



Highlights of June 29, 2016 RSTF Meeting

All presentations and related meeting handouts are located on the RSTF Website:

<http://www.dvrpc.org/Committees/RSTF/Presentations/2016-06.pdf>

1. Welcome and Introductions (9:38 AM)

The meeting was called to order by RSTF Co-Chair Bill Beans, Program Manager, MBO Engineering. After welcoming everyone, he invited participants to introduce themselves. Mr. Beans then reviewed the agenda, noting that the emphasis area discussion and developing action items exercise will start at the beginning of the meeting, a change from the usual order.

2. Emphasis Area Focus – Sustain Safe Senior Mobility (9:43 AM)

Three speakers presented on ‘Sustain Safe Senior Mobility.’ Bill Ragozine, Executive Director, Cross County Connection Transportation Management Association (CCCTMA), discussed a recent senior-focused pedestrian safety project on US 130 in Burlington County; Jana Tidwell, Manager, Public and Government Affairs, AAA Mid-Atlantic, addressed senior driving and AAA’s resources to help mature drivers; and Ray Rauanheimo, Volunteer Coordinator, AARP Pennsylvania, discussed AARP trainings for both older drivers and their caretakers.

Mr. Ragozine opened by stating that US 130 in Burlington County is a logical choice for a pedestrian safety project, as it has been repeatedly identified as one of New Jersey’s most dangerous roads for pedestrians. US 130’s pedestrian facilities are limited and those that do exist often are not up to usable standards (namely cracked, uneven sidewalks). To undertake this project, Mr. Ragozine applied for a New Jersey Division of Highway Traffic Safety (NJDHHS) grant and partnered with the Burlington County Sheriff’s Office, focusing on Burlington City’s section along the corridor.

There were two main parts to this project: a senior pedestrian education program focusing on crosswalks, and a study comparing walking speeds of seniors to other pedestrians in crosswalks. Mr. Ragozine stated that guidance from the Manual on Uniform Traffic Control Devices (MUTCD) suggests a crossing interval of 3.5 feet/second for pedestrians. The senior pedestrians studied averaged 2.43 feet/second, considerably slower than average. Based on this finding, it was suggested that the current crossing allowances in this section of US 130 were not adequate for seniors to safely cross the road. To make crosswalks useful to seniors, the study suggests either signal timing changes or accommodations, such as a separate button, be made for those who need more time to cross the street. CCCTMA produced a brief report detailing these findings, and Mr. Ragozine said he would be happy to share the report.

Questions:

- Kevin Murphy, Assistant Manager of Transportation Safety, DVRPC: Did you find a critical mass of seniors walking on the primary road itself?

- Mr. Ragozine: Yes. Many seniors are concerned about walking on cracked sidewalks and uneven surfaces, so they walk on the roadway and/or shoulders.
- Mr. Beans: What changes have happened as a result of the study? What is the DOT doing to effect change?
 - Mr. Ragozine: The DOT is looking into ways to improve the pedestrian situation for seniors.
- Amanda Lozinak, Manager of Community Engagement, TMA of Chester County: Did you observe drivers getting impatient?
 - Mr. Ragozine: No, drivers weren't observed as being overly aggressive.

Ms. Tidwell presented on senior driving issues and AAA's resources to help senior drivers. She pointed out the following facts: senior drivers are the fastest-growing segment of drivers; in general, senior drivers crash less frequently than younger drivers; the biggest issue for senior drivers is fragility; 90% of seniors say that *not* driving would be a problem; over 75% of senior drivers are on medications. Ms. Tidwell mentioned AAA and other agencies hold CarFit events at which a technician helps the driver set up his or her car to maximize safe driving. Roadwise Review is a AAA online driving self-assessment for seniors. Upon successful completion of the assessment, participants are eligible for insurance discounts. Roadwise Rx is an online interactive tool that allows users to enter their medications and receive information about possible drug interactions that can impair driving. More information and resources for older drivers can be found on AAA's website www.seniordriving.aaa.com.

Questions:

- Mr. Beans: How many people visit these websites?
 - Ms. Tidwell: Unsure, but I'll look into it.
- Peggy Schmidt, Executive Director, Partnership TMA: Is there a fee for CarFit? Where are events held?
 - Ms. Tidwell: There is no fee, and event locations are on CarFit's website. Roadwise Review does have a fee (\$20, but there are discounts); Roadwise Rx is free.

Mr. Rauanheimo presented on AARP trainings for older drivers and their caretakers. He also mentioned his extensive experience with the programs that Ms. Tidwell presented, and he was glad to see the recent focus on the effect of medications on older drivers. In terms of AARP's trainings, Mr. Rauanheimo said that the association's Safe Driver Course, which has been operating for 30 years, recently adopted its sixth update (the course is now in its 7th edition). Mr. Rauanheimo noted that AARP offers a seminar for caregivers called 'We Need to Talk' on how to discuss safe driving with seniors (i.e. ways to monitor driving, and how to approach difficult topics like giving up the keys).

Mr. Rauanheimo then invited RSTF member Warren Strumpfer, to share his experience with medical interactions and safe driving. Mr. Strumpfer discussed his experience using Roadwise Rx and lauded the site for its usefulness. He then made a call for the RSTF to develop an action team to encourage the medical community to get involved. His goal would be for the resources mentioned by Ms. Tidwell and Mr. Rauanheimo to be automatically addressed in the medical system (by pharmacists, doctors, etc).

Questions:

- Mr. Beans: Are any of AARP's resources online?
 - Mr. Rauanheimo: Driver Safety Course listings are online. The cost of the course is \$20, but discounted to \$15 for AARP members.

3. Developing Action Items (10:20)

Engineering Group (Bill Beans - lead, Kevin Murphy - assist). Mr. Beans spoke for the group outlining the following action items, all of which will be reported back at the next RSTF meeting by the following volunteers:

- Vince Cerbone, Traffic Control Specialist Supervisor, PennDOT District 6: Analyze data to identify corridors and intersections with high densities of seniors;
- Janet Arcuicci, Senior Multi-modal Transportation Planner, Montgomery County Planning Commission, and Kevin Murphy: Identify nodes (specifically intersections) that are heavily used by seniors from county-wide and region-wide perspectives;
- Bill Beans: Talk to NJDOT, report back with ways that NJDOT can partner on these issues, especially extending crossing times at intersections.

The engineering group brought a couple observations from their discussion that they deemed significant:

- Pat Ott, Managing Member, MBO Engineering, mentioned NJDOT changes to road signs that had benefitted seniors. Specifically, letter sizes were increased and road directions were added;
- Mr. Cerbone mentioned District 6-0's use of Type 11 reflective sign sheathing which provides increase visibility and is beneficial to all.

Education Group (Peggy Schmidt - lead, Jesse Buerk, Senior Transportation Planner, DVRPC - assist): Mr. Buerk spoke for the group outlining the following action items, all of which will be reported at the next RSTF meeting by the following volunteers:

- Mr. Buerk: Post senior resources on the DVRPC website and through DVRPC social media outlets; compile a list of DVRPC resources and disseminate at next RSTF meeting;
- Ms. Lozinak: Pull together and share information from different transit agencies about free/cheap transit options for seniors;
- Eric Oberle, Senior Engineer, NJDOT: Share senior driver safety countermeasures identified in NJDOT Strategic Highway Safety Plan (SHSP).

Enforcement Group (Richard Simon, Deputy Regional Administrator, NHTSA Region 2 – lead, Paul Carafides, Senior Transportation Planner, DVRPC - assist). Mr. Carafides spoke for the group outlining the following highlights from their discussion. No volunteer actions resulted from this group.

- Pass RSTF data along to law enforcement to help them with enforcement and outreach;

- Connect law enforcement to resources that they could hand out to seniors at a traffic stop;
- Train law enforcement on senior driving issues;
- Advocate for changes in the judicial arm of enforcement. After stops, encourage education and training instead of fines.

EMS/Policy Group (Alex Rodriguez, Operations Manager, Autobase – lead, Zoe Neaderland, Manager of Office of Transportation Safety and Congestion Management, DVRPC assist). Ms. Neaderland spoke for the group outlining the following action items, all of which will be reported back at the next RSTF meeting by the following volunteers:

- Warren Strumpfer, Traffic Safety Advocate/Citizen and Ray Rauanheim: Develop a research-based letter on medicines' effects on driving, share with the RSTF for discussion and endorsement
 - Yocasta Lora, Associate State Director of Community Outreach – Philadelphia, AARP Pennsylvania: Identify a well-known expert to endorse, sign off on the letter described by Mr. Strumpfer.
- Bill Ragozine: Distribute palm cards on senior mobility resources to doctors and pharmacies;
- Alex Rodriguez: Disseminate safety information to safety patrols;
- Zoe Neaderland: Use DVRPC's social media to tweet about saving money on insurance by taking class.
- Lori Aguilera, Project Director, Safe Kids – Chester County offered to prepare a personal letter to her legislator about the value of regularly retesting older drivers or all drivers, with a focus on saving lives. Retesting senior drivers is not an adopted recommendation of the Regional Transportation Safety Action Plan, but this letter will be distributed to RSTF members for those who would personally like to use all or part of it.

4. Follow-Up from Previous Meetings (11:15)

Mr. Beans asked the participants for comments or to approve minutes from previous meeting; it was approved without comment.

Mr. Beans then handed the floor off to Mr. Murphy to discuss action items from previous meetings. He noted that the March 2016 RSTF meeting was a joint gathering with the I-76/I-476 Crossroads Incident Management Task Force (IMTF), at which no new volunteer action items were developed because of the format of that special joint meeting.

Of the six action items developed at the December 2015 meeting, Mr. Murphy had received updates from four volunteers as of 6/29/16:

- Bill Deguffroy, Transportation Planner, Chester County Planning Commission, reported that he'd posted and tweeted about AAA metrics on aggressive driving;
- Gus Scheerbaum, ARLE Grants Program Manager, City of Philadelphia, researched links on sites funded by the FHWA (DVRPC offered to share these with the task force);

- Mr. Beans facilitated training sessions for police supervisors on the proper use of the NJTR-1 crash reporting form. He also reported that a team from Rutgers University had delivered NJTR-1 presentations to over 200 police officers, with 12 future trainings scheduled for at least another 50 officers. The presentations stress the importance of the NJTR-1, discuss the best ways to identify crash types, and go through best practices in filling out forms. Mr. Beans' report is a follow-up to an action item he volunteered for at the December 2015 meeting on aggressive driving.
- Ms. Ott reported she has been encouraging NJDOT's Statewide Traffic Records Coordinating Committee (STRCC) to adopt an aggressive driving definition and she's hoping to take it up again at their next quarterly meeting in September. She's also been working with the STRCC on the NJTR-1 form update.

5. Update from the First Responders (11:20)

Jim Diamond, Officer, Philadelphia Police – Truck Enforcement Unit, reported that Philadelphia Police Department is working hard to get ready for the 4th of July and the Democratic National Convention (DNC). He encouraged participants to speak up about unsafe actions at all times, but especially during large events like these. Officer Diamond also informed the RSTF that he expects to see numerous protests, especially during the DNC.

Mr. Rodriguez added that safety patrols will be out 24 hours/day over the weekend of the 4th and during the week-long DNC. These patrols will focus on major expressways.

Mr. Carafides reported on the region's IMTFs. A peer exchange of incident responders was held on June 7th to discuss part-time shoulder use (hard shoulder running) on I-76. Also, the New Jersey statewide incident management guidelines were revised, and are now awaiting endorsement by the New Jersey Attorney General's Office. Mr. Carafides expected the new guidelines will be approved and finalized soon. The major change is to apply the guidelines to all roads rather than just to interstate highways. Finally, Mr. Carafides informed the RSTF that DVRPC is in the process of updating both its Traffic Operations Master Plan and Regional Integrated Multi-Modal Information Sharing System Project (RIMIS). A progress update on those efforts will be available at the next RSTF meeting.

Mr. Beans discussed changes to the NJTR-1, noting that the new form includes additional information about traffic conditions at the time of a crash. For example, whether or not the crash is primary or secondary, that is, whether it was a unique incident or related to a prior crash.

6. Legislative Update (11:28)

Ms. Tidwell encouraged participants to read "Pennsylvania 2016 – Key Legislative Issues (June 2016)" handout in folder. She focused on one piece of legislation, HB 2189, which is fully supported by AAA. The bill makes state identification cards fee free for seniors who no longer have drivers' licenses.

7. Update from Streamlined RSA (11:30)

Mr. Murphy opened this agenda item with an overview of the RSTF objectives and measures as context for the genesis of the recently completed streamlined Pedestrian and Bicyclist Road Safety Audit (RSA) on CR 534 in Camden County. Specifically, this collaborative effort between DVRPC and members of the RSTF fulfilled objective #6 of the 2015 Transportation Safety Action Plan (TSAP): *Increase the effectiveness of one project or program per cycle through RSTF coordination. RSTF members will assist with a project they would not usually be involved with and measure success, preferably using before-and-after analysis.* Mr. Murphy invited Mr. Strumpfer to present an overview of the audit process and share results.

Mr. Strumpfer explained that after the pedestrian-focused RSTF meeting held in September 2014, he approached DVRPC about his concern for people walking and bicycling along a 1.5-mile section of CR 534 in Camden County. This segment of CR 534 is lined with apartment complexes and shopping centers and has a high amount of foot traffic, yet pedestrian and bicyclist facilities are intermittent. He also expressed his concern with staff from Camden County Highway Traffic Safety Task Force and Camden County Planning Division, who has been supportive of this effort. DVRPC, in collaboration with Camden County, identified the corridor's eligibility for Federal Highway Safety Improvement Program funding. These collaborations resulted in a streamlined Pedestrian and Bicyclist RSA to evaluate the corridor and identify potential safety improvements. The RSA event, held on May 26th, 2016, was a collaboration among the following participants: DVRPC, Boroughs of Lindenwold, Clementon, and Pine Hill, Gloucester Township, Camden County, NJDOT, CCTMA, and concerned citizens.

Data shared during the pre-audit portion of the RSA revealed the following: 254 crashes were reported between 2010 and 2014, with five percent of the crashes involving pedestrian and bicyclists. Pedestrian and bicyclist crashes in the study area exceeded the statewide average for county roads. 24-hour video counts of pedestrians and bicyclists were also taken at seven locations along CR 534 to determine how many people are walking and biking along the corridor, and also to record their travel patterns. The data revealed a volume count of 1,240 pedestrians and 179 bicyclists. The highest volumes were recorded near the apartment complexes. Mr. Strumpfer described to the RSTF what it was like to walk the corridor: people driving by at high speeds, pedestrian infrastructure in poor condition or missing, and the team was witness to an actual crash. The team met after the field visit to identify issues observed and developed a list of potential strategies for improvements. The lack of crosswalks, wide pavement, missing signs (specifically for school bus stops and pedestrians crossing in the area), and high driver speeds were common issues. After describing the RSA to the RSTF, Mr. Strumpfer thanked DVRPC, and all those who participated and supported this effort. He closed by saying that the draft document is expected this summer.

Question:

- Gus Scheerbaum: What are the next steps and how will these issues will be addressed?
 - Mr. Strumpfer: The responsible agencies have been identified; grant funding may be available. In the study itself, potential solutions were suggested and ranked on cost/benefit.

- Kevin Murphy: This is a Camden County route, and the county was involved throughout the process. They will respond to findings and recommendations from the project. DVRPC is working with them to get commitments for road improvements and we look forward to continued county involvement in future road projects.

8. RSTF/DVRPC Special Safety Study (formerly the Project Pipeline Process) (11:50)

Kevin Murphy reported that the special safety study’s steering committee held a conference call in February during which they brainstormed projects that would have regional significance. From that conference call, speeding emerged as the top issue. Mr. Murphy discussed how DVRPC partnered with the Steering Committee on the draft scope. Mr. Murphy ended his presentation by telling participants that he will e-mail them the draft scope for a two-week review and comment period.

Question:

- Janet Arcuicci: What is the definition of vulnerable users?
 - *Mr. Murphy: Vulnerable typically refers to the non-motorized members of the travelling public, e.g. bicyclists and pedestrians, but could include transit riders since walking and/or biking is a standard component of each transit trip.*

9. Open Forum(11:55)

Mr. Rauanheimo suggested a change for the RSTF meeting summary. Instead of just listing a participant’s name and organization, he asked that e-mail addresses be included as well to help facilitate communication between RSTF meetings.

Zoe Neaderland, as a follow-up to Mr. Rauanheimo’s suggestion, talked about the effort that Sarah Oaks had been leading to develop an online resource that would provide participant names, organizations, contact information, and short bios. She will reinvigorate that effort.

10. Adjournment (11:57)

Mr. Beans encouraged everyone to fill out their survey, after which he adjourned the meeting.

JUNE 29TH, 2016 MEETING ATTENDEES LIST

Aguilera, Lori	Safe Kids – Chester County
Akins, Shoshana	DVRPC
An, Laura	DVRPC
Arcuicci, Janet	Montgomery County Planning Commission
Babiarz, Giselle	DVRPC
Beans, Bill	MBO Engineering, LLC
Buerk, Jesse	DVRPC
Carafides, Paul	DVRPC

Cerbone, Vince	PennDOT – District 6
Costello, Emily	DVRPC
Diamond, Off. Jim	Philadelphia Police – Truck Enforcement
Kuffner, Katie	Chester County Highway Safety
Lora, Yocasta	AARP – Pennsylvania
Lozinak, Amanda	TMA Chester County
MacKavanagh, Kelvin	DVRPC Goods Movement Task Force
Malavyia, Sharang	PennDOT – District 6
Merritt, Darrell	PennDOT – District 6
Migdalias, Christina	Street Smarts – Philadelphia
Murphy, Kevin	DVRPC
Neaderland, Zoe	DVRPC
Neff, Justin	DVRPC
Oberle, Eric	NJDOT
O’Malley, Sgt. Patrick	Pennsylvania State Police
Ott, Pat	MBO Engineering, LLC
Ragozine, Bill	Cross County Connection TMA
Rauanheimo, Ray	AARP – Pennsylvania
Rodriguez, Alex	Autobase
Russell, Jennifer	Ralston Center
Scheerbaum, Gus	City of Philadelphia
Schmidt, Peggy	Partnership TMA
Simon, Richard	NHTSA – Region 2
Strumpfer, Warren	Citizen
Tidwell, Jana	AAA Mid-Atlantic
Vilotti, Charlie	Chester County Highway Traffic Safety
Winters, Dennis R.	Clean Air Council
Ziech, Marty	DVRPC