



HIGHLIGHTS OF APRIL 25, 2006 MEETING

1. Welcome & Introductions

The meeting began with John Ward, Associate Director, Transportation Planning, welcoming everyone. Everyone in attendance introduced themselves and mentioned the organization they represented.

2. Summary of January's Meeting

A motion was made for the approval of the Highlights from the January 31, 2006 Regional Safety Task Force meeting. The meeting highlights were approved.

3. Nominating Committee

This was led by Mr. Ward who told the gathering that although DVRPC has taken the lead in directing the course of the task force it was felt that the leadership of the group should come from the group and not be someone from DVRPC. Over the last few months a search was conducted to select a chair and vice chair of the group. The nominating committee completed its search and he announced that Joseph Grinkewicz, of School District of Philadelphia, and Jerry Lutin of New Jersey Transit were selected and accepted the offer of chair and vice chairperson of the task force. Over the next year both men will lead the task force. After which Mr. Lutin will move to chairman's position and a new vice chairman will be elected. A motion was made and approved to formally accept Mr. Grinkewicz and Mr. Lutin as the chair and vice chair of the group.

4. Guest Speakers

NJDOT's Safe Corridor Program

The first guest speaker Patricia Ott, Director of Traffic Engineering and Safety at New Jersey Department of Transportation, presented information on the Department's Safe Corridor Program. Ms Ott started the presentation by providing a general overview of the program. The main purpose of the Safe Corridor program is to bring awareness and to identify corridors with the highest amount of crashes across the state. Efforts are focused on enforcement activities, doubling of fines for most moving violations and targeted engineering solutions within the corridors through Safety Impact Team Reviews. The program started in late 2002 as part of a larger program under the "Safety First" legislation. Under this legislation the Commissioner has the flexibility in designating and setting the criteria for each corridor. Ms. Ott went on to explain that the fines collected are put into the Highway Safety Fund which is administered through the DOT's Local Aid Program.

There were several factors taken into consideration when designating "Safe Corridors": crash rates; state roads; roadways with 1000 or more crashes with more than 5 fatalities

over 3 years; and limited to 10 mile roadway segments. To date, approximately 130 miles have been identified resulting 13 Safe Corridors. Implementation began in February 2004. Safety Impact Team Review, an expanded version of the Road Safety Audit process is an integral part of the process. The review process takes place over a 3-day period. From this process recommendations are developed to improve the safety of the corridor. Six reviews have already been performed. Some corridors will not be reviewed because they are already under construction and many safety improvements incorporated.

Some of the findings are: there is less than 1 percent increase in reported crashes within the corridors, while the statewide average is 2.5 percent; approximately one third of the tickets written are for speeding; and fatalities and injuries decreased. On next steps Ms. Ott told the task force some minor changes are being made. The program will be looking at the worst 10 mile segments within a corridor. 600 crashes per year with severity above the state average will be the threshold. Ms. Ott said there is a need to promote the program to create awareness. She mentioned that three years should be a good time frame to measure the success of the Program.

One question posed during the question and answer session following the presentation was whether there is any political fallout from determining which roadway gets designated as a safe corridor. Ms. Ott responded that there was some political pressure, where some communities favored having such a corridor, while others were against the idea. Asked whether the first year results were due to enforcement or implementation of engineering improvements; Ms. Ott responded that it was strictly based on enforcement given that the short term recommended improvements have yet to be implemented.

Pennsylvania DUI Association - Ignition Interlock Quality Assurance Program

Lynda Kerr, Director, Ignition Interlock Quality Assurance Program, and colleague Michael McConnell, Supervisor of Program from the Pennsylvania DUI Association presented. Michael started the presentation by providing background information and shared activities, education programs and opportunities presented through the association. The association provides both technical assistance and support to alcohol-highway safety professionals and other safety professionals representing the fields of highway safety. The association also has several educational programs that promote DUI and safety tips for children of all age groups. The Safety Simulator and Safety Bug are programs geared towards teenagers. Safety Sam is a new educational program geared towards elementary and middle school students; a puppet that discusses with children different safety issues that go beyond alcohol related safety tips. The PA DUI Association also does public relations and has a solid partnership with the law enforcement community. Mr. McConnell went on to discuss the Operational Maintenance and Technical Support of the Pennsylvania Alcohol Highway Safety Program.

Lynda Kerr began the second portion of the presentation by providing insight on the Ignition Interlock Quality Assurance and Technical Assistance Contract. They were awarded the contract in 2001 from PennDOT. This led to the establishment of the Ignition Interlock Quality Assurance Division. Some of their responsibilities are compiling the directory of installation sites; training for law enforcement and courts; quality assurance inspections of service providers and working with the Institute of Law

Education and Enforcement (ILEE) for testing procedures. PennDOT developed the criteria for the installation requirements but the association is responsible for monitoring and making sure that the manufacturers and service providers are in compliance with these criteria.

Ms. Kerr went on to explain that an ignition interlock is simply a breath testing device used to indicate the trace of alcohol on one's breath. When installed the device is connected to the ignition wire of the offender's motor vehicle. Passed into law in 2003, the Act 24 law gives PennDOT the authority to issue Ignition Interlock licenses. The Act 24 law requires 1 year license restriction for persons who had prior DUI offenses, the installation of the device on all owner/registered vehicles, but allows for economic hardship employment exemption. One cannot be exempted under this law for medical reasons. Under this law there is a noncompliance penalty, it strengthened driving without ignition interlock and tamper/circumvention penalties. She went on to present the group with different kinds of ignition interlock devices. The data collected from each device is sent to the manufacturer. Regardless of the data retrieved the user is not penalized. Ms. Kerr said in 2005, the interlock device prevented over 31,000 attempts to drive impaired. The highest number of attempts to drive with high BAC was between the hours of 8AM to 12 noon. Ms Kerr said there are ways to opt out of the program however there are some attempts to change the law.

During the question and answer period following the presentation it was asked if there were any statistics available involving crashes related to habitual and non habitual offenders. Ms. Kerr answered that the numbers were few and that there was a reliance on the police and vendors to keep track of that type of data and notify the DUI Association. In response to the question how does the ignition interlock device work on motorcycles; Ms. Kerr said due to insurance and other liability reasons in Pennsylvania, there is currently one device manufactured to be used on motorcycles. She continued that there are certain restrictions and higher costs involved in order to have this device installed on motorcycles.

5. Regional Safety Action Plan Update

Rosemarie Anderson, Manager of Office of Safety and Corridor Planning began the presentation by thanking everyone for their participation in the process thus far. She then provided an update on the process of developing the Regional Safety Action Plan. As a follow-up to questions from previous meetings she said, issues of highway/rail grade crossing will be included within the *intersection design and operation* section of the plan; bikes and pedestrians will be included in all areas as appropriate; and trucks will be looked at within all the emphasis areas as another vehicle type.

She then mentioned some ongoing challenges including legislation and policy type of issues, the approach to Emergency Services within the process and problems associated with the crash data. The issue regarding legislation and policy is that several strategies rely on legislative actions to make them more effective in terms of implementation, and in some instances though a law exists it doesn't currently support best practices. The other issue is the limited legislative participation in the process. She emphasized the need for task force members to identify projects and programs within their organizations so that the gaps can be identify and addressed.

Data has been an ongoing challenge. In taking a closer look at the available data from both states they are incompatible, and have been analyzed separately in order to draw significant conclusion as it pertains to the crashes in the region. There is also the problem with missing data and the differences in how each state defines certain categories of data. She shared with members some of the findings and the inconsistencies among the crash data.

John Coscia, Jr, Manager of New Jersey Project Implementation at DVRPC, discussed the PennDOT portion of the crash data. He went on to describe the crash cluster data layer, which brings together similar types of crashes in a given location. This analysis was done in coordination with PennDOT District 6. John then showed color coded maps which displayed the actual location of the clusters and revealed hit fixed objects, run off the road, pedestrian, and wet weather type of accidents that occurred within a given length of roadway. Mega clusters were created which were multiple types of crashes that occurred at one location and included 1 or more fatalities. This mega cluster represented priority locations. He then presented a map with the 2005-2008 TIP projects over the cluster data identifying the TIP projects that fell within the clusters. John Jr. briefly mentioned the C-DART (Crash Data and Analysis Recovery Tool) which is a better integrated and refined tool to better define clusters within our region which are different from clusters found in other parts of the state.

Kevin Murphy, Senior Transportation Planner, presented information on the crash cluster analysis on the New Jersey portion of the region. He said the analysis began as part of the Incident Data Collection project which analyses crash data to feed the Congestion Management Process. This is a comprehensive approach in identifying clusters and evaluating them for the entire 4 county New Jersey DVRPC region. Developed through this process was an automated method of identifying clusters. This tool utilizes the NJDOT crash database in which an analysis can be done by identify clusters base on total crashes or crashes of a specific collision type over a length of road. He then demonstrated the use of the tool by focusing on only 600 and 700 series county routes in the New Jersey region. 15 or more crashes over a tenth of mile section on 600 and 700 series routes were analyzed. Approximately, 24,000 crashes occurred on these roads between 2002 and 2004. Of these, 450 crash clusters of 15 or more crashes over a tenth of mile segment were identified.

6. Pedestrian Safety Planning

John Madera, Senior Transportation Planner discussed the Pedestrian Safety and Accessibility Project at DVRPC. The project was a recommendation from the Federal government for a focused effort on the safety and accessibility issues associated with pedestrians. Some of the projects are prioritizing sidewalk needs; analysis and examination of issues associated with a commuter rail station in Delaware County where half of the commuters walk to the station; assistance to the Borough of Haddonfield with a traffic calming study; and analysis of crashes involving children in a North Philadelphia community. The main advantage of this process is it ensures momentum and once recommendations are made the parties take ownership of the project. However, funding is not automatically assured for these projects due to competition. He said with the passing of SAFETEA LU legislation, there is room for new opportunities for implementing these projects which corresponds with goals of the Long Range Plan. In the period 2000 to 2005, 72 pedestrians were killed in PennDOT District 6, comprising 20% of total traffic fatalities. Mr. Madera showed a map revealing the

highest cluster of pedestrian crashes for the region located in the City of Philadelphia. However, North Broad Street with a string of pedestrian accidents along a 4 mile segment stood out. The highest crash numbers corresponded to the Broad Street Subway stations. He concluded his presentation by stating that police reports will be obtained and the crashes analyzed using FHWA software tool, PBCAT that allows planners and engineers to better understand and target problem areas and evaluate countermeasures to reduce the number of crashes involving pedestrian and bicycles.

7. Open Forum

During this period of the meeting the following were discussed:

Steve Noll said Bucks County TMA, in cooperation with Lower Buck Chamber of Commerce will be hosting the Family Traffic Safety Day on May 20, 2006 (rain date May 21) at Sesame Place in Langhorne, from 10AM to 4PM. They are seeking participation from organizations with displays that reference transportation, safety, hands on type of exhibits. For more information contact Bill Rickett or Steve Noll at the Bucks County TMA

Raymond Reeve told task force members that this summer NJDHTS with NHTSA will be conducting summer safety campaigns. He said the Child Passenger Safety Conference held in March was a success; it was attended by over 450 people. He said upcoming programs are:

- On May 16th NJ kicks off it 101 days of summer campaign at Seaside Heights
- Seatbelt mobilization from May 22 – June 4
- Impaired Driving Crackdown from August 18 – September 4
- Mid-Summer Speed and Aggressive Driving Tri-State Highway Campaign sponsored with NHTSA from July 10 – July 23.

Rosemarie Anderson talked of her visit to PennDOT Bureau of Highway Safety and Traffic Engineering. They will be conducting an aggressive driving campaign starting in May/June similar to the “Smooth Operator” program found in other states. All of the PA counties in the DVRPC region are included in the thirteen counties in the state targeted by the bureau for the program. They will also be involved in the “Click It or Ticket” program.

John Ward mentioned that during the previous week a Road Safety Audit course was delivered to the region by FHWA-NJ. It was very well attended and informative. John encouraged members to participate in future courses.

NEW BUSINESS

A Synthesis Workshop for the Regional Safety Action Plan will be held on **Tuesday, June 20, 2006**. This will bring everyone together to identify the main priority areas for the region in terms of safety for the Regional Safety Action Plan. Information will be sent out prior to the meeting.

The meeting concluded with the new chairman Joseph Grinkewicz announcing the date of the next meeting of the Task Force, **September 26, 2006**.

Attendees

Rosemarie Anderson	Delaware Valley Regional Planning Commission
Lugene Bastian	Pennsylvania Department of Transportation
William Beans	New Jersey Department of Transportation
Sgt. David Beaver	New Jersey State Police
Lou Belmonte	Pennsylvania Department of Transportation
Anthony Bland	New Jersey Department of Education
Matt Bochanski	Pennsylvania Department of Transportation
Sgt. Carsten Boethig	New Jersey State Police
John Boyle	Bicycle Coalition of Greater Philadelphia
Rich Brahler	Bucks County Planning Commission
Larry Bucci	Pennsylvania Department of Transportation
Erin Burke	Delaware Valley Planning Commission
Joseph Codella	New Jersey Transit Rail
Earl Coxson	Camden County Prosecutors Office
Wilbur Dixon	New Jersey Department of Transportation
Maureen Donnelly	SAFEKIDS Southern New Jersey
Charles Dougherty	Delaware Valley Regional Planning Commission
Justin Dula	Delaware County Planning
Lt. Harry Earle	Gloucester Township Police Department
Bob Elbertson	City of Burlington Police Department
George Fallat	Mercer County Engineering
Charles Feggans	New Jersey Department of Highway Traffic Safety
Matt Gates	Delaware Valley Regional Planning Commission
Michael Gerald	Mercer County Sheriff's Office
Joseph Grinkewicz	School District of Philadelphia
Rick Guenther	PATCO
Ra Halper	Philadelphia FD/EMS
Joseph Hacker	Delaware Valley Regional Planning Commission
Bill Hoffman	Federal Highway Administration – New Jersey
Detective William Hunt	City of Burlington Police Department
Gary Israel	South Jersey Transportation Authority
Officer Daniel Jones	Upper Makefield Police Department
Bob Kelly	Camden County Public Works
Lynda Kerr	Pennsylvania DUI Association
Officer David Lacy	Upper Merion Township Police Department
Sean Lawrence	Delaware Valley Regional Planning Commission
Matthew Lawson	Mercer County Planning
Jerry Lutin	New Jersey Transit
Michael McConnell	Pennsylvania DUI Association
Lt. Frank McCorkle	Pennsylvania State Police
Regina Moore	Delaware Valley Regional Planning Commission
Kevin Murphy	Delaware Valley Regional Planning Commission
Curt Noe	Camden County Engineering
Steve Noll	Bucks County TMA
Anna Okola	Rutgers, Transportation Safety Resource Center
Patricia Ott	New Jersey Department of Transportation
Ashwin Patel	Pennsylvania Department of Transportation

William Ragozine	Cross County Connection TMA
Ray Reeve	New Jersey Division of Highway Traffic Safety
Deborah Schaaf	Philadelphia City Planning Commission
Mark Schmidt	Upper Makefield Police Department
Joe Stafford	Bicycle Access Council
Don Steele	Pennsylvania Turnpike Commission
Lt. Jim Sullivan	South Jersey Transportation Authority
Lt. Joe Sypherd	Gloucester Township Police Department
Josh Tamarin	Greater Valley Forge TMA
Carol Thomas	Burlington County Engineering
Capt. Anthony Wallace	City of Burlington Police Department
John Ward	Delaware Valley Regional Planning Commission
Edward Williams	City of Camden Planning
Robert Vallew	Camden Police Department
Leo Vanderbilt	Burlington County Sheriff's Office
Susan Young	Delaware County TMA
Brenda Zeller	Partnership TMA
Karl Ziemer	Delaware River Port Authority