Enforcement and Traffic Safety

April 16, 2021

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Housekeeping

- Number of attendees

- Meeting recorded

- Use Chat feature for questions and to relay technical issues

- Mic and video features enabled for breakout groups

Opening Remarks

- **Patricia Ott, P.E., RSP,** Managing Member, MBO Engineering, LLC

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

Share the conversation!

Use **#rstf** during today's meeting, and

tag **@DVRPC**

Opening Remarks

- Minutes, materials, and recording from the previous meetings are available on the RSTF webpage

- Welcome to new co-chair:

  - **Sharang Malaviya, P.E.,** Traffic Safety Supervisor, PA Department of Transportation

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Meeting Goals

- Start a conversation about what role enforcement should play in traffic safety in the region

- Discuss what is working and what isn't working to decrease traffic deaths through enforcement strategies

- Identify areas for further research and study, as well as collaboration

- Understand this conversation will continue into future RSTF meetings

Breakout Groups

- Meant to facilitate conversation, think of the group as your tablemates if we were meeting in person

- No official reportback, but ideas/comments/questions should be added to the Chat *after you return to the main room*

  - **IMPORTANT!** Anything added to the Chat while you're in the breakout room will only be visible to your group. It will not be visible to the full meeting unless it is posted after you return to the main room

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Group Agreements

- Everyone will have a chance to speak.

- It's OK to disagree.

- Disagree with the idea, not the person.

- Do not interrupt each other.

- If you get stuck: park the issue so the process can keep moving.

- Remember that this is a learning space, we're learning together
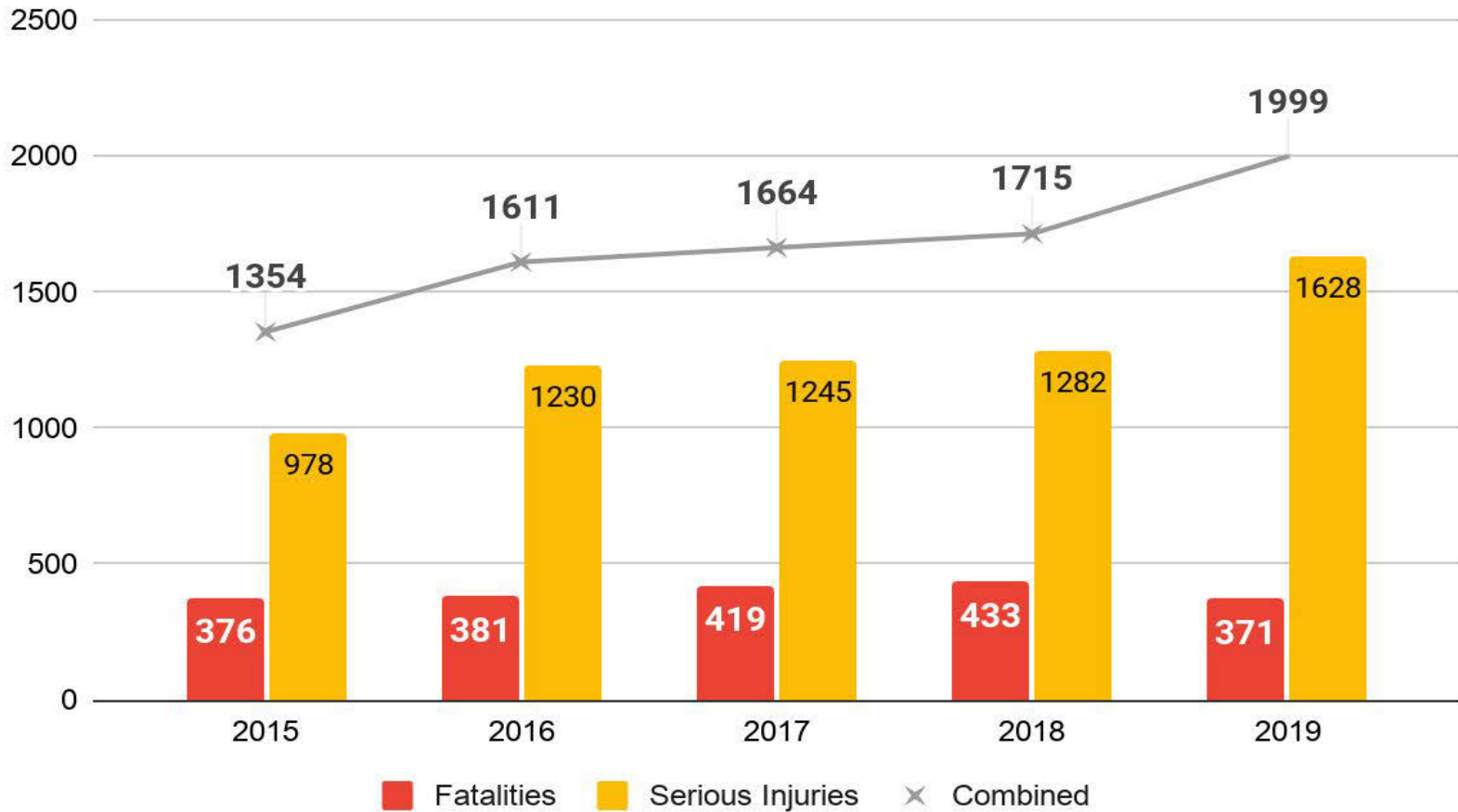
- [Insert anything else for this group...]

Keynote Presentation

- **Sarah Seo,** Professor of Law, Columbia Law School

Introduction

- **Kevin Murphy,** Manager, Office of Safe Streets, Delaware Valley Regional Planning Commission

Total KSI – Regional Trend (by person) 2015-2019

Pandemic Effect: 2020 National Crash Trends

U.S., 2019 vs. 2020 (National Safety Council):

- People drove 13% fewer miles (*volumes went down*)
- Crash fatalities increased 8% (*more people died*)

Philadelphia, 2019 vs. 2020 (OTIS):

- Preliminary numbers for Philadelphia: apprx. 80% increase in crash fatalities in 2020 over the previous annual average for 2015-2019

"The spike in traffic deaths defied historical trends: Economic downturns and reduced congestion typically lead to fewer fatal crashes, federal researchers say."

https://www.nytimes.com/2021/01/01/nyregion/nyc-traffic-deaths.html

Crashes and Communities of Concern

In the DVRPC Region...

43% of census tracts region-wide are above average for at least one correlated IPD

91% of census tracts where crash rates are above average are also above average for at least one correlated IPD

From DVRPC, "Crashes and Communities of Concern."
https://www.dvrpc.org/Products/18022

Charles Brown
Edward J. Bloustein School of Planning and Public Policy, Rutgers University

- "*Arrested Mobility*"

Dara Baldwin
Transportation Equity Caucus

- "*About a quarter of police shootings of unarmed Black people begin with some kind of transportation related stop.*"

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Vision Zero Network

ENSURE ENFORCEMENT IS EQUITABLE

"For too long, the injustices of the nation's criminal justice system, **including traffic stops that disproportionately harm Black people, other people of color, and low-income people, have been sustained under the guise of traffic safety**. *This needs to change."*
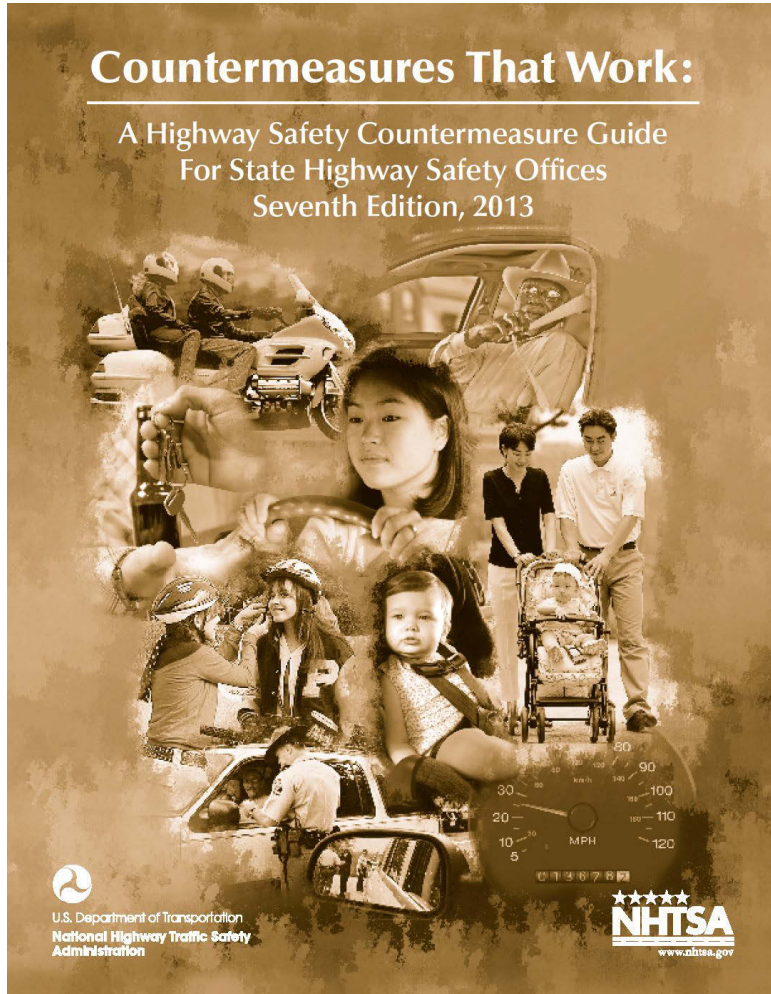
MARCH 2, 2021 | BY LEAH SHAHUM

IN NEWS, WEBINARS

Changing the Role of Policing in Traffic Safety: Berkeley Leads Early Progress

photo by WalkBikeBerkeley

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Countermeasures That Work - SHSO Resource

Countermeasures That Work:
A Highway Safety Countermeasure Guide
For State Highway Safety Offices
Seventh Edition, 2013

U.S. Department of Transportation
National Highway Traffic Safety Administration

NHTSA
www.nhtsa.gov

- USDOT/NHTSA

- Major strategies & countermeasures relevant to SHSOs

- Use, effectiveness, costs, and implementation time

- Provides references to important research

Panel

- **Carmetta Dickerson,** Community Support Specialist, Town Watch Integrated Services

- **Shannon Purdy,** Deputy Regional Administrator, National Highway Traffic Safety Administration

- **Nilda Ruiz,** President and CEO, Asociación Puertorriqueños en Marcha (APM)

- **Nicholas Schock,** Special State Investigator / Acting County Sergeant, Gloucester County Prosecutor's Office

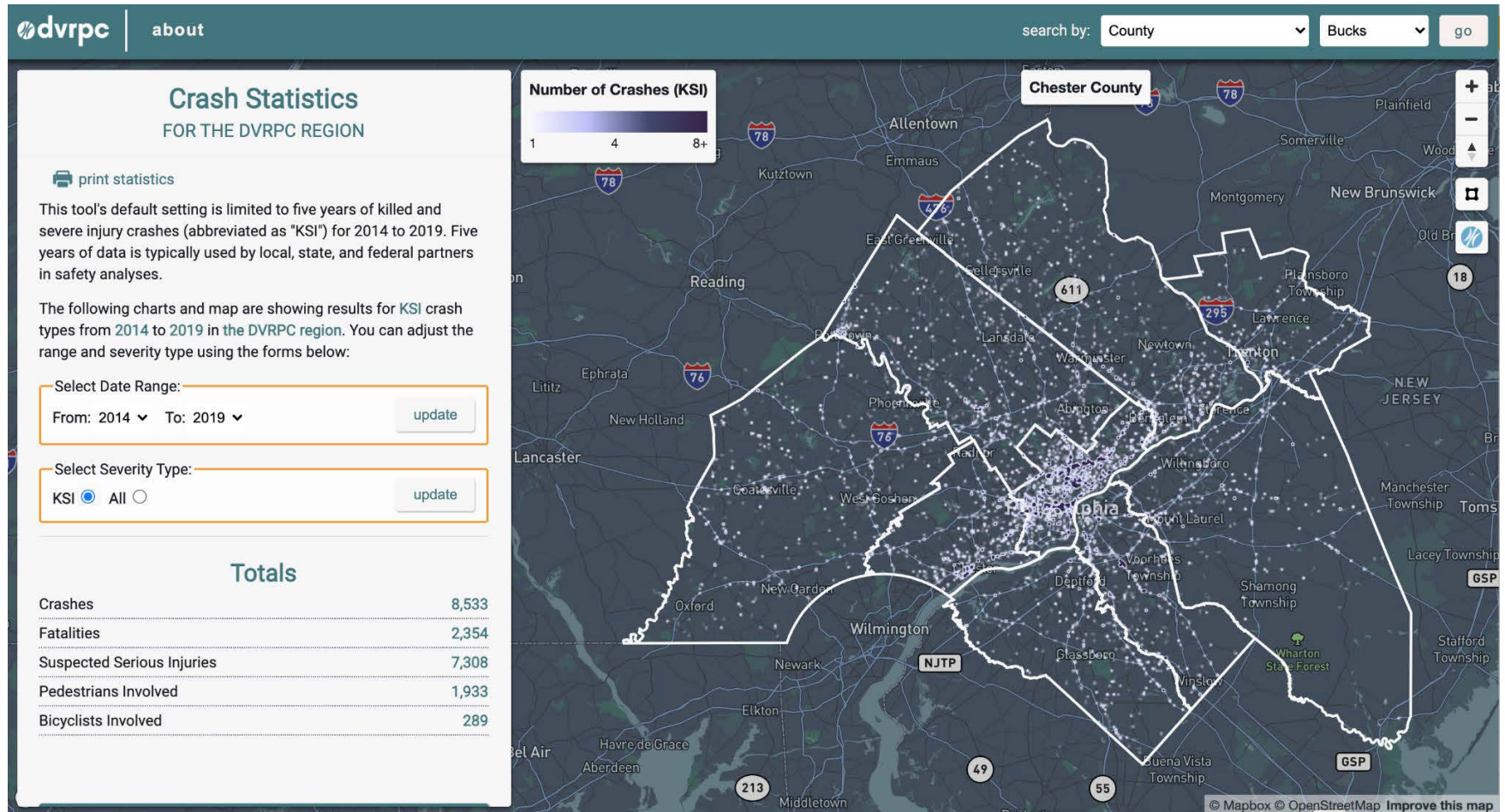- Moderated by **Waffiyyah Murray,** Better Bike Share Partnership Program Manager, City of Philadelphia

Closing Remarks

- **Sharang Malaviya, P.E.,** Traffic Safety Supervisor, PA Department of Transportation

DVRPC Updates

- Transportation Operations/Incident Management Update - Paul Carafides

- Safe Streets Update - Marco Gorini
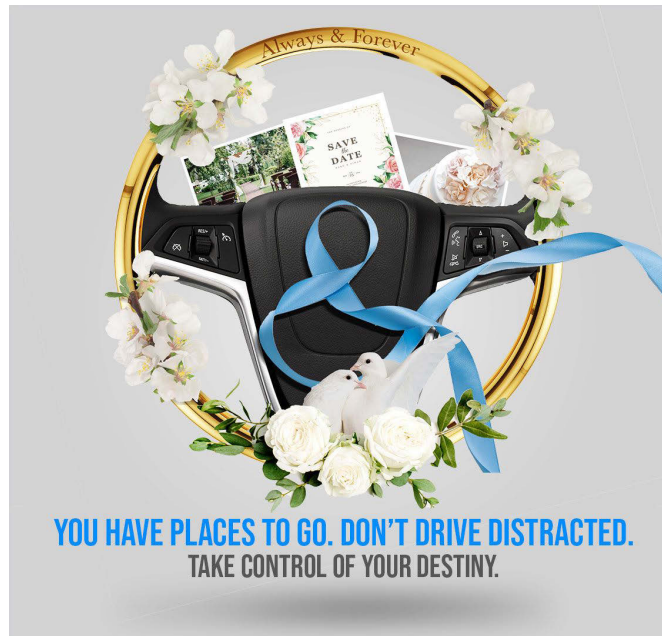
Crash Data Viewer

Traffic Safety Culture: Media Toolkit

Distracted Driving Awareness Month

- April is Distracted Driving Awareness Month

- Both NJ (left) and PA (right) have campaigns to raise awareness of this issue:

Feedback and Next Meeting

- Please complete the meeting survey! The link for the survey is in the Chat

- Action item ideas can be submitted via the survey including ideas for further discussion, research, and collaboration on this topic

- Next meeting planned for June 2021, topic TBD

- Adjourn (but feel free to hang out for informal discussion after the meeting)

Survey Results
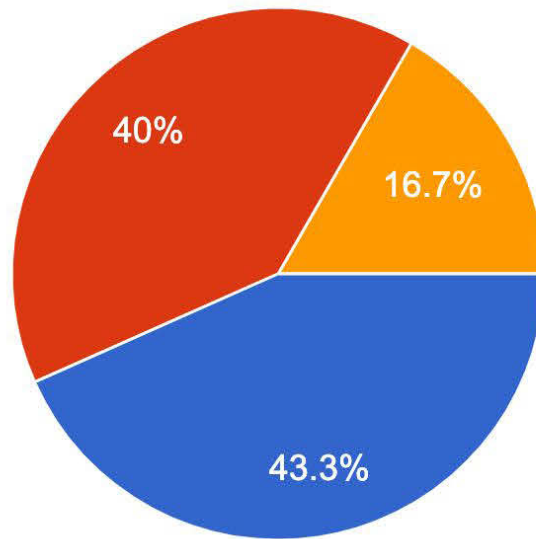## April 16, 2021 RSTF Meeting

Key Takeaways

- 30 out of 86 meeting attendees responded.

- Respondents were divided on the meeting, with some feeling that the topic was not appropriately addressed; however 83% felt the meeting met or exceeded their expectations

- Breakout rooms were not as effective as they could have been, lacking time and structure

- Please note: responses are provided in full in this summary rather than a sample

Question 1:

Did this meeting:

30 responses

Legend:
- Exceed your expectations (blue)
- Meet your expectations (red)
- Not meet your expectations (orange)

Pie chart values:
- 43.3% (blue - Exceed your expectations)
- 40% (red - Meet your expectations)
- 16.7% (orange - Not meet your expectations)

Question 2: What at today's meeting met, exceeded, or didn't meet your expectations?

This was not a fair or safe space for anyone in law enforcement - most speakers were anti-police.

Traffic Safety is not about racism. The mere suggestion of unarmed "traffic cops" was all I needed to hear to know that the speakers had their own agenda and are severely misinformed about police work and the reasons why police officers carry weapons and how traffic safety enforcement works

the session was overall good, however, the speaker didn't answer many of the questions with enough detail. Also, (understand there were some tech issues) but the jumping in and out of breakout rooms was probably done one or two too many times. We were getting into good conversations about a complex topic, and were interrupted. The panel was very diverse and provided good perspectives, but it was a bit unwieldy with so many speakers and different scales of work.

It would have been great to have a stage setting of some contemporary facts regarding enforcement at the beginning of the keynote. Information on contemporary policing, moving traffic violations, in addition to the VZ information that Kevin presented.. Maybe he mentioned it, but it was not very clear.

I really enjoyed Sara Seo's presentation. When the discussion was more local, I would have liked a break out room after that so we can talk about our reactions. I understand that we didn't have time.

it was a good conversation going back and forth and kept me interested where i stayed on longer..

I liked that we were able to have breakout groups. I was thinking they should be a tad longer but keeping them short helped to control the conversation and prevented it from spiraling. Keynote was very very interesting. I hope to get a recording to rewatch.

Our breakout #6, the time was too short. The LE representatives were mad about Ms. Seo presentation and we didn't finish the discussion.

Question 2: What at today's meeting met, exceeded, or didn't meet your expectations?

Historical Presentation and the amount of professionals invested in traffic safety.

intersection between traffic safety and driver security

As a retired law enforcement officer i found most of the content offensive!

History of Traffic

i felt like the panel sometimes talked past each other and the historic rather than current day focus of sarah seo didn't add as much as i'd hoped to my knowledge base or the discussion

The featured speaker mentioning the new movement to reassign traffic law enforcement and other ideas of transportation equity were very important to address to our group of people that care about traffic safety from many different backgrounds and viewpoints.

Just gave me some better insight.

I thought the meeting was good to aire our thoughts. However, it didn't really come close to solving any of the issues.

The conversation was extremely one-sided.

History of Traffic, not something I would have thought of being so relevant to today's happenings. It was very enlightening

The level of involvement from all members . I like the new breakout format.

They keynote speaker was great, the breakout rooms needed more direction maybe some questions to start us off in the beginning.

Question 2: What at today's meeting met, exceeded, or didn't meet your expectations?

Discussions of interaction with the community.

Exceed

I feel this may be contributed to the manner in which we had to hold the meeting- virtually, but more time to discuss each participants concerns about the subject matter would have helped. I think the presenter's material was too narrow. As if describing red lining as something that happened in every location and is still on going. While every profession may have dark times that they are not proud of I think the presentation used a very broad brush.

Although I appreciate the history lesson of traffic enforcement, I don't think the data time period from the book is relevant today.
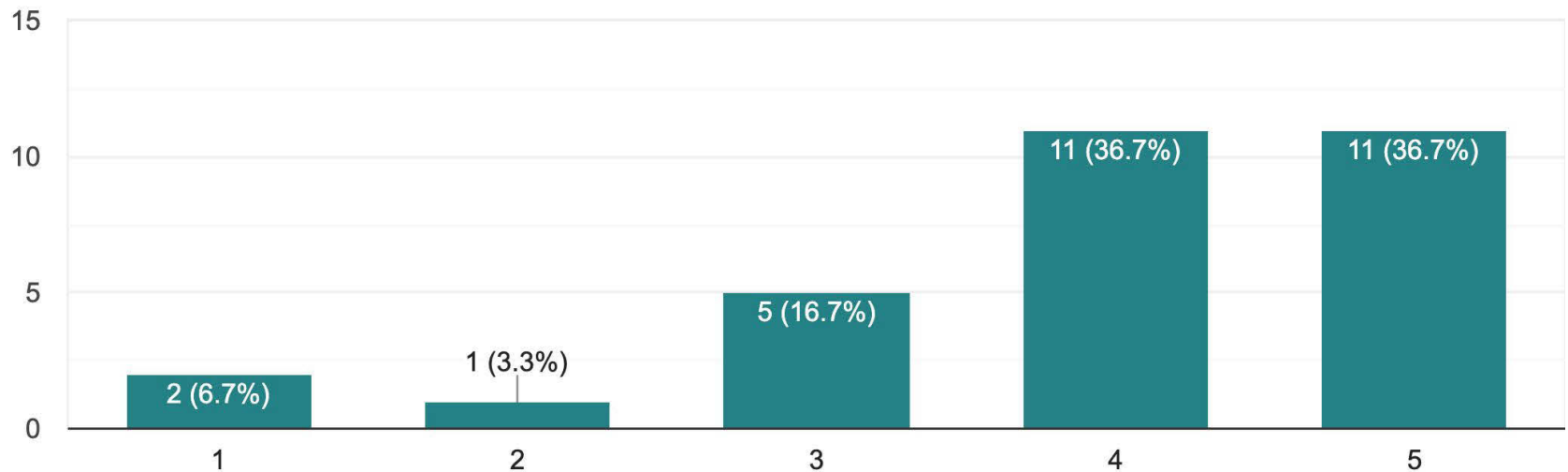
i really like the group sessions

Sarah Seo's presentation, followed by great Q&A

Just the candid discussion regarding a matter that directly affects me as a motorist.

Question 3: How relevant and helpful do you think it was for your job? (Scale of 1-5, 5 being the most relevant and helpful)
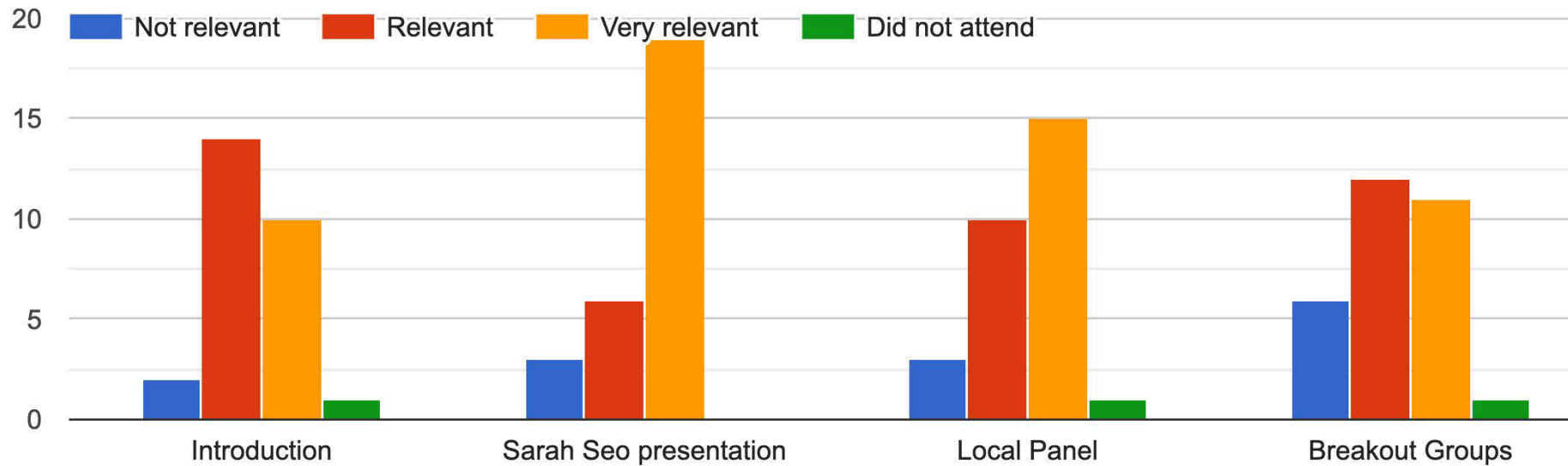
How relevant and helpful do you think it was for your job?

30 responses

Questions 4-6: Which sessions did you find most relevant?

Which sessions did you find most relevant?

Question 7: How else can the RSTF raise awareness or take action on this topic?

We need a more open and fair exchange of information between law enforcement and the traffic safety community on our jobs and how they are done. Not from an academic sense, but from a realistic sense.

By removing the notion or thought that all police are inherently racist. I highly suggest you research the topic from an unbiased perspective. Sarah was incredibly biased in her presentation and took otherwise factual information and skewed it meet her agenda. The minute you skew factual information, it becomes nonfactual. If you truly care about traffic safety, labeling police and policing as inherently racist based on misguided and skewed information isn't the way to get buy in from the police in your area.

continue to have these discussions. I think there was enough content here for the next session to return to this topic. I thought the ground rule-setting at the beginning was well done.

Automated ticketing laws, ending stop and frisk, defunding the police, educating about the history of policing and how it's racist and a product of slavery

Continue with these webinars to get information from different agencies.

Host more sessions on this topic. This is a lot to unpack. Also, reviewing more indepth solutions and how to better elevate education/behavior using a public health approach and creating more responsibility and actions amongst roadway designers and engineers.

This topic needs to be broken down more, like you did in the past years meetings.

Deal with actual problems of traffic safety not rhetoric

Question 7: How else can the RSTF raise awareness or take action on this topic?

the scattered focus of the panel didn't lead to meaningful takeaways

supporting research that will promote transportation equity

This was my first time, however how to get drivers to slow down.

Maybe get someone from the police department at the meeting that is high ranking who can make a change in the police force.

Exploring how automated enforcement can be done equitably and effectively

Good job, larger audience. Post on website so more folks can access and be informed, especially Sarah's presentation

More detailed discussions.

We have to acknowledge that the four (4) E's are needed, despite enforcement having its hands full in other ways. We need to take notes from other major cities.

maybe 33% negative behaviors from the past and recent times, 33% positive behaviors and 33% of where some pilot programs are going.

Collecting research on best practices for non-armed enforcement and drafting a pilot program.

Outreach to increase public awareness of how to respond to a traffic stop.

Resources on community assessments to complement local crash data analysis

It must be acknowledged and much more attention has to be given to this systemic problem.

Question 8: Are there any specific ideas or resources you would like to share (i.e research, action items, opportunities for collaboration) that the RSTF could carry forward relating to this topic?

https://nj.gov/oag/safestopnj/

I think it would be good to have a backgrounder on some of the automated enforcement programs in the region. It was disheartening to hear Nilda from APM mention that ASE and ARLE funds go to pay for police, when they actually go to traffic engineering interventions.

Grants, there are high priority grants they can apply through MCSAP and CDL but for MCSAP it would have to relate to motor carrier and for CDL it would have to relate to Commercial Driver License but there are two means to get money through grants. Of course it has to get approved and there is an entire process.

Ms. Seo was the beginning, racial, social, attitudes (the public and the LE), laws through education and enforcement and how we deal with stress.

use actual data, such as total number of police/citizen interaction that involve improper actions.

--https://injury.research.chop.edu/traffic-medicine-and-transportation-equity

--https://injury.research.chop.edu/blog/posts/safety-not-issue-majority-drivers-license-suspensions

--https://injury.research.chop.edu/blog/posts/exploring-transportation-barrier-healthcare

--https://injury.research.chop.edu/blog/posts/autism-and-police-using-virtual-reality-train-safe-interactions

Drivers speed and distracted driving.

Discussions between law enforcement and the community representatives.

Transportation Alternative's "Self Enforcing Streets" report

Safe Systems approach

Question 9: Are there any topics you would like to discuss at future RSTF meetings?

The return of the police officer as the traffic safety specialist.

i think it would be great to have a focus on immigrant communities in Philadelphia, or perhaps a focus on Latinx. (could be a topic for next year)

Disability in relation to RSTF

Individual behavior was mentioned a lot. These need to be supported by systems. But sessions on effective education measures (look to public health) for getting people to comply

Traffic safety interventions

actual community responsibility to traffic safeyty.

child safety - both pedestrian and in car

Stiffer fines so to make drivers think.

Stop the sales of all guns. But I know that's not going to happen. Shut down the NRA which is fueling the sales of guns.

Revisit Vision Zero.

Educating the traveling public (motorists, pedestrians, bicyclists)

I think that the increase in fatal and serious injury crashes during the pandemic can also be attributed to the lack of enforcement by police.

The role of survellience - while automated enforcement can be good, how can we protect privacy, like restricting facial recognition, AI programs, and black box algorithms.

Why the increased fatality rate in the city?

Question 10: Please provide any additional comments or suggestions that will make RSTF meetings more useful in the future.

I found that the breakout sessions should have been expanded on.

N/A

I appreciated what seemed to be a very diverse group of attendees at today's session. It was good to have law enforcement side well represented as well as community.

excited to be a part of this

Good conversation and participation. I thought this was a good meeting and well organized.

Better breakout room structure

Due to time constraints, try to stay on topic of the meeting, the current climate of policing seemed to dominate the conversation for the most part.

This is a tough subject. We are too far down the line to have the right persons to take us seriously.

Have the panelists all be visible side by side when talking instead of showing the whole group to make it more of a conversation.

Looking forward to resumption of in-person meetings.,

Maybe a study of how lack of traffic increased speeding and lack of enforcement since most PDs did not allow for or were not comfortable conducting enforcement during the pandemic.

I wish we had more discussion time! Especially with the enforcement issue - I did not want to start off with my most "radical" or challenging thoughts, but never got a chance to really articulate my ideas or hear others'.

Perhaps more consideration regarding why specific transportation issues are occurring to help in determining the best set of solutions. Specifically obscure matters like today's topic.

For more information, please contact:
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www.dvrpc.org/transportation/safety