



2006

# REGIONAL SAFETY ACTION PLAN

*Executive Summary*

A Road Map to

*Safer Travel*

in the

*Delaware Valley Region*



Delaware Valley  
Regional Planning  
Commission



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Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency that provides continuing, comprehensive and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia, in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. DVRPC provides technical assistance and services; conducts high priority studies that respond to the requests and demands of member state and local governments; fosters cooperation among various constituents to forge a consensus on diverse regional issues; determines and meets the needs of the private sector; and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the Commission.



Our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies.

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## **1. BACKGROUND**

This document serves as the Executive Summary of Delaware Valley Regional Planning Commission (DVRPC) Regional Safety Action Plan. The plan focuses on reducing crashes and fatalities on our regional roadway system. It provides a roadmap for effective cooperation, collaboration and coordination among safety professionals and stakeholders throughout the region for the purpose of saving lives. It also helps to maintain DVRPC's focus on transportation safety planning.

### **1.1. Introduction**

Safety has always been a part of the DVRPC's planning process, though mostly undefined and uncoordinated. DVRPC has now embraced Safety Conscious Planning, which is a proactive approach for the prevention of motor vehicle crashes and unsafe transportation conditions. It is achieved when all organizations in planning, engineering, education, emergency services and enforcement routinely consider safety as an explicit planning priority that is integrated into all elements of project development and selection. The Regional Safety Action Plan will focus DVRPC's transportation safety program by 1) assessing plans, goals and priorities of institutions in the region; 2) determining regional emphasis areas through a cooperative process, strategies and priorities; and 3) integrating goals and accompanying strategies in the Long Range Plan.

DVRPC has recognized that planning for the safe mobility in this region needs to look beyond the traditional and seek a more innovative, integrative and collaborative process. The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) and its predecessor, the Inter-modal Surface Transportation Efficiency Act (ISTEA), laid the foundation for the development of safety in transportation planning. These Acts charged DVRPC with improving the safety of the transportation network in the Philadelphia/Camden metropolitan area for all users. The Commission satisfied this mandate by addressing safety in both its transportation planning and its regional planning projects and programs. The following have greatly expanded DVRPC's role in transportation safety for the region - the new transportation legislation, the Safe, Accountable, Flexible and Efficient Transportation Equity Act: Legacy for Users (SAFETEA-LU); DVRPC's Long Range Plan *Destination 2030*; and the Regional Safety Task Force.

### **1.2. SAFETEA-LU**

SAFETEA-LU, enacted in 2005, revises funding structures and establishes a new Highway Safety Improvement Program, almost doubling infrastructure safety spending and making the funding results-based. It places greater emphasis on integrating safety in the planning process and greater funding flexibility for safety projects and programs. SAFETEA-LU mandates that each state Department of Transportation (DOT) develop a Strategic Highway Safety Plan (SHSP) in coordination with the Metropolitan Planning Organizations (MPOs) and other safety stakeholders. The SHSP is a data-driven process to identify effective remedies. It is designed to promote consistency between comprehensive

transportation improvements and the planned growth and economic development patterns at the state and local levels.

### **1.3. Furthering the Goals & Policies of Destination 2030**

The *Destination 2030* Long Range Plan focuses on three primary components of the transportation system – facilities, operations and finance. Safety is prominently noted in both the transportation facilities and the transportation operations vision statements. There are six transportation policies that are organized around the transportation goals of the Plan and they seek to implement the facilities, operations and finance visions. Improving safety is the first policy listed. This policy addresses improving safety for all users and all modes; improving regional crash data; promoting behavioral and market aspects of transportation safety; implementing effective incident management planning; considering safety issues with all regional transportation plans; and increasing public awareness of transportation security program.

In selecting the fiscally constrained major regional projects for inclusion in the Long Range Plan, a safety goal is considered. This goal is *“to improve safety by reducing travel hazards through the application of technological improvements and by bringing our transportation system up to modern standards.”*

Performance measures are currently being developed to track the implementation of the *Destination 2030* Long Range Plan. The performance measures will track how well the various goals, including safety, are being met. The Long Range Plan allocates funding to ten categories. There are five highway funding categories, including Safety and Operational Improvements. As individual projects are identified in the annual Transportation Improvement Program (TIP) update, they will be able to draw from these identified funds.

### **1.4. Regional Safety Task Force**

With the additional costs of property damage, injuries and lost lives associated with transportation safety planning, DVRPC has taken a collaborative and integrative approach. A staff-based Safety Committee was initiated and a Regional Safety Task Force was established with safety professionals and stakeholders from a variety of agencies in both New Jersey and Pennsylvania.

The Regional Safety Task Force is a multi-disciplinary conglomerate of safety professionals and stakeholders, whose main purpose is to promote safety in the region through the sharing and pooling of all types of information and resources. An outcome from Local Safety Conscious Planning forums held in New Jersey and Pennsylvania, the Task Force plays an integral role in guiding and directing the Commission’s safety conscious planning program through the identification, development, prioritization and implementation of regional safety strategies. The focus is diverse, multi-discipline (engineering, education, enforcement, emergency services and funding) and multi-modal (automobile, trucks, transit, bicycle, pedestrian, trains).



The Task Force serves as a conduit to integrate safety conscious planning at all planning levels. It is an inclusive process and information is shared through meetings, e-mail and website postings. Task force members have access to colleagues, members of the public and elected officials to whom the Commission did not traditionally have ready access to.

As both states, Pennsylvania and New Jersey, develop their SHSP, the Task Force participants are able to address concerns and ensure regional specific issues are addressed in these plans. The Task Force also represents a collective voice on safety policy and legislative issues working to gain the attention of and educate elected officials. Communication and collaboration is fostered not only between the Commission and Task Force members but also between members of the Task Force themselves.

The Task Force currently plays a central role in the development of the Regional Safety Action Plan by developing effective safety initiatives/programs with significant input from non-traditional partners as well as our traditional planning partners.



## **2. THE REGIONAL SAFETY ACTION PLAN**

The plan is developed through a data driven process incorporating the 4Es of safety conscious planning – engineering, education, enforcement and emergency medical services. The plan attempts to pair available resources with prioritized emphasis areas and strategies and is complementary to the Long Range Plan and the TIP as well as both states' (New Jersey and Pennsylvania) SHSPs.

The plan is dynamic. As the issues and priorities change, the plan can be adapted to address critical transportation safety issues. The plan is also designed to be implemented. Based on the premise that coordination, pooling of resources and thinking regionally can generate tremendous benefits for addressing transportation safety; the plan recognizes existing projects and programs and associated resources/expertise.

### ***2.1. Method***

Extensive research was conducted in preparation of the development of the Regional Safety Action Plan. Drawing on the vision, goals and objectives of the *Destination 2030* Long Range Plan, a series of internal meetings grounded in literature and policy were held to inventory and assess on-going integration of safety into current practices.

The visioning process included a substantive analysis and review of the New Jersey and Pennsylvania Departments of Transportation (NJDOT, PennDOT) data and agency goals by DVRPC staff. Emphasis areas were drawn from the American Association of State Highway Transportation Officials (AASHTO) recommendations, and the NJDOT and PennDOT Strategic Highway Safety Planning process. The DVRPC emphasis areas were selected from the overarching guidelines under which programs were already guided, rather than created anew, so that the plan would be complementary to the Long Range Plan and the SHSPs of both states.

Since the focus was developing a practical and dynamic safety plan to reduce fatalities that can be executed, implementing agencies and organizations had to be at the table from the outset, along with the planners and other stakeholders. This enables the plan to proceed in a coordinated, comprehensive, and cohesive manner, thus preventing confusion, leveraging support, stretching resources and getting all to think in a regional perspective. Additionally, DVRPC and other agencies may now integrate and draw upon the experience of these organizations whose programs may be in advance of theirs in aspects of transportation safety - like education and marketing, which were not allowed previous to SAFETEA-LU.

The goal is to reduce crashes and fatalities on the region's roadways while maintaining compatibility with state SHSPs and bringing the New Jersey and Pennsylvania portions of the MPO into alignment. Therefore AASHTO's goal of

reducing fatalities below one per 100 million vehicle miles traveled by 2008 was adopted for planning purposes.

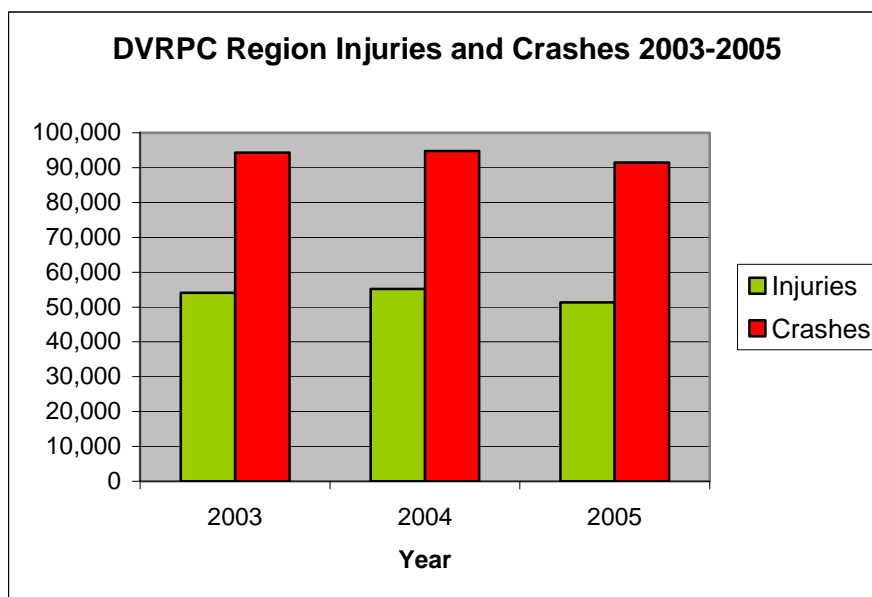
The Regional Safety Task Force members were organized into subcommittees to identify existing safety projects and programs in the region, appropriate strategies and develop innovative solutions based on the emphasis areas. Five subcommittees were established – Engineering, Enforcement, Education, Emergency Services and Funding. Each subcommittee was asked to address all the identified emphasis areas and wherever appropriate, issues would be analyzed from both a technical and a behavioral aspect.

Research was undertaken for additional strategies, programs, projects, and countermeasures. An analysis of benefits and levels of effectiveness were compiled and presented to the Regional Safety Task Force, along with an extensive crash data analysis. Armed with this information the Task Force was able to determine priorities.

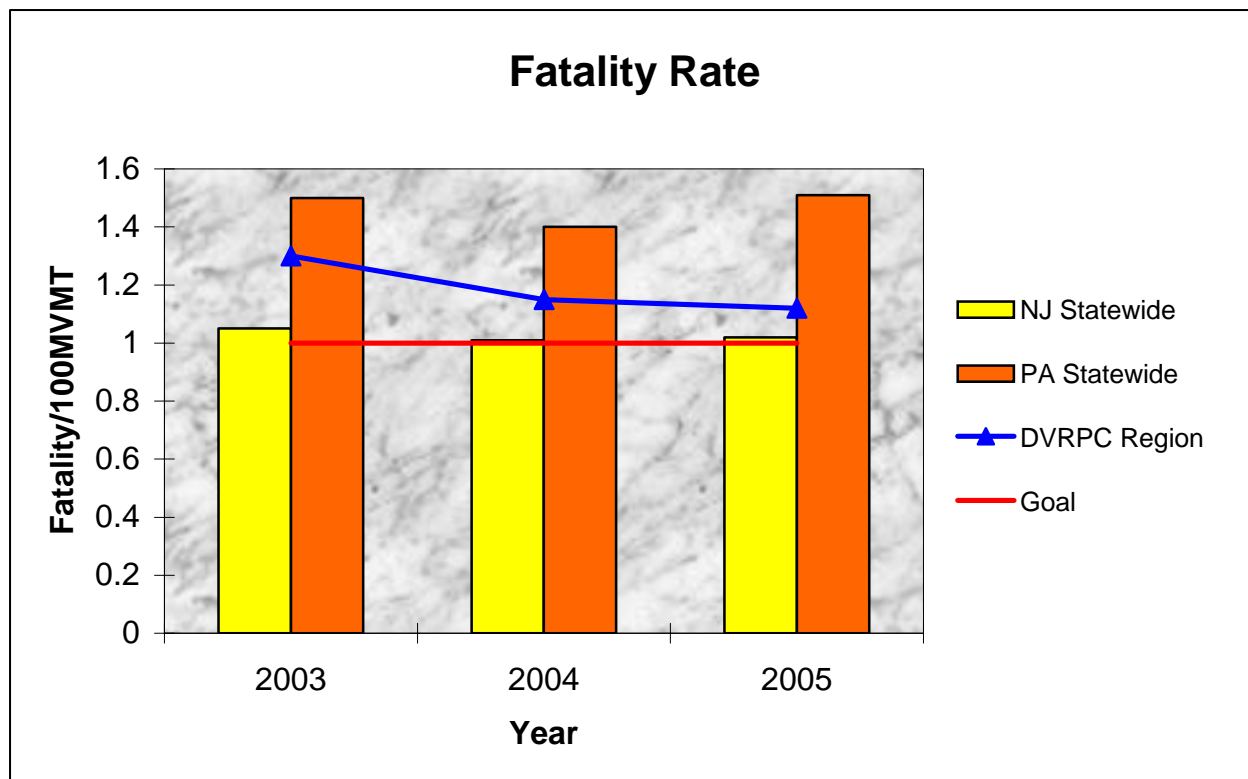
## 2.2. State of Safety in the Region

In 2005, there were 91,485 motor vehicle crashes recorded in the DVRPC nine-county region. These crashes resulted in 51,289 injuries and 457 deaths. Over the three-year period, 2003-2005, fatalities have steadily decreased with 2003 recording the highest number of 519. However, injuries and crashes did not decrease similarly. The number of injuries increased in 2004 then decreased in 2005. Between 2003 and 2004 injuries increased 2% from 54,067 then decreased in 2005 by 7%, while crashes increased 0.6% in 2004 from 94,263 then decreased in 2005 by 3.5%. This is shown in **Chart 1** below.

**CHART 1**



Source: NJDOT and PennDOT Crash Data

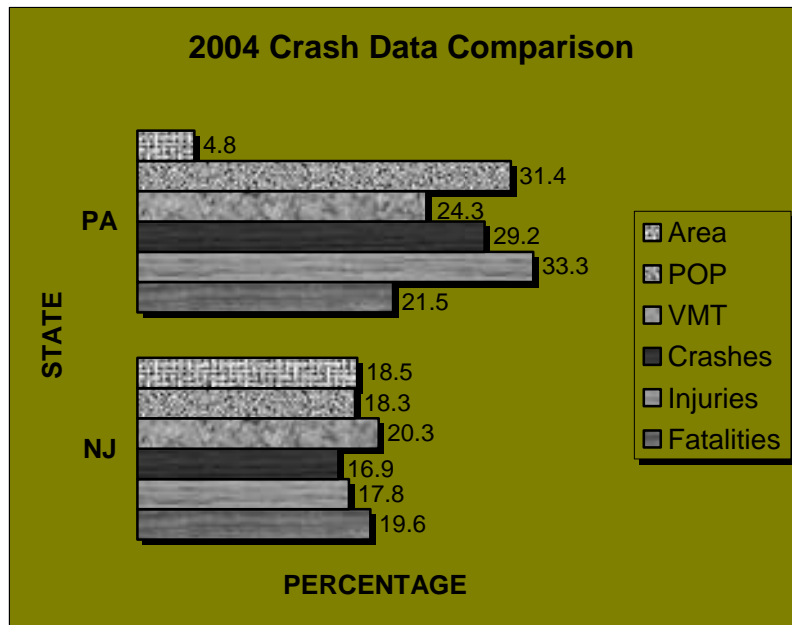
**CHART 2**

Source: Analysis of NJDOT, PennDOT and DVRPC Data

**Chart 2** shows the fatality rate per 100 million vehicle miles traveled (MVMT) for the DVRPC nine-county region compared to the New Jersey and Pennsylvania statewide rates for the years 2003 to 2005. The regional rate falls between the two statewide rates. As shown the regional fatality rate has fallen from 1.3 in 2003 to 1.12 in 2005. The state rates have not followed the same pattern; in 2004 the rates fell for both states and rose again 2005. The number of fatalities also declined in the region between 2003 and 2005, but the two states numbers fluctuated similar to the rate.



Photo Credit: DVRPC

**CHART 3**

Source: US Census, DVRPC, NJDOT and PennDOT

**Chart 3** shows the percentage of the respective state totals of fatalities, injuries and crashes occurring in the DVRPC region by state. This is shown against the percentage of land area, population and vehicle miles traveled (VMT) of the DVRPC region by state. Whereas the chart may represent some correlations (VMT and fatalities), it also shows the disparities or accounts for such between the DVRPC region in both states. DVRPC Pennsylvania region occupies approximately 5% of the state's land area but accounts for one third of its injuries and more than a fifth of its fatalities.

**Between 2003-2005**  
**On average:**  
**A crash occurred every 6 minutes.**  
**Every 10 minutes,**  
**One more person was injured, and**  
**9 persons died every week in a traffic-related**  
**crash in the Delaware Valley**

### 2.3. Emphasis Areas

Emphasis areas were identified to concentrate regional efforts and funding on appropriate strategies which will have a positive impact on reducing the number of crashes, injuries and fatalities resulting from these areas.

The process of reducing fatalities is expressed through targeted emphasis areas. **Table 1** shows DVRPC's 13 selected emphasis areas and how they match up with AASHTO's plan and NJDOT and PennDOT SHSPs. Only 12 of AASHTO's 22 emphasis areas are included in DVRPC's plan whereas both state plans addresses all areas with more focus on a smaller number.

**TABLE 1: Emphasis Areas**

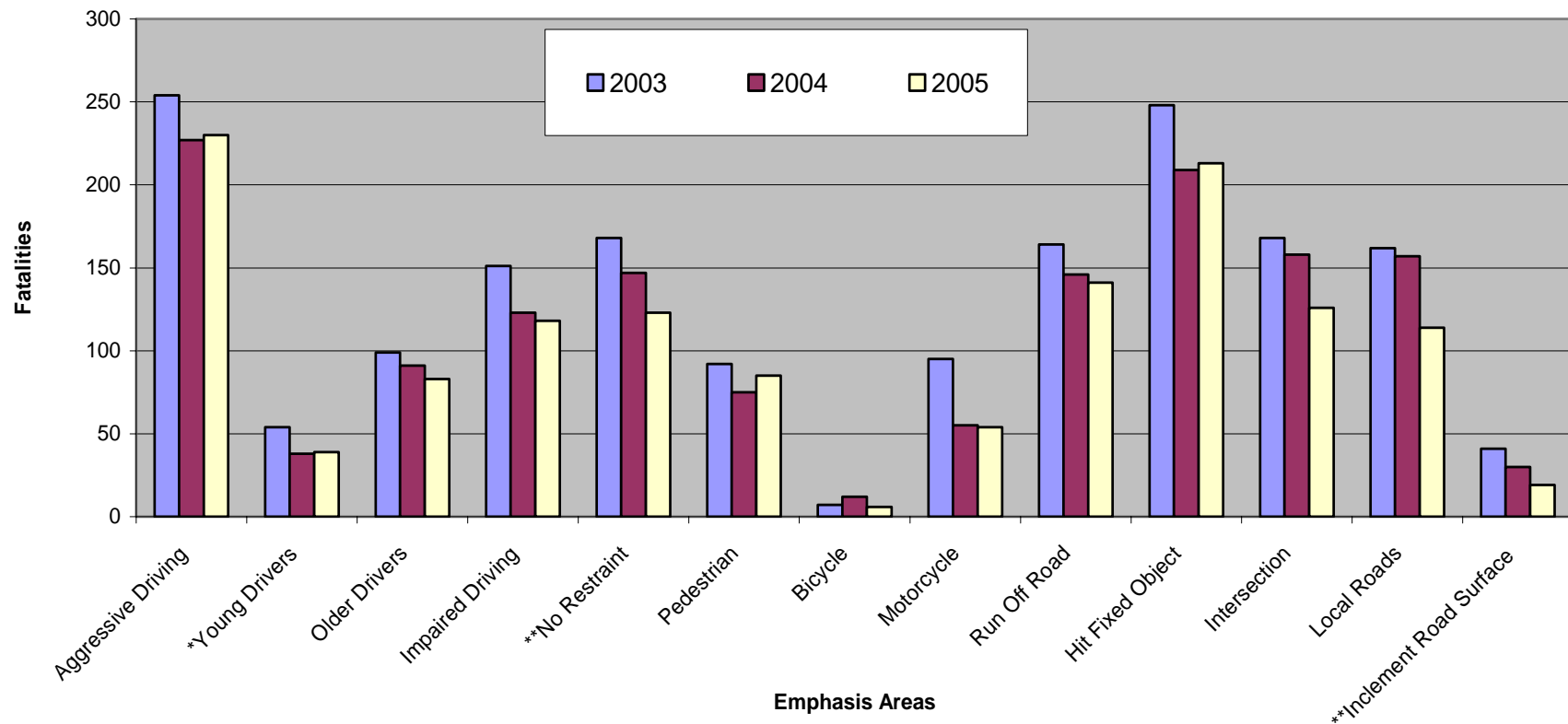
(NJ and PA are currently finalizing SHSP – data may have changed)

DVRPC Emphasis Areas	NJDOT - SHSP	PennDOT - SHSP	AASHTO
Sustain Proficiency in Older Drivers	X	X	X
Improve Young Driver Safety	X	X	X
Curb Aggressive Driving	X	X	X
Increase Driver Safety Awareness	X		X
Minimize Run off Road Crashes	X	X	X
Pedestrian/Bike Safety	X	X	X
Impaired Driving	X	X	X
Seat Belt Usage/Occupant Restraint		X	X
Hit Fixed Object Crashes	X	X	X
Enhance Safety on Local Roads		X	X
Improve Motorcycle Safety		X	X
Drive more Safely in Inclement Weather			
Improve Design/Operation of Intersection	X	X	X

Source: DVRPC, NJDOT, PennDOT, AASHTO; September 2006

Analysis of three years worth of crash data provided by the DOTs formed the basis for emphasis area selection. Although data played a major role in determining the emphasis areas, knowledge of the region was invaluable. Crashes due to inclement weather and driver inattention were not included in both state databases. They were selected however, as emphasis areas due to the high number of crashes, injuries and fatalities in the neighboring state and anecdotal evidence suggesting they be included. Though bicycle and pedestrian crashes and fatalities were relatively low in both states, the magnitude of the fatalities compared to injury crashes suggested they be included.

**CHART 4**  
**Fatality Trends by Emphasis Area 2003-2005**



\*Young Drivers in NJ (16-20), PA (16-17)

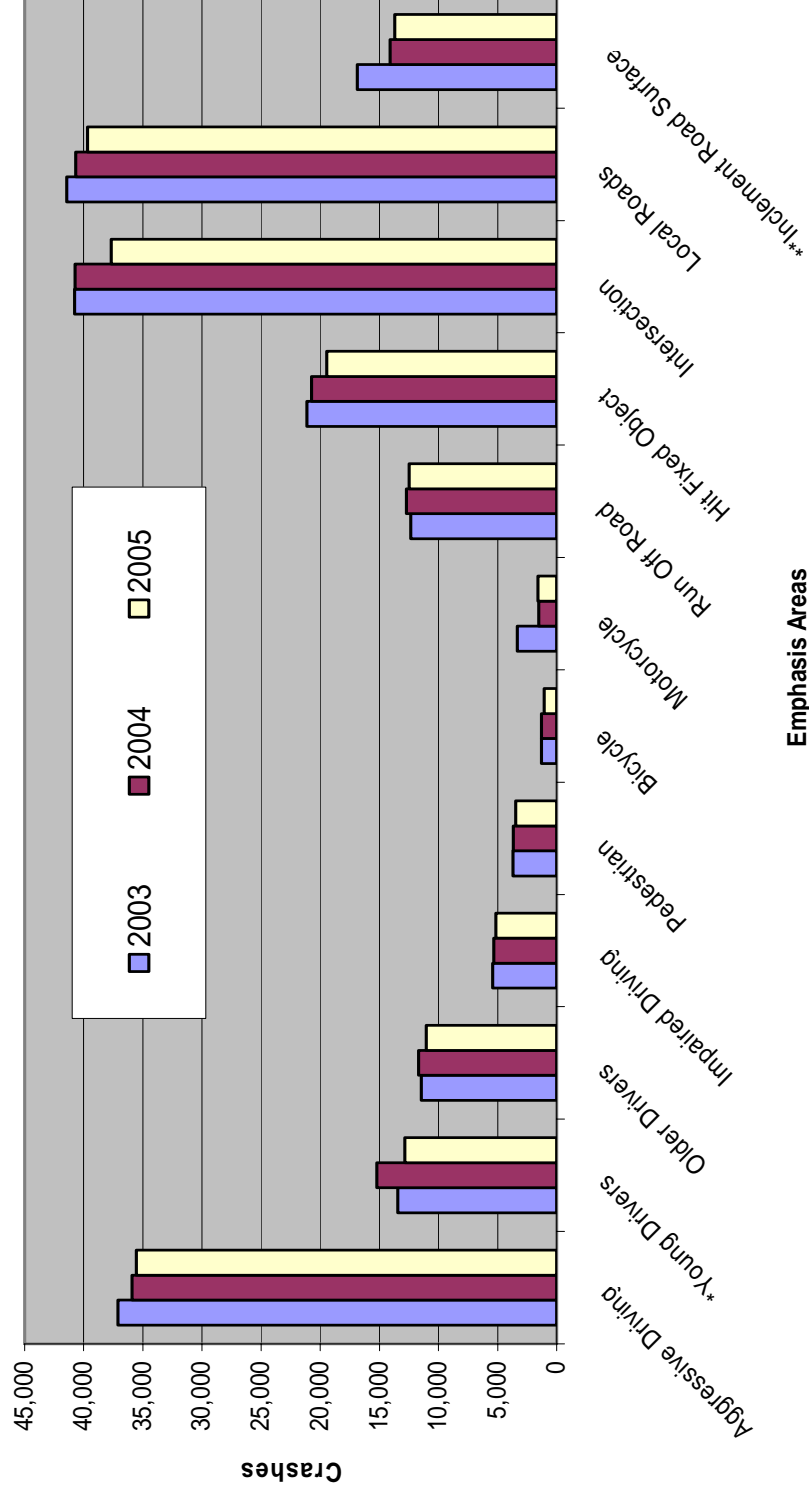
\*\* Data for NJ only

Source: NJDOT and PennDOT Crash Data

**Chart 4** shows the fatalities trends by emphasis areas for 2003 to 2005 in the DVRPC nine-county region unless otherwise specified. The total of number of fatalities as shown in the chart will not be the same as the actual total fatalities because a fatal crash may be more than one event (for example, a fatality resulting from a drunk driver who hits a light pole will be counted in both the “impaired driving” and “hit fixed object”). Of the 13 emphasis areas, eight showed a steady decrease in the number of fatalities over the three years – Older Drivers, Impaired Driving, No Restraint, Motorcyclist, Run-off Road, Intersections, Local Roads and Inclement Road Surface. There were four emphasis areas showing fatality decreases in 2004 over 2003 but increased in 2005 – Aggressive Driving, Young Drivers, Pedestrian and Hit Fixed Objects. Bicycles showed a 71% increase in 2004 over 2003 and a 50% decrease between 2004 and 2005.



**CHART 5**  
Crash Trends by Emphasis Area 2003-2005



\*Young Drivers in NJ (16-20), PA (16-17)

\*\* Data for NJ only

Source: NJDOT and PennDOT Crash Data

**Chart 5** shows the crash trends by emphasis areas for 2003 to 2005 in the DVRPC nine-county region unless otherwise specified. The total of number of crashes as shown in the chart will not be the same as the actual total crashes because a crash maybe more than one event (for example, a drunk driver who hits a light pole – will be counted in both the “impaired driving” and “hit fixed object” categories). Young Drivers, Older Drivers and Run-off the Road emphasis areas experienced an increase in crashes between 2003 and 2004 with decreased crash numbers for 2005. Motorcycle crashes decreased in 2004 by approximately 55% over 2003 then increased 6% in 2005. All other emphasis areas experienced a decline in crashes over the three year period.

#### **2.4. Priority Emphasis Areas and Strategies by Discipline**

The priority emphasis areas and strategies were selected from the 13 chosen emphasis areas and over 400 identified strategies for each of the 4Es by the safety professionals and stakeholders of the Regional Safety Task Force. The selections were based on:

- Crash data – fatalities and crashes, trend analysis
- Cross-reference emphasis area data for impact
- Identified strategies for emphasis area by discipline
- Relative Cost of identified strategies (high, medium, low)
- Effectiveness of identified strategies (unknown, uncertain, likely, proven)
- Time frame for implementation (short, medium, long)
- Regional crash data clusters

The priority emphasis areas and strategies will serve to focus efforts and resources. There are many diverse agencies and organizations currently operating safety programs in the DVRPC region. Those already identified with projects and programs are shown after each table. Other agencies/organizations whose contribution is also essential to the program is also noted.

**TABLE 2: ENGINEERING PRIORITY EMPHASIS AREAS & STRATEGIES**

	<u>Strategies</u>
Improving the Design and Operation of Intersections	Improve geometry of intersections
	Improve sight distance and visibility (access signing and vegetation)
	Provide and/or improve left and right turn lanes (adequate length, off-set)
	Increase the use of protected left turn signals as appropriate
	Time signals (ped count down signals) to accommodate pedestrians
	<u>Strategies</u>
Hit Fixed Objects	Improve/install guiderails, jersey barriers, modern guardrail ends
	Improve utility pole placement, design, and technology
	Improve and /or remove roadside hardware and natural objects
	Widen/modify clear zones
	Improve side slope and/or remove ditches where appropriate
	<u>Strategies</u>
Minimize Run off Road Crashes	Improve shoulders - widening, paving
	Eliminate Shoulder Drop-offs
	Improve signage and delineation for curves and other changes in roadway alignment
	Improve/install guardrails, jersey barriers and modern guardrail ends
	Improve/maintain roadway drainage
	<u>Strategies</u>
Sustaining Proficiency in Older Drivers	Utilize advance warning pavement markings
	Change font style and size of signage for better readability
	Design for night-time and inclement weather conditions
	Provide advance intersection signs especially on higher speed roadways
	Provide adequate/efficient mobility alternatives
	<u>Strategies</u>
Enhance Safety on Local Roads	Add lighting where appropriate
	Initiate traffic calming techniques where appropriate
	Increase sign sizes and reflectivity
	Add signs where needed (advance warning, pedestrians, etc)
	Install center line and edge line rumble strips

Source: Regional Safety Task Force, June 2006

**Agencies/Organizations with Existing Projects and Programs**

PennDOT, NJDOT, DVRPC, County Engineers and Planners, Municipal Engineers and Planners

**Other Essential Agencies/Organizations**

Public Works Department, Utility Companies, Construction Community, Planning Boards

**TABLE 3: EDUCATION PRIORITY EMPHASIS AREAS & STRATEGIES**

	<u>Strategies</u>
<b>Curb Aggressive Driving</b>	Highlight statutes in the vehicle code on aggressive driving
	Educate at the testing level on what constitutes aggressive driving
	Focus education efforts on specific demographic and community groups
	Institute media campaigns for programs such as Smooth Operator
	Educate legislature, specifically transportation committee, on aggressive driving and their necessary support in helping to curb it
	<u>Strategies</u>
<b>Impaired Driving</b>	<u><i>Drinking Alcohol</i></u>
	Participate in national campaigns (i.e. "You Drink, You Drive, You Lose")
	Allow additional funding for prevention programs
	Create a group of community volunteer drivers for impaired drivers
	Promote the use of Designated Drivers in general
	Use "fatal vision" goggles as educational tool in schools
	<u><i>Over-the-Counter Drugs and Drowsiness</i></u>
	Partner with stores to ID OTC medications, which cause impairment as well as prescription drugs
	Establish effective ways to educate bus and/or truck drivers on drowsy driving
	Conduct education and awareness campaigns targeting drowsy driving
	Work with employers to increase awareness
	Promote alternative transportation (like transit)
	<u>Strategies</u>
<b>Increase Driver Safety Awareness</b>	Establish a catchy, simple campaign slogan
	Provide safety awareness information in all forms of media (newsletters, TV, PSA's, videos, radio)
	Promote safety at various events and community venues
	Develop targeted education campaign on speeding
	Remind drivers of common distractions
	<u>Strategies</u>
<b>Increase Pedestrian Safety</b>	Market pedestrian safety resources to township officials
	Establish a Walkability checklist for local governments
	Improve understanding of rules of the road
	Educate, train and market resources to contractors, legislators and municipalities
	Encourage safer driving habits near and around pedestrian traffic

<b>TABLE 3: EDUCATION Cont'd</b>	
<u>Strategies</u>	
<b>Improve Young Drivers Safety</b>	Educate parents on the best type of vehicle for young, inexperienced drivers
	Require longer hours of actual driving on the road before getting a license
	Support standard Driver Education in high schools
	Target Colleges (18-24 age group) for safe driving education
	Evaluate deficiency of the younger driver (cognitive brain development)
<u>Strategies</u>	
<b>Seatbelt Usage/ Occupant Restraint</b>	Conduct highly publicized enforcement campaigns with Click It or Ticket program
	Coordinate the efforts and resources of agencies to have more impact
	Establish a catchy, simple campaign slogan

Source: Regional Safety Task Force, June 2006

### **Agencies/Organizations with Existing Projects and Programs**

DVRPC, PennDOT - BHTSE, NJDHTS, NHTSA, County Sheriff's Offices, State and Local Police, SAFEKIDS, CHOP, Brain Injury Association of NJ, AAA, NJDOT, TMA, SEPTA, PATCO, County Traffic Safety Offices, AARP, Bicycle Coalition of Greater Philadelphia

### **Other Essential Agencies/Organizations**

Legislators, Motor Vehicle Commission, Media, Community Groups, Department of Education, County and Local Engineers and Planners, Medical Community

**TABLE 4: ENFORCEMENT PRIORITY EMPHASIS AREAS & STRATEGIES**

		<u>Strategies</u>
Curb Aggressive Driving		Target Enforcement to specific behaviors and locations
		Legislate for use of automated systems (red-light and speeding cameras)
		Highly publicize enforcement using saturation patrols and other displays of enforcement
		Enabling legislation and/or policy for use of radar in speed enforcement
		Develop a system that identifies problem drivers based on variable repeat violations
		<u>Strategies</u>
Impaired Driving		<u>Drinking Alcohol</u>
		Increase sobriety checkpoints
		Use targeted enforcement methods such as Saturation Patrols
		Eliminate plea-bargaining and loopholes in prosecution
		Enforce and publicize zero tolerance laws for underage drivers
		Require responsible beverage service policies
		<u>Drowsiness</u>
		Enhance enforcement of commercial motor vehicle hours-of-service regulations (including transit)
		Enact or revise laws on distracted and drowsy driving
		<u>Strategies</u>
Increase Driver Safety Awareness		Properly educate on various violations during enforcement
		Enforce existing statutes on cell-phone use while driving
		Increase publicity of enforcement
		Establish penalties that would influence safer behavior
		<u>Strategies</u>
Seatbelt Usage/ Occupant Restraint		Conduct highly publicized enforcement campaigns - Click It or Ticket
		Institute seatbelt usage as a primary law in PA ( lack of appropriate law becomes a barrier to use - "if important there would be a law")
		Establish checkpoints near schools (coordinate with DOE)
		Public tends to go to local law enforcement for info on child restraint – better education of and/or access to these staff
		Improve Belt Use Legislation to cover all ages, seat positions and vehicles

	<b>TABLE 4: ENFORCEMENT Continued</b>
	<u>Strategies</u>
<b>Improve Design and Operation of Intersections</b>	Use of red light running cameras for detection
	Targeted enforcement of specific problem intersections
	Implement photo radar
	Monitor travel speeds on approaches

Source: Regional Safety Task Force, June 2006

### **Agencies/Organizations with Existing Projects and Programs**

State and Local Police, PennDOT-BHTSE, NJDHTS, NJDOT, NHTSA, AAA, SEPTA, County Engineers and Planners, County Highway Traffic Offices, County Sheriff's Offices, PA DUI

### **Other Essential Agencies/Organizations**

State Legislature, Motor Vehicle Commissions



**TABLE 5: EMERGENCY MEDICAL SERVICES PRIORITY STRATEGIES**  
**Enhancing Emergency Medical Capabilities to Increase Survivability**

		<u>Strategies</u>
Legislation/Policy		Establish standard practices for the collection of EMS data
		Coordinated emergency response between neighboring municipalities
		Increase funding for equipment, training, and staffing
		Develop new policy for insurance coverage of the related costs of emergency services
		Establish and facilitate development of more regional resources and/or cooperatives
		<u>Strategies</u>
Engineering		Install mile markers on roadways as appropriate
		Implement various levels of signal pre-emption
		Increase the use of Closed Circuit TV (CCTV)
		Increase usage of GIS/GPS technologies in locating crash scenes and tracking responder units/equipment
		Improve "wireless automatic location" capabilities. This technology is being implemented by act of congress (E911 Act, 2004)
		<u>Strategies</u>
Enforcement		Establish "move-it" laws that encourage or even require drivers to move their vehicles out of the roadway if involved in a non-injury crash
		Establish Quick Clearance Law in New Jersey (already in place in PA)
		Establish law requiring motorists, when traffic conditions allow, to merge their vehicle into the left lane of traffic on multiple lane roads when emergency personnel is present at the right side of the road. If unable to merge to the left, or if on a two-lane road, slow down.
		Establish law requiring motorists to move over or slow down when EMS responders approach
		<u>Strategies</u>
Education		Develop EMS training vocational track alternative for high school and community college students
		Ensure highest level training and performance standards for emergency responders
		Educate the public on crash scene safe practices, i.e.: "Bystander Care" training programs
		Include principles of injury prevention and traffic safety as part of EMS continuing education

Source: Regional Safety Task Force, June 2006

### **Agencies/Organizations with Existing Projects and Programs**

DVRPC - Incident Management Task Force, State and Local Police, PennDOT-BHTSE, NJDHTS, NJDOT, NJ-IMRT, County Engineer and Planners, Fire Departments

**Other Essential Agencies/Organizations**

State Legislatures, Motor Vehicle Commissions, NJ and PA Department of Health, County Departments of Education, Insurance Companies, NJ and PA Department of Education, Local Board of Education, Medical Community

### **3. FUNDING**

SAFETEA-LU has authorized more funding with greater flexibility for safety projects and programs.

The following are some of the Federal Highway Administration (FHWA) managed programs:

- The Highway Safety Improvement Program (HSIP)
  - High Risk Rural Roads Program
- Local Federal Safety Program – New Jersey
- The Highway-Railway Crossings Program
- The Safe Routes To School Program
- Roadway Safety Improvements for Older Drivers and Pedestrians
  - No specific funding provided, “such sum” authorized for FY05-09.
- Work Zone Safety Grants - \$5 million per year solicited and awarded nationally.

The following are some of the National Highway Safety Administration (NHTSA) managed programs:

- Highway Safety Programs (402)
- Occupant Protection Incentive Grants
- Safety Belt Performance Grants
- State Traffic Safety Information System Improvements
- Alcohol Impaired Driving Countermeasures Incentive Grant Program
- Motorcyclist Safety
- Child Safety and Child Booster Seat Safety Incentive Grants

Others are:

- Low Cost Safety Program – Pennsylvania

Additionally, there are other types of resources that can be utilized in the region to accomplish the goals of the plan.



#### **4. SUMMARY AND NEXT STEPS**

Although the region has experienced an overall decrease in the number of crashes, injuries and fatalities in 2005, as well as the rate of fatalities, the numbers are still disproportionate compared to statewide rates. Some emphasis areas are experiencing increases. The agreed-upon priority emphasis areas and strategies serve to focus efforts and resources. There are many diverse agencies and organizations currently operating safety programs in the DVRPC region. The Commission can coordinate these programs through the Action Plan, optimizing the use of already limited resources in an effort to reduce crashes and their consequences. Existing, established programs can be woven into the regional plan. Collaboration, shared responsibility and partnerships between key public agencies at all levels, other safety professionals and stakeholders are essential to meet the goals of the Plan.

The immediate next step is to formulate an Implementation Plan. Like DVRPC, many of the agencies in the region have been or are already addressing several of the identified priority strategies. The aim is to systematically coordinate the efforts of agencies and disciplines to address regional safety issues at all levels in order to achieve region-wide benefits.



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Safety, fatalities, injuries, crashes, fatality rate, safety conscious planning, emphasis areas, strategies, coordination, engineering, enforcement, education, emergency medical services, actions, SAFETEA-LU, prioritize.

**ABSTRACT:** This document serves as the Executive Summary of Delaware Valley Regional Planning Commission (DVRPC) Regional Safety Action Plan. The plan focuses on reducing crashes and fatalities on our regional roadway system. It provides a roadmap for effective cooperation, collaboration and coordination among safety professionals and stakeholders throughout the region for the purpose of saving lives. It shows agreed-upon prioritized emphasis areas and strategies

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