the data and a synthesis workshop is scheduled for May.

### **Safety in DVRPC FY07 Work Program**

Charles Dougherty, Associate Director of Transportation Planning Division began explaining to attendees what the work program was and how it relates to the work done by DVRPC. He stated that some ideas from sub-committees have been used by staff to develop elements included in the work program for fiscal year 2007. The work program was adopted by the board at the January 26, 2006 meeting. Eight individual projects in the FY07 work program were highlighted as being safety specific.

Regional Transportation Safety Program an umbrella project for all the safety work. This project includes the Regional Safety Task Force, topical forums, training programs and technical assistance to local agencies and the development of a Regional Safety Action and Implementation Plan.

Strategic Highway Safety Plans – MPO Participation, this represents two projects. One each for New Jersey DOT and another for Pennsylvania DOT. Through this project DVRPC will assist both states in satisfying the federal requirements for developing their Strategic Highway Safety Plans as mandated under SAFETEA-LU in order to utilize new federal safety funds.

Pedestrian Safety and Accessibility, this is an on-going project from previous years. It will delve further into the data to investigate pedestrian travel deficiencies and work with state and local agencies to devise programs and implement appropriate improvements.

Regional Roundabout Analysis, this project will develop in coordination with the DOTs design standards for roundabouts in this region and criteria to screen locations for suitability of a roundabout.

Congestion and Accident Site Analysis will identify cost effective improvements to reduce congestion and incidents created by limited capacity and design deficiencies on the arterial network.

Traffic Incident Data Management System will assemble and analyze incident data collected by the state Traffic Operations Centers and others to identify high incident areas, the types of incidents, severity and recommend strategies to reduce the impacts of incidents.

Safe Routes to School Planning, under the new legislation SAFETEA-LU there is an emphasis at the arterial level on how children get to school. This project will examine existing and potential routes to school and identify network deficiencies that prevent safe walking and biking along routes and recommend improvement strategies.

Transportation System Security, the work for this project will not be only a terrorism initiative but also emergency preparedness. The initial tasks will survey security needs,

identify gaps, and establish regional priorities in coordination with homeland security officials.

Mr. Dougherty concluded his presentation by informing attendees that more details about the projects are available on the DVRPC website.

### **Guest Speakers**

The guest speaker, Roberto Rodriguez, Governor's Representative and Director, New Jersey Division of Highway Traffic Safety addressed the task force on his agency's efforts on "Connecting with Diverse Communities" and benefits to highway safety. He began his presentation by illustrating how rapidly the demographic make up of the nation's population was changing. As a result of this change, programs have to be customized and tailored according to the audience in order to get desired results. A common thread that runs through all communities is the desire to be safe. Safety programs should apply to everyone. The methodology for the diverse program – individual approach works best, consider cultural and language barriers when addressing diverse populations, look to other states with effective programs addressing diverse populations, don't rely solely on established entities to initiate programs or disseminate your message, enlist the participation of leaders of diverse communities, and make community leaders equal partners. Focusing on New Jersey, Mr. Rodriguez said the composition of the population was changing even faster. The agency was working to achieve AASHTO's goal of reducing fatalities to 1 per 100 Million vehicle miles traveled. In accordance seatbelt use had increased in New Jersey. Lack of effective communication with the diverse population and lack of knowledge within diverse communities about the Division of Highway Traffic Safety (DHTS) and its programs were problems identified. The solution was a) establish Community Traffic Safety Program (CTSP), give resources to communities to address traffic safety measures; b) establish partnership in safety with non-profit community organization CTSP, non-profit usually get more return on resources, they have an established process to apply for grants, already in the communities; c) enhance the visibility of the DHTS in diverse communities' media outlets. By enlisting the support of and empowering community leaders to galvanize community involvement and participation in safety programs can address specific safety needs. Community leaders should be given ownership of the programs to maximize effectiveness of resolving traffic safety issues. Diverse groups should be assured that there are resources available and allow them to design the programs. On-going efforts should be quantified annually or semi-annually and contributions of the media recognized. Mr. Rodriguez concluded his presentation by informing the gathering that once that connection with the communities has been made, continue to empower and engage them, continue to communicate and help them with participation. He reiterated effectively reaching diverse populations and empowering them as stakeholders to deliver the message of traffic safety is the best way to address traffic safety issues facing diverse populations.

## **Strategic Highway Safety Plan**

### ***Comprehensive Strategic Highway Safety Improvement Plan (CSHSIP)***

Craig Reed, Director of the Bureau of Highway Safety and Traffic Engineering, PennDOT started his presentation by giving an overview of the Bureau's responsibilities. The Bureau's job is to know and understand the needs of the traveling public but does little to deliver these programs to the public. The Bureau acts through the engineering district offices, the planning partners and through the many organizations that are represented at the meeting to deliver those services. He said an event like this is very critical and necessary to make sure that both efforts are successful on working on highway injuries and fatalities. He said the sole reason for the Bureau's existence is mobility and safety in Pennsylvania. Some of the Bureau's tasks include pavement markings, approval of permits, signage, traffic signals, congestion management, ITS, crash data, and administration of federal grants. Mr. Reed gave the audience some background of the program, where they are, where they are going and data issues and the linkage between what the Bureau is doing at the state level and what DVRPC is doing at the regional level.

Mr. Reed discussed how PA developed its Plan by utilizing a Plan-Do-Check-Act systematic process. He said as important as the plan is the process is more important - develop the Plan, implement the Plan, check what they are doing (are we getting the results intended or are they going in the right direction, what can we do different), based on these answers have to act and change the Plan. The goal is 1.0 fatality per 100 million VMT by 2008. In PA, that means 400 lives saved annually compared to the 5 years before this goal was adopted.

Implementing safety is extremely difficult and challenging. Dealing with human behavior and random occurrences makes the task extremely tough. Multiple jurisdictions and wide range of diversity throughout the state makes it even more difficult to get everyone moving in the same direction. He commended DVRPC in taking the initiative to adopt the state level program and tailor it to regional needs. The PA Plan is heavily focused on data. Data analysis was performed to determine the Plan's key safety focus areas. These focus areas were categorized as critical, major, or moderate based on the average rate of fatality/year. Literature reviews were conducted and classified the strategies within each focus area as proven, experimental, or promising. The *Integrated Safety Management Process* developed by AASHTO was utilized.

Mr. Reed later went on to brief the Task Force on the Safety Summit held in September 2005. The purpose of the Summit was to get all the safety stakeholders together to get them to agree if this was a goal to pursue and get commitment of resources to develop the plan and implement the actions. A steering committee made up of representatives from the safety community was created to prioritize strategies in the focus areas, measure the effectiveness of the strategies and draft the plan. The top six focus areas are (1) Reducing Aggressive Driving, (2) Reducing Impaired Driving, (3) Increasing Seatbelt Usage, (4) Safety Infrastructure Improvements, (5) Improving Crash Records System, and (6) Improving Pedestrian Safety. Mr. Reed also mentioned two special task groups who will be involved with the development of the Plan. The Multi Agency Safety Team (MAST) is tasked with reviewing and improving the plan before it goes to FHWA, overseeing the implementation progress of the plan, and help with accountability. The

State Multi Agency Roads Team is a working level group whose task is to translate goals into action plans.

Mr. Reed discussed the timeline and outcome for the plan including hopes to submit to FHWA by April 2006. Some of the outcomes thus far include \$10 million for the Low Cost Safety Improvement Program; \$35 million (SAFETEA-LU – Sec. 148 safety projects) identify high priority crash locations on the system; District Comprehensive Safety Plans ( include soft-side projects and reach out to local governments) and the Smooth Operator Program working with NHTSA tackling aggressive driving enforcement initiative. Seatbelt usage is targeted for more opportunities over the next 2 years. For every 1 percent increase in seatbelt use nearly 10 to 12 lives can be saved. Mr. Reed ended his presentation showing statistics for the DVRPC region including Run-off-road, Unbelted, Alcohol Related, and Aggressive Driving accidents. He offered the Bureau's help in pursuing the regional plan.

### ***Comprehensive Strategic Highway Safety Plan – Driving Down Deaths***

Patricia Ott, Director for Traffic Engineering and Safety, NJDOT gave an update on the progress of New Jersey's Comprehensive Strategic Highway Safety Plan. Ms. Ott started the presentation by providing background information. The traditional AASHTO plan guidelines were followed in determining emphasis areas and goals. It was a comprehensive, integrated approach and heavily data driven. An intensive data analysis was done to determine which of the 22 AASHTO's emphasis areas were included. A Safety Management Task Force (SMTF) consisting of 35 members from various agencies and organizations (i.e. law enforcement, NJDOT, Rutgers University, NJ Safety Council, MPOs) was utilized to provide input into the Plan. SMTF is a long standing committee at NJDOT and has had many different roles but when Commissioner Lettiere decided in 2003 to develop a Comprehensive Safety Plan (pre SAFETEA-LU) this task force was given that task.

There was a lot of time spent on the vision, mission and goal. It was debated whether there should be a qualitative or quantitative goal. The goal is reducing crashes, injuries and death; steering away from AASHTO's goal of 1.0 fatality per 100 MVMT by 2008. Within the Task Force a "core group" was formed to mainly focus on the data analysis, selecting the emphasis areas and establish the vision, mission and goal of the Plan. Eight emphasis areas were selected for the Plan: (1) Minimize Roadway Departure Crashes, (2) Improve Design/Operation of Intersections, (3) Curb Aggressive Driving, (4) Reduce Impaired Driving, (5) Reduce Crashes with Young Drivers, (6) Sustain Senior Mobility, (7) Driver Safety Awareness, and (8) Reduce Pedestrian, Bicycle, Rail, and Vehicular Conflicts. Eight task teams were developed and each had 2 intense half day sessions. Four emerging issues came about from development of this planning process - including funding/resources, safety promotion, education, and legislation. Funding is the biggest issue. The problem of how to market or advertise safety is an issue. Education is an issue because there is a lack of involvement from the education and EMS personnel. There is a definite push for more legislation in order for this plan to become effective.

There were 136 action items in the plan, currently trying to organize them and manage them in an order that is reasonable and workable. An implementation matrix for actions

was developed. In the process of deciding whether the approach would be proactive vs. reactive, identifying performance indicators and lead agency or organization involved, an estimated cost and benefit (low, medium, high), priorities (low, medium, high), and timeline. All are being developed under this initiative. The Plan is currently in draft form. The next steps in moving forward would include review from the SMTF Core Group, creating a draft for the SMTF, finalizing the Plan, and coming up with a memo of "Shared Responsibility" before implementation of the Plan.

### **Nominating Committee**

John Ward opened the floor up for persons to join the nominating committee and members to volunteer to become chairperson and vice chairperson of the Regional Safety Task Force.

### **Open Forum**

Next an open forum was held for members to exchange or share information. Karen Yunk mentioned that a Road Safety Audit workshop will be held on April 18<sup>th</sup> and 19<sup>th</sup> in the region.

Craig Reed suggested an information exchange session between DVRPC and Bureau staff to share information on the project, programs, resources and opportunities in addressing safety. Road Safety Audits, Safety Corridor Programs were programs mentioned that are funded from the Bureau each year. John Ward spoke of the proposed Road Safety Audit program submitted for supplemental planning funding for DVRPC FY07 work program.

William Ricketts, Director of Bucks County TMA informed attendees of the May 20, 2006 Traffic Family Safety Day co-sponsored by the Buck County TMA in cooperation with the Lower Buck County Chamber of Commerce. This will be held at Sesame Place in Langhorne, PA from 10AM to 4PM. Walmart is the chief underwriter and main sponsor for the event. They are working with Bensalem and Bristol Township Police Departments and local emergency responders, SEPTA and others. They are asking for anyone with displays which involve traffic or transportation safety, programs (hands on) targeting kids and younger family members to participate.

Barry Keppard, Transportation Planner, Greater Mercer TMA, spoke of the TMA's efforts with the ITN Greater Mercer program. This program will be address sustaining proficiency in older drivers by providing other opportunities for senior population to stay mobile.

Raymond Reeve of NJDHTS informed task force members of the Child Passenger Safety Regional Conference to be held in Wildwood, New Jersey on March 28<sup>th</sup> through 30<sup>th</sup>. This meeting will be for CPS technicians from NJ, NY, PA, CT.

The question was asked, with the repeal of the helmet law in PA for motorcycle riders, was there a corresponding increase in state sponsored rider education. Mr. Reed said PA motorcycle program is run out of the Safety Administration, Bureau of Drivers

License, they are actively pushing the program but he thinks it is sustained at prior levels. He said since the repeal of the helmet law, part of the legislation now requires an analysis of the data prior to the law and after. The legislative finance committee will be undertaking that study during the next couple of weeks.

The issue of local police officers in Pennsylvania not having radar to aid in enforcing speeding was brought to the table. Mr. Reed responded it is a department unwritten policy operating bureaus should stay away from legislative side of the picture.

Larry Bucci, Safety Engineer, PennDOT District 6 stated from the enforcement sub-committee on which he is a member, the concern was the lack of legislative representation on the committee. John Ward informed him that there are legislators on our mailing list and a special effort will be made in the future to get at least some one from their office to attend meetings.

### **Next Steps**

In an effort to engage task force members, John Ward asked for suggestions of agenda items of interest for upcoming meeting. He also encouraged members who wanted to share projects and programs from their agencies at future meeting to do so.

Members were reminded to visit the Safety webpage on DVRPC's website [www.dvrpc.org/transportation/safety.htm](http://www.dvrpc.org/transportation/safety.htm) which holds safety information.

The meeting ended with John Ward thanking everyone for attending and participating in the meeting.

The next meeting of the Regional Safety Task Force will be held on **Tuesday, April 25, 2006.**