DELAWARE VALLEY REGIONAL PLANNING COMMISSION

REGIONAL SAFETY TASK FORCE

HIGHLIGHTS OF ENGINEERING SUBCOMMITTEE MEETING
November 16, 2006

Attendees

Rosemarie Anderson	Delaware Valley Regional Planning Commission
Mathew Bochanski	Pennsylvania Department of Transportation
John Coscia, Jr	Delaware Valley Regional Planning Commission
Wilbur Dixon	New Jersey Department of Transportation
Justin Dula	Delaware County Planning Commission
George Fallat	Mercer County Engineering
Robert Kelly	Camden County Engineering
Jessica Lucas	Gloucester County Planning
Jerry Lutin	New Jersey Transit
Regina Moore	Delaware Valley Regional Planning Commission
Kevin Murphy	Delaware Valley Regional Planning Commission
Curt Noe	Camden County Engineering
Aswin Patel	Pennsylvania Department of Transportation
Karen Yunk	Federal Highway Administration – NJ
Karl Ziemer	Delaware River Port Authority

Introduction & Overview

John Coscia Jr., Manager of Project Implementation and chair of the Engineering Sub-committee welcomed everyone in attendance. Everyone was given the opportunity to introduce themselves.

Rosemarie Anderson, Manger of Office of Safety and Corridor Planning spoke of safety in the DVRPC region. She said although the fatality rate in the region was falling there was still a lot of work to be done. She briefly spoke of the development of the Regional Safety Action Plan and pointed out the engineering priority area.

John Jr. informed the group of the purpose of the meeting. He said DVRPC was at the point where progress is being made on the Regional Safety Action Plan and an Implementation Plan will be included. The Implementation Plan is in its preliminary stage and requires the input of the subcommittees. The meeting was to discuss implementation issues, the items needed to get the plan implemented.

Using the “Engineering Priority Emphasis Areas and Strategies” table as a guide the group identified barriers to implementation and strategies to address them.

The tables below represent a summary of the discussions.

Emphasis Areas	Issues
Improve Design and Operation of Intersections	• Right of Way Acquisition • Pedestrian Access (Amenities) • Environmental Sensitivities (Historic Property) • Location of Utilities • Gaining Local Support for Projects Funding • Grant writing to apply for existing funding for intersection safety • Funding - Elevating safety concerns in agency/organization - Competing Priorities, getting safety at the top of the list Agencies • State DOTs • Counties • Municipalities • PA Historic and Museum Commission (PennDOT already coordinate through MOUs) • New Jersey Historical Preservation Office • Environmental Protection Agency • Members of Legislature (as champions) • Public (information during design process) • Developers • Modern approaches for on-going communication to the public • Information Services (Cable TV, Internet) Use other forms of communicating to the public other than Public meetings – e.g “Virginia Dash Board” Data • Quantitative data • Crash data • Establish parameters in collecting data • Continue to improve the data • Develop a quantitative method to identify and prioritize deficiencies at intersections • Channel planning funding for a program to identify and prioritize problem intersections (LTAP and TSRC to assist townships) • Making intersection data more meaningful to the user • Guidelines for collected data specifically at the local level

	• NJDOT and PennDOT – local crash data (cannot be mapped in PA; GPS units to officers in NJ to simplify the process) • Establish a rate based crash criteria for use in prioritizing intersections with deficiencies. • Establish methods evaluating congestion versus safety Training • Law enforcement consistent collection methods • Collected data – what it means • Training practitioners – innovative, new strategies – use counties to communicate to municipalities for training (LTAP (PA) trains locals – politicians, public works, engineer, etc.) • Outreach to consultants – filter ideas to municipalities • Relate training to specific projects • Cost associated with training – deterred by approval process within agency • Minimize the time for training courses or spread over time – difficult for agencies with limited manpower to spend several days out of office
Hit Fixed Objects	Utility Poles • High frequency of hit fixed object crashes involve utility poles • Data – identify and prioritize high crash locations involving utility pole (study done in NJ on crashes involving utility poles) • Utility poles in ROW – legislative issue? Funding issue? Examine the issue from the economic side • Engage utility companies to formulate a solution • Work with developers – clear zone (Developers dedicate ROW along county roads in Mercer County, usually 10 feet from the edge of pavement) Other issues • Guide rail inventory – county and local roads • MUTCD/FHWA guide lines for guide rail installation • Road feature inventory – NJDOT Bicycle & Pedestrian Safety Program is currently in the process of video taping all county roads • PA has inventory of its state road system • Sign inventory (Camden and Gloucester counties has sign inventory, Mercer County in development process)
Minimize Run Off Road Crashes	• Maximize shoulder widths where appropriate • Right sizing of projects - consistency • Retro-reflective pavement markings

	- Identify technology to provide low cost retro-reflective material for adverse weather condition – FHWA lead agency - Cost of maintenance • Region-wide/corridor-wide application of signage and RPM to provide consistency and avoid confusion by users (instead of small areas, within one town) • FHWA – sign guidelines are in its final stages of development and pavement marking guidelines are developing • Medium to share experiences and get technical support (e.g web-board, I-95 Coalition). Possible role for TSRC • Utilize rumble strips to delineate edge lines – develop consistent policy for their use
Sustaining Proficiency in Older Drivers	• Temporary Pavement Marking (impressions left after it has been removed conflict with permanent markings) - Consider changing color for temporary pavement marking - Make temporary marking truly temporary – do not have to scurrify the pavement to remove • Design - upgrade to design for older drivers (could lead to speeding) - SAFETEA-LU – design signs and striping according to the Older Drivers Handbook • Street lighting – issues of maintenance and funding for electricity • Training - Municipal Engineers Association to notify Other Agencies • AARP • County Offices on Aging • AAA • TMAs • Insurance Companies • Bicycle Community (include in design process) • Mobility Alternatives Providers
Enhancing Safety on Local Roads	• Lack of comprehensive data to identify the issues • Local crash data is difficult to analyze (most not geo-coded) • Getting federal safety funds to the local roads • Concern regarding examination of all modes • Providing regulatory oversight • Channels to local outreach

	- Consulting engineers - Council - Two pronged approach for – county and DVRPC • Coordination - Lead Agency – County - LTAP - TSRC PA - counties do not own roads therefore it is difficult to coordinate from the engineering end NJ – the smaller townships may not have a municipal engineer therefore coordination is difficult Local roads cross county and/or municipal boundary potential coordination problems due to political affiliation.

The meeting concluded with a reminder of the date for the next Regional Safety Task Force meeting – **Thursday, January 18, 2007**