



## **RSTF SPECIAL STRATEGIES SESSION AGENDA**

**Tuesday, July 25<sup>th</sup>, 2017, 9:30 AM – 12:00 PM**

**9:30 Welcome, Introductions, Instructions for the Day**

**9:45 Breakout Groups**

### **Breakout Session 1**

- **EA #1 – Impaired Driving (Group A)**
- **EA #2 – Distracted Driving (Group B)**

### **Breakout Session 2**

- **EA #3 – Intersection (A)**
- **EA #4 – Ped/Bike (B)**

## **POSTER SESSION AND BREAK**

### **Breakout Session 3**

- **EA #5 – Young Drivers (C)**
- **EA #6 – Aggressive Driving (D)**

### **Breakout Session 4**

- **EA #7 – Lane Departure (C)**
- **EA #8 – Sustain Safe Senior Mobility (D)**

**11:45 Wrap-up and Next Steps**

**NOON LUNCH**

Area	Recommended Strategies
<p>Impaired Driving (Group A)</p>	<ol style="list-style-type: none"> <li>1. Provide information for informed policy action on responsibilities of drivers, pedestrians, and bicyclists; making DUI a criminal offense in NJ; and exploring ways to support use of interlock devices after fewer offenses in both states. [Policy]</li> <li>2. Promote laws and outreach campaigns implemented to reduce impaired driving and evaluate their effectiveness. [Education/Policy]</li> <li>3. Support drug recognition expert (DRE) training to identify impaired driving. [Enforcement]</li> <li>4. Support development of standards for what constitutes impaired by definition for commonly abused controlled substances in NJ and PA (e.g.: cocaine, heroin, etc.) [Policy/Enforcement]</li> </ol> <p><b><u>NOTES</u></b></p>

Area	Recommended Strategies
Distracted Driving (Group B)	<ol style="list-style-type: none"><li data-bbox="410 247 1403 306">1. Promote laws and outreach campaigns implemented to reduce distracted driving and evaluate their effectiveness. [Education/Policy]</li><li data-bbox="410 344 1403 491">2. Promote organizations with successful bans on cell phone use while driving, and share model policy guidelines that others may use. Share information about cell phone safety programs run by private sector. Working with TMAs, encourage employers to institute distracted driving policies (bans on cell phone use while driving). [Education]</li><li data-bbox="410 529 1435 621">3. Coordinate with appropriate road owners on analysis to identify opportunities to create and promote safe pull-over areas for people to text/talk (NJDOT Safe Phone Zones). [Engineering]</li><li data-bbox="410 659 1451 718">4. Encourage traffic calming, rumble strips, and other engineering treatments to reduce crashes from distracted, drowsy, or impaired driving. [Engineering]</li></ol> <p data-bbox="410 789 505 814"><b><u>NOTES</u></b></p>

Area	Recommended Strategies
Intersection Safety (Group A)	<ol style="list-style-type: none"><li data-bbox="412 239 1403 302">1. Promote the benefits of making roadway signage and signalized intersections as clear, simple, and consistent as possible. [Engineering/Education]</li><li data-bbox="412 338 1435 464">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]</li><li data-bbox="412 499 1451 583">3. Promote education for the public and first responders on crash scene safe practices to maintain operations of intersections and improve speed of medical treatment. [Emergency Response/Education]</li><li data-bbox="412 619 1354 682">4. Research and promote educational programs that assist roadway owners in accessing HSIP funds for safety improvements at intersections. [Education]</li></ol> <p data-bbox="412 787 509 816"><b><u>NOTES</u></b></p>

Area	Recommended Strategies
Pedestrian and Bicycle (Group B)	<ol style="list-style-type: none"><li data-bbox="412 239 1398 302">1. Share experiences and evaluate the effectiveness of engineering approaches to improving pedestrian and bicycle safety in the region. [Engineering]</li><li data-bbox="412 338 1373 428">2. Promote adoption of Livable Communities, Complete Streets, and Vision Zero policies. This is a shared strategy with the Senior Drivers emphasis area. [Policy/Education]</li><li data-bbox="412 464 1403 527">3. Promote the capture of pedestrian and bicyclist crashes on police forms where a motor vehicle was not involved. [Policy/Enforcement]</li><li data-bbox="412 562 1446 625">4. Implement infrastructure and roadway improvements to support speed management to reduce risk of pedestrian and bicyclist fatalities. [Engineering]</li></ol> <p data-bbox="412 688 505 720"><b><u>NOTES</u></b></p>

Area	Recommended Strategies
Young Drivers (Group C)	<ol style="list-style-type: none"><li data-bbox="407 239 1446 302">1. Ensure Graduated Driver's License (GDL) violations and penalties are enforced and tracked. [Enforcement]</li><li data-bbox="407 338 1446 428">2. Support and spread the word about young driver safety education and media campaigns like the National Organizations for Youth Safety (NOYS) annual Global Youth Traffic Safety Month campaign and locally sponsored events. [Education]</li><li data-bbox="407 464 1446 554">3. Identify locations with high young driver populations and significant crash trends for consideration of improvements, share this information with municipalities and school districts to advance a safety culture. [Engineering/Education]</li><li data-bbox="407 590 1446 680">4. Partner with hospitals to research characteristics and trends unique to young drivers to draw upon for development of new educational and engineering opportunities. [Engineering/Education]</li></ol> <p data-bbox="407 785 505 816"><b><u>NOTES</u></b></p>

Area	Recommended Strategies
Aggressive Driving (Group D)	<ol style="list-style-type: none"><li>1. Provide information and analysis to inform policy discussions of aggressive driving and its elements, such as speeding, tailgating, and combinations of aggressive behaviors. [Policy]<ol style="list-style-type: none"><li>a. Help NJ move toward NHTSA definition.</li><li>b. Help advance use of radar for local police in PA.</li><li>c. Promote use of automated enforcement in work zones.</li></ol></li> <li>2. Further publicize enforcement details to increase their effectiveness and help disseminate factual information about enforcement, including in PA red-light running cameras (consider local streets and school zones which tend to have high pedestrian activity). [Enforcement]</li> <li>3. Support the long-term need for culture change around aggressive driving by communicating to the public what aggressive driving behaviors are and why they are so dangerous, including correlation between higher speeds and higher severity crashes, as well as the need to adjust driving to conditions/contexts. [Education]</li> <li>4. Look for opportunities to implement, incentivize, and publicize engineering and technology strategies such as traffic calming and road diets that can help reducing aggressive driving. [Engineering/Education]</li></ol> <p><b><u>NOTES</u></b></p>

Area	Recommended Strategies
Lane Departure (Group C)	<ol style="list-style-type: none"><li data-bbox="410 247 1451 394">1. Promote engineering best practices used by NJDOT and PennDOT, or recommended by FHWA (including proven countermeasures) in keeping vehicles on the roadway and suggest other agencies incentivize use of them. Share information about resources such as grants and how to participate in the TIP process. Focus promotion on county and local road operators. [Education]</li><li data-bbox="410 436 1451 520">2. Analyze data to identify run-off-the-road and cross-median crash trend locations in the region. Consider a focus on providing information on county and local roads and the consequences of roadside hazards. [Education/ Engineering]</li><li data-bbox="410 562 1451 625">3. Promote use of mile-post markers on rural roadways for more effective crash and incident locating. [Engineering/Emergency Response]</li><li data-bbox="410 667 1451 730">4. Gather and share analysis to figure out how to refine policies to keep vehicles on the roadway, perhaps differentiating between urban and rural conditions. [Engineering]</li></ol> <p data-bbox="410 751 505 783"><b><u>NOTES</u></b></p>



Area	Recommended Strategies
Senior Drivers (Group D)	<ol style="list-style-type: none"><li data-bbox="410 247 1419 304">1. Publicize services and coordinate to improve mobility alternatives to driving alone. [Education]</li><li data-bbox="410 342 1450 493">2. Promote Livable Communities, Complete Streets, and Vision Zero 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 the Pedestrian and Bicycle emphasis area. [Policy/Engineering]</li><li data-bbox="410 531 1455 619">3. 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]</li><li data-bbox="410 657 1370 714">4. Explore PA and NJ driver's license retesting requirements that would inform a change to current policy. [Education/Policy]</li></ol> <p data-bbox="410 787 505 814"><b><u>NOTES</u></b></p>

Area	Recommended Strategies
Heavy Truck (Poster)	<ol style="list-style-type: none"><li>1. Use traffic and crash data to identify critical corridors for focused enforcement. [Enforcement]</li><li>2. Promote trucks equipped with added safety measures such as under-ride guards, especially for fleets serving urban areas. [Education]</li><li>3. Promote vehicle safety technologies for commercial vehicles and their drivers. [Policy/Education]</li><li>4. Promote development of a regional system for truck and bus parking facilities to reduce driver fatigue. [Engineering]</li><li>5. Consider commercial vehicle safety and size/weight enforcement in the planning, design, and operation of the regional transportation system. [Engineering]</li><li>6. Improve access between the state highway network and truck generators to reduce interactions between heavy trucks and passenger vehicles. [Engineering]</li></ol> <p><b><u>NOTES</u></b></p>

Area	Recommended Strategies
<p>Motorcycle (Poster)</p>	<ol style="list-style-type: none"> <li>1. Increase general motorcycle awareness campaigns, and promote existing programs. [Education]</li> <li>2. Increase and enhance training for EMS on handling motorcycle crashes. [Emergency Response]</li> <li>3. Work with roadway owners to identify roadway deficiencies that hinder motorcyclists. [Engineering]</li> <li>4. Enact and enforce motorcycle helmet legislation for all ages and riders in Pennsylvania. [Policy]</li> <li>5. Incorporate motorcycle safety into routine roadway inspections, design, and construction projects. [Engineering]</li> <li>6. Work to enhance education effort related to motorcycle specific roadway concerns. [Education/Engineering]</li> <li>7. Promote the importance of all levels of motorcycle rider training and increase the availability of trainings. [Education]</li> </ol> <p><b><u>NOTES</u></b></p>

Area	Recommended Strategies
Train and Trolley (Poster)	<ol style="list-style-type: none"><li data-bbox="410 239 1305 302">1. Identify high crash potential crossings for improvements or enforcement. [Engineering/Enforcement]</li><li data-bbox="410 338 1344 401">2. Implement safety countermeasures at crossings with high pedestrian traffic. [Engineering]</li><li data-bbox="410 436 1427 468">3. Partner with freight railroads and Amtrak to promote public awareness. [Education]</li><li data-bbox="410 504 1349 535">4. Promote enforcement campaigns and increase their visibility. [Enforcement]</li><li data-bbox="410 571 1380 602">5. Use crash and violation data to target problematic intersections. [Enforcement]</li><li data-bbox="410 638 1427 732">6. Improve visibility at grade crossings by removing obstacles (i.e., trees, fences, and buildings) that prevent drivers from having a clear view of approaching trains. [Engineering]</li></ol> <p data-bbox="410 831 505 863"><b><u>NOTES</u></b></p>

Area	Recommended Strategies
<p>Unbelted (Poster)</p>	<ol style="list-style-type: none"> <li>1. Enact and enforce primary seat belt laws in Pennsylvania and support primary seat belt legislation covering all passengers in all seating positions in New Jersey. [Policy]</li> <li>2. Continue to conduct high-profile child passenger safety inspection clinic events at multiple community locations to educate on the proper use of restraint devices. [Education]</li> <li>3. Provide access to appropriate information, materials, and guidelines for those implementing programs to increase occupant restraint use. [Education]</li> <li>4. Implement parent education programs on topics related to child restraints and child occupant safety practices. [Education]</li> <li>5. Increase fines for violating seat belt and child restraint legislation. [Enforcement/Policy]</li> <li>6. Focus on night-time seat belt enforcements, when usage is lowest. [Enforcement]</li> </ol> <p><b><u>NOTES</u></b></p>

Area	Recommended Strategies
Work Zone (Poster)	<ol style="list-style-type: none"><li data-bbox="412 239 1338 331">1. Support legislation for automated traffic enforcement— including pervasive automated speed enforcement and applications for work zones. [Enforcement/Policy]</li><li data-bbox="412 365 1442 432">2. Educate workers on safety practices in work zones and promote campaigns like National Work Zone Awareness Week and Operation Orange Squeeze. [Education]</li><li data-bbox="412 466 1354 495">3. Improve speed management and enforcement in work zones. [Enforcement]</li><li data-bbox="412 529 1438 596">4. Accommodate non-motorized users in design of traffic control plans for work zones. [Engineering]</li><li data-bbox="412 630 1393 659">5. Provide work zone training to law enforcement and first responders. [Education]</li><li data-bbox="412 693 1455 722">6. Participate in and promote work zone safety public awareness initiatives. [Education]</li></ol> <p data-bbox="412 756 506 785"><b><u>NOTES</u></b></p>