



**HIGHLIGHTS OF ENFORCEMENT SUBCOMMITTEE MEETING
December 4, 2006**

Attendees

Rosemarie Anderson	Delaware Valley Regional Planning Commission
Joseph Hacker	Delaware Valley Regional Planning Commission
Daniel Jones	Upper Makefield Township Police Department
Jerry Lutin	New Jersey Transit
Raymond Reeve	New Jersey Division of Highway Traffic Safety
Mark Schmidt	Upper Makefield Township Police Department
Peter Van Iderstine	Burlington County Sheriff's Department
Sgt. Robert Tyler	Pennsylvania State Police
Karen Yunk	Federal Highway Administration – NJ

Introduction & Overview

Joseph Hacker, Manager of Office of Transit, Bicycle and Pedestrian Planning and chair of the Enforcement 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 enforcement priority area.

Joseph 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 prioritized enforcement emphasis areas and strategies as a guide, the subcommittee identified barriers to implementation, and some potential strategies to address these.

The following is a summary of the discussion.

Curb Aggressive Driving

- Data needs

- Aggressive driving crash locations
- Police database
- State DOTs
- FARS
- Police department also use observations from daily patrol, residents and motorists complaints to determine areas to target for aggressive driving
- Analysis of data (rate vs volume)
- Target drivers 17-24 year old (NJDHTS study report)
- How to enforce out of state drivers (large number of drivers charged with aggressive driving in southern NJ are traveling to the shore from out of state)
- Coordination of engineering and enforcement
- Grants
 - Turnaround time from application to the awarding
 - Labor intensive process
 - Requirements for grant applications (data, problem, potential solution)
 - Funding limited
 - Invitation process, possible bias – past performance, enquiries, demonstrated problem, NHTSA wants to post large numbers (disadvantage to smaller towns)
- Training
 - Grant writing workshop for law enforcement officers (NJDHTS holds grant writing seminars several times per year)
 - Smaller police departments have a higher turnover in officers – trained and leave
- Legislature – plan with proper funding levels
- Communication and education of violators
 - Can be done at court either by officer or judge
- Automated Enforcement
 - Data required on automated enforcement techniques effectiveness
 - Issue of whether techniques are for revenue generation or civil violation
 - Local police departments in PA cannot use radar (more difficult to catch violators)
- Even the playing field for all law enforcement agencies
 - Communicate available equipment, grants, enforcement tools, and other opportunity to all agencies
- Reach out to Legislature for required legislation
- Plea bargaining
 - Courts plea down violations
 - NJMVC study – Impacts of Plea Bargaining
- Use of J-Net (Justice Network) for repeat offenders
 - Ties in many agencies and gives a better picture of an individual record

- Many local police departments unable to access the network

Impaired Driving

- Sobriety Checkpoints
 - Legal criteria is a deterrent
 - Required procedure act as barrier
 - Grants require detailed documentation
 - Manpower is high
 - Supportive data for grants – is it boosting numbers or preventing DUI crashes
- Other Impaired Driving Enforcement
 - Mini-check points in PA
 - Roving DUI – more flexibility

The advantage of static checkpoint is visibility, publicity and equipment on the scene to draw blood.

Education

- NJDHTS – each campaign begins with a press conference
 - Media
 - Banners during mobilization in the towns
 - Proclamations – town council
 - Press release
 - Distribution of Literature
- PA State Police –each station has a full time Community Service Officer, available presentations
- Revamp driver education program
 - Teach students motor vehicle code
 - Establish a more organized structure, standardized curriculum
 - Unified drivers education structure for all new drivers
 - Use law enforcement personnel
 - Broaden education before actually start driving
 - Police officers dispel rumors
 - Demonstrate what happens in a crash, real world examples
- Grants to address this
- Legislature to mandate state

In wrapping up the barriers identified were - need for data to effectively enforce, lack or limited funding, engineering needed as a supplement, grant writing for available funds, legislation necessary to effectively enforce, issue of plea bargaining as an enabler, procedure for sobriety checkpoints, lack of driver education or standardized driver education in schools, and communication between all agencies/organizations.

The meeting ended with a reminder that the next Regional Safety task Force meeting is scheduled for **January 18, 2007**.