



HIGHLIGHTS FROM DECEMBER 4, 2012 MEETING

NOTE:

- All presentations and related meeting handouts are located on the RSTF website.
www.dvrpc.org/ASP/committee/Presentations/RSTF/2012-12.pdf

1. Welcome & Introductions

Violet Marrero, Manager of Special Projects at the New Jersey Division of Highway Traffic Safety (NJDHVS), welcomed everyone. Introductions followed. Ms. Marrero mentioned there would be a meeting during lunch to follow-up on the aggressive driving discussion from the October 4th meeting.

2. Update from the Enforcement Community

Members of the enforcement community shared the following information:

- Officer Jim Philbin, Cherry Hill Township Police Department, mentioned the department is conducting a “Drive Sober or Get Pulled Over” enforcement detail from December 7, 2012 through January 2, 2013. They are also working with high schools to promote driver safety, including through use of their popular Low-Speed Vehicles Program, which deals with the dangers of distracting driving and texting. Verizon, a sponsor of this program, donated cell phones.
- Chief William Wiegman, Lower Southampton Township Police Department, said beginning on December 7, 2012, their department will be conducting a two-week aggressive driving detail. DUI roving patrols are also planned.
- The New Jersey State Police plans to enforce a relatively new law that requires drivers on the state highways to move from the left lane and allow other traffic to pass.
- Sgt. Joe Zito, Delaware River Port Authority (DRPA) Police Department, mentioned plans to post several safe driving warning messages including “Fans Don’t Let Fans Drive Drunk” and “Stay Out of the Left Lane”.

3. Legislative Update

Pennsylvania

- In November, Pennsylvania adopted a law to regulate the quality of gasoline to ensure that it will be the quality stated on the pump. Nebraska and Alaska are now the only remaining states that do not have a quality gas testing law.

New Jersey

- AAA Mid-Atlantic New Jersey researched other states’ substance abuse legislation to help develop similar legislation for New Jersey as discussed at a previous RSTF meeting. This will help police successfully enforce against drugged driving. New Jersey allows for the use of medical marijuana, which is a factor that needs to be considered when examining the law. Max Little, Traffic Safety Resource Prosecutor, Pennsylvania District Attorney’s Association, cautioned that in Pennsylvania (if marijuana is off the table because of pending legislation), impairment has to be proven.

This can be done; however, it is very difficult for the medical community to agree on any particular level in the blood that is impairing.

4. Emphasis Area Focus – KEEP VEHICLES ON THE ROADWAY AND MINIMIZE THE CONSEQUENCES OF LEAVING THE ROADWAY

Kevin Murphy, Principal Planner at DVRPC, provided a quick review of the DVRPC *Transportation Safety Action Plan* and its products, including analysis and priority strategies for the emphasis area, Keep Vehicles on the Roadway and Minimize the Consequences of Leaving the Roadway. The main points presented were:

- In 2011, 39 percent of the crashes that resulted in fatalities in the region involved one or more vehicles leaving the roadway.
- Fatalities resulting from leaving roadway in 2010 were 53 percent of all U.S. crash fatalities and 66 percent of all rural roadway fatalities.
- Once a vehicle leaves the road, roadside features become deadly hazards, including trees, rocks, sign posts, light poles, and culverts.

Kevin Conover, PE, PTOE, Project Engineer, NJDOT Bureau of Transportation Data and Safety: Safety Engineering and Analysis Section, provided information on NJDOT's run-off-road (ROR) prevention programs. Below are highlights from his presentation:

- NJDOT has several programs dedicated in preventing roadway departure crashes. Many of these programs use high crash location lists to determine appropriate strategies for treating specific types of ROR crashes.
- From this list numerous hit-fixed-object (HFO) crashes were identified near interchanges. This is more of a local roadway problem that can be addressed through the High Risk Rural Road (HRRR) program. Crash locations at curves were also identified and included the following recommendations: evaluating speed limits, installing curve signs, chevrons, and guide rails.
- NJDOT also has a median barrier program. The high crash list identified numerous median cross-over crash locations. Nearly 20 percent of these crashes resulted in a fatality. Current trends indicate that median cross-over crashes are declining. Heavy trucks were a common factor in many of these crashes, particularly near closely spaced interchanges, where weaving and lane changes are problematic. The outcome of this program has led to a change in the standard width requirement for guide rail treatment, from 36 feet of grass median protection to 60 feet.
- NJDOT is currently working on another list to identify clusters of undivided highway centerline crossover crashes. Roadway geometry will be examined as a contributing factor in the cause of these crashes.
- The utility pole crash program identifies frequently hit poles. These locations are given to the NJDOT utility department for further determination on how to remedy the safety issue, which may include relocating the poles, installing breakaway poles, retrofitting poles with guide rail, or geometric adjustments.
- There has been a recent spike in the number of truck rollover crashes at interchanges, particularly in north Jersey. The NJDOT Safety Engineering and Analysis Section team is coordinating with the NJDOT Incident Management team to develop a new crash list to identify cluster locations and safety solutions to prevent these types of incidents. Adding curve signs and chevrons along ramps is one strategy that may help.

- NJDOT has a program that focuses on wet surface conditions. Recently “Slippery When Wet” signs were installed at two problematic locations, which resulted in a 40 to 50 percent reduction in wet surface crashes. Mr. Conover said, just adding a sign can have a huge impact.

Larry Bucci, Traffic Safety Engineer, PennDOT – District 6, shared information on PennDOT’s Roadway Departure Safety Initiative (RDSI). Below are main points from his presentation:

- This statewide initiative started as a workshop held in October 2012 among planning partners, engineers, and maintenance officials to discuss how to tackle the issue of roadway departure (RD) crashes. PennDOT defines RD crashes as:
 - All single vehicle non-pedestrian and non-bicycle crashes,
 - HFO crashes,
 - Head-on, sideswipe, and opposite direction crashes,
 - All other multi-vehicle crashes in which the first harmful event is HFO, and
 - Non-intersection crashes.
- Seventy-four percent of Pennsylvania’s RD crashes occur on state roads and 26 percent on local roads.
- Pennsylvania is following national trends. RD crashes account for 56 percent of Pennsylvania fatalities and 40 percent of fatalities in the DVRPC Pennsylvania five-county region.
- Compared to the rest of the state, HFO and head-on crashes are higher in the DVRPC Pennsylvania five-county region.
- Driver behavior (too fast for conditions, improper driving, affected by physical condition, speeding) is the largest contributing factor in RD crashes.
- PennDOT’s four approaches to reducing RD crashes are:
 1. Traditional – Utilizing Highway Safety Improvement Program (HSIP) funding to fix the problem.
 2. Comprehensive – Incorporate enforcement and education effort to help curb risky driver behavior.
 3. Systematic – Using low-cost countermeasures that have the biggest impact to achieve goal in reducing fatalities.
 4. Policy – Develop standards for long-term gains.
- Several RD countermeasures were considered. Their purpose is to keep vehicles on the road, allow for safe recovery, and reduce crash severity.
- Implementation strategies for the RDSI include the following:
 1. Funding – Use additional federal funds provided by approved MAP-21 legislation.
 2. Deployment – Consider Design-Build Contracts.
 3. Engineering – Identify worst locations first and have key personnel for decision making with candidate locations.
 4. Management – Organization approvals and buy-in to finalize RD plan.

Below are a few comments from the discussion that followed:

- Caroline Trueman, Safety Engineer, FHWA – New Jersey, asked Mr. Bucci if PennDOT has considered using energy absorbed poles as a countermeasure. He responded that he is not aware if that is a consideration. In New Jersey, energy absorbing poles have been installed at approved locations. Ms. Trueman mentioned there was an instance

where one energy absorbed pole was hit with minimal damage to the vehicle. The impact of the collision would likely have resulted in a fatality.

- Mr. Bucci said Pennsylvania's largest problem is the lack of right-of-way (ROW). Removing or relocating utility poles is very expensive; however, utility companies are willing to relocate poles where possible.
- John Ward, Deputy Planning Director at DVRPC, asked about PennDOT and NJDOT preferred treatment in preventing crossover crashes: guide rail vs. cable median barrier. NJDOT's preference is to use guide rail treatment because it is inexpensive and is less of a maintenance headache. If a cable median barrier receives a minor strike, several feet of cable must be replaced. PennDOT's preference is to use cable median barriers; however, they are not appropriate in all settings. One advantage to installing cable median barriers is the flexibility and crash severity reduction quality. Mr. Bucci mentioned this treatment has contributed in the reduction of fatal crossover crashes on I-95 in Bucks County.

5. Developing Action Items

Below are comments and action items generated from the discussion to reduce ROR crashes. Members who volunteered will report back at the next meeting on the action items. See the 2011 Tracking Safety Actions Table for list of volunteers.

Discussion

- The definition of a ROR crash in Pennsylvania excludes crashes involving a pedestrian or bicyclist. Clarification is needed regarding whether that is the case in New Jersey. DVRPC may need to revise its analysis queries.
- Ms. Marrero mentioned data is needed for the education and enforcement community to know where to focus their efforts.
- NJDOT is still working on determining centerline rumble strip standards.
- Since 90 percent of centerline miles roads in New Jersey are under local jurisdiction, the proposed action is to work with county engineers using Plan4Safety and make analysis available to help develop programmatic approaches.
- In his absence, Ms. Moore mentioned Ray Rauanheimo's, Montgomery County Volunteer Coordinator, AARP, desire to contact utility companies to encourage the use of reflective materials on utility poles. Although Mr. Rauanheimo's willingness to volunteer was appreciated, Mr. Bucci responded that roadway delineation is the better option to guide people to follow the roadway.

Action Items

- Write a letter to the NJDOT Statewide Traffic Records Coordinating Committee (STRCC) to encourage changes in the NJ TR-1 crash form so cross-median crashes can be clearly identified.
- Identify ROR patterns in New Jersey on a regional level and share information with counties and municipalities. This will act as a starting point as to what roads will make sense to implement countermeasures on.
- NJDOT's list is not directly shared with the counties, but it is shared with MPOs every two to three years. MPOs could share this list with the counties. DVRPC will act on this.

6. Follow-up from October 2012 Meeting

The meeting highlights from October 4, 2012 were approved. Regina Moore, Transportation Engineer at DVRPC, provided a brief summary of each item below, which was followed by discussion.

Volunteer Updates from October 4, 2012 Meeting – Curb Aggressive Driving

- Mr. Little mentioned he was able to draft a cover letter to judges and prosecutors. The letter, along with an accompanying brochure, will serve as a reference tool for judges and prosecutors to use when making decisions on cases that may involve various forms of aggressive driving.
- Bill Beans, Program Manager at MBO Engineering LLC, reported that he heard back from the New Jersey Administrative Office of Courts (NJAOC) on the request to install signs and hang posters at their facilities to educate about the dangers of aggressive driving. The NJAOC responded that placing these signs and posters in their facilities may give the impression that judges will be biased in their decisions when hearing aggressive driving related deposes. The NJAOC suggested reaching out to county prosecutors to hang up aggressive driving posters. This effort may work better since many county prosecutor offices are housed in the same facilities with local police departments and are areas frequented by the public. Educating judges and the public are two separate issues. Mr. Beans plans to set up meetings with New Jersey and Pennsylvania county prosecutors to determine the best approach in delivering educational materials to judges and prosecutors.
- Ms. Moore mentioned efforts to publicize police activities. She plans to coordinate with local and state media sources to obtain the latest enforcement activities. This information will be shared with RSTF members to post on their agencies' websites. Janet Hansen, Program Coordinator, Rutgers University – CAIT, has agreed to post announcements on their website.
- Ms. Hansen mentioned there is no code on the NJ TR-1 crash report form to record aggressive driving. She thinks this issue has to be resolved before there can be any aggressive driving educational campaign for officers. Ms. Neaderland noted that NJDOT has done this analysis and campaigns for years using the definition of any of a set of contributing circumstances such as speeding. Pennsylvania uses this approach and also the newer NHTSA definition of two or more items from such a list. DVRPC has helped NJDOT evaluate whether they could switch to this approach. Unfortunately, differences in the New Jersey crash form as compared to the Pennsylvania one make it difficult. The short-term step is to educate officers in New Jersey to fill more than one action.

Volunteer Updates from June 19, 2012 Meeting – Reduce Impaired and Distracted Driving

- Mike Dennis, Managing Member, ProVuncular LLC, mentioned that he was successful in summarizing existing messaging campaigns for reducing impaired and distracted driving. Delaware has a great website with many national messaging programs. Their NHTSA aggressive driving campaign "Are You That Guy" has several marketing tools available including brochures, billboards, and bumper stickers. Mr. Dennis also developed a grid which lists agencies and their respective messaging campaigns. Ms. Marrero encouraged everyone to pick up this information.

Status of Measures

- Ms. Moore briefly went through the status and measures sheet. There is continued need to reach the emergency service community to attend meetings – help is requested from participants.

Quarterly Crash Trends

- Ms. Moore mentioned the crash table has been updated to reflect the number of crashes and number of people injured and killed for New Jersey and Pennsylvania. At past meetings this data was incorrectly shown for New Jersey, where the number of injury and fatal crashes were shown in lieu of the number of people injured and killed. A data comparison of state and county data from July to September 2011 and 2012 revealed crashes and fatalities in the five-county Pennsylvania region increased by 20 and 19 percent respectively. During the same time period, crashes, injuries, and fatalities dropped in the four-county New Jersey region.

Ms. Trueman mentioned concerns over the way the current quarterly DOT crash data is presented. She noted that it takes longer to have data compiled in New Jersey than in Pennsylvania, so data from three months ago may not yet be accurate. The goal of this exercise is to gather some sense of crash trends before we have year-end data. Ms. Neaderland suggested discussing this after the meeting with a smaller group.

7. Draft Outreach Material on Why It Is Important Not to Undermine Tickets

At the last meeting, the RSTF discussed how excessive waiving or plea bargaining of tickets undermines traffic safety. This offers an exciting opportunity for the RSTF to have a significant impact on improving safety in the Delaware Valley. DVRPC staff led a discussion over lunch to gather consensus on the follow-up action to draft a brochure and other materials.

8. Member Updates and Open Forum

- Mr. Ward mentioned he recently attended a ribbon-cutting for the opening of the US 202 section 700 parkway. The new nine-mile alignment, which was initially scoped as an expressway, contains one lane in each direction and has many safety components in place. Mr. Ward said this facility has been a long time in the making and gave accolades to PennDOT for finally completing the project.
- Joe Fiocco, Owner, Fiocco Engineering LLC, mentioned the American Society of Highway Engineers (ASHE) Southern New Jersey Chapter will be hosting a one-day training session in April for highway engineers on the three-step process on how to identify safety problems and solutions.
- Mr. Murphy mentioned the *2011 Annual Crash Data Bulletin for the Delaware Valley* is almost ready for publication. He also reminded everyone to be careful as they travel, because most of the traffic fatalities occur during the holiday season.
- Ms. Hansen shared information about an engineering symposium that Rutgers University – CAIT is offering on pedestrian safety on March 21, 2013.
- Kelvin MacKanavagh, Planning Subcommittee Chair, Delaware Valley Goods Movement Task Force, announced the annual New Jersey TransAction Conference will be held on April 17 – 19, 2013 in Atlantic City, New Jersey.

Attendees:

Amway, Lauren	Street Smarts – Delaware County
Beans, Bill	MBO Engineering, LLC
Bucci, Larry	Pennsylvania Department of Transportation – District 6
Buerk, Jesse	Delaware Valley Regional Planning Commission
Chelius, Tim	South Jersey Transportation Planning Organization
Conover, Kevin	New Jersey Department of Transportation
Dennis, Mike	ProVuncular, LLC
Felts, Alex	Greater Valley Forge TMA
Ferraro, Donna	Public Health Management Corporation
Fiocco, Joe	Fiocco Engineering, LLC
Frank, Laura	Ceisler Media
Graham, Lindsey	Temple University (grad student)
Hansen, Janet	Rutgers University – CAIT
Kaplan, Andy	Rutgers University – TSRC
Kozak, Diane	Camden County Highway Traffic Safety
Little, Max	Pennsylvania District Attorney’s Association
MacKavanagh, Kelvin	Delaware Valley Goods Movement Task Force
Marrero, Violet	New Jersey Division of Highway Traffic Safety
Matkowski, Laurie	Delaware Valley Regional Planning Commission
McNary, Ryan	PennDOT – Bureau of Maintenance and Operations
Moore, Regina	Delaware Valley Regional Planning Commission
Murphy, Kevin	Delaware Valley Regional Planning Commission
Neaderland, Zoe	Delaware Valley Regional Planning Commission
Noble, Tracy	AAA Mid-Atlantic
Petrucci, Dave	Petrucci Consulting, LLC
Philbin, Officer James	Cherry Hill Township Police Department
Ragozine, Bill	Cross County Connection TMA
Reeve, Ray	New Jersey Division of Highway Traffic Safety
Robinson, Jenny	AAA Mid-Atlantic
Spino, Sam	Camden County Highway Traffic Safety
Trueman, Caroline	Federal Highway Administration – New Jersey
Viega, Cynthia	Pennsylvania Department of Transportation – District 6
Vilotti, Charles	Chester County Highway Safety
Ward, John	Delaware Valley Regional Planning Commission
Wiegman, Chief William	Lower Southampton Police Department
Zito, Sgt. Joe	DRPA Police