



MEETING AGENDA

Wednesday, December 4, 2013, 9:30 AM – Noon

1. Welcome and Introductions

2. Update from the Emergency Response Community

This newly renamed agenda item provides an opportunity for information exchange from members of the enforcement, fire services, and emergency medical communities.

3. Legislative Update

4. State Policy Plans for Safety: Status of Strategic Highway Safety Plans (SHSPs)

New Jersey has recently started updating its SHSP. RSTF members are encouraged to participate. The resulting New Jersey key emphasis areas are a consideration in finalizing those for the Delaware Valley's 2014 Transportation Safety Action Plan. PennDOT will share lessons learned from implementing its SHSP.

- Bob DeSando, Acting Manager, Safety Programs, New Jersey Department of Transportation
- Lois Goldman, Director of Regional Planning, North Jersey Transportation Planning Authority
- Jeff Roecker, Highway Safety Liaison, Pennsylvania Department of Transportation, Highway Safety & Traffic Operations

5. Follow-up from September 2013 Meeting

This agenda item will include approval of last meeting highlights, quarterly crash trends, and action updates from volunteers.

6. Member Updates and Open Forum

Attendees will have the opportunity to highlight new and existing safety activities from their organizations and in the region.

LUNCH

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In the event of inclement weather, please call (215) 592-1800 to check on any changes in schedule.

RSTF Goal: To reduce roadway crashes, injuries, and fatalities in the Delaware Valley



Pennsylvania Legislative Update December 2013

Transportation Funding

Pennsylvanians can look forward to smoother and safer roads ahead with bipartisan passage of a \$2.3 billion transportation funding bill in the state legislature on November 21. The bill was signed by Governor Corbett on November 25, 2013. It has been 16 years since Pennsylvania enacted a significant transportation funding program. Here are some highlights of the new package:

- The legislation raises about \$2.3 to \$2.4 billion by the year 2017-2018.
- This investment will generate a net of 62,000 jobs. 50,000 new jobs will be created, and 12,000 additional jobs will be preserved.
- Thousands of bridges and more than 10,000 roadway miles will be improved or rebuilt.
- Uncaps the Oil Company Franchise Tax (OCFT) over 5 years beginning January 1, 2014, then again in 2015, and 2017.
- Eliminates the flat 12 cent-a-gallon retail tax that consumers have paid at the pump.
- Vehicle registration fees: Heavy trucks will see higher fees, but passenger cars and light trucks will see a small increase (from \$36 to \$37 mid-year 2015, and to \$38 in 2017).
- Driver's licenses fees will be adjusted for inflation every two years, starting in 2015.

By the fifth year of the plan, the transportation package will invest an additional:

- \$1.3 billion annually for state roads and bridges;
- \$480 million to \$495 million annually for public transportation;
- \$237 million annually for local roads and bridges;
- \$144 million annually in a multi-modal fund;
- \$30 million annually for dirt, gravel and low-volume roadways; and
- \$86 million annually for Pennsylvania Turnpike expansion projects.

The bill also increases the speed limit from 65 to 70 miles per hour on some Pennsylvania interstate highways and the PATurnpike, if engineering and traffic studies find that a higher speed limit is reasonable and safe for a given location. The AAA Federation of PA supports this measure only if those safety criteria are met. Note: the speed limit increase would not be available on urban interstates, such as I-95 through Philadelphia and the Schuylkill Expressway, where the limit is 55 mph.

Why Pennsylvania needs a responsible, long-term solution for transportation funding:

- Pennsylvania has the largest number of structurally deficient bridges in the nation – more than 4,000, and the state has 9,200 poor roadway miles.
- PennDOT recently added or increased weight restrictions to about a thousand more bridges statewide, because they couldn't handle all the heavy loads.
- This is a public safety issue - More bridge detours mean longer waits for fire trucks to respond to emergencies, plus longer rides for kids on school buses.
- Poor roads and bridges can cost jobs, when businesses find it difficult to move their goods along lengthy detours.
- Unsafe or deficient roads cost Pennsylvania motorists as much as an additional \$1,800 annually per driver in the Philadelphia region--due to higher vehicle operating costs, traffic crashes and congestion-related delays.



2013 New Jersey Legislative Agenda

Automotive

- **A-4336** - "Motor Vehicle Owners' Right to Repair Act." *Sponsored by Assemblyman Gusciora*

AAA Position: *The AAA Clubs of NJ are working with Assemblyman Gusciora to amend the legislation to include more consumer friendly language and additional items. This legislation passed out of the Assembly Consumer Affairs committee on 11/18/13 and now awaits a full vote by the Assembly.*

Teen Driving

- **A-2053** - Provides that probationary license holder may transport siblings in addition to dependents and one additional passenger. *Sponsored by Assemblyman De Angelo*

AAA Position - *The AAA Clubs of NJ do not support this legislation and put in a slip of opposition at the committee hearing on Monday, November 25, 2013. Regardless of family status, having passengers in a vehicle driven by a teen raises the crash risk.*

- **A-1571/S-674** - Expands education and practice requirements for special learner's and examination permits. *Sponsored by Assemblyman Wisniewski, Assemblywoman Lampitt, Assemblyman Coutinho, Senator Stack*

AAA Position: *The AAA Clubs of NJ supports this legislation.*

Automated Enforcement

- **A-3285** - Lengthens amber light at traffic signal with red light camera; sets penalty for failing to stop before turning right on red when detected by red light camera; implements half-second delay for red light camera violations. *Sponsored by Assemblyman O'Scanlon, Assemblywoman Huttie, Assemblyman Giblin, Assemblyman Ramos*

AAA Position: *The AAA Clubs of NJ are monitoring this legislation.*

- **A-3575** - Lengthens yellow light at traffic signal with red light camera; sets penalty for failing to stop before turning right on red when detected by camera; implements one second delay for red light camera violations. *Sponsored by Assembly Wisniewski, Assemblyman O'Scanlon, Assemblywoman Huttie*

AAA Position: *The AAA Clubs of NJ are monitoring this legislation.*

Distracted Driving

- **A4461 -Prohibits operator of motor vehicle from engaging in distracted driving.**
Sponsored by Assemblyman Wisniewski

AAA Position: *The AAA Clubs of NJ supports this legislation and put in a slip of Support at the committee hearing on Monday, November 25, 2013.*

Drunk Driving

- **S-2427 – Revises penalties for certain drunk driving offenses, including mandating installation of ignition interlock device, and creates restricted use driver's license.**
Sponsored by Senator Scutari, Senator Pou, Senator Whelan, Senator Stack, Senator Beck, and Senator Weinberg

AAA Position: *The AAA Clubs of NJ supports this legislation with amendments. The AAA Clubs of NJ submitted testimony during the committee hearing on Monday, November 25, 2013.*

Child Passenger Safety

- **A-1184/S-2952 – Provides immunity from liability for persons who install or inspect child restraint systems.** *Sponsored by Assemblywoman Stender, Assemblyman Wisniewski, Senator Addiego.*

AAA Position: *The AAA Clubs of NJ supports this legislation.*

- **A-1711- Would increase penalties for failing to secure a child in a child passenger restraint system or booster seat while operating a motor vehicle.** *Sponsored by Assemblyman Green, Assemblyman Chivukula, Assemblywoman Lampitt*

AAA Position: *The AAA Clubs of NJ supports this legislation.*



HIGHLIGHTS FROM SEPTEMBER 24, 2013 MEETING

Note:

- All presentations and related meeting handouts are located on the RSTF website: <http://www.dvrpc.org/ASP/committee/agenda.aspx?p=5287>

1. Welcome and Introductions

Attendees were welcomed and the meeting was called to order by Co-chairs Jenny Robinson, Manager of Philadelphia Public and Government Affairs, AAA Mid Atlantic, and Violet Marrero, Manager of Special Projects, New Jersey Division of Highway and Traffic Safety (NJDOTS). Introductions were made around the table.

2. Enforcement Update

No New Jersey law enforcement personnel were present. Pennsylvania law enforcement officers were present but had nothing new to report.

3. Legislative Update

Zoe Neaderland, Manager of Transportation Safety and Congestion Management, DVRPC, gave an update on the upcoming Pennsylvania Safety Summit. The Summit will be discussed during a panel in December at the Transportation Engineering and Safety Conference (TESC) at Penn State. The purpose of this event is to bring together elected officials and safety practitioners so that when a situation arises in their districts, they will be able to respond more effectively to such issues,

Ms. Robinson gave the legislative update for Pennsylvania and New Jersey. In Pennsylvania, there has been no action on a transportation bill. Statewide, bridges have been weight-restricted due to anticipated funding shortages, including 86 bridges in District 6. In New Jersey, legislation was proposed to raise the speed limit on the NJ Turnpike and the Garden State Parkway to 75 MPH; AAA has sent a letter to the sponsor citing studies that prove this would have deadly consequences. A Right to Repair bill to allow more access to on-board diagnostics to repair shops other than dealerships continues to be developed with AAA support. AAA is currently monitoring two bills (A-3285 and A-3575) to extend the yellow phase of traffic signals with red light cameras.

4. Data Driven Approach to Crime and Safety (DDACTS)

Shannon Purdy, Highway Safety Specialist, National Highway Traffic Safety Administration (NHTSA) – Region 2, gave a presentation on the national perspective on DDACTS, a model in place for five years to help enforcement partners use location-based data to reduce crime and improve traffic safety efficiently. Below are main points from her presentation:

- There are seven guiding principles: stakeholder participation, data collection, data analysis, strategic operations, share information, monitoring -evaluation adjustment, and outcomes to measure impacts.

- NHTSA provides training, case studies, experts and analysts, press releases, publications, and assistance with building an action plan.
- Management of DDACTS will be shifted from NHTSA to state highway safety offices in the future.

Additional Comment:

- Lois Goldman, Director of Regional Planning, North Jersey Transportation Planning Authority (NJTPA), asked if this works together with Crime Prevention Through Environmental Design (CPTED), which looks at the built environment's effect on crime. Ms. Purdy answered that they are not currently linked but would most likely work together and make both programs stronger.

5. Follow-up from June 2013 Meeting

- The June 6, 2013 meeting highlights were approved.
- *PennDOT and NJDOT Quarterly Crash Trends Update:*
 - In Pennsylvania, the monthly crash average for the first six months in 2013 was lower than the five-year monthly average (2008 – 2012). Between January and June 2013, there was an average of 17 fatalities per month, compared to 21 fatalities in the five-year average, with the exception of April 2013.
 - In New Jersey, the 2013 monthly crash average was lower than the five-year crash average, and the 2013 fatality monthly average was slightly lower than the five-year fatality average. Between April and June 2013, fatalities spiked from four to 16, which may be attributed to the start and increase of summer traffic.
- *Volunteer Updates from June 6, 2013 Meeting – Sustain Safe Senior Mobility*
 - Action Item 1: Ryan McNary, Assistant Manager, Alcohol Highway Safety Program at PennDOT, reported that PennDOT's draft brochure on mobility alternatives for senior drivers is not yet published. He will share it when it is ready for distribution.
 - Action Item 2: Lisa MacCarrigan, Transportation Safety Intern, DVRPC, presented the Senior-Involved Crashes in the Delaware Valley (2010-2012) Crash Density map. The map provides a snapshot of where there are medium to high concentrations of senior-involved (65+ driver, occupant, or pedestrian) crashes on all roads in the DVRPC region. Senior facilities and related places show where senior populations reside and presumably travel to. Also shown were inset maps from sample municipalities that would benefit from further crash analysis and probable senior-targeted safety improvements.
 - There was a question regarding the definition of "senior driver." Both states define this as a driver 65 years of age or older.
 - Mr. McNary asked for a list of high incident areas by county to target resources and to continue to work together on this analysis.
 - Ms. Robinson asked how more outreach could be done at high-incident areas. She plans to attend a senior expo event in Bensalem, Bucks County and will be glad to distribute information.

- Mr. McNary reported on a map he distributed showing PennDOT District 6 “mature driver” crash locations and road segments with many crashes. The road with the highest number of crashes was PA 132 in Hatsboro. It was developed in PennDOT’s CDART program, which currently only shows state roads, but which will be updated to include local roads this fall.
- Action Item 3: Sarah Oaks, Senior Transportation Planner, DVRPC, reported that Chief Schmidt from the Upper Makefield Township Police Department in Bucks County, was unable to attend, but submitted his report via email. He contacted his peers in Bucks and Montgomery counties and reported that those who responded do not keep statistics about senior drivers. Mr. Ray Rauanheimo, Montgomery County Volunteer and MPO Representative, AARP, stated that he will work with police departments to promote the use of the maps as a way of deploying services.
- Action Item 4/5: Pat Ott, Managing Member of MBO Engineering LLC, reported that NJDOT had developed a senior safety intersection pilot project several years ago. Crash data analysis was performed to identify sites with an over-representation of senior driver and pedestrian crashes. Three sites were selected and road safety audits were performed to identify low-cost improvements. NJDOT partnered with the New Jersey Department of Health and Senior Services to promote their Live Long Live Healthy Walking Program in coordination with safety improvements at select locations. A safety fair was held at each location to promote both programs. Post-program evaluation of one location indicated a reduction in overall crashes, injuries, and property damage crashes.
- Action Item 6: Kevin Murphy, Principal Transportation Planner at DVRPC, reported on a request for crash data analysis to identify the share of seniors involved, injured, or killed in crashes while walking. A table was distributed and is available in the meeting handouts section of the RSTF website. The analysis results were presented by county and compared total pedestrians involved, killed, and injured to the number of seniors in each of those categories (senior: 65 years and older).
 - For years 2010, 2011, and 2012: in DVRPC’s four New Jersey counties, seniors represented 31 percent of all pedestrians killed, and 10 percent of all pedestrians injured, and in DVRPC’s five Pennsylvania counties, seniors comprised 22 percent of all pedestrians killed and 8 percent of all pedestrians injured.
 - There was interest in investigating whether the percent senior pedestrians was disproportionate with the population or perhaps drivers.
 - Bill Ragozine, Executive Director, Cross County Connection TMA, said years ago he had requested that NJDOT conduct analysis looking at signal timing at those intersections with high proportion of senior pedestrian crashes, as perhaps changing signal timing could improve conditions for pedestrians, especially seniors.

- Caroline Trueman, Safety Engineer, Federal Highway Administration (FHWA)–New Jersey Division, mentioned ongoing FHWA work to explore strategies to address senior safety. Mr. Ragozine’s comments refocused her attention on this matter and she is interested in looking if this strategy has been studied. Ms. Ott said that Mr. Ragozine’s proposal had been done in one of her study’s locations. She noted that the MUTCD allows for reducing walk speed expectations if data shows it is warranted.
- Action Item 7: Alex Felts, Project Coordinator, Greater Valley Forge TMA reported that information about senior driver resources were placed on the TMA’s website. Ms. Marrero said the New Jersey senior driver information web site is slowly coming together but is focused on helping grantees. Mr. McNary reported that there is a senior driver resource page on PennDOT’s website.
- Action Item 8: Ms. Robinson reported on an August 13 press release about National Senior Citizen Day. She also distributed a brochure produced by AAA Mid-Atlantic entitled “Seniors: Stay Independent.” In addition, she discussed www.roadwiserx.com, which assists people in evaluating drug interactions that may impair their driving. Warren Strumpfer noted that www.cvs.com is another good resource for that. He reported that he distributed two articles on senior driving resources through two regional newsletters and sent this information to his personal email list. In addition he made presentations at two senior centers regarding prescription drug interactions as they pertain to safe senior driving.
- Action Item 9: The effort to share senior driver resources with county medical societies and insurance companies is still pending.
- Action Item 10: Ms. Oaks reported on behalf of Debby Schaaf, Senior Transportation Planner, Philadelphia City Planning Commission, the City’s Complete Streets checklist was finalized in July, and regulations are in the process of being developed. Information is available at <http://planphilly.com/articles/2013/05/24/complete-streets-handbook-put-to-the-test-modified>
- Ms. Oaks gave an update on the Aggressive Driving Outreach piece being developed for distribution to New Jersey prosecutors. She expressed thanks to Cherry Hill Police for allowing her to come see their traffic court in action. The draft text has been reviewed by Jon Carnegie at Rutgers. There will be a meeting after the RSTF in the New Jersey Room for anyone who wishes to discuss the piece. This is expected to be the last round of comments before production. Once it is complete, Ms. Marrero has graciously volunteered to take the effort forward, first to the New Jersey Attorney General’s office and then to other meetings of prosecutors as appropriate.

6. The Bigger Picture on Safety

Ms. Purdy presented national crash trends, MAP-21 legislation, and performance measures. Below are highlights from her presentation:

- Nationally, fatalities have decreased 25 percent from 10 years ago, and the fatality

rate in Pennsylvania is 1.10, the lowest fatality rate since 1949.

- By person type, bicyclist and pedestrian rates are over-represented, since streets are often not designed to accommodate them.
- Large truck crashes showed a surprising uptick. Injury rates decreased 24 percent from 10 years ago, moving in a positive direction.
- MAP-21 legislation places greater emphasis on reliable data, performance measures, performance, and accountability.
- Performance measures should be data-driven and evidence-based, and results will be ultimately used to decide where to invest future monies. There will be an emphasis on accountability for DOTs as well as sub-grantees. Since data can fluctuate from year to year, it's important to look at overall trends.
- Ms. Purdy also shared efforts to decrease crashes and injuries for motorcyclists and pedestrians, and to reduce alcohol-related incidents.
- The NHTSA website, www.nhtsa.dot.gov, has many resources, including FARS data, mapping tools, fact sheets, research notes, and the State Traffic Information System.

Additional Comments:

- Matt Lawson, Principal Planner, Mercer County Division of Planning, asked Ms. Purdy if, under MAP-21, states will be able to set their own measures and targets, and stated that another concern is how to address crashes on local or county-owned roads. Ms. Purdy replied that states will receive guidance on setting their own measures and targets, and states may set their own standards for reporting crashes on local roads.
- Ms. Trueman reported that FHWA guidance on MAP-21 safety engineering measures is expected to come out in 2013, and that NHTSA guidance for "soft-side" programs, such as for reducing impaired driving, will be released in spring, 2014. She said the same measures should be used in the State's Strategic Highway Safety Plan (SHSP) and the State's Highway Safety Plan (HSP) which is used to apply for and account for "soft-side" programs from NHTSA.

7. How Far Have We Come? Learning from the past performance of the RSTF

Regina Moore, Transportation Engineer, DVRPC, provided an update on the RSTF's performance measures from the previous seven meetings, a full cycle of the key emphasis areas for the region from the SAP. These performance measures were based on goals and objectives established by the RSTF in October 2011. Below are main points from her presentation.

- The RSTF did not meet the goal of retaining and increasing attendance at every meeting; however on average 41 people attended meetings.
- The RSTF has been successful in recruiting members from the engineering, enforcement, education, and policy/legislative communities, however work remains to engage and increase the participation from the emergency response community.
- The goal was met in developing surveys to assess members' opinions on the RSTF and ways to make it more effective. Ms. Moore shared survey results from the March and June 2013 meetings. Overall, members find the meetings worthwhile and have developed partnerships.

- The RSTF has achieved its goal in developing doable actions. Since the March 2012 meeting, 22 members reported back to the group on efforts they've volunteered for.
- Although the goal has been met, Ms. Moore reiterated that there remains the need to continue to reach broader audiences to share the good work of the RSTF.
- The RSTF met its goal in partnering with an outside agency on a safety effort. DVRPC worked with the Center City District to conduct a before and after analysis to reduce congestion and improve safety for all modes between Broad and 23rd Streets. This effort resulted in dedicated parking for bikes, restriping and repaving that reduced travel times, and several operational strategies for SEPTA to consider.

As part of this presentation, the Co-chairs led a discussion to receive feedback from RSTF members on what worked well and what are things that can be improved to make the RSTF more effective. Below are highlights from that discussion.

What worked well and what should the RSTF do differently?

- Mike Dennis, Managing Member, PROvuncular, LLC said meetings have a nice steady rhythm, and information flows smoothly.
- Lori Aguilera, Project Director from Chester County Highway Traffic Safety Project, asked who picks topics and speakers. Ms. Marrero responded that speakers are selected based for each emphasis area-focused meeting based on moving through the cycle of seven key emphasis areas from the SAP. Ms. Neaderland said the order of the seven emphasis areas is shaped by seasonal interest, but cover the seven emphasis areas which contributed to 95% of traffic fatalities. Speaker referrals are always welcome. Please submit any ideas to Ms. Moore.
- Ms. Marrero said there seems to be more sense of ownership and the volunteers have helped with having effect at improving safety.
- Ms. Purdy said it would be useful for everyone on the Task Force to know what each member agency does so people can determine relevance of each agency to their own. Ms. Neaderland asked each person to put together two to three sentences about what their agency does and their funding sources. DVRPC will compile this list and pass it out at the next meeting.

What can be done to improve the RSTF meetings?

- Ms. Trueman said she appreciates the tracking of measures and feels it gives the meeting structure. She would like the RSTF to step back and identify the group's goal, and then track it. Ms. Marrero noted that the RSTF has an adopted goal, which is to reduce injuries, fatalities, and crashes in the Delaware Valley. Ms. Neaderland said that current goals, visions, mission, and performance measures were adopted two years ago, and she asked if the RSTF is willing to engage in updating the goals and measures. Ms. Trueman suggested beginning each meeting with a statement of mission and goals. The group agreed.
- Mr. Dennis requested that a portion of each meeting should be dedicated for each attendee to report on a successful program. Ms. Marrero replied that a good program should instead be the focal point of a meeting.
- As a follow-up to the proposal Mr. Dennis made, Mr. Rauanheimo suggested developing an online newsletter to keep members informed of each agencies' related safety activities. Ms. Marrero replied that information provided on volunteer

actions can be distributed in advance and can be attached to meeting minutes. She also stated that it is important that everyone knows what everyone else has to offer, with an emphasis on actions that lead the RSTF to being more effective and RSTF members can forward DVRPC staff any information that they would like to have shared among the group. There needs to be better communication regarding collaboration and actionable items that will propel the RSTF towards achieving the overall goal.

- Mr. Murphy said the RSTF should become more engaged in the funding side of safety. The Highway Safety Improvement Program (HSIP) is a federal program to fund safety improvements, and the RSTF may have some opportunity to guide where these funds get spent. It is also important to know how all agencies fund safety improvements. Mr. McNary offered to bring PennDOT's safety funding people to the next meeting to speak on this issue.

8. The RSTF Moving Forward - Planning for the Next Action Plan Cycle

Mr. Murphy gave an overview of the Transportation Safety Action Plan (SAP) 2014 update process, and presented the initial data summaries that will help guide emphasis area selection. Below are highlights from his presentation:

- A range of 22 emphasis areas were developed by the American Association of State Highway and Transportation Officials (AASHTO). They are contributing factors in the vast majority of traffic fatalities..
- Crash data for years 2010 through 2012 is analyzed to determine the number of people hurt or killed when a crash occurs within each emphasis area, for example intersection crashes, aggressive driving-related crashes, and crashes involving senior drivers, to name a few.
- Mr. Murphy presented two tables:
 - Regional emphasis area analysis sorted by fatalities, which included the ranking by fatalities from previous iterations of the SAP
 - Crash severity by emphasis area, which includes crashes and injuries as well as fatalities.
- This analysis is brought together with key emphasis area from the Pennsylvania and New Jersey SHSPs to develop the key emphasis areas for the next SAP.

Additional Comments:

- Ms. Goldman reported that the New Jersey statewide SHSP is being updated. She will report on this at the next meeting and may bring the consultant.
- Ms. Marrero asked how to provide updates and refinements to the regional SAP. Ms. Neaderland offered the following options: a.) hold a separate work session prior to the regular RSTF meeting or b.) have an extended RSTF meeting where the afternoon session would focus on updating the SAP. The group voted on option A. At Ms. Marrero's suggestion, the group also agreed it would be better to have an extended RSTF meeting, where the afternoon portion would focus on refining the mission and goal of the RSTF.
- In terms of the next cycle of meetings, Ms. Marrero asked if there were any suggestions on how to conduct future meetings. Does the group prefer to keep to the current structure of focusing on one emphasis area per meeting or should there

be a different meeting format? Ms. Trueman suggested the agenda should align with criteria to spend federal money (example Highway Safety Improvement Program (HSIP) funds), which would further maximize the achievements of the group. Ms. Neaderland said focusing on one emphasis area and developing actions per meeting has been productive. It has allowed RSTF members to volunteer for activities and made the RSTF more effective.

- Ms. Marrero said the RSTF should continue to focus on one emphasis area per meeting, though could also incorporate more information on how to implement projects.

9. Member Updates and Open Forum

- Carissa Sestito, Program Coordinator, Rutgers University – TSRC, reported that there will be a New Jersey Safety Forum at Rutgers University on October 16 at 8:30 AM. The event is free and will focus on grassroots efforts for statewide safety. She also reported that the “12 months of Safety” pedestrian program brochures are being widely distributed. Anyone interested in receiving the newsletter can sign-up via the website. <http://cait.rutgers.edu/>
- Ray Reeve, Senior Highway Safety Specialist, NJDHTS, reported that October 10 is “Put the Brakes on Fatalities Day” in New Jersey. The past few years in New Jersey have shown no fatalities on this date. Press releases and proclamations will be available for municipal use. RSTF members were encouraged to get the message out to raise awareness. Mr. Reeve requested that RSTF members report back on what they did at the next meeting. More information is available at www.njsaferoads.com.
- Mr. McNary reported that PennDOT applied with the City of Philadelphia for a grant for pedestrian safety and is helping the City update their Pedestrian Plan.
- Ms. Robinson reported that October 9 is “International Walk to School Day”.

Attendees:

Aguilera, Lori	Chester County Highway Safety Project
Amway, Lauren	Delaware County TMA
Arcaro, Tina	South Jersey Transportation Planning Organization
Bucci, Larry	Pennsylvania Department of Transportation District 6
Buerk, Jesse	Delaware Valley Regional Planning Commission
Carafides, Paul	Delaware Valley Regional Planning Commission
Chelius, Tim	South Jersey Transportation Planning Organization
Del Romano, Sgt. Nick	PA State Police
Dennis, Mike	PROvuncular, LLC
DeSando, Bob	New Jersey Department of Transportation
Felts, Alex	Greater Valley Forge TMA
Huff, Alan	South Jersey Transportation Planning Organization
Goldman, Lois	North Jersey Transportation Planning Association
Kozak, Diane	Camden County Highway Traffic Safety
Kubiak, Suzanne	Public Health Management Corporation
Lawson, Matthew	Mercer County Planning Division
MacCarrigan, Lisa	Delaware Valley Regional Planning Commission
MacKavanaugh, Kelvin	Delaware Valley Goods Movement Task Force
Marandino, Jennifer	South Jersey Transportation Planning Organization
Marrero, Violet	New Jersey Division of Highway Traffic Safety
McNary, Ryan	Pennsylvania Department of Transportation
Merritt, Darrell	Pennsylvania Department of Transportation
Moore, Regina	Delaware Valley Regional Planning Commission
Murphy, Kevin	Delaware Valley Regional Planning Commission
Naderland, Zoe	Delaware Valley Regional Planning Commission
Nuble, Patrice	City of Philadelphia Streets Department
Oaks, Sarah	Delaware Valley Regional Planning Commission
Ott, Pat	MBO Engineering LLC
Piccone, Leah	3M Traffic Safety
Purdy, Shannon	National Highway Traffic Safety Administration Region 2
Ragozine, Bill	Cross County Connection TMA
Rauanheimo, Ray	AARP – Pennsylvania
Reeve, Ray	New Jersey Division of Highway Traffic Safety
Robinson, Jenny	AAA Mid-Atlantic – Philadelphia Office
Rudolph, Brad	Pennsylvania Department of Transportation
Sestito, Carissa	Rutgers University TSRC
Spino, Sam	Chester County Highway Traffic Safety
Strumpffer, Warren	Citizen
Thompson, Jeanne	SEPTA
Trueman, Caroline	Federal Highway Administration – New Jersey
Turk, Lt. Eric	PA State Police
Veiga, Cynthia	Pennsylvania Department of Transportation
Vilotti, Charlie	Chester County Highway Safety

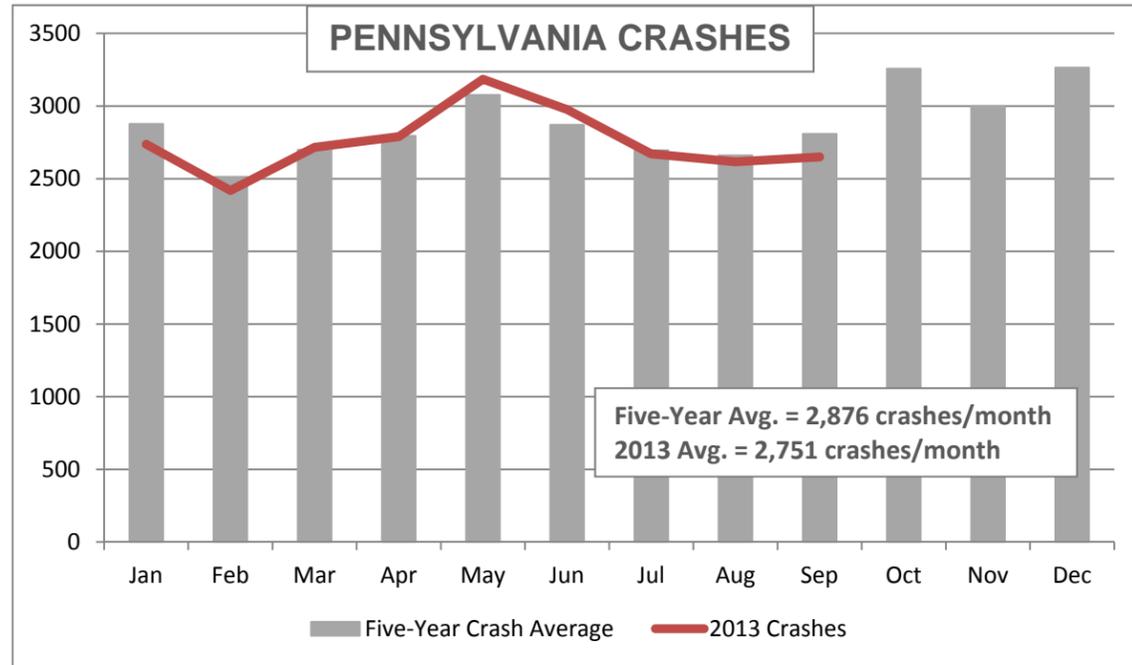
RSTF Measurements and Status Table

Green = Met goal Red = Needs attention

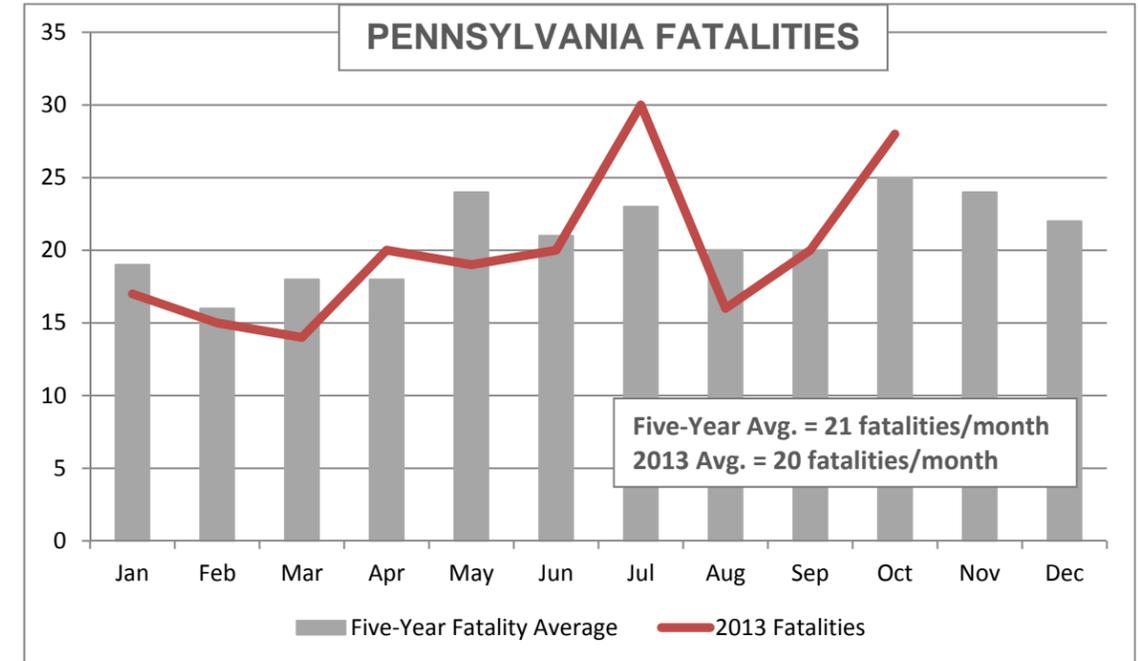
OBJECTIVES and MEASURES	September 24, 2013 <i>Learning from our Past and Moving the RSTF Forward</i>	December 4, 2013 <i>State's Strategic Highway Safety Plans (SHSP)</i>	March 6, 2014	June 2014	September 2014	December 2014	March 2015
BUILD, MAINTAIN, AND LEVERAGE PARTNERSHIPS							
Retain and increase attendance at RSTF meetings by having more people at each meeting	Attendance = 43 ↑(+9) Avg. of last 4 meetings = 41	Attendance = Avg. of last 4 meetings =					
Recruit and retain participants from at least two agencies involved in each of the four E's and policy/legislative at each meeting	Education = 14 Enforcement = 2 Engineering = 8 Emergency Response = 0 Policy/Legislative = 19	Education = Enforcement = Engineering = Emg. Response = Policy/Legislative =					
Active participation in each meeting by more than one agency in each of the four E's and policy/legislative, measured by substantial points in the meeting summaries	Education = 8 Enforcement = 0 Engineering = 4 Emergency Response = 0 Policy/Legislative = 9	Education = Enforcement = Engineering = Emergency Response = Policy/Legislative =					
Survey to find out what percent of participants report increased and effective partnerships as a result of RSTF meetings							
INCREASE THE EFFECTIVENESS OF THE RSTF THROUGH STRATEGIES AND ACTIONS							
Continue to refine Safety Action Plan strategies into doable actions at each RSTF meeting and document progress in Tracking Progress Table	Did at least two agencies report on actions? YES – 6 agencies: DVRPC, PennDOT, Upper Makefield Twp Police, MBO Engineering LLC, Greater Valley Forge TMA, and AAA Mid-Atlantic	Did at least two agencies report on actions?	Did at least two agencies report on actions?	Did at least two agencies report on actions?	Did at least two agencies report on actions?	Did at least two agencies report on actions?	Did at least two agencies report on actions?
Market and promote safe transportation practices to a broader audience than RSTF participants. This may include the one page emphasis area summary, agency newsletter, website posting, etc.	YES – DVRPC staff promoted RSTF to other committees and local emergency personnel.						
List of the effects of actions taken as a result of the RSTF based on the Tracking Safety Actions Table	See Tracking Strategies Table						
The RSTF or volunteer members will assist with one program or project being done by others with the result being a measurable reduction in fatalities, injuries, or crashes at the location.							

CRASH TRENDS IN 2013

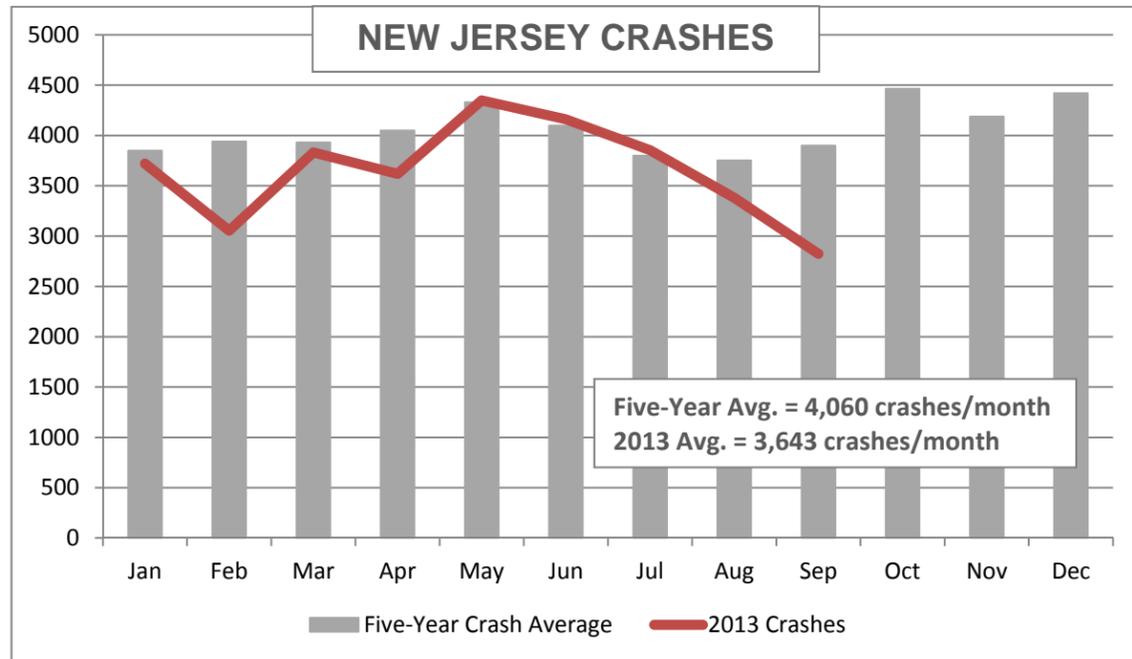
What do the preliminary crash data tell us about crash trends in 2013? This page compares the preliminary number of crashes and fatalities per month in 2013 to the five-year average for that month (2008 – 2012). This data is for the five southeastern Pennsylvania counties and the four New Jersey counties.



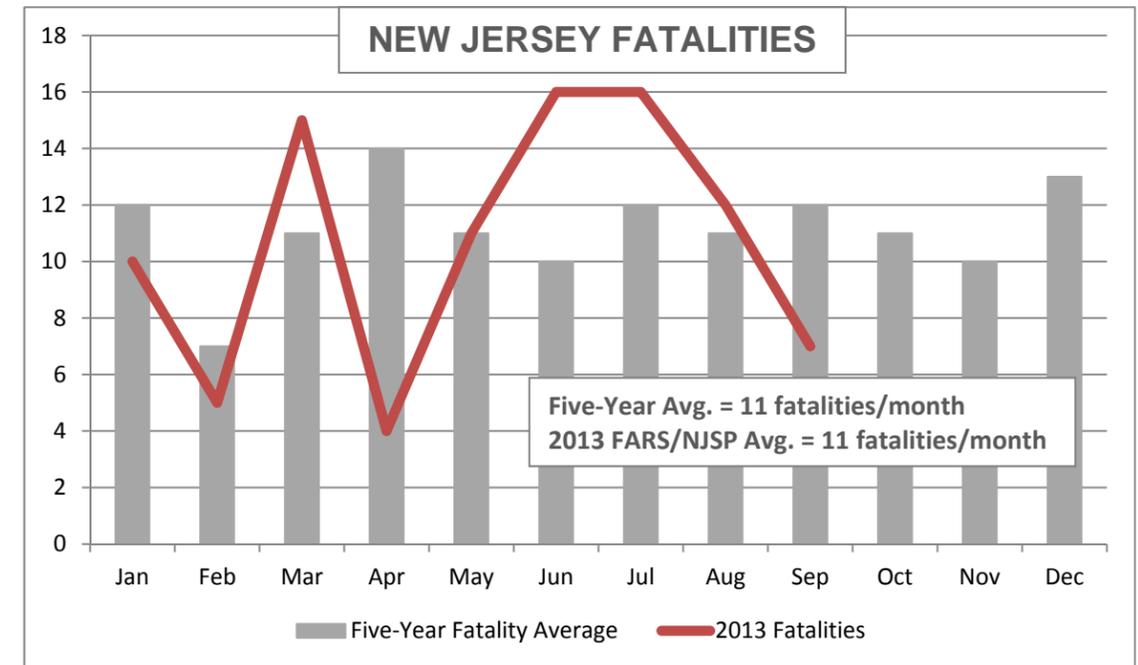
Source: PennDOT District 6



Source: Media Notification Database – News clippings, coroner, PSP, local police, etc.



Source: Plan4Safety/NJDOT



Source: NJSP/FARS

NOTES:

A.) This is preliminary data to provide advance information on trends.

B.) New Jersey ONLY: FARS gets their data from the NJ State Police (NJSP). This data is posted the day after a crash. NJDOT do not get initial fatal reports, on average, for 2-3 months. NJDOT fatality numbers are lower than FARS/NJSP because NJDOT does not include suicides, fatalities on private property, if someone involved a crash is in a coma for over 30-days then dies, and fatalities on Authority Bridges.

Volunteer Updates for December 4, 2013 RSTF Meeting

The Regional Safety Task Force (RSTF) will track implementation of a small number of straightforward tasks defined at RSTF meetings for each of the key emphasis areas in the *Safety Action Plan*. This is a shared task force, in which all members have a role. This participatory approach will help make the RSTF more effective and it will provide helpful input for the next safety action plan.

SUSTAIN SAFE SENIOR MOBILITY (6/6/13)			
Volunteer Action Items	Lead Person or Agency	Timeframe to Report	Action Update
1. Share PennDOT's draft brochure on mobility alternatives for senior drivers.	<ul style="list-style-type: none"> • Ryan McNary (<i>PennDOT</i>) 	<ul style="list-style-type: none"> • 6 to 8 months 	<ul style="list-style-type: none"> • Work in progress
2. Share information on the progression of Pennsylvania adopting a "Silver Alert" program. The RSTF could endorse this effort with a letter of support	<ul style="list-style-type: none"> • Ryan McNary (<i>PennDOT</i>) 	<ul style="list-style-type: none"> • 6 months 	<ul style="list-style-type: none"> • Work in progress
3. Develop a toolbox (2 to 3 pages) available senior driver resources (especially AAA Senior Driver website and Roadwise Rx program)	<ul style="list-style-type: none"> • Suzanne Kubiak (<i>Public Health Management Corp</i>) • Dennis Winters (<i>Clean Air Council</i>) • DVRPC 	<ul style="list-style-type: none"> • 6 months 	<ul style="list-style-type: none"> • Action item completed. Suzanne and Dennis created a 2-page list of senior driver resources in the region. DVRPC will add to their safety website.
HOW FAR HAVE WE COME AND MOVING THE RSTF FORWARD (9/24/13)			
4. Compile and distribute a list of RSTF member agencies containing the following: agency description, role in RSTF, and funding source	<ul style="list-style-type: none"> • DVRPC 	<ul style="list-style-type: none"> • 3 months (December meeting) 	<ul style="list-style-type: none"> • Work in progress

LIST OF SENIOR SAFETY RESOURCES IN THE DELAWARE VALLEY REGION

Tri-state & Regional

SEPTA

Customer Service: 215-580-7800

Customized Community Transportation (Paratransit Services) Hotline: 215-580-7145

Website: www.septa.org/service/cct/

NJTransit

Customer Service: 1-973-275-5555

Reduced Fare Program: 1-973-491-7112

PATCO

Customer Service: in NJ, 1-856-772-6900 in PA, 215-922-4600

Amtrak

Amtrak Station Stops: 1-800-842-7245

South Jersey

Atlantic County Division of Intergenerational Services, 609-645-7700

Cumberland County Office on Aging & Disabled, 856-453-2220

Delaware County Community Transit

Administrative Offices: 610-490-3977

Shared Ride & PwD Programs: Information & Reservations: 610-490-3960

Shared Ride Website: www.ctdelco.org

Delaware County Traffic Management Association: 610-892-9440

Chester County Transportation Services

Chester County Cares: 610-436-4040

Chester County Department of Aging: 610-344-6350

Griswold Special Care: 610-458-7100

Medical Assistance Transportation Program: 610-594-6930

Transportation Management Assn of Chester County: 877-612-1359 or 610-993-0911

Transportation Management Association of Chester County Website: www.tmacc.org

Bucks County Transportation Program

Bucks County Transport General Information: 215-794-5554

Bucks County Transport Registration: 1-888-795-0740

Griswold Special Care: 215-343-2543

Medical Assistance Transportation General Information: 215-794-8360

Bucks County Shared Ride Program Website: www.bctransport.org/shared_ride_program.cfm

Montgomery County

Shared Ride/Demand Response: Suburban Transit Network, Inc 215-542-7433

Suburban Transit Network, Inc. Website: www.suburbantransit.org

Philadelphia County/South Eastern Pennsylvania

Griswold Special Care: Abington/Greater NE, 215-885-0311

Griswold Special Care: Chestnut Hill, 215-233-5385

Haddington Multi-Services for Older Adults (19139): 215-472-6600

Catholic Social Services —

St. Anne's Senior Citizens Center (19125): 215-426-9799

Norris Square Senior Citizens Center (19122): 215-423-7241

St. Charles Senior Citizens Center (19146): 215-790-9530

Star Harbor Senior Citizens Center (19143): 215-453-2220

Jewish Family & Children Service: 267-258-2000

King Older-Adult – Senior Community Center: 215-685-2716

LogistiCare Solutions, LLC – Transportation: 267-515-6400

Mann Older Adult Center – Senior Community Center: 215-685-9844

Northeast Older Adult Center – Senior Community Center: 215-685-0576

PCA Attendant Transportation: 215-765-9040

South Philadelphia Older Adult Center: 215-0685-1697

West Oak Lane Senior Center: 215-685-3511