



## **Meeting Agenda**

**Tuesday, October 4, 2016, 9:30 AM – Noon**

- 1. Welcome and Introductions**
- 2. Emphasis Area Focus – INTERSECTION SAFETY**
  - **George Fallat P.E.**, Traffic Engineer, Mercer County Engineering Department: Common sense solutions to intersection safety
  - **Ian Stoddart**, Deputy Chief, Volunteer Medical Service Corps (VMSC) of Lower Merion and Narberth: A first responder's perspective on improving intersection safety
- 3. Developing Action Items**

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 June 2016 meeting highlights
  - Action item updates
- 5. First Responders' Update**
- 6. Legislative Update**
- 7. DVRPC Staff Updates on Safety Efforts**
  - RSTF FY'17 Special Safety Study – Speeding
  - Streamlined Pedestrian and Bicyclist RSA wrap up
  - Safety funding resources and DVRPC's relationship to RSTF
  - Regional Stakeholder's Safety Projects Update
- 8. 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 June 29, 2016 RSTF Meeting

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

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

### **1. Welcome and Introductions** (9:38 AM)

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

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

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

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

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

Questions:

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

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

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

Questions:

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

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

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

Questions:

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

### **3. Developing Action Items** (10:20)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **6. Legislative Update** (11:28)

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

## **7. Update from Streamlined RSA** (11:30)

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

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

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

Question:

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



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

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

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

Question:

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

**9. Open Forum**(11:55)

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

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

**10. Adjournment** (11:57)

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

**JUNE 29<sup>TH</sup>, 2016 MEETING ATTENDEES LIST**

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

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

## **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.

A Pennsylvania Traffic Incident Management (TIM) Summit is being organized for November. It aims to bring all parties responsible for TIM across the state together to discuss the state of TIM in PA. The summit also hopes to plant the seed for a Statewide Incident Management Program. More information will follow as it becomes available.

### **NJ**

The New Jersey Statewide Incident Management Guidelines have been revised and updated and now have a letter signed by the NJ Attorney General. The letter states that the guidelines are the best practices for incident management as recommended by first responders.

The NJ Southern Area First Responders (SAFR) IMTF has updated their Incident Management guidelines. The NJ SAFR Incident Management Task Force has extended their group to now cover down NJ 55 through Gloucester County. The extension now covers the same territory as the New Jersey State Police's Bellmawr Barracks.

The Burlington Co and Mercer Co IMTF's will also begin working on an addendum for their respective guidelines.

## **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 has been updated. The update created a more robust and user friendly program, that is now completely web based.





## **Preliminary Timeline of Future RSTF Meetings**

### **RSTF Meeting – October 4, 2016**

- EA #8 – Intersection Safety (last emphasis area of current cycle)
- Ask for volunteers interested in becoming the next co-chair

### **RSTF Meeting – December 8, 2016**

- Crash Data Fest
  - PennDOT and NJDOT – Highlights on crash trends, accomplishments, barriers
  - DVRPC – Analysis results from 2016 Crash Data Memo
- RSTF Year-end Review
  - Update on Special Safety Study (SSS) – Speed
  - Accomplishments, Review of performance measures
- Bill Bean's last meeting as co-chair
  - Vote and introduce next RSTF co-chair

### **RSTF Meeting – March 2017**

- Special work session for 2017 SAP
  - Brainstorm and discuss safety strategies
- Present draft of 2016 Crash Data Memo
- Focus on non-EA safety topic (safe car technology, what are other countries doing in terms of safety, etc.)
- Provide update on SSS
  - Brief introduction of next cycle's SSS; start thinking about study ideas

### **RSTF Meeting – June 2017**

- EA #1
- Provide update on 2017 SAP
- FY 17 RSTF/DVRPC Special Safety Study Final Update (product distribution)
- Recap of SSS and preview FY'18 kick-off

### **RSTF Meeting – September 2017**

- EA #2
- Introduce FY'18 SSS to full RSTF
- Ask for volunteers interested in becoming the next co-chair

### **RSTF Meeting – December 2017**

- EA #3
- Provide update on SSS
- Peggy Schmidt's last meeting as co-chair
  - Vote and introduce new co-chair



### Crash Trends: DVRPC Region: PA Counties

HIGHWAY FATALITIES: January - June 2016														TOTAL	Same time last year	% change
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec				
Bucks	4	4	2	7	2	5								24	24	0
Chester	2	1	3	1	3	3								13	13	0
Delaware	0	4	3	1	4	3								15	12	25
Montgomery	1	4	3	6	4	2								20	13	53.85
Philadelphia	3	4	7	7	10	8								39	34	14.71
<b>Total</b>	<b>10</b>	<b>17</b>	<b>18</b>	<b>22</b>	<b>23</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>111</b>	<b>96</b>	<b>15.63</b>

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
Montgomery	12	9	14	13	20	10	16	24	22	23	24	15	202
Philadelphia	35	29	32	43	47	26	48	38	45	45	40	46	474
<b>Total</b>	<b>92</b>	<b>73</b>	<b>85</b>	<b>102</b>	<b>112</b>	<b>73</b>	<b>122</b>	<b>104</b>	<b>106</b>	<b>130</b>	<b>136</b>	<b>105</b>	<b>1240</b>
<b>Monthly Average</b>	<b>18</b>	<b>15</b>	<b>17</b>	<b>20</b>	<b>22</b>	<b>15</b>	<b>24</b>	<b>21</b>	<b>21</b>	<b>26</b>	<b>27</b>	<b>21</b>	<b>248</b>

HIGHWAY INJURIES: January - June 2016														TOTAL	Same time last year	% change
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec				
Bucks	281	271	319	310	343	299								1823	1791	1.79
Chester	186	191	164	185	211	203								1140	1228	-7.17
Delaware	270	246	251	250	275	292								1584	1553	2
Montgomery	397	415	388	441	471	482								2594	2650	-2.11
Philadelphia	862	1007	1086	1057	1187	1141								6340	5440	16.54
<b>Total</b>	<b>1996</b>	<b>2130</b>	<b>2208</b>	<b>2243</b>	<b>2487</b>	<b>2417</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13481</b>	<b>12662</b>	<b>6.47</b>

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

HIGHWAY CRASHES: January - June 2016																
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	TOTAL	Same time last year	% change	
<b>Bucks</b>	508	475	489	473	503	461							2909	2900	0.31	
<b>Chester</b>	394	434	329	378	400	408							2343	2457	-4.64	
<b>Delaware</b>	387	395	401	379	438	409							2409	2408	0.04	
<b>Montgomery</b>	738	702	642	674	769	668							4193	4219	-0.62	
<b>Philadelphia</b>	906	918	1006	1034	1109	1036							6009	5380	11.69	
<b>Total</b>	2933	2924	2867	2938	3219	2982	0	0	0	0	0	0	17863	17364	2.87	

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



## Crash Trends: DVRPC Region - NJ Counties

### Total Crashes (2016)

January	February	March	April	May	June	July	August	September	October	November	December
2568	2663	2610	2617	2672	1669	915	237				

### Incapacitating Injuries (2016)

January	February	March	April	May	June	July	August	September	October	November	December
9	11	17	19	17	8	4					

### Total Fatalities (2016)

January	February	March	April	May	June	July	August	September	October	November	December
13	6	10	4	5							

### 5 year Crash Average (2011 - 2015)

January	February	March	April	May	June	July	August	September	October	November	December
4118.4	3537.4	3673.4	3597.4	4008.4	3940.2	3688.4	3611.8	3626.6	4129	4119.6	4254.8

### 5 year Incapacitating Injury Average (2011 - 2015)

January	February	March	April	May	June	July	August	September	October	November	December
17.8	19.4	20	20.8	23.2	22.6	21.8	24.8	21.2	22.8	18.2	17.8

### 5 year Fatal Average (2011- 2015)

January	February	March	April	May	June	July	August	September	October	November	December
10.6	6.4	12.6	9.4	10.2	12.4	11.2	11	8.6	8.6	8.8	15



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

<b>IMPROVE THE DESIGN AND OPERATION OF INTERSECTIONS</b>	
<b>Recommended Strategies</b>	<b>Actions and Lead Agencies (to be refined at RSTF meetings)</b>
<p>1. Spread the word to make roadway signage and signalized intersections as clear and simple as possible. [Engineering/Education]</p> <p>2. Promote and incentivize the use of FHWA’s proven intersection safety countermeasures to local and county roadway owners, (e.g., roundabouts, pedestrian crossing refuge islands, signal back plates with retro-reflective borders), and provide information on funding these improvements. [Education/Engineering]</p> <p>3. Educate the public and first responders on crash scene safe practices to maintain operations of intersections and improve speed of medical treatment. [Emergency Response/Education]</p> <p>4. Review intersection definitions used by NJDOT and PennDOT and promote regional consistency in identifying problem intersections for network screenings and eventual improvements. [Education/Engineering]</p> <p>5. Research and promote educational programs that assist roadway owners in accessing HSIP funds for safety improvements at intersections. [Education]</p>	<p>1. Actions to promote include <b>(NJDOT and PennDOT, counties)</b>:</p> <ul style="list-style-type: none"> <li>a. Improve signage and place it properly in advance of the intersection as per MUTCD recommendations.</li> <li>b. One overhead signal head per lane with a back plate.</li> <li>c. Re-time signals with every project.</li> <li>d. Perform regular, routine maintenance on traffic signals and signage.</li> </ul> <p>2. Research and assemble regional examples of installations of these improvements with information on the funding process, especially the HSIP, and from it create a short handout for distribution to local and county roadway owners (e.g., good examples are Burlington County’s two recent roundabout projects). <b>(counties, DVRPC)</b></p> <p>3. Actions include:</p> <ul style="list-style-type: none"> <li>a. Based on RSTF discussion, add appropriate links or information to websites. <b>(first responders, RSTF and partners)</b></li> <li>b. Educate the motoring public about the laws with an emphasis on driver’s responsibilities in Move It and Move Over laws. <b>(RSTF and partners)</b></li> </ul> <p>4. Research <b>NJDOT and PennDOT</b> engineering practices regarding intersection safety diagnosis and improvement strategies (ISIP, NJ’s intersection list), prepare a summary, and share with RSTF at subsequent meeting. <b>(NJDOT and PennDOT)</b></p> <p>5. Partner with state and federal agencies for information on best practices from throughout the nation; compile model program examples and share with local roadway owners. <b>(NHTSA, RSTF partners)</b></p>