REGIONAL SAFETY TASK FORCE

dvrpc

Meeting Agenda

Wednesday, June 29, 2016, 9:30 AM – Noon

1. **Welcome and Introductions**

2. **Emphasis Area Focus – SUSTAIN SAFE SENIOR MOBILITY**
   For this emphasis area discussion we will be hearing from three presenters covering a local senior pedestrian safety study, statistics and senior safety initiatives, and how prescription drug interactions can impact safe driving for seniors.
   - Bill Ragozine, Executive Director, Cross County Connection TMA
   - Jana Tidwell, Manager of Public and Government Affairs, AAA Mid-atlantic (Philadelphia)
   - Ray Rauanheimo, Course Instructor, AARP - Pennsylvania (Montgomery Co.)

3. **Developing Action Items to Sustain Safe Senior Mobility**
   The RSTF will refine strategies from the 2015 Transportation Safety Action Plan and develop volunteer action items, which will be tracked in the Measurements and Status Table.

4. **Follow-up from Previous Meetings**
   - Approval of March 2016 meeting highlights
   - Status of action item updates

5. **First Responders Update**

6. **Legislative Update**

7. **Streamlined Road Safety Audit**
   - Warren Strumpfer

8. **RSTF/DVRPC Special Safety Study**
   - Kevin Murphy

9. **Member Updates and Open Forum**

LUNCH

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

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Highlights of March 11, 2016 Joint RSTF and I-76/I-476 Crossroads IMTF Meeting

Most presentations and related meeting handouts are located on the RSTF website: http://www.dvrpc.org/ASP/committee/Presentations/RSTF/2016-03.pdf

NOTE: The presentation given by Jacobs Engineering on the I-76 Schuylkill Expressway Integrated Corridor Management Project is available by request. If interested, contact Regina Moore at rmoore@dvrpc.org.

1. Welcome and Introductions

Frank Hand, chairman of the I-76/I-476 Crossroads Incident Management Task Force (IMTF) and Deputy Fire Marshall for Lower Merion Fire Department, welcomed everyone to the joint meeting of the Regional Safety Task Force (RSTF) and the I-76/I-476 IMTF. After the pledge of allegiance and a moment of silence for Sean Cullen, a New Jersey State Trooper recently struck and killed on I-295 while responding to a vehicle crash, Mr. Hand introduced Tom Sullivan.

Tom Sullivan, Director of Public Safety for Montgomery County, welcomed everyone to the Montgomery County Fire Academy Training Center, 'the hidden gem' of Montgomery County. This facility, renovated in 1986, 2001, and again in 2007 is used to train members of the bomb squad, fire, police, and EMS departments of Montgomery County. Mr. Sullivan encouraged attendees to have a look around the facility following adjournment.

Vehicle crashes are a continuing problem in Montgomery County: in 2015, countywide emergency medical services (EMS) responded to 4,271 crashes with injuries, 470 incidents of pedestrians struck by vehicles, and 246 motorcycle crashes. The county is proud of its continued efforts and 10-year relationship with PennDOT's Traffic Management Center on improving safety and mitigating congestion. The county has applied for and received grants for Variable Message Signs (VMS), safety vests for first responders, and related safety equipment and services. Mr. Sullivan expressed the county's continual goal of improving safety in every incident and values the opportunity that the IMTF provides to connect with other agencies and stakeholders.

John Ward, Deputy Executive Director of the Delaware Valley Regional Planning Commission (DVRPC), welcomed everyone and highlighted the importance of the RSTF and IMTFs. Both groups have a long and important history: the RSTF just celebrated its 10-year anniversary, and the I-76/I-476 Crossroads IMTF is one of the oldest in the region. Both groups considered this joint meeting an opportunity to encourage communication and develop relationships across task forces. The leadership of RSTF co-chairs, Bill Beans, Program Manager, MBO Engineering, and Peggy Schmidt, Executive Director, Partnership TMA, and Mr. Hand for the I-76/I-476 Crossroads IMTF contribute significantly to the success and direction of both Task Forces. Mr. Ward then reviewed the agenda, emphasized the importance of stakeholder input gained through survey responses, and offered DVRPC assistance on any related projects.

2. Introduction on What is Incident Management and Traffic Safety

DVRPC Traffic Incident Management (TIM) Program

Chris King, Principal Transportation Planner for DVRPC, introduced TIM and specifically the I-76/I-476 Crossroads IMTF, and began by explaining that a traffic incident is anything on or near a roadway that negatively affects traffic flow. Considering 60% of all congestion is nonrecurring and one minute of a blocked lane creates four minutes of congestion, traffic incidents and their recovery times are a major contributor to congestion levels. TIM uses a multi-agency approach to improve traffic flow and ensure the safety of all responders. Essential to this process is the TIM timeline protocol used when a crash occurs: Detection; Notification; Arrival; Response Activity; Clearance and Termination; and Recovery. Efficient execution of this timeline decreases the duration of traffic disruption while increasing the safety of all stakeholders. Additionally, safe vehicle placement at traffic incidents is a TIM continuing goal and a priority for all first responders.

TIM receives guidance from the National Unified Goal (NUG), which is broken into three equally important components: (1) first responder safety; (2) safe, quick crash clearance; and (3) prompt, reliable, interoperable communication. These protocols are appropriate on local roads as well as interstates. Despite current efforts, high numbers of fatalities directly associated with crash response persists: on average 12 law enforcement officers, five fire and rescue responders, 60 tow truck drivers, and a number of other transportation personnel are killed each year in the United State while responding to incidents.

In 1998, the Pennsylvania Department of Transportation (PennDOT) asked DVRPC to create an IMTF in order to provide an opportunity away from the scene of an incident for emergency responders to build relationships and identify critical response needs. The purpose of IMTFs is to: improve coordinated response; foster interaction among stakeholders; identify and address critical needs; give other organizational perspectives; and promote the NUG. The Delaware Valley is now home to eight IMTFs and incorporates a wide-range of stakeholders, including but not limited to local and state police, fire and EMS departments, DOT maintenance divisions, hazardous materials (HAZMAT) agencies, and towing agencies. Quarterly IMTF meetings are held for first responders to provide training, discuss post-incident reviews, and for construction briefings. Along with enhanced interagency coordination and supporting statewide TIM training efforts, IMTFs have worked specifically towards improving ramp designation and mile marker signage on Delaware Valley roadways, and on installing center median guide rails along NJ 42.

Beginning with the New Jersey Southern Area First Responders (NJ SAFR) IMTF, all the IMTFs have created or are in the process of creating area-specific Traffic Safety Guidelines. The goal of these guidelines is to instruct stakeholders as to what is expected at an incident, improve the safety of responding agency personnel, promote safe, quick clearance to reduce the risk of secondary crashes, restore the roadway to pre-incident condition, and minimize apparatus deployment and the number of personnel responding to an incident.

Vital to the TIM process, Quick Clearance Laws fall into three primary categories: Move Over Laws, Driver Removal Laws, and Authority Removal Laws. Move Over Laws require drivers to change lanes and/or slow down when approaching a scene where emergency responders are present. Driver Removal Laws require vehicles, if drivable, to be moved out of travel lanes following a traffic crash. Authority Removal Laws give a pre-designated agency the right to clear vehicles or cargo from the lanes of traffic to avoid secondary crashes. Pennsylvania currently has all three Quick Clearance Laws in effect, whereas New Jersey only has the Move Over Law.

I-76/I-476 Crossroads IMTF

A first responder perspective to TIM and IMTFs was offered by Mr. Hand who explained that these forums provide the opportunity to discuss incidents and make changes that will improve the outcome of the next incident response. These discussions include best practices, equipment needs, and increased communication among agencies. Mr. Hand said that overall the sharing of information has been a success, especially for the Crossroads IMTF. For example, when flooding occurs along I-76, multiple agencies are now aware of drain locations and are often able to mitigate the situation. IMTFs also have the ability to share camera coverage through the Regional Integrated Multimodal Information Sharing (RIMIS) provided by DVRPC.

Regional Safety Task Force

Ms. Schmidt apologized for the absence of Mr. Beans, the intended presenter, while expressing excitement for the joint meeting and coordination between the RSTF and I-76/I-476 Crossroads IMTF and their associated stakeholders. Growing partnerships and multiplying the number of relationships are 'key' to improving roadway safety for everyone, drivers, bicyclists and pedestrians alike.

Kevin Murphy, Assistant Manager of Safety Programs, DVRPC, reiterated the RSTF's recent 10-year anniversary and its overall purpose of addressing the 4Es (education, engineering, enforcement, and emergency response) and policy of road safety. Through collaborative, quarterly meetings, the RSTF strives to understand why crashes happen and what can be done to reduce their frequency and severity in the region, and to share this information broadly. Each RSTF meeting focuses on one of the eight AASHTO[1] data-driven safety emphasis areas identified as a priority in the current regional Transportation Safety Action Plan: Curb Aggressive Driving; Keep Vehicles on the Roadway and Minimize the Consequences of Leaving the Roadway; Improve the Design and Operation of Intersections; Reduce Impaired and Distracted Driving; Increase Seatbelt Usage; Ensure Pedestrian Safety; Sustain Safe Senior Mobility; and Ensure Young Driver Safety. Partnering with the IMTFs helps the RSTF better understand the needs of first responders.

3. I-76 Intelligent Transportation System (ITS) Enhancement Project

Leo Bagley, Special Assistant to the Secretary of Transportation for PennDOT, introduced the I-76 Intelligent Transportation Systems (ITS) Enhancement project. Mr. Bagley, former Chief of Transportation Planning for Montgomery County and Whitemarsh Township supervisor for eight years, conveyed his familiarity with I-76 and its many complexities and numerous stakeholders. This familiarity is shared by Leslie Richards, the Secretary of Transportation for PennDOT and former Montgomery County Commissioner. Mr. Bagley has been working for years to develop solutions to improve overall traffic flow and incident response along I-76, and emphasized the importance of engaging emergency responders to ensure this project meets their needs as well as PennDOT's. Mr. Bagley then introduced Stan Niemczak, Project Manager, Jacobs Engineering, to provide an overview of I-76 and the ITS project parameters.

The I-76 ITS Enhancements Concept of Operations is a plan for the 13-mile section of I-76 between the Pennsylvania Turnpike and Route 1. The goal is to reduce congestion, better manage unbalanced traffic flow, improve safety, and incentivize multi-modal uses. Evaluation of I-76 requires a multi-agency effort in order to fully understand the current infrastructure opportunities, volume demand, and availability of parallel routes. This team approach was also used in the development and implementation of current ITS along the corridor. The current Project

[1] American Association of State Highway Transportation Officials

Management Team includes representatives from the following agencies: PennDOT, Philadelphia Streets Department, DVRPC, Southeastern Pennsylvania Transportation Authority (SEPTA), Federal Highway Administration (FHWA), Montgomery County Planning Commission, and the Pennsylvania State Police. The next generation of ITS along the corridor will employ Active Traffic Management (ATM), which is the ability to dynamically manage recurrent and non-recurrent congestion based on prevailing and predicted conditions. ATM includes variable speed limits, queue warning, junction control, dynamic lane assignment, Dynamic Shoulder Lanes (DSL), ramp metering, connected vehicle applications, and multi-modal improvements.

Since opening in 1970, I-76's volume has far exceeded design expectations. Designed for 30,000 vehicles per day (VPD), as of 2012 the volume had reached 115,000 VPD. As opposed to customary AM/PM peak congestion times found on many roadways (e.g.: US 422 eastbound AM volumes), the high volume on I-76, combined with multiple merge points, has created a nearly constant level of congestion along the study corridor. Persistent congestion combined with vehicles frequently entering and exiting the corridor leads to a high number of crashes; an average of 1.2 per day from years 2009 to 2014. The majority of these crashes are rear-end collisions occurring near interchanges, with 22 of 50 (44%) corridor segments experiencing more than double the state-wide average for rear-end crashes.

Currently, the corridor is home to a large network of Transportation Systems Management and Operations (TSMO) and ITS infrastructure centralized within the PennDOT District 6-0 Regional Traffic Management Center (RTMC). This command center, complete with six operator workstations and a video wall, operates on a 24/7 basis and monitors real time operations using traffic detectors, TRANSMIT E-ZPass Tag Readers, INRIX (historical and real-time traffic information), and Closed Circuit TV (CCTV) cameras.

Brian DePan, Project Manager, Jacobs Engineering, reviewed the system concepts and operations scenarios along the study corridor. Mr. DePan explained that variable speed limits and queue warning could lead to a crash reduction of 5 to 30% and 15-60%, respectively.

Dynamically adjusted by PennDOT operators, the implementation and enforcement of variable speed limits is still being examined. Queue detection, a system of Dynamic Message Signs (DMS) used in combination with variable speed limits would warn drivers of upstream events, yielding a 15%-60% reduction in crashes. The use of Dynamic Lanes/Junctions would vastly improve traffic flow at merge points which is where the highest traffic volumes exist—e.g.: junction of I-76 and US Rt. 1—due to the density of vehicles entering and existing as compared to through traffic volumes alone. Ramp metering would further improve flow efficiency at merge points. Dynamic Shoulder Lanes (DSL), also known as hard shoulder running, is estimated to increase capacity from 1,000 vehicles per hour (VPH) to 1,500 VPH.

DSL, opening and closing the shoulder to through traffic based on demand and incidents would be implemented in six separate segments and require significant infrastructure changes, including widening shoulders along 85% of the study corridor and widening 14 bridges, three bridge replacements, and a number of overhead bridge expansions. Controlled either onsite or remotely from an operations center, DSLs could open or close based on congestion levels and/or emergency situations. Connected vehicle opportunities will grow as technologies become commonplace. Transit information through coordination with SEPTA including next train, travel times, and parking availability will be posted on DMS to encourage multimodal usage. The section of I-76 between US 202 and I-476 is proposed as a first section for extensive implementation, including DSL. It is proposed as a project in the draft FY 2017 TIP to be called I-76 Integrated Corridor Management.

The estimated cost to implement all elements of the concept of operations plan is $315 million dollars. The early actions deployment (0 - 2 years) phase is currently set for completion in 2017, and includes design, construction and integration of variable speed limits and queue detection technologies, for an estimated $2.48 million dollars. Other cost considerations include maintenance, operations, and enforcement. Additional challenges include clearing regulatory hurdles, public outreach, and addressing accessibility for emergency service providers. Short term deployments (3 - 6 years) will commence in 2017, and long term deployments (6+ years) in 2018. Integration of all project components is forecasted to be complete in 2026.

There were a number of questions and comments from the attendees concerning corridor-wide ITS implementation.

- Ian Stoddart, a paramedic for Narberth Ambulance, which serves the majority of the I-76 study corridor, stated he understood the concept of DSL and the goal of improved traffic flow with additional lane access, but expressed concern that implementation will prevent emergency vehicle access and create gridlock when a lane closure occurs. Additionally, he stressed the importance of the "Golden Hour"—professional treatment within one hour or less following a traumatic injury greatly increases a patient's likelihood of survival—saying it is paramount to patient survival rates. Further, Mr. Stoddart expressed concern that if all lanes and the shoulder are blocked with traffic, how can emergency responders reach the crash scene? Mr. Niemczak and Mr. Ward encouraged Mr. Stoddart to participate in the peer-to-peer exchanges that will take place to hear of specific successes from around the country, and for the opportunity to ask questions. Mr. King added that the process is very much in its emerging form and there will be several opportunities for stakeholder involvement.
- Mr. Niemczak mentioned Seattle and Minnesota as successful DSL implementation locations, and that drivers would be required to obey VSL through increased enforcement, though it will pose a challenge to state police.
- Joe Fiocco, Principal, SAFE Highway Engineering, questioned if DSL and Dynamic Lanes/Junctions would actually increase the number of rear-end crashes due to drivers changing lanes. Mr. Ward and Mr. DePan explained that the resulting steady traffic flow and reduced merging would ultimately reduce the frequency of these crashes.
- In response to why the enhancements would stop at Route 1, Emmanuel Anastasiadis, Traffic Operations Manager, PennDOT, explained I-76 opens to three lanes at that location and another study is looking at extending this effort from Vine Street to I-95.
- Warren Strumpfer, concerned citizen, inquired about connected vehicle availability along the corridor. According to representatives from Jacobs Engineering, because that technology is driven by the automobile industry, it is difficult to develop a precise timeline.

4. Run-off-Road (ROR) Emphasis Area

Roadway Departure Implementation Program (RDIP)

Lou Belmonte, Acting Assistant District Engineer, PennDOT District 6-0, presented information about PennDOT's RDIP. Nationwide, from 2010-2013 ROR crashes accounted for 56% of all crash fatalities and 17,791 fatalities in 2014. Driver error, such as texting or speeding, is a contributing factor in 93% of all ROR crashes. Other contributing factors include roadway condition, collision avoidance, and vehicle component error. Engineering solutions take a tiered approach, with the primary goal being to reduce the likelihood of leaving the roadway. This is followed by reducing the likelihood of hitting a hazard, reducing the impact if a hazard is struck, and finally, managing the risk of any resulting impact. When possible, engineering fixes are

implemented on a systematic level, however, budget constraints and situational uniqueness may require they be done on a spot location basis.

PennDOT currently manages the RDIP using several engineering improvements to reduce the number of ROR crashes. Centerline rumble strips, which are highly effective in reducing head-on crashes, have been systematically placed on over 5,000 miles of Pennsylvania roadways. Edge line and shoulder rumble strips, which have also proven effective in reducing ROR crash fatalities, are now on over 4,000 miles of the state's roadways. Though rumble strips may lead to increased surface deterioration, they are relatively inexpensive and highly effective.

High friction surface treatment (HFST) and NOVACHIP™ Surface Treatment are designed to increase skid resistance. PennDOT is using these technologies on curves and hydroplaning locations. Though relatively new, with limited data available, the results appear to be positive for the use of HFST. NOVACHIP™, where implemented has contributed to a 75% reduction in wet pavement crashes, including notable successes on PA Rt. 100. A future installation of NOVACHIP™ is planned for Kelly Drive in Philadelphia.

Cable median barrier, a relatively low cost approach for eliminating cross-over crashes on interstates, has been used extensively within District 6-0 and has led to significant reductions in these crash types.

Positive guidance, such as signage improvements and pavement marking enhancements are applied on a location by location basis. To reduce the consequences of leaving the roadway, PennDOT is focusing on shielding fixed objects, such as concrete piers, creating a more forgiving impact in the event of a crash. With DVRPC GIS mapping assistance, PennDOT tracks progress via web-mapping, which expedites RDIP management.

I-76 Embankment Crash Incident Recap

Mr. Hand shared information about an incident involving a specific ROR crash along I-76 westbound that occurred February 15th, 2014. The unique circumstances and number of agencies involved showcased both the benefits of the incident management process as well as the need for continued advancement.

At roughly 6:00 AM on a cold and snowy morning, a driver had gone over the guide rail and plunged down a 300-foot drop-off onto a snow-covered embankment. Beginning with a vague 911 call reporting a possible crash, once on the scene, first responders safely reached the vehicle within 12 minutes. Heavy and awkward equipment had to be transported ¾ of a mile through nearly a foot of snow. Reaching the scene by the steep embankment, from the icy river, and from the adjoining snow covered railroad tracks required a multi-agency approach. Tasks included snow clearance and dealing with railroad facilities in order to get emergency responders to and from the scene safely. Properly securing the vehicle from above before safely removing the injured driver also demanded reliable and constant communication. Though ultimately successful (patient was transported to a trauma center), this complicated crash response effort provided opportunities for incident improvement, including identifying additional equipment needed, continued preparation for all weather conditions, and coordination and communication between multiple site locations among multiple agencies—FaceTime proved to be a reliable medium for communication.

5. Building Partnerships

Due to time constraints, the planned building partnerships activity was not able to take place. Ms. Schmidt thanked attendees, asked everyone to complete the exit survey, and reiterated the RSTF's ongoing goal to promote partnerships and develop relationships across agency lines, including, but not limited to, the RSTF and IMTFs. In closing, Ms. Schmidt encouraged continued discussion during lunch. Mr. King expressed his appreciation and reminded attendees to visit the emergency vehicles made available through the generosity of the I-76/I-476 Crossroads IMTF member agencies.

6. After Meeting Activity – Tour of Local Area Emergency Vehicles

After the meeting, attendees were invited to tour the emergency vehicles on display behind the training center, and to build partnerships between the two groups. Listed below are the organizations that participated in the emergency vehicle display.

Organization	Type of Equipment
1. Autobase – PennDOT	Freeway Service Patrol Vehicle
2. EVB Towing – PennDOT	Freeway Service Patrol Vehicle Medium/Heavy Duty Wrecker
3. Janeway Towing	75 Ton Rotator Tow Truck
4. Montgomery Co. Dept. of Public Safety	Field Command and Communications Unit HAZMAT Foam Unit
5. PA Turnpike	Ice Cream Sandwich LED Sequencing Road Surface Flares
6. Plymouth Community Ambulance Assoc.	Ambulance
7. Plymouth Fire Company	Rescue 43-Truck
8. Swedeland Fire Company	Utility 48-Fire Police Vehicle
9. VMSC Narberth Ambulance	Rehab/Mass Casualty Transit Bus

List of Meeting Attendees

Amato, Gregory	Lafayette Ambulance
Anastasiadis, Emmanuel	PennDOT District 6
Backer, Derrick	TMA Bucks
Bagley, Leo	PennDOT
Bair, Walt	PA Department of Environmental Protection
Belmonte, Lou	PennDOT District 6
Bertsch, Michael	PennDOT District 6
Bowe, Kevin	EVB Towing/PennDOT Freeway Safety Patrol
Bright, Sgt. Jeremy	Burlington City Police Department
Buerk, Jesse	DVRPC
Carafides, Paul	DVRPC
Dannenberg, Susan	Bicycle Coalition of Greater Philadelphia
Deguffroy, Bill	Chester County Planning Commission
DePan, Brian	Jacobs
Diamond, Officer James	Philadelphia Police Department – Traffic Unit
Dougherty, Jamie	Janeway Towing

Elliott, Michael	PennDOT District 6 – RTMC
Elverson, Sgt. Al	Upper Merion Township Police Department
Ewald, Jon	TMA of Chester County
Felske, Douglas	Radnor Fire Company
Fiocco, Joe	SAFE Highway Engineering
Fiscina, Carmine	FHWA
Fogel, James	PennDOT
Hand, Frank	Lower Merion Fire Department
Hudock, David	PA State Police – King of Prussia
Jackson, Charles	Pennsylvania Turnpike Commission
Jenaway, Bill	King of Prussia Volunteer Fire Company
King, Chris	DVRPC
Leiss, Todd	Pennsylvania Turnpike Commission
Lynch, Keith	FHWA
MacKavanagh, Kelvin	DVRPC Goods Movement Task Force
Maguire, Joseph	Radnor Fire Company
Matkowski, Laurie	DVRPC
McLean, James	Gladwyne Fire Company
Moore, Regina	DVRPC
Murphy, Bob	EVB Towing/PennDOT Freeway Safety Patrol
Murphy, Kevin	DVRPC
Neaderland, Zoe	DVRPC
Neff, Justin	DVRPC
Niemczak, Stan	Jacobs
Noble, Tracy	AAA Mid-Atlantic (New Jersey)
Nuble, Patrice	Philadelphia Streets Department
Orangers, Dennis	Montgomery County – DPS & Swedeland Vol. Fire Co.
Ott, Pat	MBO Engineering
Paral, James	FHWA
Park, Seri	Villanova University
Patel, Ashwin	PennDOT District 6 – Traffic
Popek, Matthew	Montgomery County Planning Commission
Reagle, Ed	PennDOT District 6 – Consultant PM
Roop, Randy	Autobase/PennDOT Freeway Safety Patrol
Rudzik, Stephen	Pennsylvania Turnpike Commission
Ruggiero, Sgt. Bob	Lower Merion Police Department – Traffic Safety Unit
Schmidt, Peggy	Partnership TMA
Schoonmaker, Elizabeth	DVRPC
Stemple, Beverlee	Montgomery County Department of Safety
Stemple, Officer Richard	Whitemarsh Township Police Department
Stocchi, Brandon	Plymouth Fire Company
Stoddert, Ian	Narberth Ambulance
Strumpfer, Warren	Citizen
Sullivan, Tom	Montgomery County Department of Safety
Tidwell, Jana	AAA Mid-Atlantic (Pennsylvania)
Turner, Elise	DVRPC
U'Selis, Sgt. Stephen	PA State Police – Troop K
Ward, John	DVRPC
Wilson, Jason	Montgomery County Department of Safety

Incident Management Task Force Update

PA

The IMTF's of PA (I-76/I-476, Delaware Co, Chester Co, Bucks Co) continue to meet on a quarterly basis, and updating of Incident Management Guidelines continues in each of the groups.

On June 7, 2016 a peer exchange on Part Time Shoulder Use was held for first responders at the Upper Merion Township Building. The peer exchange included participants from PennDOT, FHWA, Virginia DOT, Michigan DOT, Washington State DOT, Minnesota DOT and local first responders. The exchange provided local first responders with the background of Part Time Shoulder Use around the country and a forum to ask other first responders and DOT officials how incidents are handled on such roadways.

NJ

The New Jersey Statewide Incident Management Guidelines have been revised and updated and are waiting to be endorsed by the NJ Attorney General. These Statewide Guidelines form the backbone of all the NJ IMTF Incident Management Guidelines. The local guidelines include the Statewide Guidelines with an addendum which includes locally specific Incident Management guidelines. Currently the NJ Southern Area First Responders IMTF is updating their Incident Management guidelines. The Burlington Co and Mercer Co IMTF's will also begin working on an addendum for their respective groups.

DVRPC Transportation Operations Management

The Transportation Operations Master plan is currently in the process of being updated with the goal to create a TSM&O (Transportation Systems Management & Operations) plan. The TSM&O plan will be a more comprehensive plan including performance measures and a regional view of actively managing multimodal transportation.

The RIMIS (Regional Integrated Multimodal Information Sharing) program is also in the process of being updated. The update will create a more robust and user friendly program.

Pennsylvania 2016 – Key Legislative Issues
(June 2016)

Senior Mobility

AAA Position: Support
House Bill 2189 (Masser-R-Columbia, Montour, Northcumberland): Amending Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes, in miscellaneous fees, further providing for driver's license and learner's permit; and abrogating a regulation. Proposed legislation to waive the fee for state identification cards for any individual who received his or her initial identification card free of charge. Currently, older Pennsylvanians who surrender their driver's license receive an identification card free of charge. However, upon expiration of the identification card, a $28.50 fee is charged per renewal. For individuals on a fixed income, this fee is often burdensome. This legislation will reduce the cost by eliminating the fee, with the exception of the cost of the photograph, which will be charged by PennDOT.
Status: Reported to House Transportation June 20, 2016.

Ignition Interlock Devices

AAA Position: Support
Senate Bill 290 (Rafferty-R-Montgomery): Amends Title 75 (Vehicles) to expand ignition interlock requirements under current law for those who have committed Driving under the Influence (DUI) violations. Specifically, the requirement for a DUI offender to install an ignition interlock in his or her vehicle for one year after restoration of operating privilege is expanded to first-time offenders, except for first-time offenders whose Blood Alcohol Content (BAC) is less than 0.10%.
Status: Gov. Wolf signed SB 290 into law May 25, 2016; law takes effect in 60 days.

Child Passenger Protection

AAA Position: Support contingent upon changing language to AAA recommended language.
House Bill 1551 (Schlossberg, D-Lehigh): Rear facing child seats. Legislation to amend Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes by requiring children under the age of two to be in a rear-facing car seat while traveling in a vehicle. Pennsylvania currently requires all children under the age of four to be properly secured in an approved car seat, in either the front or back seat of a vehicle. The law does not specify how the car seat should face.
Status: Gov. Wolf signed HB 1551 into law June 13, 2016; law takes effect in 60 days.

Motor License Fund
AAA Position: Support
House Resolution 622 (Taylor, R-Phila): The House Transportation Committee passed a resolution requesting the Legislative Budget and Finance Committee (LBFC) assess if the Motor License Fund (MLF), dedicated to rebuilding roads and bridges, is being used for services not provided for in the State Constitution, specifically support for the Pennsylvania State Police. The Pennsylvania Constitution requires the MLF, made up of motor fuel taxes and license and registration fees, be used for maintenance and safety of our highways and bridges. The MLF is made up of driver's license and registration fees, and is supposed to be dedicated to improving highway safety.

The Motor License Fund is supposed to be dedicated to improving highway safety, in particular road and bridge maintenance and repairs throughout the state. However, during FY2014-15, $676 million from that fund went to State Police activities and not as intended for road and bridge repair projects. In 2013, AAA strongly supported Act 89, Pennsylvania's transportation funding legislation that increased driver's license and registration fees and the gas tax to support long overdue road and bridge repairs and maintenance.
Status: March 16, 2016 – Adopted; Legislative Budget and Finance Committee has six months to complete review *(due by September 2016).*

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Enhancing Senior Driver Safety

Preparing for the Road Ahead

AAA Senior Driver Safety and Mobility

Helping Seniors Drive Safer and Longer

Senior Driver Landscape

- Seniors represent the fastest growing segment of drivers
- 10,000 Americans turn 65 every day
- By 2020, it's estimated 1 in 6 people will be 65 or older, and most will still have a license to drive
- Overall, mature drivers have fewer crashes

Helping Seniors Drive Safer and Longer

Senior Driver Landscape

- Per mile driven, people in their 40s, 50s, and 60s are among those least likely to crash
- Drivers in their 70s get into about the same number of crashes per mile driven as do drivers in their 30s
- On average, drivers in their mid/late 80s still have lower crash rates per mile driven than do drivers in their 20s, and roughly half the crash rates of teenagers
- Teen drivers cause more fatal crashes than senior drivers

Examining the Aging Driver

- Fragility is the primary danger facing older drivers
  - Increasing inability of bones and tissue in aging drivers to withstand injury due to a crash
  - Increases around middle age and continues to rise with age
  - An aging driver might be at a higher risk of serious injury or death in a crash

Examining the Aging Driver

- What's happening to drivers as they age
  - Nearly half of senior drivers worry about losing their freedom and mobility when it's time to give up the car keys (AAA study)
  - 90% of senior drivers indicate the inability to driver would be a problem
  - 80% voluntarily avoid 1 or more high-risk driving situations (bad weather, night driving, heavy traffic, unfamiliar roads)

Helping Seniors Drive Safer and Longer

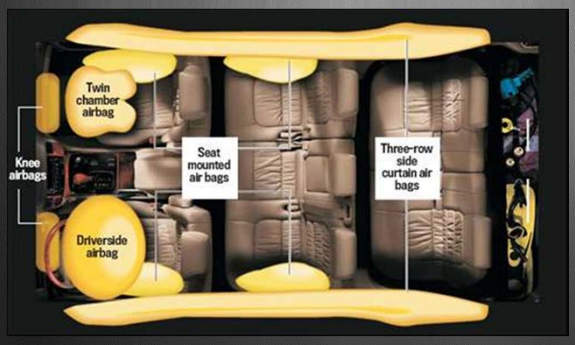
Examining the Aging Driver

- What's happening to drivers as they age
  - More than 75% of drivers age 65 or older report using one or more medications,
  - Less than one-third acknowledged awareness of the potential impact of the medications on driving performance

Helping Seniors Drive Safer and Longer

Vehicle Improvements

- Better seat belts, airbags

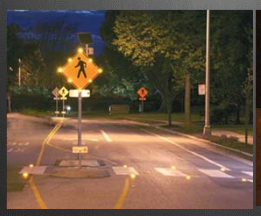


Mid-Atlantic Foundation for Safety and Education

Helping Seniors Drive Safer and Longer

Changing Roadways

- Simpler, brighter signs
- Larger, mixed case
- More left turn arrows
- Traffic calming

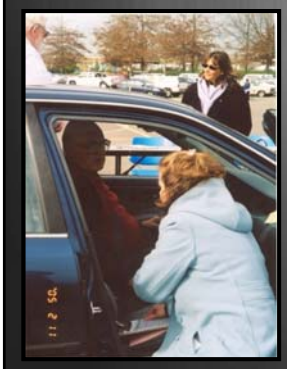


Mid-Atlantic Foundation for Safety and Education

Helping Seniors Drive Safer and Longer

CarFit

Helping Mature Drivers Find Their Safest Fit



Mid-Atlantic Foundation for Safety and Education

Enhancing Driver Safety

AAA

CarFit

- How to help mature drivers find their safest fit
- A community-based program that offers older adults the opportunity to check how well their personal vehicles “fit” them for maximum comfort and safety.

Mid-Atlantic Foundation for Safety and Education

Helping Seniors Drive Safer and Longer

AAA

CarFit Checks a Driver's:

CarFit
Helping Mature Drivers Find Their Safest Fit

- Safety belt use
- Steering wheel tilt
- Head restraint setting
- Line-of-sight over the steering wheel
- Positioning to airbag
- Positioning to gas and brake pedals
- Mirror adjustment/blind spot check
- Operation of all vehicle controls

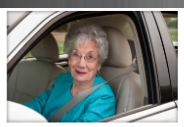
The last step of the 12 point check-up is where an Occupational Therapist discusses areas of concern with the participant

Mid-Atlantic Foundation for Safety and Education

Enhancing Driver Safety

AAA

Smart Features for Mature Drivers



SMART FEATURES FOR OLDER DRIVERS

A vehicle is one of the largest purchases a person makes, and it is critical to find the right one for you. To help older drivers know what to look for in a vehicle, AAA worked with the University of Florida Institute for Mobility, Activity, and Participation to help identify smart features for older drivers (SFOD) to optimize their comfort and safety. Use the tool at the bottom of the page to explore these smart features.

Our expert team recommends you consider the following factors when choosing the right vehicle:

- **Safety features**, such as seat belts and the positions and types of airbags.
- **Ergonomics**, or design features, that reduce operator fatigue and discomfort, such as adjustable pedals and seats.
- **Comfort**, such as ease of entry and exit, leg room and size of control buttons.
- **Value**, which incorporates the total cost of ownership including price, operating and maintenance costs, as well as reliability, fuel economy and resale value.

In addition, a variety of adaptive features can help compensate for physical changes or simply to make the vehicle fit you more comfortably and safely. Explore these smart features with the tool below.

Mid-Atlantic Foundation for Safety and Education

Helping Seniors Drive Safer and Longer

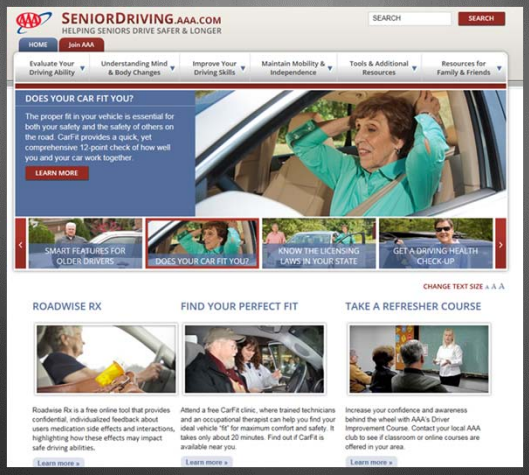
AAA

How Can Aging Affect Driving?

- As we age, medical conditions tend to accumulate
- Common conditions that impact driving:
  - **Visual Impairment** (night vision, cataracts, glaucoma, macular degeneration)
  - **Muscle Loss** (frailty, decreased range of motion)
  - **Hearing Loss** (1/3 Americans 65-75 experience hearing loss)
  - **Diminished Cognition** (often undiagnosed – memory loss, confusion, personality changes)

Enhancing Driver Safety

Resources for Families/Friends



Helping Seniors Drive Safer and Longer

Resources for Families/Friends

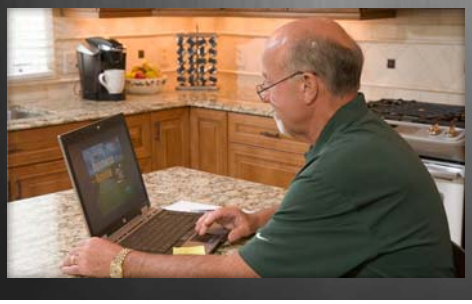
- **AAA.com/SeniorDriving**
  - Many children of older drivers are unaware that resources exist to effectively address the safety and mobility challenges of senior drivers
  - Goal to remain independent for as long as safely possible
  - Tools, action plans, alternative modes

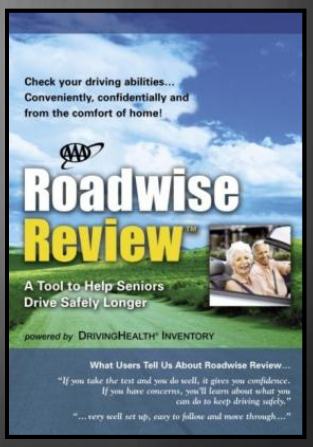
Resources for Families/Friends

- **Roadwise Review**
- **Roadwise RX**

Roadwise Review
roadwiseonline.org

Roadwise Review™





Mid-Atlantic Foundation for Safety and Education

Enhancing Driver Safety

AAA

Roadwise Review

- Goal – help seniors keep driving safely longer
- Online screening program (results are private and confidential)
- Combines the newest data and best resources
- Teaches top five causes of senior crashes - ways to avoid them.
- Utilizes video clips - shows real-life crashes and factors that contributed to them
- Results can be used as a guide with doctors, therapists, etc.
- Insurance discounts may apply

Mid-Atlantic Foundation for Safety and Education

Helping Seniors Drive Safer and Longer

AAA

RoadwiseRX

Mid-Atlantic Foundation for Safety and Education

Helping Seniors Drive Safer and Longer

RoadwiseRX

- **2/3 of senior drivers age 65 and older take FIVE or more daily medications that can affect their ability to drive safely.**
- **Prescription and over-the-counter medications come with WARNINGS about possible side effects, such as drowsiness or risks related to driving.**
- **Many people ignore warnings because they've never had a problem.**
- **Side effects for an individual drug can change when combined with other medications, especially new prescriptions.**

Mid-Atlantic Foundation for Safety and Education

Helping Seniors Drive Safer and Longer

RoadwiseRX

- **Medications known to impact driving include:**
  - **Tranquilizers**
  - **Narcotic pain pills**
  - **Sleep medicines**
  - **Some antidepressants**
  - **Cough medicines**
  - **Antihistamines**
  - **Decongestants**

Mid-Atlantic Foundation for Safety and Education

Helping Seniors Drive Safer and Longer

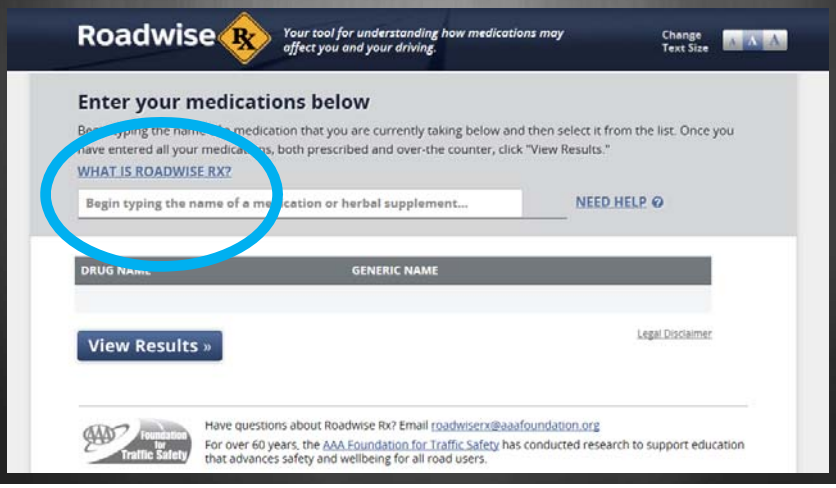
RoadwiseRX

- **Commonly-prescribed medications with known effects on driving for some people:**
  - **Anti-depressants**
  - **Anti-insomnia (sleeping pills)**
  - **Beta-blockers (blood pressure reducers)**
  - **Anti-coagulants (blood thinners)**
  - **Blood sugar medications (for diabetes)**
  - **Statins (cholesterol reducers)**
  - **Pain relievers and anti-arthritics**
  - **Anti-osteoporosis**
  - **Over-the-counter cold and allergy**

Mid-Atlantic Foundation for Safety and Education

Helping Seniors Drive Safer and Longer

Developed by the AAA Foundation for Traffic Safety, Roadwise Rx is a free online tool designed to allow you to record your prescription and over-the-counter medications in one central location, and to receive personalized feedback about how drug side effects and interactions between medications may impact your ability to drive safely.



Safety Knows No Age

AAA wants to help seniors drive as long as safely possible.

Thank You!

Jana Tidwell

AAA Mid-Atlantic

Manager, Public & Government Affairs

(302) 299-4426

jtidwell@aaamidatlantic.com

Mid-Atlantic Foundation for Safety and Education

Enhancing Driver Safety

Advancing RSTF Performance Measures

OBJECTIVES and MEASURES
BUILD, MAINTAIN, AND LEVERAGE PARTNERSHIPS
1. Maintain attendance at each RSTF meeting at least at the average of the previous cycle of meetings.
2. Have active participation by agencies representing Engineering, Enforcement, Education, and Emergency Response, as measured by at least two volunteer actions from agencies focused on each over a rolling four-meeting average.
3. Increase the number and effectiveness of partnerships fostered by participation in the RSTF as measured by a survey administered at the end of each meeting compared to a rolling four-meeting average.
INCREASE THE EFFECTIVENESS OF THE RSTF THROUGH STRATEGIES AND ACTIONS
4. Act on the strategies in the TSAP and the refinements of them developed at RSTF meetings. This is measured by each emphasis area meeting resulting in at least three volunteer actions and reporting on progress (shown in Tracking Progress table).
5. Market and promote safe transportation practices to a broader audience than RSTF participants: Seek a quarterly increase in the number of unique visitors to the RSTF webpages.
6. 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.

CR 534 (Blackwood-Clementon Road) Pedestrian and Bicyclist Road Safety Audit

Boroughs of Lindenwold, Pine Hill, and Clementon, NJ

Thursday, May 26, 2016

CR 534 (Blackwood-Clementon Road)

- Why this route?
  - Citizen concern for pedestrian & bicyclist safety on high traffic roadway
  - Highway Safety Improvement Program (HSIP) Eligible
    - Pedestrian and Intersection List
- Collaboration among:
  - DVRPC RSTF
  - NJ Division of Highway Traffic Safety
  - Camden County Highway Traffic Safety Task Force
  - Camden County Planning Division

Audit Team

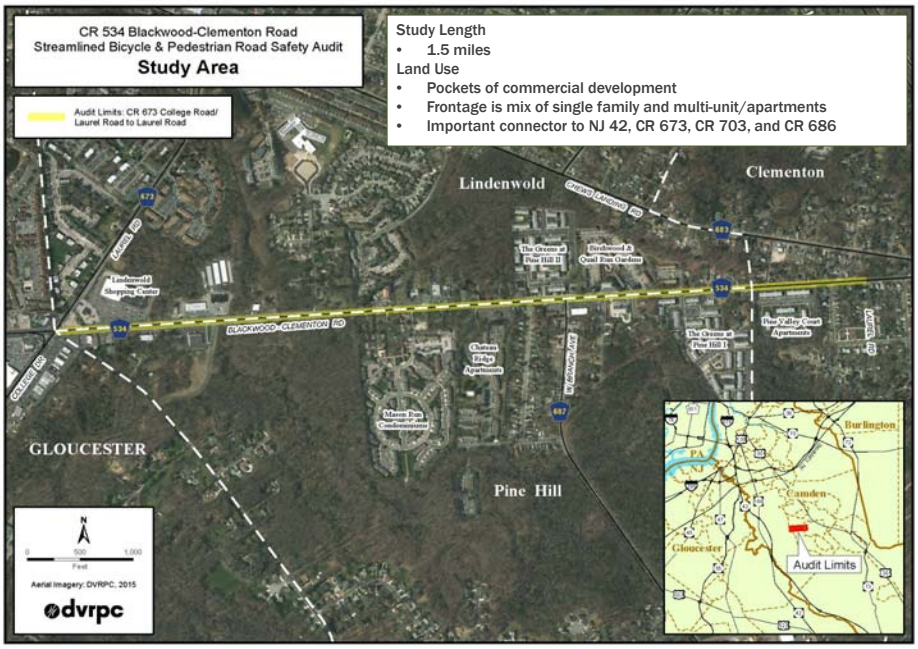
- Concerned citizens
- Camden County Planning Division
- Lindenwold Borough
- Clementon Borough
- Pine Hill Borough
- Gloucester Township
- Cross County Connection TMA
- NJDOT Transportation Data and Safety
- Bicycle Coalition of Greater Philadelphia
- Mason Run Condominiums
- AARP – Montgomery Co. PA
- DVRPC
  - Office of Transportation Safety and Congestion Management
  - Office of Transit, Bike, and Pedestrian Planning

Resources for Families/Friends

- **AAA.com/SeniorDriving**
  - Many children of older drivers are unaware that resources exist to effectively address the safety and mobility challenges of senior drivers
  - Goal to remain independent for as long as safely possible
  - Tools, action plans, alternative modes

Resources for Families/Friends

- **Roadwise Review**
- **Roadwise RX**



Lack of Continuous Pedestrian Access

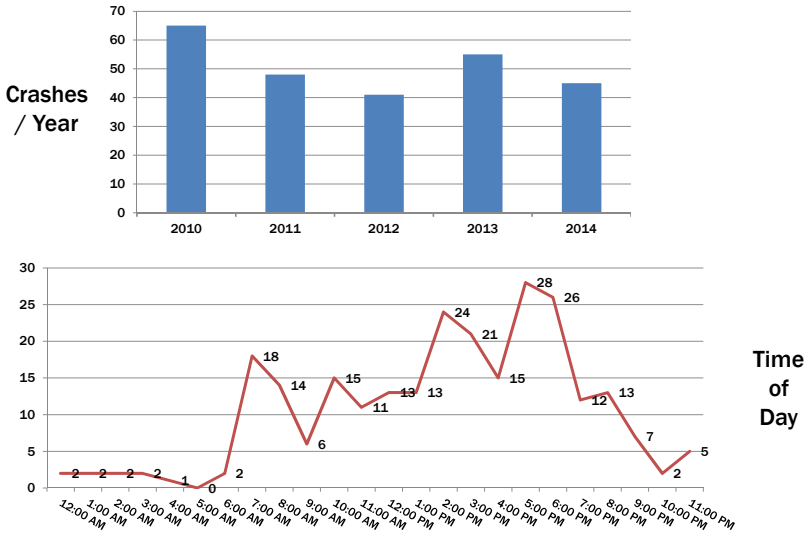
School Transportation

- Several buses travel and stop along CR 534
  - 6:30 to 8:30 AM
  - 2:00 to 4:00 PM
- 8 identified school bus stops
- No school bus stop signs posted in study area

Crash Data

- 254 Reportable Crashes
  - 2010 to 2014
  - In NJ, reportable criteria; personal injury, or minimum of $500 of property damage, determined by officer on the scene.
  - Police reports, detail sheets, crash rates

Corridor-wide Crash Findings



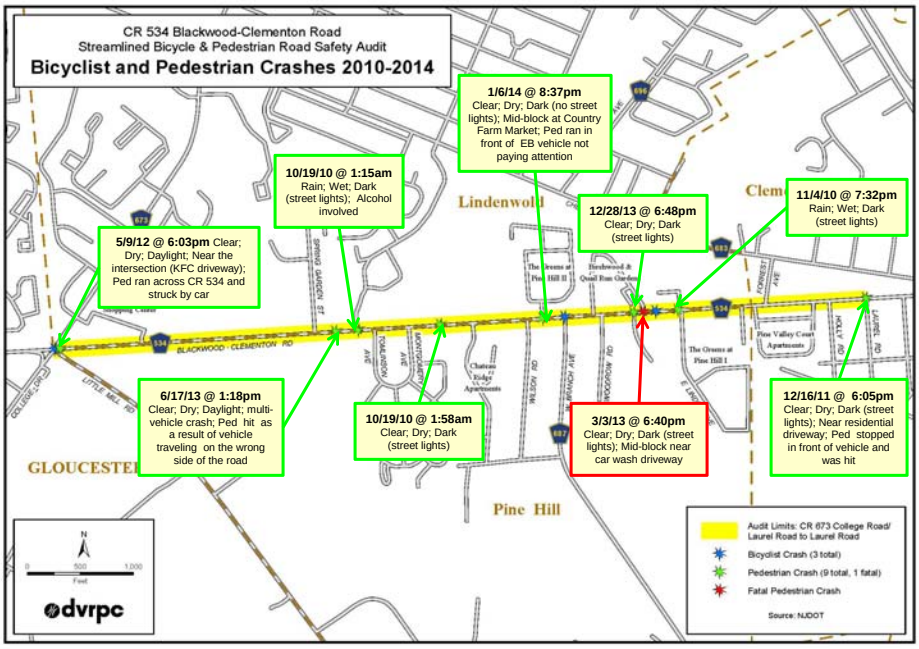
Pedestrian and Bicyclist Crashes

- 12 Vulnerable-User Crashes
  - 9 Pedestrian
  - 3 Bicyclist
  - Represent 4.7% of all crashes in analysis period
  - All crashes occurred between 1PM to 2AM

- 2014 Statewide County Road System - Comparison

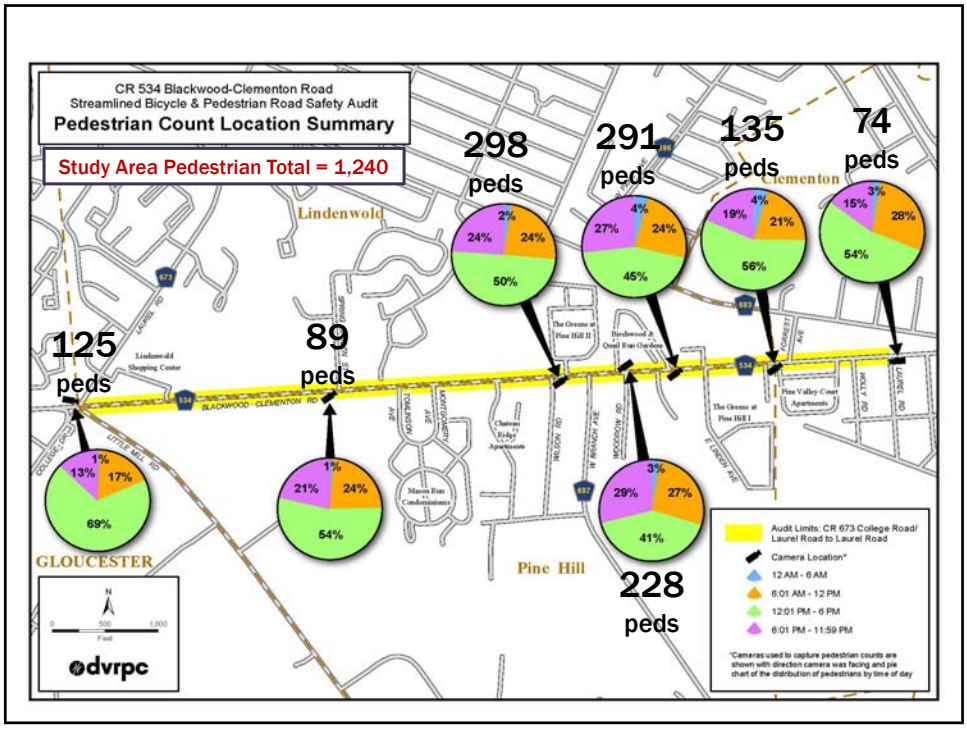
	Crash	Percentage	2014 State Average
Pedestrian	9	3.54%	1.19%
Bicyclists	3	1.18%	0.51%

  - Pedestrian and bicyclist crashes in study area above the statewide average

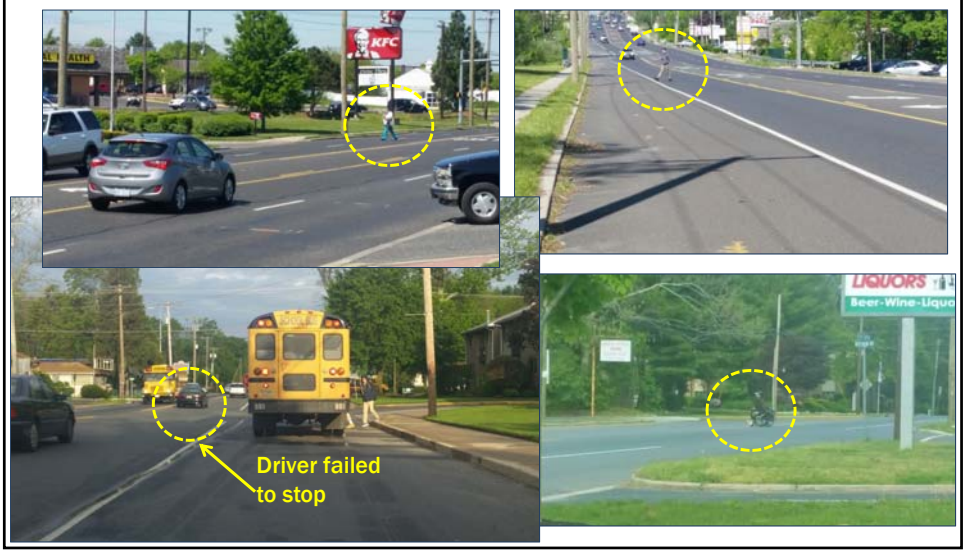


Pedestrian and Bicyclist Counts

- March 22, 2016
  - Clear, dry, conditions
- 24-Hour Counts
  - Post mounted cameras
- 7 Count Locations
  - 4 east / 3 west
- Study Area Tally
  - 1,240 pedestrians
  - 179 bicyclists



Few Marked Crosswalks (video)



Thank you!

- Warren Strumpfer

Crash Trends: DVRPC Region - PA Counties

HIGHWAY FATALITIES: January - March 2016															
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	TOTAL	Same time last year	% change
Bucks	4	4	2										10	13	-23.08
Chester	2	1	3										6	8	-25
Delaware	0	4	3										7	6	16.67
Montgomer	1	4	3										8	6	33.33
Philadelphi	3	4	7										14	12	16.67
Total	10	17	18	0	0	0	0	0	0	0	0	0	45	45	0

5-YEAR RUNNING AVERAGE FATALS: 2011-2015													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	TOTAL
Bucks	23	14	20	22	19	18	27	26	20	31	34	15	269
Chester	14	11	10	11	15	14	19	8	12	17	27	15	173
Delaware	8	10	9	13	11	5	12	8	7	14	11	14	122
Montgomer	12	9	14	13	20	10	16	24	22	23	24	15	202
Philadelphi	35	29	32	43	47	26	48	38	45	45	40	46	474
Total	92	73	85	102	112	73	122	104	106	130	136	105	1240
Monthly Average	18	15	17	20	22	15	24	21	21	26	27	21	248

HIGHWAY INJURIES: January - March 2016															
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	TOTAL	Same time last year	% change
Bucks	281	270	319										870	909	-4.29
Chester	182	183	154										519	612	-15.2
Delaware	268	245	243										756	738	2.44
Montgomer	397	412	386										1195	1325	-9.81
Philadelphi	862	1004	1079										2945	2257	30.48
Total	1990	2114	2181	0	0	0	0	0	0	0	0	0	6285	5841	7.6

5-YEAR RUNNING AVERAGE INJURIES: 2011 - 2015													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	TOTAL
Bucks	1570	1302	1472	1476	1666	1727	1615	1736	1676	1842	1712	1668	19462
Chester	977	928	935	905	1176	1146	1031	1074	1103	1193	1009	1118	12595
Delaware	1257	1098	1239	1288	1550	1512	1292	1420	1284	1696	1394	1394	16424
Montgomer	2346	1864	2108	2202	2438	2320	2298	2400	2343	2704	2536	2419	27978
Philadelphi	3886	3774	4744	5272	5752	5537	5169	5156	5228	5335	4905	4723	59481
Total	10036	8966	10498	11143	12582	12242	11405	11786	11634	12770	11556	11322	135940
Monthly Average	2007	1793	2100	2229	2516	2448	2281	2357	2327	2554	2311	2264	27188

Crash Trends: DVRPC Region - PA Counties

HIGHWAY CRASHES: January - March 2016															
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	TOTAL	Same time last year	% change
Bucks	506	474	484										1464	1590	-7.92
Chester	376	417	309										1102	1389	-20.66
Delaware	384	391	390										1165	1213	-3.96
Montgomer	736	698	637										2071	2294	-9.72
Philadelphia	906	917	1001										2824	2403	17.52
Total	2908	2897	2821	0	0	0	0	0	0	0	0	0	8626	8889	-2.96

5-YEAR RUNNING AVERAGE CRASHES: 2011-2015													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	TOTAL
Bucks	2791	2203	2327	2175	2435	2418	2245	2299	2350	2887	2686	2899	29715
Chester	2277	1802	1741	1612	1913	1831	1636	1778	1798	2305	2057	2303	23053
Delaware	2003	1703	1856	1792	2054	1988	1662	1850	1816	2294	2030	2216	23264
Montgomer	3858	3155	3297	3164	3426	3294	3143	3151	3350	4063	3931	4024	41856
Philadelphia	3986	3722	4490	4789	5070	4985	4612	4742	4786	5043	4684	4772	55681
Total	14915	12585	13711	13532	14898	14516	13298	13820	14100	16592	15388	16214	173569
Monthly Average	2983	2517	2742	2706	2980	2903	2660	2764	2820	3318	3078	3243	34714

NEW JERSEY CRASH TRENDS (2010 TO 2015)

Total Crashes (2015)											
January	February	March	April	May	June	July	August	September	October	November	December
3,174	2,938	3,727	3,200	3,391	3,411	3,241	3,075	2,945	3,272	3,254	3,930

Incapacitating Injuries (2015)											
January	February	March	April	May	June	July	August	September	October	November	December
11	17	19	12	20	17	18	32	16	15	19	12

Total Fatalities (2015)											
January	February	March	April	May	June	July	August	September	October	November	December
14	4	14	9	11	16	10	11	6	8	8	22

5 year Crash Average (2010 - 2014)											
January	February	March	April	May	June	July	August	September	October	November	December
4288.8	3876.4	3753.8	3807.6	4172	4104.2	3855.6	3758.8	3850.8	4397	4340.6	4449.2

5 year Incapacitating Injury Average (2010 - 2014)											
January	February	March	April	May	June	July	August	September	October	November	December
22.8	22.2	25	29.4	33.6	29.4	32.6	31.6	26.8	30.2	24	25.4

5 year Fatal Average (2010 - 2014)											
January	February	March	April	May	June	July	August	September	October	November	December
10.4	6.6	12.4	10.6	11	10.8	13	11	9.2	11.6	8.8	14.6

Table 13: Recommended Strategies and How to Accomplish Them (continued)

SUSTAIN SAFE SENIOR MOBILITY	
Recommended Strategies	**Actions and Lead Agencies (to be refined at RSTF meetings)**
1. Partner more closely with the insurance and medical communities for safety planning, especially oriented to seniors. [Policy]	1. Strategies include: **(RSTF and partners)** a. Bring in at least one member each of the insurance and medical communities to an RSTF meeting to promote dialogue and cooperation. b. Publicize existing insurance rate reductions for completing safety training courses and ask if they can be increased; seek a discount on insurance at any age for taking a safety class in PA, similar to NJ. c. Reach out to major drug store chains to provide information to pharmacists, or otherwise coordinate with some pharmacists on issues of medication and driving. Report lessons learned for use by other RSTF members. d. Help distribute information on steps family members, friends, and neighbors can take if they are concerned about a senior person's driving**.**
2. Publicize services and coordinate to improve mobility alternatives to driving alone. [Education]	2. Update and refine the existing senior services toolbox (include information on senior driving-related legislation and new local senior safety initiatives such as "Safe Routes for Seniors" and Elder District Designations) and share with RSTF to post on members' agency websites and/or newsletters. **(DVRPC)**
3. Promote Livable Communities and Complete Streets policies with regards to senior safety and mobility options, especially to promote the placement of new senior living facilities/communities in walking/transit-accessible locations that are close to services and resources. This is a shared strategy with Pedestrian Safety. [Policy/Engineering]	3. Prepare list of states, counties, and municipalities in the region that have adopted such policies, share with counties and municipalities (zoning officials), and developers for consideration in where to zone and build senior living communities. **(NJDOT, PennDOT, counties, RSTF partners)**
4. Promote use of FHWA's *Highway Design Handbook for Older Drivers and Pedestrians* which includes best practices that promote senior-safe design elements. [Engineering/Education]	4. Research successful regional implementations of the design elements and present findings to RSTF at subsequent meeting. **(NJDOT and PennDOT, RSTF and partners)**
5. Explore other states' senior driver license re-testing requirements to inform a change to current policy. [Education/Policy]	5. Review other states' license re-testing requirements for seniors. Note data-driven approaches (e.g., crash characteristics unique to mature drivers). Present findings at subsequent RSTF meeting, determine next steps. **(RSTF and partners)**