

## MEETING HIGHLIGHTS: Safe Teen Mobility

Thursday, September 12, 2019

9:30 AM – Noon

DVRPC Offices

190 N. Independence Mall West, 8<sup>th</sup> Floor

Philadelphia, PA 19106

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

[www.dvrpc.org/Committees/RSTF](http://www.dvrpc.org/Committees/RSTF)

### Welcome and Introductions

The meeting was called to order at 9:35 AM by Kevin Murphy, Delaware Valley Regional Planning Commission (DVRPC), who filled the role of co-chair of the meeting in place of Kelley Yemen, City of Philadelphia, who was unable to attend. As the first order of business, Mr. Murphy introduced Patricia Ott, MBO Engineering, as the nominee for co-chair of the RSTF representing New Jersey and asked for a motion to affirm Ms. Ott as the new co-chair. Tracey Noble, AAA Mid-Atlantic, offered a motion, which was seconded by Darrell Merritt, Pennsylvania Department of Transportation (PennDOT). The motion was approved unanimously. Mr. Murphy also asked all participants to introduce themselves to the group (a complete list of attendees is available at the end of the summary).

Ms. Ott requested approval from the RSTF for the March 2019 and June 2019 meeting summaries. Corey Brown, Delaware County Planning Commission, moved that the RSTF approve the minutes and the motion was seconded by Mr. Merritt. Both meeting summaries were approved without comment.

### Safe Teen Mobility – Presentations

Three featured speakers addressed the meeting on safe teen mobility. Prior to the speakers, Mr. Murphy introduced the topic. Mr. Murphy presented first on overall crash trends, including regional crash data for 2013 to 2017. Fatalities and severe injuries (KSI) from crashes reached a seven-year high in the region in 2017, up slightly from 2016. This is a departure from national trends, which saw a slight decrease in fatalities from 2016 to 2017 even as vehicle miles traveled continue to increase. In the DVRPC region, young driver crashes account for a similar number of KSI as crashes involving motorcyclists, but that KSI is the result of many more total crashes showing that while young driver crashes are relatively less severe than motorcyclist crashes, they represent a much greater universe of total crashes. Young driver KSI crashes also hit a five-year high in 2017, up slightly from 2016. A county-by-county analysis found that Bucks and Chester counties experience the highest rate of teen driver KSI crashes as a proportion of all KSI crashes. Mr. Murphy also presented on DVRPC's work with the Camden Youth Advisory Council to identify pedestrian safety issues in Camden, noting that safe teen mobility goes beyond driving and includes all modes of travel. Finally, Mr. Murphy introduced the three featured presenters.

Dr. Allison Curry, CHOP Center for Injury Prevention, presented first on her research into young driver behavior through a traffic safety data warehouse her team built linking various state data sources in New Jersey, including

crash data, driver's license data, health records, and traffic citations. Typical crash analysis is limited to a short window of time directly before and after the crash, leaving out many potentially contributing factors upstream of the crash event itself and outcomes further downstream. By tying the crash event to other data sources, Dr. Curry is able to view crash events from an epidemiological perspective, taking into account factors from throughout a crash victim's life. The data warehouse has enabled the team to produce findings on unique, cross-sectoral issues like crash rates for drivers in different phases of licensure and the effect of autism and ADHD on driver safety. One of the key areas that this research assists with is in measuring the efficacy of policies intended to reduce teen driver crashes, like graduated licensing. Future areas of research include the effect that various medications may have on crash rates and using hospital data to investigate pedestrian and bicyclist injuries.

Next, Stephen Noll, TMA Bucks, discussed the high school seatbelt challenge that the TMA designed and continues to run. Observed seatbelt usage at Bucks County high schools prior to initiating the program was only 61%. The program empowers high school students to design their own challenge to increase seatbelt usage and incentivizes them through awards granted to the high schools with the greatest seatbelt usage rate and the greatest percent increase in seatbelt usage. TMA Bucks partners with school groups like Students Against Drunk Driving (SADD), key clubs, and other groups to help advertise and promote the challenge. The program has expanded to include a video contest, sponsored by Comcast. Since implementing the program, they have seen seatbelt usage rates consistently surpass 90%.

Wendy Berk, Brain Injury Alliance, presented on the UGotBrains peer-to-peer program focused on young driver safety. The program is an outgrowth of the 2007 New Jersey Teen Driver Study, which found elevated crash rates among teenagers statewide. UGotBrains works through high school student groups and their faculty advisors across New Jersey and culminates each year with an awards showcase. Over the lifespan of the program, crash rates among teenagers in New Jersey have decreased.

#### Questions/Comments:

- Sara Kucharski, Camden County Department of Health and Human Services, asked if there are differences in crash trends between private driver instruction for new drivers versus school-sponsored instruction. Dr. Curry responded that she is not familiar with any differences, but she hasn't worked with this data. Mr. Murphy noted that in New Jersey, some schools use a hybrid approach that couples in-school driver's education with private instruction for road hours.
- Dr. Anne Mitchell, Jefferson University, asked about expanding the data used to evaluate the UGotBrains program beyond fatality data to include injury data. Ms. Berk explained that they have not yet tackled this because fatality data is much more readily available.
- Richard Simon, National Highway Traffic Safety Administration, asked if Dr. Curry's work incorporated any national-level data. Dr. Curry responded that some national data is being used by CHOP, but data is very expensive so they are partnering with other research agencies and universities where possible to save money.

### **Developing Action Items**

The co-chairs then transitioned from the emphasis area discussion into the next agenda item, developing action items. RSTF members divided themselves into four groups to continue the discussion and work on ways to address young driver safety in the region.

**Education Group:** Marco Gorini, DVRPC—lead

The education group’s discussion focused on the graduated licensing policies currently in effect in New Jersey and Pennsylvania and how those laws could be strengthened. The group settled on an action item that would help to focus attention on the need to bolster graduated licensure laws in the two states. Jana Tidwell and Tracey Noble of AAA-Mid Atlantic will work with some of the existing educational programs that work with youth to address young driver crashes to increase outreach to state legislators around youth events, like the award ceremonies organized by the Brain Injury Alliance (Wendy Berk) and TMA Bucks (Stephen Noll).

**Engineering Group:** Kevin Murphy, DVRPC—lead

The engineering group discussed how engineering—rather than education or enforcement—can address young driver crashes and generally promote safe teen mobility by employing design standards that account for lesser experienced drivers. Dr. Mitchell offered to investigate how engineering solutions could improve situational awareness among teens.

**Enforcement Group:** Michael Boyer, DVRPC—lead

The enforcement group discussed ways that enforcement efforts and educational programs for young drivers can be partnered. For instance, the group proposed that enforcement work with after-school or community youth groups. An example of this would be the Police Athletic League (PAL), a youth-serving organization in Philadelphia. The group also recommended analysis of geocoded data to better target enforcement efforts to combat young driver crashes.

**Policy Group:** Pat Ott, MBO Engineering—lead

The policy group focused on graduated licensing policies across the region. Andrew Besold, Montgomery County Planning Commission, volunteered to research how other countries approach licensure for different classes of vehicles, particularly by horsepower.

**Member Updates and Open Forum**

At this point, RSTF members were invited to provide any updates that they wished to share with the group. Jana Tidwell and Tracey Noble, AAA-Mid Atlantic, reported on advocacy around a ban on hand-held mobile devices while driving in Pennsylvania and a bill mandating ignition interlocks for first-time DUI offenders that is moving forward in New Jersey. Paul Carafides, DVRPC, reported on the Chester County scene preservation program and the fatal accident team in New Jersey. Mr. Besold gave an update on an action item relating to motorcycle safety: a review of research relating to high visibility clothing while biking revealed inconclusive findings on whether overall safety is improved.

**Additional Updates and Conclusion**

Mr. Gorini gave an update to the group on the tragic passing of Kyle Shenandoah, an advocate for safe streets in his community who was killed while walking by a driver near the intersection of Gray’s Ferry Avenue and 34<sup>th</sup> Street in South Philadelphia. Mr. Shenandoah was a member of DVRPC’s Public Participation Task Force (PPTF) and in part to honor his legacy, the PPTF invited DVRPC’s Office of Safe Streets to attend their next meeting and talk about the work that they do to improve crash safety in the region. Mr. Gorini explained that they plan to

use this opportunity to talk about how the language that we use to describe crashes and crash safety is critical to shifting safety culture.

Last, Jesse Buerk, DVRPC, presented on changes to the Transportation Improvement Program (TIP) project benefit evaluation criteria that have resulted in safety considerations being weighted as the top priority for projects. These changes were the result of a months-long stakeholder outreach effort and reflect the growing consensus around the need to improve transportation safety in the region.

The next RSTF meeting is scheduled for Friday, December 6, 2019 and the topic is TBD.

**RSTF Goal:** *To reduce roadway crashes and eliminate serious injuries and fatalities from crashes in the Delaware Valley*

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## September 12, 2019 RSTF Meeting Attendees List

Beans	William	MBO Engineering
Berk	Wendy	Brain Injury Alliance of New Jersey
Besold	Andrew	Montgomery County Planning Commission
Boyer	Michael	DVRPC
Briggs	Robyn	Pennsylvania Department of Transportation
Brown	Corey	Delaware County
Brown	Brett	Delaware Valley Regional Planning Commission
Buerk	Jesse	DVRPC
Carafides	Paul	DVRPC
Clarke	Robert	South Jersey Transportation Planning Organization
Conwell	Frances	Philadelphia Youth Leadership Council
Curry	Allison	Children's Hospital of Philadelphia
Diamond	Jim	Philadelphia Police Department
Donnelly	Maureen	Safe Kids Southern NJ
Ervin	Jim	Haddonfield Police Department
Gorini	Marco	DVRPC
Holloway	Stuart	Haddonfield Police Department
Kubli	Larry	Pennsylvania Department of Transportation
Kucharski	Sara	Camden County Dept of Health and Human Services
MacKavanagh	Kelvin	DVRPC Regional Safety Task Force
Malaviya	Sharang	Pennsylvania Department of Transportation
Marandino	Jennifer	South Jersey Transportation Planning Organization
Merritt	Darrell	Pennsylvania Department of Transportation
Mitchell	Anne	Jefferson University
Murphy	Kevin	DVRPC
Noble	Tracy	AAA Mid-Atlantic
Noll	Stephen	Bucks County TMA
Norris	Christine	Children's Hospital of Philadelphia
Ott	Patricia	MBO Engineering, LLC
Regosch	Christian	BCPC

Riddle	Ann	DVRPC
Ross	Andrew	Franklin Bridge North Neighbors
Simon	Richard	NHTSA Region 2
Tidwell	Jana	AAA Mid-Atlantic
Ward	John	DVRPC
Woody	Tara	City of Philadelphia