



Highlights of December 15, 2015 RSTF Meeting

- All presentations and related meeting handouts are located on the RSTF Website: <http://www.dvrpc.org/ASP/committee/Presentations/RSTF/2015-12.pdf>

1. Welcome and Introductions

The meeting was called to order by RSTF Co-Chair Bill Beans, MBO Engineering. He introduced Peggy Schmidt, Partnership TMA, who has agreed to serve as Co-Chair replacing Ryan McNary, PennDOT. A vote was held and she was unanimously approved. Mr. Beans thanked Ms. Schmidt and invited everyone to introduce themselves.

2. Follow-up from previous RSTF Meetings

- Mr. Beans said that the Highlights from the September 29, 2015 RSTF meeting has been changed as follows: page 3, 5th paragraph, last sentence, the rate should be 2.5% per year. The highlights were unanimously approved with this change.
- Sarah Oaks, DVRPC, gave a status report on some volunteer action items from the June 2, 2015 meeting, where the topic was “Ensure Young Driver Safety”:
 - Several volunteers have promoted the NJDHTS “Share the Keys” program to their local school districts and municipalities in New Jersey. In Pennsylvania, PennDOT is evaluating adding more parental involvement efforts to their young driver programs.
 - Three Pennsylvania TMAs intend to engage parents more in their spring high school seat belt challenge programs.
 - The Aggressive Driving Subcommittee worked during the summer and fall to create five county fact sheets intended to support outreach efforts to judges and prosecutors in PA. More detail will be given in the Emphasis Area discussion.
- Warren Strumpfer, concerned citizen, discussed the streamlined Road Safety Audit (RSA), a partnership between DVRPC staff and members of the RSTF that kicked off in October. When the RSTF was asked to identify a project, Mr. Strumpfer proposed a two mile stretch of CR 534 in Camden County, which had seven pedestrian crashes, including one fatality in part because there are no mid-block crossings. At the initial meeting, DVRPC staff shared a map of crash locations with the RSTF team and received great feedback. A field view was conducted in November. The project has been well received by the team, who are thinking of expanding the projects limits.
 - Regina Moore, DVRPC, said that the date of the actual RSA is still being determined, but it will likely be in late April or early May, 2016. Additional volunteers from the RSTF were invited to participate.
 - Mr. Beans suggested reaching out to some major business owners.
 - Ray Reeve, NJDHTS, suggested reaching out to management of major apartment complexes.
 - Zoe Neaderland, DVRPC, encouraged all members of the RSTF to volunteer to participate in this study to understand how this streamlined process could work in

their own communities. All of those interested in helping were asked to contact Mr. Strumpfer or Ms. Moore.

- Ms. Schmidt recommended that the Public Works Department should be invited to participate as they have a lot of knowledge about the roads. Kevin Murphy, DVRPC, agreed and added that sometimes public works staff are able to implement improvements quickly.

3. Update from the First Responders Community

Paul Carafides, DVRPC, gave the Incident Management Task Force report. For most of the year, the eight regional task forces focused on patrol visit planning. In Pennsylvania, each of the groups is working to create or update the Highway Incident Traffic Safety Guidelines for each county to provide incident responders with uniform operational guidelines. In November, New Jersey incident management stakeholders began work to update the statewide Highway Traffic Safety Guidelines to allow for adding local policies and procedures for responding to incidents. An important update was to remove the word “highway” from the title of the document, so that the safety procedures will be used on all roadways.

- In response to a question about inter-municipal responses, Mr. Carafides responded that the guidelines in both states lay out the hierarchy of responders.
- Alex Rodriguez, AutoBase, commented that local responders see their role as limited to two hours after the incident in order to secure and stabilize the site, after which local police or state police take over if necessary. It can be problematic if utility companies are involved as response time is based on the number of customers affected rather than the conditions of the crash.

Eric Hicken, New Jersey Department of Health, Office of Emergency Management Services, reported that he continues to work on the issue of safely transporting children in ambulances. He now chairs the National Association of State EMS Officials, and in this role has created the Safe Transport of Children Committee, with representation from most states and one territory. Since at this time there are no approved devices, the committee is working to get manufacturers to either do or fund the research on these seats. In addition, Mr. Hicken’s office is giving car seats to low income families under the “Safe Kids in New Jersey” program. Mr. Hicken agreed to supply DVRPC staff with information about this program and asked RSTF members to help publicize it on their own social media or websites. Mr. Hicken invited all interested parties to participate in a national conference call December 18th where the topic of child restraint safety in ambulances will be discussed. Ms. Schmidt suggested he provide information for Ms. Moore to distribute to the RSTF.

Officer Jim Philbin, Cherry Hill Township Police, reported that the Camden County Police Academy will be holding Traffic Incident Management classes in April. Cherry Hill Township police will be participating in the “Drive Sober or Get Pulled Over” campaign for controlled DWI enforcement from December 11, 2015-January 1, 2016. They have also received a grant for roving DWI patrols to focus enforcement and education from 2:00 AM to 7:00 AM, as data from DDACTS analysis highlighted this time period. They have met their goal of reducing DWI crashes by five percent.

4. Legislative Update

Ms. Neaderland said that the legislative reports prepared by AAA for Pennsylvania and New Jersey are included in the meeting materials.

Richard Simon, NHTSA, gave some information on the new FAST Act federal transportation bill. The majority of safety grants remain intact with a slight possibility of increasing. Seatbelt and drunk driving grants are still available, and restrictions on some programs, such as distracted driving and driver training have been eased. There is potential for more states to qualify for grants under the new act. Mr. Ward added that the \$305 billion, 5-year program is the first long-term bill in 10 years. There was no action to address the fact that the gas tax doesn't cover costs, so at this time funds have been re-assigned from the General Fund; stable funding will need to be revisited for the next bill. The Transportation Alternatives Program (TAP) sub-allocation increases over time and remains a good source for bicycle and pedestrian safety projects.

- In response to a question, Mr. Ward replied that local agencies can apply for TAP funding through NHTSA, NJDOT, PennDOT, and NJDHTS.
- Matt Anderson, PennDOT District 6, reported that PennDOT is working towards ways to get Highway Safety Improvement Program (HSIP) funding for local projects.
- Eric Oberle, NJDOT, reported that NJDOT local safety programs, including the high surface friction and Roadway Departure Improvement Program (RDIP), are funded through HSIP.
- Kevin Murphy, DVRPC, said that there are currently three local projects receiving HISP funds in NJ, and that NJDOT is working closely with MPOs to develop worthwhile safety programs.
- Violet Marrero, NJDHTS, said a driver education working group was created with representatives from in order to provide a Driver Education Curriculum for the schools as per the NJ P.L. 2015, c 036. This legislation was passed in December 2015 as a component of the bill (C.27:5F-41). The bill states that the Director of the Office of Highway Safety after consultation with the Chief Administrator of NJMVC shall develop curriculum guidelines for the use by teachers of approved classroom driver education courses.
- Ms. Marrero also mentioned information about a legislative mandate which states the Motor Vehicle Commission in consultation with the NJDHTS will create Driver Education Curriculum Guidelines. The working group for this endeavor includes representatives from NJDHTS, Kean University, Rowan University, and law enforcement. This group is working on the standards as well as a curriculum that will support them. The curriculum that New Jersey will use follows recommendations made by NHTSA to improve driver education and including the incorporation of parental involvement.
- DVRPC staff offered to put information on their safety webpage.

5. Emphasis Area Focus – CURB AGGRESSIVE DRIVING

Ms. Oaks introduced the topic and said that PennDOT defines aggressive driving as the operation of a motor vehicle in a manner that endangers or is likely to endanger persons or property. She then reported on the activities of the Aggressive Driving Subcommittee of the RSTF. Back in June the Subcommittee undertook a project to develop fact sheets with data about aggressive driving that would be used to support the Pennsylvania District Attorney's Association (PDAA) aggressive driving outreach effort targeted to judges and prosecutors in southeastern Pennsylvania. Villanova University civil engineering students analyzed PennDOT data, which was then used to create a series of five fact sheets, one for each PA county in the DVRPC region. Each discusses the definition of aggressive driving, the number of crashes where aggressive driving was a contributing factor in that county, shows a map of aggressive driving crash locations, discusses their economic impact, and provides sources for more information. PennDOT's Judicial Outreach Liaison (JOL) has also agreed to use the fact sheets. A prototype fact sheet has been developed and is currently under internal review. Once the format is approved it will be sent to the RSTF for their comments. When the comment period concludes, the format will be replicated across all five counties and forwarded to PDAA and the JOL for their use. Ms. Oaks thanked the subcommittee members for their efforts and introduced Patrick McTish, EIT, the graduate student at Villanova who led the undergraduate students in their work.

Mr. McTish spoke about the work done in the partnership between Dr. Seri Park's senior Civil Engineering class at Villanova University and the RSTF Aggressive Driving Subcommittee. The partnership effort had two parts. The first was to perform the analysis of aggressive driving crash data that was used to develop the fact sheets, and the second was to conduct a survey to determine young drivers' knowledge and understanding of aggressive driving issues. In addition to work done for the subcommittee, students also conducted study site reviews at high crash locations to evaluate geometric and operational features, as well as a data analysis to determine any correlation between crash type and other factors, such as injury level. The students also found that most aggressive driving crashes are on freeways and major arterials, where it is harder to address the issue with engineering fixes. On local roads, low-cost recommendations for engineering countermeasures included lowering speed limits and improving signage of curves.

In the data analysis, students found that in the southeastern PA DVRPC region in 2014, aggressive driving was a contributing factor in 55% of total crashes and 52% of fatal crashes. When looking at the past five years of data, major injuries have declined 37% since 2010, and fatalities have declined ten percent.

The six survey questions were developed in collaboration between the students, DVRPC staff, and Subcommittee members. There were 249 respondents. Results of the survey indicate that young drivers have a good understanding of the consequences and concepts of aggressive driving, but lack of understanding of the difference between road rage and aggressive driving. It was also found that almost all respondents had valid driver's licenses. Results were forwarded

to RSTF member Gordon Beck, Buckle Up PA, for his use in developing young driver outreach programs.

- In response to a question, Mr. McTish said that the analysis looked at all roads, rather than separating highways from local roads. The students could only determine local road crash hotspots after locations were mapped.
- In response to a question about how many people got the survey, Ms. Oaks said that the link to the survey was advertised by the students through social media rather than being distributed in more traditional ways, and therefore we have no way of knowing how many people actually received it. Social media was determined to be both the quickest and least costly way to target students. In the survey development process it was decided that as long as there were at least 200 responses the results would be considered valid. The goal was 250 responses, and they got 249. Survey results can be used by any interested RSTF member.

Brian Norcross, Burlington County Undersheriff, gave a presentation about the US 130 Safe Passage Grant, funded from NJDHTS to local police departments for aggressive driving enforcement for the section of US 130 in Burlington County. The Tri-State Transportation Campaign designated this corridor as the most dangerous stretch of roadway for pedestrians in New Jersey for five years prior to the start of the program in May, 2013. The goal of the program is to change the way motorists drive through this section of US 130 by using strict speed enforcement, maintaining a highly visible police presence, educating drivers on traffic laws, and improved signage, especially in school zones where there was often zero compliance with speed restrictions.

There are eleven participating municipalities, including ten that contain portions of US 130 and one that is adjacent to others which contain portions. All have passed resolutions and signed on to an inter-jurisdictional shared services agreement for cooperative patrol and enforcement along the corridor. To keep local police patrols closest to their towns, the corridor is divided into three zones- North, Middle, and South, although any patrol officer can write a citation anywhere in the corridor. The Burlington County Sherriff's office provides central dispatch and communications on a dedicated radio channel, as well as a common ticket book for use in any municipality along the corridor. In addition, Burlington County is the grantee, so all local police departments apply to Burlington County for program reimbursement, rather than to the NJDHTS.

Speeding enforcement is conducted using LIDAR lasers rather than radar. Lasers use a tightly focused light beam instead of the Doppler principal, which allows officers to direct the light beam at a specific vehicle, whereas radar gets aimed at what the patrol officer considers to be the fastest car. The Sherriff's Department provided LIDAR training for county and municipal judges and prosecutors, as well as giving advance notice to the court system when enforcement waves were about to take place. Special court sessions were held just for school zone violations because of the high volume of these citations. Since the grant's inception there has been an 83% reduction in speeding violations, a 75% reduction in distracted driving violations, and an 81% decline in other violations. From program inception through September 2014, there were

zero pedestrian fatalities. Since then there have been five pedestrian fatalities, but officers are working hard to bring the number back down to zero.

- In response to a question if citation revenues could be used for additional enforcement, Mr. Norcross responded that all funds collected go directly to the state and municipalities. Ms. Marrero said that it would require legislative action for funds to go directly to additional enforcement. Mr. Reeve said that municipalities which participate in the Safe Corridor Program can apply for violations funds which are pooled and distributed to members. Officer Norcross agreed to find out if the US 130 corridor can be added to the Program.

Susan Cooper and Jay Birkmire from the Council on Addictive Diseases (COAD) described their two-session, six-hour driver education class created as an aggressive driving countermeasure in Chester County. The first session targets student awareness, behaviors, and triggers. The second class teaches perceptive driving to emphasize positive behaviors that can help recognize hazards and avoid crashes. Students can be referred to the program as an alternative sentence if the patrol officer's opinion is that the classes will make a difference. So far three Chester County District Magistrates participate in the program.

Each student pays \$100 to COAD for the classes, and those who attend both sessions have their license suspensions removed. So far 700 students have participated, 95% of whom had no previous driver training at all. Anonymous surveys conducted pre-and post-class indicate an 18% positive shift in attitudes towards aggressive driving. COAD is interested in cautiously expanding the program around the region, particularly in Delaware County, and would appreciate the RSTF's help in publicizing it. Ms. Moore agreed to scan the COAD brochure and email it to RSTF members.

- Ms. Marrero commented that COAD might be able to receive funds from other sources for program expansion if they can demonstrate long-term changes in attitudes. It was clarified that this is difficult as the surveys are anonymous.

6. Developing Action Items to Curb Aggressive Driving

Members of the RSTF then broke into four focus groups: Engineering, Education, Enforcement and Emergency Response/Policy, to discuss potential volunteer action items from each group. The following represents a summary of the discussions:

- Pat Ott, MBO Engineering, gave the Engineering focus group report. They focused on motorists speeding to cut through residential areas. All agreed this was due to overcapacity on arterials encouraging motorists to seek shortcuts through neighborhoods. Ideas for actions to combat this included traffic calming measures, changing signal timing, better bicycle infrastructure, and consideration of this issue in project design standards.

Although all agreed that engineering actions could make a difference for this issue, agencies and organizations around the table felt that the scale and cost of such studies and implementing improvements were beyond the scope of what they could commit to at

this meeting. Gus Sheerbaum, Philadelphia MOTU, agreed to research and forward links to the engineering and planning tools on the FHWA website to RSTF members so that all can inform themselves on current aggressive driving programs. Ms. Ott agreed to type up detailed notes from this session.

- Ms. Schmidt gave the Education focus group report. The group agreed that the easiest group to reach early on is 15-year-olds, since they're getting ready to learn to drive. Programs are available for school districts from SADD. Lauren Amway, Delaware County TMA, said that she uses the "Wheel of Distraction" from the "Impact Teen Driver" program when she goes to high schools to show teenagers how to understand driving distractions. It is available to anyone interested from the PA DUI Association. The group also agreed that the public needs a clearer definition of aggressive driving, and that the topic seems to be of interest only if it is mandated, as with offenders, or if it is incentivized, such as with insurance discounts.
- Officer Philbin gave the enforcement group's report. They discussed combining education and enforcement. One idea that could get extra attention from drivers is using three variable message boards near each other to provide parts of a single message. This can be combined with gathering data on the effectiveness of the message with "smart" VMBs that gather data at the end. Officer Philbin offered to look into trying something like this in Cherry Hill, including asking to use the Camden County VMB that measures speed and traffic counts. Mr. Reeves said he would look into including use of VMBs and a shared methodology into the safety grant descriptions he coordinates.

Disabled vehicles are in danger from aggressive drivers, as often someone who breaks down and doesn't know what to do is unable to recognize the potential for danger from an aggressive driver. AAA has brochures for how to behave in a breakdown, and DVRPC staff agreed to get the brochure from Ms. Noble or Ms. Tidwell and forward it to RSTF members. Bill DeGuffroy, Chester County, volunteered to post this brochure to the county's website or tweet about it.

- Mr. Simon gave the EMS/Policy focus group report. The fact that there is no legislatively adopted definition of aggressive driving for use by New Jersey law enforcement on the NJTR-1 crash report form continues to be a problem for data analysis, as patrol officers often do not list multiple causes of a crash. Changes to the form, however, have to be legislatively driven. It was agreed that the best way to effect this change would be to:
 1. Identify advocates and champions, such as supervisors;
 2. Analyze existing data so that a case can be made; and
 3. Determine the benefits of such legislation, and the implications of not having it.

Mr. Beans, who teaches one of New Jersey's LTAP police training courses on using the TR-1 form, volunteered to speak to his supervisor about adding information to the course materials about the importance of filling out all the causes of a crash. Ms. Marrero

suggested the most effective approach would be for both NJ and PA to add an aggressive driving box to their forms. It was agreed that the best organization to advocate for this change would be AAA. Ms. Ott agreed to again raise adopting a definition with the STRCC. Andy Kaplan, Rutgers University reported that the NJTR-1 Committee is working on revising forms into new electronic formats.

Mr. Kaplan summarized previous discussions with the STRCC and NJ SHSP development committees about how to deal with aggressive driving. The repercussions of having aggressive driving accidents result in careless driving citations was thought too insignificant while calling it a reckless driving five-point offense seemed too much. An option discussed was the ability to note that more than one contributing circumstance was involved on the front of the NJTR-1 form. This is something the RSTF Aggressive Driving subcommittee could take on if there is interest.

7. RSTF Performance Update

Ms. Moore gave a brief update of the effort to track and act on the six RSTF performance measures. The tracking of measures is important to help make the RSTF more effective in meeting its two objectives: 1.) Build, Maintain, and Leverage Partnerships and 2.) Increase the Effectiveness of the RSTF Strategies and Actions. Overall, measures that are considered to be on target are:

- Maintaining/increasing meeting attendance;
- Volunteerism and reports back on action items; and
- Increasing actual effectiveness of the RSTF by members working together on a safety project, such as the streamlined RSA reported by Mr. Strumpfer.

The RSTF members asked for ideas on how to improve progress on:

- Active participation by members representing each of the 4Es and policy communities;
- Fostering new partnerships at meetings; and,
- Promoting safety as measured by increased use of the RSTF web pages.

Members in attendance from the enforcement and emergency responder communities were recognized as progress towards the goal of active participation by all members of the 4Es.

8. RSTF Project Pipeline Process

Mr. Murphy led a discussion about the new RSTF Project Pipeline Process, an initiative to have RSTF members select and act as the steering committee for an emphasis area-focused safety project that will start after July 1, 2016, taking place in Fiscal Year 2017. Kasim Ali, City of Philadelphia Streets Department, Mr. Scheerbaum, Mr. Reeve, Mr. Deguffroy, and Mr. Simon all agreed to participate on an initial conference call. Mr. Murphy announced that a conference call to kick off this effort will be held in January and said that all members of the RSTF will be notified of the call and invited to join in.

9. Open Forum

Ms. Moore announced that the next meeting of the RSTF will be held in March 11, 2016 and will be an off-site joint meeting with the I-76/I-476 Montgomery County Incident Management Task Force.

Mr. Beans encouraged everyone to fill out their survey. The meeting then adjourned.

DECEMBER 15TH, 2015 MEETING ATTENDEES LIST

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|-------------------------|--|
| 1. Aguilera, Lori | Chester County Highway Safety Project |
| 2. Ali, Kasim | Philadelphia Streets Department |
| 3. Amway, Lauren | Delaware County TMA |
| 4. Anderson, Matt | PennDOT – District 6 |
| 5. Arcaro, Tina | SJTPO |
| 6. Arcuicci, Janet | Montgomery County Planning Commission |
| 7. Avicolli, Rich | Gilmore & Associates |
| 8. Backer, Derrick | TMA Bucks |
| 9. Beans, Bill | MBO Engineering |
| 10. Beck, Gordon | Buckle Up PA |
| 11. Birkmire, Jay | COAD Group |
| 12. Buerk, Jesse | Delaware Valley Regional Planning Commission |
| 13. Carafides, Paul | Delaware Valley Regional Planning Commission |
| 14. Canterino, John | PA State Police |
| 15. Coffey, Sean | Villanova University |
| 16. Cooper, Susan | COAD Group |
| 17. Deguffroy, Bill | Chester County Planning Commission |
| 18. Ferraro, Donna | Street Smarts – Philadelphia |
| 19. Gittens, Jason | Gloucester Township Police Department |
| 20. Hicken, Eric | NJ DOH Office of Emergency Management Services |
| 21. Kaplan, Andy | Rutgers University |
| 22. Kozak, Diane | Camden County Highway Traffic Safety |
| 23. Lozinak, Amanda | TMA of Chester County |
| 24. MacKavanagh, Kelvin | DVRPC Goods Movement Task Force |
| 25. Malavyia, Sharang | PennDOT – District 6 |
| 26. Marrero, Violet | NJDHHS |
| 27. McTish, Patrick | Villanova University |
| 28. Merritt, Darrell | PennDOT – District 6 |
| 29. Moore, Regina | Delaware Valley Regional Planning Commission |
| 30. Murphy, Kevin | Delaware Valley Regional Planning Commission |
| 31. Musey, Kimberley | Villanova University |
| 32. Neaderland, Zoe | Delaware Valley Regional Planning Commission |
| 33. Neff, Justin | Delaware Valley Regional Planning Commission |
| 34. Norcross, Bryan | Burlington County Sheriff's Department |
| 35. Nuble, Patrice | Philadelphia Streets Department |
| 36. Oaks, Sarah | Delaware Valley Regional Planning Commission |
| 37. Oberle, Eric | NJDOT |
| 38. Ott, Pat | MBO Engineering |

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|-----------------------|--|
| 39. Pace, Frank | Gloucester Township Police Department |
| 40. Philbin, Off. Jim | Cherry Hill Township Police Department |
| 41. Rauanheimo, Ray | AARP Bucks County Team |
| 42. Reeve, Ray | NJDHTS |
| 43. Rodriguez, Alex | AutoBase |
| 44. Scheerbaum, Gus | Philadelphia MOTU |
| 45. Schmidt, Peggy | Partnership TMA – Montgomery County |
| 46. Simon, Richard | NHTSA – Region 2 |
| 47. Spino, Sam | Camden County Highway Traffic Safety |
| 48. Strumpfer, Warren | Traffic Safety Advocate |
| 49. Vilotti, Charlie | Chester County Highway Safety Project |
| 50. Ward, John | Delaware Valley Regional Planning Commission |