



DELAWARE VALLEY REGIONAL PLANNING COMMISSION



Highlights of October 3, 2007 Engineering Sub-Committee Meeting

Attendees

Anderson Rosemarie
Dula Justin
Fiscina Carmine
Moore Regina
Steele Don
Trimbell Shayne
Weissman Sarah

Organization

Delaware Valley Regional Planning Commission
Delaware County Planning Department
Federal Highway Administration
Delaware Valley Regional Planning Commission
PA Turnpike
Greater Valley Forge TMA
Transportation Safety Resource Center

Introduction & Overview

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

Rosemarie Anderson, Manager of Office of Safety and Security Planning welcomed everyone and provided background and progress to date of the Regional Safety Task Force, and explained the genesis of the engineering subcommittee and its role in implementing the goals of the Regional Safety Action Plan. The purpose of the meeting was to specifically review the strategies identified from the Plan and to determine which groups/agencies should be responsible for implementing these strategies. Also identified were groups/agencies that already have programs in place which would support the initiatives of the Plan.

Open Discussion:

Summarized below are the thoughts and comments that were generated from the 12 of the 13 engineering strategies identified in the Plan.

1. Continue to work with the state DOT's and law enforcement to improve all crash data

- PennDOT currently has a program in place that works with law enforcement on this initiative. NJDOT needs to work closer with police officers in properly filling out the detailed crash reports. LTAP does have courses available for training police officers on the use of the new NJ TRI forms.
- Geocoding of crash data was another issue of concern given that each state has different ways of keying in the data. It was suggested that there should be some type of way to combine the way that both states code the data. There are restrictions on the use PennDOT crash data.

- 2. Engage utility companies, environmental agencies, developers and other relevant groups/agencies to formulate solutions to identified barriers**
 - For the issue of utility poles it was suggested that the municipalities develop ordinances requiring developers to install utilities underground. At the state level there should be a requirement for utility poles to be moved underground for roadway widening projects
- 3. Educate legislature on transportation safety issues and consequences and evaluate safety projects and program**
 - Tabled for discussion at the legislative subcommittee
- 4. Through coordinated efforts of federal, state and local agencies work to remove barriers to get safety resources to address local roads safety issues**
 - In New Jersey – Transportation Safety Resource Center (TSRC)
 - In Pennsylvania – PennDOT Low Cost Safety Improvement Program
- 5. Establish methods to evaluate level of importance of congestion versus safety for project selection process**
 - PennDOT currently has a safety review committee safety review process in place, where all projects are reviewed to address all issues o
- 6. Establish policy to employ design standards from the Older Drivers Handbook as appropriate**
 - PennDOT has made changes by increasing the width of pavement markings and upgraded to clearview font style
 - NJDOT is currently replacing all signs. Does NJDOT have an internal policy on clearview font?
- 7. Coordinate with LTAP and TSRC on training programs for practitioners on new and innovative strategies for addressing safety issues**
 - To be discussed separately with TSRC
- 8. Coordinate with LTAP and TSRC to provide outreach to municipalities on transportation safety**
 - To be discussed separately with TSRC
- 9. Develop a mechanism for engineers to share experiences and seek technical assistance**
 - It was suggested developing a list-serve or web board
- 10. Establish a rate-based crash criteria for use in prioritizing intersection with deficiencies**

- TSRC can help in establishing a rating system in which the first step would be to find the data and severity of crashes. This might be an issue for PennDOT Districts to address at the PennDOT Statewide Conference.
- DOTs should be more proactive in tree trimming
- New developments should incorporate traffic calming measures

11. Develop consistent policy for the application of improved signage, raised pavement markers and rumble strips

- Need to verify if PennDOT has a policy for installing RPMs
- Burlington County has a policy for RPMs installation for repaved roadways

12. Install and maintain improved signage, raised pavement markers and centerline and edge line rumble strips region-wide

- Reference to the Highway Safety Manual

Next Steps

DVRPC will proceed to follow up on talking to DVRPC Regional Planning staff about traffic calming measures as it pertains to new developments, acquire about the development of a list serve/web board and coordinate with TSRC.

REMINDER

The next RSTF Committee Meeting is scheduled for Tuesday, October 30, 2007 at 9:30 AM.